

CITY OF RANCHO CORDOVA



CITY COUNCIL MEETING Monday, August 21, 2023

5:30 PM – Regular Meeting

David B. Roberts Council Chambers

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

**Gaylord Opryland Resort & Convention Center - Lobby
2800 Opryland Drive, Nashville, TN 37214**

Join the Meeting Via Zoom Link:

<https://cityofranhocordova.zoom.us/j/89191670978?pwd=Mk9xZFVheU05V3Jhbmc4OHhnZ3duQT09>

Join the Meeting via the Zoom Phone Number

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

Webinar ID: 891 9167 0978

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 written comments to CityClerk@cityofranhocordova.org no later than 2:00 p.m. on Monday, August 21, 2023. Written comments received no later than 2:00 p.m. will be distributed to the Council, filed in the record, and will not be read aloud. All comments submitted later than 2:00 p.m. will be distributed to the Council.

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 before Monday, August 21, 2023, at 2:00 p.m.

AGENDA

1. REGULAR MEETING - CALL TO ORDER/ROLL CALL

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

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

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

5. PRESENTATIONS

5.1. Employee Milestone Anniversary Presentation.

5.2. Visit Rancho Cordova Annual Report.

6. PUBLIC COMMENT

Citizens wishing to address the Council for any matter not on the agenda may do so at this time via teleconference or by completing and submitting a Speaker Card to the City Clerk.

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 August 7, 2023.

Recommendation: Adopt the minutes.

9.2. **Subject:** A Resolution Authorizing the City Manager to Execute an Agreement with the California Department of Housing and Community Development to Receive the Prohousing Incentive Pilot Program Funds.

Recommendation: Adopt the Resolution.

9.3. **Subject:** Approval of Proposed Update to Council Member Appointments to Regional Boards, Commissions, and Committees.

Recommendation: Staff recommends that the City Council review the current list of City of Rancho Cordova City Council Local Appointments and direct staff to modify any existing appointments including to the Folsom Cordova Unified School District (FCUSD) Ad-hoc Committee. The FCUSD Ad-hoc Committee members are currently Vice Mayor David Sander and Council Member Donald Terry. It is proposed that the FCUSD Ad-hoc Committee members be changed to Mayor Linda Budge and Vice Mayor David Sander.

9.4. **Subject:** Second Reading of an Ordinance of the City of Rancho Cordova Levying a Special Tax within the City of Rancho Cordova Grantline 220 Community Facilities District No. 2023-1.

Recommendation: Waive the second reading and adopt the Ordinance.

10. CONSENT PUBLIC HEARING ITEMS - ROLL CALL VOTE

None.

11. PUBLIC HEARING ITEMS

11.1. **Subject:** Jackson Properties Major Design Review and Height Exception - Project No. PLND-0622-0044.

Recommendation: Continue to the September 5, 2023 City Council Meeting.

11.2. **Subject:** Adoption of the Rancho Cordova Climate Action and Adaptation Plan Negative Declaration (CEQA) and the Adoption of the Rancho Cordova Climate Action and Adaptation Plan.

Recommendation: 1. Receive information on completion of the Rancho Cordova Climate Action and Adaptation Plan (CAAP), with amendments incorporated as directed by City Council on May 1, 2023.

2. Receive information on the CAAP environmental review process, resulting in the Initial Study/Negative Declaration (IS/ND), including public review comments.

3. Approve the Resolution Adopting a California Environmental Quality Act (CEQA) Negative Declaration for the Rancho Cordova Climate Action and Adaptation Plan.

4. Approve the Resolution adopting the Rancho Cordova Climate Action and Adaptation Plan.

11.3. **Subject:** An Ordinance Adding Chapter 16.96 Floodplain Management Ordinance; and Amending Title 3 Revenue and Taxation, Chapter 3.60 Purchasing System, Chapter 3.70

Informal Bidding Procedures; Title 6 Health and Sanitation, Chapter 6.20 Solid Waste Management, Chapter 6.21 Business and Multifamily Recycling and Organics Recycling; Title 10 Vehicles and Traffic; Title 12 Streets and Sidewalks; Title 15 Water and Sewers, Chapter 15.10 Storm Drainage Fee, Chapter 15.12 Stormwater Management and Discharge Control; Title 16 Buildings and Construction, Chapter 16.44 Land Grading and Erosion Control, Chapter 16.84 Development Impact Fees to Finance the Cost of Transportation Facilities.

Recommendation: Waive the first reading and introduce the Ordinance.

12. REGULAR CALENDAR ITEMS

- 12.1. **Subject:** A Resolution Authorizing the Issuance of Special Tax Bonds for and on Behalf of the City of Rancho Cordova Arista Del Sol Community Facilities District No. 2022-1, Improvement Area No. 1 Approving and Directing the Execution of a Fiscal Agent Agreement, Approving the Form of Preliminary Official Statement, Approving Sale of Such Bonds, and Approving Other Related Documents and Actions.

Recommendation: Adopt the Resolution.

13. COUNCIL REQUESTS FOR FUTURE AGENDA ITEMS

14. ADJOURN TO CLOSED SESSION

Mayor Budge will adjourn the meeting to closed session.

15. CLOSED SESSION - CALL TO ORDER/ROLL CALL

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

16. CLOSED SESSION

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

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

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 p.m. will be continued to the next day at 5:30 p.m. or scheduled on the next regular meeting agenda of the Council.

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

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

UPCOMING MEETINGS

August 29, 2023	5:30 PM Special Meeting/Work Session
September 5, 2023	4:00 PM Special Meeting/Regular Meeting
September 18, 2023	5:30 PM Regular Meeting
September 26, 2023	5:30 PM Special Meeting/Work Session
October 2, 2023	4:00 PM Special Meeting/Regular Meeting
October 16, 2023	5:30 PM Regular Meeting
October 24, 2023	5:30 PM Special Meeting/Work Session
November 6, 2023	4:00 PM Special Meeting/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 August 21, 2023 Regular Meeting of the Rancho Cordova City Council was posted and available for review on August 17, 2023 at City Hall of the City of Rancho Cordova, 2729 Prospect Park Drive, Rancho Cordova, California, 95670. The agenda is also available on the city website at www.cityofranchocordova.org.

Signed August 17, 2023 at Rancho Cordova, California.



Stacy Leitner, CMC
City Clerk

CITY OF RANCHO CORDOVA



CITY COUNCIL MEETING

Monday, August 7, 2023

5:30 PM – Regular Meeting

David B. Roberts Council Chambers

City Hall

2729 Prospect Park Drive, Rancho Cordova

DRAFT MINUTES

1. REGULAR MEETING - CALL TO ORDER/ROLL CALL

Mayor Budge called the Regular meeting to order in the David B. Roberts Council Chambers at 5:44 p.m.

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

Council Members Absent: None

Staff Members Present: Stacy Leitner, Adam Lindgren, Persephonie Riley, and Micah Runner

2. METRO CABLE TV TELEVISION ANNOUNCEMENT

The City Clerk read the meetings recordings and playback schedule.

3. PLEDGE OF ALLEGIANCE

Deputy Fire Marshal Amy Nygren led the pledge.

4. INVOCATION

Dr. Dan DeShong with River City Chirstian Church gave the invocation.

5. PRESENTATIONS

- 5.1. Presentation of Lifesaving Certificate of Recognition to Jason Slieter
- 5.2. Presentation of Lifesaving Certificate of Recognition to Warance Roe
- 5.3. Cordova Recreation & Park District's Optimized Plan Presentation

ITEM 9.1.

Rancho Cordova City Council - DRAFT MINUTES
Meeting of Monday, August 7, 2023

ATTACHMENT 1

5.4. 20th Anniversary and 4th of July Update

6. PUBLIC COMMENT

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

1. Diann Rogers
2. James Garcia
3. Helen Whelan-Bashaw
4. Brenda Gustin
5. Bob Collins
6. Conrade Mayer
7. Lupe Hernandez
8. Valerie Knippschild
9. Brenda Gustin
10. Randy Getz
11. Toni Curtis
12. Beverly Thomas
13. Janice Kelley
14. Robin Jeffries
15. Eric Ross
16. Iva Lou Woodring

Mayor Budge closed the public comment period.

7. COUNCIL REPORTS

Council reported on events since the last meeting.

8. CITY MANAGER'S REPORT

City Manager Micah Runner gave his report.

9. CONSENT CALENDAR ITEMS - ROLL CALL VOTE

Mayor Budge stated that items 9.2 and 9.3 would be pulled for separate discussion.

Mayor Budge opened the public comment period. Seeing no speakers, Mayor Budge closed the public comment period.

ACTION: Motion to approve item 9.1. and items 9.4 through 9.10 by Terry second by Sander;

Motion passed with a 5:0 vote.

- 9.1. **Subject:** Meeting Minutes from the Regular City Council Meeting of July 17, 2023 and the Special Meeting of August 2, 2023.

Recommendation: Adopt the Minutes.

- 9.2. **Subject:** A Resolution of the City Council of the City of Rancho Cordova of Intention to Annex the Stonecreek Industrial Project to the City of Rancho Cordova Community Facilities District No. 2014-2 (Street, Lighting, and Landscaping Maintenance) and Designate a Time and Place to Hear Protests in Connection with the Annexation.

Recommendation: Adopt the Resolution of Intention to annex the Stonecreek Industrial Project the Community Facilities District No. 2014-2 (Street, Lighting, and Landscaping Maintenance).

ITEM 9.1.

Rancho Cordova City Council - DRAFT MINUTES
Meeting of Monday, August 7, 2023

ATTACHMENT 1

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

1. James Garcia

Mayor Budge closed the public comment period.

ACTION: Motion to approve item 9.2. by Terry second by Pulipati;
Motion passed with a 5:0 vote.

- 9.3. **Subject:** A Resolution to Submit a Letter Response to the Sacramento County Grand Jury Report on Homelessness.

Recommendation: Adopt the Resolution.

ACTION: Motion to approve item 9.3. with edits to the Letter Response to the Sacramento County Grand Jury Report on Homelessness by Budge second by Gatewood;
Motion passed with a 5:0 vote.

- 9.4. **Subject:** Second Reading of an Ordinance Amending Title 23 Zoning Code, Article 9 Specific Use Provisions, Chapter 23.907 Utility, Transportation, and Communication Uses; Article 10 Specific Plans and Special Planning Areas, Chapter 23.1000 Specific Purpose Zones and Article 11 Definitions, Chapter 23.1104 General Definitions (Mitigated Negative Declaration Prepared Pursuant to Article 6 of the California Environmental Quality Act).

Recommendation: Waive the second reading and adopt the Ordinance.

- 9.5. **Subject:** A Resolution of the City Council of the City of Rancho Cordova, Authorizing the City Manager to Approve a Three-Year Contract for Janitorial Services and Maintenance for All Buildings Operated by the City with City Wide Maintenance for an Amount Not to Exceed \$1,325,000.

Recommendation: Adopt the Resolution.

- 9.6. **Subject:** A Resolution Authorizing the City Manager to Execute Contract Amendment No. 2022-67-1 with Bennett Engineering Services, Inc. to Increase the Contract Amount from \$733,170 to an Amount not to Exceed \$811,597 for the Sunrise Boulevard Rehabilitation Phase 2 Project.

Recommendation: Adopt the Resolution.

- 9.7. **Subject:** A Resolution Authorizing the City Manager to Execute Contract No. 2023-167 with 50 Corridor Transportation Management Association in an Amount not to Exceed \$158,000 for Transportation Demand Management Services for Encouragement and Education of Sustainable Transportation within the City.

Recommendation: Adopt the Resolution.

- 9.8. **Subject:** A Resolution Designating a Voting Delegate and Alternates for the 2023 League of California Cities Annual Conference to be Held September 20-22, 2023, in Sacramento, California.

Recommendation: Adopt the Resolution.

- 9.9. **Subject:** A Resolution Authorizing the City Manager to Execute General Services Contract No. 2020-175-4 in an Amount not to Exceed \$314,000 with Ethan Fleener Construction for Funding the Residential Beautification Program.

Recommendation: Adopt the Resolution.

ITEM 9.1.

Rancho Cordova City Council - DRAFT MINUTES
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ATTACHMENT 1

- 9.10. **Subject:** A Resolution Authorizing the City Manager to Execute General Services Contract No. 2022-93-1 in an Amount not to Exceed \$250,000 with Excel Landscaping, for Funding the Residential Beautification Program.

Recommendation: Adopt the Resolution.

10. CONSENT PUBLIC HEARING ITEMS - ROLL CALL VOTE

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

1. James Garcia

Mayor Budge closed the public comment period.

ACTION: Motion to approve items 10.1 through 10.3 by Terry second by Pulipati;
Motion passed with a 5:0 vote.

- 10.1. **Subject:** A Resolution Authorizing Delinquent Residential Solid Waste Service Charges to be Collected on the 2023-2024 Property Tax Roll.
Recommendation: Adopt the Resolution.
- 10.2. **Subject:** A Resolution Declaring a Protest Hearing and Authorizing the Mailing of Property Owner Ballot Relating to the Imposition of the Annual Stormwater Utility Fee for the Logisticenter Project.
Recommendation: Approve the Resolution.
- 10.3. **Subject:** Resolutions and an Ordinance Related to the Formation of the City of Rancho Cordova Grantline 220 Community Facilities District No. 2023-1.
Recommendation: Adopt the Resolutions and waive first reading and introduce the Ordinance.

11. PUBLIC HEARING ITEMS

- 11.1. **Subject:** Ordinance Adding Chapter 16.96 Floodplain Management Ordinance; and Amending Title 3 Revenue and Taxation, Chapter 3.60 Purchasing System, Chapter 3.70 Informal Bidding Procedures; Title 6 Health and Sanitation, Chapter 6.20 Solid Waste Management, Chapter 6.21 Business and Multifamily Recycling and Organics Recycling; Title 10 Vehicles and Traffic; Title 12 Streets and Sidewalks; Title 15 Water and Sewers, Chapter 15.10 Storm Drainage Fee, Chapter 15.12 Stormwater Management and Discharge Control; Title 16 Buildings and Construction, Chapter 16.44 Land Grading and Erosion Control, Chapter 16.84 Development Impact Fees to Finance the Cost of Transportation Facilities.
Recommendation: Waive the first reading and introduce the Ordinance adding Chapter 16.96 and amending Titles 3, 6, 10, 12, 15, 16.

Council Member Sander recused himself from item 11.1 due to a conflict of interest related to the location of his residence.

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

1. Mark Berry
2. James Garcia
3. Sergio Diaz
4. Helen Whelan-Bashaw

ITEM 9.1.

Rancho Cordova City Council - DRAFT MINUTES
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ATTACHMENT 1

5. Sergio Diaz

Mayor Budge closed the public comment period.

ACTION: Motion to continue item 11.1. to the August 21, 2023, City Council Meeting by Terry second by Gatewood;
Motion passed with a 4:0 vote.

AYES: Gatewood, Pulipati, Terry, and Budge

NOES: None

ABSENT: None

RECUSED: Sander

- 11.2. **Subject:** Public Hearing Requesting Public Input Regarding the Composition of Potential Council Election Districts as the City is Working to Transition from At-large to District-based Elections for City Council Members, and

Discussion With and Possible Direction to Staff and Consultants Regarding the Number of Districts Including Whether or Not to Transition from an Appointed Mayor to a Directly Elected Mayor.

Recommendation: 1. To provide education and to receive public input regarding the composition of potential Council election districts as the City is working to transition from at-large to district-based elections for City Council Members pursuant to the California Voting Rights Act (CVRA).

2. Discuss with and provide direction to staff and consultants about the number of districts including whether or not to transition from an appointed Mayor to a directly elected Mayor.

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

1. James Garcia
2. Brenda Gustin
3. Fayzah Mughal
4. Helen Whelan-Bashaw
5. Tera Kolvenbach
6. Otis Scott
7. Robert Hansen
8. Jerald Clements
9. Sergio Diaz
10. Susan Jones
11. Lupe Hernandez
12. Doniell Cummings

Mayor Budge closed the public comment period.

ACTION: Motion to consider five with a rotating mayor, six districts with an elected mayor, or seven districts with a rotating mayor for drawing of district maps by Pulipati second by Sander;
Motion passed with a 4:1 vote.

AYES: Pulipati, Sander, Terry, and Budge

NOES: Gatewood

ITEM 9.1.

Rancho Cordova City Council - DRAFT MINUTES
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ATTACHMENT 1

ABSENT: None

ABSTAIN: None

12. REGULAR CALENDAR ITEMS

None.

13. COUNCIL REQUESTS FOR FUTURE AGENDA ITEMS

1. Request to add Juneteenth and Cesar Chavez Day as City holidays.

14. ADJOURN TO CLOSED SESSION

Mayor Budge adjourned to Closed Session at 10:07 p.m.

15. CLOSED SESSION - CALL TO ORDER/ROLL CALL

Mayor Budge called closed session to order at 10:07 p.m.

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

Council Members Absent: None

Staff Members Present: Stacy Leitner, Adam Lindgren, and Micah Runner

16. CLOSED SESSION

Council met in closed session to discuss the following item:

16.1. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION (pursuant to California Government Code Section 54956.9(d)(1)) Stone Creek Residents for Smart Growth, an unincorporated association v. City of Rancho Cordova, Respondent; Dermody Properties, and DOES 1-10 Real Parties in Interest. Sacramento Superior Court Case No. 23WM000026.

16.2. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION (pursuant to California Government Code Section 54956.9(d)(1)) Stone Creek Residents for Smart Growth, an unincorporated association v. City of Rancho Cordova, and DOES 1-10 Respondent; Dermody Properties, and DOES 11-20 Real Parties in Interest. Sacramento Superior Court Case No. 23WM000052.

17. OPEN SESSION - REPORT 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 Budge adjourned the meeting in memory of Reuben Meeks at 10:27 p.m.

Stacy Leitner, CMC
City Clerk

MEMORANDUM



ITEM 9.2.

DATE: August 21, 2023
TO: Honorable Mayor and Council Members
FROM: Ka Vang, Management Technician
Stefan Heisler, Senior Management Analyst I
SUBJECT: **A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AN AGREEMENT WITH THE CALIFORNIA DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT TO RECEIVE THE PROHOUSING INCENTIVE PILOT PROGRAM FUNDS**

RECOMMENDATION

Adopt the Resolution.

RESULT OF RECOMMENDED ACTION

Adoption of the Resolution would authorize the City Manager to execute an agreement with the California Department of Housing and Community Development (HCD) to receive the Prohousing Incentive Pilot (PIP) Program funds and commit these funds to the Crossings at Woodberry affordable housing development project.

BACKGROUND

On February 21, 2023, the City Council approved the City's participation in the Prohousing Designation Program, which included authorizing staff to submit an application for the Prohousing Incentive Pilot (PIP) Program. Subsequently, on May 9, 2023, the City received an award of \$960,000 in PIP funding from the California Department of Housing and Community Development (HCD).

PIP funding must be expended by June 30, 2025. Program funds can be used for the development of rental or ownership affordable housing, distressed home acquisition and rehabilitation, assisting homeless persons, and other housing related uses. Recognizing the City's current housing project priorities, staff recommends allocating these one-time PIP funds to a current affordable housing development project.

In order to meet this timeline, there are two current development projects that could be considered: Crossings at Woodberry and Mather Veterans Village Phase 4. Staff recommends allocating the PIP funding to the Crossings at Woodberry project. The Crossings at Woodberry project submitted an application for federal and state tax credits in April 2023 and is not expecting an award due to intense competition. Allocating PIP funds to the Crossings at Woodberry will enhance the project's competitiveness in the next round of state grants for affordable housing. The City's funding commitment for the Crossings at Woodberry, including

PIP, would be \$4,658,000, which includes \$980,000 from the City's General Fund, land contribution, ARPA funding, and the City's portion of the Sacramento County HOME Consortium funding. This represents 21% of the overall approximately \$21,750,000 project.

The previous PIP authorizing resolution adopted on February 21, 2023, authorized funds up to the application amount of \$500,000. This new resolution is needed to grant authorization to the City Manager to execute an agreement up to an awarded amount of \$960,000.

FISCAL IMPACT AND FUNDING SOURCE

There is no fiscal impact.

ATTACHMENT(S)

1. Resolution

CITY OF RANCHO CORDOVA

RESOLUTION NO. XX-2023

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA,
STATE OF CALIFORNIA, AUTHORIZING THE CITY MANAGER TO EXECUTE AN
AGREEMENT WITH THE CALIFORNIA DEPARTMENT OF HOUSING AND COMMUNITY
DEVELOPMENT FOR THE PROHOUSING INCENTIVE PILOT PROGRAM AND
ALLOCATING PROGRAM FUNDS TO THE CROSSINGS AT WOODBERRY AFFORDABLE
HOUSING DEVELOPMENT PROJECT**

WHEREAS, the City of Rancho Cordova ("City") submitted the Prohousing Designation application on February 21, 2023, and was awarded the Prohousing Designation on March 23, 2023; and

WHEREAS, in connection with the Prohousing Designation Program, the City submitted a grant application for the one-time Prohousing Incentive Pilot (PIP) program on February 21, 2023, to the California Department of Housing and Community Development in the amount of \$500,000; and

WHEREAS, the City was awarded with \$960,000 in PIP funding on May 9, 2023; and

WHEREAS, the Crossings at Woodberry is a multi-family housing project consisting of 28 affordable rental units for families earning less than 60% area median income (AMI), that the City has been working on since 2017 and has not been successful at securing competitive state funding needed to complete the project; and

WHEREAS, the City Council approves the PIP funds to be allocated to the Crossings at Woodberry affordable housing development project to enhance the project's competitiveness for needed state housing funding.

NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA authorizes the City Manager of the City of Rancho Cordova to enter into, execute, and deliver on behalf of the Applicant, a State of California Agreement (Standard Agreement) for the amount of \$960,000, and any and all other documents required or deemed necessary or appropriate to evidence and secure the PIP grant funds for the Crossings at Woodberry affordable housing development project, the Applicant's obligations related thereto, and all amendments thereto.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 21st day of August 2023 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ITEM 9.2.

ATTACHMENT 1

ATTEST:

Stacy Leitner, CMC
City Clerk

Linda Budge, Mayor

MEMORANDUM



ITEM 9.3.

DATE: August 21, 2023
TO: Honorable Mayor and Council Members
FROM: Stacy Leitner, City Clerk
SUBJECT: **APPROVAL OF PROPOSED UPDATE TO COUNCIL MEMBER APPOINTMENTS TO REGIONAL BOARDS, COMMISSIONS, AND COMMITTEES**

RECOMMENDATION

Staff recommends that the City Council review the current list of City of Rancho Cordova City Council Local Appointments and direct staff to modify any existing appointments including to the Folsom Cordova Unified School District (FCUSD) Ad-hoc Committee. The FCUSD Ad-hoc Committee members are currently Vice Mayor David Sander and Council Member Donald Terry. It is proposed that the FCUSD Ad-hoc Committee members be changed to Mayor Linda Budge and Vice Mayor David Sander.

RESULT OF RECOMMENDED ACTION

The City Council will continue to serve in leadership roles throughout the region. The City Clerk will notify each agency board, commission, or committees of any changes or reappointments and will help ensure that any necessary Fair Political Practices Commission (FPPC) filings are completed.

BACKGROUND

Historically, the City Council annually reviews continuing representation by City Council Members on various regional boards, commissions, and committees to ensure that the City has representation within the region. By discussing and confirming their appointments, the members of the Council are committing their time to serve in these important leadership roles.

It was recently suggested by Council Member Donald Terry that there be a change to the City Council Member appointments to the Folsom Cordova Unified School District (FCUSD) Ad-hoc Committee. Mayor Linda Budge would like to replace Council Member Donald Terry on the FCUSD Ad-hoc Committee. This change would confirm the FCUSD Ad-hoc Committee members would include Mayor Linda Budge and Vice Mayor David Sander.

FISCAL IMPACT AND FUNDING SOURCE

There is no Fiscal Impact.

ATTACHMENT(S)

1. City Council Boards Commissions and Ad-hoc Committee Appointments Adopted March 2023

City Council Appointments

Name	Meeting Schedule	2023
Sacramento Area Council of Governments (SACOG)/Capitol Valley Regional SAFE • Airport Land Use Commission	3rd Thursday of the month from 9:30 – 11:30 a.m.	Sander Alt: Terry
Sacramento Regional Transit District	2nd and 4th Monday of the month at 5:30 p.m.	Budge Alt: Sander
Sacramento Transportation Authority	2nd Thursday of the month at 1:30 p.m.	Terry Alt: Pulipati
Capital SouthEast Connector Joint Powers Authority	Last Friday of the month from 8:30–10:30 a.m.	Gatewood Pulipati
Sacramento Placerville Transportation Corridor Joint Powers	Quarterly at 9:30 a.m.	Sander Alt: Budge
Sacramento Metropolitan Air Quality Management District	4th Thursday of the month at 9:00 a.m.	Terry Alt: Pulipati

City Council Appointments - Continued

Name	Meeting Schedule	2023
Sacramento Area Sewer District	2nd and 4th Wednesday of the month at 9:30 a.m.	Sander Alt: Gatewood
Regional San - Sacramento County Sanitation Districts Financing Authority - Sacramento Regional County Sanitation District	2nd and 4th Wednesday of the month at 9:30 a.m.	Sander Alt: Gatewood
Sacramento Metro Cable Television Commission	March, June, September, and December 1st Thursday at 2:30 p.m.	Pulipati Gatewood
Sacramento-Yolo Mosquito and Vector Control District	3rd Tuesday of the month at 10:00 a.m.	McGarvey Alt: Sander
South Sacramento Habitat Conservation Plan Advisory Board	Last Monday of every other month at 11:30 a.m.	Budge, Gatewood Alt: Terry, Pulipati

City Council Appointments - Continued

Name	Meeting Schedule	2023
Greater Sacramento Economic Council	Monthly	Designee: Sander
Sacramento Local Agency Formation Commission	1st Wednesday of the month at 5:30 p.m.	
Sacramento Public Library Authority Governing Board	4th Thursday of the month at 3:00 p.m.	Gatewood Alt: Budge
Lower American River Conservancy Program Advisory Committee	As Needed	Terry Alt: Gatewood
NLC Postsecondary Education Team	Monthly	Terry, Sander
Folsom Lake College Philanthropy Council	Monthly	Pulipati
City Selection Committee of Sacramento County	As Needed	Mayor
Sacramento County Criminal Justice Cabinet	Meetings Quarterly January/April/July/October	Appointee: Mayor Designee: Chief of Police

City Council Appointments - Continued

Name	Meeting Schedule	2022	2023
Sacramento Homeless Policy Council	Active	Terry	Terry

City Council Ad-hoc Committee Appointments

Name	2023
Sacramento County (M/VM)	Budge, Sander
Elk Grove Unified School District	Pulipati, Terry
Folsom Unified School District	Sander, Terry
Sacramento City Unified School District	Terry, Gatewood
Golden State Water	Gatewood, Budge
Sac Metro Fire	Gatewood, Budge
SMUD	Gatewood, Terry
City of Rancho Cordova Asset Naming Committee	Budge, Sander
City of Rancho Cordova Investment Committee	Gatewood, Sander
Mobile Home Committee	Terry, Gatewood
Gateway Signage Committee	Sander, Budge

City Council Ad-hoc Committee Appointments

Name		2023
Nonprofit COVID-19 Recovery and Support		Gatewood, Pulipati
Growing Strong Neighborhoods		Sander, Terry
Cordova Recreation and Park District		Gatewood, Pulipati

MEMORANDUM



ITEM 9.4.

DATE: August 21, 2023
TO: Honorable Mayor and Council Members
FROM: Michelle Mingay, Senior Finance Analyst
SUBJECT: **SECOND READING OF AN ORDINANCE OF THE CITY OF RANCHO CORDOVA LEVYING A SPECIAL TAX WITHIN THE CITY OF RANCHO CORDOVA GRANTLINE 220 COMMUNITY FACILITIES DISTRICT NO. 2023-1**

RECOMMENDATION

Waive the second reading and adopt the Ordinance.

RESULT OF RECOMMENDED ACTION

Approval of the ordinance will complete the formation of the City of Rancho Cordova Grantline 220 Community Facilities District No. 2023-1

BACKGROUND

At the meeting on July 3, 2023, the City initiated the process of forming the City of Rancho Cordova Grantline 220 Community Facilities District 2021-1 for Grantline 220 Development Project; a project consists of 220 acres and is located south of Douglas Boulevard, east of Rancho Cordova Parkway, south of the Arista Del Sol subdivisions and is the northern most development project in the Sun creek Specific Plan. The development anticipates 537 single family units, a 6.8 acre multi-family site, a 10 acre school site, along with two parks totaling 10.9 acres, with the proposed CFD only including the 537 single family units; the multi-family units are not intended to be taxed as part of the CFD. While the CFD will be formed over the full development project, the CFD will be phased in through the use of Improvement Areas. The first Improvement Area will include 209 single family units with lots ranging in size from 45' x 105' to 60' x 105' in size.

Through the subdivision map and entitlement process, the CFD properties will be required to construct all appropriate infrastructure. CFDs are commonly used throughout California to finance infrastructure and services in new development areas. The CFD program simply provides a funding mechanism for a part of the total costs. The balance of the costs will be paid by the developer.

The Grantline 220 CFD is proposed to have a facilities special tax that will be levied on residential property within the development until all bonds issued by the district have been fully repaid. The facilities special tax within Improvement Area 1 will range between \$2,300 - \$3,566 per single family lot in the base year (Fiscal Year 2023-24), and will increase at a rate of 2% per

year for the life of the tax. The special tax will be authorized to support up to \$532,000 in bonds, the proceeds of which will be used to finance the acquisition and construction of, and the payment of fees for, public facilities in and for the Community Facilities District.

The Resolution of Intention adopted by the City Council on July 3, 2023, set for August 7, 2023, at 5:30 p.m., or as soon thereafter as the matter may be heard, for the hearing on the actual formation of the CFD and the levy of the special tax and the sale of bonds. On August 7, 2023, the City Council waived the first reading and introduced the Ordinance levying a Special Tax within the CFD.

Taking the above actions will conclude the formation process for the CFD. The approval of bond documentation, which provides for the issuance of the anticipated CFD bonds, will be the subject of a future meeting.

FISCAL IMPACT AND FUNDING SOURCE

There is no fiscal impact to the City. Any special tax bonds to be issued on behalf of the CFD are secured solely by the special tax levies within the District and are not debt of the City's general fund.

ATTACHMENT(S)

1. Ordinance

CITY OF RANCHO CORDOVA**ORDINANCE NO. XX-2023****ORDINANCE OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA, STATE OF CALIFORNIA, LEVYING A SPECIAL TAX WITHIN THE CITY OF RANCHO CORDOVA GRANTLINE 220 COMMUNITY FACILITIES DISTRICT NO. 2023-1****THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA DOES ORDAIN AS FOLLOWS:****Section 1.**

1. Pursuant to Government Code Sections 53328 and 53340, and in accordance with the Rate and Method of Apportionment of Special Tax (the "RMA") as shown as an exhibit to a resolution titled "A Resolution of Intention of the City Council of the City of Rancho Cordova to Form the City of Rancho Cordova Grantline 220 Community Facilities District No. 2023-1, Designate an Improvement Area and Future Annexation Area Therein, and to Authorize the Levy Special Taxes in the District" ("Resolution of Formation") adopted by this City Council on August 7, 2023, and by passage of this Ordinance, the City Council hereby authorizes and levies special taxes within the City of Rancho Cordova Grantline 220 Community Facilities District No. 2023-1 (the "CFD") (including any parcels in the Future Annexation Area that annex into the CFD) and each Future Improvement Area described in the Resolution of Formation, if any, pursuant to the Act, at the rate and in accordance with the rate and method of apportionment of special tax for Improvement Area No. 1 of the CFD set forth as an exhibit to the Resolution of Formation or the rate and method of apportionment of special tax for the Future Improvement Area set forth in the Unanimous Approval(s) for such Future Improvement Area (each, a "Rate and Method"), which Resolution of Formation and Unanimous Approval(s) are by this reference incorporated herein. For Future Improvement Areas, a different rate and method may be adopted if the annexed territory is designated as a separate improvement area, as provided in the Resolution of Formation. The special taxes for the payment of Facilities are hereby authorized to be levied commencing in fiscal year 2023-24 and in each fiscal year thereafter as provided in each applicable Rate and Method. A special tax shall not be levied to finance the Facilities after the fiscal year identified in the applicable Rate and Method, except that a special tax that was lawfully levied in or before the final tax year and that remains delinquent may be collected in subsequent years.

2. The Administrative Services Director of the City is directed, with the aid of the appropriate officers and agents of the City, to implement the provisions of the RMA and to prepare each year, without further action of this City Council, the special tax roll for the District and to provide as necessary information to the Sacramento County Auditor in the form, and in the proper time, necessary to effect the proper billing and collection of the special tax on the secured property tax roll of the County, which may include a billing of the special tax for fiscal year 2023-24 without regard to the timing of the issuance of bonds for the District and the circumstance that bonds are not issued as of the date of submission to the County for billing; alternatively, pursuant to the Resolution of Formation, the special tax for Fiscal Year 2023-24 and subsequent years may, at the option of the City, be billed directly to owners of property in the District by the Administrative Services Director of the City or other official of the City and need not be collected on the County secured property tax roll.

3. The appropriate officers and agents of the City and of the County of Sacramento are authorized to make adjustments to the special tax roll prior to the final posting of the special

taxes to the County tax roll each year, as may be necessary to achieve a correct match of the special tax levy with the assessor's parcel numbers finally utilized by the County in sending out property tax bills.

4. The City agrees that the County of Sacramento may deduct its reasonable and agreed charges for collecting the special tax from the amounts collected, prior to remitting the balance of the special tax collections to the City.

Section 2.

If for any cause any portion of this ordinance is found to be invalid, or if the special tax is found inapplicable to any particular parcel by a court of competent jurisdiction, the balance of this ordinance, and the application of the special tax to the remaining parcels, shall not be affected.

Section 3.

The Mayor shall sign this Ordinance and the City Clerk shall cause the same to be published within fifteen (15) days after its passage at least once in a newspaper of general circulation published and circulated in the City. This ordinance shall go into effect on the earliest day allowable by law.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 21st day of August 2023 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Linda Budge, Mayor

Stacy Leitner, CMC
City Clerk

MEMORANDUM

ITEM 11.1.



DATE: August 21, 2023

TO: Honorable Mayor and Council Members

FROM: Nicholas Sosa, Associate Planner

**SUBJECT: JACKSON PROPERTIES MAJOR DESIGN REVIEW AND HEIGHT EXCEPTION
- PROJECT NO. PLND-0622-0044**

PROPERTY OWNER:	APPLICANT/DEVELOPER:
JPI XXIX, L.P. Vincent Fugina 155 Cadillac Drive, Suite 100 Sacramento, CA 95825	Nacht & Lewis Architects Mike Smith 600 Q Street, Suite 100 Sacramento, CA 95811

PROJECT:	Jackson Properties Warehouse Storage Building – Major Design Review & Height Exception
FILE:	PLND – 0622-0044
LOCATION:	10391 Peter A McCuen Boulevard, Mather, CA 95655
APN:	077-0420-001
PLANNER:	Nicholas Sosa, Associate Planner

RECOMMENDATION

Continue to the September 5, 2023 City Council Meeting

RESULT OF RECOMMENDED ACTION

This item will be continued to the September 5, 2023, City Council Meeting to allow staff additional time for continued review and preparation of the projects final documents.

MEMORANDUM



ITEM 11.2.

DATE: August 21, 2023

TO: Honorable Mayor and City Council

FROM: Stefan Heisler, Housing Manager

SUBJECT: **ADOPTION OF THE RANCHO CORDOVA CLIMATE ACTION AND ADAPTATION PLAN NEGATIVE DECLARATION (CEQA) AND THE ADOPTION OF THE RANCHO CORDOVA CLIMATE ACTION AND ADAPTATION PLAN**

RECOMMENDATION

1. Receive information on completion of the Rancho Cordova Climate Action and Adaptation Plan (CAAP), with amendments incorporated as directed by City Council on May 1, 2023.
2. Receive information on the CAAP environmental review process, resulting in the Initial Study/Negative Declaration (IS/ND), including public review comments.
3. Approve the Resolution Adopting a California Environmental Quality Act (CEQA) Negative Declaration for the Rancho Cordova Climate Action and Adaptation Plan.
4. Approve the Resolution adopting the Rancho Cordova Climate Action and Adaptation Plan.

RESULT OF RECOMMENDED ACTION

Staff will present the Final Draft Climate Action and Adaptation Plan (CAAP) to provide an update to the City Council on amendments to the plan for the City Council to consider adoption of the CEQA IS/ND and adoption of the CAAP.

BACKGROUND

In March 2021, the City Council directed staff to move forward with development of a Qualified CAAP¹ as defined by Section 15183.5[b][1] of the CEQA Guidelines. Staff issued a Request for Proposals for professional services and the city awarded the contract to Ascent Environmental. Preparation of the CAAP began in July 2021. The Draft CAAP was presented to the Planning Commission on April 12, 2023 and the full City Council on May 1, 2023. Staff made additional edits to the draft plan based on Planning Commission and City Council feedback and published the Public Review Draft CAAP and CEQA IS/ND for a 30-day public review period ending on July 1, 2023. Staff have made additional minor amendments based on City Council and public

¹ "Qualified CAAP" is short hand for a qualified plan for the reduction of greenhouse gas emissions described in Guidelines Section 15183.5(b)(1)

comments received, detailed below, to prepare the Final Draft CAAP for Council consideration. Action on this item will adopt the CEQA IS/ND and the Final Draft CAAP.

Adopting the Final Draft CAAP puts the city in a good position to meet multiple goals and priorities. In addition to reducing GHG emissions, having an adopted CAAP positions the city for grant funding to meet both GHG reduction and other city goals, such as revitalizing corridors, investing in disinvested communities, better maintenance of existing infrastructure, increasing sustainability, and becoming more resilient to natural disasters. Similarly, implementation of the CAAP's measures to reduce GHG emissions will provide significant co-benefits, such as increased transportation safety, more diverse and equitable mobility options, improved health outcomes, enhanced community character, community resilience, and economic development opportunities. Qualified plans, such as the proposed Final Draft CAAP, are consistent with California Air Resources Board (CARB), California Office of Planning and Research (OPR), and Sacramento Metropolitan Air Quality Management District (SMAQMD) recommendations and must include the plan elements listed in CEQA Section 15183.5(b)(1) to allow for the streamlining of project-level GHG emissions analysis under CEQA. With the streamlined CEQA analysis process, a project may be determined to have less than significant GHG emissions impacts if the project is consistent with the CAAP. This CEQA streamlining benefit will allow qualifying projects to move forward faster through the CEQA environmental review process and with a higher level of development certainty.

Multiple other jurisdictions in the Sacramento region have adopted Climate Action Plans including the City of Davis, City of Elk Grove, City of Sacramento, City of West Sacramento, City of Woodland, Sacramento County, and Yolo County.

CAAP Overview

Below is a brief overview of the CAAP components. The first step of the CAAP process was to conduct a Greenhouse Gas Inventory. This inventory used a 2019 base year and showed community activities generated approximately 679,706 metric tons of carbon dioxide equivalent (MTCO₂e). The major emissions sectors are on-road transportation (61%), residential and nonresidential building energy use (14% and 17% respectively), solid waste (3%), off-road vehicles and equipment (2%), water use (1%), and wastewater generation (1%). The 2019 inventory will serve as the city's GHG emissions baseline, which will be used to set future emissions reductions targets and will be updated every five (5) years. This inventory has been forecasted under "business-as-usual" (BAU) and legislative-adjusted BAU scenarios for years 2030 and 2045.

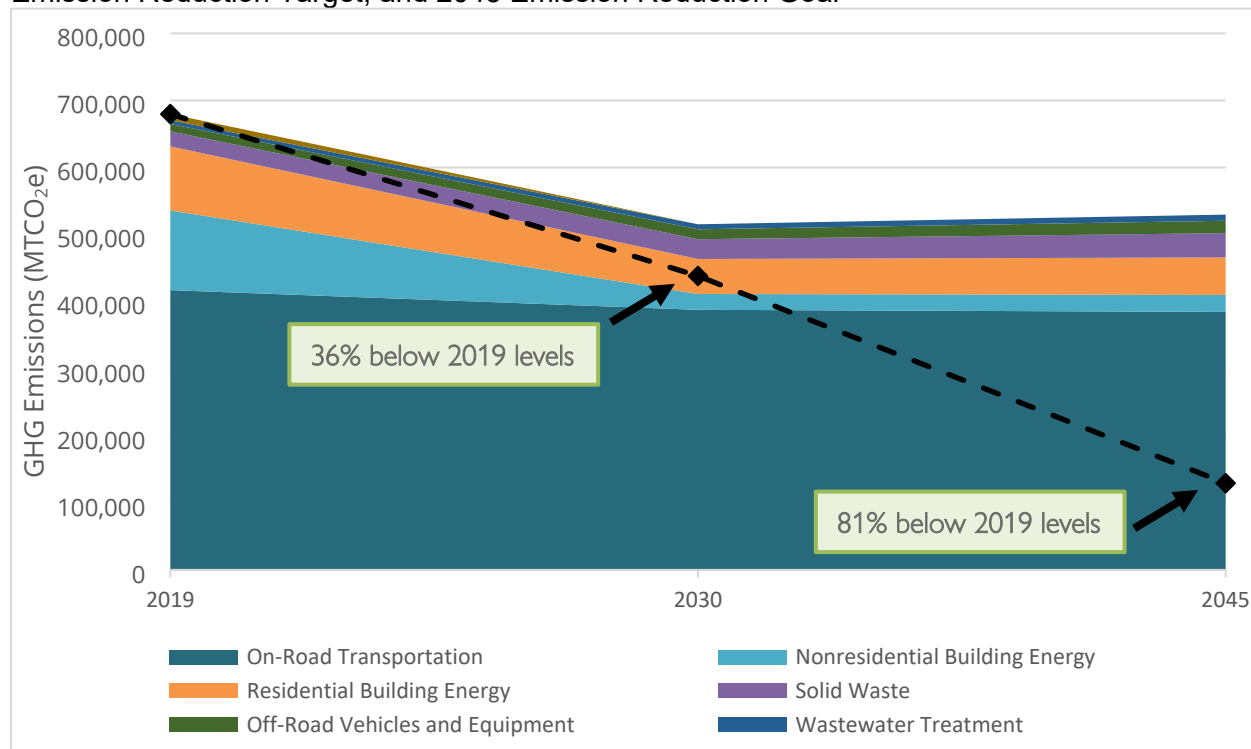
Rancho Cordova's 2030 emissions reduction target and 2045 goal has been developed to align with the statewide emissions reduction targets for 2030 and 2045 (shown together with the GHG inventory and forecast in Figure 1) and establishes the following communitywide GHG reductions targets:

- 36 percent below 2019 levels by 2030; and
- net zero emissions as soon as possible and no later than 2045, with at least an 81 percent reduction from 2019 levels for anthropogenic sources

In order to meet these reduction targets the CAAP identifies strategies and measures the city can take to address climate change by reducing GHG emissions and strategies and actions for the city to adapt and promote resilience to the impacts of climate change in Rancho Cordova.

The measures are intended to achieve the city's 2030 target and make substantial progress towards the city's 2045 goal.

Figure 1: Rancho Cordova Future Emissions (with Legislative Reductions) by Sector, 2030 Emission Reduction Target, and 2045 Emission Reduction Goal



Source: Ascent Environmental 2022

The proposed CAAP measures form a Strategy Framework consisting of 14 GHG reduction strategies, 34 GHG emission reduction measures, and supporting actions summarized by sector in Table 1 below. The strategy framework within the CAAP contains additional information including annual emissions reduced, percent of the city's total reductions, performance targets, and supporting actions identified by the city to assist in achieving each strategy's performance target. The additional details are presented in Chapter 3, Section 1.3.2, and GHG reduction calculation details are included in CAAP Appendix E.

Table 1: Greenhouse Gas Emissions Reductions Summary

Emissions Sector	2030 Emissions (MTCO₂e)	2045 Emissions (MTCO₂e)
Future Emissions without Legislative Reductions	816,700	987,800
Legislative Reductions	301,400	458,000
Future Emissions with Legislative Reductions	515,400	529,800
Target Emissions	438,300	129,300
Total Reductions from Strategies and Measures	79,700	307,800
Reductions from On-Road Transportation Measures	54,800	218,200
Reductions from Building Energy Measures	13,600	45,600
Reductions from Off-Road Vehicle and Equipment Measures	1,800	9,500
Reductions from Solid Waste Measures	8,800	32,600
Reductions from Carbon Sequestration Sector Measures	440	1,000
Communitywide Emissions with Strategies and Measures	435,700	222,200

Notes: Numbers are rounded to the nearest thousand; values and totals may not equal the values summed in other tables or figures

MTCO₂e = metric tons of carbon dioxide equivalent

Source: Ascent Environmental 2023

Draft CAAP Feedback Received

The city hosted four public workshops and performed outreach efforts to engage residents, stakeholders, and other interested organizations and individuals. Additional outreach methods, prior to the Draft CAAP included a project website, an open online survey, a randomized public opinion poll, targeted stakeholder meetings, informal emails and conversations. The purpose was to provide an opportunity for the community to participate in the CAAP planning process and ensure that the CAAP captures the ideas and concerns of residents and businesses.

Staff presented the Draft CAAP to the Planning Commission on April 12, 2023, the City Council on May 1, and conducted a 30-day public review period in June. Comments received and updates included in the Final Draft CAAP are summarized here.

Planning Commissioners expressed a desire to see the city take the lead in transitioning the city vehicle fleet to electric vehicles, consider alternative fuel vehicles, continue collaboration with regional jurisdictions, ensure a balance between economic development costs and benefits of transitioning away from new gas stations, drive-through businesses, and provision of off-street parking, and expressed a desire for a future presentation to provide a recommendation to the City Council regarding CAAP adoption.

Response: The Final Draft CAAP includes an action to transition the city fleet to electric, or alternative fuel vehicles. Because the city leases its vehicle fleet, transition can begin in the next couple of years and continue gradually as vehicles are replaced. City staff are actively collaborating with regional jurisdictions and will continue to work on joint measures and discussions to align regional approaches and leverage resources for implementation. Alternative

fuels, in addition to electric vehicles, have been incorporated into the Final Draft CAAP measures. Consideration of economic costs and benefits for various CAAP measures will be determined through further discussions with the City Council as staff develops an implementation plan. Staff presented the Commission's request for a future presentation to the Commission prior to CAAP adoption and a majority of the Council did not direct staff to return to the Commission.

The City Council, along with trade group representatives, requested the removal of the point-of-sale requirement for transitioning gas to electric appliances. The City Council also requested the inclusion of alternative fuels, requested information regarding implications of the *California Restaurant Association v. City of Berkeley* court decision overturning the City of Berkeley's ban on natural gas infrastructure in newly constructed buildings, and to provide additional information on the costs to implement the CAAP.

Response: The point-of-sale requirement has been removed and replaced with a point-of-replacement focused action. Further discussion during CAAP implementation will be needed to determine any additional policy approach for the transition of gas to electric appliances. Alternative fuels, in addition to electric vehicles, have been included in the Final Draft CAAP. The City of Berkeley took a non-building code approach to prohibiting new natural gas infrastructure in new construction. This is one of several approaches that has been considered to require all-electric new construction. The Final Draft CAAP considers a building code change to adopt a reach code, which is not precluded by the Berkeley case. Similarly, the Berkeley case is still in process and may receive a rehearing on the Ninth Circuit's decision that may reverse the decision in the next 1-2 years. Costs to implement the CAAP are considered in more detail in the CAAP Implementation and Grant Opportunities sections below.

Resident comments stressed highlighting local amenities such as the American River, protecting or expanding floodways, stronger monitoring of existing tree protection ordinances, increasing the transition to EV and availability of charging stations, focusing on increasing transit availability, and concerns about truck traffic.

Response: The Final Draft CAAP puts more emphasis on highlighting local amenities such as the American River. Protecting floodways and trees is included in the Final Draft CAAP and further emphasis will be determined within the implementation plans through future discussions with the City Council. EV transition, including the EV transition of freight hauling trucks and warehouse operations, is detailed in On-Road Transportation Strategy 5, with a heavy emphasis in this plan corresponding to 34% of the GHG reductions planned by 2030. Improvements to transit are included in On-Road Transportation Strategy 3, however less emphasis is placed on this sector recognizing currently low levels of transit ridership.

Regional environmental organization comments included a desire for more substantiation of measure implementation, including preparation of cost estimates, timelines, and planning to ensure measure feasibility.

Response: The Final Draft CAAP meets the requirements of a CEQA Qualified CAAP to specify measures, including performance standards demonstrated by substantial evidence, that would achieve the emissions reductions target, establishes a mechanism to monitor the plan's progress toward achieving the reductions target, and amend the plan if it is not achieving the specified targets. As drafted, the measures retain flexibility for implementation that will be determined through future City Council policy and budget discussions.

The city received comment letters from SacRT and the Sacramento Metropolitan Air Quality Management District with comments and suggestions for elaboration and contingencies on the proposed measures and continued partnership with the city through implementation of the CAAP. The city also received comments from the Cordova Recreation and Park District (CRPD) with comments suggesting clarification of the distinct roles and collaboration for tree-planting events on other agency properties.

Response: The measures have not been modified but will be monitored on a regular basis to determine if anticipated reductions are being achieved as detailed in the CAAP Chapter 5. City staff look forward to further discussion and partnership with these agencies as annual implementation plans are developed to explore possibilities for improved services. Staff will make the requested changes from CRPD within the Adaptation Strategies.

CAAP Implementation

Implementation of CAAP measures will begin following adoption of the plan and will be regularly assessed and monitored. Staff will return to the City Council on an annual or biannual basis to determine implementation priorities along with any General Fund impacts. A monitoring report will be prepared every two years. Measures must be determined over time to be effective, keeping the city on track to achieve the GHG reduction targets, and achieving desired outcomes. Every five years, the city will prepare an update to the GHG Emissions Inventory and the CAAP.

The majority (61%) of communitywide emissions are from the on-road transportation sector. These emissions are generated by the combustion of fossil fuels (i.e., gasoline and diesel) in motor vehicles. Local actions are focused around reducing the frequency or distance of vehicle travel or reducing the use of internal combustion vehicles by shifting to alternative modes of transportation (e.g., bicycling, transit) or alternative fuel types (e.g. electric or hydrogen vehicles). With a combined emissions contribution of 31 percent, building energy is the second largest contributor to overall communitywide emissions. Transitioning away from natural gas-powered heating and appliances and electrifying the building stock will reduce emissions in the city. At the local level, GHG emissions reductions would be achieved by decarbonizing buildings and increasing energy efficiency. Initiatives directed under the energy category rely on efforts by local utilities, organizations, and agencies, with participation from the community. CAAP GHG reduction measures are heavily focused on these two main emissions sectors and will play a larger role in discussions as future implementation plans are developed.

The costs to the City of Rancho Cordova to implement the CAAP vary considerably due to the various pathways that reductions targets can be met. On the lower cost side are the possibilities that macro-economic trends and the private market will lead to the anticipated GHG reductions without city intervention (e.g. faster market growth of electric vehicles, or continued Work from Home workplace trends). Policies enacted by the city to achieve reductions can be similarly low-cost interventions but may place larger burdens on residents and the private sector (e.g. requirements for residents to divert organic waste from landfills). City-funded incentives and programs would have a fiscal impact dependent on the size and scale of the funded incentives and programs (e.g. increasing the existing Cash for Clunkers program from \$500 to a higher amount). Staff anticipates continuing discussions with the City Council to target the appropriate methods for implementation on an annual basis considering current progress on meeting reductions targets, the availability of grant funding, future GHG emissions inventory updates, and other city priorities. Administrative costs to the city to monitor and update the CAAP are estimated to be less than \$100,000 annually.

Grant Opportunities

Federal, State, and local programs have earmarked significant funds for climate-related programs that will help the city meet the CAAP reduction targets. Upon CAAP approval, the City of Rancho Cordova will be very well-situated to respond to these opportunities that will assist in implementing CAAP measures and other city priorities.

At the Federal level, through the Inflation Reduction Act (IRA) and the Infrastructure and Investment Jobs Act (IIJA), nearly \$100 billion is available in loans and grants for a variety of clean energy projects. Tens of billions of these funds are available for competitive grants from the Department of Energy, Environmental Protection Agency, and United State Department of Agriculture, among others, that are directly targeted to the city's largest emissions sectors, on-road transportation and building energy. These funds will be available for projects to promote electric vehicle ownership and charging infrastructure, transition of heavy-duty trucks and buses to electric, expanding alternative fuel corridors, and home electrification and appliance rebates. The city is working collaboratively on one of these projects already with the Sacramento Metropolitan Air Quality Management District to compete for the Climate Pollution Reduction Grant program. Noncompetitive sources of Federal funding also include the city's annual allocation of Community Development Block Grants, and a one-time allocation of Energy Efficiency and Conservation Block Grant in 2023 for nearly \$140,000. The federal tax credit for clean vehicles has also been expanded and extended through 2032.

Funding at the State level is available through the California Climate Investments (CCI), the Office of Planning and Research (OPR) the Strategic Growth Council (SGC), and the California Air Resources Board (CARB). CCI utilizes billions of dollars of Cap-and-Trade auction proceeds for various statewide projects. OPR has \$375 million available from the 2021 State Climate budget to support climate adaptation and resilience planning and mitigation activities. SGC has hundreds of millions in annual competitive climate grants available through its Transformative Climate Communities and Affordable Housing Sustainable Communities programs. CARB provides additional rebates for electric vehicle purchases and, new for 2023, has a \$10 million program to provide low-income households with a rebate for the purchase of an electric bike (e-bike).

Lastly, at the local level, the Sacramento Municipal Utility District (SMUD) has residential rebates for electric appliances and heat pumps, business rebates for lighting, refrigeration and HVAC, an EV rate discount for electric usage, grants for EV charging equipment and installation costs, and free shade trees. These and other funding sources are listed in the CAAP Appendix G.

Climate Action and Adaptation Plan CEQA Review

Environmental review of the CAAP is required by CEQA and the draft environmental document has been completed and released for a 30-day public review period from June 2, through July 1, 2023. Performing environmental review of the CAAP is also one of the required elements of a CEQA Qualified CAAP (CEQA Guidelines Section 15183.5[b][b1][F]). The CAAP Initial Study/Negative Declaration (IS/ND) is attached to this report. Following is a summary of this information.

An Initial Study analyzing the potential environmental impacts of adopting and implementing the CAAP was conducted and a Negative Declaration prepared pursuant to CEQA requirements.

The IS shows that there is no substantial evidence, in light of the whole record before the city, that the implementation of the CAAP may have a significant effect on the environment.

Four letters were received by staff in response to the IS/ND from the following respondents: California Department of Transportation, 350 Sacramento, Sacramento Metropolitan Air Quality Management District, and Sacramento Regional Transit District. In response to these comments, no changes were made to the IS/ND. Because no changes that materially affect the analysis or conclusions were made, no recirculation is required pursuant to CEQA Guidelines Section 15088.5. Further, none of the comments received affect the adequacy of the IS/ND to address the proposed project. The comment letters received, and city responses to environmental issues raised in the comments are included in the IS/ND.

Staff recommends adoption of the IS/ND to meet CEQA requirements through the attached Resolution (Attachment 1).

Next Steps

Following CAAP adoption, staff will develop an implementation strategy, apply to available grant opportunities to implement CAAP actions, and return to the City Council as needed to receive direction on implementation of CAAP actions. The Final Draft CAAP Implementation and Monitoring chapter identifies future steps for required CAAP updates including a monitoring report every two (2) years and updating the GHG Inventory every five (5) years.

FISCAL IMPACT

There is no additional fiscal impact with the requested action, as the Final Draft CAAP and CEQA ND are planning documents identifying prioritized actions for further development and implementation. Prioritized CAAP actions that require approval by City Council will be brought back to the City Council for review and approval, including allocating funds, approving ordinances or other actions.

ATTACHMENTS

1. Resolution to Adopt a CEQA Negative Declaration
2. Resolution to Adopt the Climate Action and Adaptation Plan
3. Final Negative Declaration, Comment Letters Received, and City Responses
4. Final Draft Climate Action and Adaptation Plan
5. Final Draft Climate Action and Adaptation Plan References and Appendices
6. Presentation

CITY OF RANCHO CORDOVA

RESOLUTION NO. XX-2023

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA,
ADOPTING A NEGATIVE DECLARATION FOR THE RANCHO CORDOVA CLIMATE
ACTION AND ADAPTATION PLAN**

WHEREAS, an Initial Study/Negative Declaration (SCH#2023060063) was prepared and analyzed the environmental effects associated with the Rancho Cordova Climate Action and Adaptation Plan; and

WHEREAS, the Initial Study/Negative Declaration was prepared and processed pursuant to the California Environmental Quality Act (CEQA; Public Resources Code § 21000 et seq.); and

WHEREAS, the Initial Study/Negative Declaration was circulated for a 30-day public review and comment period ending on July 1, 2023; and

WHEREAS, public comments were received, but did not identify new significant impacts or present new information that would alter the environmental analysis or require recirculation; and

WHEREAS, no changes were made to the Initial Study/Negative Declaration in response to comments, therefore no recirculation is required pursuant to CEQA Guidelines Section 15088.5; and

WHEREAS, the Initial Study/Negative Declaration adequately evaluated potentially significant impacts of the project and concluded that the all the potential environmental impacts were less than significant; and

WHEREAS, the Initial Study/Negative Declaration shows that there is no substantial evidence, in light of the whole record before the city, that the project may have a significant effect on the environment; and

WHEREAS, on August 21, 2023, the City Council held a public hearing and reviewed the Initial Study/Negative Declaration, the staff reports pertaining to the project, and all evidence received at the City Council hearings, all of which documents and evidence are hereby incorporated by reference into this Resolution.

NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA AS FOLLOWS: The Initial Study/Negative Declaration prepared for the Rancho Cordova Climate Action and Adaptation Plan adequately evaluates the potentially significant environmental impacts of the project and hereby adopts a Negative Declaration.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 21st day of August, 2023 by the following vote:

AYES:

NOES:

ITEM 11.2.

ATTACHMENT 1

ABSENT:

ABSTAIN:

Linda Budge, Mayor

ATTEST:

Stacy Leitner, CMC
City Clerk

CITY OF RANCHO CORDOVA

RESOLUTION NO. XX-2023

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA,
ADOPTING THE RANCHO CORDOVA CLIMATE ACTION AND ADAPTATION PLAN**

WHEREAS, the City launched the Climate Action and Adaptation Plan (CAAP) to establish a greenhouse gas reduction goal, create a set of strategies to meet the goal, and adapt to the impacts of climate change; and

WHEREAS, the CAAP directly supports the City Council Goal 2 to ensure a safe, inviting and livable community by creating a comprehensive roadmap to community sustainability and resilience in the city; and

WHEREAS, the CAAP is the first Climate Action and Adaptation Plan adopted by the City of Rancho Cordova; and

WHEREAS, the CAAP establishes a framework of implementable, measurable prioritized actions and identifies a trajectory to align with statewide GHG reduction targets for 2030 and 2045, bring the City into compliance with California legislation to reduce GHG emissions, and address climate risk; and

WHEREAS, the CAAP includes building energy and design, transportation and land use, water conservation and waste reduction, climate adaptation and carbon removal actions; and

WHEREAS, the CAAP development process included significant community and stakeholder outreach through virtual and in-person workshops, an online survey, a randomized public-opinion survey, targeted stakeholder meetings, a CAAP email address, and presentations to the Planning Commission and City Council; and

WHEREAS, an Initial Study/Negative Declaration (SCH#2023060063) was prepared for the CAAP and circulated for public review in accordance with CEQA requirements. The Initial Study adequately analyzed the potential environmental impacts of the project and determined that all potential impacts would be less than significant. Public comments were received on the Initial Study but did not alter the analysis or conclusions. No additional circulation and no further environmental review were required and on August 21, 2023 the Negative Declaration was adopted by the City Council.

NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA AS FOLLOWS: adopts the Rancho Cordova Climate Action and Adaptation Plan.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 21st day of August 2023 by the following vote:

AYES:

NOES:

ABSENT:

ITEM 11.2.

ATTACHMENT 2

ABSTAIN:

Linda Budge, Mayor

ATTEST:

Stacy Leitner, CMC
City Clerk

Initial Study/Proposed Negative
Declaration for the

City of Rancho Cordova Climate Action and Adaptation Plan

Prepared for:



City of Rancho Cordova

August 2023



Initial Study/Proposed Negative Declaration for the

City of Rancho Cordova Climate Action and Adaptation Plan

Prepared for:



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

Contact:

Stefan Heisler

Housing Manager

916.851.8757

sheisler@cityofranhocordova.org

Prepared by:



Ascent Environmental
455 Capitol Mall, Suite 300
Sacramento, CA 95814

August 2023

20210054.01



Ascent Environmental

455 Capitol Mall, Suite 300

Sacramento, CA 95814

ascentenvironmental.com

NEGATIVE DECLARATION

PROJECT: CLIMATE ACTION AND ADAPTATION PLAN

LEAD AGENCY: CITY OF RANCHO CORDOVA

Under the California Environmental Quality Act (CEQA), the lead agency is the public agency with primary responsibility over approval of the project. The City of Rancho Cordova (City) is the CEQA lead agency because it is responsible for adoption and implementation of the proposed Climate Action and Adaptation Plan (CAAP).

PROJECT DESCRIPTION SUMMARY

The proposed project is a CAAP, which the City of Rancho Cordova (City) has prepared to serve as a comprehensive roadmap to community sustainability and resilience. The purposes of the CAAP are to identify strategies and measures the City can take to reduce greenhouse gas (GHG) emissions to levels that align with the State of California's goals and set forth strategies to adapt and promote resilience to the impacts of climate change.

The fundamental purposes of the proposed CAAP are to set forth a plan for reducing the City's communitywide GHG emissions to levels in alignment with statewide targets and increasing the city's resilience to existing and anticipated climate change hazards. The City has developed the following objectives for the proposed CAAP:

- ▶ Prepare a baseline GHG emissions inventory of community-wide sources of emissions in the City, and project the potential growth of these emissions over time;
- ▶ Establish a local target for 2030 and a local goal for 2045 aligned with the statewide targets of SB 32 and AB 1279;
- ▶ Develop and quantify actions the City can take to reduce communitywide emissions to levels that meet or exceed its 2030 target and make substantial progress toward its 2045 goal;
- ▶ Meet the requirements of State CEQA Guidelines Section 15183.5(b)(2) regarding "Plans for the Reduction of Greenhouse Gas Emissions" to provide streamlining of GHG emissions analysis for future projects that are consistent with the proposed CAAP; and
- ▶ Identify the city's vulnerabilities to existing and anticipated climate change hazards, and set forth actions the City can take to protect people and property by adapting to these hazards and improving resilience.

FINDINGS

An Initial Study has been prepared to assess the project's potential effects on the environment and the significance of those effects. Based on the Initial Study, the City has determined that the project would not have any significant effects on the environment. Therefore, no mitigation measures are proposed.

Pursuant to Section 21082.1 of the California Environmental Quality Act, the City has independently reviewed and analyzed the Initial Study and Negative Declaration for the project and finds that the Initial Study and Negative Declaration reflects the independent judgment of the City.

Stefan Heisler, Housing Manager
City of Rancho Cordova

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Appendices

Appendix A Initial Study/Proposed Negative Declaration

1 INTRODUCTION

This Final Initial Study/Negative Declaration includes responses from the City of Rancho Cordova (City) to public comments on the draft Initial Study/Negative Declaration (IS/ND) for the proposed Climate Action and Adaptation Plan (CAAP). The draft IS/ND was circulated for a 30-day public review period, from June 2, 2023, through July 1, 2023. Consistent with State CEQA Guidelines Section 15074(d), the City has considered all comments received on the draft IS/ND. No changes or revisions have been made to the draft IS/ND since its publication for public review. A copy of the draft IS/ND is included as Appendix A to this Final IS/ND.

1.1 PROJECT SUMMARY

The proposed project is a CAAP, which the City of Rancho Cordova (City) has prepared to serve as a comprehensive roadmap to community sustainability and resilience. The purposes of the CAAP are to identify strategies and measures the City can take to reduce greenhouse gas (GHG) emissions to levels that align with the State of California's goals and set forth strategies to adapt and promote resilience to the impacts of climate change.

The fundamental purposes of the proposed CAAP are to set forth a plan for reducing the City's communitywide GHG emissions to levels in alignment with statewide targets and increasing the city's resilience to existing and anticipated climate change hazards. The City has developed the following objectives for the proposed CAAP:

- ▶ Prepare a baseline GHG emissions inventory of community-wide sources of emissions in the City, and project the potential growth of these emissions over time;
- ▶ Establish a local target for 2030 and local goal for 2045 aligned with the statewide targets of SB 32 and AB 1279;
- ▶ Develop and quantify actions the City can take to reduce communitywide emissions to levels that meet or exceed its 2030 target and make substantial progress toward its 2045 goal;
- ▶ Meet the requirements of State CEQA Guidelines Section 15183.5(b)(2) regarding "Plans for the Reduction of Greenhouse Gas Emissions" to provide streamlining of GHG emissions analysis for future projects that are consistent with the proposed CAAP; and
- ▶ Identify the city's vulnerabilities to existing and anticipated climate change hazards, and set forth actions the City can take to protect people and property by adapting to these hazards and improving resilience.

1.2 SUMMARY OF FINDINGS

Chapter 3, "Environmental Checklist," of the draft IS/ND analyzes the potential environmental impacts of the proposed project using the sample questions from Appendix G of the State CEQA Guidelines. It demonstrates that implementation of the proposed CAAP would have either no impact or a less-than-significant impact for all of the environmental topics evaluated:

- | | |
|------------------------------------|---------------------------------|
| ▶ Aesthetics | ▶ Land Use and Planning |
| ▶ Agriculture and Forest Resources | ▶ Mineral Resources |
| ▶ Air Quality | ▶ Noise |
| ▶ Biological Resources | ▶ Population and Housing |
| ▶ Cultural Resources | ▶ Public Services |
| ▶ Energy | ▶ Recreation |
| ▶ Geology and Soils | ▶ Transportation |
| ▶ Greenhouse Gas Emissions | ▶ Tribal Cultural Resources |
| ▶ Hazards and Hazardous Materials | ▶ Utilities and Service Systems |
| ▶ Hydrology and Water Quality | ▶ Wildfire |

1.3 DOCUMENT ORGANIZATION

This Final Initial Study/Negative Declaration is organized as follows:

Chapter 1, "Introduction," summarizes the CAAP and the findings of the environmental analysis.

Chapter 2, "Responses to Comments," contains a list of all parties who submitted comments on the draft IS/ND during the public review period, copies of the comment letters received, and responses from the City to environmental issues raised in the public comments.

Chapter 3, "References," identifies the documents used as sources in the Final IS/ND.

Chapter 4, "List of Preparers," identifies the preparers of this Final IS/ND.

2 RESPONSES TO COMMENTS

This chapter contains comment letters received during the 30-day public review period for the draft IS/ND, which concluded on July 1, 2023. It also includes one comment letter received after the close of the public review period on July 3, 2023. Consistent with State CEQA Guidelines Section 15074(d), the City has considered these comments. CEQA does not require the lead agency to prepare responses to public comments received on a Negative Declaration; however, the City has prepared this document to disclose all comments received and provide good-faith responses to environmental issues raised in the comments. No revisions to the draft IS/ND were required in response to environmental issues raised in the public comments.

2.1 COMMENT LETTERS

The City received four comment letters on the draft IS/ND from the following agencies and organizations. This chapter includes a copy of each letter in its entirety and responses from the City to environmental issues raised in the comments.

1. 350 Sacramento, June 28, 2023.
2. California Department of Transportation (Caltrans), District 3, June 5, 2023.
3. Sacramento Metropolitan Air Quality Management District (SMAQMD), June 30, 2023, and
4. Sacramento Regional Transit District (SacRT), July 3, 2023.

Letter 1	350 Sacramento Oscar Balaguer, Chair, CAP Team June 28, 2023
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June 28, 2023

Stefan Heisler, Housing Manager
City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, CA 95670

Via email only: sheisler@cityofranhocordova.org

Dear Mr. Heisler:

RANCHO CORDOVA CAAP (PUBLIC REVIEW DRAFT), COMMENTS

We appreciate the opportunity to comment on the City of Rancho Cordova's public review draft Climate Action and Adaptation Plan (CAAP). Thank you for including a Table of Contents in this draft and in the associated Initial Study/proposed Negative Declaration (IS/ND)

As you know, 350 Sacramento commented previously¹ on earlier CAAP documents and we here include those comments by reference. Our current comments below are limited to the Climate Action Plan (CAP) portion of the CAAP and its associated IS/ND, and are presented under those two respective headings.

I. CLIMATE ACTION PLAN

A. CAP Chapter 3 (*Emissions Reduction Strategies and Measures*). CAP measures remain un-substantiated.

We previously asserted with substantial evidence that, *"The aspirational strategy and measure statements presented in Chapter 3 are sound; but for the most part their Supporting Actions are also merely aspirational, lacking substantiating detail, funding*

¹ 350 Sacramento:
May 26, 2021, (untitled email query re proposed use of EIR Addendum).
June 26, 2021, CRC: CAP Query Follow-up.
December 22, 2022, Rancho Cordova CAP, Draft Measures: 350 Comments.
March 5, 2023, Rancho Cordova CAP: Post-Meeting Comments.
April 3, 2023, Rancho Cordova CAP, Future Application to Projects.
April 12, 2023, City CAP: 350 Cmnts (Apr 12 Meeting, Item 6.2).
May 1, 2023, Rancho Cordova Draft CAAP, Comments.

350 SACRAMENTO, Suite 116 - BREATHE BUILDING, 909 12th St., Sacramento
PO Box 16167, Sacramento, CA 95816 -- WWW 350sacramento.org --
info@350sacramento.org

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*information, enforceability, or indication of commitment to implement”.*² Chapter 3 appears substantially unchanged and we here re-assert our prior concerns.

B. Strategy Transportation 5 (*Transition to electric and zero emission vehicles*). The CAP presents no plan for the City fleet.

We previously noted that the CAP fails to present a plan to electrify the City fleet; instead, “*proposing vaguely only to ‘develop a program’ by some unspecified time (Transportation Strategy 5)*”.³ This is unchanged and we re-iterate our concern.

C. Strategy Solid Waste-1 (*Avoid disposal of organic waste in landfills*). The new CAP action is not substantiated. The CAP’s Actions are presented in bulleted lists, rather than identified by unique alpha-numeric designators, making referencing difficult. This Measure includes a new Action,

“Partner with other local jurisdictions and waste management companies (haulers and landfills) to create a divertible material (for example, recyclables) ban at landfills”.

This new Action, in common with its predecessor across the CAP, lacks substantiating detail that would allow assessment of its feasibility and efficacy; e.g.,

- What potential private and public partners have authorities to support such a ban?
- Why would they?
- Have any potential partners indicated they would support?
- Would incentives be necessary?
- How, by whom, and at what cost would the ban be enforced?
- What is the political feasibility of instituting such a ban, which could cause inconvenience and increase disposal costs for some City residents and businesses?

These questions are not mitigation details, formulation of which might properly be deferred. They are basic elements of the proposed action, needed to assess its feasibility. As we previously commented, per CAP Chapter 5 the City would improperly defer such fundamental questions until after the CAAP is adopted, turning the CEQA process on its head.

D. CAP Chapter 5 (*Implementation and Monitoring*). CAP Implementation as described is entirely uncertain.

We previously asserted with substantial evidence that, “*The CAP’s “Implementation Strategy” (Section 5.2, p. 5-2) makes it clear that implementation of the CAP’s measures is distinctly uncertain, citing a litany of contingencies and conditions on which*

² 350 Sacramento, May 1, 2023. Online: https://drive.google.com/file/d/1EnWlr1iiAf_Q0NJLVFIHHPOCOB8Cuvs_/view?usp=share_link

³ 350 Sacramento, May 1, 2023.

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implementation would depend, including some beyond the City's control".⁴ Chapter 5 appears substantially unchanged and we here re-assert our concerns.

E. CAAP Appendix B (*Greenhouse Gas Inventory and Forecast Worksheet*). Appendix B does not meet CEQA informational standards.

A primary purpose of CEQA is informational. Environmental documents should explain the basis of an agency's decisions in a way comprehensible to those not involved in their preparation. The CAP (section 2.2.5) and IS/ND (section 2.4.3) state without further discussion, "*Appendix B details the methodology for preparing the communitywide emissions inventory*". In fact, Appendix B presents a surfeit of detail, but lacks any explanation of its significance or the methodology used to interpret it. It is 76-page series of worksheets, 68 pages of which are densely coded data dump printouts, replete with technical jargon, generated by a number of different computer programs. Absent explanation, or prior familiarity with the input and output variables of the respective programs, it's not possible for a naïve reader to understand or assess the logical connection between these data and the conclusions presented in the CAP and IS/ND.

II. INITIAL STUDY/PROPOSED NEGATIVE DECLARATION

A. Section 2.4.4 (*Summary of Greenhouse Gas Emissions Reductions*). The CAP's "legislative reductions" are not substantiated.

The IS/ND, CAP, and Appendix C⁵ make numerous references to "Legislative Reductions", meaning Rancho Cordova's share of GHG reductions expected as a result of measures adopted by six other named federal, State, and regional agencies (CAP Table 2.3, "Summary of Legislative Reductions..."). Such reductions amount to 301,400 tons MTCO₂e by 2025, and 458,000 tons by 2045 (IS/ND Table 2-1, row "Legislative Reductions"). This is the bulk – 83 and 60 percent respectively – of the City's total claimed reductions for those target years .

CAAP Appendix C, Section 2.1 states,

"It is important to note that the legislative-adjusted BAU emissions forecasts only include emissions reductions associated with implementation of adopted federal and State legislation and regulations and do not include goals ... outside of adopted legislation and regulations".

In direct contradiction, Appendix C, Table 4 cites SMUD's non-enforceable "2030 Zero Carbon Plan" as among the six agency programs yielding "legislative" reductions; and Appendix C, Section 2.1.1 states, "*...electricity emissions factors were adjusted to reflect the Sacramento Metropolitan Utility District's (SMUD) 2030 Zero Carbon Plan of 100*

⁴ 350 Sacramento, May 1, 2023.

⁵ Ascent Environmental. City of Rancho Cordova Climate Action Plan, Greenhouse Gas Emissions Forecasts and Reduction Targets – Technical Memorandum. February 23, 2023.

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percent of electricity from zero carbon sources by 2030". However, SMUD's Zero Carbon Plan has no statutory or regulatory standing. It is *"is an ambitious plan with flexibility to work within the guardrails of affordability and reliability"*.⁶ Its success is far from assured; and it is not enforceable mitigation, as CEQA requires.

Neither the CAP, IS/ND, or CAP Appendix C quantify GHG reductions expected individually from each of the six cited agency programs, including SMUD's. Neither do they explain how the claimed City-specific reductions were derived. This information should be provided for all, with appropriate explanation of methodology. Since SMUD's 2030 plan is not legislative or otherwise enforceable, its projected GHG-reductions should be assumed in the CAP only insofar as substantial evidence demonstrates that its 2030 goal has been or will be met.

B. Section 2.5.9 (California Environmental Quality Act and the CAAP): CAP Measures must meet project-specific CEQA requirements.

The CAP states,

"The 2022 Scoping Plan emphasizes the use of CEQA as a tool by local jurisdictions for supporting the State's climate priorities Demonstrating consistency with the CAAP establishes that a project will not result in an 'additional environmental effect' related to GHG emissions".

We agree. This "permit streamlining" function of CAPs, which is applied at the individual project level, is why CEQA requires that CAP measures comply with requirements applicable to project-specific mitigation – that they be substantiated as feasible, effective, and enforceable. Adopting a CAP with infeasible, ineffective, or unenforceable provisions would likely yield approval of projects which would undermine, not support, State GHG-reduction goals. As discussed in these and 350's previous comments, the CAP's draft measures are not so-substantiated.

C. Section 3 (Environmental Checklist): The IS/ND ignores significant indirect and cumulative impacts of CAP adoption.

In considering potential environmental impacts of adopting the City's CAP, the IS/ND focuses narrowly on direct impacts from implementing the CAP's proposed measures, including but not limited to in its Air Quality, Energy, GHG Emissions, and Land Use Planning sections. This is inconsistent with CEQA's directive to consider indirect and cumulative impacts; e.g., those associated with the "permit streamlining" function of an adopted CAP, as discussed in CAP section 2.5.9 (cited above), and in previous 350 comments.

⁶ SMUD. 2030 Zero Carbon Plan, Progress Report. April 2023. Online: https://www.smud.org/-/media/Documents/Corporate/Environmental-Leadership/ZeroCarbon/2030-ZCP-Progress-Report---April-2023_FINAL.ashx

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Significant indirect and cumulative impacts of CAP adoption, beyond those resulting from implementing the CAP's measures, are reasonably and readily foreseeable. Examples of large Rancho Cordova projects which would benefit from the CAP's streamlining function, whatever the effectiveness of the CAP's measures, are the pending Westborough and Arboretum developments. Additional future projects are also foreseeable – SACOG's draft growth projection for 2036 has the region outpacing the state and nation;⁷ and vacant, undeveloped agricultural land is the City's most prevalent land use (12,900 acres), followed by single family residential development (1,950 acres).⁸ Large tracts of buildable land in an emerging housing market offers broad opportunity for future urban growth and associated GHG emissions.

D. Section 3.3 (Air Quality): The IS/ND mis-states the CAP's regulatory role.

The CAP states (p. 3-15) that its measures do not, "*propose changes to policies or regulations related to land use*". However, the practical effect of adopting the measures will be to establish CEQA thresholds of significance of general applicability regulating GHG emissions from, among other activities, proposed changes to land use.

Similarly, the CAP states (p. 3-16), "*The CAAP is a policy-level document that does not include any site-specific designs or proposals or grant any entitlements for development*". This is incorrect and directly contradicts the CAP statement at section 2.5.9 cited above. Although the CAP will reflect, and as a programmatic plan may establish, policy, it is at its statutory core a CEQA mitigation document indeed applicable to "*site-specific designs or proposals*".

This incorrect "policy-level" language is found also in the Climate Change and Noise sections of the IS/ND.

E. Section 3.8 (Greenhouse Gas Emissions): The CAP is inconsistent with plans, policy, or regulations.

Re, IS/ND "Environmental Issue VIII b)": the CAP is inconsistent with the following plan, policy or regulation adopted to reduce GHG emissions:

- *Senate Bill 375*. Pursuant to SB 375, CARB sets regional targets for GHG reductions from changed land use patterns and improved transportation, as set forth in regional Sustainable Community Strategy (SCS) plans. The target for the SACOG region is a 19 percent reduction. In mentioning SB 375, the IS/NG (p. 3-37) provides no discussion of how the CAP will contribute to that reduction goal. As discussed in these and prior 350 comments, the CAP's transportation and transit measures are of distinctly uncertain effect and unlikely to contribute to SB 375 compliance, because unsubstantiated as feasible, effective, or enforceable.

⁷ Sacramento Area Council of Governments. Sacramento Region Draft Growth Projections, Technical Memo. <https://www.sacog.org/sites/main/files/file-> (retrieved June 20, 2023).

⁸ Rancho Cordova CAAP IS/ND, section 3.11.1

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Regarding changed land use, the CAP, although a programmatic plan capable of considering broad policy alternatives, offers no strategies.

- *Senate Bill 743.* Pursuant to SB 743, the State of California has determined that a 15 percent *per capita* reduction of VMT induced by new development can support a CEQA finding of less than significant impact.⁹ The CAP mentions SB 743 only in citing the Sacramento Metropolitan Air Quality Management District's regulatory guidance, with no discussion of the guidance's relationship to the CAP; the City's associated lead agency responsibility; or the City's 2021 adopted "Transportation Impact Guidelines". Effectively ignoring SB 743 in the CAP is particularly concerning because, as discussed in these and prior 350 comments, the CAP's transportation and transit measures are of dubious efficacy because unsubstantiated as feasible, effective, or enforceable.

We offer the above comments in the hope they will assist Rancho Cordova adopt an effective, CEQA-compliant CAP. In assaying to address climate change, Rancho Cordova assumes a fraught responsibility. The CAAP correctly observes (p. 4-1),

The effects of climate change are already occurring ... and will continue to worsen existing hazards in ... the city, including extreme heat, extreme precipitation and flooding, drought, and wildfires ... the frequency, intensity, and duration of these hazards are projected to increase

According to NOAA, climate change is "*supercharging the increasing frequency and intensity of ... extreme weather*".¹⁰ In fact, half the population of the United States has experienced "extreme weather" effects in the last six weeks.^{11, 12, 13, 14} Major insurance companies are leaving California because of increasing risk, with serious adverse implications for real estate and business investment.^{15, 16} These early effects of climate change are correlated with a rise in

⁹ California Office of Planning and Research. Technical Advisory on Evaluating Transportation Impacts in CEQA. April 2018.

¹⁰ National Oceanic and Atmospheric Administration. 2022 U.S. billion-dollar weather and climate disasters in historical context. Online: <https://www.climate.gov/news-features/blogs/2022-us-billion-dollar-weather-and-climate-disasters-historical-context> Press. isasters-historical-context.

¹¹ The Guardian. Half of Americans have faced 'extreme' weather in the last six weeks. June 21, 2023.

¹² CNN. Texas's nighttime temperatures are a symptom of a new, more dangerous kind of heat wave. June 27, 2021.

¹³ The Guardian. Canadian wildfire smoke to engulf New York skies again. June 27, 2021.

¹⁴ National Public Radio. Air quality plummets as Canadian wildfire smoke stretches across the Midwest. June 28, 2023.

¹⁵ NY Times. Allstate Is No Longer Offering New Policies in California. June 4, 2023.

¹⁶ Associated Press. California insurance market rattled by withdrawal of major companies. June 5, 2023. Online: <https://apnews.com/article/california-wildfire-insurance-e31bef0ed7eeddcde096a5b8f2c1768f>

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average global temperature since 1850 of only about one degree Celsius (~1.8 degree Fahrenheit). Currently, the world is not on track to meet the Paris Accord's goal of keeping climate change to 1.5 degrees Celsius, and current policies are projected to result in about 2.7°C (~4.9 F) of atmospheric heating in this century. The scientific community is united in urging a drastic reduction of GHG emissions in this decade.

In this dire situation, the City of Rancho Cordova's CAP impressively suggests much, but contrary to CEQA requirements seems to carefully avoid enforceable commitments which would support attainment of California's climate goals.

We respectfully request that in formulating the CAP, the City consider first and foremost its long-term interests and responsibilities for the health, welfare and economic well-being of all its residents.

Sincerely,



Oscar Balaguer, Chair
CAP Team, 350 Sacramento

Cc: City Planning Commissioners
350 Sacramento CAP Team

CITY RESPONSE TO LETTER 1

This comment letter provides commentary and assertions on the contents of the proposed CAAP, commentary on the requirements of CEQA, and the environmental analysis of the IS-ND. Responses to comments on the environmental analysis of the IS-ND are provided below. Comments and assertions addressing the contents of the proposed CAAP, the requirements of CEQA, or otherwise unrelated to the environmental analysis of the IS-ND will be provided to the City's decision makers as they consider adoption of the proposed CAAP.

In Section C (page 4), the comment letter asserts that the "IS-ND ignores significant indirect and cumulative impacts of CAP adoption" and refers to impacts, "associated with the 'permit streamlining function' of an adopted CAP." The comment letter further asserts that "large Rancho Cordova projects...would benefit from the CAP's streamlining function," and makes reference to a set of draft growth projections for the Sacramento region in year 2036 published by the Sacramento Area Council of Governments (SACOG) and provides commentary on the amount of "vacant, undeveloped agricultural land" in the city.

The draft IS-ND appropriately evaluates the potential adverse effects that would result from implementation of the proposed CAAP by evaluating the potential physical changes that would result from implementation of the CAAP's strategies, measures, and supporting actions to reduce GHG emissions and adapt to the impacts of climate change; as explained in the draft and Final IS-ND, the implementation of the proposed CAAP would not result in any significant impacts on the environment. The proposed CAAP does not include changes to General Plan land use designations, zoning requirements, or other provisions that would result in the construction and operation of land development projects. The proposed CAAP, by meeting the requirements of a qualified plan for the reduction of GHG emissions under CEQA Guidelines 15183.5(b)(1), would provide future development projects that are consistent with the CAAP an opportunity to streamline analysis of their GHG emissions impacts under CEQA. This comment does not provide any evidence supporting its assertion that adopting a CAAP meeting the requirements of CEQA Guidelines 15183.5(b)(1) would lead to the development of land use projects that result in adverse environmental effects. The construction and operation of land development projects and any associated environmental effects, including but not limited to the Westborough and Arboretum projects referenced in the comment letter, are not reasonably foreseeable changes that would be caused by the adoption of the CAAP.

In Section E (page 5), the comment letter asserts that the proposed CAAP would be inconsistent with a plan, policy, or regulation adopted to reduce GHG emissions because it is inconsistent with Senate Bill (SB) 375. Referred to as the Sustainable Communities and Climate Protection Act (Chapter 728, Statutes of 2008), SB 375 established requirements for regional metropolitan planning organizations (MPOs) to include Sustainable Communities Strategies (SCS) within their regional transportation plans that demonstrate how transportation, housing, and land use plans can achieve specified passenger vehicle GHG reduction targets that are set by the California Air Resources Board (CARB). In the Sacramento region, the Sacramento Area Council of Governments (SACOG) is the MPO responsible for SB 375 compliance including preparing an SCS within its Metropolitan Transportation Plan (MTP). As explained in Chapter 1, Introduction, of the proposed CAAP, SACOG most recently adopted its MTP/SCS in 2020 (refer to page 1-6 of the proposed CAAP).

Neither SB 375 nor the SCS establish requirements for local governments. In addition, SB 375 stipulates that, "(n)othing in a sustainable communities strategy shall be interpreted as superseding the exercise of the land use authority of cities and counties within the region...or shall require a city's...land use policies and regulations, including its general plan, to be consistent with the regional transportation plan." (Government Code Section 65080[b][2][J]) Moreover, the proposed CAAP includes a detailed list of transportation strategies, measures, and supporting actions that would reduce transportation-related GHG emissions by reducing vehicle miles of travel (VMT). These strategies, measures, and supporting actions are listed in Tables 3.2 through 3.5 in Chapter 3, of the proposed CAAP, which also includes quantitative performance metrics identifying the estimated decrease in the amount of driving in 2030 and 2045, along with the annual GHG reduction potential in 2030 and 2045 (refer to pages 3-7 through 3-13 of the proposed CAAP). Based on the foregoing, the proposed CAAP would not result in an adverse effect on the

environment due to being inconsistent with SACOG's adopted MTP/SCS, and implementation of the proposed CAAP's transportation-related strategies, measures, and supporting actions would be compatible with the objectives of SB 375 and SACOG's MTP/SCS to reduce passenger vehicle GHG emissions.

In Section E (page 6), the comment letter also asserts that the proposed CAAP would be inconsistent with a plan, policy, or regulation adopted to reduce GHG emissions because it is inconsistent with Senate Bill (SB) 743. SB 743, which took effect in 2020, resulted in changes to how transportation impacts of projects are evaluated under CEQA – projects are now evaluated based on the amount of driving or VMT they generate, instead of measuring automobile delay (CEQA Guidelines Section 15064.3[b]). To implement SB 743, the City of Rancho Cordova adopted Transportation Impact Guidelines to describe the requirements for evaluating VMT impacts of projects in the city under CEQA, including thresholds for what constitutes an acceptable level of VMT and what requires mitigation measures to reduce VMT. Neither SB 743 nor the City's Transportation Impact Guidelines impose any requirements on the proposed CAAP. In addition, the proposed CAAP, in Transportation-1.1 (page 3-7), illustrates how the City's enforcement of its Transportation Impact Guidelines is estimated to reduce VMT levels and GHG emissions in 2030 and 2045.

Furthermore, the draft IS-ND provides an analysis demonstrating that the proposed CAAP would not conflict or be inconsistent with CEQA Guidelines Section 15064(b) – the provisions implementing SB 743. The comment letter does not address or raise any issues with this analysis of the draft IS-ND. Based on the foregoing, the proposed CAAP would not result in an adverse effect on the environment due to a conflict with SB 743. And as described above, the proposed CAAP includes numerous strategies, measures, and actions that would reduce VMT and transportation-related GHG emissions in 2030 and 2045.

This comment letter also includes commentary unrelated to the contents of the IS-ND but regarding "CEQA requirements" for the proposed CAAP, including an assertion in Section B on page 4 that "CEQA requires that CAP measures comply with requirements applicable to project-specific mitigation – that they be substantiated as feasible, effective, and enforceable." The actual provisions of a qualified plan for the reduction greenhouse gas emissions set forth in CEQA Guidelines Section 15183.5(b)(1), and a summary of the proposed CAAP's compliance with these provisions, are provided in the Final CAAP (Table 5-2, pages 5-5 and 5-6). As the Final CAAP shows, CEQA Guidelines Section 15183.5(b)(1) does not set forth requirements for the proposed CAAP that are asserted in this comment letter (nor do any other provisions of the CEQA Statutes or CEQA Guidelines).

Letter 2	California Department of Transportation (Caltrans), District 3 Nirupama Stalin, Local Development Review Branch June 5, 2023
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From: Stalin.Nirupama@DOT
To: [Stefan Heisler](#)
Cc: Arnold.Gary.S@DOT
Subject: RE: Notice of Intent to Adopt a Negative Declaration (The Rancho Cordova Climate Action and Adaptation Plan (CAAP), LLC)
Date: Monday, June 5, 2023 10:24:51 AM
Attachments: [image001.jpg](#)

Hi Stefan,

Thank you for including California Department of Transportation in the review process for The Rancho Cordova Climate Action and Adaptation Plan (CAAP), LLC Project. We wanted to reach out and let you know we have no comments at this time.

Please provide our office with copies of any further actions regarding this proposal. We would appreciate the opportunity to review and comment on any changes related to this development.

Should you have questions please contact me, Local Development Review, Equity and System Planning Coordinator, by phone (530) 821-8306 or via email at D3.local.development@dot.ca.gov.

Thank you!

Nirupama Stalin

Associate Transportation Planner, Local Development Review, Equity and System Planning
 Division of Planning, Local Assistance, and Sustainability
 California Department of Transportation, District 3
 703 B Street | Marysville, CA 95901
 Work Cell: (530) 821-8306
 Email: Nirupama.Stalin@dot.ca.gov
www.dot.ca.gov/d3/

CITY RESPONSE TO LETTER 2

This comment letter does not raise any environmental issues with the IS/ND. These comments will be provided to the City's decision makers as they consider adoption of the proposed CAAP.

Letter 3	Sacramento Metropolitan Air Quality Management District (SMAQMD) Paul Philley, Program Supervisor, Transportation & Climate Change Division June 30, 2023
-----------------	---



June 30, 2023

Stefan Heisler, Housing Manager
City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, CA 95670
sheisler@cityofranhocordova.org

Comments Submitted Via Email

RE: City of Rancho Cordova Draft Climate Action and Adaptation Plan (CAAP)
SCH Number 202306006
Sac Metro Air District # SAC202303127

Dear Stefan Heisler,

Thank you for providing the City of Rancho Cordova's (City) Public Review Draft Climate Action and Adaptation Plan (CAAP) and the Initial Study/Proposed Negative (ISMND) to the Sacramento Metropolitan Air Quality Management District (Sac Metro Air District). The Sac Metro Air District is the local agency responsible for advancing the greater capital region towards meeting all national ambient air quality standards and the state's decarbonization commitments to protect the global climate. We are excited that the City of Rancho Cordova is addressing its share of needed greenhouse gas reductions through comprehensive planning. We offer the following comments as suggestions to help ensure the City is successful in achieving our shared clean air and carbon reduction goals.

General Comments:

We appreciate the ambitious yet achievable targets outlined in the plan. However, qualified Climate Action Plans are roadmaps for achieving greenhouse gas reductions; subsequent actions must be taken by lead agencies to implement the measures, along with continued monitoring and adjustment of measures, or plans risk losing CEQA streamlining benefits for development. To aid in implementing the plan, the Sac Metro Air District recommends additional specificity on implementation and timing, as well as a contingency should measures fall short of anticipated reductions. Contingencies are critical for measures that rely on funding sources and investments beyond the plenary authority of the City of Rancho Cordova.

Concerning resiliency, health, and equity, many jurisdictions have found that climate action also has the potential to address social and economic inequities. We appreciate the commitments

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to climate adaptation but would encourage the City to consider a stronger commitment to considerations for low-income and disadvantaged communities.

Finally, various regional efforts are moving forward to secure funding for implementing climate action measures. The Sac Metro Air District invites the City of Rancho Cordova to join the Climate Pollutants Regional Grant program, where these issues are being considered across the seven-county metropolitan statistical area.

Mandatory Measures:

Strategy Transportation-1 Support the development of walkable, interconnected neighborhoods, villages, and districts.

1. *Transportation 1.1: Enforce Transportation Impact Guidelines.*
 - a. We encourage the City to include a discussion of the requirements for new development to include permanent funding measures for the various Transportation Demand Management (TDM) Actions, such as the Transportation Services Fee that currently funds Transportation Demand Management services, such as those provided by the 50 Corridor Transportation Management Association and the Rancho Cordovan.
2. Recommended Additional Supporting Actions:
 - a. Include a plan and timeline for updating City Code and Policy to allow flexibility in using off-street parking spaces for outdoor activities.
 - b. Include a plan and timeline for implementing a transportation impact fee for new development could be included as a funding mechanism for the other actions.
 - c. Include a plan and timeline for updating City Code and Policy to strengthen existing commitments to Transit-Supportive Housing Densities for new housing projects near the existing light rail line.

Strategy Transportation-2. Make walking and biking safe and attractive for people of all ages and abilities.

1. This measure needs to demonstrate how the City will achieve this reduction, site examples of cities that have achieved this level of mode share, and how the Bike Ped Master plan will include sufficient implementation measures to ensure the anticipated reduction.
2. Recommended Additional Supporting Actions:
 - a. Enhance the Transportation-2.1: Update Bike and Pedestrian Master Plans Supporting Actions to include physically protected and parking-protected bike lanes on arterial roadways and locations where off-street bicycle facilities or car-free zones are infeasible.

- b. Include cool pavement and urban greening policies as required components of the sidewalk improvements within the proposed Capital Improvement Program¹. Specifically, we recommend that the City include plans and a plan and timeline for updating City Code policy to implement the following:
 - i. All new pavements, including sidewalks, roads, bike lanes, pedestrian paths, parking lots, plazas, and roadways, have an albedo of at least 0.25-0.5².
 - ii. Enhance the parking lot shade ordinance to require immediate cooling measures should the tree shade fail to materialize. The enhancements could include requirements to install cool pavement surface applications in areas non-compliant with tree shading standards until compliant.
 - iii. Develop an enforcement policy that would apply to commercial and multi-family residential uses.

Strategy Transportation-3. Provide transit options that are accessible, reliable, and convenient.

1. The measure should include a detailed description of the required City actions necessary for implementation. The final measure should include discussions of the modification to the City Code, the Policy necessary to implement additional funding mechanisms to expand transit services, and the anticipated timeline for implementation.
2. Recommended Additional Supporting Actions:
 - a. We recommend that City discuss potential funding mechanisms, such as Transportation Impact fees or the proposed Capital Improvement Program³, to provide revenue to fund the proposed actions.
 - b. Consider requiring additional transit infrastructure to provide shade/shelter from inclement weather at transit stops. Possible transit enhancements include new shade/inclement weather shelters at transit stops without

¹ City of Rancho Cordova "Capital Improvements Projects Planning Process" as referenced under Strategy Adaption-5, Action 5I, Page 2-11 City of Rancho Cordova Climate Action and Adaptation Plan IS/ND, June, 2023.

² Albedo is a ratio from 0 to 1 that measures solar reflectance or the reflectivity of a surface. A dark material has an albedo close to 0 and does not reflect light, instead absorbing all incoming solar radiation and emanating it back into the environment as heat. A material with an albedo close to 1 will reflect almost all incoming light and radiation, and thus be significantly cooler. Low-albedo materials contribute to the urban heat island effect, while high-albedo materials help to reduce it.

³ City of Rancho Cordova "Capital Improvements Projects Planning Process" as referenced under Strategy Adaption-5, Action 5I, Page 2-11 City of Rancho Cordova Climate Action and Adaptation Plan IS/ND, June, 2023.

existing facilities, cool roofs on bus shelters and transit stations, and solar shading infrastructure over existing parking lots at transit centers.⁴

Strategy Transportation-4. Reduce drive-alone vehicle trips.

1. Recommended Additional Supporting Actions:
 - a. Voluntary Measure: We recommend that City include an additional supporting action to implement a policy encouraging City employees who are eligible to telework on Spare the Air days and during heat events.

Strategy Transportation-5. Transition to electric and zero-emission vehicles.

1. We support the action to require installing electric vehicle chargers (not just the conduit) for developments.
2. Recommended Additional Supporting Actions:
 - a. Voluntary Measure: We recommend that City include an additional supporting action review and update existing City ordinances and Policies to encourage new development to include solar and energy storage as feasible.
 - b. The Sac Metro Air District has partnered with local businesses and jurisdictions to fund zero-emission transportation. We invite the City to work with the Sac Metro Air District Transportation and Climate Change division to identify and procure funding for this important transition.

Strategy Energy-1b. Increase energy efficiency and electrification in existing non-residential buildings.

1. The measure should include a draft timeline for implementation, a discussion of the ongoing implementation evaluation, and alternatives if the Strategy fails to achieve the anticipated reduction.
2. Recommended Additional Supporting Actions:
 - a. Enforce California's Building Energy Benchmarking Program, including a description of the supporting action's enforcement mechanism. If it would be an update or new ordinance, the action should mention this.
 - b. Consider an additional action to encourage the implementation of on-site renewable energy and energy storage in existing non-residential buildings.

Strategy Energy-2a. Increase energy efficiency and electrification in new residential buildings.

⁴ City of Rancho Cordova "Capital Improvements Projects Planning Process" as referenced under Strategy Adaption-5, Action 5I, Page 2-11 City of Rancho Cordova Climate Action and Adaptation Plan IS/ND, June, 2023.

1. The measure does not anticipate implementation until 2026, even though the Sacramento region currently utilizes more natural gas than the scoping plan anticipates for 2030.⁵ The Sac Metro Air District advises immediate implementation of combustion-free new development or, at minimum, rewiring of mixed-fuel buildings to facilitate conversion to all-electric in the future.
2. Recommended Additional Supporting Actions:
 - a. We recommend an additional Supporting Action to review City ordinances, design standards, and building standards for requirements that may impede the use of Carbon-storing and low-carbon building materials and design techniques.

Strategy Energy-2b. Increase energy efficiency and electrification in new non-residential buildings.

1. The measure should include a draft timeline for implementation, a discussion of the ongoing implementation evaluation, and alternatives if the Strategy fails to achieve the anticipated reduction.
2. Recommended Additional Supporting Actions:
 - a. Review City ordinances, design standards, and building standards for requirements that may impede using Carbon-storing and low-carbon building materials and design techniques.

Strategy Water-1. Conserve water.

1. The measure should include a draft timeline for implementation, a discussion of the ongoing implementation evaluation, and alternatives if the Strategy fails to achieve the anticipated reduction.
2. Recommended Additional Supporting Actions:
 - a. Require or incentivize new commercial and residential developments to be built with gray water pipes to enable laundry, sinks, and other gray water to be used for landscape irrigation.
 - b. Voluntary Strategy: encourage all new commercial and residential developments to decrease pavements and increase permeable surfaces (e.g., permeable pavements, drought-friendly landscaping, bioswales, and other green infrastructure) to increase groundwater retention and reduce flood risks.

Strategy Solid Waste-1. Avoid disposal of organic waste in landfills.

⁵ Greenhouse Gas Thresholds for Sacramento County. June 1, 2020; Sacramento Metropolitan Air Quality Management District.
<https://www.airquality.org/LandUseTransportation/Documents/SMAQMDGHGThresholds2020-03-04v2.pdf>

1. The measure should include a discussion of what policies, programs, and actions the local government will take to ensure that the organics diversion mandate is met, and the estimates of GHG emissions and other indicators should be supported with evidence.

Strategy Carbon Sequestration-1. Remove emissions from the atmosphere

1. The Supporting Action includes goals of increasing Citywide Tree Canopy. The Sac Metro Air District appreciates the strong urban forestry plan developed by the City and looks forward to the adoption of its priority recommended actions into city standards.

Chapter 4, Climate Adaptation & Resilience:

Strategy Adaptation-1. Improve resilience to increased temperatures and extreme heat.

1. Instead of promoting cool roofs and piloting cool pavements, consider adopting a cool roof ordinance as well as requirements for cool pavements. The current general plan will see the conversion of land in Rancho Cordova to urban uses, increasing the urban heat island effect. Development standards emphasizing cool roofs and pavements, in addition to your existing commitments for tree shade, would help reduce this impact. Reducing heat is critical to ensuring the success of the active modes described in this plan.
2. Recommended Additional Supporting Actions:
 - a. Voluntary Measure: The Sac Metro Air District recommends including an additional supporting action requiring the City to develop a timeline and funding source for extending public library hours and promotions with indoor entertainment venues to provide additional cooling centers during periods of extreme heat.

Voluntary Measures

Substantiation for all voluntary measures – incentivized and non-incentivized – must be robust and include all participation rate and outcome assumptions. Substantiation and quantification of voluntary measures should include discussing how similar measures have been implemented elsewhere and be based on those outcomes.⁶

⁶ State of California Office of Planning and Research, General Plan Guidelines, Chapter 8 Climate Change. https://opr.ca.gov/docs/OPR_COMPLETE_7.31.17.pdf According to OPR's General Plan Guidelines: "Although mandatory measures are preferred to establish the substantial evidence that a particular emissions reduction measure will have the stated benefit, some examples of incentive-based measures could be considered mitigation. One example is proposed to expand an energy efficiency program that has been in place for several years and has a proven emissions reduction track record. These measures can be included in reductions towards a target as long as assumptions reflect the proven ability of that program to reduce emissions."

New Construction Checklist

We encourage the City to include a project checklist whereby applicants for new projects could identify which CAAP measures apply to the project and include those measures in the application for project review.

Communication:

To allow for sufficient time for coordination, please send all future documents and notices to ProjectReview@AirQuality.org.

If you have questions regarding these comments, please contact Joseph Hurley, Associate Planner, at jhurley@airquality.org or (279) 207-1130.

Sincerely,



Paul Philley, AICP, Program Supervisor
Transportation & Climate Change Division
Sac Metro Air District

Cc: Jaime R. Lemus, Division Manager
Transportation and Climate Change, Sac Metro Air District
Brianna Moland, Air Quality Planner/Analyst
Transportation & Climate Change, Sac Metro Air District
Joseph Hurley, Air Quality Planner/Analyst
Transportation & Climate Change, Sac Metro Air District

CITY RESPONSE TO LETTER 3

SMAQMD offers suggestions and commentary on the contents of the proposed CAAP; it does not address any environmental issues with the IS/ND. The City appreciates the suggestions and looks forward to future opportunities to collaborate with SMAQMD, including on opportunities to support and obtain funding for implementation of the proposed CAAP. These comments will be provided to the City's decision makers as they consider adoption of the proposed CAAP.

Letter 4	Sacramento Regional Transit District (SacRT) Kevin Schroder, Senior Planner July 3, 2023
------------------------	---



Sacramento Regional Transit District
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Administrative Offices
1400 29th Street
Sacramento, CA 95816
916-321-2800

Mailing Address
P.O. Box 2110
Sacramento, CA 95812-2110

Human Resources
2810 O Street
Sacramento, CA 95816
916-556-0299

Customer Service & Sales Center
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July 3, 2023

Stefan Heisler
City of Rancho Cordova
Housing Manager
2729 Prospect Park Drive
Rancho Cordova, CA 95670

DOCUMENT: The Rancho Cordova Climate Action and Adaption Plan (CAAP), Initial Study (IS) Negative Declaration (ND)

Sacramento Regional Transit District (SacRT) appreciates the opportunity to review the draft Climate Action and Adaption Plan of Rancho Cordova, a member city within the Sacramento Regional Transit District. SacRT cosigns the vision behind Rancho Cordova's "comprehensive roadmap to community sustainability and resilience" by "increasing zero-emission or alternative fuel vehicle use, transportation system efficiency, and the use of alternative travel modes".

Moving forward, the City of Rancho Cordova (hereafter referred to as "City") understands that as on-road transportation accounts for most of the City's greenhouse gas (GHG) emissions, the continued investment in and development of alternatives to single-occupancy vehicles will be necessary. SacRT looks forward to collaborating with the City to meet climate goals.

As an active partner and the principal provider of public transit service in Rancho Cordova, SacRT offers the following comments regarding the Plan:

- SacRT agrees with **Strategy Transportation-1.1's Supporting Action** to "increase the density and intensity of residential, commercial, and mixed-use development near public transit"; however, SacRT recommends that specific terms be used to define "near" catchment, which is the distance that people are willing to walk from a residence to a stop. The Center for Transit-Oriented Development opts for radii between one-quarter and one-half-mile. Additionally, SacRT offers the approach of distinguishing between modes of transit when circumscribing catchments "near" public transit. For example, fixed route bus stop catchments are often more restrictive than light rail station catchments because people are willing to walk further to ride higher frequency, faster service.¹
- SacRT generally concurs with **Strategy Transportation-1.1's Supporting Action** to "use improved materials and engineering designs to make walking and transit easier"

¹ Daniels, R., & Mulley, C. (2013). Explaining walking distance to public transport: The dominance of public transport supply. *Journal of Transport and Land Use*, 6(2), 5–20. <https://doi.org/10.5198/jtlu.v6i2.308>



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2810 O Street
Sacramento, CA 95816
916-556-0299

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and “provide educational programs and campaigns to encourage people to walk, bike, and take transit”; however, SacRT requests clarification about what the City envisions as “improved materials” for these reimagined areas and “educational programs to encourage people to walk, bike, and take transit”.

- SacRT appreciates the City’s demonstrated interest in transit service improvements shown in **Strategy Transportation-3.1** to “increase the frequency of SacRT bus, CordoVan service, and/or light rail service, or extend service to cover new areas or times of day”. SacRT was unable to find an action under Transportation-3.1 that directly supports this strategy; therefore, SacRT suggests that the City include a supporting action that affirms partnership roles and responsibilities for maintaining and improving transit. SacRT believes that transit improvements will be best realized by meeting with the City about specific expansion desires, taking an account of cumulative resources, and concertedly exploring the possibilities for improved service.
- SacRT favors **Strategy Transportation-3.2** to “implement Transit-Supportive Roadway Treatments such as transit signal priority, bus-only signal phases, queue jumps, curb extensions to speed passenger loading, and dedicated bus lanes” and the Supporting Action to “collaborate with SacRT to provide new or improved transit amenities like seating, sun/rain shelter, route information, and lighting.” SacRT shares the City’s commitment to improving the quality and experience of public transit for residents through roadway treatments. To better understand the City’s vision and bring these treatments to fruition, SacRT requests more information on potential sites, corridors, and intersections the City proposes for transit infrastructure improvements.
- SacRT believes the City’s goal of reducing the number of single-occupancy vehicle trips is smart and foresighted— first to build transit-oriented development (*ex: first Supporting Action under Strategy Transportation-1*), then in **Strategy Transportation 3.3’s Supporting Action** to “require new residential development in proximity to transit to provide owners/tenants with free or discounted transit passes” to incentivize ridership. SacRT requests information about potential eligibility criteria for these free or discounted fares.
- SacRT appreciates **Strategy Transportation-3.4’s Supporting Action** to “expand the offerings of SmaRT Ride...and collaborate with SacRT to convert fossil-fuel powered shuttles to electric shuttles”. Today, SacRT is proud to provide residents of Rancho Cordova with affordable on-demand transit through SmaRT Ride; however, the future of SmaRT Ride service may change over the CAAP period. SacRT values the City’s commitment toward fleet electrification and will continue to coordinate on the progression of this action.

As a transit agency committed to green infrastructure and policy, innovative mobility solutions, and attracting new riders, SacRT offers the subsequent remarks on the Plan:



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1400 29th Street
Sacramento, CA 95816
916-321-2800

Mailing Address
P.O. Box 2110
Sacramento, CA 95812-2110

Human Resources
2810 O Street
Sacramento, CA 95816
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- SacRT takes great interest in **Strategy Transportation-4.1** to “implement a Commuter Trip Reduction Program (CTR) in which companies provide employees with... incentives for not driving alone to work and instead ridesharing, taking transit, biking, walking, or teleworking” and its **Supporting Action** to “prepare or enhance CTR program for City employees and require (or encourage voluntary) implementation by other employers”. SacRT believes that the City’s plan to enact a CTR program is a right-minded approach to reduce congestion and single-occupancy vehicle omissions. SacRT is interested to know whether the City’s CTR program would be a mandated or encouraged policy since the supporting action suggests either, as well as an explanation on potential thresholds for the City’s CTR program. For example, Washington law requires that within the state’s nine most populous counties, companies with 100+ employees must implement CTR programs. With more knowledge about the particulars of the City’s CTR program, SacRT can evaluate the transition to public transit and identify potential changes in travel patterns and demand.²
- SacRT is also interested in **Strategy Transportation-4.4** to “provide Community-Based Travel Planning (CBTP) to households in the City in which trained travel advisors visit households to provide them with... support to encourage the use of transportation options other than driving alone” and the **Supporting Action** to “conduct outreach to increase participation in vanpool, carpool, transit programs”. SacRT is interested to know what coordination between CBTP advisors and SacRT might look like. It would be helpful to know whether the City expects to contract with the Highway-50 Corridor Transportation Management Association and similar companies solely as personal consultancies for individual families or whether information from advising sessions could be used by SacRT to help optimize routes and transit planning in the City of Rancho Cordova.

Additionally, SacRT offers the following general suggestions:

- SacRT suggests clear definitions of UBUS (urban bus) and OBUS (other bus) from the Fehr & Peers forecasts, as SacRT operates multiple types of vehicles in the City, both fixed-route buses and SmaRT Ride cutaways.
- SacRT believes it would be helpful if the delineation of Strategies as “quantified” or “qualified” were defined and discussed in the CAAP’s introduction. Presently, SacRT infers that “quantified” denotes Strategies which will result in emissions reductions that can be empirically determined.

Lastly, the City’s CAAP anticipates a 99.6% reduction in GHG emissions from urban buses between 2019 and 2045 (Memo, Table 10, Page 10), made possible by the conversion of the

² WSDOT. (2022, May 26). *Commuter Trip Reduction Program*. Washington State Department of Transportation. <https://wsdot.wa.gov/business-wsdot/commute-trip-reduction-program>



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vehicle fleet to zero-emission alternatives. In short, the electrification will be important in helping the City meet its emissions reduction benchmarks. Along these lines, SacRT would like more details about the City's support of SacRT's urban bus fleet transition to electric. SacRT believes it would be productive to consider an implementation funding strategy for the electrification of CordoVans and SmaRT ride vehicles by 2045. Please contact myself to continue this coordination.

Thank you again for providing the draft Rancho Cordova Climate Action and Adaption Plan for SacRT's review. We look forward to working in partnership with the City to improve mobility and enhance the transit experience of residents, as well as help the City meet its emissions reduction targets.

Sincerely,

Kevin Schroder

Kevin Schroder
Senior Planner, SacRT

Cc: Alexander Stern, Planning Intern, SacRT
Sarah Poe, Planner, SacRT

CITY RESPONSE TO LETTER 4

SacRT offers specific comments and general suggestions on the contents of the proposed CAAP; it does not address any environmental issues with the IS/ND. The City appreciates the specific comments and general suggestions and looks forward to future opportunities to collaborate with SacRT to implement public transit and other mobility goals of the proposed CAAP. These comments will be provided to the City's decision makers as they consider adoption of the proposed CAAP.

3 REFERENCES

CHAPTER 1, INTRODUCTION

No references were used in this chapter.

CHAPTER 2, RESPONSES TO COMMENTS

No references were used in this chapter.

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4 REPORT PREPARERS AND CONTRIBUTORS

CITY OF RANCHO CORDOVA

Stefan Heisler, Housing Manager

ASCENT

Andrew Martin, Project Manager

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Appendix A

Initial Study/ Proposed Negative Declaration

ASCENT

Public Review Draft
Initial Study/Proposed Negative Declaration
for the

City of Rancho Cordova Climate Action and Adaptation Plan

Prepared for:



City of Rancho Cordova

June 2023



Public Review Draft
Initial Study/Proposed Negative Declaration for the

City of Rancho Cordova Climate Action and Adaptation Plan

Prepared for:



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

Contact:

Stefan Heisler
Housing Manager
916.851.8757
sheisler@cityofranhocordova.org

Prepared by:



Ascent Environmental
455 Capitol Mall, Suite 300
Sacramento, CA 95814

June 2023

20210054.01

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ACRONYMS AND ABBREVIATIONS

2020 MTP/SCS	2020 Metropolitan Transportation Plan/Sustainable Communities Strategy
AB	Assembly Bill
BMP	Best Management Practices
CAA	Clean Air Act
CAAP	Climate Action and Adaptation Plan
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire Protection
CalRecycle	California Department of Resources Recycling and Recovery
CARB	California Air Resources Board
CBTP	Community-Based Travel Planning
CCR	California Code of Regulations
CEC	California Energy Commission
CEQA	California Environmental Quality Act
City	City of Rancho Cordova
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CPUC	California Public Utilities Commission
CRPD	Cordova Recreation and Park District
CTR	Commuter Trip Reduction Program
dB	Decibel
draft IS/ND	draft Initial Study/Proposed Mitigated Negative Declaration
EAP	Energy Action Plan
EIR	Environmental Impact Report
EO	Executive Order
EV	electric vehicle
FCUSD	Folsom Cordova Unified School District
FEMA	Federal Emergency Management Agency
FHSZ	Fire Hazard Severity Zones
FTA	Federal Transit Administration
GHG	greenhouse gas
in/sec	inches per second
Ldn	Day-Night Noise Level
Leq	Equivalent Noise Level
Lmax	Maximum Noise Level
MPO	metropolitan planning organizations
MTCO _{2e}	metric tons of carbon dioxide equivalent
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Commission
NO ₂	nitrogen dioxide

NO _x	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
OIMP	odor impact minimization plan
OPR	Office of Planning and Research
PG&E	Pacific Gas and Electric
PM	particulate matter
PM ₁₀	respirable particulate matter
PM _{2.5}	fine particulate matter
PPV	peak particle velocity
PRC	Public Resource Code
PV	photo voltaic
RCMC	Rancho Cordova Municipal Code
RCPD	Rancho Cordova Police Department
RMS	root-mean-square
ROG	reactive organic gases
RWQCB	Regional Water Quality Control Board
SACOG	Sacramento Area Council of Governments
SB	Senate Bill
SCS	sustainable communities strategies
SIP	State implementation plan
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMFD	Sacramento Metropolitan Fire District
SMUD	Sacramento Municipal Utility District
SO ₂	sulfur dioxide
SSHCP	South Sacramento Habitat Conservation Plan
SVAB	Sacramento Valley Air Basin
SWPPP	storm water pollution prevention plan
VdB	vibration decibels
VMT	vehicle miles traveled
ZEV	zero-emission vehicle
ZNE	zero-net-energy

1 INTRODUCTION

1.1 INTRODUCTION AND REGULATORY GUIDANCE

This draft Initial Study/Proposed Negative Declaration (draft IS/ND) has been prepared by the City of Rancho Cordova (City) to evaluate potential environmental effects resulting from implementation of the City's proposed Climate Action and Adaptation Plan (CAAP). Chapter 2, "Project Description," presents a detailed description of the proposed CAAP.

This document has been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations Section 15000 et seq.). An initial study is prepared by a lead agency to determine if a project may have a significant effect on the environment (State CEQA Guidelines Section 15063[a]), and thus to determine the appropriate environmental document. In accordance with State CEQA Guidelines Section 15070, a "public agency shall prepare...a proposed negative declaration or mitigated negative declaration...when: (a) The Initial Study shows that there is no substantial evidence...that the project may have a significant impact on the environment, or (b) The Initial Study identifies potentially significant effects but revisions to the project plans or proposal are agreed to by the applicant and such revisions would reduce potentially significant effects to a less-than-significant level." In this circumstance, the lead agency prepares a written statement describing its reasons for concluding that the project would not have a significant effect on the environment and, therefore, does not require the preparation of an Environmental Impact Report (EIR). By contrast, an EIR is required when the project may have a significant environmental impact that cannot clearly be reduced to a less-than-significant effect by adoption of mitigation or by revisions in the project design.

1.2 PURPOSE OF THIS DOCUMENT

As described in Chapter 3, "Environmental Checklist," the proposed CAAP would not result in any significant environmental impacts. Therefore, an IS/ND is the appropriate document for compliance with the requirements of CEQA. This draft IS/ND conforms to these requirements and to the content requirements of State CEQA Guidelines Section 15071.

Under CEQA, the lead agency is the public agency with primary responsibility over approval of the project. The City of Rancho Cordova is the CEQA lead agency because they are responsible for adopting and implementing the proposed CAAP. This draft IS/ND will be circulated for a 30-day public review period, from June 2, 2023, through July 1, 2023. Comments on this draft IS/ND must be received by 5:00 PM on July 1, 2023. Comments can be emailed to Stefan Heisler at sheisler@cityofranhocordova.org or sent to the following address:

Stefan Heisler
City of Rancho Cordova
Community Development Department, Planning Division
2729 Prospect Park Drive
Rancho Cordova, CA 95670

Comments received on the draft IS/ND will be considered and responded to before consideration of adoption of the draft IS/ND. The draft IS/ND, along with comments received by the date provided above, will be considered by the City in conjunction with consideration of adoption of the proposed CAAP.

1.3 SUMMARY OF FINDINGS

Chapter 3, "Environmental Checklist," contains the analysis and discussion of potential environmental impacts of the proposed CAAP. The Environmental Checklist for this draft IS/ND includes the checklist questions from Appendix G of the State CEQA Guidelines. The analysis of Chapter 3 demonstrates that the proposed CAAP would have either no impact or a less-than-significant impact for the following environmental topics:

- ▶ Aesthetics
- ▶ Agriculture and Forestry Resources
- ▶ Air Quality
- ▶ Biological Resources
- ▶ Cultural Resources
- ▶ Energy
- ▶ Geology and Soils
- ▶ Greenhouse Gas Emissions
- ▶ Hazards and Hazardous Materials
- ▶ Hydrology and Water Quality
- ▶ Land Use and Planning
- ▶ Mineral Resources
- ▶ Noise
- ▶ Population and Housing
- ▶ Public Services
- ▶ Recreation
- ▶ Transportation
- ▶ Tribal Cultural Resources
- ▶ Utilities and Service Systems
- ▶ Wildfire

1.4 DOCUMENT ORGANIZATION

This draft IS/ND is organized as follows:

Chapter 1: Introduction. This chapter introduces the environmental review process. It describes the purpose and organization of the draft IS/ND and presents a summary of findings.

Chapter 2: Project Description. This chapter provides an overview and background information for the proposed CAAP, lists the project objectives, and provides a detailed description of the proposed CAAP.

Chapter 3: Environmental Checklist. This chapter presents an analysis of the range of environmental topics identified in the Environmental Checklist and determines if implementation of the proposed CAAP would result in no impact, a less-than-significant impact, a less-than-significant impact with mitigation incorporated, or a potentially significant impact. If any potentially significant impacts could not be reduced to less than significant, an EIR would be required.

Chapter 4: References. This chapter lists the references used in preparation of this draft IS/ND.

Chapter 5: List of Preparers. This chapter identifies report preparers.

2 PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

This chapter presents a detailed description of the proposed Climate Action and Adaptation Plan (CAAP), which the City of Rancho Cordova (City) has prepared to serve as a comprehensive roadmap to community sustainability and resilience. The purposes of the CAAP are to identify strategies and measures the City can take to reduce greenhouse gas (GHG) emissions to levels that align with the State of California's goals and set forth strategies to adapt and promote resilience to the impacts of climate change. The City is the lead agency for the proposed CAAP under the California Environmental Quality Act (CEQA).

2.2 PROJECT LOCATION

As shown in Figure 2-1, the City is located within the eastern portion of Sacramento County, to the east of the City of Sacramento and to the west of the City of Folsom, along Highway 50. Mather Field Air Base is located along the southwest boundary of the City, and the Aerojet Rocket Testing Facility is located to the east. The northern boundary of the City is defined by the American River. The Plan Area for the proposed CAAP encompasses the approximately 35 square miles within the City limits, as shown in Figure 2-2.

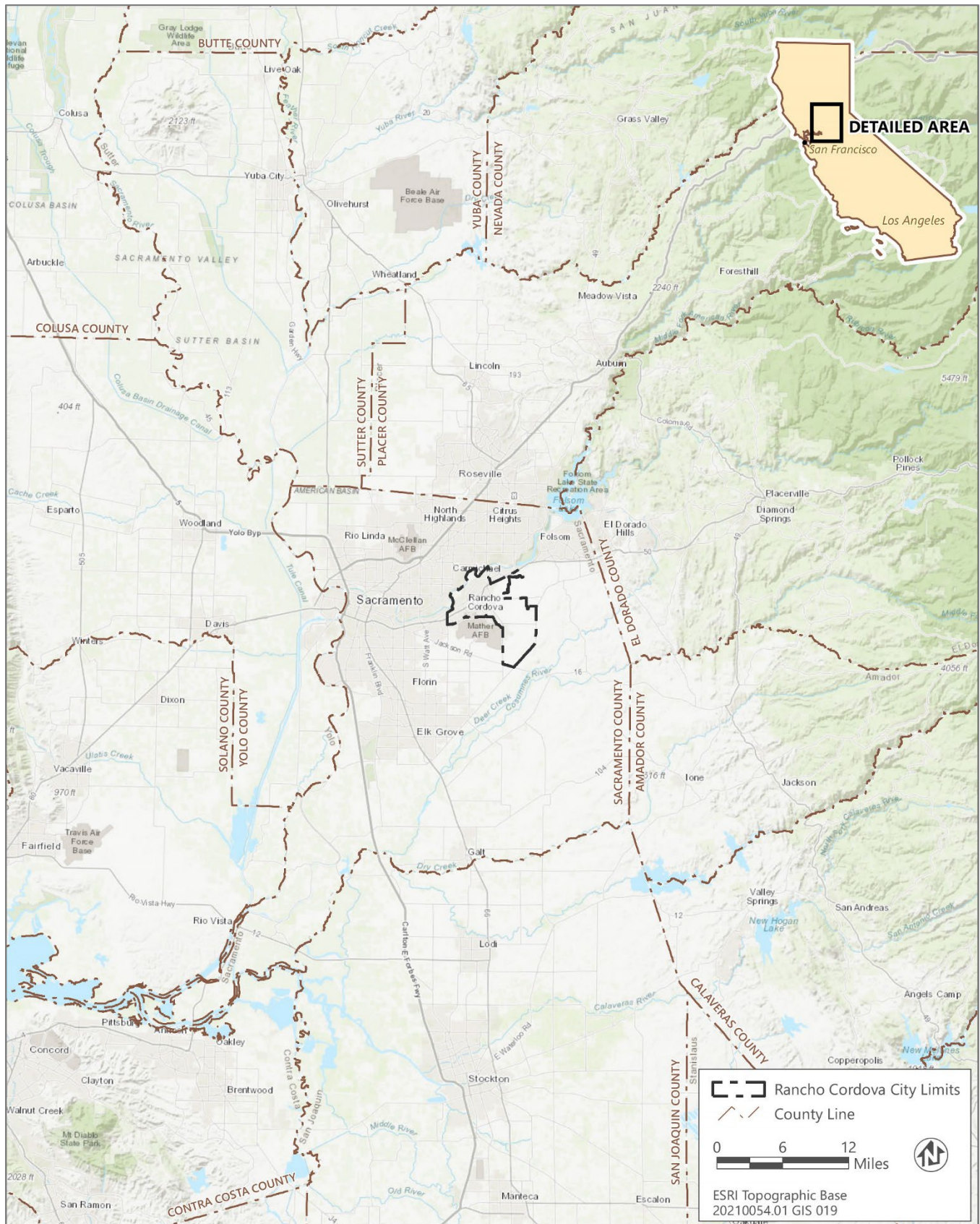
2.3 PROJECT BACKGROUND

California law includes targets to reduce statewide GHG emissions to 40 percent below 1990 levels by 2030 (Senate Bill [SB] 32) and to net zero levels as soon as possible, but no later than 2045, with statewide anthropogenic GHG emissions reduced to at least 85% below 1990 levels by 2045 (Assembly Bill [AB] 1279). In December 2022, the California Air Resources Board (CARB) adopted an update to its Climate Change Scoping Plan, the 2022 Scoping Plan, which presents modeling showing how California can surpass its 2030 target and reduce anthropogenic GHG emissions by 85 percent below 1990 levels and achieve carbon neutrality no later than 2045. California's statewide targets and plans the objectives and contents of the CAAP, which are described in the following sections.

2.4 PROJECT OBJECTIVES

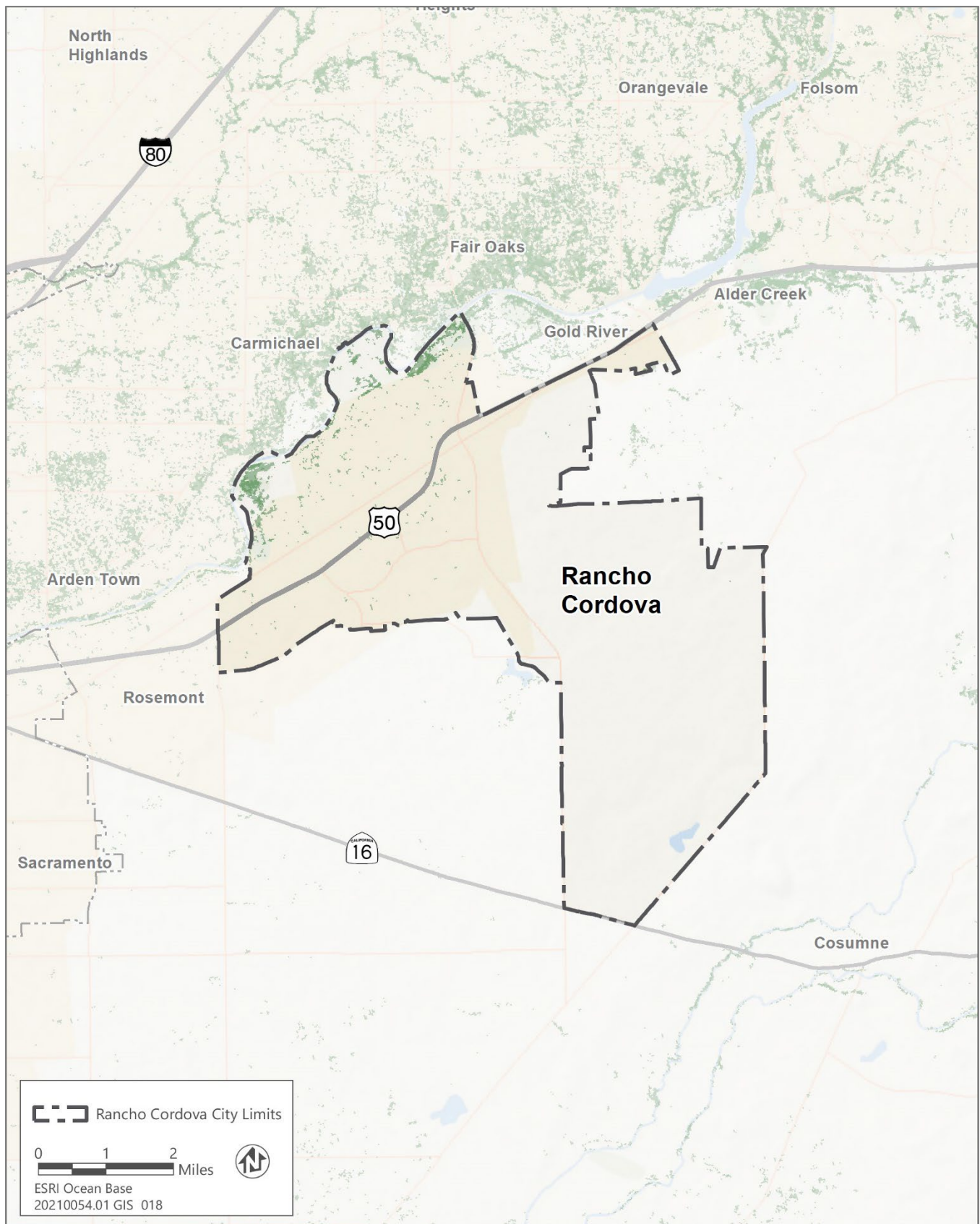
The fundamental purposes of the proposed CAAP are set forth a plan for reducing the City's communitywide GHG emissions to levels in alignment with statewide targets and increasing the city's resilience to existing and anticipated climate change hazards. The City has developed the following objectives for the proposed CAAP:

- ▶ Prepare a baseline GHG emissions inventory of community-wide sources of emissions in the City, and project the potential growth of these emissions over time;
- ▶ Establish a local target for 2030 and a local goal for 2045 aligned with the statewide targets of SB 32 and AB 1279;
- ▶ Develop and quantify actions the City can take to reduce communitywide emissions to levels that meet or exceed its 2030 target and make substantial progress toward its 2045 goal;
- ▶ Meet the requirements of State CEQA Guidelines Section 15183.5(b)(2) regarding "Plans for the Reduction of Greenhouse Gas Emissions" to provide streamlining of GHG emissions analysis for future projects that are consistent with the proposed CAAP; and
- ▶ Identify the city's vulnerabilities to existing and anticipated climate change hazards, and set forth actions the City can take to protect people and property by adapting to these hazards and improving resilience.



Source: adapted by Ascent in 2019

Figure 2-1 Regional Location Map



Source: adapted by Ascent in 2023

Figure 2-2 Project Location

City of Rancho Cordova
Climate Action and Adaptation Plan IS/ND

2.5 PROJECT DESCRIPTION

The CAAP is divided into five main chapters. Chapter 1, introduces the City's CAAP, outlines the goal of the CAAP, and the development process in detail, including community engagement. Chapter 2 describes the community's baseline GHG emissions inventory, presents 2030 and 2045 emissions forecasts, and identifies community emissions reduction targets. GHG emissions reduction strategies and measures are included in Chapter 3. Chapter 4 presents an overview of the climate adaptation planning process, a summary of the city's climate change vulnerability assessment, and adaptation strategies, objectives, and actions that can be implemented to strengthen community resilience to climate change. Lastly, Chapter 5 provides a framework for implementing and monitoring the CAAP and includes a timeline for future updates. These chapters are summarized below.

In developing the CAAP, the City evaluated the volume of emissions generated in a baseline year (2019) and identified City-specific targets and goals that determine the amount of community-wide emissions that need to be reduced in Rancho Cordova to align with statewide GHG reduction targets for 2030 and 2045.¹ The City then developed GHG reduction measures to achieve the City's 2030 target and make substantial progress towards the City's 2045 goal. Additionally, in preparation of the CAAP, the City conducted a climate change vulnerability assessment to better understand its vulnerability to climate hazards. This was then used to inform and develop a set of adaptation strategies, objectives, and actions to improve community resilience in the context of climate change. The successful implementation and administration of the CAAP would reduce emissions and reduce climate related risks in the city, as well as provide other co-benefits like strengthening the city's economy, improving risk management, cleaning the environment, and improving the health and wellness of residents.

2.5.1 CAAP Development

Following initiation of the CAAP in 2021, the City prepared GHG emissions inventories and forecasts, set GHG reduction targets, and conducted a climate change vulnerability assessment. The City then developed GHG emissions reduction and adaptation strategies, measures, and actions to be included in the CAAP. Engagement with members of the public, government officials, and other stakeholders was conducted throughout the entirety of the project.

2.5.2 Community Engagement

The City hosted four public workshops and performed outreach efforts to engage residents, stakeholders, and other interested organizations and individuals. The purpose was to provide an opportunity for the community to participate in the plan development process and ensure that the CAAP equitably captured the ideas and concerns of residents and businesses.

The first workshop held on October 21, 2021, provided an overview of the purpose and objectives of the CAAP and discussed the CAAP process and project timeline. The second workshop held on January 13, 2022, summarized the city's primary vulnerabilities to climate change and when these climate change impacts are likely to occur. On April 14, 2022, the City held the third workshop and discussed updates in the plan development process. The topics included the primary emissions sources and activities in Rancho Cordova, the role that legislative reductions play in reducing emissions in the city, and how much lower the future emissions need to be to align with California's climate goals. On November 16, 2022, the City hosted the fourth and final workshop which was the first in-person event. The purpose of the workshop was to gain feedback on actions the City can take to reduce GHG emissions. Due to the COVID-19 pandemic, the first three public workshops were held virtually, while the fourth workshop was an in-person event. An online survey was conducted after the fourth workshop to include feedback from residents who could not attend the final workshop.

The multiple sets of public events and additional methods for providing input on the CAAP provided residents and stakeholder groups the opportunity to contribute to CAAP development. Additionally, the City conducted a public opinion poll, the results of which are discussed in the sections below.

¹ The baseline year for the CAAP's GHG emissions inventory is 2019 because 2019 was the most recent year for which reliable data were available at the time preparation of the GHG emissions inventory commenced in 2021.

2.5.3 Emissions Inventory and Reduction Targets

The 2019 communitywide emissions level is 679,700 metric tons of carbon dioxide equivalent ("MTCO₂e") and includes the following emissions sectors:

- ▶ On-Road Transportation
- ▶ Building Energy
- ▶ Solid Waste
- ▶ Off-Road Vehicles and Equipment
- ▶ Water Supply
- ▶ Wastewater Treatment

If communitywide emissions in the city were to continue to grow unimpeded, the city is anticipated to generate 816,800 MTCO₂e in 2030 and 987,800 MTCO₂e in 2045. While legislative reductions from State, federal, and regional actions would further reduce 301,400 MTCO₂e per year, the City would still need to reduce annual emissions by 77,100 MTCO₂e by 2030 and 400,500 MTCO₂e by 2045 to achieve the proposed emissions reduction targets.

To reduce communitywide emissions in alignment with statewide targets, the CAAP has established the following:

- ▶ 2030 target: 36 percent below 2019 levels (438,300 MTCO₂e annually); and
- ▶ 2045 goal: 81 percent below 2019 levels (129,300 MTCO₂e annually)

CAAP Appendix A presents the inventory technical memorandum, CAAP Appendix B details the methodology for preparing the communitywide emissions inventory and projections, CAAP Appendix C presents the forecast and target technical memorandum, and CAAP Appendix D details the methodology for preparing the emissions reduction targets and goals.

2.5.4 CAAP Measures to Reduce GHG Emissions

To achieve the 2030 target and to make substantial progress toward the 2045 goal, the CAAP proposes a Strategy Framework consisting of 14 GHG reduction strategies, 34 GHG emission reduction measures, and supporting actions. Table 2-1 presents the summary of communitywide emissions growth with and without emissions reduction strategies and measures identified in the CAAP.

Table 2-1 Summary of Greenhouse Gas Emissions Reductions

Emissions Sectors	2030 Emissions (MTCO ₂ e)	2045 Emissions (MTCO ₂ e)
Future Emissions without Legislative Reductions	816,700	987,800
Legislative Reductions	301,400	458,000
Future Emissions with Legislative Reductions	515,400	529,800
Target Emissions	438,300	129,300
Total Reductions from Strategies and Measures	79,700	307,800
Reductions from On-Road Transportation Measures	54,800	218,200
Reductions from Building Energy Measures	13,600	45,600
Reductions from Off-Road Vehicle and Equipment Measures	1,800	9,500
Reductions from Solid Waste Measures	8,800	32,600
Reductions from Carbon Sequestration Sector Measures	440	1,000
Communitywide Emissions with Strategies and Measures	435,700	222,200

Notes: Numbers are rounded to the nearest thousand; values and totals may not equal the values summed in other tables or figures; MTCO₂e = metric tons of carbon dioxide equivalent

Source: Ascent Environmental 2023.

The measures are summarized in Table 2-2 below. The CAAP includes strategies, measures, and supporting actions that address the following major climate change-related activities that can be influenced by the City's actions:

- ▶ Getting To, From, and Around the City (On-road Transportation Sector)
- ▶ Using Energy in Homes and Businesses (Building Energy Sector)
- ▶ Using Equipment for Landscaping and Construction (Off-Road Vehicle and Equipment Sector)
- ▶ Using Water and Disposing of Waste at Homes and Businesses (Water Supply, Wastewater, and Solid Waste Sectors)
- ▶ Planting and Managing Trees (Carbon Sequestration Sector)

The strategy framework contains additional information like annual emissions reduced, percent of the City's total reductions, performance targets, and supporting actions identified by the City to assist in achieving each strategy's performance target. The additional details are presented in CAAP Chapter 3, and GHG reduction calculation details are included in CAAP Appendix E.

Table 2-2 Summary of CAAP Measures to Reduce GHG Emissions

Getting To, From, and Around the City (On-road Transportation Sector)			
Strategy Transportation-1 Support development of walkable, interconnected neighborhoods, villages, and districts	Annual GHG Reduction Potential (MTCO ₂ e)	2030	2045
		6,700	17,100
Transportation-1.1: Enforce the City's Transportation Impact Guidelines, which require developers to include features in their projects that decrease the amount of driving alone and encourage people to make trips by walking, biking, or using public transit			
Transportation-1.2: Reduce or eliminate requirements to provide a minimum number of off-street parking spaces in new development projects			
Transportation-1.3: Improve street connectivity, for example by providing walkways at the ends of existing cul-de-sacs, or requiring walkable street systems in new developments			
Transportation-1.4: Limit the number of drive-through businesses			
Strategy Transportation-2 Make walking and biking safe and attractive for people of all ages and abilities	Annual GHG Reduction Potential (MTCO ₂ e)	2030	2045
		11,500	12,800
Transportation-2.1: Implement the City's Bicycle Master Plan to increase the number and quality of walkways and bikeways			
Transportation-2.2: Install roundabouts to control traffic at intersections, instead of stop signs or traffic signals			
Transportation-2.3: Provide temporary or permanent car-free zones or "slow streets" in specified areas, for example, individual blocks or residential streets			
Transportation-2.4: Install measures to reduce vehicle speeds and calm traffic on city streets			
Strategy Transportation-3 Provide transit options that are accessible, reliable, and convenient	Annual GHG Reduction Potential (MTCO ₂ e)	2030	2045
		5,800	10,200
Transportation-3.1: Increase the frequency of SacRT bus, CordoVan service, and/or light rail service, or extend service to cover new areas or times of day			
Transportation-3.2: Implement Transit-Supportive Roadway Treatments (for example, transit signal priority, bus-only signal phases, queue jumps, curb extensions to speed passenger loading, and dedicated bus lanes)			
Transportation-3.3: Provide discounted or fare-free transit service (could be universal or targeted to specific areas and/or populations, for example, youth under 18)			
Transportation-3.4: Provide a microtransit electric shuttle program (capacity for 7-15 passengers) that provides on-demand pick up and drop off within defined, small-scale areas			

Getting To, From, and Around the City (On-road Transportation Sector)			
Strategy Transportation-4 Provide transit options that are accessible, reliable, and convenient	Annual GHG Reduction Potential (MTCO ₂ e)	2030	2045
		3,800	6,800
Transportation-4.1: Implement a Commuter Trip Reduction Program (CTR) in which companies provide employees with services, infrastructure, and incentives for not driving alone to work and instead ridesharing, taking transit, biking, walking, or teleworking			
Transportation-4.2: Implement an Electric Vehicle Carshare Program in which vehicles are available for users on-demand for short-term rentals			
Transportation-4.3: Implement a bikeshare/scooter share program in which conventional or electric powered bikes or scooters are available to users on-demand for short-term rentals			
Transportation-4.4: Provide Community-Based Travel Planning (CBTP) to households in the city in which trained travel advisors visit households to provide them with customized information, incentives, and support to encourage use of transportation options other than driving alone			
Strategy Transportation-5 Transition to electric and zero emission vehicles	Annual GHG Reduction Potential (MTCO ₂ e)	2030	2045
		27,000	171,300
Transportation-5.1: Install EV chargers in new residential, commercial, and industrial projects			
Transportation-5.2: Install publicly accessible EV chargers on existing private property			
Transportation-5.3: Install EV chargers on public property			
Transportation-5.4: Electrify loading docks and/or require idling-reduction systems			
Transportation-5.5: Limit new gasoline/diesel fueling stations			
Using Energy in Homes and Businesses (Building Energy Sector)			
Strategy Energy-1a Increase energy efficiency and electrification in existing residential buildings	Annual GHG Reduction Potential (MTCO ₂ e)	2030	2045
		9,700	29,000
Energy-1.1: Retrofit existing residential buildings to improve energy efficiency and reduce natural gas consumption for end uses like space and water heating, clothes drying, cooking			
Strategy Energy-1b Increase energy efficiency and electrification in existing nonresidential buildings	Annual GHG Reduction Potential (MTCO ₂ e)	2030	2045
		2,100	10,000
Energy-1.2: Retrofit existing nonresidential buildings to improve energy efficiency and reduce natural gas consumption for end uses like space and water heating, clothes drying, cooking.			
Strategy Energy-2a Increase energy efficiency and electrification in new residential buildings	Annual GHG Reduction Potential (MTCO ₂ e)	2030	2045
		1,400	5,100
Energy-2.1: Require new residential development to be all-electric, zero net energy (ZNE) buildings (where the amount of energy used in a year equals the amount of energy generated on the site)			
Strategy Energy-2b Increase energy efficiency and electrification in new nonresidential buildings	Annual GHG Reduction Potential (MTCO ₂ e)	2030	2045
		430	1500
Energy-2.2: Require new nonresidential development to achieve energy efficiency above minimum State building code requirements (CAL Green Tier 2)			
Using Equipment for Landscaping and Construction (Off-Road Vehicle and Equipment Sector)			
Strategy Offroad-1 Transition to electric and zero emissions technologies for landscaping equipment	Annual GHG Reduction Potential (MTCO ₂ e)	2030	2045
		130	260
Offroad-1.1: Replace existing gasoline and diesel-powered landscaping equipment with electric or zero emission alternatives			
Offroad-1.2: Convert new landscaping equipment to electric or zero-emission alternatives			

Getting To, From, and Around the City (On-road Transportation Sector)			
Strategy Offroad-2 Transition to electric and zero emissions technologies for construction equipment	Annual GHG Reduction Potential (MTCO _{2e})	2030	2045
		1,700	9,200
Offroad-2.1: Increase electrification and use of alternative fuels in construction projects			
Offroad-2.2: Reduce construction vehicle idling			
Using Water and Disposing of Waste at Homes and Businesses (Water and Solid Waste Sectors)			
Strategy Water-1 Conserve water	Annual GHG Reduction Potential (MTCO _{2e})	2030	2045
		0*	0*
Water-1.1: Reduce indoor water use in existing and new buildings			
Water-1.2: Reduce outdoor water use for landscaping and irrigation in existing and new developments			
*Emissions reduced from water measures estimated to be zero in 2030 because water-related energy needs assumed to be met by 100% renewable or zero emission electricity by 2030.			
Strategy Solid Waste-1 Make walking and biking safe and attractive for people of all ages and abilities	Annual GHG Reduction Potential (MTCO _{2e})	2030	2045
		8,800	32,600
Solid Waste-1.1: Increase recovery of edible food waste			
Solid Waste-1.2: Eliminate disposal of organic waste in landfills (food waste, yard waste)			
Planting and Managing Trees (Carbon Sequestration Sector)			
Strategy Carbon Storage-1 Make walking and biking safe and attractive for people of all ages and abilities	Annual GHG Reduction Potential (MTCO _{2e})	2030	2045
		440	1,100
Carbon Storage-1.1: Increase the number of trees in the city, through new plantings and management of existing trees			

2.5.5 Climate Adaptation and Vulnerability

The effects of climate change are already occurring at global, regional, and local scales and will continue to worsen existing hazards in and around the city, including extreme heat, extreme precipitation and flooding, drought, and wildfires. While these hazards have existed historically in the city and surrounding regions, the frequency, intensity, and duration of these hazards are projected to increase or change because of climate change. The level of impact from these climate hazards will vary across the city and the region due to variations in physical, social, and economic characteristics. Of the four climate hazards assessed, the city, inclusive of its populations and assets, is most vulnerable to the potential impacts of increased temperatures and extreme heat. However, the city is still vulnerable to the other three climate hazards that were assessed – extreme precipitation and flooding, drought, and wildfires – though to a lesser degree than increased temperatures and extreme heat.

2.5.6 CAAP Actions to Adapt to Climate Change

The CAAP also includes a set of five adaptation strategies to help the City prepare for and become more resilient to the impacts of climate change. Each adaptation strategy includes two to three tailored objectives, which are accompanied by an array of actions that can be implemented to help achieve those objectives. The adaptation strategies and objectives are summarized in Table 2-3 below. Further details, such as the associated actions for each strategy and set of objectives, are presented in Chapter 4. The city's Vulnerability Assessment Technical Memo, which was used to inform the adaptation strategies, is included in CAAP Appendix F.

Table 2-3 Summary of CAAP Actions to Adapt to Climate Change

Strategy Adaptation-1. Improve resilience to increased temperatures and extreme heat. Objectives: ▶ Reduce the urban heat island effect. ▶ Protect populations from extreme heat. Actions: 1a. Promote the use of “cool” roofs on both new and existing residential and nonresidential buildings. 1b. Pilot and monitor benefits of “cool” pavement in residential neighborhoods. 1c. Conduct a mapping exercise to determine locations around the city that experience the greatest impact from the urban heat island effect and utilize this information to prioritize locations for increased tree planting and sustained tree management. 1d. Continue hosting community tree-planting events and offering free trees for residents, businesses, and community-based organizations through the City’s Urban Forest program. 1e. Explore opportunities to further increase shading of buildings and parking lots using trees and/or solar canopies. 1f. Preserve, enhance, increase, and establish community green areas, such as parks, recreational facilities, and open space. 1g. Expand cooling center access during extreme heat events through extended hours, more locations, and less stringent criteria for opening. 1h. Partner with community-based organizations, faith-based organizations, businesses, and other public agencies to develop a “Community Cool Zone Network” comprised of air-conditioned spaces that are made available to vulnerable populations during extreme heat events to prevent heat-related illnesses. 1i. Support employers to protect worker health from extreme heat, especially those working in vulnerable occupations, through targeted outreach and information-sharing about extreme heat risks, applicable regulations, and strategies to reduce risk. 1j. Develop a “Cool Buddy” program where local volunteers are trained to build neighborhood networks, identify heat-vulnerable neighbors, and set up systems to check in on each other during extreme heat events. 1k. Develop public awareness campaigns that bolster extreme heat event preparedness actions and adaptation strategies. 1l. Support a comprehensive outreach campaign to prevent heat-related illnesses among vulnerable populations, including, but not limited to, children, seniors, people experiencing homelessness, people with disabilities in the care of licensed facilities, and workers in vulnerable occupations.
Strategy Adaptation-2. Improve resilience to extreme precipitation and flooding. Objectives: ▶ Promote climate-smart flood management. ▶ Add redundancy to the City’s flood management system. Actions: 2a. Prioritize the implementation and use of green infrastructure to manage future flood risk. 2b. Coordinate with landowners to manage stormwater runoff through sustainable land conservation practices. 2c. Utilize vacant lots to build flood control detention basins and replace undersized culverts to better address flooding from future extreme precipitation events. 2d. Encourage the use of porous pavement and vegetative buffers in large parking areas. 2e. Seek funding to purchase and install battery-powered generators for each of the City’s six pump stations, which serve to convey stormwater during precipitation events. 2f. Implement flood control projects identified in the Stormwater Capital Improvement Program Master Plan to help resolve existing flooding issues and prevent future impacts from extreme precipitation events. 2g. Encourage residents located within the 100- and 500-year floodplain to obtain flood insurance through the National Flood Insurance Program.

Strategy Adaptation-3.
Improve resilience to drought.

Objectives:

- ▶ Reduce water consumption.
- ▶ Ensure long-term sustainability and reliability of the City's water supplies.

Actions:

- 3a. Continue promoting water conservation tips and measures across the City's websites and social media platforms.
- 3b. Continue offering assistance to residents for drought-tolerant landscapes through the City's beautification program, and seek to expand assistance through other actions, such as developing a "Cash for Grass" lawn replacement program.
- 3c. Update MWEL0 to go beyond State requirement to plan drought-tolerant and water-conserving landscaping in new development projects.
- 3d. Coordinate with local water suppliers to establish and monitor progress on a citywide per capita water use reduction target.
- 3e. Educate the public about the benefits and water conservation potential of rainwater catchment and greywater systems.
- 3f. Promote the installation of water-efficient fixtures, appliances, and equipment in new development and as part of retrofits for existing development.
- 3g. Support the development of extended drought scenario analyses as part of future updates to Urban Water Management Plans and Water Shortage Contingency Plans of local water suppliers.
- 3h. Coordinate with local water suppliers to support the development of recycled water systems.

Strategy Adaptation-4.
Improve resilience to wildfires.

Objectives:

- ▶ Protect populations from wildfire smoke and poor air quality.
- ▶ Mitigate the impacts from potential Public Safety Power Shutoff events during high wildfire risk conditions.

Actions:

- 4a. Develop and implement a wildfire smoke protection outreach strategy.
- 4b. Monitor employers to ensure compliance with California Code of Regulations, Title 8, Section 5141.1, which requires employers to protect workers who may be exposed to wildfire smoke.
- 4c. Take steps to ensure that the City's building stock is outfitted with indoor air purification systems capable of enhancing and protecting public health from wildfire smoke and poor air quality.
- 4d. Support the installation of battery storage systems in existing residential and nonresidential development.
- 4e. Coordinate with and promote SMUD's battery storage incentives for residents and businesses.

Strategy Adaptation-5.
Promote holistic community resilience in the context of climate change.

Objectives:

- ▶ Coordinate equitable education, outreach, and engagement.
- ▶ Promote robust emergency services and other planning activities.
- ▶ Protect the built environment from climate hazards.

Actions:

- 5a. Through a multi-pronged approach, enhance public education and awareness of climate hazards and public understanding of disaster preparedness, prioritizing engagement with vulnerable populations (e.g., workshops, displays, websites, public-private partnerships).
- 5b. Provide tailored, preparedness-oriented outreach to vulnerable populations across the city regarding climate hazards that are most applicable and specific to them (e.g., flood preparedness outreach for residents residing within the city's 100- and 500-year floodplains).
- 5c. Embed climate resiliency and adaptation across City plans, programs, and activities to account for changing hazard profiles and their associated impacts.
- 5d. Prioritize making emergency services more accessible, especially for vulnerable populations.
- 5e. Encourage residents to enroll in the Sacramento Region Emergency Notification System.

-
- 5f. Maintain up-to-date emergency preparedness and evacuation plans and procedures in coordination with appropriate State, regional, county, and local agencies and departments.
 - 5g. Encourage roundabouts in place of traffic signals where appropriate for increased ability to evacuate and traffic flow.
 - 5h. Ensure interconnectivity and road standards are maintained for evacuation routes and disaster preparedness purposes.
 - 5i. Develop a clean energy microgrid for essential City facilities to support resilient emergency operations.
 - 5j. Integrate climate-smart natural resource management into City operations, incorporating climate projection data, risk modeling, and adaptive management, as appropriate, to account for future changes in climate hazards in natural resource projects.
 - 5k. Evaluate and update the City's building and engineering standards to account for climate hazards that are likely to affect critical infrastructure, such as extreme heat and extreme precipitation and flooding.
 - 5l. Identify and upgrade vulnerable critical infrastructure (e.g., utility, transportation, etc.) through the City's Capital Improvement Projects planning process.
 - 5m. Promote building retrofits to include climate resilience features (e.g., home hardening improvements, weatherization improvements, adequate climate control equipment with air filtration systems).
-

2.5.7 CAAP Implementation Strategy

After the adoption of the CAAP, the City will develop an implementation strategy for the CAAP measures. It will be based on several factors such as budget capacity and availability of funding opportunities and will involve collaboration with the Sacramento Municipal Utility District ("SMUD"), other public and private agencies, and neighboring cities. The success of CAAP implementation will also depend on the participation of residents, businesses, and other stakeholders in the city and region.

The City will implement the measures of the CAAP through several types of programs and activities that may include changes in municipal operations; new ordinances or code updates; development conditions of approval; advanced planning efforts; provision of incentives or financing; public agency or private partnerships; and education and outreach. The CAAP's effective implementation will require a process to prioritize its strategies and measures periodically.

2.5.8 CAAP Monitoring Strategy

The CAAP would be monitored over time to assess the progress by tracking key indicators for each measure. Changing circumstances, such as State and federal laws and programs, updates to climate science, changes in technology, or evolving local, State, federal, or even global economic and social conditions, may necessitate changes to the CAAP. If the CAAP is not achieving the desired outcomes, the measures or actions will need to be altered or amended.

City staff will evaluate the performance of each GHG reduction action that has been implemented. Evaluating the performance requires monitoring the level of community participation, costs, and potential barriers to implementation, as well as activities that result in GHG emissions reductions like actual reductions in fuel consumption, vehicle miles traveled, energy usage, water usage, landfilled waste, etc. In addition to considering these factors, assessing the performance of CAAP adaptation actions will be informed by resilience-related improvements in the community. The City staff will regularly monitor and report on adaptation and climate hazards and will update the strategies and actions when needed. By evaluating whether the implementation of an action is on track to achieve its objective, the City can identify successful actions and reevaluate or replace underperforming measures.

To provide updates on CAAP implementation progress, City staff will prepare a monitoring report every two years. Finally, the City will prepare a GHG emissions inventory and an update to the plan every five years, with the first update due in 2028. Updates would reflect the findings of the monitoring reports and inventory updates. Table 2-4 shows the City's implementation and monitoring timeframe.

Table 2-4 CAAP Implementation and Monitoring Timeframe

Implementation and Monitoring Timeframe		
2023	CAAP adopted	City Council adopts the CAAP (anticipated).
2023	Development of CAAP Implementation Strategy	City staff begins to develop the implementation strategy.
2023	CAAP Implementation	City staff begins to implement CAAP measures.
2025	Monitoring Report	City staff will prepare a monitoring report every two years and present the report to City Council and Planning Commission. The first monitoring report will be completed two years from adoption of the CAAP. Each monitoring report will evaluate implementation status of the CAAP's GHG reduction measures. The monitoring report will identify whether any of the measures require amendment to maintain progress toward achieving the emissions reductions identified in the CAAP.
2028	GHG Emissions Inventory Update	An updated GHG inventory will be prepared to track the CAAP implementation progress by assessing the City's progress towards achieving the emissions reductions identified in the CAAP.
2028	CAAP Update	Based on the results of the monitoring report and updated GHG emissions inventory, the City will update the CAAP to include new or amended measures, remove, or update any ineffective measures, and incorporate new technologies and methodologies as necessary to ensure the CAAP is on track to achieve the City's target and goal.

2.5.9 California Environmental Quality Act and the CAAP

The California Environmental Quality Act (CEQA) is a statute that requires local agencies to identify significant environmental impacts of their actions and avoid or mitigate those impacts, if feasible. The 2022 Scoping Plan emphasizes the use of CEQA as a tool by local jurisdictions for supporting the State's climate priorities. When a local plan complies with CEQA requirements, individual projects that comply with the plan are allowed to streamline the project-specific GHG analysis. The City plans to utilize this tool for ensuring that new development is constructed with more sustainable and low-carbon features than existing development. By following this approach, the CAAP has been prepared consistent with the provisions of CEQA Guidelines Section 15183.5 ("Qualified Plan"). As a result, it provides new development project applicants in the city the opportunity to use CEQA streamlining tools for projects that are consistent with the CAAP. Demonstrating consistency with the CAAP establishes that a project will not result in an "additional environmental effect" related to GHG emissions. A project's consistency with the CAAP will be determined through the Consistency Checklist ("Checklist") presented in Appendix G. The Checklist contains GHG reduction measures applicable to development projects that are required to be implemented on a project-by-project basis to achieve the City's 2030 reduction target and make substantial progress toward the 2045 goal. Projects that do not demonstrate consistency may, at the City's discretion, prepare a more comprehensive project-specific analysis of GHG emissions consistent with CEQA requirements.

2.6 POTENTIAL PERMITS AND APPROVALS REQUIRED

The City is the CEQA lead agency responsible for considering adoption and implementation of the proposed CAAP. As the lead agency, the City is responsible for considering adoption of the Initial Study/ Negative Declaration before determining if the proposed CAAP should be adopted.

3 ENVIRONMENTAL CHECKLIST

PROJECT INFORMATION

1. **Project Title:** Rancho Cordova Climate Action and Adaptation Plan
2. **Lead Agency Name and Address:** City of Rancho Cordova
Planning Division
2729 Prospect Park Drive
Rancho Cordova, CA 95670
3. **Contact Person and Phone Number:** Stefan Heisler, Housing Manager
(916) 851-8757
4. **Project Location:** The Plan Area for the City of Rancho Cordova Climate Action and Adaptation Plan encompasses approximately 35 square miles within the City limits. See Chapter 2, "Project Description," for more detailed information.
5. **Project Sponsor's Name and Address:** City of Rancho Cordova
Planning Division
2729 Prospect Park Drive
Rancho Cordova, CA 95670
6. **General Plan Designation:** Various, see Chapter 2, "Project Description," for more detailed information.
7. **Zoning:** Various, see Chapter 2, "Project Description," for more detailed information.

8. Description of Project:

The Climate Action and Adaptation Plan (CAAP) has been prepared as a comprehensive roadmap to community sustainability and resilience. The purposes of the CAAP are to identify strategies and measures the City of Rancho Cordova (City) can take to reduce greenhouse gas (GHG) emissions to levels that align with the State of California's goals and set forth strategies to adapt and promote resilience to the impacts of climate change. See Chapter 2, "Project Description," for more detailed information.

9. Surrounding Land Uses and Setting:

The City is located within the eastern portion of Sacramento County, to the east of the City of Sacramento and to the west of the City of Folsom, along Highway 50. Mather Field Air Base is located along the southwest boundary of the City, and the Aerojet Rocket Testing Facility is located to the east. The northern boundary of the City is defined by the American River.

- 10. Other public agencies whose approval is required:** (e.g., permits, financing approval, or participation agreement)
None.

- 11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code (PRC) section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**

In compliance with PRC section 21080.3.1, the City provided formal written notification of the CAAP to following four Native American tribes on January 27, 2023: Lone Band of Miwok Indians; United Auburn Indian Community; Shingle Springs Band of Miwok Indians; and Wilton Rancheria. The notification letters were received by the tribes on January 30, 2023.

In response to the City's notification, the United Auburn Indian Community contacted the City via e-mail on February 28, 2023 to request additional information on how tribal cultural resources could potentially be affected by the CAAP. The City responded in writing on March 10, 2023, and received no further correspondence from United Auburn Indian

Community. In a letter dated March 10, 2023, the Shingle Springs Band of Miwok Indians requested that formal consultation be initiated. The City responded in writing on March 20, 2023, and received no further correspondence from the Shingle Springs Band of Miwok Indians. AB 52 consultation related to the CAAP is closed.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

Any environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as demonstrated by the analysis presented in the checklist on the following pages. If checked below, the topic with a potentially significant impact will be addressed in an environmental impact report.

- | | | |
|--|---|---|
| ☐ Aesthetics | ☐ Agriculture and Forest Resources | ☐ Air Quality |
| ☐ Biological Resources | ☐ Cultural Resources | ☐ Energy |
| ☐ Geology / Soils | ☐ Greenhouse Gas Emissions | ☐ Hazards / Hazardous Materials |
| ☐ Hydrology / Water Quality | ☐ Land Use / Planning | ☐ Mineral Resources |
| ☐ Noise | ☐ Population / Housing | ☐ Public Services |
| ☐ Recreation | ☐ Transportation | ☐ Tribal Cultural Resources |
| ☐ Utilities / Service Systems | ☐ Wildfire | ☐ Mandatory Findings of Significance |
| | ☒ None | ☐ None with Mitigation Incorporated |

DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- ☒ I find that the proposed project could not have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- ☐ I find that although the proposed project COULD have a significant effect on the environment, there WILL NOT be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- ☐ I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- ☐ I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date

Printed Name

Title

Agency

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

3.1 AESTHETICS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. Aesthetics.				
Except as provided in Public Resources Code section 21099 (where aesthetic impacts shall not be considered significant for qualifying residential, mixed-use residential, and employment centers), would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

3.1.1 Environmental Setting

The City is relatively flat and does not include any significant geologic features such as hills or ridges. However, the city is geographically situated between the Sierra Nevada Mountain Range and the California Coastal Mountain Range along the American River, and includes views of major peaks and natural landmarks within the region, including Mount Diablo. Additional qualified scenic vistas, as concluded in the City's General Plan, include Pine Hill, Flagstaff Hill, Pyramid Peak, Carson Spur, Jackson Butte, Mount Vaca, and Goat Mountain/Snow Mountain (City of Rancho Cordova 2006a). Other scenic resources within the Plan Area include, but are not limited to, oak trees, streams, creeks, and the American and Cosumnes Rivers (City of Rancho Cordova 2006b).

There are no State designated or eligible scenic highways or corridors within the Plan Area (Caltrans 2023). However, Highway 50 is a corridor that provides distant views of natural landmarks to passing motorists.

Light and glare conditions within developed portions of the Plan Area are typical of those associated with urban and suburban uses. The main sources of daytime glare in the Plan Area are from sunlight reflecting from structures with reflective surfaces such as windows, and from vehicles on major roadways. Nighttime lighting is prevalent throughout the Plan Area along roadways, parking lots, building perimeters and within residential areas. Areas with substantially less night-lighting include the sparsely developed and largely cultivated southeastern portion of the Plan Area. Sources of daytime glare include direct beam sunlight and reflections from windows, architectural coatings, as well as glass and other shiny reflective surfaces. Nighttime light illumination primarily consists of structured illumination, streetlights, and headlights of motor vehicles (City of Rancho Cordova 2006b).

3.1.2 Discussion

a) Have a substantial adverse effect on a scenic vista?

Less than significant. Important scenic vistas include the American River as well as distant views of the Sierra Nevada mountain range. Numerous scenic vistas of the American River are provided within the City at various public accesses within the American River Parkway and at river crossings at Watt Avenue, Sunrise Boulevard, and Folsom Boulevard (City of Rancho Cordova 2006b). Development within the American River Parkway is regulated via the provisions of the American River Parkway Plan (Sacramento County 2008).

The implementation of the CAAP would result in short-term and long-term changes to the physical environment. Long-term changes could include improvements at or near grade level of existing roadways, as well as minor changes to traffic intersections and walkways (through implementation of Transportation-1.3, -2.1, -2.2), planting of trees and shade-inducing vegetation (through implementation of Carbon Storage-1.1; Adaptation-2d, -1e), and would not otherwise involve new features of substantial height, bulk, or massing that could substantially damage scenic vistas. For example, implementation of Transportation-1.3, -2.1, and -2.2 could result in the installation of new walkways at the ends of existing cul-de-sacs, new and upgraded bikeways and walkways along existing developed roadways and rights-of-way in the city, and the installation of roundabouts to control traffic within the intersections of existing developed roadways.

During the short-term, temporary construction activities associated with the implementation of the CAAP, such as equipment use and staging of materials, would not result in permanent impacts to scenic vistas. Construction activities would vary depending on the type of CAAP measure. For example, Transportation-1.3, -2.1, -2.2, and Adaptation-5g may involve removing existing pavement; repaving roadway surfaces; painting or restriping pavement; modifying curbs; laying concrete, and installing traffic signals, lighting, landscaping, street furniture, and other amenities. Some of these improvements may require limited ground disturbance. Construction activities would be short-term and temporary, and would typically not involve equipment of substantial height, bulk, or massing that would alter existing scenic vistas. Because duration of these activities would be limited to relatively short periods of the overall construction phase, their temporary effect on scenic vistas would not be substantial. Additionally, the increase in planted trees and the development of new landscaping (Carbon Storage-1.1; Adaptation-2d, -1e) would offer a permanent visual improvement to the local surrounding area and would not result in a substantial effect on a scenic vista.

In addition, enforcement of the Rancho Cordova Municipal Code (RCMC) and the provisions of the American River Parkway Plan would avoid substantial damage to scenic vistas and degradation of public views. For example, RCMC Chapter 23.513 aims to strengthen the City's adopted street standards by making them architecturally compatible with development occurring within the city's centers and include new typologies that further facilitate the creation of a pedestrian-oriented street networks. Pursuant to RCMC Chapter 23.716, any new or existing projects that provide landscaping on public property are required to file an application for a permit with the City's Planning Director. Prior to the issuance of the permit, a final landscape plan shall be prepared by a registered licensed landscape architect and reviewed by the City to ensure consistency with City design standards and aesthetic conditions. Additionally, pursuant to the City's provisions to administer land use policy and development review within its jurisdiction of the American River Parkway Plan (e.g., Parkway Corridor Combining Zones, General Plan, and Parkway Plan policies), the implementation of softscaping such as trees along streets and sidewalks would assist in softening the built environment and reduce visual impacts to pedestrians. For all of the foregoing reasons, implementation of the CAAP would not have a substantial adverse effect on a scenic vista and the impact would be less than significant, and no mitigation is required.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The Plan Area does not include and is not located proximate to a State or locally designated or eligible scenic highway and thus will not damage scenic resources such as trees, rock outcroppings, or historic buildings within the viewshed of such a highway. No impact would occur, and no mitigation is required.

- c) **In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?**

Less than significant. The implementation of the CAAP would result in short-term and long-term changes to the visual environment of the Plan Area. For example, installation of electric vehicle (EV) charging infrastructure (Transportation-5.1 through 5.4), development of roundabouts and bicycle infrastructure (Transportation-2.1, -2.2, and Adaptation-5g), as well as new tree planting and increased landscaping (Carbon Storage-1.1; Adaptation-1e) could result in short-term and long-term changes to the visual character within the Plan Area. Long-term changes would include improvements at or near grade level of existing roadways and would involve minor changes to traffic intersections and parking lots, increase in trees and shade-inducing vegetation, and would not otherwise involve features with substantial height, bulk, or massing that could substantially damage the existing character or quality of public views. During the short-term, temporary construction activities associated with the implementation of the CAAP such as equipment use and staging of materials would not result in permanent impacts to scenic resources. Because duration of these activities would be limited to relatively short periods of the overall construction phase, their temporary effect on the visual character and quality of the city would not be substantial.

Additionally, implementation of Measure Adaptation-5i would develop a clean energy microgrid to serve essential City facilities to support resilient emergency operations. Project-specific details for a clean energy microgrid are not included in the CAAP, but a microgrid would typically include distributed energy sources such solar arrays and diesel generators to produce electricity, batteries to storage electricity, hardware and software to monitor and distribute electricity to the facilities in the event of a power outage on the electrical grid. Microgrid infrastructure is typically installed at or near the end users, which under implementation of the CAAP would result in the installation of improvements like solar arrays, generators, and battery systems on City properties that are home to essential facilities. Implementation of these improvements to provide essential City facilities with electricity during a power outage would be required to comply with applicable zoning and other regulations governing scenic quality.

In addition, enforcement of the RCMC and the City's implementing provisions of the American River Parkway Plan would avoid substantial damage to the visual character and quality of public views. For example, RCMC Chapter 23.513 aims to strengthen the City's adopted street standards by making them architecturally compatible with development occurring within the city's centers and include new typologies that further facilitate the creation of a pedestrian-oriented street networks. Pursuant to RCMC Chapter 23.716, any new or existing projects that provide landscaping on public property is required to file an application for a permit with the City's Planning Director. Prior to the issuance of the permit, a final landscape plan shall be prepared by a registered licensed landscape architect and reviewed by the City to ensure consistency with City design standards and aesthetic conditions. Additionally, pursuant to the provisions of the American River Parkway Plan and General Plan Policy NR.4.3, the implementation of softscaping along streets and sidewalks and the promotion of tree planting would soften the built environment and reduce visual impacts to motorists and pedestrians. For all the foregoing reasons, implementation of the CAAP would not substantially degrade the visual character or quality of public views of the city and its surroundings. This impact would be less than significant, and no mitigation is required.

- d) **Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

Less than significant. The implementation of the CAAP may result in the use of temporary lighting sources during construction of roadway improvement projects (Transportation-1.3; Transportation-2.1 through Transportation-2.3; Adaptation-5g) and installation of EV charging infrastructure (Transportation-5.1 through 5.4) in the event that nighttime construction is necessary. EV charging facilities facilitated by CAAP implementation could add minimal nighttime lighting, however it would not create new sources of substantial light or glare.

Implementation of the CAAP would not involve short- or long-term physical changes that could result in new substantial sources of light and glare. Furthermore, lighting associated with CAAP implementation would be generally low profile and angled down and away from nearby receptors.

Enforcement of the RCMC and the City's adopted Design Guidelines would regulate new sources of light and glare to avoid affecting day or nighttime views in the Plan Area during construction. For example, temporary lighting fixtures installed during roadwork and associated construction activities are regulated under the City's outdoor lighting provisions established by RCMC Chapter 23.725, and require the utilization of downcast and shielded lighting fixtures to minimize light pollution. Additionally, the City's Design Guidelines emphasizes the importance of planting trees and providing tactful landscaping to filter sunlight and reduce glare (City of Rancho Cordova 2005). The impact would be less than significant. No mitigation is required.

3.2 AGRICULTURE AND FOREST RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II. Agriculture and Forest Resources.				
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997, as updated) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.				
In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.				
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☒	☐
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☒	☐

3.2.1 Environmental Setting

The majority of the Plan Area is urbanized, specifically areas adjacent to and nearby Highway 50. The southeastern portion of the Plan Area supports predominantly unused grazing land, with approximately 46 percent designated for grazing and livestock uses. The Plan Area contains Prime Farmland, Farmland of Statewide Importance, and Unique Farmlands (City of Rancho Cordova 2006b).

3.2.2 Discussion

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
- e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

Less than significant. The implementation of the CAAP would involve ground disturbing activities, including grading and excavation. For example, minor grading, excavation, and other ground disturbance would occur during the construction of new roundabouts and bicycle infrastructure (Transportation-2.1, -2.2, and Adaptation-5g), installation of EV charging infrastructure (Transportation-5.1 through 5.4), and tree planting (Carbon Storage-1.1). However, implementation of the CAAP would not involve changes to policies or regulations related to land use or zoning for agricultural uses. Given the nature of the CAAP, construction activities associated with the implementation would occur in already disturbed, developed areas such as roadways and parking lots that are not designated for Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Further, future projects would be required to comply with General Plan Policy LU.1.10 which directs the City to protect existing agricultural areas.

Implementation of the CAAP would not involve short- or long-term physical changes that could convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use.

For all the foregoing reasons, implementation of the CAAP would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use and the impact would be less than significant. No mitigation is required. Potential impacts related to conversion of forest lands are discussed in Section 3.2.2 e) below.

- b) Conflict with existing zoning for agricultural use or a Williamson Act contract?

Less than significant. The implementation of the CAAP would not involve changes to policies or regulations related to land use or zoning for land under Williamson Act contract. Given the nature of the CAAP, construction activities associated with their implementation would occur in already disturbed, developed areas that are not in agricultural use nor under Williamson Act contract. Further, future projects would be required to comply with General Plan Policy LU.1.10 which directs the City to protect existing agricultural areas and conservation easement. Therefore, implementation of the CAAP would not conflict with existing zoning for agricultural use or a Williamson Act contract and the impact would be less than significant. No mitigation is required.

- c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

- d) Result in the loss of forest land or conversion of forest land to non-forest use?

No impact. There are no lands currently used for timber production or management in the Plan Area, and no lands that have a zoning designation for timberland or forest land. Therefore, implementation of the CAAP would not conflict with existing zoning or cause rezoning any forest land, timberland, or timber land zoned for timberland production. Additionally, CAAP implementation would not result in the loss of forest land or conversion of forest land to non-forest use. No impact would occur. No mitigation is required.

3.3 AIR QUALITY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. Air Quality.				
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied on to make the following determinations.				
Are significance criteria established by the applicable air district available to rely on for significance determinations?	☒ Yes		☐ No	
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

3.3.1 Environmental Setting

The City is in the Sacramento Valley Air Basin (SVAB), which includes all of Sacramento County and is under the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD). Regional and local air quality in the SVAB is affected by topography, dominant airflows, location, and season. The SVAB is bounded by the coastal ranges to the west and the Sierra Nevada to the east. Additionally, SVAB lies to the east of San Francisco Bay Area Air Basin and to the north of the San Joaquin Valley Air Basin. Considerable transport of pollutants occurs between these air basins, so that air quality in the city is partially determined by the release of pollutants elsewhere. The region is characterized by warm dry summers and mild winters. The prevailing wind direction is southwesterly, which is the wind direction when marine breezes flow through the Carquinez Strait. Marine breezes dominate during the spring and summer months and vary in strength. During fall and winter, when the sea breeze diminishes, northerly winds occur more frequently, but southwesterly winds still predominate. Pollutants generated in the city affect air quality in areas to the north and east. (City of Rancho Cordova 2006a).

CRITERIA AIR POLLUTANTS

Concentrations of criteria air pollutants (the most prevalent air pollutants known to be harmful to human health) are used to indicate the quality of the ambient air. Criteria air pollutants include ozone, carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), respirable and fine particulate matter (PM₁₀ and PM_{2.5}), and lead. The sources of criteria air pollutants and their respective acute and chronic health impacts are described in Table 3.3-1.

Table 3.3-1 Sources and Health Effects of Criteria Air Pollutants

Pollutant	Sources	Acute ¹ Health Effects	Chronic ² Health Effects
Ozone	secondary pollutant resulting from reaction of ROG and NO _x in presence of sunlight. ROG emissions result from incomplete combustion and evaporation of chemical solvents and fuels; NO _x results from the combustion of fuels	increased respiration and pulmonary resistance; cough, pain, shortness of breath, lung inflammation	permeability of respiratory epithelia, possibility of permanent lung impairment
Carbon monoxide (CO)	incomplete combustion of fuels; motor vehicle exhaust	headache, dizziness, fatigue, nausea, vomiting, death	permanent heart and brain damage
Nitrogen dioxide (NO ₂)	combustion devices; e.g., boilers, gas turbines, and mobile and stationary reciprocating internal combustion engines	coughing, difficulty breathing, vomiting, headache, eye irritation, chemical pneumonitis or pulmonary edema; breathing abnormalities, cough, cyanosis, chest pain, rapid heartbeat, death	chronic bronchitis, decreased lung function
Sulfur dioxide (SO ₂)	coal and oil combustion, steel mills, refineries, and pulp and paper mills	irritation of upper respiratory tract, increased asthma symptoms	insufficient evidence linking SO ₂ exposure to chronic health impacts
Respirable particulate matter (PM ₁₀), Fine particulate matter (PM _{2.5})	fugitive dust, soot, smoke, mobile and stationary sources, construction, fires and natural windblown dust, and formation in the atmosphere by condensation and/or transformation of SO ₂ and ROG	breathing and respiratory symptoms, aggravation of existing respiratory and cardiovascular diseases, premature death	alterations to the immune system, carcinogenesis
Lead	metal processing	reproductive/ developmental effects (fetuses and children)	numerous effects including neurological, endocrine, and cardiovascular effects

¹ "Acute" refers to effects of short-term exposures to criteria air pollutants, usually at fairly high concentrations.

² "Chronic" refers to effects of long-term exposures to criteria air pollutants, usually at lower, ambient concentrations.

Notes: NO_x = oxides of nitrogen; ROG = reactive organic gases.

Source: EPA 2022a.

TOXIC AIR CONTAMINANTS

According to the U.S. Environmental Protection Agency, diesel particulate matter (PM) contains complex mixture of microscopic solids and liquids comprised of various substances that can pose a risk to human health when inhaled (EPA 2022b). Although diesel PM is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emissions control system is being used. In addition to diesel PM, the TACs for which data are available that pose the greatest existing ambient risk in California are benzene, 1,3-butadiene, acetaldehyde, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, and perchloroethylene.

ODORS

Odors are generally regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). Odor sources of concern include wastewater treatment plants, landfill and composting facilities, petroleum refineries, chemical manufacturing plants, painting/coating operations, marijuana cultivation, coffee roasters, and food processing facilities.

SENSITIVE RECEPTORS

Sensitive receptors are generally considered to include those land uses where exposure to pollutants could result in health-related risks to sensitive individuals, such as children or the elderly. Residential dwellings, schools, hospitals, playgrounds, and similar facilities are of primary concern because of the presence of individuals particularly sensitive to pollutants and/or the potential for increased and prolonged exposure of individuals to pollutants. Individuals who are especially sensitive to pollutants are dispersed throughout the city.

FEDERAL AND STATE AIR QUALITY PLANNING

The U.S. Environmental Protection Agency (EPA) has been charged with implementing national air quality programs. EPA's air quality mandates are drawn primarily from the federal Clean Air Act (CAA), which was enacted in 1970 and most recently amended by Congress in 1990. The CAA required EPA to establish the National Ambient Air Quality Standards (NAAQS) for the following criteria air pollutants: ozone, CO, NO₂, SO₂, PM₁₀, PM_{2.5}, and lead. CAA also requires each State to prepare a State implementation plan (SIP) for attaining and maintaining the NAAQS. The federal Clean Air Act Amendments of 1990 (CAAA) added requirements for States with nonattainment areas to revise their SIPs to incorporate additional control measures to reduce air pollution. Individual SIPs are modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins as reported by their jurisdictional agencies.

The California Air Resources Board (CARB) is the agency responsible for coordination and oversight of State and local air pollution control programs in California and for implementing the California Clean Air Act (CCAA). The CCAA, which was adopted in 1988, required CARB to establish its own California Ambient Air Quality Standards (CAAQS). CARB has established CAAQS for sulfates, hydrogen sulfide, vinyl chloride, visibility-reducing particulate matter, and the above-mentioned criteria air pollutants. In most cases the CAAQS are more stringent than the NAAQS.

Sacramento County is currently designated as nonattainment for ozone and PM 2.5 with respect to the NAAQS and for ozone and PM₁₀ with respect to the CAAQS (EPA 2023, CARB 2022).

The California Department of Resources Recycling and Recovery (CalRecycle) regulates solid waste disposal and composting facilities. All compostable material handling facilities and operations are required to comply with the State minimum standards set forth in California Code of Regulations (CCR) Title 14, Division 7, Chapter 3.1, Articles 5, 6, 7, 8, and 9. An odor impact minimization plan (OIMP) is required for facilities and operations as specified in 14 CCR section 17863.4. The CalRecycle minimum standard (14 CCR section 17867(a)(2)) for odor requires that "All handling activities shall be conducted in a manner that minimizes vectors, odor impacts, litter, hazards, nuisances, and noise impacts; and minimizes human contact with, inhalation, ingestion, and transportation of dust, particulates, and pathogenic organisms."

SACRAMENTO METROPOLITAN AIR QUALITY MANAGEMENT DISTRICT

The Sacramento Metropolitan Air Quality Management District (SMAQMD) is the local agency responsible for air quality planning in Sacramento County. SMAQMD develops and implements an air quality plan for attaining the NAAQS and CAAQS. The most recent air quality plan is the 2017 Sacramento Regional 2008 NAAQS 8-Hour Ozone Attainment and Reasonable Further Progress Plan (Sacramento Ozone Plan) that was last updated and approved by CARB in 2018. There are currently no plans established for achieving the NAAQS for PM_{2.5} or the CAAQS for PM₁₀. SMAQMD develops regulations and emission reduction programs to control emissions of criteria air pollutants, ozone precursors (oxides of nitrogen [NO_x] and reactive organic gases [ROG]), TACs, and odors within its jurisdiction.

SMAQMD's *Guide to Air Quality Assessment in Sacramento County* (CEQA Guide), provides guidance to lead agencies preparing air quality impact analyses in CEQA documents (SMAQMD 2020). The CEQA Guide includes SMAQMD-recommended thresholds of significance for evaluation of air quality impacts of projects in Sacramento County, including significance criteria that are tied to achieving or maintaining the attainment of the NAAQS and CAAQS. For the purposes of this analysis, the following thresholds of significance, which are based on SMAQMD-recommended

thresholds, are used to determine whether project-generated emissions would result in impacts to air quality that result in adverse effects to human health. These significance thresholds are also consistent with the checklist questions about air quality in Appendix G of the CEQA Guidelines.

Air quality impacts would be significant if the project would:

- ▶ result in construction-generated emissions of NO_x exceeding 85 pounds per day (lb/day), PM₁₀ exceeding 80 lb/day or 14.6 tons/year, or PM_{2.5} exceeding 82 lb/day or 15 tons/year;
- ▶ result in operational emissions of ROG exceeding 65 lb/day, NO_x exceeding 65 lb/day, PM₁₀ exceeding 80 lb/day or 14.6 tons/year, or PM_{2.5} exceeding 82 lb/day or 15 tons/year;
- ▶ emit levels of CO that would violate or contribute substantially to concentrations that exceed the 1-hour CAAQS of 20 parts per million (ppm) or the 8-hour CAAQS of 9 ppm during construction and operations;
- ▶ expose any off-site sensitive receptor to a substantial incremental increase in TAC emissions greater than 10 in one million for carcinogenic risk (i.e., the risk of contracting cancer) and/or a noncarcinogenic hazard index of 1.0 or greater; or
- ▶ create objectional odors affecting a substantial number of people.

In addition to these thresholds, all SMAQMD-recommended Best Management Practices (BMPs) and use of Best Available Control Technology (BACT) will be implemented to minimize emissions of PM₁₀ and PM_{2.5}. Without the application of BMPs and BACT, the threshold for allowable PM₁₀ and PM_{2.5} emissions during construction and operations is zero pounds per day.

3.3.2 Discussion

- a) **Conflict with or obstruct implementation of the applicable air quality plan?**
- b) **Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?**

Less than significant. The applicable air quality plan for the City is the Sacramento Ozone Plan. The Sacramento Ozone Plan addresses attainment of the 8-hour NAAQS for ozone (CARB 2017). A project in the SVAB has the potential to conflict with the Sacramento Ozone Plan if the level of ozone precursor emissions associated with the project would be greater than that which was accounted for in the Sacramento Ozone Plan. Regional emission inventories in the Sacramento Ozone Plan are developed based on anticipated growth in population, housing, vehicle miles traveled (VMT), and other parameters, which are based on the zoning designations of local general plans. The analysis below focuses on whether implementation of the CAAP would increase population, employment, or VMT, above planned levels, as well as potentially result in exceedances of applicable thresholds for construction and operational emissions (see above).

Construction

Measures included as part of the CAAP that would result in the construction of new EV charging stations, public transportation-based access routes, building efficiency retrofits, roundabouts, bicycle infrastructure, and new rooftop and canopy-cover solar panels, (Transportation-1.1, -1.3, -2.1, -2.2, -3.4, -5.1, and Energy -1.1,-1.2) could require a temporary increase in the number of construction workers. These types of projects are small construction projects, which would not require a large construction crew. Furthermore, construction workers would likely be from the greater Sacramento region and permanent, substantial relocation of workers would not be required. Therefore, implementation of these measures would not result in substantial population growth, employment growth, or increase in VMT.

Implementation of the above measures, as well as other measures which would require construction activities for their implementation, would generate emissions of ROG, NO_x, PM₁₀, and PM_{2.5} associated with off-road equipment use (i.e. excavators, front loaders, pavers, dump trucks, cranes, and backhoes), material and equipment delivery trips,

worker commute trips, and other miscellaneous activities. Fugitive dust emissions of PM₁₀ and PM_{2.5} would be associated primarily with site preparation and would vary as a function of soil silt content, soil moisture, wind speed, and acreage of disturbance. PM₁₀ and PM_{2.5} are also contained in exhaust from off-road equipment and on-road vehicles. Emissions of ozone precursors, ROG and NO_x, would be associated primarily with construction equipment, such as those listed above, and on-road mobile exhaust from worker commutes and hauling and delivery trips. The application of architectural coatings would result in off-gas emissions of ROG. Construction activities would likely be relatively small in scale, occur intermittently and last for only short periods of time, as the CAAP does not propose the construction of large-scale land use development projects. Therefore, emissions from construction activities would not be concentrated in one area for an extended period of time, but rather occur intermittently across a large area. Additionally, Measure Off Road-1.2 would increase the electrification and use of alternative fuels, while Measure Off Road-2.2 would reduce construction vehicle idling time, further reducing construction related emissions. Due to the non-intensive, sporadic, and widespread nature of these construction activities, emissions of criteria air pollutants would likely not occur in concentrations which would exceed SMAQMD thresholds and would therefore be consistent with the goals of the Sacramento Ozone Plan.

Operations

Implementation of the CAAP would not induce population growth directly or indirectly, because the CAAP does not propose new housing, nor do they propose changes to policies or regulations related to land use or residential zoning. Rather, the CAAP is intended to reduce GHG emissions generated within the City by implementing numerous transportation-, water-, waste-, and energy-related measures. For example, the implementation of the CAAP would encourage the use of alternatively fueled vehicles through measures such as Transportation-5.2 which would involve the installation of publicly accessible EV chargers on private property. This would reduce overall gasoline and fuel consumption, therefore reducing emissions related to fossil fuel combustion. Other transportation-related measures such as Transportation-1.3 would reduce VMT in the City by improving street connectivity. Reducing VMT would reduce the emission of air pollutants by decreasing the consumption of fossil fuel in vehicles. Energy-related measures such as Energy-2.2 would reduce GHG emissions by requiring all new nonresidential development to achieve energy efficiency above minimum State building code requirements. While these reduction measures were formulated to reduce GHGs, they would also improve overall air quality by reducing the emission of criteria air pollutants. A higher proportion of buildings powered by all-electric systems (i.e., no natural gas plumbing) due to implementation of measure Energy-2.2 would reduce natural gas combustion at residential and commercial land uses within the Plan Area, which would also reduce local criteria air pollution. The effects associated with the reduction of air pollutant emissions in the Plan Area and SVAB would be largely beneficial and would, by nature, reduce the concentration of air pollutants. Therefore, operational activities under implementation of the CAAP would not result in the exceedance of SMAQMD thresholds and would be considered consistent with the goals of the Sacramento Ozone Plan.

Impact Summary

Air pollutant emissions resulting from construction activities associated with the implementation of the CAAP would likely be relatively small in scale, occur intermittently and last for only short periods of time and would therefore not exceed SMAQMD thresholds. Similarly, operational air pollutant emissions from CAAP implementation would likely result in a net decrease in criteria air pollutants and would therefore not result in emissions of criteria air pollutants which would exceed SMAQMD thresholds. Overall, the operational air quality benefits resulting from implementation of the CAAP, including reductions in gasoline fuel consumption due to increased use of zero emission vehicles and measures to reduce the rate of VMT and reduce consumption of natural gas within residential and commercial buildings would likely outweigh the contribution of pollutants from construction activities. For these reasons, construction and operation of the CAAP would not result in exceedances of the applicable local emissions thresholds and would therefore be consistent with the Sacramento Ozone Plan. This impact would be less than significant. No mitigation is required.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than significant. Provided below are analysis CO emissions, criteria air pollutant emissions, and TAC emissions.

Carbon Monoxide

The single largest source of CO within the City is motor vehicle engines. CO concentrations near roadways are a direct function of vehicle idling time and, thus, traffic flow conditions. The CAAP does not include new or modified land use designations that would increase traffic or have the potential to result in CO hotspots. The CAAP does not induce or otherwise result in any residential development that would result in regional population increases. The goal of the CAAP is to reduce GHG emissions in the Plan Area, including from passenger vehicles by measures that would increase the use of zero emission vehicles and decrease the rate of VMT, that would also have the co-benefit of reducing air pollutant emissions. Although there would be a temporary increase in vehicle trips related to construction worker commute and equipment delivery, implementation of the CAAP would not result in substantial long- or short-term vehicle trip generation at levels that would exceed the CAAQS for CO. Rather, the CAAP would include the implementation of measures (Transportation-1.1, -3.1, -3.4, -4.2, and -4.3) which would collectively reduce CO emissions resulting from vehicle trips by encouraging the use of alternatively fueled vehicles, increasing access to public transportation, and encouraging the use of alternative transportation such as biking. Measure Transportation-2.2 would reduce pollutant concentrations associated with vehicle idling by implementing roundabouts to control traffic at intersections, rather than the use of stop signs or traffic lights. Therefore, the CAAP would not create or contribute to a CO hotspot.

Criteria Air Pollutants

For the purposes of this analysis, the CAAP would not result in a significant localized and/or regional air quality impact such that human health would be adversely affected if it would cause construction-generated or operational criteria air pollutant or precursor emissions to exceed SMAQMD thresholds (see above under Criterion [a]).

The CAAP is a policy-level document that does not include any site-specific designs or proposals or grant any entitlements for development; however, construction and operation of GHG reduction measures identified in the CAAP have the potential to directly or indirectly emit air pollutants. Emissions of PM₁₀, PM_{2.5}, NO_x, SO_x, CO, and VOCs would result from the use of construction equipment, construction worker vehicle trips, and truck hauling trips. Emissions of fugitive dust (PM₁₀ and PM_{2.5}) are largely associated with ground-disturbing activities, such as site preparation.

GHG reduction measures that would result in the construction of new EV charging stations, roundabouts, bicycle infrastructure, new rooftop and canopy-cover solar panels, and tree planting (Transportation-1.1, -1.3, -2.1, -2.2, -3.4, -5.1, Energy-1.1, -1.2, and Carbon Storage-1.1), would not involve substantial numbers of workers, ground disturbance, or extensive use of construction equipment. Occasional maintenance activities for these facilities and operational vehicle trips would be minimal; thus, associated operational criteria air pollutant emissions would also be minimal.

Measure Carbon Storage-1.1, mentioned above, would involve planting additional trees throughout the city. Tree planting is known to act as a filter for air pollution. While this would not prevent emissions from occurring, it would aid in removing them from the air.

Measures Solid Waste-1.1 and -1.2, which increase the recovery of edible food waste and eliminate the disposal of organic waste in landfills, respectively, could lead to increased haul truck trips to and from composting and recycling facilities; however, it is anticipated that these trips would displace the haul truck trips that would be diverted from the landfill. A substantial net increase in the number of haul truck trips and associated criteria air pollutant emissions within the Plan Area would not be anticipated.

Implementation of the other GHG reduction measures in the CAAP would not involve short- or long-term physical changes that could result in criteria air pollutant emissions. Additionally, the CAAP includes several GHG reduction measures that would also reduce the emission of air pollutants by reducing VMT such as implementing an intra-city shuttle system (Transportation-3.4), increasing transit ridership (Transportation-3.3), and limiting the number of drive-through businesses (Transportation-1.4). Therefore, implementation of the CAAP would not be expected to result in construction-phase or operational air pollutant emissions in exceedance of SMAQMD thresholds and would minimize the potential for exposing receptors to unhealthy concentrations of criteria air pollutants.

Toxic Air Contaminants

The CAAP is a policy-level document that does not include any site-specific designs or proposals or grant any entitlements for development; however, construction and operation of GHG reduction measures that would be implemented with CAAP adoption have the potential to directly or indirectly emit TACs. The CAAP does not propose any stationary sources of TAC pollution and therefore diesel PM is the primary TAC of concern. CAAP measures would result in short-term diesel exhaust emissions from construction equipment and heavy-duty trips during construction. Diesel PM dissipates rapidly from the source, and exposure concentrations would decline with distance from construction activities (Zhu et al. 2002). The dose to which receptors are exposed is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the maximally exposed individual. According to the Office of Environmental Health Hazard Assessment, health risk assessments, which determine the exposure of sensitive receptors to TAC emissions, should be based on a 70- or 30-year exposure period. However, such assessments should be limited to the period/duration of activities that generate TAC emissions (OEHHA 2015).

CAAP GHG reduction measures that would result in the construction of new EV charging stations, roundabouts, bicycle infrastructure, new rooftop and canopy-cover solar panels, and tree planting (Transportation-1.1, -1.3, -2.1, -2.2, -3.4, -5.1, Energy-1.1, -1.2, and Carbon Storage-1.1) could result in diesel PM emissions from the use of construction equipment and from the use of haul trucks to deliver materials. These types of construction activities would occur in residential and commercial areas, which include sensitive receptors such as residences, schools, playgrounds and hospitals. However, these activities would involve minimal use of heavy-duty diesel equipment and thus, diesel PM emissions would be minimal and temporary as well. Furthermore, the planting of trees (Carbon Storage-1.1) is known to filter pollutants in the air and would thus aid in removing emissions from construction activities as well as operational activities. It is unlikely that construction of such projects involving use of heavy-duty diesel equipment or vehicles would last for longer than one year, which is a short exposure period relative to the 30- or 70-year exposure timeframe recommended for health risk assessments.

Impact Summary

The CAAP would not create or change land use designations that would increase the number of vehicle trips or have the potential to result in CO hotspots. Additionally, the CAAP includes several GHG reduction measures (Transportation-1.1, -3.1, -1.4, -3.4, -4.2, and -4.3) that would reduce VMT such as implementing an intra-city shuttle system, increasing transit ridership, and limiting the number of drive-through businesses. Although there would be a temporary increase in vehicle trips related to construction worker commute and equipment delivery, the CAAP would not result in substantial long- or short-term vehicle trip generation at levels that could cause unhealthy concentrations of CO on nearby roadways. This impact regarding CO emissions would be less than significant.

GHG reduction measures that would result in new EV charging stations, roundabouts, bicycle infrastructure, new rooftop and canopy-cover solar panels, and tree planting, would result in minor criteria air pollutant and TAC emissions during construction and beneficial long-term air quality impacts. It is unlikely that these types of activities would be of the size, intensity, or duration to exceed SMAQMD thresholds of significance or to emit substantial TAC concentrations. SMAQMD recommends these thresholds in consideration of achieving attainment for the NAAQS and CAAQS, which represent concentration limits of criteria air pollutants needed to adequately protect human health. Therefore, these measures would not contribute to the exceedance of the NAAQS or CAAQS in the SVAB nor result in greater acute or chronic health impacts compared to existing conditions.

Measures Solid Waste-1.1 and -1.2, described above, could result in new haul truck routes or additional haul truck traffic in some areas, which may subject sensitive receptors to new or increased diesel PM emissions. However, these trips would likely be infrequent and would not involve the trucks idling for extended periods of time near sensitive receptors. Thus, increases in mobile-related TAC emissions would not result in substantial TAC exposure to any single receptor. Therefore, the CAAP would not expose receptors to substantial pollutant concentrations. This impact would be **less than significant**. No mitigation is required.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less than significant. The CAAP is a policy-level document that does not include any site-specific designs or proposals or grant any entitlements for development. However, implementation of some GHG reduction measures would result in temporary emissions of odors from construction activities such as asphalt paving and use of diesel-powered construction vehicles and equipment.

GHG reduction measures that would result in the construction of new EV charging stations, roundabouts, bicycle infrastructure, new rooftop and canopy-cover solar panels, and tree planting (Transportation-1.1, -1.3, -2.1, -2.2, -3.4, -5.1, Energy-1.1, -1.2, and Carbon Storage-1.1), would result in odorous emissions from construction equipment. For example, Measure Transportation-2.2, which involves the implementation of roundabouts, would result in asphalt paving. Measure Transportation-2.1 would result in the implementation of the City's Bicycle Master Plan to increase the number and quality of walkways and bikeways, which could involve asphalt paving. Although locations for some of these improvements have not been identified, these types of activities would generally occur in populated residential and commercial areas. However, these activities would occur sporadically and independent of one another across a large area and would involve minimal use of heavy-duty diesel equipment and thus, diesel PM emissions would be minimal, temporary, and each individual occurrence of construction activity would be highly localized. Furthermore, these emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of construction. Because odors would be temporary and would disperse rapidly with distance from source, construction-generated odors would not adversely affect a substantial number of people.

Measures Solid Waste-1.1 and -1.2, which increase the recovery of edible food waste and eliminate the disposal of organic waste in landfills, respectively, would generate odors through the anaerobic decomposition of composted waste that the City would divert from landfills and through increased haul truck trips to composting facilities. Compostable materials handling operations and facilities that would receive increased volumes of compostable waste from the Plan Area under implementation of Measures Solid Waste-1.1 and -1.2 are regulated by CalRecycle (e.g. landfill, composting, etc.) and required by State regulation (Title 14, California Code of Regulations, Section 17863.4) to have OIMPs in place to prevent odors from occurring and to identify the measures that should be taken if odors do occur. The hauling of increased volumes of compostable waste to facilities via truck would result in some odors associated with diesel exhaust but would not adversely affect substantial numbers of people.

Construction activities associated with implementation of the CAAP would result in temporary generation of odorous emissions. The specific locations and emissions of possible future projects implemented under the CAAP are not known at this time. Therefore, the precise odor impacts cannot be identified at this time. Factors necessary to identify specific impacts include location, operational characteristics, frequency and duration, and the location of sensitive receptors. However, given the temporary and intermittent nature of the impacts, and dissipation of odor, construction odor impacts would be less than significant. Measures Solid Waste-1.1 and -1.2, described above, would result in increased odors from the anaerobic decomposition of composted waste and haul truck trips to composting facilities. These impacts would be avoided through implementation of an OIMP, as required by State regulation. Therefore, the CAAP would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. This impact would be less than significant, and no mitigation is required.

3.4 BIOLOGICAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. Biological Resources.				
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?	☐	☐	☒	☐
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐

3.4.1 Environmental Setting

Land cover within the Plan Area is comprised of developed land, vegetation communities, and riparian and wetland communities. Developed land makes up the urban core of the Plan Area and is comprised of nonnative and ornamental vegetation. Vegetation communities occur in the eastern and southern portions of the Plan Area and primarily consist of pasture grassland and mixed riparian woodland. Riparian and wetland vegetation communities occur along water bodies within the Plan Area. Wetlands include areas where emergent vegetation is present within the drainage, as well as active springs and seeps where surface water is sufficient to support hydrophytic vegetation. Vernal pools, a wetland associated habitat type, are spread throughout much of the Plan Area and are known to support several federally listed plant and wildlife species. Approximately 20,728 acres of vernal pool grasslands exist within the Plan Area (City of Rancho Cordova 2006b).

Undeveloped areas within the Plan Area support an array of reptiles, amphibians, birds, and small mammals. The Plan Area supports eight special-status plant species and 29 special-status wildlife species, including the federally threatened vernal pool fairy shrimp, the elderberry longhorn beetle, and the threatened State listed Swainson's hawk and Bank swallow (City of Rancho Cordova 2006b).

Wildlife movement primarily occurs within undeveloped northeastern and southern portions of the Plan Area. However, wildlife movement also occurs within the developed core of the Plan Area along the American River. Wildlife movements also occur along riparian creeks and drainage corridors including Morrison Creek, Laguna Creek, Deer Creek, Buffalo Creek, Carson Creek, and some tributaries (City of Rancho Cordova 2006b).

The South Sacramento Habitat Conservation Plan (SSHCP), adopted by the County of Sacramento in 2018, is a comprehensive, multiple jurisdictional sub-regional habitat planning program designed for southern Sacramento County. The Planning Area encompasses approximately 317,655 acres within south Sacramento County, including the portion of the Rancho Cordova, south of U.S. Highway 50. The SSHCP ensures preservation of species, natural communities, and aquatic resources in the Plan Area; while providing an improved environmental permitting process for projects that impact listed species, listed species habitats, or aquatic resources. The South Sacramento Conservation Agency (SSCA) implements the SSHCP. The SSCA is responsible for ensuring compliance with the terms of the SSHCP (SSHCP 2018).

3.4.2 Discussion

- a) **Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?**

Less than significant. The implementation of CAAP would involve ground disturbing activities, including grading and excavation. For example, minor grading, excavation, and other ground disturbance would occur during the construction of new roundabouts and bicycle infrastructure (Transportation-1.3, -2.1, -2.2, and Adaptation-5g), installation of EV charging infrastructure (Transportation-5.1 through 5.4), and tree planting (Carbon Storage-1.1). However, given the nature of the measures included in the CAAP, construction activities associated with its implementation would occur in already disturbed developed areas such as roadways and parking lots that lack natural habitat and where candidate, sensitive, or special-status species or their habitats are not present. EV charging stations would be installed in new and existing developments, and roadway improvements such as roundabouts, walkways, and bicycle infrastructure would occur along existing developed roadways and cul-de-sacs. In addition, tree planting would occur within City green spaces, public rights-of-way and new development projects. Further, future projects would be required to comply with General Plan Policy NR.1.1 which directs the City to support the protection of rare, threatened, and endangered species and their habitats, and Policy NR.1.9 which directs the city to ensure that future development maintains the biotic habitat value of riparian areas. Further, the City will implement policies included in the County's SSHCP which identifies conservation areas and protected species.

All future projects with the potential to result in environmental impacts would generally require discretionary review and would be required to evaluate project-specific impacts under CEQA at the time of application. Project-specific mitigation would be required to minimize or avoid impacts to special-status species and their habitat to the extent feasible in compliance with CEQA Guidelines section 15126.4. In general, facilities associated with CAAP implementation would occur in more urbanized areas that could involve the removal of largely landscape trees and other vegetation and would not generally require the removal of native vegetation. Impacts would be minimized through implementation of the City's General Plan policies and the SSHCP described above. In addition, federal and State requirements would be adhered to, and project-specific measures that take into consideration site specific habitat conditions would be implemented to conserve, protect, and preserve special-status species and their habitat. For all of the foregoing reasons implementation of the CAAP measures would not cause a substantial adverse direct and indirect effects to special-status species. This impact would be less than significant. No mitigation is required.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?

Less than significant. The implementation of CAAP measures would involve ground disturbing activities, including grading and excavation. For example, minor grading, excavation, and other ground disturbance would occur during the construction of new roundabouts and bicycle infrastructure (Transportation-1.3, -2.1, -2.2, and Adaptation-5g), installation of EV charging infrastructure (Transportation-5.1 through 5.4), and tree planting (Carbon Storage-1.1). However, given the nature of the measures included in the CAAP, construction activities associated with its implementation would occur in already disturbed developed areas such as roadways and parking lots that lack natural habitat and where riparian habitat or other sensitive natural communities are not present. EV charging stations would be installed in new and existing developments, and roadway improvements such as roundabouts, walkways, and bicycle infrastructure would occur along existing developed roadways and cul-de-sacs. In addition, tree planting would occur within City green spaces, public rights-of-way and new development projects. Further, future projects would be required to comply with General Plan Policy NR.1.1 which directs the City to support the protection of rare, threatened, and endangered species and their habitats, and Policy NR.1.9 which directs the city to ensure that future development maintains the biotic habitat value of riparian areas.

All future projects with the potential to result in environmental impacts would generally require discretionary review and would be required to evaluate project-specific impacts under CEQA at the time of application. Project-specific mitigation would be required to minimize or avoid impacts to riparian habitat or other sensitive natural community to the extent feasible in compliance with CEQA Guidelines section 15126.4. In general, facilities associated with CAAP implementation would occur in more urbanized areas that could involve the removal of largely landscape trees and other vegetation and would not generally require the removal of native vegetation. Impacts would be minimized through implementation of the City's General Plan policies described above. In addition, federal and State requirements would be adhered to, and project-specific measures implemented to conserve, protect, and preserve riparian habitat and sensitive natural communities. For all of the foregoing reasons, implementation of the CAAP measures would not cause a substantial adverse direct and indirect effects to riparian habitat or other sensitive natural community. This impact would be less than significant. No mitigation is required.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Less than significant. The implementation of CAAP measures would involve ground disturbing activities, including grading and excavation. For example, minor grading, excavation, and other ground disturbance would occur during the construction of new roundabouts and bicycle infrastructure (Transportation-1.3, -2.1, -2.2, and Adaptation-5g), installation of EV charging infrastructure (Transportation-5.1 through 5.4), and tree planting (Carbon Storage-1.1). However, given the nature of the measures included in the CAAP, construction activities associated with its implementation would occur in already disturbed developed areas such as roadways and parking lots where protected wetlands are not present. EV charging stations would be installed in new and existing developments, and roadway improvements such as roundabouts, walkways, and bicycle infrastructure would occur along existing developed roadways and cul-de-sacs. In addition, tree planting would occur within City green spaces, public rights-of-way and new development projects. Further, future projects would be required to comply with General Plan Policy NR.1.1 which directs the City to support the protection of rare, threatened, and endangered species and their habitats, and Policy NR.1.9 which directs the city to ensure that future development maintains the biotic habitat value of riparian areas. Further, RCMC Section 16.44.150(D) states that a grading permit shall not be issued for areas where proposed activity will adversely affect the water quality of watercourses and existing drainage unless the City's Planning Commission has found such grading is necessary.

All future projects with the potential to result in environmental impacts would generally require discretionary review and would be required to evaluate project-specific impacts under CEQA at the time of application. Project-specific mitigation would be required to minimize or avoid impacts to protected wetlands to the extent feasible in compliance

with CEQA Guidelines section 15126.4. Impacts would be minimized through implementation of the City's General Plan policies and RCMC described above. In addition, federal and State requirements would be adhered to, and project-specific measures implemented to conserve, protect, and preserve wetlands. For all of the foregoing reasons, implementation of the CAAP measures would not cause a substantial adverse direct and indirect effects to wetlands. This impact would be less than significant. No mitigation is required.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less than significant. The implementation of CAAP measures would involve ground disturbing activities, including grading and excavation. For example, minor grading, excavation, and other ground disturbance would occur during the construction of new roundabouts and bicycle infrastructure (Transportation-1.3, -2.1, -2.2, and Adaptation-5g), installation of EV charging infrastructure (Transportation-5.1 through 5.4), and tree planting (Carbon Storage-1.1). However, given the nature of the measures included in the CAAP, construction activities associated with its implementation would occur in already disturbed developed areas such as roadways and parking lots where wildlife corridors are not present. EV charging stations would be installed in new and existing developments, and roadway improvements such as roundabouts, walkways, and bicycle infrastructure would occur along existing developed roadways and cul-de-sacs. In addition, tree planting would occur within City green spaces, public rights-of-way and new development projects. Further, future projects would be required to comply with General Plan Policy NR.1.1 which directs the City to support the protection of rare, threatened, and endangered species and their habitats, and Policy NR.1.9 which directs the city to ensure that future development maintains the biotic habitat value of riparian areas. Further, the City will implement policies included in the County's SSHCP which identifies conservation areas and protected species.

All future projects with the potential to result in environmental impacts would generally require discretionary review and would be required to evaluate project-specific impacts under CEQA at the time of application. Project-specific mitigation would be required to minimize or avoid impacts to wildlife corridors to the extent feasible in compliance with CEQA Guidelines section 15126.4. Impacts would be minimized through implementation of the City's General Plan policies and the SSHCP described above. In addition, federal and State requirements would be adhered to, and project-specific measures implemented to conserve, protect, and preserve wildlife corridors. For all of the foregoing reasons, implementation of the CAAP measures would not cause a substantial adverse direct and indirect effects to wildlife corridors. This impact would be less than significant. No mitigation is required.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less than significant. The implementation of CAAP measures would involve ground disturbing activities, including grading and excavation. For example, minor grading, excavation, and other ground disturbance would occur during the construction of new roundabouts and bicycle infrastructure (Transportation-1.3, -2.1, -2.2, and Adaptation-5g), installation of EV charging infrastructure (Transportation-5.1 through 5.4), and tree planting (Carbon Storage-1.1). However, given the nature of the measures included in the CAAP, construction activities associated with its implementation would occur in already disturbed developed areas such as roadways and parking lots where protected biological resources are not present. EV charging stations would be installed in new and existing developments, and roadway improvements such as roundabouts, walkways, and bicycle infrastructure would occur along existing developed roadways and cul-de-sacs. In addition, tree planting would occur within City green spaces, public rights-of-way and new development projects. Further, future projects would be required to comply with General Plan Policy NR.1.1 which directs the City to support the protection of rare, threatened, and endangered species and their habitats, and Policy NR.1.9 which directs the city to ensure that future development maintains the biotic habitat value of riparian areas. Pursuant to RCMC 19.12.050, any person desiring to remove a tree is required to file an application with the City's Planning Director.

All future projects with the potential to result in environmental impacts would generally require discretionary review and would be required to evaluate project-specific impacts under CEQA at the time of application. Project-specific mitigation would be required to minimize or avoid impacts to protected biological resources to the extent feasible in compliance

with CEQA Guidelines section 15126.4. In general, facilities associated with CAAP implementation would occur in more urbanized areas that could involve the removal of largely landscape trees and other vegetation and would not generally require the removal of native vegetation. Impacts would be minimized through implementation of the City's General Plan policies and SMMC described above. In addition, federal and State requirements would be adhered to, and project-specific measures implemented to conserve, protect, and preserve riparian habitat and sensitive natural communities. For all of the foregoing reasons, implementation of the CAAP measures would not conflict with local policies or ordinances protecting biological resources. This impact would be less than significant. No mitigation is required.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Less than significant. The SSHCP was adopted in 2018, and the City is an active participant in the program including the conservation planning efforts involved. The City complies with the conservation policies identified in the SSHCP and will use the SSHCP as an implementation tool for future projects. Further, implementation of CAAP measures that would involve ground disturbing activities, including grading and excavation, would occur in already disturbed, developed areas such as roadways and parking lots. Therefore, CAAP measures would not conflict with provisions of the SSHCP. This impact would be less than significant. No mitigation is required.

3.5 CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. Cultural Resources.				
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☐	☒	☐
c) Substantially disturb human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

3.5.1 Environmental Setting

CEQA defines historic resources as those that are listed on, or determined to be eligible for listing on, the California Register of Historical Resources (CRHR) or a local register, or are otherwise determined to be historical pursuant to CEQA (PRC Section 21084.1) or CEQA Guidelines (CCR Title 14, Section 15064.5). The CRHR also includes properties formally determined eligible or listed in the National Register of Historic Places (PRC Section 5024.1). A historic resource may be an object, building, structure, site, area, place, record, or manuscript that is historically significant or significant in terms of California's architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural records (PRC Section 5020.1(j)). Typically, historic resources are more than 50 years old. There are 23 identified historic architectural resources within the Plan Area. These sites are generally related to the development of transportation networks and agriculture, and also include historic buildings such as the Pfingst Realty building and the American River Grange Hall (City of Rancho Cordova 2006b).

Archaeological resources may be considered historic resources or, if not, they may be determined to be "unique" as defined by CEQA (PRC Section 21083.2(g)). A "unique archaeological resource" is an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria: (1) contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information; (2) has a special and particular quality such as being the oldest of its type or the best available example of its type; or (3) is directly associated with a scientifically recognized important prehistoric or historic event or person. There are eight prehistoric sites and one prehistoric/historic site within the Plan Area, located primarily along the American River and creeks. Several of these sites are known to contain human remains (City of Rancho Cordova 2006b).

3.5.2 Discussion

a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

Less than significant. Implementation of the CAAP would involve improvements to or near properties that contain listed or eligible historical resources. For example, installation of EV charging infrastructure (Transportation-5.1 through 5.4), development of a building retrofit program, (Adaptation-5m), and installation of alternatively-fueled water heaters (Energy-1.1, -1.2). The implementation of measures that involve ground disturbance, including grading

and excavation, would not involve the demolition, destruction, alteration, or structural relocation of a historical resource. Energy efficiency improvements and building retrofits would involve minor changes to the exterior (e.g., rooftop solar panels) or interior (e.g., water heating and space heating and cooling systems) of existing buildings, and would not otherwise involve features with substantial height, bulk, or massing that could substantially cause an adverse change to a historic resource.

The implementation of any measures that involves listed or eligible historical resources would be required to comply with existing federal, State, and local regulations that protect historical resources and undergo the City's discretionary review process, where applicable, including completion of subsequent project-level planning and environmental review under CEQA that would ensure that identified resources are appropriately protected. For example, following the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings would ensure that implementation of any measures involving historical resources, such as promoting building retrofits to include climate resilience (Adaptation-5m) would not adversely change the historical resource. Compliance with the 2022 California State Historical Building Code (RCMC Chapter 16.05) would protect from substantial adverse change to historic structures included on the national or State registers of historic places. Additionally, these projects would be required to comply with applicable requirements in the City's *Design Guidelines*, including standards for construction and maintenance of curbs, sidewalks, and roads while preserving the historical nature of the city (City of Rancho Cordova 2005). Implementation of the other measures included in the CAAP would not involve short- or long-term physical changes that could cause a substantial adverse change in the significance of a historical resource.

For all of the foregoing reasons, implementation of the CAAP would not cause a substantial adverse change in the significant of a historical resource. This impact would be less than significant. No mitigation is required.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less than significant. Implementation of the CAAP would involve ground disturbing activities, including grading and excavation, in which archaeological resources could be encountered. For example, minor grading, excavation, and other ground disturbance would occur during the construction of new roundabouts and bicycle infrastructure (Transportation-1.3, -2.1, -2.2, and Adaptation-5g), installation of EV charging infrastructure (Transportation-5.1 through 5.4), and tree planting (Carbon Storage-1.1). Because ground disturbance would be limited to shallow depths, comprised of artificial fill or previously disturbed soils, archaeological resources are unlikely to be encountered. In addition, construction activities associated with CAAP implementation would occur in already disturbed developed areas such as roadways and parking lots. EV charging stations would be installed in new and existing developments, and roadway improvements such as roundabouts, walkways, and bicycle infrastructure would occur along existing developed roadways and cul-de-sacs. In addition, tree planting would occur within City green spaces, public rights-of-way and new development projects.

Implementation of the other measures included in the CAAP would not involve short- or long-term physical changes that could cause a substantial adverse change in the significance of an archaeological resource. In general, facilities associated with CAAP implementation would occur in more urbanized areas that would involve development within previously disturbed areas. However, depending on the depth of excavation with certain facilities, disturbance of native soils may be necessary.

The exact locations of physical activities implementing the CAAP are unknown at this time; however, they would be required to comply with General Plan Policy CHR.1.3 ensuring that cultural resources (including prehistoric, historic, paleontological, and Senate Bill 18 Tribal resources) are analyzed and conserved in compliance with CEQA requirements, and Policy CHR.1.2 which directs the City to identify and protect historic and cultural resources including individual properties, districts, and sites (e.g., archaeological sites) in compliance with CEQA. In addition, enforcement of General Plan EIR (State Clearinghouse No. 2005022137) mitigation measures would reduce impacts to archaeological resources. Specifically, General Plan EIR Mitigation Measure 4.11.2 which directs the City to require the preparation of a literature study and records search prior to any ground disturbing activity to determine whether the project area has been previously surveyed and whether cultural resources were identified. Further, General Plan Policy

CHR.1.3 directs the City to require a qualified archaeologist to evaluate any cultural resources discovered during site construction activities, and a Tribal monitor will accompany a qualified archeologist to identify, and determine the significance of, cultural resources and/or sacred lands. For all the foregoing reasons, the implementation of CAAP measures would not result in substantial adverse change in the significance of an archaeological resource. Therefore, the impact would be **less than significant**. No mitigation is required.

c) Substantially disturb human remains, including those interred outside of formal cemeteries?

Less than significant. Implementation of the CAAP would involve ground disturbing activities, including grading and excavation, could, depending on their location, encounter human remains interred outside formal cemeteries. For example, minor grading, excavation, and other ground disturbance would occur during the construction of new roundabouts and bicycle infrastructure (Transportation-2.1, -2.2, and Adaptation-5g), installation of EV charging infrastructure (Transportation-5.1 through 5.4), and tree planting (Carbon Storage-1.1). Because ground disturbance would generally be limited to previously disturbed soils and would occur at shallow depths, human remains are unlikely to be encountered. Implementation of the other measures included in the CAAP would not involve short- or long-term physical changes that could disturb human remains.

Location of grave sites and Native American remains can occur outside identified cemeteries or burial sites. Therefore, there is a possibility that unmarked, previously unknown Native American or other graves could be present within future project sites and could be encountered during construction activities.

California recognizes the need to protect Native American human burials, skeletal remains, and items associated with Native American burials from vandalism and inadvertent destruction. The procedures for the treatment of Native American human remains are contained in California Health and Safety Codes Sections 7050.5 and 7052 and Public Resource Code (PRC) Section 5097.

These statutes require that, if human remains are discovered during construction activities, potentially damaging ground-disturbing activities in the area of the remains shall be halted immediately, and the County coroner and Native American Commission (NAHC) shall be notified immediately, in accordance with PRC Section 5097.98 and California Health and Safety Code Section 7050.5. If the remains are determined by NAHC to be Native American, the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The responsibilities for acting upon notification of a discovery of Native American human remains are identified in PRC Section 5097.94. Compliance with California Health and Safety Code Sections 7050.5 and 7052, and PRC Section 5097 would avoid or minimize the disturbance of human remains, and to appropriately treat any remains that are discovered. In addition, future activities implementing the CAAP would be required to comply with General Plan Policy CHR.1.3 which directs the City to ensure that cultural resources (including prehistoric, historic, paleontological, and Senate Bill 18 Tribal resources) are analyzed and conserved in compliance with CEQA requirements. Therefore, implementation of the CAAP would not disturb humans remains, including those interred outside of formal cemeteries. This impact would be less than significant. No mitigation is required.

3.6 ENERGY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. Energy.				
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

3.6.1 Environmental Setting

Sacramento Municipal Utility District (SMUD) is a community-owned electric utility that provides energy service to approximately 645,000 people within a 900-square-mile service area that encompasses most of Sacramento County, as well as portions of Placer and Yolo Counties, including the City (SMUD 2023). SMUD obtains electricity from a variety of sources, including SMUD-owned facilities and other private and publicly owned facilities that provide electricity through contracts and agreements. In 2021, SMUD sourced approximately 30 percent of its electricity from eligible renewables (i.e. biomass/biowaste, geothermal, eligible hydroelectric, solar, and wind), 18 percent from large hydroelectric, 51 percent from natural gas, 0.8 percent from nuclear, and 0.6 percent from other and unspecified sources. SMUD has also committed to eliminating 100 percent of GHG emissions from the electricity it generates by 2030 through the 2030 Zero Carbon Plan (SMUD 2021).

FEDERAL REGULATIONS

The Energy Policy and Conservation Act of 1975 established nationwide fuel economy standards to conserve oil. Under this act, the National Highway Traffic and Safety Administration, is responsible for revising existing fuel economy standards and establishing new vehicle economy standards. The Corporate Average Fuel Economy program was established to determine vehicle manufacturer compliance with the government's fuel economy standards. Three Energy Policy Acts have been passed, in 1992, 2005, and 2007, to reduce dependence on foreign petroleum, provide tax incentives for alternative fuels, and support energy conservation.

STATE REGULATIONS

Warren-Alquist Act

The 1975 Warren-Alquist Act established the California Energy Resources Conservation and Development Commission, now known as the California Energy Commission (CEC). The Act established State policy to reduce wasteful, uneconomical, and unnecessary uses of energy by employing a range of measures. The California Public Utilities Commission (CPUC) regulates privately-owned utilities in the energy, rail, telecommunications, and water fields.

State of California Energy Action Plan

The CEC, CPUC, and now defunct Consumer Power and Conservation Financing Authority prepared the first State of California Energy Action Plan (EAP) in 2003 to establish shared goals and specific actions to ensure that adequate, reliable, and reasonably-priced electrical power and natural gas supplies are achieved and provided through policies, strategies, and actions that are cost-effective and environmentally sound for California's consumers and taxpayers.

The plan was updated in 2005 and 2008 to address policy the emerging importance of climate change, transportation-related energy issues, and research and development activities.

Executive Order B-18-12

Executive Order (EO) B-18-12, which was signed by Governor Brown in 2012, proclaims that State agencies take actions to reduce entity-wide GHG emissions by at least 10 percent by 2015 and 20 percent by 2020, as measured against a 2010 baseline. This order also directed State agencies to use clean onsite power generation to the extent feasible and to obtain LEED "Silver" certification or higher for any new or substantially renovated structure larger than 10,000 square feet.

Title 24 California Building Code

California Energy Code

Title 24 CCR Part 6, is California's Energy Efficiency Standards for Residential and Non-Residential Buildings (California Energy Code). The California Energy Code consists of energy and water efficiency requirements for the construction of new buildings as well additions and alterations to existing buildings (CEC 2022). The CEC adopted the most recent California Energy Code (2022) on August 11, 2021.

California Green Building Standards

Part 11 of Title 24 is the California Green Building Standards Code (CALGreen) which consists of mandatory regulations pertaining to both residential and non-residential building efficiency standards for energy efficiency, water efficiency, material conservation and resource efficiency, and environmental quality. (DGS 2022). The most recent version of the CALGreen code (2022) became effective January 1, 2023.

Transportation-Related Regulations

Various regulatory and planning efforts are aimed at reducing dependency on fossil fuels, increasing the use of alternative fuels, and improving California's vehicle fleet. Senate Bill (SB) 375 aligns regional transportation planning efforts, regional GHG emission reduction targets, and land use and housing allocation. CARB, in consultation with the metropolitan planning organizations, provides each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in their respective regions for 2020 and 2035. The current plan for the Sacramento Area Council of Governments (SACOG) is the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (2020 MTP/SCS) which was adopted on November 18, 2019. Through the implementation of this plan SACOG aims to reduce GHG emissions from passenger vehicles by 19 percent in 2035 (CARB 2018).

Pursuant to Assembly Bill (AB) 2076 (Chapter 936, Statutes of 2000), CEC and the CARB prepared and adopted a joint agency report in 2003, Reducing California's Petroleum Dependence. Included in this report are recommendations to increase the use of alternative fuels to 20 percent of on-road transportation fuel use by 2020 and 30 percent by 2030, significantly increase the efficiency of motor vehicles, and reduce per capita VMT (CEC and CARB 2003).

AB 1007 (Chapter 371, Statues of 2005) required CEC to prepare the State Alternative Fuels Plan to increase the use of alternative fuels in California.

In January 2012, CARB approved the Advanced Clean Cars program, which combines the control of GHG emissions and criteria air pollutants, as well as requirements for greater numbers of zero-emission vehicles (ZEVs), into a single package of regulatory standards for vehicle model years 2017– 2025. The new regulations strengthened the GHG standards for 2017 models and beyond. In addition, the program's zero-emission vehicle (ZEV) regulation requires battery, fuel cell, and plug-in hybrid electric vehicles (EVs) to account for up to 15 percent of California's new vehicle sales by 2025. In August 2022, CARB adopted the ACC II program, which sets sales requirements for ZEVs to ultimately reach the goal of 100 percent ZEV sales in the State by 2035.

GHG Reduction Regulations

Several regulatory measures such as AB 32, EO B-30-15, SB 32, AB 197, and most recently, AB 1279, were enacted to reduce GHGs and have the co-benefit of reducing California's dependency on fossil fuels and making land use

development and transportation systems more energy efficient. CARB adopted the *Final 2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan) in December 2022, which provides the framework for meeting the state's ambitious GHG reduction targets of reducing GHG emissions 85 percent below 1990 levels and achieving carbon neutrality by 2045 (CARB 2022).

Renewable Energy Regulations

SB X1-2 of 2011 requires all California utilities to generate 33 percent of their electricity from renewables by 2020. SB X1-2 also requires the renewable electricity standard to be met increasingly with renewable energy that is supplied to the California grid from sources within, or directly proximate to, California. SB X1-2 mandates that renewables from these sources make up at least 50 percent of the total renewable energy for the 2011-2013 compliance period, at least 65 percent for the 2014-2016 compliance period, and at least 75 percent for 2016 and beyond.

SB 100, signed in September 2018, requires that all California utilities, including independently-owned utilities, energy service providers, and community choice aggregators, supply 44 percent of retail sales from renewable resources by December 31, 2024, 50 percent of all electricity sold by December 31, 2026, 52 percent by December 31, 2027, and 60 percent by December 31, 2030. The law also requires that eligible renewable energy resources and zero-carbon resources supply 100 percent of retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045.

3.6.2 Discussion

- a) **Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**

Less than significant. Provided below are analyses of energy consumption related to construction and operational activities.

Construction

Implementation of the CAAP would result in the consumption of energy resources during construction. GHG reduction measures that would result in new EV charging stations, roundabouts, bicycle infrastructure, new rooftop and canopy-cover solar panels, and tree planting (Transportation-1.1, -1.3, -2.1, -2.2, -3.4, -5.1, Energy-1.1, -1.2), would consume energy resources such as electricity, fuels, and non-renewable resources during construction. These types of projects would not involve large amounts of labor or extensive use of construction equipment. Some worker trips may be required during installation of these facilities and features, resulting in the short-term consumption of diesel fuel and gasoline. However, workers would likely be located within the Sacramento region and would not require extended commutes to reach construction sites. Construction equipment may also be used during installation of these facilities and features, construction equipment (e.g., backhoes, front loaders, bulldozers and skid steers), but it is likely that this equipment would be used intermittently and for relatively short periods of time. Additionally, Measures Off Road-2.1 and -2.2 would promote the use of alternative fuel in construction equipment and limit construction vehicle idling time, respectively. Demand for energy resources during construction would vary throughout the construction period and would generally cease upon completion of construction.

Measure Carbon Storage-1.1 would increase tree planting in areas such as parks, public gathering places and along sidewalks and bike paths. This would likely not require heavy equipment but could result in a small amount of fuel consumption when delivering trees.

Operations

Occasional operational maintenance activities for facilities and features above may be required with implementation of the CAAP. However, these trips would be infrequent and therefore operational vehicle trips would be minimal; thus, associated operational fuel consumption would also be minimal.

Implementation of the CAAP would improve operational energy efficiency and reduce the use of fossil fuels through measures which reduce VMT and encourage EV use, as well as measures which facilitate the increased generation and utilization of renewable energy. For example, measures such as Transportation-5.2 and -5.3 would involve the installation of publicly accessible EV chargers on private property as well as public property, respectively, while other transportation-related measures such as Transportation-1.3 would reduce VMT in the City by improving street connectivity. Measures pertaining to EV charging, such as Transportation-5.2 and -5.3 described above, would increase the use of electricity. However, these measures would reduce the consumption of fossil fuels. Energy-related measures such as Energy-2.2 would reduce GHG emissions and decrease operational energy consumption by requiring all new nonresidential development to achieve energy efficiency above minimum State building code requirements.

Measures Solid Waste-1.1 and -1.2, which increase the recovery of edible food waste and eliminate the disposal of organic waste in landfills, respectively, could lead to increased haul truck trips to and from composting and recycling facilities; however, it is anticipated that these trips would displace the haul truck trips that would be diverted from the landfill. Therefore, no net change in energy consumption is anticipated.

Measure Carbon Storage-1.1 would increase tree planting in areas such as parks, public gathering places and along sidewalks and bike paths, and would therefore indirectly involve minor electricity consumption associated with conveyance and treatment of water used for irrigation.

Collectively, these measures are intended to reduce the urban heat island effect, reduce consumption of gasoline and diesel fuels, and reduce the amount of energy consumed for cooling in the summer. Therefore, these projects would be considered necessary and beneficial uses of energy resources. Implementation of the other GHG reduction measures and adaptation strategies in the CAAP would not involve short- or long-term physical changes that could result in wasteful, inefficient, or unnecessary energy consumption.

Impact Summary

The goal of the CAAP is to reduce GHG emissions generated within the Plan Area by using alternatively fueled vehicles, reducing VMT, generating and utilizing renewable energy, reducing waste generation, and increasing carbon sequestration. The CAAP also sets forth actions to adapt to climate change hazards including extreme heat, drought, flooding, and wildfires. Although implementation of the CAAP would result in temporary construction activities that would consume energy resources, standard best management practices would discourage unnecessary idling and the operation of poorly maintained equipment during construction. Moreover, while GHG reduction measures were formulated to reduce GHGs, many would improve energy efficiency and decrease reliance on fossil fuels. Thus, implementation of the CAAP would not result in wasteful, inefficient, or unnecessary consumption of energy, during project construction or operation. This impact would be less than significant. No mitigation is required.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency

Less than significant. The goals and measures included in the CAAP are being developed in consideration of the long-term GHG reduction goals of the 2022 Scoping Plan, especially those pertaining to energy utilization and generation. Additionally, the CAAP includes the Priority GHG Reduction Strategies outlined in the 2022 Scoping Plan. These measures, which focus on transportation electrification and VMT reduction, are intended to provide local jurisdictions with impactful GHG reduction strategies that can be implemented by local governments (CARB 2022). Measures included in the CAAP such as Energy-1.1, -1.2, -2.1, and -2.2 collectively reduce the demand and usage of fossil fuels in both residential and nonresidential applications by retrofitting existing buildings to improve energy efficiency, requiring that new residential development be all-electric and zero-net-energy (ZNE), and that new nonresidential development exceed State building code requirements for energy consumption. Additionally, the CAAP would encourage the use of alternatively fueled vehicles through the implementation of measures such as Transportation-5.2 which would involve the installation of publicly accessible EV chargers on private property. Other transportation-related measures such as Transportation-1.3 would reduce VMT in the City by improving street connectivity. While the construction required to implement these measures may require some energy consumption, ultimately the measures would improve energy efficiency and reduce fossil fuel consumption. Measures Off Road-2.1

and -2.2 would promote the use of alternative fuel in construction equipment and limit construction vehicle idling time, respectively, reducing the consumption of gasoline and diesel fuel. Therefore, construction associated with implementation of the CAAP would not obstruct achievement of the energy efficiency and GHG reduction goals outlined in the 2022 Scoping Plan.

The EAP, which focuses on energy efficiency; demand response; renewable energy; the supply and reliability of electricity, natural gas, and transportation fuels; and achieving GHG reduction targets would also be relevant to the implementation of the CAAP (CEC and CPUC 2008). As discussed above in Criterion (a) although implementation of the CAAP would consume energy resources during construction and operation, GHG reduction measures such as Energy-1.1, -1.2, -2.1, and -2.2, Transportation-1.3, and -5.2 (described above) would increase energy efficiency and use of renewable energy while also acting to conserve energy and reduce reliance on fossil fuels. Measures to increase energy efficiency, support the conversion from gasoline or diesel to electricity or alternative fuels, and increase the supply of renewable energy would directly support EAP goals and strategies. Lastly, all GHG-related measures within the CAAP would support the EAP's goal of achieving GHG reduction targets because the CAAP is intended to reduce GHG emissions generated within the Plan Area. Therefore, the CAAP would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. This impact would be less than significant. No mitigation is required.

3.7 GEOLOGY AND SOILS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. Geology and Soils.				
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial direct or indirect risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

3.7.1 Environmental Setting

The City is located within the Great Valley geomorphic province, which is characterized by thick, Jurassic through Holocene aged sedimentary deposits. Elevations range from several feet below mean sea level to more than 1,000 feet above sea level. Underlying geologic formations consist of alluvial gravel, sand, and silt derived from the western slopes of the Sierra Nevada Range. The youngest geomorphic features in the Plan Area are low floodplains, which are found primarily along the American River and Cosumnes River (City of Rancho Cordova 2006b).

There are no known active fault lines within the Plan Area and the potential for surface fault displacements is considered low. The Plan Area is not located within an Alquist-Priolo Fault Zone, liquefaction zone, or landslide zone (DOC 2023).

Expansive soils are deposited in a loose, highly porous State, then harden and remain dry after deposition. Upon contact with moisture, the weak cementation between the loose soil particles softens and can result in settlement or collapse. Expansive soils, with high shrink-swell characteristics, are known to occur within the Plan Area (City of Rancho Cordova 2006b).

The Great Valley province is bounded by the Klamath and Cascade mountain ranges to the north, the Sierra Nevada Mountains to the east, and the California Coast Mountain Range to the west. The geologic units that underlie the area consist mostly of Cenozoic Quaternary gravelly alluvial and glacial deposits from the American River, which date back to the mid Pleistocene age or approximately 600,000 years. Paleontological resources are not known to occur within these geologic units; however fossil localities have been identified in the Riverbank Formation (City of Rancho Cordova 2006b).

3.7.2 Discussion

- a) **Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**
 - i) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)**

No impact. There are no delineated Alquist-Priolo Earthquake Fault Zones within the Plan Area. Therefore, measures that would be implemented as part of the CAAP would not cause substantial adverse effects related to the rupture of a known earthquake fault. No impact would occur. No mitigation is required.

- ii) **Strong seismic ground shaking?**

No impact. There are no delineated Alquist-Priolo Earthquake Fault Zones or other potentially active faults that have been mapped within the Plan Area. Furthermore, CAAP implementation would not include the construction of habitable structures and development of CAAP-related structures would occur within already developed areas where the necessary ground compaction and other seismic considerations have already been taken into account. Thus, implementation of the CAAP would not exacerbate hazards to people or property from strong seismic ground shaking. No impact would occur. No mitigation is required.

- iii) **Seismic-related ground failure, including liquefaction?**

No impact. There are no liquefaction zones identified within the Plan Area. Furthermore, liquefaction and other seismic-related ground failure events primarily affect structures. Because CAAP implementation would not result in construction of habitable structures and development of CAAP-related structures would occur within already developed areas where the necessary ground compaction and other seismic considerations, including liquefaction, have already been taken into account. Thus, implementation of the CAAP would not exacerbate hazards to people or property from seismic-related ground failure, including liquefaction, no impact would occur. No mitigation is required.

- iv) **Landslides?**

No impact. There are no landslide zones identified within the Plan Area or steep slopes. In addition, CAAP implementation would not occur on steep slopes or require substantial ground disturbing activities that could cause a landslide. No impact would occur. No mitigation is required.

b) Result in substantial soil erosion or the loss of topsoil?

Less than significant. Implementation of the CAAP would involve minor ground disturbing activities, including grading and excavation, could, depending on their location, cause soil erosion and loss of topsoil. For example, minor grading, excavation, and other ground disturbance would occur during the construction of new roundabouts, upgraded walkways, and bicycle infrastructure (Transportation-1.3, -2.1, -2.2, and Adaptation-5g), installation of EV charging infrastructure (Transportation-5.1 through 5.4), and tree planting (Carbon Storage-1.1). However, given the nature of the CAAP, construction activities associated with the implementation would occur in already disturbed, developed areas such as roadways and parking lots. EV charging stations would be installed in new and existing developments, and roadway improvements such as roundabouts, walkways, and bicycle infrastructure would occur along existing developed roadways and cul-de-sacs. In addition, tree planting would occur within City green spaces, public rights-of-way and new development projects. Additionally, CAAP measures involving disturbance of one or more acres would be required to comply with a project-specific storm water pollution prevention plan (SWPPP) that complies with the National Pollutant Discharge Elimination System (NPDES) Construction General Permit (Order 2009-0009-DWQ). The SWPPP would identify erosion and sediment controls to substantially reduce the amount of soil disturbance, erosion, and sediment transport into receiving waters during construction. Through compliance with applicable requirements, measures that would be implemented as part of the CAAP would not result in substantial soil erosion or the loss of topsoil. For all the foregoing reasons, implementation of the CAAP would not result in substantial soil erosion or the loss of topsoil. This impact would be less than significant. No mitigation is required.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

No impact. There are no delineated Alquist-Priolo Earthquake Fault Zones, landslide zones, or liquefaction zones identified within the Plan Area. Furthermore, CAAP implementation does not include construction of habitable structures and development of CAAP-related structures would occur within already developed areas where the necessary ground compaction and other seismic considerations, including geologic unit or soil type, have already been taken into account. Thus, implementation of the CAAP would exacerbate the risk of lateral spreading, subsidence, liquefaction, or collapse. No impact would occur. No mitigation is required.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial direct or indirect risks to life or property?

No impact. Expansive soils are known to occur within the Plan Area; however, CAAP implementation does not include construction of habitable structures that could be affected by soil expansion and development of CAAP-related structures would occur within already developed areas where the necessary ground compaction and other seismic considerations have already been taken into account. Therefore, CAAP implementation would not create substantial risks to life or property from expansive soils. No impact would occur. No mitigation is required.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No impact. CAAP implementation does not include installation of any septic tanks or alternative wastewater disposal systems. As a result, no impact would occur. No mitigation is required.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than significant. The Plan Area is located within the Great Valley geomorphic province. The geologic units that underlie the area consist of aged sedimentary deposits that date back roughly 160 million years. Paleontological resources include continental and marine sediments, which consist of moderate paleontological sensitivity (CGS 2002). Thus, measures that involve ground disturbing activities could be implemented in areas underlain by

potentially unique paleontological resources. Measures that would be implemented as part of the CAAP would involve minor grading, excavation, and other ground disturbance during construction. For example, minor grading, excavation, and other ground disturbance would occur during the construction of new roundabouts, upgraded walkways, and bicycle infrastructure (Transportation-1.3, -2.1, -2.2, and Adaptation-5g), installation of EV charging infrastructure (Transportation-5.1 through 5.4), and tree planting (Carbon Storage-1.1). However, given the nature of the CAAP, construction activities associated with the implementation would occur in already disturbed, developed areas such as roadways and parking lots. EV charging stations would be installed in new and existing developments, and roadway improvements such as roundabouts, walkways, and bicycle infrastructure would occur along existing developed roadways and cul-de-sacs. Ground disturbance would generally be limited to shallow depths, comprised of artificial fill or previously disturbed soils, within developed roadways and urbanized areas; paleontological resources are unlikely to be encountered during the types of ground-disturbing activities that would occur during CAAP implementation. Furthermore, CAAP measures would be consistent with General Plan Policy CHR.1.3, which call for the preservation of important cultural and paleontological resources that contribute to the unique identity and character of the City. General Plan Policy CHR.1.2 encourages the preservation of significant cultural and paleontological resources listed on the national, state, or local registers through maintenance or development of appropriate ordinances that protect, enhance, and perpetuate resources; incentive programs; and/or the development review process (City of Rancho Cordova 2006a). For all the foregoing reasons, the CAAP would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. This impact would be **less than significant**. No mitigation is required.

3.8 GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. Greenhouse Gas Emissions.				
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

3.8.1 Environmental Setting

Certain gases in the earth's atmosphere, classified as GHGs, play a critical role in determining the earth's surface temperature. GHGs are responsible for "trapping" solar radiation in the earth's atmosphere, a phenomenon known as the greenhouse effect. Prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO₂), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Human-caused emissions of these GHGs in excess of natural ambient concentrations are believed responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the earth's climate, known as global climate change or global warming. Emissions of GHGs contributing to global climate change are attributable, in large part, to human activities associated with on-road and off-road transportation, industrial/manufacturing, electricity generation by utilities and consumption by end users, residential and commercial on-site fuel usage, and agriculture and forestry. Emissions of CO₂ are, largely, byproducts of fossil fuel combustion.

The quantity of GHGs in the atmosphere that ultimately result in climate change is not precisely known, but is enormous; no single project alone would measurably contribute to an incremental change in the global average temperature, or to global, local, or micro climates. From the standpoint of the CEQA, GHG impacts relative to global climate change are inherently cumulative.

Although there is strong scientific consensus that global climate change is occurring and is influenced by human activity, there is less certainty as to the timing, severity, and potential consequences of the climate phenomena. Scientists have identified several ways in which global climate change is anticipated to alter the physical environment in California (CNRA 2012, DWR 2006, IPCC 2007). These include:

- ▶ increased average temperatures;
- ▶ modifications to the timing, amount, and form (rain vs. snow) of precipitation;
- ▶ changes in the timing and amount of runoff;
- ▶ reduced water supply;
- ▶ deterioration of water quality; and
- ▶ elevated sea level.

FEDERAL REGULATORY SETTING

The EPA is the federal agency responsible for implementing the federal CAA and its amendments. EPA has taken steps to regulate GHG emissions and lent support for State and local agencies' efforts to reduce GHG emissions. In October

2012, EPA and the National Highway Traffic Safety Administration, issued rules to reduce GHG emissions and improve corporate average fuel economy standards for light-duty vehicles for model years 2017 and beyond (77 FR 62624).

STATE REGULATORY SETTING

Statewide GHG Emission Targets and Climate Change Scoping Plan

Reducing GHG emissions in California has been the focus of the State government for approximately two decades. GHG emission targets established by the State legislature include reducing statewide GHG emissions to 1990 levels by 2020 (Assembly Bill [AB] 32 of 2006) and reducing them to 40 percent below 1990 levels by 2030 (Senate Bill [SB] 32 of 2016). AB 1279 requires California to achieve “net zero greenhouse gas emissions” as soon as possible, but no later than 2045, and to achieve and maintain net negative GHG emissions thereafter. It also requires that statewide anthropogenic GHG emissions be reduced to at least 85% below 1990 levels by 2045. These targets are in line with the scientifically established levels needed in the U.S. to limit the rise in global temperature to no more than 2 degrees Celsius, the warming threshold at which major climate disruptions, such as super droughts and rising sea levels, are projected; these targets also pursue efforts to limit the temperature increase even further to 1.5 degrees Celsius (United Nations 2015).

CARB adopted the 2022 Scoping Plan on December 16, 2022 (CARB 2022). It identifies the reductions needed by each GHG emission sector (e.g., transportation [including off-road mobile source emissions], industry, electricity generation, agriculture, commercial and residential, pollutants with high global warming potential, and recycling and waste). The 2022 Scoping Plan traces the pathway for the state to achieve its carbon neutrality and an 85 percent reduction in 1990 emissions goal by 2045 using a combined top-down, bottom-up approach under various scenarios.

CARB and other state agencies also released the *January 2019 Draft California 2030 Natural and Working Lands Climate Change Implementation Plan* consistent with the carbon neutrality goal of Executive Order B-55-18 (California Environmental Protection Agency et al. 2019).

The state has also passed more detailed legislation addressing GHG emissions associated with transportation, electricity generation, and energy consumption, as summarized below.

Transportation-Related Standards and Regulations

As part of its Advanced Clean Cars program, CARB established more stringent GHG emission standards and fuel efficiency standards for fossil fuel-powered on-road vehicles than EPA. In addition, the program’s zero-emission vehicle (ZEV) regulation requires battery, fuel cell, and plug-in hybrid electric vehicles (EVs) to account for up to 15 percent of California’s new vehicle sales by 2025. In August 2022, CARB adopted the ACC II program, which sets sales requirements for ZEVs to ultimately reach the goal of 100 percent ZEV sales in the state by 2035.

Executive Order B-48-18, signed into law in January 2018, requires all State entities to work with the private sector to have at least 5 million ZEVs on the road by 2030, as well as 200 hydrogen-fueling stations and 250,000 EV-charging stations installed by 2025. It specifies that 10,000 of these charging stations must be direct-current fast chargers.

CARB adopted the Low Carbon Fuel Standard (LCFS) in 2007 to reduce the carbon intensity (CI) of California’s transportation fuels. Low-CI fuels emit less CO₂ than other fossil fuel-based fuels such as gasoline and fossil diesel. The LCFS applies to fuels used by on-road motor vehicles and off-road vehicles, including construction equipment (Wade, pers. comm., 2017).

In addition to regulations that address tailpipe emissions and transportation fuels, the state legislature has passed regulations to address the amount of driving by on-road vehicles. Since passage of SB 375 in 2008, CARB requires metropolitan planning organizations (MPOs) to develop and adopt sustainable communities strategies (SCSs) as a component of the federally-prepared regional transportation plans (RTPs) to show reductions in GHG emissions from passenger cars and light-duty trucks in their respective regions for 2020 and 2035 (CARB 2018b). These plans link land use and housing allocation to transportation planning and related mobile-source emissions. The Sacramento Area Council of Governments (SACOG) serves as the MPO for the Sacramento region. The current plan for the Sacramento Area Council of Governments (SACOG) is the 2020 Metropolitan Transportation Plan/Sustainable

Communities Strategy (2020 MTP/SCS) which was adopted on November 18, 2019. Through implementation of this plan, SACOG aims to reduce GHG emissions from passenger vehicles by 19% in 2035 (CARB 2018a).

Legislation Associated with Electricity Generation

The State has passed legislation requiring the increasing use of renewables to produce electricity for consumers. As required by the Renewable Portfolio Standard (RPS), California utilities are required to generate 33 percent of their electricity from renewables by 2020 (SB X1-2 of 2011); 52 percent by 2027 (SB 100 of 2018); 60 percent by 2030 (also SB 100 of 2018); and 100 percent by 2045 (also SB 100 of 2018).

Building Energy Efficiency Standards (Title 24, Part 6)

The energy consumption of new residential and nonresidential buildings in California is regulated by the California Energy Code. The code was established by CEC in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and provide energy-efficiency standards for residential and nonresidential buildings. CEC updates the California Energy Code every 3 years, typically including more stringent design requirements for reduced energy consumption, which results in the generation of fewer GHG emissions.

The 2022 California Energy Code went into effect on January 1, 2023. The 2022 California Energy Code advances the onsite energy generation progress started in the 2019 California Energy Code by encouraging electric heat pump technology and use, establishing electric-ready requirements when natural gas is installed, expanding solar photo voltaic (PV) system and battery storage standards, and strengthening ventilation standards to improve indoor air quality. CEC estimates that the 2022 California Energy Code will save consumers \$1.5 billion and reduce GHGs by 10 million MTCO_{2e} over the next 30 years (CEC 2021).

California Green Building Standards (Title 24, Part 11)

The California Green Building Standards, also known as CALGreen, is a reach code (i.e., optional standards that exceed the requirements of mandatory codes) developed by CEC that provides green building standards for statewide residential and nonresidential construction. The current version is the 2022 CALGreen Code, which took effect on January 1, 2023. As compared to the 2019 CalGreen Code, the 2022 CalGreen Code strengthened sections pertaining to EV and bicycle parking, water efficiency and conservation, and material conservation and resource efficiency, among other sections of the CalGreen Code. The CALGreen Code sets design requirements equivalent to or more stringent than those of the California Energy Code for energy efficiency, water efficiency, waste diversion, and indoor air quality. These codes are adopted by local agencies that enforce building codes and used as guidelines by state agencies for meeting the requirements of Executive Order B-18-12.

LOCAL

Sacramento Metropolitan Air Quality Management District

SMAQMD is the primary agency responsible for addressing air quality concerns in Sacramento County. SMAQMD also recommends measures for analyzing project-generated GHGs in CEQA analyses and offers multiple potential GHG reduction measures for land use development projects. SMAQMD developed thresholds of significance in line with State GHG reduction goals to provide a uniform scale to measure the significance of GHG emissions from land use and stationary source projects in compliance with CEQA and SB 32. SMAQMD's goals in developing GHG thresholds include ease of implementation; use of standard analysis tools; and emissions mitigation consistent with SB 32 (SMAQMD 2020). It should be noted that SMAQMD thresholds are modeled after Bay Area Air Quality Management District thresholds, which were developed in line with the AB 1279, which requires California to achieve net zero greenhouse gas emissions as soon as possible, but no later than 2045, and to achieve and maintain net negative GHG emissions thereafter. It also requires that statewide anthropogenic GHG emissions be reduced to at least 85% below 1990 levels by 2045. Therefore, SMAQMD thresholds are aligned with AB 1279. Based on SMAQMD's guidance, which includes a tiered approach to determining project significance, a project would result in a cumulatively considerable contribution to climate change if it would:

Construction

Result in construction emissions that exceed 1,100 MT CO₂e/year.

Operation

Be inconsistent with the Climate Change Scoping Plan by not implementing applicable BMPs or equivalent on/off site mitigation. The following tiered approach shall be used to determine consistency:

- ▶ Tier 1 BMPs (BMP 1 & 2)
 - Projects shall be designed and constructed without natural gas infrastructure.
 - Projects shall meet the current CalGreen Tier 2 EV charging standards (i.e., 10 percent of all parking spaces to be EV-ready).
 - After Tier 1 standards are met, do the project's emissions exceed 1,100 MT CO₂e/year?
- ▶ Tier 2 (BMP 3)
 - Residential projects shall achieve a 15 percent reduction in VMT per resident and office projects shall achieve a 15 percent reduction in VMT per worker compared to existing average VMT for the county, and retail projects shall achieve no net increase in total VMT to show consistency with SB 743.

3.8.2 Discussion

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than significant. The CAAP is a policy-level document that does not include any site-specific designs or proposals or grant any entitlements for development; however, construction and operation of GHG reduction measures and adaptation actions that would be implemented with CAAP adoption have the potential to directly or indirectly emit GHG emissions.

Construction

Implementation of the CAAP would result in the construction of new EV charging stations, roundabouts, bicycle infrastructure, new rooftop and canopy-cover solar panels, and tree planting (Transportation-1.1, -1.3, -2.1, -2.2, -3.4, -5.1, Energy-1.1, -1.2) and would generate GHG-emissions from the operation of construction equipment, construction worker vehicle trips, and truck hauling trips. These types of projects would not involve substantial numbers of workers or extensive use of construction equipment. Additionally, CAAP Measures Off Road-2.1 and -2.2 would promote the use of alternative fuel in construction equipment and limit construction vehicle idling time, respectively. This would reduce GHG emissions from construction activities in the Plan Area. The SMAQMD threshold for construction-related GHG emissions is 1,100 MTCO₂e per year. It is highly unlikely that small-scale, sporadic infrastructure-improvement construction projects, such as those required for implementation of the CAAP, would exceed the SMAQMD threshold for construction-related GHGs. Additionally, any temporary GHG emissions would be offset by the by the overall net benefit of GHG emissions reduction after implementation of the CAAP.

Operations

Occasional maintenance activities for these facilities and operational vehicle trips described above would be minimal; thus, associated operational GHG emissions resulting from implementation of the CAAP would also be minimal. Measures Solid Waste-1.1 and -1.2, are intended to reduce fugitive methane emissions from anaerobic decomposition of organic waste in landfills by increasing the recovery of edible food waste and eliminate the disposal of organic waste in landfills, respectively. These measures would result in increased waste diversion, which could lead to increased haul truck trips to and from composting and recycling facilities. However, it is anticipated that these trips would displace the haul truck trips that would be diverted from the landfill. A net increase in the number of haul truck trips and associated GHG emissions within the Plan Area would not be anticipated. Implementation of the CAAP would also reduce GHG emissions by encouraging the use of alternatively fueled vehicles through the installation of

measures such as Transportation-5.2 and -5.3, which would involve the installation of publicly accessible EV chargers on both private and public property, respectively. Measures pertaining to EV charging, such as Measures Transportation-5.2 and -5.3, would increase the use of electricity. However, these measures would reduce the consumption of fossil fuels related to transportation and are considered to be beneficial in reducing GHG emissions. Other transportation-related measures such as Transportation-1.3 would reduce VMT by improving street connectivity. Through implementation of these measures, it is expected that implementation of the CAAP would lead to a reduction in the consumption of fossil fuels related to transportation. Measures Energy-1.1, -1.2, -2.1 and -2.2, would reduce GHG emissions related to energy consumption and production. This would be achieved by retrofitting existing residential and non-residential buildings for increased efficiency and reduced natural gas consumption (Energy-1.1 and -1.2). Additionally, new residential buildings would be required to be all-electric and zero-net-energy (Energy-2.1), while new non-residential development would be required to exceed California Building Code energy efficiency requirements (Energy-2.2). This would result in reduced consumption of natural gas used for the purpose of providing electricity to buildings, and therefore reduced GHG emissions.

Measures W-1.1 and W-1.2 would reduce both indoor and outdoor (i.e. landscaping) water use in new and existing buildings. This would reduce water consumption and, therefore, GHG emissions associated with electricity used for conveyance and treatment of water supply.

Measure Carbon Storage-1.1 would involve the planting of new trees while also preserving existing trees. While this measure would not reduce GHG emissions, it would aid in the removal of GHG emissions from the atmosphere. Additionally, this measure could reduce electricity demand associated with the use of air conditioning by providing shade.

Impact Summary

Implementation of the GHG reduction measures in the CAAP would not involve short- or long-term physical changes that could result in GHG emissions. The CAAP would reduce GHG emissions generated within the Plan Area by encouraging the use of alternative fuels in vehicles, reducing VMT, improving energy efficiency, reducing waste generation, and increasing carbon sequestration. In addition, measures that support energy efficiency and renewable energy generation would reduce GHG emissions at power plants generating electricity that serves the Plan Area. Thus, any temporary GHG emissions would be offset by the by the overall net benefit of GHG emissions reduction after implementation of the CAAP. Therefore, implementation of the CAAP would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. This impact would be less than significant. No mitigation is required.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than significant. See Criterion (b) of Section 3.6 "Energy," which explains that implementation of the CAAP would not conflict with the 2022 Scoping Plan, which is the adopted Statewide plan for the purpose of reducing GHG emissions. This impact would be less than significant. No mitigation is required.

3.9 HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. Hazards and Hazardous Materials.				
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☒	☐

3.9.1 Environmental Setting

This section describes the environmental setting and impacts related to hazards and hazardous materials. For the purposes of this analysis, the term "hazards" refers to risk associated with such issues as fires, explosions, exposure to hazardous materials, and interference with emergency response plans. The term "hazardous material" is defined in different ways for different regulatory programs. For this analysis, "hazardous material" is defined by the California Health and Safety Code, Section 25501: "because of their quantity, concentration, or physical or chemical characteristics, (they) pose a significant present or potential hazard to human health and safety or to the environment if release into the workplace or the environment."

"Hazardous waste" is a subset of hazardous materials. For this analysis, "hazardous waste" is defined by the California Health and Safety Code, Section 25517, and in the California Code of Regulations, Title 22, Section 66261.2: "because of their quantity, concentration, or physical or chemical characteristics, may either cause, or significantly contribute to an increase in mortality or an increase in serious illness, or pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed." California Government Code Section 65962.5 requires the California Environmental Protection Agency to compile, maintain, and updated specified lists of hazardous material release sites.

There are no public airports or private airstrips within city limits, but the Mather Airport is located within the General Plan Area. It is located immediately adjacent to the southern border of the City. The southern portion of the General Plan Area is located within the "imaginary surfaces" of Mather Airport, which require specific height restrictions of structures that could constitute as a hazard to aircraft navigation as deemed by the FAA (City of Rancho Cordova 2006b).

The California Department of Forestry and Fire Protection (CAL FIRE) has mapped Fire Hazard Severity Zones (FHSZs) for the entire State. FHSZs are based on an evaluation of fuels, fire history, terrain, housing density, and occurrence of severe fire weather and are intended to identify areas where urban fires could result in catastrophic losses. FHSZs are categorized as: Moderate, High, and Very High. According to CAL FIRE's Fire Resource Assessment Program FHSZ Geographic Information System data, the City is not located within a Very High FHSZ (ArcGIS 2023).

3.9.2 Discussion

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than Significant Impact. The implementation of CAAP would involve the use of hazardous materials during construction and routine maintenance. However, all future projects would be required to comply with relevant federal, State, and local regulations that require strict adherence to guidelines regarding the safe use, transportation, and disposal of hazardous materials as well as ensuring the reduction of the potential for humans or the environment to be affected by an accidental release of hazardous materials. Regulations that would be required of those transporting, using or disposing of hazardous materials include the Resource Conservation and Recovery Act; the Comprehensive Environmental Response, Compensation, and Liability Act; the Hazardous Materials Transportation Act; Title 22; CCR Title 27, and California Fire Code. For all the foregoing reasons, implementation of the CAAP would not create a significant hazard through the routine transport, use, or disposal of hazardous materials. This impact would be less than significant. No mitigation is required.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?

Less than significant. As discussed in Criterion (a) above, all future projects would be required to comply with relevant federal, State, and local regulations that require strict adherence to guidelines regarding the safe use, transportation, and disposal of hazardous materials as well as ensuring the reduction of the potential for humans or the environment to be affected by an accidental release of hazardous materials. Enforcement of these regulatory standards would ensure that GHG reduction measures facilitated by CAAP implementation would not create a significant hazard through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment. This impact would be less than significant. No mitigation is required.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less than significant. Implementation of GHG reduction measures would be required to comply with relevant federal, State, and local regulations that require strict adherence to guidelines regarding the safe use, transportation, and disposal of hazardous materials as well as ensuring the reduction of the potential for humans or the environment to

be affected by an accidental release of hazardous materials. Because such laws are established to be protective of human health and the environment, compliance with applicable regulations is sufficient to ensure that any hazardous materials used during CAAP implementation would not result in hazardous emissions within one-quarter mile of an existing or proposed school. This impact would be less than significant. No mitigation is required.

- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

Less than significant. Sites with the potential to contain soil and/or groundwater contamination are located throughout the Plan Area. Implementation of the CAAP would involve ground disturbing activities, including grading and excavation, which could result in the release of contaminants into the environment, if they are present in the underlying soils and/or groundwater. According to the Hazardous Waste and Substances Site List (Cortese), the City contains 3 active hazardous materials sites including on a list compiled pursuant to Government Code Section 65962.5. These sites include McDonnell Douglas- inactive test site, Aerojet General Corporation, and Purity Oil Sales-Delta Gunite. Each of these are active cleanup sites with efforts focusing on remediation of polluted ground water supply from contaminated soils. The McDonnell Douglas and Purity Oil Sites are under a state led response, while the Aerojet site is listed as an active federal superfund site. Implementation of the CAAP would not result in any ground-disturbing activities on these sites before their cleanup and remediation activities are completed. In addition, in the event CAAP implementation results in ground disturbance on these sites after completion of their cleanup activities, any residual contamination that is encountered would be remediated to allowable regulatory levels in accordance with applicable county and State regulations before any ground-disturbing activities are permitted to occur. Therefore, implementation of the CAAP would not result in a significant hazard to the public or the environment due to being located on a hazardous materials site. This impact would be less than significant. No mitigation is required.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?**

No Impact. The implementation of GHG reductions measures would not result in new or relocated residential land uses, other types of noise-sensitive receptors, or new places of permanent employment where residents or workers could be exposed to a safety hazard or excessive noise. The closest airport to the Plan Area is Mather Airport located outside of and along the south border of the Plan Area. Therefore, implementation of the CAAP would not expose residents or workers to a safety hazard or excessive noise levels. No impact would occur. No mitigation is required.

- f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Less than significant. Implementation of the CAAP would result in construction of improvements to existing roadways that serve as evacuation routes, including new bikeways (Transportation-2.1) and roundabouts (Transportation-2.2). However, these improvements would not adversely affect the capacity of roadways during an emergency or evacuation. In fact, the CAAP includes Adaptation-5g, which encourages the installation of roundabouts in place of traffic signals to increase traffic flow and ability to evacuate during an emergency.

Overall, the physical improvements resulting from CAAP implementation would not impair or interfere with adopted emergency response or evacuation plans. Additionally, the CAAP would promote emergency response and evacuation by increasing awareness of climate hazards, increasing understanding of disaster preparedness, and encouraging residents to enroll in the Sacramento Region Emergency Notification System (Adaptation-5a, -5b, and 5e). This impact would be less than significant. No mitigation is required.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

Less than significant. The Plan Area is not located within a Very High FHSZ. The implementation of the CAAP would involve ground disturbing activities, including grading and excavation, that require the temporary and periodic use of construction vehicles and equipment. For example, minor grading, excavation, and other ground disturbance would occur during the construction of new bikeways and roundabouts (Transportation-2.1 and -2.2) and installation of EV charging infrastructure (Transportation-5.1 through -5.4). Given the nature of the CAAP, and the absence of Very High FHSZs in the Plan Area, construction activities associated with implementation would occur in already disturbed, developed areas such as roadways and parking lots where wildfire risk is low. The CAAP also includes adaptation actions that would reduce the potential for people to be indirectly exposed to significant risks due to wildfire by developing and implementing a wildfire smoke protection strategy (Adaptation-4a) and monitoring employers to ensure compliance with State regulations protecting workers who may be exposed to wildfire smoke. Implementation of the CAAP would not directly or indirectly expose people or structures to a significant risk of loss injury, or death involving wildland fires. Therefore, the impact would be less than significant. No mitigation is required.

3.10 HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. Hydrology and Water Quality.				
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) Result in substantial on- or offsite erosion or siltation;	☐	☐	☒	☐
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv) Impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

3.10.1 Environmental Setting

The Plan Area is located within the Sacramento River Basin. The northern portion of the Plan Area is located within the Lower American River Watershed which covers approximately 1,875 square miles. The southern portion of the Plan Area is located within the Lower Sacramento Watershed, one of the largest watersheds in the U.S., which covers approximately 27,000 square miles and drains the Sacramento Valley, the Modoc Plateau, and parts of the Cascade Range and Sierra Nevada Range. The main tributaries in the Lower Sacramento Watershed include the Feather, Yuba, Pit, and American Rivers (City of Rancho Cordova 2006b).

Flooding hazards within the Plan Area are due to the potential for surface water bodies, most specifically the American and Consumnes River, to overflow as well as localized flooding resulting from undersized drainage facilities

in existing developed areas, including Sunrise Boulevard south of White Rock Road (City of Rancho Cordova 2006b). The Elder Creek, Laguna Creek, and Morrison Creek floodplains are located within the Plan Area (City of Rancho Cordova 2006a). In addition, the Federal Emergency Management Agency (FEMA) has identified 500-year floodplain predictions as a result of complete failure of Folsom Dam (City of Rancho Cordova 2006b). However, substantial flooding within the Plan Area has an extremely low probability of occurring and is not considered to be a reasonably foreseeable event (FEMA 2023).

The Plan Area is located within the South American Subbasin (SASb; DWR Bulletin 118, 5- 21.65), which is a high priority subbasin within the larger Sacramento Valley Groundwater Basin. A majority of the SASb is surrounded by rivers including the American River on the northern boundary, the Cosumnes and Mokelumne Rivers on the south, and the Sacramento River forming the western boundary. The eastern boundary is the only area not bounded by a river, located where the alluvial sediments of the groundwater basin give way to the foothills of the Sierra Nevada.

In 2014, California enacted the Sustainable Groundwater Management Act (SGMA), which requires the state's high and medium priority groundwater basins to develop a GSP to achieve a sustainable regime that balances pumping and recharge and considers the needs of all water users. In accordance with SGMA, six Groundwater Sustainability Agencies (GSAs) were formed, and under a collective Memorandum of Understanding (MOU) in Spring of 2020, GSAs agreed to develop one Groundwater Sustainability Plan (GSP) for the SASb.

3.10.2 Discussion

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less than significant. The Water Quality Control Plan for the Sacramento River Basin (Basin Plan), adopted by the Central Valley Regional Water Quality Control Board (RWQCB), establishes water quality objectives for ground and surface waters in the Central Valley region. The purpose of the Basin Plan is to preserve and enhance water quality and protect the beneficial uses of regional waters. The RWQCB also issues waste discharge requirements to ensure that wastewater is not discharged in a manner that would cause an exceedance of applicable water quality objectives or adversely affect beneficial uses designated in the Basin Plan.

Implementation of the CAAP would include improvements to the City's existing pedestrian, bicycle, and transit network. These types of projects would not create substantial new sources of pollutants and would not involve the discharge of wastewater. The CAAP measures involving construction activity would require minor grading, excavation, and other ground disturbance. Ground-disturbing activities, could, depending on their location, potentially cause soil erosion which in turn can contaminate nearby surface water. However, implementation of the CAAP would be required to comply with RCMC Chapter 16.44, which specify grading and erosion control standards. For CAAP measures that involve one or more acres of ground disturbance, applicants would be required to submit a Notice of Intent to SWRCB to obtain approval to carry out construction activities under the NPDES Construction General Permit (Order 2009-0009-DWQ). Compliance with the Construction General Permit requires the applicant to develop a project-specific SWPPP, which would identify source control, site design, and treatment-control BMPs to reduce stormwater runoff volumes and pollutants leaving the site. Erosion and sediment controls identified in the SWPPP would substantially reduce the amount of soil disturbance, erosion, and sediment transport into receiving waters, and pollutants in site runoff during construction. Through compliance with all applicable regulations and permits, implementation of CAAP measures under the program would not violate any water quality standards or waste discharge requirements established by the Central Valley RWQCB or otherwise substantially degrade surface or groundwater quality. This impact is less than significant. No mitigation is required.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less than significant. The implementation of the CAAP would involve ground disturbing activities, including grading and excavation, which could require the use of water for dust abatement as needed via a water truck. In addition, These activities would be temporary and intermittent and would not involve the substantial use of groundwater or otherwise affect recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. CAAP measures Carbon Storage-1.1, Adaptation-2d, and Adaptation-1e would increase the number of trees in the Plan area which would require water consumption for irrigation. However, landscaping would be limited to water-efficient varieties, such as species that are native to the Sacramento region or that are adapted to a hot dry summer and cool winter climate, as required by RCMC Chapter 22.180, "Water Use and Conservation."

Implementation of the CAAP measures would primarily occur in areas developed with impervious surfaces that do not provide for substantial groundwater recharge. Additionally, CAAP measures are not anticipated to increase the amount of impervious surface area in the Plan Area and could decrease the amount of impervious surface area. For example, Adaptation-2d would encourage the City to use porous pavement and vegetative buffers in large parking areas to mitigate flooding hazards associated with climate change, which would also have the effect of increase groundwater recharge. Furthermore, implementation of the CAAP would not involve development of residential communities or other similar types of development or induce population growth in an area that would increase water demand. Measures Water-1.1 and -1.2 would reduce indoor and outdoor water use. Therefore, implementation of the CAAP would not decrease groundwater supplies or interfere with groundwater recharge. The impact would be less than significant. No mitigation is required.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in substantial on- or offsite erosion or siltation;

Less than significant. The implementation of CAAP measures that would involve ground disturbing activities, including grading and excavation, could, depending on their location, cause soil erosion. For example, minor grading, excavation, and other ground disturbance would occur during the construction of new roundabouts and bicycle infrastructure (Transportation-2.1, -2.2, and Adaptation-5g), installation of EV charging infrastructure (Transportation-5.1 through 5.4), and tree planting (Carbon Storage-1.1). However, given the nature of future projects it is likely that construction activities would occur in already disturbed areas developed with impervious surfaces. EV charging stations would be installed in new and existing developments, and roadway improvements such as roundabouts, walkways, and bicycle infrastructure would occur along existing developed roadways and cul-de-sacs. In addition, tree planting would occur within City green spaces, public rights-of-way and new development projects. Further, future projects would be required to comply with RCMC Chapter 16.44, which contains design standards and performance requirements to avoid or reduce excessive erosion. For all of the foregoing reasons, implementation of CAAP measures would not result in substantial soil erosion. The impact would be less than significant. No mitigation is required.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

Less than significant. The implementation CAAP measures that would involve construction activities, could, depending on their location, increase the amount of impervious surface that could result in an increase of surface runoff. Given the nature of future projects it is likely that construction activities would occur in already disturbed areas developed with impervious surfaces. EV charging stations would be installed in new and existing developments, and roadway improvements such as roundabouts, walkways, and bicycle infrastructure would occur along existing developed roadways and cul-de-sacs. Implementation of CAAP measures would not substantially increase the amount of impervious surfaces in the Plan Area. Further, future projects would be required to comply with General

Plan Policy NR.3.4 which directs the City to require development to protect natural drainage systems through site design, runoff reduction measures, and BMPs consistent with the Central Valley RWQCB. Construction and post-construction activities would be required to adhere to various federal, State, and regional water quality standards, such as the Municipal Permit and Construction General Permit. As such, runoff volumes and pollutants leaving sites during construction and post-construction operations would be substantially reduced through source control, site design, and/or treatment-control BMPs mandated by these permits. Erosion and sediment controls identified in project-specific SWPPPs would substantially reduce the amount of soil disturbance, erosion and sediment transport into receiving waters, and pollutants in site runoff during construction. In addition, implementation of the CAAP would reduce the potential for flooding in the Plan Area by, for example, utilizing vacant lots to building flood control detention basins to address flooding from anticipated future extreme precipitation events (Adaptation-2c) and encouraging use of porous pavement and vegetative buffers in large parking areas (Adaptation-2d). For all of the foregoing reasons, implementation of CAAP measures would not increase the rate or amount of surface runoff. The impact would be less than significant. No mitigation is required.

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

Less than significant. The implementation of CAAP measures that would result in ground disturbing activities, including grading and excavation, could, depending on their location, require the use of water for dust abatement as needed via a water truck. These activities would be temporary and intermittent and would not generate permanent water drainage flows. In addition, implementation of the CAAP would not substantially increase impervious surface area in the Plan Area such that the quantity of runoff water would increase or additional sources of polluted runoff would be created. Therefore, implementation of CAAP measures could not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. This impact would be less than significant. No mitigation is required.

iv) Impede or redirect flood flows?

No impact. Flooding hazards within the Plan Area are located along the American and Consumnes River. The implementation of CAAP measures would not place any structures in or adjacent to the American and Consumnes River. Further, future projects would be required to comply with RCMC Section 16.44.150 which directs the City to deny grading permits where the proposed activity would adversely affect existing drainage and watercourses. Therefore, implementation of CAAP measures could not impede or redirect flood flows. No impact would occur. No mitigation is required.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No impact. Flooding hazards within the Plan Area are located along the American and Consumnes River. The implementation of CAAP measures would not place any structures in or adjacent to the American and Consumnes River. In addition, implementation of CAAP measures would not result in construction of buildings or other facilities or store materials on site where they could be inundated by tsunami, floodwater, or seiche. Additionally, the City is located approximately 95 miles east of the Pacific Ocean and is not located near other large bodies of water that could result in tsunamis, flooding, or seiches. Further, future projects would be required to comply with RCMC Section 16.44.150 which directs the City to deny grading permits where the proposed activity would adversely affect existing drainage and watercourses. In addition, as described in Section 3.10.2(a), CAAP projects involving disturbance of one or more acres would be subject to the requirements of the NPDES Construction General Permit. Applicants would be required to develop a project-specific SWPPP, which would identify BMPs to reduce the potential for pollutants in surface runoff from leaving the project site. Therefore, implementation of the CAAP would not risk release of pollutants due to inundation of the Plan Area during a flood. No impact would occur. No mitigation is required.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than significant. As discussed in Criterion (a) above, future projects would be required to comply with the RCMC Chapter 16.44 which contains design standards and performance requirements to avoid or reduce excessive erosion which could impact water quality. In addition, construction projects that disturb one or more acres would be required to prepare a SWPPP that demonstrates conformance with applicable best management practices that would be implemented to reduce the amount of surface runoff. Further, implementation of CAAP measures would not involve development of residential communities or other similar types of development or induce population growth in an area that would increase water demand. Therefore, implementation of CAAP measures would not conflict or obstruct implementation of a water quality control plan or sustainable groundwater management plan. The impact would be less than significant. No mitigation is required.

3.11 LAND USE AND PLANNING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. Land Use and Planning.				
Would the project:				
a) Physically divide an established community?	☐	☐	☒	☐
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

3.11.1 Environmental Setting

The city is characterized by a wide range of existing land uses located within 16 distinct planning areas, including residential developments, commercial/retail/office uses, industrial uses, as well as natural features, such as open space, parks, and vacant land. Land uses within the Plan Area primarily consist of residential uses with distinct residential neighborhoods and supporting businesses, industrial employment, and commercial services. Vacant undeveloped agricultural land is the most prevalent land use pattern and accounts for approximately 12,900 acres of land within the Plan Area, located predominantly within the southeastern portion of the Plan Area. Single family residential housing accounts for the second most prevalent land use, accounting for approximately 1,950 acres of land. Parks, open space, and commercial recreational uses provide substantial acreage for general recreation in the Plan Area. Commercial, office, and retail uses are located along main commercial corridors including Folsom Boulevard and Sunrise Boulevard. Industrial, manufacturing and distribution facilities uses are located throughout the Plan Area primarily along Sunrise Boulevard, Jackson Highway, Bradshaw Road, and Folsom Boulevard. The majority of manufacturing and distribution outlets are located along Folsom Boulevard, Bradshaw Road, and Sunrise Boulevard. (City of Rancho Cordova 2006b).

3.11.2 Discussion

a) Physically divide an established community?

Less than significant. Typically, physical division of an established community could result from the construction of a physical feature, such as a wall, interstate highway, airport, roadway, or railroad tracks. Additionally, division of an established community could result from the removal of a means of access, such as a local road or bridge, that could impair mobility or constrain travel within an existing community or between a community and outlying areas.

Implementation of the CAAP would not result in development that could physically divide a community. For example, construction of roundabouts and bikeways (Transportation-2.1, -2.2, and Adaptation-5g) would reduce vehicle congestion and encourage bicycle trips, which would increase community connectivity and access. Further, all future improvements to roadways would be required to comply with the City's Street Design Standards which requires streets to be designed to current City standards and final pavement approval by the Public Works Directory prior to installation (City of Rancho Cordova 2005). As such, these projects are intended to improve, rather than impair, community connectivity and access throughout the city. Therefore, implementation of the CAAP would not result in construction of physical barriers that would change the connectivity between developed areas or physically divide an established community. The impact would be less than significant. No mitigation is required.

- b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No impact. CAAP measures that would be implemented as part of the program would include improvements to the City's existing pedestrian, bicycle, and transit network within developed areas. Implementation of the CAAP would not change existing land uses and would comply with all applicable zoning regulations. Furthermore, as discussed in Section 3.3, "Air Quality," Section 3.8, "Greenhouse Gas Emissions," and Section 3.17, "Transportation," CAAP measures would be consistent with General Plan policies intended to reduce vehicle trips and associated air pollutant and greenhouse gas emissions, which would have beneficial environmental effects. Therefore, implementation of CAAP measures under the program would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. No impact would occur. No mitigation is required.

3.12 MINERAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. Mineral Resources.				
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

3.12.1 Environmental Setting

Historic mineral production in the region has included construction aggregate, kaolin clay, common clay, pumice, and gold. Construction aggregate consists of sand, gravel, and crushed stone. Existing mineral extraction activities that occur in and around the Plan Area primarily consist of fine sand and coarse gravel construction aggregates, as well as clay.

There are currently two permitted mining operations within City limits. The Grantline West Mining Site is located adjacent to the Rio del Oro Planning Area. The Aerojet Mining Site is located north of the Sunridge Specific Plan Area. Approximately 10,275 acres within the Plan Area contains land designated as MRZ-2 locations, or areas where there are known mineral resources (City of Rancho Cordova 2006a). MRZ-2 areas are located generally west of Sunrise Boulevard and encompass primarily aggregate deposits (City of Rancho Cordova 2006b). Five additional mining operations occur within the southeastern portion of the Plan Area, predominately outside of city limits. No known mineral resource recovery sites of local importance are included in the General Plan (City of Rancho Cordova 2006a; b).

3.12.2 Discussion

- a) **Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**

No impact. The Plan Area contains two quarries and several areas of land designated as MRZ-2. The implementation of the CAAP would involve ground disturbing activities, including grading and excavation, could, depending on their location, impact mineral resources. For example, minor grading, excavation, and other ground disturbance would occur during the construction of new roundabouts and bikeways (Transportation-2.1, -2.2, and Adaptation-5g), installation of EV charging infrastructure (Transportation-5.1 through 5.4), and tree planting (Carbon Storage-1.1). However, given the nature of the CAAP, construction activities associated with its implementation would occur in already disturbed and developed areas such as roadways and parking lots where known mineral resources are not present. Areas designated as MRZ-2 have a high likelihood of containing valuable mineral deposits and are protected by the City from premature or incompatible development with mining per the California Surface Mining and Reclamation Act. Future projects would be required to comply with General Plan Policy NR.6.1 which directs the City to protect known mineral resources, prevent the unnecessary loss of mineral resources, and comply with State of California requirements for mineral resources contained in the State Surface Mining and Reclamation Act. Implementation of the other measures included in the CAAP would not involve short- or long-term physical changes that could cause a loss of availability of known mineral resources.

For all these foregoing reasons, implementation of the CAAP would not result in the loss of availability of a known mineral resource and no impact would occur. No mitigation is required.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No impact. As discussed in Criterion (c), construction activities associated with implementation of the CAAP would occur in already disturbed, developed areas such as roadways and parking lots where known mineral resources are not present. Further, future projects would be required to comply with General Plan Policy NR.6.1 which directs the City to protect known mineral resources, prevent the unnecessary loss of mineral resources, and comply with State of California requirements for mineral resources contained in the State Surface Mining and Reclamation Act. Therefore, implementation of the CAAP would not result in the loss of availability of a locally important mineral resource recovery site and no impact would occur. No mitigation is required.

3.13 NOISE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. Noise.				
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, or a substantial temporary or permanent increase in noise levels above existing ambient levels that could result in an adverse effect on humans?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

3.13.1 Environmental Setting

Sound is a mechanical form of radiant energy, transmitted by a pressure wave through a solid, liquid, or gaseous medium. Sound that is loud, disagreeable, unexpected, or unwanted is generally defined as noise. Noise is typically expressed in decibels (dB), which is a common measurement of sound energy. Definitions of acoustical terms used in this section are provided in Table 3.13-1.

Table 3.13-1 Acoustic Term Definitions

Term	Definition
Noise	Noise is generally defined as sound that is loud, disagreeable, unexpected, or unwanted.
Decibel (dB)	Sound levels are measured using the decibel scale, developed to relate to the range of human hearing. A decibel is logarithmic; it does not follow normal algebraic methods and cannot be directly summed. For example, a 65-dB source of sound, such as a truck, when joined by another 65-dB source results in a sound amplitude of 68 dB, not 130 dB (i.e., doubling the source strength increases the sound pressure by 3 dB). A sound level increase of 10 dB corresponds to 10 times the acoustical energy, and an increase of 20 dB equates to a 100-fold increase in acoustical energy.
Equivalent Noise Level (L_{eq})	The average noise level during a specified time period; that is, the equivalent steady-State noise level in a stated period of time that would contain the same acoustic energy as the time-varying noise level during the same period (i.e., average noise level).
Maximum Noise Level (L_{max})	The highest instantaneous noise level during a specified time period.
Day-Night Noise Level (L_{dn})	The 24-hour L_{eq} with a 10-dB penalty applied during the noise-sensitive hours from 10 p.m. to 7 a.m., which are typically reserved for sleeping.

Term	Definition
Community Noise Equivalent Level (CNEL)	Similar to the L_{dn} described above with an additional 5-dB penalty applied during the noise-sensitive hours from 7 p.m. to 10 p.m., which are typically reserved for evening relaxation activities.

Source: Caltrans 2013

Noise can be generated by many sources, including mobile sources such as automobiles, trucks, and airplanes and stationary sources such as activity at construction sites, machinery, and commercial and industrial operations. As sound travels through the atmosphere from the source to the receiver, noise levels attenuate (i.e., decrease) depending on ground absorption characteristics, atmospheric conditions, and the presence of physical barriers.

In typical noisy environments, changes in noise of 1–2 dB are generally not perceptible. However, it is widely accepted that people are able to begin to detect sound level increases of 3 dB in typical noisy environments. Further, a 5-dB increase is generally perceived as a distinctly noticeable increase, and a 10-dB increase is generally perceived as a doubling of loudness. Therefore, a doubling of sound energy (e.g., doubling the volume of traffic on a highway) that would result in a 3-dB increase in sound would generally be perceived as barely detectable.

Major sources of noise within the Plan Area are vehicular traffic along major roadways (i.e., SR 16, U.S. 50, Sunrise Boulevard, Folsom Boulevard, White Rock Road, Zinfandel Drive, and Bradshaw Road), as well as commercial and industrial uses, active recreation of parks, outdoor play areas of schools, and railroad operations. The Plan Area also experiences noises common in urban environments such as automotive repair facilities, elementary school playgrounds, building fire alarms, and community organized events (City of Rancho Cordova 2006b). A community noise survey found average daytime ambient noise levels ranged from 40 dB to 75 dB L_{eq} , with maximum noise levels that ranged from 51 dB to 88 dB L_{max} (City of Rancho Cordova 2006b).

GROUND VIBRATION

Vibration is the periodic oscillation of a medium or object with respect to a given reference point. Sources of vibration include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) and those introduced by human activity (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, such as factory machinery, or transient in nature, such as explosions.

Vibration amplitudes are commonly expressed in peak particle velocity (PPV) or root-mean-square (RMS) vibration velocity. PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is typically used in the monitoring of transient and impact vibration and has been found to correlate well to the stresses experienced by buildings (FTA 2006; Caltrans 2013). PPV and RMS vibration velocity are normally described in inches per second (in/sec). Although PPV is appropriate for evaluating the potential for building damage, it is not always suitable for evaluating human response. It takes some time for the human body to respond to vibration signals. In a sense, the human body responds to average vibration amplitude. The RMS of a signal is the average of the squared amplitude of the signal, typically calculated over a 1-second period. As with airborne sound, the RMS velocity is often expressed in decibel notation as vibration decibels (VdB), which serves to compress the range of numbers required to describe vibration (FTA 2006).

The typical background vibration-velocity level in residential areas such as the project area is approximately 50 VdB. Typical outdoor sources of perceptible ground vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground vibration is rarely perceptible. Constant or transient vibrations can weaken structures, crack facades, and disturb occupants (FTA 2006).

SENSITIVE RECEPTORS

Noise- and vibration-sensitive land uses are generally considered to include those uses for which noise exposure could result in health-related risks to individuals, as well as uses for which quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as parks, historic sites, cemeteries, and recreation areas are also considered sensitive to increases in exterior noise levels. Schools, health

care facilities, places of worship, hotels, libraries, and other places where low interior noise levels are essential are also considered noise- and vibration-sensitive land uses.

AIRPORTS AND PRIVATE AIRSTRIPS

The Mather Airport is located within the southern portion of the Plan Area, which includes the currently adopted 60- and 65-dBA CNEL noise contours outlined in the Mather Airport Comprehensive Land Use Plan (CLUP). Single-event noise levels for aircraft overflights are greatest and most frequent near the airport's primary flight paths.

CITY OF RANCHO CORDOVA GENERAL PLAN

The City's General Plan Noise Element utilizes Sacramento County's interior and exterior noise standards. Land use compatibility noise exposure limits are generally established as:

- ▶ 55 dBA CNEL/L_{dn} during any cumulative 30-minute period at day and 50 dBA CNEL/L_{dn} during any cumulative 30-minute period at night for exterior spaces at a majority of land use designations throughout the City.
- ▶ No noise lasting for any duration shall exceed 75 dBA CNEL/L_{dn} during the day and 70 dBA CNEL/L_{dn} at night.

Relevant goals and policies include the following:

GOAL N.1: Ensure that all new development will be free of noise disturbances.

- ▶ **Policy N.1.2:** Ensure that the indoor and outdoor areas of new projects will be located, constructed, and/or shielded from noise sources in compliance with the City's noise standards to the maximum extent feasible.
- ▶ **Policy N.1.3:** Ensure that proposed non-residential land uses likely to exceed the City's standards do not create noise disturbances in existing noise-sensitive areas.
- ▶ **Policy N.1.4:** Mitigate noise created by proposed non-transportation noise sources to comply with the City's noise standards to the maximum extent feasible.
- ▶ **Policy N.1.5:** Mitigate noise created by the construction of new transportation noise sources (such as new roadways or new light rail service) to the maximum extent feasible to comply with the City's standards.
- ▶ **Policy N.1.6:** Ensure that comfortable noise levels and adequate privacy are maintained in higher density development.
- ▶ **Policy N.1.8:** New residential development shall only be allowed inside of the 60 CNEL Mather Airport Policy Area if the following conditions are met:
 - Noise insulation is provided in all new residential dwelling units that reduces interior noise levels to 45 dB with windows closed in any habitable room.
 - Prospective buyers are notified through the Public Report prepared by the California Department of Real Estate disclosing the fact that the parcel is located within the Mather Airport Policy Area.
 - An Aviation Easement is recorded on the property acknowledging that the property is located within the Mather Airport Policy Area. The easement shall grant the right of flight and unobstructed passage of all aircraft into and out of Mather Airport. The Aviation Easement shall be granted to the County of Sacramento, recorded with the Sacramento County Recorder and filed with the County Department of Airports.

GOAL N.2: Reduce noise disturbances in existing development and ensure that all mitigation methods positively contribute to the city's livability.

- ▶ **Policy N.2.1:** Strategically locate grade separations on existing or future light rail lines so that they will not result in adverse noise impacts to adjacent residential areas.

- ▶ **Policy N.2.2:** Ensure that operational noise levels of new roadway projects will not result in significant noise impacts.
- ▶ **Policy N.2.3:** Emphasize mitigation methods other than soundwall installation to reduce noise to acceptable levels in residential areas originally constructed without soundwalls.

CITY OF RANCHO CORDOVA MUNICIPAL CODE

The City's Noise Ordinance (Chapter 6.68 of the RCMC) prohibits loud, annoying, or unnecessary noises. It provides definition for and examples of prohibited noise sources and establishes numeric noise thresholds for exterior and interior related noise. Exterior noise levels are limited 7 days a week to 55 dBA L_{max} from 7:00 a.m. to 10:00 p.m. and 50 dBA L_{max} from 10:00 p.m. to 7:00 a.m. Interior noise levels are limited to 45 dBA L_{max} for a cumulative period of more than five minutes in any hour, 50 dBA L_{max} for a cumulative period of more than one minute in any hour, and 55 dBA L_{max} for any period of time. Construction activities, however, are exempt from the noise standards provided that they do not occur outside the daytime hours of 7:00 a.m. to 6:00 p.m., Monday through Saturday, and 9:00 a.m. to 6:00 p.m. on Sunday. Exemptions also apply to other specific categories mentioned in RCMC Chapter 6.68. Schools, hospitals, churches, equipment and machinery, off-road and waste disposal vehicles, and audio devices on public owned property are also subject to specific regulations described in the RCMC.

3.13.2 Discussion

- a) **Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, or a substantial temporary or permanent increase in noise levels above existing ambient levels that could result in an adverse effect on humans?**

Less than significant. The CAAP is a policy-level document that does not include any site-specific designs or proposals or grant any entitlements for development. However, CAAP Measures Carbon Storage-1.1, Energy-1.1, -1.2, -2.1, -2.2, Transportation-1.1, -1.3, -2.1, -2.2, -2.3, -3.1, -3.2, -3.4, -4.1, -4.2, -4.3, -5.1, -5.2, -5.3, and -5.4 would result in the construction of new EV charging stations, roundabouts, bicycle infrastructure, new small-scale renewable energy systems, and tree planting. During operation, these types of projects would not permanently introduce any new stationary sources of noise (e.g., machinery, pumps, fans, compressors, or other equipment) and would not generate new vehicle trips that would result in transportation-related noise. Therefore, operation of these projects would not result in any increases in permanent noise sources.

RCMC Chapter 6.68 exempts construction activities from the City's noise standards provided that such activities occur during normal daytime hours of 7:00 a.m. to 6:00 p.m., Monday through Saturday, and 9:00 a.m. to 6:00 p.m. on Sunday. Outside these hours, construction activities would be subject to the noise standards specified in RCMC Chapter 6.68. The Federal Transit Administration (FTA) has also established construction noise criteria which specify noise levels that may result in an adverse community reaction. The FTA criteria are as follows:

- ▶ Residential: 90 dBA L_{eq} (day) and 80 dBA L_{eq} (night)
- ▶ Commercial/Industrial: 100 dBA L_{eq} (day and night)

Implementation of the CAAP, including but not limited to measures Carbon Storage-1.1, Energy-1.1, -1.2, -2.1, -2.2, Transportation-1.1, -1.3, -2.1, -2.2, -2.3, -3.1, -3.2, -3.4, -4.1, -4.2, -4.3, -5.1, -5.2, -5.3, and -5.4 would result in temporary increases in ambient noise levels from vehicle trips that generate noise. Construction-related vehicle trips would travel along multiple roads throughout the city, and therefore not expose any individual sensitive receptor to substantial noise levels for a sustained period of time. Additionally, the minor and temporary increase in construction-related vehicle trips would not result in a substantial increase in ambient noise levels along roadways in the city because a doubling of traffic volume on a roadway would have to occur before an increase in noise levels would be detectable to a person.

The use of heavy equipment would also result in temporary increases in ambient noise levels during construction of the infrastructure associated with CAAP activities. Construction equipment that could be used includes concrete saws for hardscape removal, backhoes or mini excavators, skip loaders, smooth drum rollers, dump trucks, and striping and paving machines, depending on the type of project. Based on the anticipated construction equipment that would be used and applying reference maximum noise levels for each, average hourly construction noise could range from 76 dBA L_{eq} to 83 dBA L_{eq} at 50 feet from the receptor (FTA 2018).

During the normal daytime hours specified above, the construction activities for each project would be exempt from the City's construction noise requirements. If construction activities were to occur outside these hours, they would be subject to the noise standards outlined in RCMC Chapter 6.68. Depending on the specific construction activities involved and the proximity of construction activities to existing sensitive receptors, construction noise levels from construction activities taking place outside normal daytime hours may exceed the sound level limit of 55 dBA L_{eq} , as specified above. However, in these cases, applicants would be required to obtain a variance from the City, and these cases are unlikely since construction activities are not expected to take place outside normal daytime hours. Regardless, construction noise levels are not anticipated to exceed FTA's construction noise criteria of 90 dBA L_{eq} in residential areas and 100 dBA L_{eq} in commercial and industrial areas. Therefore, construction activities would not result in an adverse community reaction.

With regard to human response, changes in noise of 1 to 2 dB are generally not perceptible to people in typical noisy environments. However, it is widely accepted that people can begin to detect sound level increases of 3 dB in typical noisy environments. Further, a 5-dB increase is generally perceived as a distinctly noticeable increase, and a 10-dB increase is generally perceived as a doubling of loudness (Caltrans 2013). However, a substantial increase in noise itself does not necessarily constitute a significant noise impact, so long as overall noise exposure is below an acceptable level and does not result in excessive exposure for extended periods of time (FTA 2018)

For construction activity along the loudest roadways in the City, construction noise would be masked by existing ambient noise levels. However, at other locations, such as in quieter, residential neighborhoods away from major roadways, existing ambient noise levels could be below 60 dBA CNEL. In these areas, construction-related noise increases could exceed 10 dB, which would be perceived by people adjacent to the equipment as more than a doubling of existing noise levels. Actual increases in noise levels would vary depending on the distance from the construction equipment to the receptor and the presence of intervening topography, vegetation, or structures, which may provide shielding and reduce noise levels.

FTA provides general and detailed guidance for assessing construction noise impacts and this analysis is developed largely based on general guidance. In addition, FTA recognizes the greater potential for noise impacts to occur when construction activities result in noise exposure for extended periods of time, which FTA has identified as 30 days, and in these circumstances, recommends the use of lower noise standards that account for the sensitive time of the day. Because the proposed project's construction would likely occur during daytime hours and each individual phase would be relatively short (i.e., one to two days at any one location), it is appropriate to only consider the hourly noise levels at each construction location, assessing construction noise as a temporary and intermittent source rather than a source that occurs for an extended period of time.

On average, construction activities for projects under the CAAP would be short-term, lasting for approximately one to two weeks. Construction activities would not involve particularly noisy equipment or activities, such as blasting or pile driving. Different pieces of construction equipment would be used intermittently to complete the work and would move linearly along a roadway or corridor and through a given area at an approximate rate of 250 to 350 feet per day. Because the sources of construction noise would be mobile and shifting as the work is performed, the exposure of individual residents, households, and other sensitive receptors to substantial noise level increases would be limited to a fraction of a workday. Furthermore, construction-related noise-generating activities would be most likely be limited to daytime hours when ambient noise levels are higher and people are less likely to be disturbed or awakened. Such brief, intermittent periods of exposure to substantial noise level increases would not result in the kinds of adverse health effects to humans that are associated with prolonged exposure to sustained substantial noise levels over long periods of time (e.g., weeks or months) or to substantial noise level increases that disrupt sleep. Thus,

for all the foregoing reasons, construction activities would not result in substantial temporary increases in noise levels that would adversely affect human health or well-being in the city.

Based on the above discussion, implementation of the CAAP would not generate substantial temporary or permanent increases in ambient noise levels in the vicinity of a given project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, or a substantial temporary or permanent increase in noise levels above existing ambient levels that could result in an adverse effect on humans. This impact would be less than significant.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less than significant. The CAAP is a policy-level document that does not include any site-specific designs, or locations for future improvements. However, implementation of the CAAP, including measures Carbon Storage-1.1, Energy-1.1, -1.2, -2.1, -2.2, Transportation-1.1, -1.3, -2.1, -2.2, -2.3, -3.1, -3.2, -3.4, -4.1, -4.2, -4.3, -5.1, -5.2, -5.3, and -5.4 would include EV charging stations, roundabouts, bicycle infrastructure, on-site solar arrays, and tree planting. Operation of these projects would not introduce stationary or transportation-related sources of groundborne vibration or noise. Therefore, operation of these projects would not generate excessive groundborne vibration or noise levels.

Based on FTA guidance, transient vibrations (such as construction activity) with a 0.2 inches per second (in/sec) PPV may be characterized as causing structural damage to non-engineered timber and masonry buildings, 0.3 PPV in/sec for engineered concrete masonry, and 0.5 PPV in/sec for reinforced concrete, steel, or timber structures. In addition, the FTA recommends a level of 80 VdB for the purpose of evaluating disturbance to sensitive land uses where people sleep.

Implementation of the CAAP, including measures Carbon Storage-1.1, Energy-1.1, -1.2, -2.1, -2.2, Transportation-1.1, -1.3, -2.1, -2.2, -2.3, -3.1, -3.2, -3.4, -4.1, -4.2, -4.3, -5.1, -5.2, -5.3, and -5.4 would result in temporary increases in groundborne noise and vibration from the use of heavy equipment. Construction equipment that could be used includes concrete saws for hardscape removal, backhoes or mini excavators, skip loaders, smooth drum rollers, dump trucks, and striping and paving machines, depending on the type of project. Construction activities would not require the use of pile drivers or other types of equipment that produce substantial groundborne vibration or noise. Of the types of equipment that would be used, vibratory rollers would generate the highest levels of vibration. Based on FTA guidance, reference vibration levels for this type of equipment are 0.21 PPV in/sec and 94 VdB at 25 feet. FTA recommended criteria of 0.2 PPV in/sec for structural damage and 80 VdB for human disturbance could be exceeded for projects at distances within 75 feet and 25 feet, respectively, of construction equipment use. Actual exposure levels would depend on equipment types, haul truck routes, and proximity to and characteristics of sensitive receptors.

Construction activities for each project would be short-term. Different pieces of construction equipment would be used intermittently to complete the work and would move linearly along a roadway or corridor and through a given area at an approximate rate of 250 to 350 feet per day. Because the sources of groundborne vibration and noise would be mobile and shifting as the work is performed, the exposure of individual residents, households, and other sensitive receptors to excessive groundborne vibration and noise would be limited to a fraction of a workday. Furthermore, construction activities that generate groundborne vibration and noise would most likely be limited to daytime hours when people are less likely to be disturbed or awakened. Such brief, intermittent periods of exposure to increases in groundborne vibration and noise would not result in the kinds of adverse health effects to humans that are associated with prolonged exposure to sustained substantial groundborne vibration and noise levels over long periods of time (e.g., weeks or months) or to substantial noise level increases that disrupt sleep. Furthermore, most construction activities would most likely be located at distances greater than 25 feet from the nearest structures and vibration levels would dissipate rapidly at increasing distance from the vibration source. Finally, it is extremely rare for structural damage to occur from equipment other than pile driving. At these distances, thus, the potential for structural damage from the proposed construction activities would not be a concern. For all the foregoing reasons, implementation of the CAAP would not generate excessive groundborne vibration or groundborne noise levels. This impact would be less than significant.

- c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Less than significant. The Mather Airport is located outside of the Rancho Cordova City limits but overlaps with some of the currently adopted 60- and 65-dBA CNEL noise contours outlined in the Mather Airport Comprehensive Land Use Plan. However, the CAAP does not propose any new sensitive receptors (e.g., residences, schools) that could be adversely impacted from noise associated with aircraft flyovers. Temporary construction workers would not be adversely affected by aircraft flyover as noise generated from construction equipment would be the dominant noise exposure to them, which is generally dealt with by wearing ear plugs to prevent hearing damage. Furthermore, long-term maintenance workers would not sleep onsite; thus, they would not be exposed to potential sleep disturbance from aircraft flyovers. Thus, implementation of the CAAP would not expose people residing or working near an airport to excessive airport/aircraft noise. This impact would be less than significant.

3.14 POPULATION AND HOUSING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. Population and Housing.				
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

3.14.1 Environmental Setting

The City has a total population of approximately 79,332 people (U.S. Census Bureau 2020). Between 1990 and 2000 the city's population increased from 51,322 people to 53,065 people, or by approximately 3 percent, and, between 2010 and 2020, the city experienced a population increase of approximately 22.5 percent (U.S. Census Bureau 2020). Growth occurred primarily due to availability of vacant land, land constraints in other areas of the county, and employment opportunities (City of Rancho Cordova 2006b). The 2020 Census reported a total of 26,725 households, with an average household size of approximately 3 people. Approximately 66 percent of households were family households, and approximately 56 percent are owner-occupied, which is slightly less than the County average (57.8 percent) (City of Rancho Cordova 2006b; U.S. Census Bureau 2020).

3.14.2 Discussion

- a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less than significant. CAAP measures that would be implemented as part of the program would include improvements to the City's existing pedestrian, bicycle, and transit network. These projects would not induce population growth directly or indirectly because the projects do not propose new housing or changes to policies or regulations related to land use or residential zoning. Measures included in the CAAP that would result in the construction of roundabouts and bicycle infrastructure (Transportation-2.1, -2.2, and Adaptation-5g), installation of EV charging infrastructure (Transportation-5.1 through 5.4), and tree planting (Carbon Storage-1.1), could require a temporary increase in the number of construction workers. These types of projects are small construction projects, which would not require a large construction crew. Furthermore, construction workers would likely be from the Sacramento region and permanent, substantial relocation of workers would not be required. Therefore, implementation of these measures would not result in substantial population growth or employment growth in the Plan Area. The impact would be less than significant. No mitigation is required.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No impact. Implementation of the CAAP would not displace people or because they would not require the removal of existing housing and would not propose changes to policies or regulations related to land use or residential zoning. Therefore, implementation of the CAAP would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. No impact would occur. No mitigation is required.

3.15 PUBLIC SERVICES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. Public Services.				
Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

3.15.1 Environmental Setting

The Plan Area is located within the following public service districts, and described further below:

- ▶ Fire Protection – Sacramento Metropolitan Fire District (SMFD)
- ▶ Police Protection – Rancho Cordova Police Department (RCPD)
- ▶ School District – Folsom Cordova Unified School District (FCUSD)
- ▶ Park District – Cordova Recreation and Park District (CRPD)
- ▶ Electrical Service – Sacramento Metropolitan Utilities District (SMUD)
- ▶ Natural Gas Service – Pacific Gas and Electric (PG&E)

The Sacramento Metropolitan Fire District (SMFD) is the agency responsible for providing emergency services in the event of a fire emergency. SMFD is a full-service department, operating 41 active fire stations, two reserve fire stations, and maintaining more than 360 vehicles and apparatus (SMFD 2023a). SMFD covers an area of approximately 357 square miles and a population of approximately 745,000 citizens, including the City (SMFD 2023b). The District provides a variety services to the community, including fire suppression; rescue; emergency medical services, including Advanced Life Support 911 response and transport services; fire prevention; vegetation management; public education; emergency preparedness; and trauma support. SMFD employs approximately 673 personnel and includes 39 engine companies, 5 truck companies, 12 medic transportation units, 8 historical fire apparatus, 5 crash/rescue units, and various watercraft response units (City of Rancho Cordova 2006b). SMFD currently has seven fire stations located within city limits, as shown in Table 3.15-1.

Table 3.15-1 Existing Fire Protection Facilities and Locations Serving Rancho Cordova

Name of Facility	Address
Station 61	10595 Folsom Blvd
Station 62	3646 Bradshaw Road
Station 63	12395 Folsom Blvd
Station 64	9116 Vancouver Drive
Station 65	11201 Coloma Road
Station 66	3180 Kilgore Road
Station 68	4381 Anatolia Dr

Source: City of Rancho Cordova 2006b

The Rancho Cordova Police Department (RCPD) contracts with the Sacramento County Sheriff's Department (SCSD) Patrol Services for law enforcement services, including patrol, traffic, investigations, and administrative services. The Police Station is located at 10361 Rockingham Way in the City. RCPD is staffed with 76 sworn officers and 13 non-sworn officers who serve the City as well as eastern Sacramento County. Furthermore, the City falls within the jurisdiction of the East Patrol Division of SCSD (SCSD 2023). SCSD serves a population of approximately 616,600 people and has personnel totaling 2,332 people, consisting of 1,789 officers and 543 non-sworn members. The SCSD also has a reserve force of 168 officers and roughly 621 volunteer forces (City of Rancho Cordova 2006b).

Primary education (grades kindergarten through 12) is largely provided by the Folsom Cordova Unified School District (FCUSD), with several schools in the Elk Grove Unified School District and one school in Sacramento Unified School District also located in the city. The FCUSD is made up of 30 schools, with 19 elementary schools, four middle schools, two high schools, plus continuation high schools, adult education, and other service centers. Based on current facilities, the FCUSD has a capacity of 18,265 students. Within city limits, the FCUSD includes 11 elementary schools, two middle schools, one high school, and two alternative/continuation schools (City of Rancho Cordova 2006b).

Other public facilities located in the city include government buildings, a library, and parks and recreational facilities. The Rancho Cordova Library is operated by the Sacramento County Library branch system and located at 9845 Folsom Blvd in downtown. The Library operates Tuesday through Saturday from 10:00 a.m. to 6:00 p.m., and is closed on Sundays and Mondays (Sacramento Public Library 2023). See Section 3.16.1 of the Recreation chapter for a description of the City's existing parks and recreational facilities.

3.15.2 Discussion

- a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection?

Police protection?

Schools?

Parks?

Other public facilities?

No impact. CAAP measures that would be implemented include improvements to the City's existing pedestrian, bicycle, and transit network. These projects do not include development of new residences or the creation of permanent jobs requiring increased fire or police services. As discussed in Section 3.14, "Population and Housing," CAAP measures would not induce population growth in the community that would require school services, new or expanded park facilities, other public facilities. Therefore, implementation of the CAAP would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities. No impact would occur. No mitigation is required.

3.16 RECREATION

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. Recreation.				
Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒

3.16.1 Environmental Setting

The Cordova Recreation and Park District (CRPD), which is a special district separate from the City, has the primary responsibility for providing and maintaining recreational facilities throughout the city. CRPD maintains several types of parks: community parks, which serve the entire city; neighborhood parks, which are located near schools; and mini-parks, which are small public spaces. Within the City of Rancho Cordova's boundaries, CRPD owns 8 community parks, 23 neighborhood parks, 2 community swimming pools, the Hagan Community Center at Hagan Community Park, the Neil Orchard Senior Activities Center, the Mather Sports Complex, and the White rock Community Clubhouse. Additionally, Sacramento County owns and maintains the American River Parkway, which includes 23 miles of open space located along the American River. The City has a parkland minimum standard of 5 acres of public parks and recreational facilities per 1,000 residents. Additionally, all new developments are required by the CRPD to provide either parkland dedication or in-lieu fees to construct new parks and related facilities (City of Rancho Cordova 2006b).

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No impact. The implementation of the CAAP would not increase the use of recreational facilities to the extent that substantial deterioration would occur. Typically, this impact occurs when a project induces population growth, such as new development or a business that would necessitate a large number of new employees. Implementation of the CAAP would not include construction of new housing or commercial development. Furthermore, the number of construction workers needed to install future projects would be minimal and would not substantially increase the use of existing recreational facilities. Therefore, implementation of the CAAP would not increase the use of recreational facilities to the extent that substantial deterioration would occur. No impact would occur. No mitigation is required.

b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

No impact. As discussed in Section 3.16.2(a), CAAP measures would not include development of recreational facilities and would not induce population growth that would require the construction or expansion of recreational facilities. Therefore, no impact would occur. No mitigation is required.

3.17 TRANSPORTATION

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. Transportation.				
Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

3.17.1 Environmental Setting

The transportation system in the city consists of highways, streets, pedestrian pathways, transit routes, and bikeways. The circulation system is connected to the larger regional network which includes SR 16 and Interstate 50 (I-50). SR 16 is an east-west two-lane rural highway that runs along the southern edge of the City limits to Sacramento to the west and Rancho Murieta and Amador County to the east. I-50 is an east-west multi-lane freeway beginning west of the City of Sacramento and continuing east through Sacramento County and El Dorado County to Lake Tahoe and beyond and can be accessed throughout various points within the Plan Area (City of Ranch Cordova 2006b).

Public transportation services include the public bus service and light rail service operated by Sacramento Regional Transit. Bicycle facilities within the Plan Area are concentrated along the Folsom South Canal, American River, and along a portion of Sunrise Boulevard south of the American River. Pedestrian facilities are primarily developed as part of the existing roadway system within the Plan Area and are largely comprised of paths, sidewalks, and pedestrian crossings (City of Rancho Cordova 2006b).

3.17.2 Discussion

- a) **Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?**

Less than significant. The implementation of CAAP would not result in long-term operational increases in vehicular traffic along roadways in the Plan Area. The GHG reduction measures and adaptation actions would improve the operation of the circulation system in several ways, including fewer vehicle trips on roadways and highways and higher numbers of transit riders, bicyclists, and pedestrians. For example, implementation of the CAAP would reduce vehicle speeds and idling through implementation of traffic calming measures (Measure Transportation-2.4), implement new bicycle lanes through the City's Bicycle Master Plan (Measure Transportation-2.1), provide a bikeshare/scooter program (Measure Transportation-2.3), provide a microtransit electric shuttle program (Measure Transportation-3.4), increase transit ridership (Measure Transportation-3.1), and provide features to discourage single occupancy vehicle trips (Measure Transportation-1.1).

Consistent with the General Plan, new bikeways would be located along identified travel routes. The construction of new bicycle infrastructure would be consistent with General Plan Goal C.2 which directs the City to establish an extensive, complete, smooth, interconnected, and continuous bicycle network through the city. Implementation of the CAAP would not conflict with any measures included in the General Plan or RCMC. Retrofits to existing buildings would introduce some level of new vehicle trips; however, this increase in vehicle movement would be dispersed throughout the Plan Area and would not be substantial to the degree that any City standards would be exceeded.

Therefore, implementation of GHG reduction measures would not adversely affect the performance of the circulation system and would not conflict with any applicable transportation plans, ordinances, or policies. This impact would be less than significant. No mitigation is required.

b) Conflict or be inconsistent with CEQA Guidelines section 15064.3(b), which pertains to vehicle miles travelled?

Less than significant. Senate Bill 743, passed in 2013, required the Governor's Office of Planning and Research (OPR) to develop new CEQA guidelines that address traffic metrics under CEQA. The Office of Administrative Law approved (on December 28, 2018) comprehensive updates to the CEQA Guidelines (including at Section 15064.3(b)) that included removing Level-of-Service as a measure of transportation impacts under CEQA and replacing it with VMT. A "vehicle mile traveled" is defined as one vehicle traveling on a roadway for 1 mile. Pursuant to State CEQA Guidelines Section 15064.3(c), this change in analysis has been required since July 1, 2020. According to OPR's *Technical Advisory on Evaluating Transportation Impacts in CEQA*, projects that generate or attract fewer than 110 vehicle trips per day generally may be assumed to cause a less-than-significant transportation impact (OPR 2018). This section of the Initial Study relies on the City's VMT thresholds.

As described in Section 3.14, implementation of GHG reduction measures would not induce substantial population or employment growth in the Plan Area, therefore it would not generate additional VMT over the long-term. The types of projects facilitated by implementation GHG reduction measures are small construction projects, which would not require a large construction crew. This would result in a small number of construction worker related trips to and from future project sites. In addition, worker related trips would be sporadic and occur at designated times throughout implementation of GHG reduction measures. Therefore, implementation of GHG reduction measures would not generate 110 construction trips per day. Moreover, the CAAP includes the following GHG reduction measures that would meaningfully reduce the rate of VMT in the Plan Area over the long-term:

- ▶ Transportation-1.1: Enforce the City's Transportation Impact Guidelines, which require developers to include features in their projects that decrease the amount of driving alone and encourage people to make trips by walking, biking, or using public transit.
- ▶ Transportation-1.2: Reduce or eliminate requirements to provide a minimum number of off-street parking spaces in new development projects.
- ▶ Transportation-1.3: Improve street connectivity, for example by providing walkways at the ends of existing cul-de-sacs, or requiring walkable street systems in new developments.
- ▶ Transportation-2.1: Implement the City's Bicycle Master Plan to increase the number and quality of walkways and bikeways.
- ▶ Transportation-2.3: Provide temporary or permanent car-free zones or "slow streets" in specified areas, for example, individual blocks or residential streets.
- ▶ Transportation-3.1: Increase the frequency of SacRT bus, CordoVan service, and/or light rail service, or extend service to cover new areas or times of day.
- ▶ Transportation-13: Encourage Existing Employers to Implement Transportation Demand Management Plans
- ▶ Transportation-3.4: Provide a microtransit electric shuttle program (capacity for 7-15 passengers) that provides on-demand pick up and drop off within defined, small-scale areas.

- Transportation-4.3: Implement a bikeshare/scooter share program in which conventional or electric powered bikes or scooters are available to users on-demand for short-term rentals.

Any temporary VMT increases associated with construction activities would be offset by the overall net benefit of reducing the long-term rate of VMT due to the implementation of the CAAP. Therefore, CAAP implementation would not conflict or be inconsistent with CEQA Guidelines section 15064.3(b), and the impact would be **less than significant**. No mitigation is required.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than significant. The implementation of the CAAP would result in ground disturbing activities, including grading and excavation, could, depending on their location, result in alterations of public roadways. Construction of new pedestrian and bicycle infrastructure (Transportation-2.1), installation of EV charging infrastructure (Transportation-5.1, -5.2, and -5.3), PV solar panels (Adapttion-1e), and installation of traffic calming infrastructure (Transportation-2.2) could result in construction-related vehicle trips, and trips associated with the workers commuting to and from construction sites. The number of haul trips and workers trips to and from construction sites would vary based on the type of future project and project location. However, the types of projects facilitated by CAAP implementation are small construction projects, which would not require a large construction crew. This would result in a small number of worker related trips to and from future project sites. Construction activities would result temporary road closures which could temporarily disrupt traffic operations; however, any lane closures would be accompanied by traffic control signage and flaggers.

All future roadway improvements would be required to comply with the City's Design Guidelines which requires streets to be designed to current City standards and final pavement approval by the Public Works Directory prior to installation (City of Rancho Cordova 2005). Construction-related activities would be subject to the standards contained in a Traffic Control Plan, which includes provisions for public convenience and safety, construction area traffic control, and hours of work, which shall be in accordance with the Standard Construction Specifications. Specific requirements are provided in Sections 6-11, 6-12, 7-8, and 12 of the Standard Construction Specifications. Future contractors would be responsible for public safety and traffic control within the project limits and on the approaches to the project.

Because future construction of the GHG reduction measures would comply with the relevant traffic- and street-related regulations overseen by the City, implementation of GHG reduction measures would not substantially increase hazards due to a geometric design feature and the impact would be less than significant. No mitigation is required.

d) Result in inadequate emergency access?

Less than significant. The GHG reduction measures would not result in new development or land uses that would require installation of emergency access routes. However, construction of new roundabouts and bicycle infrastructure (Transportation-2.1 and -2.2) could permanently alter existing roadways that serve as emergency access routes. All future roadway improvements would be required to comply with the California Fire Code, adopted by reference in SMMC Chapter 17.64, and SMMC Section 17.64.120 which requires the width of an unobstructed roadway to measure no less than 24 feet in order to provide adequate access for fire and emergency responders. Therefore, CAAP implementation would not result in inadequate emergency access and the impact would be less than significant. No mitigation is required.

3.18 TRIBAL CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. Tribal Cultural Resources.				
Has a California Native American Tribe requested consultation in accordance with Public Resources Code section 21080.3.1(b)?	☒ Yes		☐ No	
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	☐	☐	☒	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☐	☒	☐

3.18.1 Environmental Setting

Lands within the Plan Area were historically inhabited by the Valley Nisenan native group, who inhabited territory between the Sacramento River to the west and the Sierra Mountains to the east, and the Cosumnes River to the south and the southern fork of the Feather River to the north. The Valley Nisenan were known for their utilitarian stone tools and their extensive assemblage of fishing-related implements (City of Rancho Cordova 2006b).

AB 52, signed into law in September of 2014, established a new class of resources under CEQA: "tribal cultural resources," defined in PRC 21074. Pursuant to PRC Sections 21080.3.1, 21080.3.2, and 21082.3, where one or more California Native American Tribes has requested formal written notification of proposed projects from a lead agency, the lead agency shall begin consultation with those tribes by providing them with formal written notification of proposed projects prior to the release of an environmental impact report, negative declaration, or mitigated negative declaration.

In compliance with PRC section 21080.3.1, the City provided formal written notification of the CAAP to following four Native American tribes on January 27, 2023: lone Band of Miwok Indians; United Auburn Indian Community; Shingle Springs Band of Miwok Indians; and Wilton Rancheria. The notification letters were received by the tribes on January 30, 2023.

In response to the City's notification, the United Auburn Indian Community contacted the City via e-mail on February 28, 2023 to request additional information on how tribal cultural resources could potentially be affected by the CAAP. The City responded in writing on March 10, 2023, and received no further correspondence from United Auburn Indian Community. In a letter dated March 10, 2023, the Shingle Springs Band of Miwok Indians requested that formal consultation be initiated. The City responded in writing on March 20, 2023, and received no further correspondence from the Shingle Springs Band of Miwok Indians. AB 52 consultation related to the CAAP is closed. During implementation of the CAAP the City will comply with AB 52 tribal consultation requirements as applicable during CEQA review.

3.18.2 Discussion

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?
- b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less than significant. Implementation of the CAAP would involve ground disturbing activities, including grading and excavation, during which, depending on their location, a tribal cultural resource could be encountered. Ground disturbing activities, including minor grading and excavation, would result from construction of new roundabouts and bikeways (Transportation-2.1, -2.2, and Adaptation-5g), installation of EV charging infrastructure (Transportation-5.1 through 5.4), and tree planting (Carbon Storage-1.1). PRC Section 21074 defines a tribal cultural resource as a site, feature, place, or cultural landscape that is geographically defined in terms of size and scope, sacred place, or object with cultural value to a California Native American tribe that is either included or eligible for inclusion in the California Register or a local register of historical resources. Given that Native American tribes inhabited the Plan Area, there is a potential that unidentified resources may be discovered during construction activities. The potential for disturbance may be reduced through surveying a site to determine the likelihood that tribal cultural resources are present, review of records to determine if tribal cultural resources are known to occur in the area, and then designing future projects to avoid areas where resources may be present. However, CAAP projects would be located in developed areas within roadway rights-of-way, such as on existing roads and sidewalks, or in disturbed areas along roadway shoulders. Because ground disturbance would be limited to shallow depths, generally comprised of artificial fill or previously disturbed soils, tribal cultural resources are unlikely to be encountered.

Nonetheless, future projects would be required to comply with General Plan Policy CHR.1.3 which directs the City to ensure that cultural resources (including prehistoric, historic, paleontological, and Senate Bill 18 Tribal resources) are analyzed and conserved in compliance with CEQA requirements, and Policy CHR.1.2 which directs the City to identify and protect historic and cultural resources including individual properties, districts, and sites (e.g., archaeological sites) in compliance with CEQA. In addition, enforcement of General Plan Mitigation Measures would reduce impacts to tribal cultural resources. Although the General Plan does not address "tribal cultural resources" as specifically defined under PRC section 21074 (the General Plan was approved in 2006, prior to AB 52, signed into law September 2014), the measures were developed to protect tribal resources. The intent behind the General Plan Mitigation Measures mirror the provisions under PRC Section 21084.3 (b), which describe mitigation measures that may avoid or minimize significant adverse impacts on tribal cultural resources defined under PRC section 21074, including:

- (1) Avoidance and preservation of the resources in place, including, but not limited to, planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
- (2) Treating the resource with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - (A) Protecting the cultural character and integrity of the resource

- (B) Protecting the traditional use of the resource
- (C) Protecting the confidentiality of the resource.
- (3) Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
- (4) Protecting the resource.

For all the foregoing reasons, implementation of the CAAP would not result in substantial adverse change in the significance of a tribal cultural resource. Therefore, the impact would be less than significant. No mitigation is required.

3.19 UTILITIES AND SERVICE SYSTEMS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. Utilities and Service Systems.				
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☒
e) Fail to comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

3.19.1 Environmental Setting

Several agencies supply water to the City, including Sacramento County Water Agency (SCWA), Zone 40; Golden State Water Company (GSWC); and California-American Water Company (Cal-Am). In addition, the Sacramento Regional County Sanitation District (SRCSD) provides public wastewater conveyance, treatment, and disposal services. Solid waste disposal is provided by Republic Services, a private franchise hauler. Waste collected by Republic is hauled to the Elder Creek Recycling and Transfer Station where it is sorted prior to being transported to the Forward Landfill in Manteca. Republic also uses the Kiefer Landfill for a limited amount of commercial waste disposal. The City maintains the public roadway network and sidewalks, right-of-way electrical facilities, and the public storm drain conveyance system within the city. (City of Rancho Cordova 2006b).

Pacific Gas and Electric Company (PG&E), a regulated public utility, supplies natural gas to the City. Sacramento Municipal Utilities District (SMUD) provides electric service within the Plan Area.

3.19.2 Discussion

- a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?
- b) Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less than significant. Implementation of the CAAP would not induce increased development or population growth directly or indirectly, because measures included do not propose new housing nor do they propose changes to policies or regulations related to land use or residential zoning. As a result, demand for new or expanded infrastructure, including water, wastewater treatment, stormwater drainage, natural gas or telecommunication facilities would not increase to serve new population or development.

The implementation of the CAAP would incrementally increase electricity consumption, for example through measures to increase the installation of EV charging stations, consume energy more efficiently within buildings, install on-site solar energy systems, and replace building natural gas end uses with systems and appliances (e.g., electric-powered heat pumps and water heaters for space and water heating). The physical effects of construction activities to implement these measures are analyzed throughout Chapter 3 and would not result in any significant environmental effects. Moreover, the incremental increases in electricity consumption would not indirectly result in new or expanded electric power infrastructure improvements for the following reasons. Increased electric consumption due to EV charging would occur incrementally as new stations are installed and the number of EVs in the Plan Area increases. In addition, CAAP implementation would increase the number of publicly-available charging stations, which increases off-peak hour charging when ample grid capacity is available. SMUD rate plans would also result in off-peak charging. In addition, replacing natural gas-powered building systems for space and water heating would primarily increase electricity consumption in the winter when ample grid capacity is available (relative to peak summer periods when demand is significantly higher). CAAP measures resulting more efficient electricity consumption than required by the State energy code and supporting on-site installation of solar energy systems lessen rather than increase demand on existing electric power infrastructure. The CAAP's support for fuel switching from natural gas to electric and more efficient natural gas consumption would lessen and not increase demand for natural gas infrastructure.

The implementation of the CAAP would involve ground disturbing activities, including grading and excavation, which could require the use of water for dust abatement as needed via a water truck. These activities would be temporary and intermittent and would not involve the substantial use of water supplies. CAAP measures Carbon Storage-1.1, Adaptation-2d, and Adaptation-1e would increase the number of trees in the Plan area which would require water consumption for irrigation. However, landscaping would be limited to water-efficient varieties, such as species that are native to the Sacramento region or that are adapted to a hot dry summer and cool winter climate, as required by RCMC Chapter 22.180, "Water Use and Conservation."

Implementation of the CAAP measures would primarily occur in areas developed with impervious surfaces and existing stormwater infrastructure. Additionally, CAAP measures are not anticipated to increase the amount of impervious surface area in the Plan Area, and could decrease the amount of impervious surface area, which would lessen the demand for stormwater infrastructure. For example, Adaptation-2d would encourage the City to use porous pavement and vegetative buffers in large parking areas to mitigate flooding hazards associated with climate change, which would also have the effect of increase groundwater recharge. Measures Water-1.1 and -1.2 would reduce indoor and outdoor water use. Therefore, implementation of the CAAP would not result in the relocation or construction of new or expanded infrastructure systems that could cause significant environmental effects and would not result in insufficient water supplies being available to serve the Plan area during normal, single-dry, or multiple dry years. The impact would be less than significant. No mitigation is required.

- c) **Result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?**

Less than significant. The implementation of the CAAP would not involve development of residential communities or other non-residential development or induce population growth in an area that would increase demand for wastewater treatment. Further, it would not involve the construction of restroom facilities. Depending on the duration and location of future projects, the project proponent may supply portable restrooms for use by work crews. Portable restrooms are self-contained and would be cleaned periodically, and the waste would be hauled off-site to a wastewater treatment facility for disposal. This service is typically provided by an independent contractor permitted to handle, haul, and dispose of sanitary sewage. Pursuant to 40 CFR Part 403.5, hauled waste must be disposed of at a designated publicly owned treatment facility. Typically, publicly owned treatment facilities are responsible for implementing permit programs for hauled waste and ensure that adequate treatment capacity exists. Therefore, implementation of the CAAP would not exceed the capacity of any wastewater treatment provider. The impact would be less than significant. No mitigation is required.

- d) **Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?**
- e) **Fail to comply with federal, state, and local management and reduction statutes and regulations related to solid waste?**

No Impact. Implementation of the CAAP would not induce increased residential or non-residential development, or population growth directly or indirectly, and there would be no increase in solid waste production as a result of the CAAP. Measures Solid Waste-1.1 and -1 would increase recovery of edible food waste and eliminate disposal of organic waste into landfills, which is consistent with and would further State solid waste statutes and goals. Therefore, implementation of the CAAP would have no impact. No mitigation is required.

3.20 WILDFIRE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. Wildfire.				
Is the project located in or near state responsibility areas or lands classified as high fire hazard severity zones?	☒ Yes		☐ No	
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

3.20.1 Environmental Setting

CAL FIRE has mapped FHSZs for the entire State. FHSZs are based on an evaluation of fuels, fire history, terrain, housing density, and occurrence of severe fire weather and are intended to identify areas where urban fires could result in catastrophic losses. FHSZs are categorized as: Moderate, High, and Very High. According to CAL FIRE's Fire Resource Assessment Program FHSZ Geographic Information System data, the City is not located within a Very High FHSZ, however is located adjacent to an area designated as a moderate fire hazard risk immediately east of the Plan Area (ArcGIS 2023). Additionally, the main source of wildland fire within the Plan Area occurs where natural resource and habitat areas meet urbanized development, mainly along the American River Parkway and the northern boundary of the City limits (City of Rancho Cordova 2006a).

The Sacramento Metropolitan Fire District (SMFD) provides fire protection and prevention, as well as fire safety education to the residents of the City. The City cooperates with SMFD to ensure adequate service levels (City of Rancho Cordova 2006a).

3.20.2 Discussion

a) **Substantially impair an adopted emergency response plan or emergency evacuation plan?**

Less than significant. The Plan Area does not include a Very High FHSZ. Implementation of the CAAP would result in construction of new roundabouts and bicycle infrastructure (Transportation-2.1, -2.2, and Adaptation-5g) which could alter existing roadways that serve as emergency access routes. However, all future roadway improvements would be required to comply with the California Fire Code, adopted by reference in RCMC Chapter 17.04. The California Fire Code requires the width of an unobstructed roadway to measure no less than 24 feet in order to provide adequate access for fire and emergency responders. Additionally, improvements within roadway rights-of-way would be required to comply with the City's *Design Guidelines*, which require roads, including parks and trails, be designed and constructed to allow for immediate access from emergency personnel (City of Rancho Cordova 2005). Compliance with applicable codes and design standards would ensure that adequate access is provided for fire and emergency responders during operations of CAAP measure projects.

Construction activities for CAAP projects would occur within roadway rights-of-way and may require temporary lane closures or result in other traffic disruptions. Encroachment permits from the City would be required for all work within public rights-of-way. As a requirement of encroachment permit approval, project proponents would be required to develop a traffic control plan that meets the requirements of the most current California Manual on Uniform Traffic Control Devices (Caltrans 2021) and the latest edition of the Standard Specifications for Public Works Construction. Compliance with the encroachment permit and traffic control plan would ensure that adequate access is provided for fire and emergency responders for the duration of construction activities. Therefore, implementation of measures under the CAAP would not impair an adopted emergency response plan or emergency evacuation plan. This impact is less than significant. No mitigation is required.

b) **Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?**

No impact. The Plan Area does not include a Very High FHSZ. As discussed in Section 3.14, "Population and Housing," CAAP measures that would be implemented as part of the program would not include the construction of new housing and do not propose changes to policies or regulations related to land use or residential zoning. Additionally, CAAP measures would not introduce new occupants that could be exposed to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Furthermore, CAAP measures would be primarily within developed roadway rights-of-way where wildfire risk is low. No impact would occur. No mitigation is required.

c) **Require the installation of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?**

Less than significant. The Plan Area does not include a Very High FHSZ. Implementation of the CAAP would result in alterations of public roadways. Specifically, the construction of new roundabouts and bicycle infrastructure (Transportation-2.1, -2.2, and Adaptation-5g). No other infrastructure (such as roads, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment are proposed. CAAP measures would not require the use of construction vehicles and equipment within very high FHSZ. The temporary and periodic use of construction vehicles and equipment has the potential to increase the risk of an accidental fire ignition. However, construction activities associated with their implementation would occur within developed roadway rights-of-way where wildfire risk is low. In addition, enforcement of the California Fire Code would require the implementation of fire safety measures during construction. Safety measures would include prohibiting smoking except in approved areas and ensuring proper use of motorized equipment so that exhausts do not discharge against combustible material and refueling would not occur while in equipment was in operation. Therefore, implementation of CAAP measures would not expose people to pollutant concentrations

from a wildfire or the uncontrolled spread of a wildfire due to slope, prevailing winds, or any other factors. This impact is less than significant. No mitigation is required.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Less than significant. The Plan Area does not include a Very High FHSZ. There are no landslide zones identified within the Plan Area. Implementation of the CAAP would involve ground disturbing activities, including grading and excavation, could, depending on their location, result in runoff or drainage changes. For example, minor grading, excavation, and other ground disturbance would occur during the construction of new roundabouts and bicycle infrastructure (Transportation-2.1, -2.2, and Adaptation-5g), installation of EV charging infrastructure (Transportation-5.1 through 5.4), and tree planting (Carbon Storage-1.1). However, given the nature of future projects it is likely that construction activities would occur in already disturbed areas. EV charging stations would likely be installed in new and existing developments, and roadway improvements would occur along already paved roadways. In addition, tree planting would occur within City green spaces, public rights-of-way and new development projects. Further, future projects would be required to comply with the RCMC Chapter 16.44 which contains design standards and performance requirements and engineering analysis of slope stability, erosion control, and drainage. Enforcement of this City regulatory standard would ensure that implementation of the CAAP would not result in flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. The impact would be less than significant. No mitigation is required.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. Mandatory Findings of Significance.				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☐	☒	☐
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

3.21.1 Environmental Setting

Environmental settings provided throughout Sections 3.1 to 3.20 were used in preparing the impact discussion for this section.

3.21.2 Discussion

- a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?

Less than significant impact. Implementation of the CAAP would involve ground disturbing activities, including grading and excavation. For example, minor grading, excavation, and other ground disturbance would occur during the construction of new roundabouts and bicycle infrastructure (Transportation-1.3, -2.1, -2.2, and Adaptation-5g), installation of EV charging infrastructure (Transportation-5.1 through 5.4), and tree planting (Carbon Storage-1.1). Because ground disturbance would be limited to shallow depths, comprised of artificial fill or previously disturbed soils, resources that are important examples of major periods of California history or prehistory are unlikely to be encountered. In addition, construction activities associated with CAAP implementation would occur in already disturbed

developed areas such as roadways and parking lots. EV charging stations would be installed in new and existing developments, and roadway improvements such as roundabouts, walkways, and bicycle infrastructure would occur along existing developed roadways and cul-de-sacs. In addition, tree planting would occur within City green spaces, public rights-of-way and new development projects. As a result, CAAP implementation would not substantially reduce habitat for fish or wildlife species, cause fish or wildlife populations to drop below self-sustaining levels, threaten to eliminate a plant or animal species, or substantially reduce or restrict the range of an endangered, rare, or threatened species. Refer to Sections 3.4. Biological Resources, 3.5 Cultural Resources, and 3.18, Tribal Cultural Resources, for additional discussion of the reasons why CAAP implementation would not result in significant adverse effects to any biological, cultural, or tribal cultural resources. This impact is less than significant. No mitigation is required.

b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Less than significant. Cumulative environmental effects are multiple individual effects that, when considered together, would be considerable or compound or increase other environmental impacts. Individual effects may result from a single project or a number of separate projects and may occur at the same place and point in time or at different locations and over extended periods of time.

As described in Sections 3.1 through 3.20 of this checklist, construction activities implementing the CAAP would result in short-term and temporary effects on the environment, including the following: changes to the visual setting; increases in air pollutants and noise levels; erosion and degradation of water quality; potential releases of hazardous materials into the environment; and increases in demand for utilities and services. Construction-related effects would be localized within the immediate vicinity of each project site and would cease following the construction period. As a result, they are not considered cumulatively considerable. Additionally, compliance with applicable permits, programs, regulations referenced throughout this IS/proposed ND would minimize impacts such that construction-related impacts would not contribute to a cumulative effect when combined with the effects of other cumulative projects.

As described in Sections 3.1 through 3.20 of this checklist, operation of CAAP implementation would not result in substantially adverse environmental effects. Rather, CAAP implementation would reduce vehicle trips, with the co-benefits of reducing air pollutant and greenhouse gas emissions, reducing the rate of VMT, and reducing reliance on fossil fuels. CAAP implementation also would reduce natural gas consumption within building energy systems in the Plan area, which also improves air quality, reduces GHG emissions, and reducing use of non-renewable fossil fuels. As a result, they are not considered cumulatively considerable. Therefore, operations-related impacts would not contribute to a cumulative effect when combined with the effects of other cumulative projects.

Reasonably foreseeable future development in the Plan Area would be subject to the same land use and environmental regulations as described throughout checklist. Development projects within the city are guided by policies identified in the City’s General Plan and by the regulations established in the RCMC. Compliance with these local regulations would minimize the combined effects of the related projects, thereby minimizing the potential for those effects to combine with CAAP implementation to produce a cumulatively considerable impact. In addition, stand-alone projects associated with CAAP implementation would likely occur within developed areas and not associated with or near other development. As a result, they are not considered cumulatively considerable. Based on the above discussion, implementation of the CAAP would not result in a cumulatively considerable contribution to environmental impacts. This impact is less than significant. No mitigation is required.

c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

Less than significant. As discussed in Section 3.3, “Air Quality”; Section 3.8, “Greenhouse Gas Emissions”; Section 3.9, “Hazards and Hazardous Materials”; Section 3.10, “Hydrology and Water Quality”; Section 3.13, “Noise”; and Section 3.17, “Transportation”; project construction would result in the short-term and temporary increases in air pollutants, greenhouse gas emissions, and noise levels; degradation of water quality; potential releases of hazardous materials into

the environment; and disruptions to the transportation network. However, through compliance with applicable permits, programs, and regulations during construction, these environmental effects would not cause substantial adverse effects on human beings. Furthermore, these construction-related effects would be offset by the overall net benefits of CAAP implementation, which include improved air quality, reduced GHG emissions, lower consumption of non-renewable fossil fuels like natural gas and gasoline, and lower rates of VMT. Therefore, implementation of the CAAP would not result in substantial adverse effects on human beings. This impact is less than significant. No mitigation is required.

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3.21 Mandatory Findings of Significance

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CITY OF RANCHO CORDOVA

Climate Action & Adaptation Plan

July 2023



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List of Abbreviations

AB	Assembly Bill
BAU	Business-As-Usual
CAAP	Climate Action and Adaptation Plan
CAFE	Corporate Average Fuel Economy
CARB	California Air Resources Board
CEC	California Energy Commission
CEQA	California Environmental Quality Act
city	City of Rancho Cordova
CO ₂ e	Carbon Dioxide Equivalent
Community Protocol	U.S. Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions
EPA	U.S. Environmental Protection Agency
GHG	Greenhouse Gas
ICLEI	ICLEI – Local Governments for Sustainability
Leg-adjusted BAU	Legislative-Adjusted Business-As-Usual
MTCO ₂ e	Metric Tons of CO ₂ e
MTP/SCS	Metropolitan Transportation Plan/Sustainable Communities Strategy
SB	Senate Bill
SACOG	Sacramento Area Council of Governments
SMUD	Sacramento Municipal Utility District
VMT	Vehicle Miles Traveled



EXECUTIVE SUMMARY



A large stone sign for the City of Rancho Cordova. It features a stylized tree on the left and the text "CITY OF RANCHO CORDOVA" in bold, black, sans-serif capital letters on the right.

CITY OF
RANCHO CORDOVA



EXECUTIVE SUMMARY

OVERVIEW

The City of Rancho Cordova (hereafter referred to as “City”) has prepared this Climate Action and Adaptation Plan (CAAP) (hereafter referred to as “Plan”) to serve as a comprehensive roadmap to community sustainability and resilience in the city. The purposes of the Plan are to identify strategies and measures the City can take to reduce Greenhouse Gas (GHG) emissions to levels that align with the State of California’s goals and set forth strategies to adapt and promote resilience to the impacts of climate change.

In developing the Plan, the City evaluated the volume of emissions generated in a baseline year (2019 for this Plan) and identified City-specific targets and goals that determine the amount of community-wide emissions that need to be reduced in Rancho Cordova to align with statewide GHG reduction targets for 2030 and 2045. The City then developed GHG reduction measures to achieve the City’s 2030 target and make substantial progress towards the City’s 2045 goal. Additionally, in preparation of the Plan, the City conducted a climate change vulnerability assessment to better understand its vulnerability to climate hazards. This was then used to inform and develop a set of adaptation strategies, objectives, and actions to improve community resilience in the context of climate change. The successful implementation and administration of the Plan would reduce emissions and reduce climate related risks in the city, as well as provide other co-benefits like strengthening the city’s economy, improving risk management, cleaning the environment, and improving the health and wellness of residents.

PLAN DEVELOPMENT

The City kicked off the project in 2021 after which the City prepared GHG emissions inventories and forecasts, set GHG reduction targets, and conducted a climate change vulnerability assessment. The City then developed GHG emissions reduction and adaptation strategies, measures, and actions to be included in the Plan. Engagement with members of the public, government officials, and other stakeholders was conducted throughout the entirety of the project. Outreach and engagement efforts are described in the following section.

COMMUNITY ENGAGEMENT

The City hosted four public workshops and performed outreach efforts to engage residents, stakeholders, and other interested organizations and individuals. The purpose was to provide an opportunity for the community to participate in the Plan development process and ensure that the Plan equitably captured the ideas and concerns of residents and businesses.



Source: City of Rancho Cordova

The **first workshop** held on October 21, 2021, provided an overview of the purpose and objectives of the Plan and discussed the Plan process and project timeline. The **second workshop** held on January 13, 2022, summarized the city's primary vulnerabilities to climate change and when these climate change impacts are likely to occur. On April 14, 2022, the City held the **third workshop** and discussed updates in the Plan development process. The topics included the primary emissions sources and activities in Rancho Cordova, the role that legislative reductions¹ play in reducing emissions in the city, and how much lower the

future emissions need to be to align with California's climate goals. On November 16, 2022, the City hosted the **fourth and final workshop** which was the first in-person event. The purpose of the workshop was to gain feedback on actions the City can take to reduce GHG emissions. Due to the COVID-19 pandemic, the first three public workshops were held virtually, while the fourth workshop was an in-person event. An **online survey** was conducted after the fourth workshop to include feedback from residents who could not attend the final workshop.

The multiple sets of public events and additional methods for providing input on the Plan provided residents and stakeholder groups the opportunity to contribute to the Plan development. Additionally, the City conducted a public opinion survey, the results of which are discussed in the sections below.

EMISSIONS INVENTORY AND REDUCTION TARGETS

The 2019 communitywide emissions is 679,700 metric tons of carbon dioxide equivalent ("MTCO₂e"). Figure ES 1 shows how much is 679,700 MTCO₂e in terms of cars driven, smartphones charged, home energy used, and area of forests used. The emissions inventory includes the following emissions sectors:



- On-Road Transportation



- Off-Road Vehicles and Equipment



- Building Energy



- Water Supply



- Solid Waste



- Wastewater Treatment

Out of the seven emissions sectors included in the Plan, **on-road transportation and building energy** are responsible for **94 percent** of emissions in the city.

To reduce communitywide emissions in alignment with statewide targets, the Plan has established the following:

- ▶ 2030 target: 36 percent below 2019 levels (438,300 MTCO₂e annually); and
- ▶ 2045 goal: 81 percent below 2019 levels (129,300 MTCO₂e annually)

¹ Legislative Reductions are reductions in emissions from communitywide activities and sources that result from actions of the State, federal, or regional government agencies. Examples include enacted laws, adopted regulations, standards, and plans.

HOW MUCH IS 679,700 METRIC TONS OF GREENHOUSE GASES ?



146,456 gasoline-powered cars
driven for one year



82,681,236,543 smartphones
charged



132,253 homes'
electricity use for one year

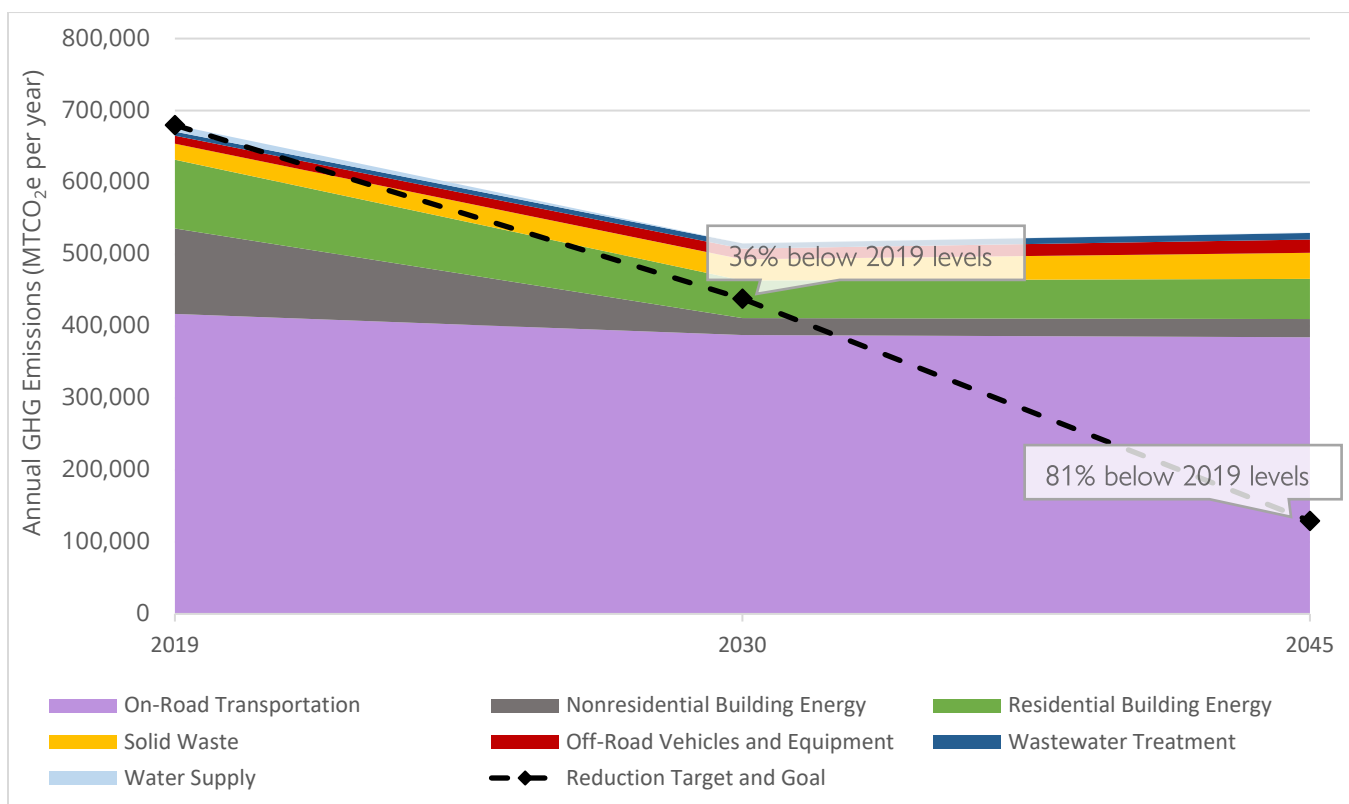


804,388 acres
of U.S. forest used
in one year

Source: US Environmental Protection Agency Greenhouse Gas Equivalencies Calculator, 2023.

Figure ES 1 Rancho Cordova's 2019 communitywide emissions equivalencies

Figure ES 2 depicts the 2019 baseline and City's legislative-adjusted BAU forecast by sector. The black line indicates the City's GHG reduction target for 2030 and 2045 relative to the City's 2019 GHG inventory. The space between the trajectory of the black line and the top of the colored wedges represents the "gap" in emissions that needs to be addressed through local actions for the City to meet its GHG reduction targets. The City needs to reduce annual GHG emissions by 77,100 MTCO₂e in 2030 and 400,600 MTCO₂e in 2045 to achieve the targets.



Source: Ascent Environmental 2022.

Figure ES 2 Rancho Cordova's Legislative-Adjusted BAU Forecast by Sector, 2030 Emission Reduction Target: 36% below 2019 levels, and 2045 Emission Reduction Goal: 81% below 2019 levels

Appendix A presents the inventory technical memorandum, Appendix B details the methodology for preparing the communitywide emissions inventory and projections, Appendix C presents the forecast and target technical memorandum, and Appendix D details the methodology for preparing the emissions reduction targets and goals.

PLAN AT A GLANCE

Emission Reduction Measures

To achieve the 2030 target and to make substantial progress toward the 2045 goal, the Plan proposes a Strategy Framework consisting of 14 GHG reduction strategies, 34 GHG emission reduction measures, and supporting actions briefly summarized in Table ES 1 below. The strategy framework contains additional information like annual emissions reduced, percent of the City's total reductions, performance targets, and supporting actions identified by the City to assist in achieving each strategy's performance target. For measures labeled as "quantified" the CAP provides estimates of the measure's annual GHG reduction potential; measures labeled as "qualitative" would also reduce GHG emissions but their annual GHG reduction potential is not estimated in the CAP. The additional details are presented in Chapter 3, section 1.3.2, and GHG reduction calculation details are included in Appendix E.

Table ES 1 Summary of Emissions Reduction Strategy Framework identified in the Plan

Getting To, From, and Around the City (On-road Transportation Sector)			
Strategy Transportation-1	Annual GHG Reduction Potential (MTCO ₂ e)*	2030	2045
Support development of walkable, interconnected neighborhoods, villages, and districts		6,700	17,100
Transportation-1.1: Enforce the City’s Transportation Impact Guidelines, which require developers to include features in their projects that decrease the amount of driving alone and encourage people to make trips by walking, biking, or using public transit (Quantified)			
Transportation-1.2: Reduce or eliminate requirements to provide a minimum number of off-street parking spaces in new development projects (Qualitative)			
Transportation-1.3: Improve street connectivity, for example by providing walkways at the ends of existing cul-de-sacs, or requiring walkable street systems in new developments (Qualitative)			
Transportation-1.4: Limit the number of drive-through businesses (Qualitative)			
Strategy Transportation-2	Annual GHG Reduction Potential (MTCO ₂ e)*	2030	2045
Make walking and biking safe and attractive for people of all ages and abilities		11,500	12,800
Transportation-2.1: Update Bike and Pedestrian Master Plans to increase the number of low-stress bikeways and walkways that connect homes to destinations (Quantified)			
Transportation-2.2: Install roundabouts to control traffic at intersections, instead of stop signs or traffic signals (Qualitative)			
Transportation-2.3: Provide temporary or permanent car-free zones or “slow streets” in specified areas, for example, individual blocks or residential streets (Qualitative)			
Transportation-2.4: Install measures to reduce vehicle speeds and calm traffic on city streets (Qualitative)			

Strategy Transportation-3 Provide transit options that are accessible, reliable, and convenient	Annual GHG Reduction Potential (MTCO ₂ e)*	2030	2045
		5,800	10,200
Transportation-3.1: Increase the frequency of SacRT bus, CordoVan service, and/or light rail service, or extend service to cover new areas or times of day (Quantified)			
Transportation-3.2: Implement Transit-Supportive Roadway Treatments (for example, transit signal priority, bus-only signal phases, queue jumps, curb extensions to speed passenger loading, and dedicated bus lanes) (Quantified)			
Transportation-3.3: Provide discounted or fare-free transit service (could be universal or targeted to specific areas and/or populations, for example, youth under 18) (Quantified)			
Transportation-3.4: Expand the SmaRT Ride area and convert the shuttles to electric shuttles (Quantified)			
Strategy Transportation-4 Reduce drive alone vehicle trips	Annual GHG Reduction Potential (MTCO ₂ e)*	2030	2045
		3,800	6,800
Transportation-4.1: Implement a Commuter Trip Reduction Program (CTR) in which companies provide employees with services, infrastructure, and incentives for not driving alone to work and instead ridesharing, taking transit, biking, walking, or teleworking (Quantified)			
Transportation-4.2: Implement an Electric Vehicle Carshare Program in which vehicles are available for users on-demand for short-term rentals (Qualitative)			
Transportation-4.3: Implement a bikeshare/scooter share program in which conventional or electric powered bikes or scooters are available to users on-demand for short-term rentals (Qualitative)			
Transportation-4.4: Provide Community-Based Travel Planning (CBTP) to households in the city in which trained travel advisors visit households to provide them with customized information, incentives, and support to encourage use of transportation options other than driving alone (Qualitative)			
Strategy Transportation-5 Transition to electric and zero emission vehicles	Annual GHG Reduction Potential (MTCO ₂ e)*	2030	2045
		27,000	171,300
Transportation-5.1: Install EV chargers in new residential, commercial, and industrial projects (Quantified)			
Transportation-5.2: Install publicly accessible EV chargers on existing private property (Quantified)			
Transportation-5.3: Install EV chargers on public property (Quantified)			
Transportation-5.4: Electrify loading docks and/or require idling-reduction systems (Qualitative)			
Transportation-5.5: Limit new gasoline/diesel fueling stations (Qualitative)			
Using Energy in Homes and Businesses (Building Energy Sector)			
Strategy Energy-1a Increase energy efficiency and electrification in existing residential buildings	Annual GHG Reduction Potential (MTCO ₂ e)*	2030	2045
		9,700	29,000
Energy-1.1: Retrofit existing residential buildings to improve energy efficiency and reduce natural gas consumption for end uses like space and water heating, clothes drying, cooking (Quantified)			
Strategy Energy-1b Increase energy efficiency and electrification in existing nonresidential buildings	Annual GHG Reduction Potential (MTCO ₂ e)*	2030	2045
		2,100	10,000

Energy-1.2: Retrofit existing nonresidential buildings to improve energy efficiency and reduce natural gas consumption for end uses like space and water heating, clothes drying, cooking (**Quantified**)

Strategy Energy-2a

Increase energy efficiency and electrification in new residential buildings

Annual GHG Reduction
Potential (MTCO₂e)*

2030

2045

1,400

5,100

Energy-2.1: Require new residential development to be all-electric, zero net energy (ZNE) buildings (where the amount of energy used in a year equals the amount of energy generated on the site) (**Quantified**)

Strategy Energy-2b

Increase energy efficiency and electrification in new nonresidential buildings

Annual GHG Reduction
Potential (MTCO₂e)*

2030

2045

430

1500

Energy-2.2: Require new nonresidential development to achieve energy efficiency above minimum State building code requirements (CAL Green Tier 2) (**Quantified**)

**Using Equipment for Landscaping and Construction
(Off-Road Vehicle and Equipment Sector)**

Strategy Offroad-1

Transition to electric and zero emissions technologies for landscaping equipment

Annual GHG Reduction
Potential (MTCO₂e)*

2030

2045

130

260

Offroad-1.1: Replace existing gasoline and diesel-powered landscaping equipment with electric or zero emission alternatives (**Quantified**)

Offroad-1.2: Convert new landscaping equipment to electric or zero-emission alternatives (**Quantified**)

Strategy Offroad-2

Transition to electric and zero emissions technologies for construction equipment

Annual GHG Reduction
Potential (MTCO₂e)*

2030

2045

1,700

9,200

Offroad-2.1: Increase electrification and use of alternative fuels in construction projects (**Quantified**)

Offroad-2.2: Reduce construction vehicle idling (**Quantified**)

**Using Water and Disposing of Waste at Homes and Businesses
(Water and Solid Waste Sectors)**

Strategy Water-1

Conserve water

Annual GHG Reduction
Potential (MTCO₂e)*

2030

2045

0*

0*

Water-1.1: Reduce indoor water use in existing and new buildings (**Qualitative**)^

Water-1.2: Reduce outdoor water use for landscaping and irrigation in existing and new developments (**Qualitative**)^

*Emissions reduced from water measures estimated to be zero in 2030 because water-related energy needs assumed to be met by 100% renewable or zero emission electricity by 2030.

Strategy Solid Waste-1

Avoid disposal of organic waste in landfills

Annual GHG Reduction
Potential (MTCO₂e)*

2030

2045

8,800

32,600

Solid Waste-1.1: Increase recovery of edible food waste (**Quantified**)

Solid Waste-1.2: Eliminate disposal of organic waste in landfills (food waste, yard waste) (**Quantified**)

Planting and Managing Trees (Carbon Sequestration Sector)			
Strategy Carbon Sequestration-1 Increase the number of trees in the city, through new plantings and management of existing trees	Annual GHG Reduction Potential (MTCO ₂ e)*	2030	2045
		440	1,100
Carbon Storage-1.1: Increase the number of trees in the city, through new plantings and management of existing trees (Quantified)			

* The calculations, assumptions, research, and other evidence used to identify measure performance metrics and estimate annual GHG reduction potential are provided in CAAP Appendix E.

^Emissions reduced from water measures estimated to be zero in 2030 because water-related energy needs assumed to be met by 100% renewable or zero emission electricity.

Adaptation Strategies

In addition to strategies and measures to reduce GHG emissions, the Plan also includes a set of five adaptation strategies to help the City prepare for and become more resilient to the impacts of climate change. Each adaptation strategy includes two to three tailored objectives, which are accompanied by an array of actions that can be implemented to help achieve those objectives. The adaptation strategies and objectives are summarized in Table ES 2 below. Further details, such as the associated actions for each strategy and set of objectives, are presented in Chapter 4. The city's Vulnerability Assessment Technical Memo, which was used to inform the adaptation strategies, is included in Appendix F.

Table ES 2 Summary of Adaptation Strategies identified in the Plan

Strategy Adaptation-1. Improve resilience to increased temperatures and extreme heat.	
Objectives: ▶ Reduce the urban heat island effect. ▶ Protect populations from extreme heat.	
Strategy Adaptation-2. Improve resilience to extreme precipitation and flooding.	
Objectives: ▶ Promote climate-smart flood management. ▶ Add redundancy to the City's flood management system.	
Strategy Adaptation-3. Improve resilience to drought.	
Objectives: ▶ Reduce water consumption. ▶ Ensure long-term sustainability and reliability of the City's water supplies.	
Strategy Adaptation-4. Improve resilience to wildfires.	
Objectives: ▶ Protect populations from wildfire smoke and poor air quality. ▶ Mitigate the impacts from potential Public Safety Power Shutoff events during high wildfire risk conditions.	

Strategy Adaptation-5.

Promote holistic community resilience in the context of climate change.

Objectives:

- ▶ Coordinate equitable education, outreach, and engagement.
- ▶ Promote robust emergency services and other planning activities.
- ▶ Protect the built environment from climate hazards.

2022 RANCHO CORDOVA CLIMATE ACTION PLAN PUBLIC OPINION SURVEY

In addition to the online survey conducted after the fourth workshop, the City commissioned a public opinion survey to measure residents' attitudes about climate change and their opinions about the City government taking steps to reduce climate change and its impacts. The City conducted a telephone survey with 300 randomly selected participants to provide another form of outreach for resident input. The purpose was to better understand residents' perceptions of climate change and what steps the City should take to address issues associated with climate change. The survey results indicated that climate change is a very important issue for the majority of residents and a majority also responded that climate change will be very harmful or somewhat harmful to them or loved ones. A majority of the residents think it is very important for the City to take steps to reduce the impacts of climate change. A majority of residents also strongly or somewhat support specific City actions related to encouraging people to travel without using their private vehicles such as walking, biking, sharing rides, and using public transportation; increasing the use of electric vehicles, and encouraging energy efficiency and reduced natural gas consumption in existing buildings and new construction. Encouraging the use of electric-powered instead of gas-powered landscape and construction equipment was the only City-specific action that was not strongly or somewhat supported by a majority of residents. A plurality of residents somewhat support this action (41.5 percent), while approximately one-third (31.6 percent) strongly oppose this action, and 9.8 percent indicated they somewhat oppose it. No residents (0 percent) indicated strong support for this action.

Strategy highlights

- i. **Maximum emissions reduction:** Strategy Transportation-5. Transition to electric and zero emission vehicles.
- ii. **Addresses safety and mobility challenges for people with different abilities:** Strategy Transportation-2. Make walking and biking safe and attractive for people of all ages and abilities.
- iii. **Improves aesthetics and provides cleaner air:** Strategy Carbon Sequestration-1. Remove emissions from the atmosphere.

IMPLEMENTATION STRATEGY

After the adoption of this Plan, the City will develop an implementation strategy for the Plan measures. It will be based on several factors such as budget capacity and availability of funding opportunities and will involve collaboration with the Sacramento Municipal Utility District ("SMUD"), other public and private agencies, and neighboring cities. The success of Plan implementation will also depend on the participation of residents, businesses, and other stakeholders in the city and region.

The City will implement the measures of the CAAP through several types of programs and activities that may include changes in municipal operations; new ordinances or code updates; development conditions of approval; advanced planning efforts; provision of incentives or financing; public agency or private partnerships; and education and outreach. The Plan's effective implementation will require a process to prioritize its strategies and measures periodically. Potential funding sources to support Plan implementation are listed in Appendix G.

MONITORING STRATEGY

The Plan will be monitored over time to assess the progress by tracking key indicators for each measure. Changing circumstances, such as State and federal laws and programs, updates to climate science, changes in technology, or evolving local, State, federal, or even global economic and social conditions, may necessitate changes to the Plan. If the Plan is not achieving the desired outcomes, the measures or actions will need to be altered or amended.

City staff will evaluate the performance of each GHG reduction action that has been implemented. Evaluating the performance requires monitoring the level of community participation, costs, and potential barriers to implementation, as well as activities that result in GHG emissions reductions like actual reductions in fuel consumption, vehicle miles traveled, energy usage, water usage, landfilled waste, and so on. In addition to considering these factors, assessing the performance of Plan adaptation actions will be informed by resilience-related improvements in the community. The City staff will regularly monitor and report on adaptation and climate hazards and will update the strategies and actions when needed. By evaluating whether the implementation of an action is on track to achieve its objective, the City can identify successful actions and reevaluate or replace underperforming measures.

To provide updates on Plan implementation progress, City staff will prepare a monitoring report every two years. Finally, the City will prepare a GHG emissions inventory and an update to the plan every five years, with the first update due in 2028. Updates would reflect the findings of the monitoring reports and inventory updates. Table ES 3 shows the City's implementation and monitoring timeframe.

Table ES 3 City's Implementation and Monitoring Timeframe

Year	Milestone	Description
2023	Plan adopted	City Council adopts the Plan.
2023	Develop Implementation Strategy	City staff begins to develop the implementation strategy.
2023	Plan Implementation	City staff begins to implement Plan measures.
2025	Monitoring Report	City staff will prepare a monitoring report every two years and present the report to City Council and Planning Commission. The first monitoring report will be completed two years from Plan adoption. Each monitoring report will evaluate implementation status of the Plan's GHG reduction measures. The monitoring report will identify whether any of the measures require amendment to maintain progress toward achieving the emissions reductions identified in the Plan.
2028	GHG Emissions Inventory Update	An updated GHG inventory will be prepared to track the Plan implementation progress by assessing the City's progress towards achieving the emissions reductions identified in the Plan.
2028	Plan Update	Based on the results of the monitoring report and updated GHG emissions inventory, the City will update the Plan to include new or amended measures, remove, or update any ineffective measures, and incorporate new technologies and methodologies as necessary to ensure the Plan is on track to achieve the City's target and goal.

CALIFORNIA ENVIRONMENTAL QUALITY ACT AND THE PLAN

The California Environmental Quality Act (CEQA) is a statute that requires local agencies to identify significant environmental impacts of their actions and avoid or mitigate those impacts, if feasible. The 2022 Scoping Plan emphasizes the use of CEQA as a tool by local jurisdictions for supporting the State's climate priorities. When a local Plan complies with CEQA requirements, individual projects that comply with the Plan are allowed to streamline the project-specific GHG analysis. The City plans to utilize this tool for ensuring that new development is constructed with more sustainable and low-carbon features than existing development. By following this approach, the Plan has been prepared consistent with the provisions of CEQA Guidelines Section 15183.5 ("Qualified Plan"). As a result, it provides new development project applicants in the city the opportunity to use CEQA streamlining tools for projects that are consistent with this Plan. Demonstrating consistency with the Plan establishes that a project will not result in an "additional environmental effect" related to GHG emissions. A project's consistency with this Plan will be determined through a Consistency Checklist ("Checklist"). The Checklist will include the GHG reduction measures applicable to development projects that are required to be implemented on a project-by-project basis to achieve the City's 2030 reduction target and make substantial progress toward the 2045 goal. Projects that do not demonstrate consistency may, at the City's discretion, prepare a more comprehensive project-specific analysis of GHG emissions consistent with CEQA requirements.

PLAN ORGANIZATION

This Plan is divided into five main chapters. Chapter 1, introduces the City's Plan, outlines the goal of the Plan, and the development process in detail. Chapter 2 describes the community's 2019 baseline GHG emissions inventory, presents 2030 and 2045 emissions forecasts, and identifies community emissions reduction targets. GHG emissions reduction strategies and measures are included in Chapter 3. Chapter 4 presents an overview of the climate adaptation planning process, a summary of the city's climate change vulnerability assessment, and adaptation strategies, objectives, and actions that can be implemented to strengthen community resilience to climate change. Lastly, Chapter 5 provides a framework for implementing and monitoring the Plan and includes a timeline for future updates.



CHAPTER 1: Introduction





CHAPTER 1: Introduction

1.1 INTRODUCTION TO THE CLIMATE ACTION AND ADAPTATION PLAN

The City of Rancho Cordova (hereafter referred to as “City”) has prepared its first Climate Action and Adaptation Plan (CAAP) (hereafter referred to as “Plan”) to serve as a comprehensive roadmap to community sustainability and resilience in the city. It lays out a set of strategies to reduce Greenhouse Gas (“GHG”) emissions and the potential impacts of climate change in Rancho Cordova. At a local level, annual temperatures and intensity of precipitation events are projected to increase over time. These changes could result in increased heat waves, wildfire risk, and flooding, resulting in adverse effects on residents’ health and safety, economic prosperity, infrastructure, and the provision of public services. The Plan identifies strategies and measures the City can take to address climate change by reducing GHG emissions to levels that align with Statewide GHG reduction targets and strategies and actions for the City to adapt and promote resilience to the impacts of climate change in Rancho Cordova.

In developing the Plan, the City evaluated the volume of emissions generated in a baseline year (2019 for this Plan) and identified City-specific targets and goals that determine the amount of community-wide emissions that need to be reduced in Rancho Cordova to align with statewide GHG reduction targets for 2030 and 2045. The City then developed GHG reduction measures to achieve the City’s 2030 target and make substantial progress towards the City’s 2045 goal. Additionally, in preparation of the Plan, the City conducted a climate change vulnerability assessment to better understand its vulnerability to climate hazards. This was then used to inform and develop a set of adaptation strategies, objectives, and actions to improve community resilience in context of climate change. The successful implementation and administration of the Plan would reduce emissions and reduce climate related risks in the city, as well as provide other co-benefits like strengthening the City’s economy, improving risk management, cleaning the environment, and improving the health and wellness of residents. At a local scale, communities can work towards reducing their carbon footprint by changing habits to consume less energy, generate less waste, conserve water, use sustainable transportation modes, and promote carbon sequestration.

1.1.1 Why is the Plan Important?

Through the Plan, community members can take climate action specific to the city’s requirements. By beginning to plan now and engaging in more sustainable practices, communities will be better suited to adapt to climate change and increase resiliency for the future. The Plan lays out prospects to shape the future development of the city in the way that the homes, businesses, and communities become more sustainable and less vulnerable to

climate risks. While saving money and promoting a healthier environment, the implementation of the Plan will improve livability and quality of life for the residents of Rancho Cordova.

1.1.2 Plan Goals

The 2019 communitywide emissions is 679,700 metric tons of carbon dioxide equivalent (“MTCO₂e”). In order to reduce emissions and meet statewide targets, the Plan has established local reduction targets consistent with statewide emissions reduction targets for 2030 and 2045. To support the achievement of statewide GHG reduction targets and reduce emissions locally, the Plan sets the following emission reductions targets using 2019 levels as a reference point:

- ▶ 2030 target: 36 percent below 2019 levels (438,300 MTCO₂e annually); and
- ▶ 2045 goal: 81 percent reduction from 2019 levels (129,300 MTCO₂e annually).

This Plan provides a summary of baseline GHG emissions and the potential growth in these emissions over time. A summary of the City’s emissions inventory, emissions projections, and methodology for setting GHG reduction targets is discussed further in Chapter 2. The strategies and measures that the City will implement to achieve the 2030 emissions reduction target and make substantial progress toward the 2045 goal are discussed in Chapter 3. The Plan also illustrates strategies and measures that the City will implement to adapt to climate change risks and vulnerabilities in Chapter 4. As part of Plan implementation, each strategy and measure should be continually assessed and monitored. More information on administering, implementing, and monitoring the Plan is included in Chapter 5.

Why

did the City prepare a Plan?

- to align with State climate goals
- establish city specific climate action and guide future development
- to maintain consistency in GHG reduction
- to support infill housing production
- to leverage other regional sustainability programs

1.2 SUMMARY OF THE PLAN DEVELOPMENT PROCESS

This section gives an overview of the internal and external processes in developing this Plan. It briefly describes the City’s process for Plan development and external engagement with residents and other stakeholders. Figure 1.1 presents the components of the CAAP development process.



Source: Ascent Environmental 2023.

Figure 1.1 Components of the CAAP development process

1.2.1 Plan Development

The City kicked off the project in 2021 after which the City prepared GHG emissions inventories and forecasts, set GHG reduction targets, and conducted a climate change vulnerability assessment. These tasks were completed by the first quarter of 2022 and then the City developed GHG emissions reduction strategies, measures, and actions, along with adaptation strategies, objectives, and actions to be included in the Plan. These efforts created the foundation for developing this Plan, which occurred in the first quarter of 2023.

Engagement with City staff, members of the public, government officials, and other stakeholders was conducted throughout the entirety of the project. Outreach and engagement efforts are described in the following section.

1.2.2 Community Engagement

The Plan serves as a resource and starting point to support the City's long-term sustainability efforts. Effective and long-term climate action and resiliency in the City can only be achieved through active and ongoing partnerships between residents, businesses, the City, and other agencies and organizations in the city.

Residents can support climate action by:

- consuming less energy
- producing less waste
- conserving water
- composting
- avoiding drive alone trips

The City hosted four public workshops and performed outreach efforts to engage residents, stakeholders, and other interested organizations and individuals. The purpose was to provide an opportunity for the community to participate in the Plan development process and ensure that the Plan equitably captured the ideas and concerns of residents and businesses. Due to the COVID-19 pandemic, the first three public workshops were held virtually, while the fourth workshop was an in-person event. The

attendees included a diverse mix of participants including Rancho Cordova residents, business owners, members of local climate groups, neighborhood associations, community council members, people who had property in the city, and so on. The workshops served to inform attendees about the project scope and goals and solicited input to gain a better understanding of the community's climate change concerns and priorities.

The **first workshop** held on October 21, 2021 was attended by 26 people. It provided an overview of the purpose and objectives of the Plan, and discussed the Plan process and project timeline. It also provided information on how the community can get involved in the development process.

The **second workshop** held on January 13, 2022, summarized the city's primary vulnerabilities to climate change and when these climate change impacts are likely to occur. 31 people including residents and business owners attended the workshop that briefed on activities that are contributing to the city's greenhouse gas emissions and emission categories contributing to these emissions.

On April 14, 2022, the City held the **third workshop** which was attended by 17 people. It discussed updates in the Plan development process. The topics included the primary emissions sources and activities in Rancho Cordova, the role that federal, State, regional, and local actions play in reducing emissions in the city, and how much lower the future emissions need to be to meet California's climate goals. Attendees had the opportunity to share thoughts on potential mitigation measures the City could take to reduce emissions to levels that meet the climate targets.

On November 16, 2022, the City hosted the **fourth and final workshop** and first in-person event. It was attended by 12 people. The purpose of the workshop was to gain feedback on actions the City can take to reduce greenhouse gas emissions. The workshop included a short presentation, followed by an interactive activity and discussion about ideas and priorities. A handout illustrating the City's measures to reduce greenhouse gas emissions was distributed among participants to serve as a reference for sharing the feedback. It offered an opportunity for participants to comment on proposed GHG reduction strategies and measures and to identify barriers to personal climate action choices. To increase opportunities for all residents to provide feedback, an **online survey** was also conducted after the fourth workshop to include feedback from residents and stakeholders who could not attend the workshop. 48 people responded to this survey.

Why

is the community engagement process important?

- to provide the community an opportunity to participate in the City's climate action
- to advance equality and reduce disparities
- to ensure that the benefits are shared among all city residents

Public input gathered from the workshops and the survey played a key role in determining the City's approach to climate change mitigation and adaptation through ground-truthing the technical analyses conducted for the Plan development. The multiple sets of public events and additional methods for providing input on the Plan provided residents and stakeholder groups the opportunity to contribute to Plan development.

1.3 2022 RANCHO CORDOVA CLIMATE ACTION PLAN PUBLIC OPINION SURVEY

The City asked residents for their comments and suggestions concerning the Plan, emissions reduction measures, and adaptation strategies through community workshops and an online survey. In addition to this, the City commissioned a public opinion survey to measure residents' attitudes about climate change and their opinions about the City government taking steps to reduce climate change and its impacts. The City conducted a telephone survey with 300 randomly selected participants concerning issues related to its Plan. The purpose of the survey was to better understand resident perceptions of climate change and the City taking steps to address climate change. Specific issues examined in this survey included the community's views on:

Why

did the City conduct a Public Opinion Survey?

- to ask residents for their comments and suggestions concerning the Plan.
- to provide another form of outreach for resident input.
- to collect inputs on a randomly selected basis

- ▶ How important climate change is to them personally.
- ▶ How harmful climate change will be to them and to future generations.
- ▶ How important it is for the City to take steps to reduce climate change and its impacts.
- ▶ How supportive the community is of specific steps the City could take to reduce the impact of climate change.

The survey results indicated that climate change is a very important issue for the majority of residents and a majority also responded that climate change will be very harmful or somewhat harmful to them or loved ones. A majority of the residents think it is very important for the City to take steps to reduce the impacts of climate change. A majority of residents also strongly or somewhat support specific City actions related to encouraging people to travel without using their private vehicles such as walking, biking, sharing rides, and using public transportation; increasing the use of electric vehicles, and encouraging energy efficiency and reduced natural gas consumption in existing buildings and new construction. Encouraging the use of electric-powered instead of gas-powered landscape and construction equipment was the only City-specific action that was not strongly or somewhat supported by a majority of residents. A plurality of residents somewhat support this action (41.5 percent), while approximately one-third (31.6 percent) strongly oppose this action, and 9.8 percent indicated they somewhat oppose it. No residents (0 percent) indicated strong support for this actions.

1.4 PROJECT WEBSITE

To provide project information and resources to the community and stakeholders, the City developed a webpage dedicated to the City's Plan (located at <https://www.cityofranhocordova.org/residents/community-topics/climate-action-plan>). It includes an overview of the project, updates on the workshops and the online survey held, GHG emissions and adaptation related information and technical documents, and other supporting documents and materials. This webpage supported public participation from the initiation of the project to the development of this Plan. After adoption of the Plan, the webpage will be updated to include updates on Plan implementation and monitoring.

1.5 REGIONAL CLIMATE PLANNING EFFORTS

The Plan is developed in the context of existing plans and policies occurring within the region that support the reduction of GHG emissions and prepare the community for the anticipated effects of climate change. These include, but are not limited to:

- ▶ Sacramento County led an update to the countywide 2016 Local Hazard Mitigation Plan (Sacramento County, 2021) in 2021, in coordination with incorporated cities, reclamation districts, and other special districts. This will complement the Plan's adaptation framework and further assist in alleviating vulnerability to climate change impacts in the city.
- ▶ The Sacramento Area Council of Governments (SACOG) adopted its most recent Sustainable Communities Strategy (SCS) in 2020 (SACOG, 2023), which provides policies and implementation actions for GHG reductions in the on-road transportation sector, consistent with statewide targets set by the California Air Resources Board (CARB). The Plan's transportation sector measures can be aligned with the SCS for more effective emission reduction in the city.
- ▶ The Capitol Region Urban Heat Island Mitigation Project, led by Sacramento Metropolitan Air Quality Management District (SMAQMD) and the Local Government Commission, built detailed models of the Urban Heat Island effect in the Sacramento region and used them to evaluate the effectiveness of a range of heat mitigation measures (SMAQMD, 2020). This will complement the Plan's adaptation framework and further assist in alleviating vulnerability to climate change impacts in the city.
- ▶ The Sacramento Municipal Utility Department (SMUD)'s Home Performance Program (HPP) is a whole-house approach that bundles energy-efficiency upgrades to deliver more savings, comfort, and rebate options. This program can be effective in supporting strategies identified in this Plan for reducing emissions from the building energy sector.
- ▶ SMUD collaborated with Five Star Bank and LoanGlide to offer Sustainable Home Improvement Loans to help residential customers finance energy efficiency upgrades. This includes converting from gas-to-electric appliances and equipment and improvements like windows and weatherization. These initiatives align with the supporting actions identified in this Plan for reducing emissions from the building energy sector.
- ▶ SacRT initiatives which include providing County residents access to micro-transit, electric busses, and expanded light rail service, for example, the Fare-Free Transit for Students and Youth Initiative and the SacRT SmART Ride where customers can request a ride that will pick up and drop off passengers within the service boundaries. These initiatives align with the supporting actions identified in this Plan for reducing emissions from the transportation sector.

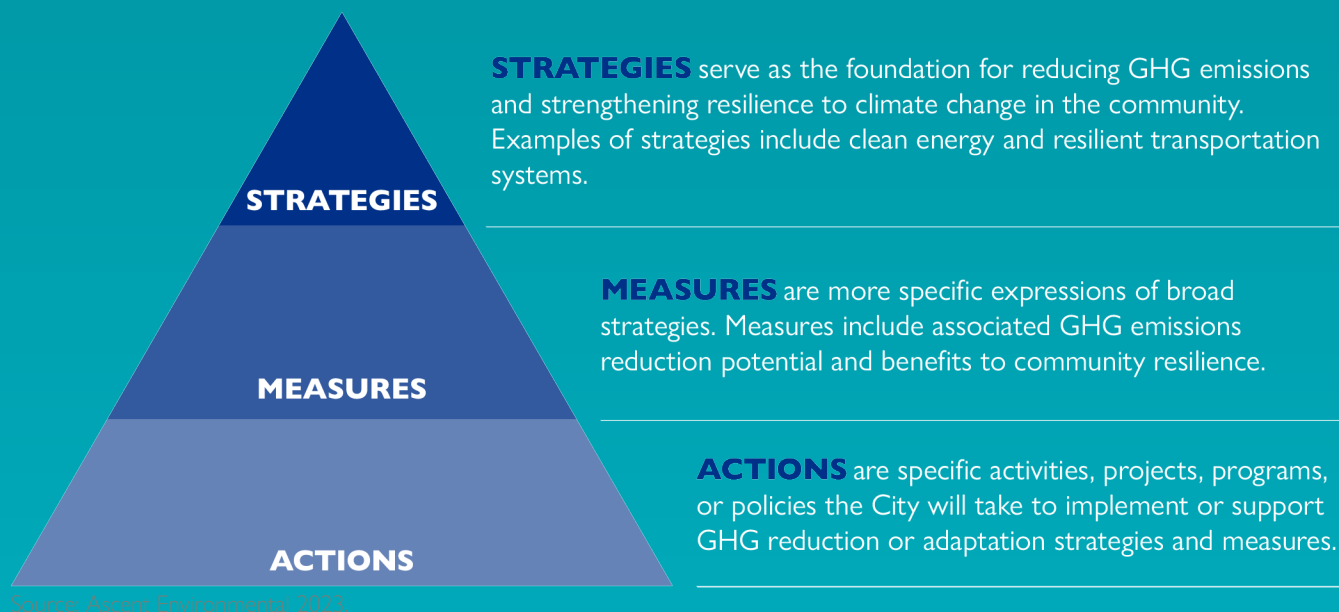
3.6 HOW TO READ THIS PLAN

3.6.1 Organization

This Plan is divided into five main chapters. This chapter, Chapter 1, introduces the City's Plan, outlines the goal of the Plan, and the development process in detail. Chapter 2 describes the community's 2019 baseline GHG emissions inventory, presents 2030 and 2045 emissions forecasts of the city, and identifies community emissions reduction targets. GHG emissions reduction strategies and measures are included in Chapter 3. Chapter 4 presents an overview of the climate adaptation planning process, a summary of the city's climate change vulnerability assessment, and adaptation strategies, objectives, and actions that can be implemented to strengthen community resilience to climate change. Lastly, Chapter 5 provides a framework for implementing and monitoring the Plan and includes a timeline for future updates. It also includes a list of potential funding sources the City can consider for the administration, implementation, and monitoring of measures included in this Plan.

3.6.2 Emissions Reduction and Adaptation Framework

The GHG emissions reduction strategies and measures in Chapter 3 and the adaptation strategies and objectives in Chapter 4 are presented under a similar framework. Each chapter presents strategies that serve as the foundation for addressing the ways in which GHG emissions can be reduced and resilience can be improved in the community. Within each GHG emissions reduction strategy are one or more measures that represent activities that the City would consider in order to achieve the target. Similarly, each of the adaptation strategies includes two to three tailored objectives. Both the GHG emissions reduction measures and adaptation objectives include a set of detailed actions that define the specific actions, projects, programs, or policies the City can implement or support to reduce GHG emissions and strengthen community resilience.

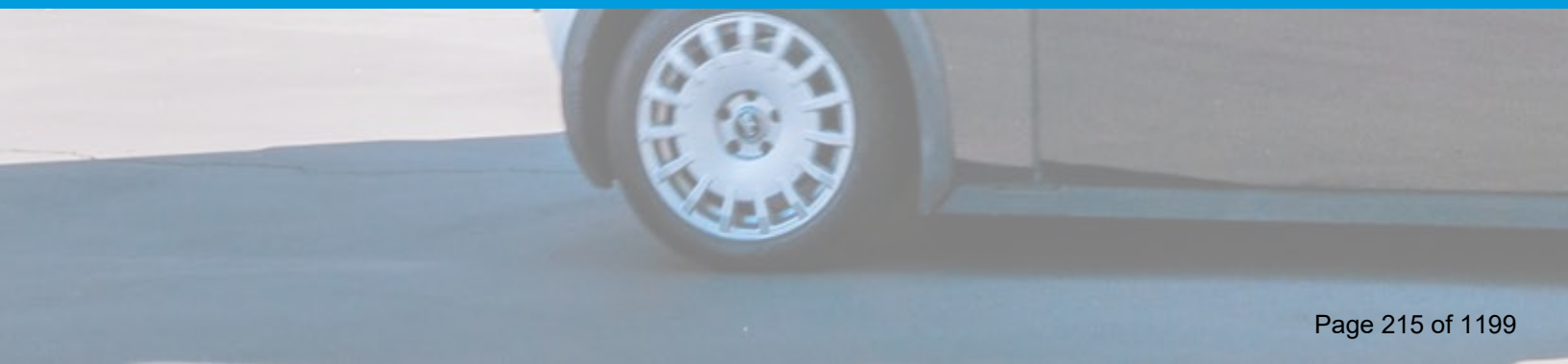




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CHAPTER 2: Greenhouse Gas Emissions Inventory





CHAPTER 2: Greenhouse Gas Emissions Inventory

2.1 OVERVIEW

This chapter summarizes the first three components of the Plan development process - identifying and estimating primary sources and annual levels of GHG emissions for a baseline year (also called a baseline inventory); estimating emissions trends and projections in the absence of local reduction measures (also called forecasts); and setting local emissions reduction goals over time to reduce contributions to climate change effects (also called targets) (refer to section 1.2 for components of the Plan).

2.2 BASELINE INVENTORY

Why

a baseline inventory?

- identifies emissions sources and their relative contribution
- provides a baseline for emissions forecasts
- supports the establishment of reduction targets and goals
- informs the development of reduction measures
- provides a framework to track the changes in emissions in the city

Conducting a baseline inventory for a jurisdiction is the process of quantifying emissions from the potential sources during a single calendar year. It informs about the emissions sources and activities and reports about the relative contribution of each. This process supports the forecasting of future emissions, the setting of targets and goals to reduce emissions, and the development of reduction measures. This section describes sources and levels of communitywide emissions in Rancho Cordova.

The City's emissions inventory is based on the 2019 baseline year – the most recent year for which reliable data were available at the time this plan was developed. Rancho Cordova's inventory is based on the most recent guidance for community-scale emissions inventories developed by ICLEI's Community Protocol, Version 1.2, published in July 2019 (ICLEI 2019). Appendix A and B present

detailed methods and assumptions used for developing the communitywide emissions inventory. Consistent with the protocol's requirements, the inventory is prepared for a baseline year that reflects the current communitywide emissions conditions and establishes a foundation to compare how emissions are estimated to grow in the future. Emissions generating activities are divided into categories called emissions sectors.

The inventory includes the following emissions sectors:



- **On-Road Transportation**

- this sector includes emissions from passenger and commercial vehicles that operate within the city, and to and from the city.



- **Building Energy**

- Residential Building Energy – this sector includes emissions generated from the use of electricity and natural gas in residential buildings in the city.
- Non-residential Building Energy – this sector includes emissions generated from the use of electricity and natural gas in non-residential buildings in the city.



- **Solid Waste**

- this sector includes emissions associated with waste generated by residents and businesses in the city.



- **Off-Road Vehicles and Equipment**

- this sector includes emissions from off-road vehicles and equipment that operate in the city.



- **Water Supply**

- this sector includes emissions associated with residential and commercial water consumption



- **Wastewater Treatment**

- this sector includes emissions associated with residential and commercial wastewater treatment

2.2.1 Rancho Cordova's Emissions Inventory

The 2019 communitywide emissions is 679,700 MTCO₂e. Out of the seven emissions sectors included in the Plan, on-road transportation and building energy are responsible for 94 percent of emissions in the city. Table 2.1 shows the results of the inventory and Figure 2.1 shows the share of emissions generated by each sector. Appendix A presents the inventory technical memorandum and Appendix B details the methodology for preparing the communitywide emissions inventory.

Table 2.1 2019 City of Rancho Cordova Community Greenhouse Gas Emissions Inventory

Sectors	MTCO ₂ e/year	Percent of Total
On-Road Transportation	417,100	61%
Nonresidential Building Energy	118,800	17%
Residential Building Energy	95,600	14%
Solid Waste	22,400	3%
Off-Road Vehicles and Equipment	11,000	2%
Water Supply	9,100	1%
Wastewater Treatment	5,700	1%
Total	679,700	100%

Notes: MTCO₂e/year = metric tons of carbon dioxide equivalent per year

Source: Ascent Environmental 2022.

HOW MUCH IS 679,700 METRIC TONS OF GREENHOUSE GASES ?



146,456 gasoline-powered cars
driven for one year



82,681,236,543 smartphones
charged

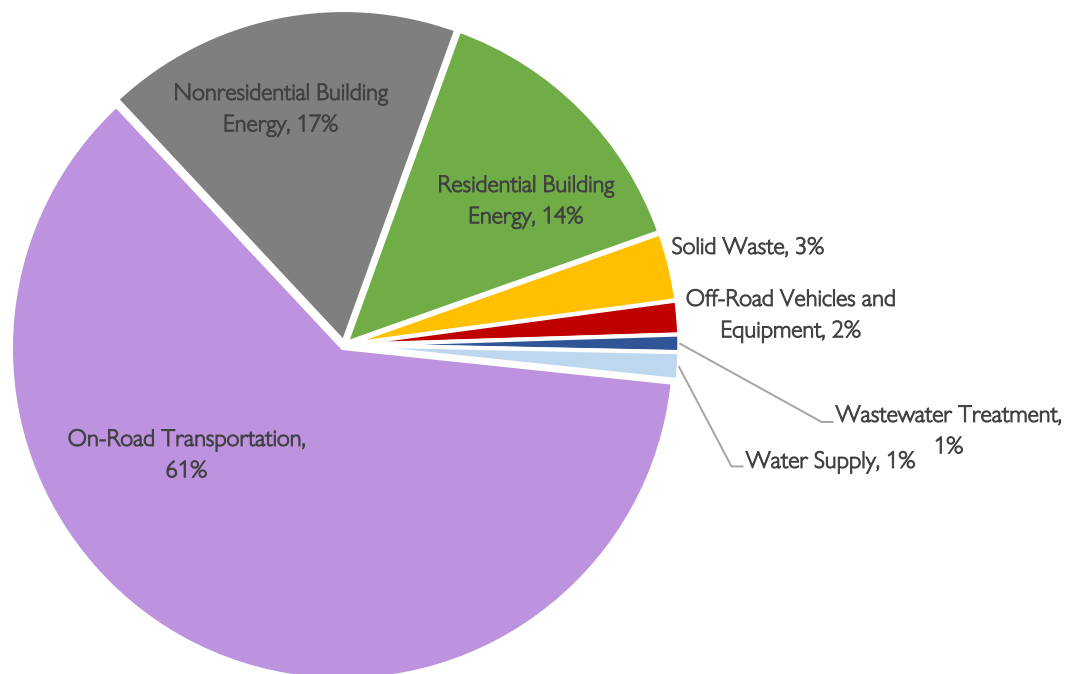


132,253 homes'
electricity use for one year



804,388 acres
of U.S. forest used
in one year

Source: US Environmental Protection Agency Greenhouse Gas Equivalencies Calculator, 2023.



Source: Ascent Environmental 2022.

Figure 2.1 2019 City of Rancho Cordova Communitywide Greenhouse Gas Emissions Inventory

2.3 EMISSIONS FORECASTS

The next phase in the Plan process is to estimate communitywide emissions over time. Comparing the forecasts with targets will provide an emissions gap that the city needs to address to achieve the target. This information is critical to evaluating the City's performance in mitigating emissions and understanding where the City should focus its efforts in the future. The 2019 baseline inventory is used to scale emissions to 2030 and 2045. Emissions forecasts are based on the following two factors:

Why

an emissions forecast?

- identifies emissions gap
- provides a framework for comparing changes in emissions in the future

- (i) Community Activities: change in community activities like population, number of employees, and vehicle miles traveled (VMT) results in a change in communitywide emissions.
- (ii) Legislative Reductions Federal, State, and regional actions that reduce GHG emissions from communitywide activities and sources. Examples of these initiatives include a law, regulation, standard, or program.

2.3.1 Future Emissions without Legislative Reductions (Business-As-Usual Forecast)

The emissions forecast without legislative reductions (also known as Business-As-Usual or BAU Forecast) is an assessment of the City's emissions solely based on how the community activities will change over time without further local, regional, State, or federal action. It assumes that no further government action is taken to reduce GHG emissions and reflects only the change emissions that results from change in community activities. Table 2.2 shows activity projections in the city from 2019 to 2045 that are used to inform the BAU Forecast of GHG emissions, and also inform the Legislative-Adjusted BAU Forecast, which is described in the next section.

Table 2.2 Rancho Cordova Demographic and Vehicle Miles Traveled Projections

Forecast Factor	2019	2030	2045
Population	77,579	102,122	125,427
Employment	61,991	73,604	84,213
Annual VMT	919,218,798	1,071,357,646	1,307,495,381

Notes: VMT = vehicle miles traveled.

Source: SACOG Growth Forecast for the 2020 MTP/SCS; Fehr & Peers; adapted by Ascent Environmental in 2022.

2.3.2 Future Emissions with Legislative Reductions (Legislative-Adjusted BAU Forecast)

Emissions forecast with legislative reductions (also known as Legislative-Adjusted Business-As-Usual or Legislative-Adjusted BAU forecast) is an assessment of the City's emissions based on the changes in community activities including adopted legislative and regulatory actions at the regional, State, or federal levels. The legislative reductions applied to estimate emissions under this forecast are listed in Table 2.3.

Table 2.3 Summary of Legislative Reductions Applied in the Legislative-Adjusted BAU Forecast

Source	Legislative Reduction	Description	Sectors Applied
Regional	2030 Zero Carbon Plan	Establishes a target for SMUD to supply 100 percent renewable electricity by 2030.	Residential and Nonresidential Building Energy, Water Supply
State	California's Building Energy Efficiency Standards (2019 Title 24, Part 6)	Requires all new buildings in California to comply with energy efficiency standards established by CEC. Accounts for the energy efficiency gains associated with lighting, heating, cooling, ventilation, and water heating	Residential and Nonresidential Building Energy

Source	Legislative Reduction	Description	Sectors Applied
		improvements, as well as onsite solar photovoltaic requirements for low-rise residential.	
State	Advanced Clean Cars I Standards	Establishes GHG emission reduction standards for model years 2017 through 2025 that are more stringent than federal CAFE standards.	On-Road Transportation
State	Truck and Bus Regulation	Requires diesel trucks and buses that operate in California to be upgraded to reduce GHG emissions.	On-Road Transportation
Federal	Fuel Efficiency Standards for Medium- and Heavy-Duty Vehicles	Establishes fuel efficiency standards for medium- and heavy-duty engines and vehicles.	On-Road Transportation
Federal	EPA Off-Road Compression-Ignition Engine Standards	Establishes standards for phasing of EPA diesel engine tiers for off-road compression-ignition equipment.	Off-Road Vehicles and Equipment

Notes: CAFE = Corporate Average Fuel Economy; CEC = California Energy Commission; EPA = U.S. Environmental Protection Agency; GHG = greenhouse gas, SMUD = The Sacramento Municipal Utility District.

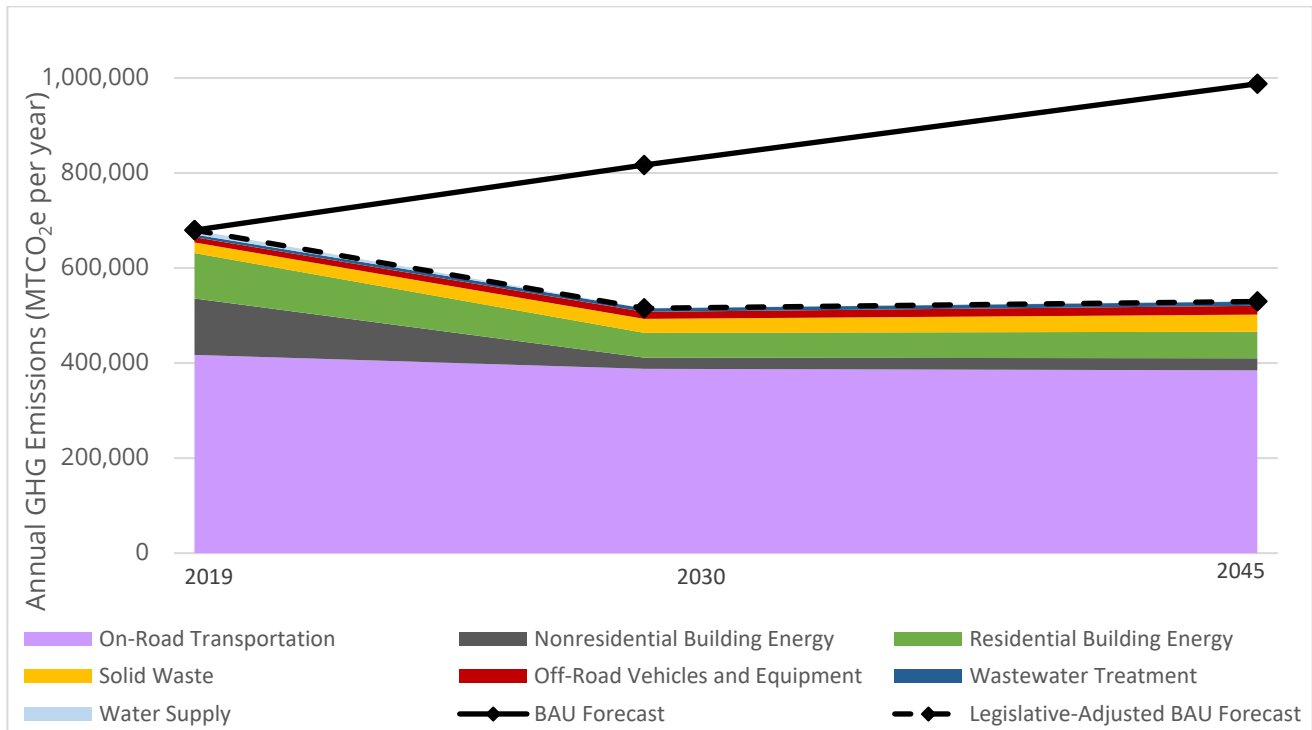
Figure 2.2 and Table 2.4 present the City's 2019 inventory with BAU forecast and Legislative-Adjusted BAU forecast for 2030 and 2045. With the legislative actions, the City's emissions would decrease by approximately 22 percent between 2019 and 2045 and by approximately 24 percent between 2019 and 2030. In 2030, the legislative-adjusted BAU Forecast is 37 percent lower than the BAU forecast, while in 2045, legislative-adjusted BAU Forecast is 46 percent lower than the BAU forecast.

Table 2.4 Rancho Cordova 2019 Greenhouse Gas Emissions Inventory, BAU Forecast, and Legislative-Adjusted BAU Forecast for 2030 and 2045 (MTCO₂e/year)

Sector	2019	2030		2045	
	Baseline Emissions	BAU Forecast	Legislative-Adjusted BAU Forecast	BAU Forecast	Legislative-Adjusted BAU Forecast
On-Road Transportation	417,100	486,200	387,800	593,300	384,700
Nonresidential Building Energy	118,800	141,100	23,600	161,400	25,300
Residential Building Energy	95,600	125,800	52,200	154,500	55,900
Solid Waste	22,400	29,500	29,500	36,200	36,200
Off-Road Vehicles and Equipment	11,000	14,800	14,800	18,500	18,500
Water Supply	9,100	12,000	0	14,700	0
Wastewater Treatment	5,700	7,500	7,500	9,200	9,200
Total	679,700	816,700	515,400	987,800	529,800

Notes: Total may not sum exactly due to independent rounding. MTCO₂e/year = metric tons of carbon dioxide equivalent per year.

Source: Ascent Environmental 2023.



Source: Ascent Environmental 2023.

Figure 2.2 Rancho Cordova 2019 Greenhouse Gas Emissions Inventory, BAU Forecast, and Legislative-Adjusted BAU Forecast for 2030 and 2045

2.4 EMISSIONS REDUCTION TARGETS

Rancho Cordova's 2030 emissions reduction target and 2045 goal have been developed to align with the statewide emissions reduction targets for 2030 and 2045. As directed in Senate Bill (SB) 32 and Assembly Bill (AB) 1279, the State aims to reduce Statewide annual GHG emissions to:

- ▶ 40 percent below 1990 levels by 2030; and
- ▶ net zero emissions as soon as possible and no later than 2045, with at least an 85 percent reduction from 1990 levels for anthropogenic sources.¹

Consistent with State targets and considering relevant emissions sectors, this Plan establishes the following communitywide GHG reduction target for 2030 and GHG reduction goal for 2045:

- ▶ 2030 target: 36 percent below 2019 levels (438,300 MTCO₂e annually); and
- ▶ 2045 goal: 81 percent below 2019 levels (129,300 MTCO₂e annually).

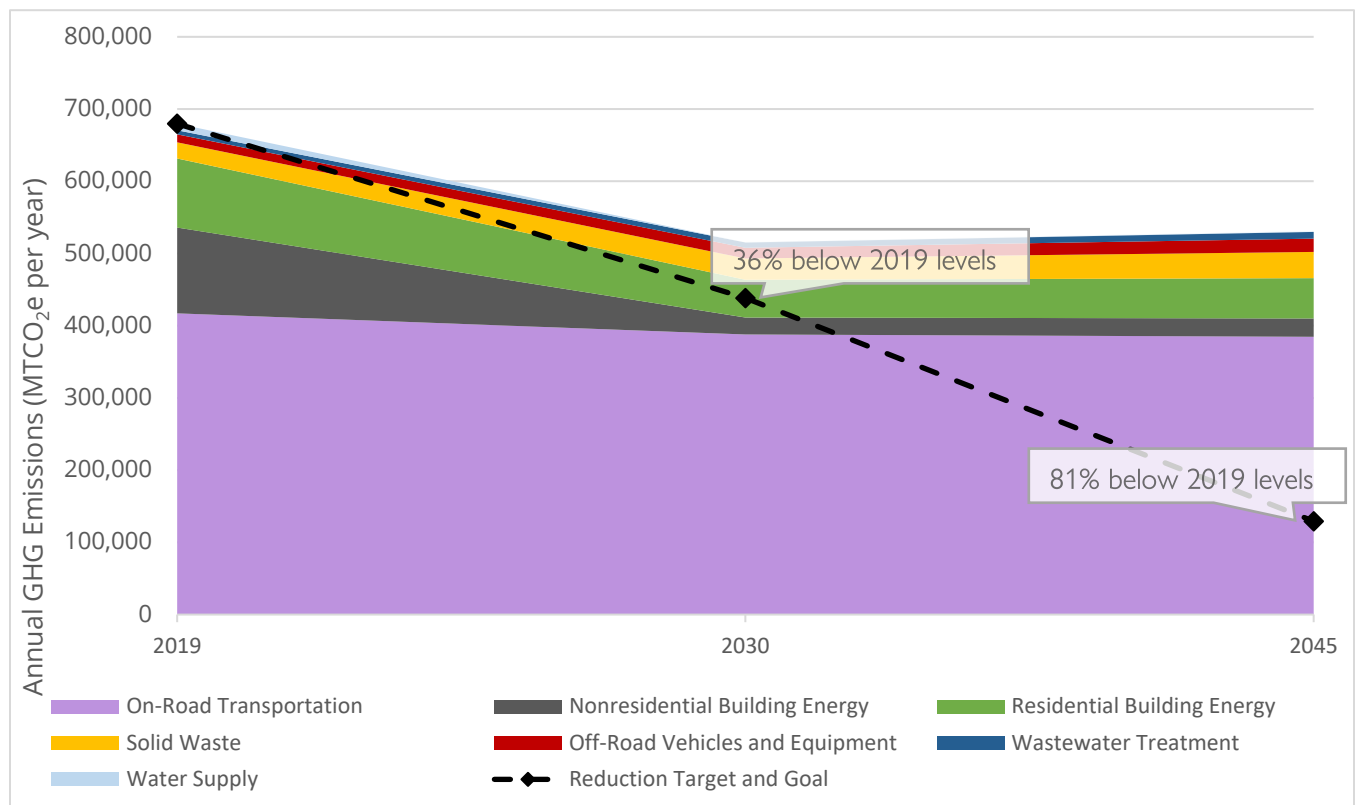
¹ Anthropogenic sources are human activities that generate emissions.

2.5 LOCAL EMISSIONS GAP

Figure 2.3 below depicts the 2019 baseline and legislative-adjusted BAU forecast by sector. The black line indicates the City's GHG reduction target for 2030 and the 2045 goal relative to the City's 2019 baseline emissions level. The space between the trajectory of the black line and the top of the colored wedges represents the "gap" in emissions that will need to be addressed through local actions for the City to meet its GHG reduction target and goal. To address the gap, the City has identified a strategy framework including emissions reduction strategies, measures, and supporting actions. The strategy framework is presented in Chapter 3. Appendix A presents the inventory technical memorandum, Appendix B details the methodology for preparing the communitywide emissions inventory and projections, Appendix C presents the forecast and target technical memorandum, and Appendix D details the methodology for preparing the emissions reduction targets and goals.

Chapter 3 of the Plan identifies emissions reduction measures to that seek to close the following emissions gaps:

77,100 MTCO₂e/year by 2030
400,500 MTCO₂e/year by 2045



Source: Ascent Environmental 2022.

Figure 2.3 Rancho Cordova's Legislative-Adjusted BAU Forecast by Sector, 2030 Emission Reduction Target: 36% below 2019 levels, and 2045 Emission Reduction Goal: 81% below 2019 levels

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CHAPTER 3:

Emissions Reduction Strategies & Measures





CHAPTER 3: Emissions Reduction Strategies and Measures

3.1 OVERVIEW

This chapter summarizes the fourth component of the Plan development process – the development of emissions reduction strategies and measures (refer to section 1.2 for components of a Plan). It outlines strategies and measures the City can take to achieve the emissions reduction target for 2030 (reducing emissions to 36 percent below 2019 levels) and make substantial progress toward the 2045 goal (reducing emissions to 81 percent below 2019 levels).

3.2 EMISSIONS REDUCTION STRATEGIES AND MEASURES

This Plan includes strategies, measures, and supporting actions that address the following major climate change-related activities that can be influenced by the City's actions:

- ▶ Getting To, From, and Around the City (On-road Transportation Sector)
- ▶ Using Energy in Homes and Businesses (Building Energy Sector)
- ▶ Using Equipment for Landscaping and Construction (Off-Road Vehicle and Equipment Sector)
- ▶ Using Water and Disposing of Waste at Homes and Businesses (Water Supply, Wastewater, and Solid Waste Sectors)
- ▶ Planting and Managing Trees (Carbon Sequestration Sector)

The strategies and measures focus on reducing GHG emissions that are generated from activities occurring in Rancho Cordova. The City will implement these measures in the coming years through planned programs, policies, and projects. Additional to reducing emissions, which is the primary purpose of these strategies and measures, these will also result in added co-benefits that would occur through implementation, such as improved environmental quality, improved health outcomes, enhanced community character, address historic underinvestment, create job opportunities, and improve resilience to climate change impacts.

Implementation of the strategies and measures in this chapter would be adequate to meet the City's 2030 emissions reduction target (36 percent below 2019 levels) and make sufficient progress towards the 2045 goal (81 percent below 2019 levels). However, because the city is already experiencing the effects of climate change, this Plan includes multiple measures to adapt to climate change impacts, discussed in Chapter 4.



Source: Ascent Environmental 2023.

3.3 GREENHOUSE GAS REDUCTION STRATEGY DEVELOPMENT

The implementation of GHG reduction strategies and measures over the years will affect the entire community and these effects will persist for a long time. Hence, it is necessary that the strategies take into consideration the present and future circumstances of the community. This includes taking into consideration the requirements and aspirations of the people as well as the pressure that will be placed on the community resources. To develop strategies that best support community activities and make the best use of community resources, it is important that the whole community works as a unit and contributes to the strategy development process. Hence, the process of developing GHG reduction strategies is critical.

In developing the strategies and measures in this Plan, City staff identified the potential for future projects in the City and gathered input from residents, business owners, and community organizations, through a series of workshops and surveys. The City hosted these public events for residents, business owners, and community leaders where they were able to provide input and feedback on proposed measures. Input from these workshops was used to further define measures and identify measure goals. These outreach efforts are described in Chapter 1, section 1.2.2.

3.3.1 Greenhouse Gas Emissions Reduction Summary

If communitywide emissions in the city were to continue to grow unimpeded, the city is anticipated to generate 816,800 MTCO_{2e} in 2030 and 987,800 MTCO_{2e} in 2045. While legislative reductions would further reduce 301,400 MTCO_{2e} per year, the City would still need to reduce annual emissions by 77,100 MTCO_{2e} by 2030 and 400,500 MTCO_{2e} by 2045 to achieve the proposed emissions reduction targets. Table 3.1 presents the summary of communitywide emissions growth with and without emissions reduction strategies and measures identified in this Plan and Figure 3.1 shows the share of emissions reductions from strategies identified in the Plan for 2030.

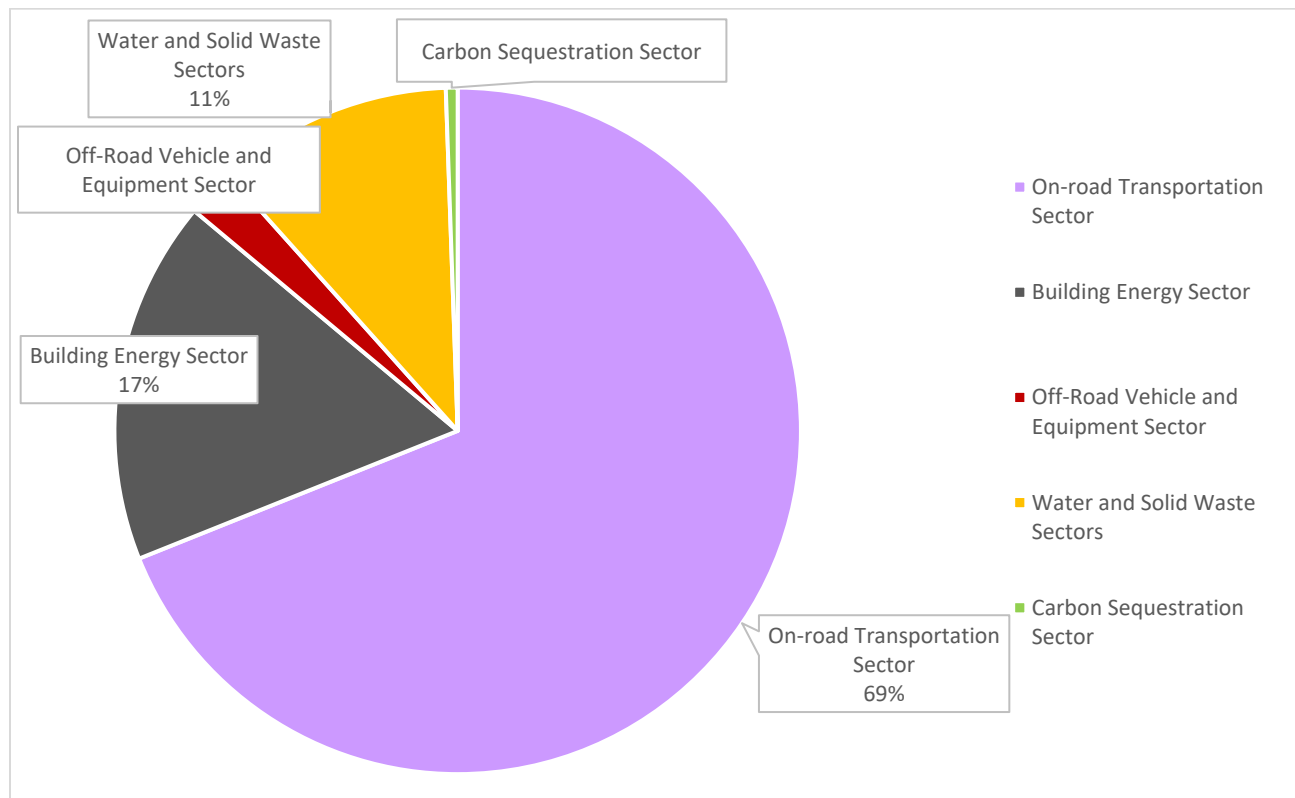
Table 3.1 Greenhouse Gas Emissions Reductions Summary

Emissions Sectors	2030 Emissions (MTCO ₂ e)	2045 Emissions (MTCO ₂ e)
BAU Forecast	816,700	987,800
Legislative Reductions	301,400	458,000
Legislative-Adjusted BAU forecast	515,400	529,800
Target Emissions	438,300	129,300
Total Reductions from Strategies and Measures	79,700	307,800
Reductions from On-Road Transportation Measures	54,800	218,200
Reductions from Building Energy Measures	13,600	45,600
Reductions from Off-Road Vehicle and Equipment Measures	1,800	9,500
Reductions from Solid Waste Measures	8,800	32,600
Reductions from Carbon Sequestration Sector Measures	440	1,000
Communitywide Emissions with Strategies and Measures	435,700	222,200

Notes: Numbers are rounded to the nearest thousand; values and totals may not equal the values summed in other tables or figures;

MTCO₂e = metric tons of carbon dioxide equivalent

Source: Ascent Environmental 2023.



Source: Ascent Environmental 2023.

Figure 3.1 GHG Emissions Reductions from Emissions Reduction Strategies and Measures in 2030

3.3.2 Emissions Reduction Strategies and Measures

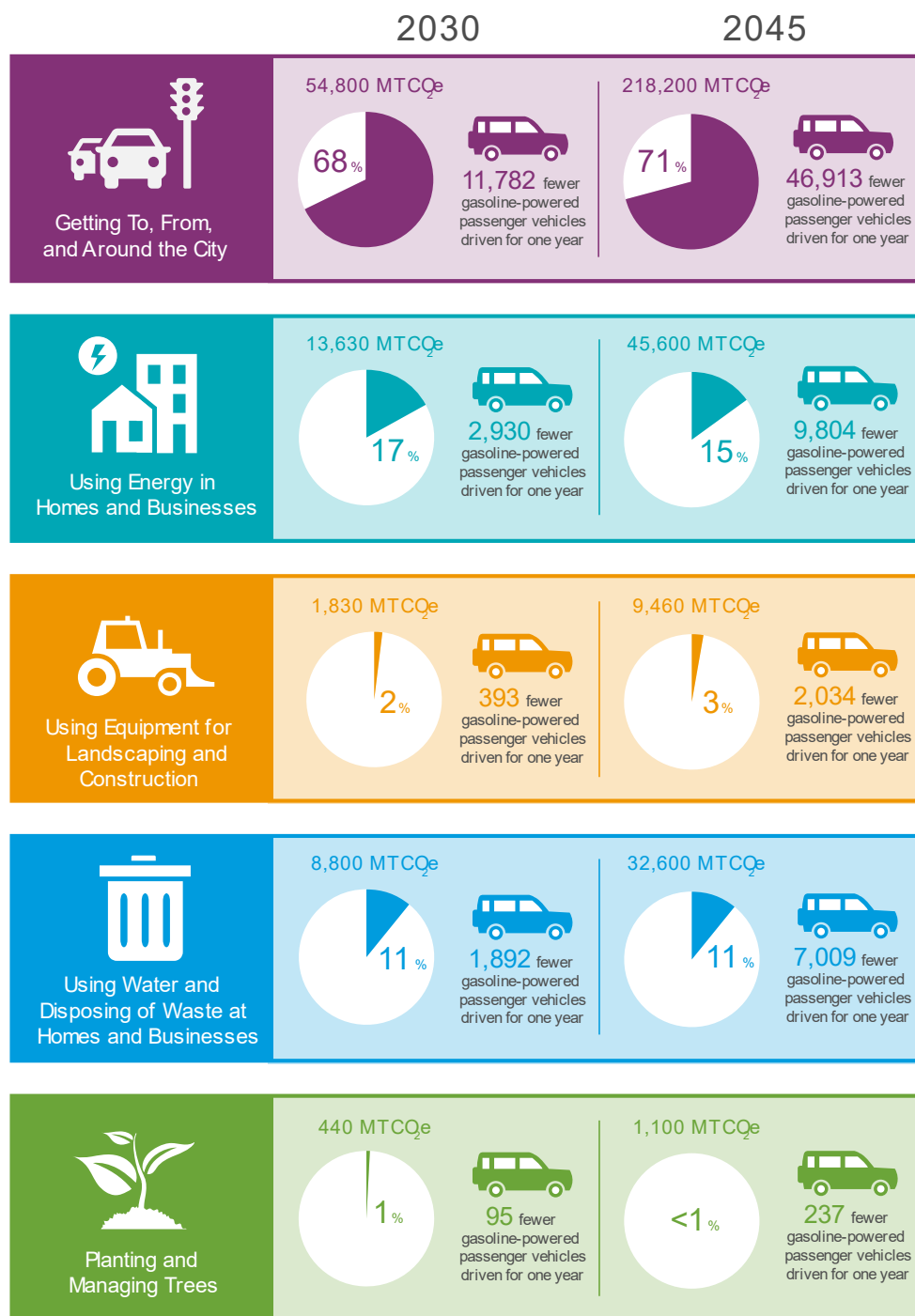
To close the gap between the legislative-adjusted BAU forecast and the 2030 emission reduction target, the Plan proposes a Strategy Framework consisting of 14 GHG reduction strategies and 34 GHG emission reduction measures, developed based on a combination of factors, including:

- ▶ the feasibility of the measure to be implemented by the City;
- ▶ existing policies, actions, or programs that can be expanded;
- ▶ proposed policies and plans yet to be adopted;
- ▶ feedback from the community workshops

The Strategy Framework is developed to achieve the 2030 reduction target and make substantial progress toward the 2045 goal. The City has also identified supporting actions that will assist in achieving each strategy's performance target but were not directly quantified toward meeting the City's reduction targets. For each strategy, the reduction strategy framework is shown in the form of tables in the sections below. The tables consist of strategies, measures, annual emissions reduced, percent of the City's total reductions, performance targets, and supporting actions. Each term used in the tables is defined here and emissions reduction strategies and measures details are included in Appendix E.

- ▶ **Strategy:** City's overall approach for reducing GHG emissions from an activity or in a sector.
- ▶ **Measure:** Activities the City could perform to implement a strategy; one or more measures are identified for each strategy.
- ▶ **Supporting Actions:** Specific actions that the City could take to successfully implement the strategy and the measures under that strategy.
- ▶ **Estimated Outcomes:** City-prepared estimates of how the implementation of the proposed measures is anticipated to affect GHG emissions levels and the performance of certain activities. The following outcomes are reported for each measure:
 - **Performance Metric:** Change in the activity that proposed measures have the potential to achieve.
 - **GHG Reduction Potential:** Estimated decrease per year from the associated measures in the target year. Emissions are measured in units of metric tons of carbon dioxide equivalent (MTCO₂e) per year.
 - **Percent of the City's Total Reductions:** Share of the City's total annual emissions reduction in the target year.

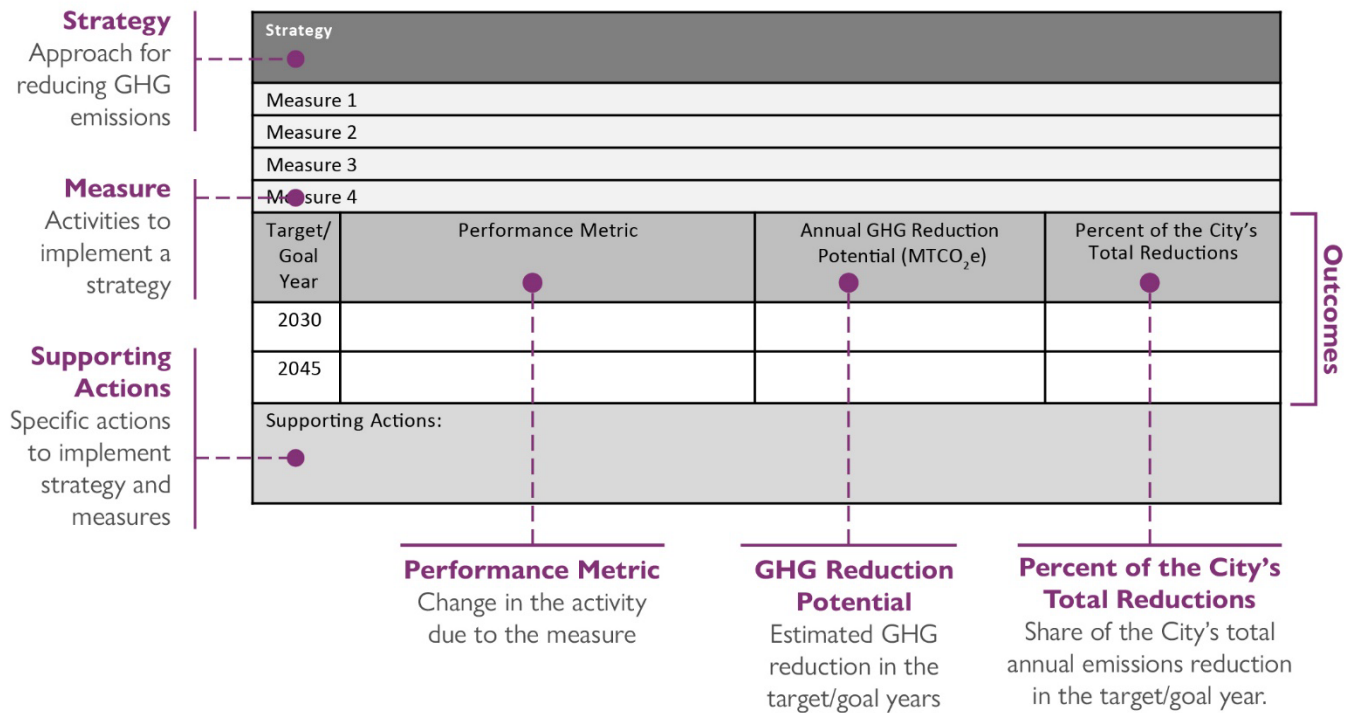
Figure 3.2 summarizes the outcomes of emissions reduction strategies and measures identified in this Plan. It shows the contribution of each emissions reduction sector in the City's future emissions in 2030 and 2045 and denotes how much reduction each sector represents in terms of fewer gasoline-powered passenger vehicles driven for one year. Figure 3.3 shows the table template used for presenting the strategy framework under each sector.



Note: Emissions reduction numbers are rounded to the nearest thousand.

Source: Appendix E, US Environmental Protection Agency Greenhouse Gas Equivalencies Calculator, 2023. Ascent Environmental, 2022,

Figure 3.2 Summary of Potential GHG Emissions Reductions from Measures Identified In This Plan



Source: Ascent Environmental 2023.

Figure 3.3 How to Read Strategies and Measures

GETTING TO, FROM, AND AROUND THE CITY (ON-ROAD TRANSPORTATION SECTOR)



Source: City of Rancho Cordova

The majority of communitywide emissions are from the on-road transportation sector. These emissions are generated by the combustion of fossil fuels (gasoline and diesel) in motor vehicles, and in 2019, this sector accounted for 61 percent of total community GHG emissions. The amount of vehicle miles traveled (VMT) in the city, or the distance of travel by residents and visitors, is the primary factor that determines on-road transportation emissions. VMT in the city is impacted by factors such as accessibility of alternative transportation options (for example, transit) and land use planning. Vehicle fuel efficiency and fuel carbon intensity standards also affect GHG emissions generated by on-road transportation. Legislative reductions from improvements in federal and State vehicle fuel efficiency standards will contribute to reducing transportation emissions by requiring the development of cleaner vehicle fleets. However, the City will have to rely on local actions to reduce the frequency or distance of vehicle travel or reduce the use of internal combustion vehicles by shifting to alternative modes of transportation (for example, bicycling, transit) or alternative fuel types (for example, electric vehicles).

Strategies and Measures

Because the transportation sector represents the largest source of community GHG emissions, it presents the most significant opportunities to achieve emissions reductions. This section outlines transportation and land use-related strategies and measures the City will implement to help meet its emissions reduction targets. Transportation and land use measures are organized under five strategies that will be implemented at the local level in the city with the goal of increasing zero-emission or alternative fuel vehicle use, increasing transportation system efficiency for existing and future travel patterns, and increasing the use of alternative travel modes.

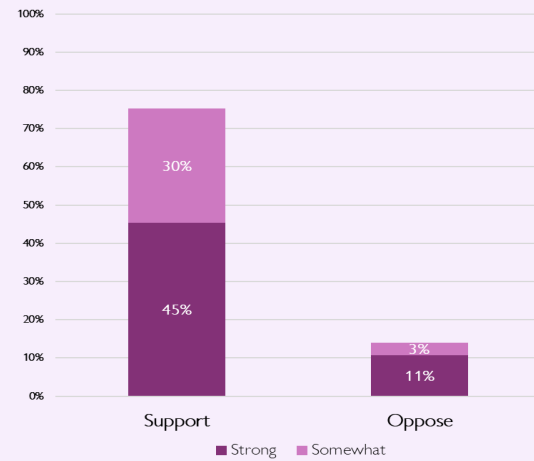
Strategy Transportation-1. Support development of walkable, interconnected neighborhoods, villages, and districts

Emissions reductions can be achieved by reducing the number of trips by car and encouraging active transportation. Under this strategy, the City plans to increase pedestrian connectivity between neighborhoods, villages, and districts in the city and develop infrastructure that encourages walking, riding an electric-powered bike, scooter, or skateboard, or any other way of getting to daily destinations like work, school, recreation, or appointments without using a fossil-fuel motorized vehicle. The four measures provided under this strategy require the community's support for the successful implementation of this strategy. It would reduce emissions by 6,700 MTCO₂e in 2030 and 17,100 MTCO₂e in 2045. This is equivalent to removing 1,441 gasoline-powered passenger vehicles in 2030 and 3,677 gasoline-powered passenger vehicles in 2045 (calculated using USEPA GHG Equivalencies Calculator, 2022). Table 3.2 provides the details of the measures, performance metrics, and supporting actions under this strategy to encourage the use of active modes of transportation.

Table 3.2 Strategy Transportation-1

Strategy Transportation-1 Support development of walkable, interconnected neighborhoods, villages, and districts	
Transportation-1.1: Enforce the City's Transportation Impact Guidelines, which require developers to include features in their projects that decrease the amount of driving alone and encourage people to make trips by walking, biking, or using public transit (Quantified)	
Transportation-1.2: Reduce or eliminate requirements to provide a minimum number of off-street parking spaces in new development projects (Qualitative)	
Transportation-1.3: Improve street connectivity, for example, by providing walkways at the ends of existing cul-de-sacs, or requiring walkable street systems in new developments (Qualitative)	
Transportation-1.4: Limit the number of drive-through businesses (Qualitative)	

Support for City Action Regarding Encouraging people to go to work, school, and other activities without using their private vehicles



Source: 2022 Rancho Cordova Climate Action Plan Public Opinion Survey

Target Year	Performance Metric*	Annual GHG Reduction Potential (MTCO ₂ e)*	Percent of the City's Total Reductions
2030	Total miles driven in a year from new development would decrease by 10% in 2030 (relative to 2030 scenario without the proposed measures)	6,700	8%
2045	Total miles driven in a year from new development would decrease by 15% in 2045 (relative to 2045 scenario without the proposed measures)	17,100	6%

Supporting Actions:

- Increase the density and intensity of residential, commercial, and mixed-use development near public transit.
- To prevent parking spillover, implement permit parking in nearby residential areas and market-rate pricing of public on-street parking.
- Review City codes/regulations and update as needed to ensure businesses/groups have flexibility to use off-street parking spaces for outdoor activities like outdoor dining and retail.
- Update policies on roadway spacing/street networks in new development.
- Convert existing cul-de-sacs or dead ends to grid streets.
- Develop and implement the recommendations of the City's upcoming Roundabout Feasibility Study.
- Unbundle residential parking costs.
- Use improved materials and engineering designs to make walking and transit easier.
- Provide educational programs and campaigns to encourage people to walk, bike, and take transit.

* The calculations, assumptions, research, and other evidence used to identify measure performance metrics and estimate annual GHG reduction potential are provided in CAAP Appendix E.

Strategy Transportation-2. Make walking and biking safe and attractive for people of all ages and abilities

Making active transportation safe and attractive would increase motivation to choose ways of getting around that do not include using a fossil-fuel motorized vehicle. Emissions reductions can be achieved by refining existing laws, enhancing traffic safety laws, set up car-free zones and time slots in the city. The four measures provided under this strategy require collaboration from local and regional agencies and support from residents. The implementation of this strategy would reduce emissions by 11,500 MTCO₂e in 2030 and 12,800 MTCO₂e in 2045. This is equivalent to removing 2,437 gasoline-powered passenger vehicles in 2030 and 2,752 gasoline-powered passenger vehicles in 2045 (calculated using USEPA GHG Equivalencies Calculator, 2022). Table 3.3 provides the details of the measures, performance metrics, and supporting actions under this strategy to encourage the use of active modes of transportation.

Table 3.3 Strategy Transportation-2

Strategy Transportation-2 Make walking and biking safe and attractive for people of all ages and abilities			
Transportation-2.1: Update Bike and Pedestrian Master Plans to increase the number of low-stress bikeways and walkways that connect homes to destinations (Quantified)			
Transportation-2.2: Install roundabouts to control traffic at intersections, instead of stop signs or traffic signals (Qualitative)			
Transportation-2.3: Provide temporary or permanent car-free zones or “slow streets” in specified areas, for example, individual blocks or residential streets (Qualitative)			
Transportation-2.4: Install measures to reduce vehicle speeds and calm traffic on city streets (Qualitative)			
Target Year	Performance Metric*	Annual GHG Reduction Potential (MTCO ₂ e)*	Percent of the City's Total Reductions
2030	Total miles driven in a year from existing (2019) development would decrease by 6% in 2030	11,500	14%
2045	Total miles driven in a year from existing (2019) development would decrease by 7.5% in 2045	12,800	4%
Supporting Actions: - Increase density and intensity of residential, commercial, and mixed-use development in areas (for example, business park / downtown) with infrastructure for walking and biking and getting to daily destinations without a private vehicle. - Combine sidewalk coverage and biking infrastructure with best practices such as high-visibility crosswalks, pedestrian signals, mid-block crossings, refuge islands, speed tables, bulb-outs (curb extensions), curb ramps, signage, pavement markings, landscaping, and other improvements to pedestrian safety. - Require new development to provide and/or pay fair-share contributions toward new and/or improved sidewalks. - Continue to fund and/or construct sidewalk improvements through the Capital Improvement Program - Implement new sidewalk Program in older parts of the city without sidewalks and bikeways currently. - Develop Green Streets design criteria that incorporate Green infrastructure. - Update the Bicycle and Pedestrian Master Plans to create an all ages and abilities network including more separated bikeways and shared-use paths. - Prepare a city-wide plan identifying locations/streets suitable for conversion to temporary or permanent car-free zones. - Update City codes/regulations to provide businesses/groups with flexibility to use streets for events. - Review/update roadway standards and complete streets policy to incorporate traffic calming measures. - Encourage the use of cool pavement materials, colors, and/or treatments on roads, sidewalks, and parking lots to encourage the use of alternative modes of transportation - Implement transit-supportive roadway treatments (for example, signal communication, roadway shelters, curb extensions, rotaries) to optimize traffic flow for transit and personal vehicles - Improve incident management to quickly detect, respond to, and remove traffic incidents and crashes.			

* The calculations, assumptions, research, and other evidence used to identify measure performance metrics and estimate annual GHG reduction potential are provided in CAAP Appendix E.

Strategy Transportation-3. Provide transit options that are accessible, reliable, and convenient

Increasing the use of transit options will further reduce GHG emissions and will provide significant benefits to quality of life and public health. This strategy would achieve emissions reductions by increasing the use of transit. Under this strategy, the City plans to increase transit options and frequency, enhance transit infrastructure, and provide cost-efficient and more convenient options for people of all ages. This strategy consists of four measures and would reduce emissions by 5,800 MTCO₂e in 2030 and 10,200 MTCO₂e in 2045. This is equivalent to removing 1,247 gasoline-powered passenger vehicles in 2030 and 2,193 gasoline-powered passenger vehicles in 2045 (calculated using USEPA GHG Equivalencies Calculator, 2022). Table 3.4 provides the details of the measures, performance metrics, and supporting actions under this strategy to encourage the use of transit options.

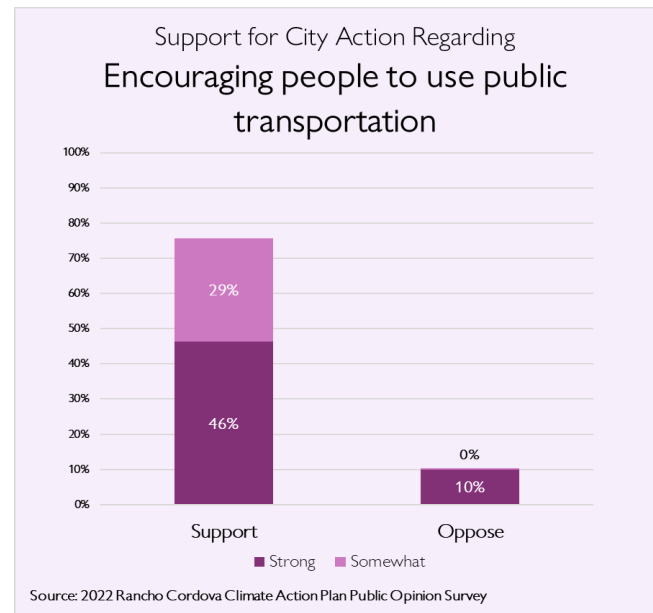


Table 3.4 Strategy Transportation-3

Strategy Transportation-3 Provide transit options that are accessible, reliable, and convenient			
Transportation-3.1: Increase the frequency of SacRT bus, CordoVan service, and/or light rail service, or extend service to cover new areas or times of day (Quantified)			
Transportation-3.2: Implement Transit-Supportive Roadway Treatments (for example, transit signal priority, bus-only signal phases, queue jumps, curb extensions to speed passenger loading, and dedicated bus lanes) (Quantified)			
Transportation-3.3: Provide discounted or fare-free transit service (could be universal or targeted to specific areas and/or populations, for example, youth under 18) (Quantified)			
Transportation-3.4: Expand the SmaRT Ride area and convert the shuttles to electric shuttles (Quantified)			
Target Year	Performance Metric*	Annual GHG Reduction Potential (MTCO ₂ e)*	Percent of the City's Total Reductions
2030	Total miles driven in a year from existing (2019) development would decrease by 3% in 2030	5,800	7%
2045	Total miles driven in a year from existing (2019) development would decrease by 6% in 2045	10,200	3%

Supporting Actions:

- Collaborate with Sacramento Regional Transit District (SacRT) to provide new or improved transit amenities like seating, sun/rain shelter, route information, and lighting.
- Require new residential development in proximity to transit to provide owners/tenants with free or discounted transit passes.
- Expand the offerings of SmarT Ride, Sacramento Regional Transit's microtransit program, and collaborate with SacRT to convert fossil-fuel powered shuttles to electric shuttles.
- Evaluate locations of transit stops to improve linkages with the pedestrian and bicycle network.
- Identify barriers and dissuasions to transit use and work with the community and transit district to find solutions.
- Develop and implement a ridesharing subsidy program for trips to/from transit centers.

* The calculations, assumptions, research, and other evidence used to identify measure performance metrics and estimate annual GHG reduction potential are provided in CAAP Appendix E.

Strategy Transportation-4. Reduce drive alone vehicle trips

Reducing the number of single-occupancy vehicle trips and VMT is the most significant way to reduce on-road emissions. This strategy would achieve GHG emission reductions by reducing the number of vehicle trips and VMT. Under this strategy, the City aims to reduce VMT by implementing various programs and plans to provide services, infrastructure, and incentives for not driving alone and instead sharing the ride, taking transit, opting for active modes of transportation, or teleworking. For achieving the target under this strategy, the City would also provide relevant information and incentives to the community. The four measures provided under this strategy require collaboration from local and regional agencies, employers, businesses, and residents. The implementation of this strategy would reduce emissions by 3,800 MTCO₂e in 2030 and 6,800 MTCO₂e in 2045. This is equivalent to removing 817 gasoline-powered passenger vehicles in 2030 and 1,462 gasoline-powered passenger vehicles in 2045 (calculated using USEPA GHG Equivalencies Calculator, 2022). Table 3.5 provides the details of the measures, performance metrics, and supporting actions under this strategy to reduce drive-alone vehicle trips.

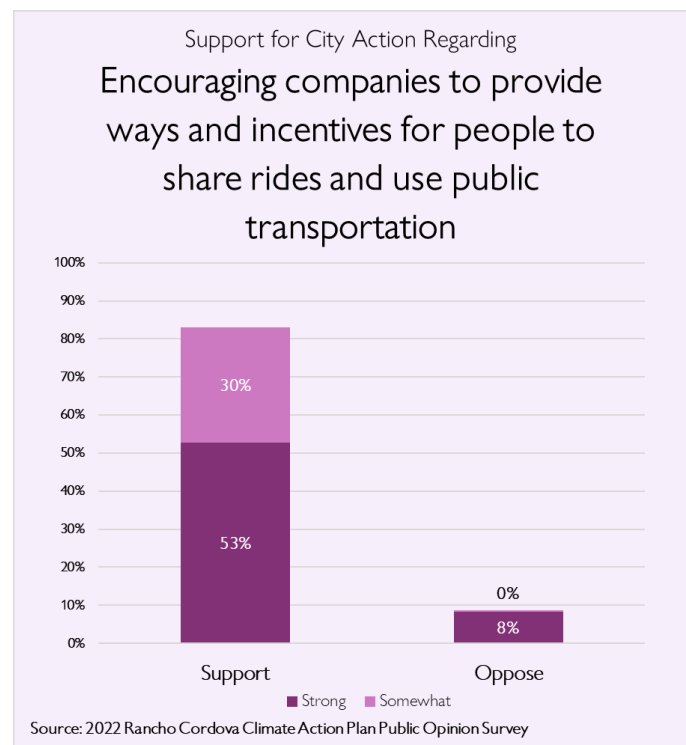


Table 3.5 Strategy Transportation-4

Strategy Transportation-4 Reduce drive alone vehicle trips			
Transportation-4.1: Implement a Commuter Trip Reduction Program (CTR) in which companies provide employees with services, infrastructure, and incentives for not driving alone to work and instead ridesharing, taking transit, biking, walking, or teleworking (Quantified)			
Transportation-4.2: Implement an Electric Vehicle Carshare Program in which vehicles are available for users on-demand for short-term rentals (Qualitative)			
Transportation-4.3: Implement a bikeshare/scooter share program in which conventional or electric powered bikes or scooters are available to users on-demand for short-term rentals (Qualitative)			
Transportation-4.4: Provide Community-Based Travel Planning (CBTP) to households in the city in which trained travel advisors visit households to provide them with customized information, incentives, and support to encourage use of transportation options other than driving alone (Qualitative)			
Target Year	Performance Metric*	Annual GHG Reduction Potential (MTCO _{2e})*	Percent of the City's Total Reductions
2030	Total miles driven in a year from existing (2019) development would decrease by 2% in 2030	3,800	5%
2045	Total miles driven in a year from existing (2019) development would decrease by 4% in 2045	6,800	2%
Supporting Actions: - Collaborate and coordinate with the 50 Corridor Transportation Management Association (TMA) for the implementation of CTR program and CBTP. - Implement, or partner with private company to implement CBTP program. - Prepare or enhance CTR program for City employees and require (or encourage voluntary) implementation by other employers. - Implement, or partner with private sector to implement, a car sharing program. - Provide facilities like on-street chargers and priority parking for carshare and bikeshare vehicles. Provide discounted membership to employees. - Provide EV carsharing and bike/scooter sharing at all new affordable housing developments. - Conduct outreach to increase participation in vanpool, carpool, transit programs. - Encourage the construction of roadway treatments to support electric vehicle car-sharing, for example, dedicated parking - Develop infrastructure to expand teleworking options, for example, ensuring sufficient private network bandwidth to accommodate the increase in users' needing remote access, updated security system in computers, advanced password security, and a virtual help desk to support Information Technology issues) - Develop a school pool program to match parents for carpooling - Operate bike kitchens for free bike repairs, bikes, and helmets - Price workplace parking for City employees - Provide tax-free transportation benefits to City employees for using ridesharing, carpool, vanpool, and taking transit - Expand part-time or full-time teleworking options for "telework eligible" City employees			

* The calculations, assumptions, research, and other evidence used to identify measure performance metrics and estimate annual GHG reduction potential are provided in CAAP Appendix E.

Strategy Transportation-5. Transition to electric and zero emission vehicles

The consumption of gasoline and diesel in internal combustion engine vehicles produces nearly half of all GHG emissions in the city. This strategy would achieve GHG emissions reductions by reducing the use of gasoline or diesel-powered vehicles and equipment and transitioning to electric or zero-emissions vehicles for residents, and workers. Increasing EV charging infrastructure to facilitate EV adoption and supporting other low-emission alternative fuels will significantly reduce GHG emissions and improve local air quality and public health. Reductions from this strategy would occur through City projects and development requirements, and partnerships with local businesses, developers, and homeowners. This strategy includes four measures that would reduce the communitywide emissions by 27,000 MTCO₂e in 2030 and 171,300 MTCO₂e in 2045. This is equivalent to removing 5,805 gasoline-powered passenger vehicles in 2030 and 36,830 gasoline-powered passenger vehicles in 2045 (calculated using USEPA GHG Equivalencies Calculator, 2022). Table 3.6 outlines the framework for this strategy. Additional activities that would support this strategy would occur through partnerships with local and regional agencies.

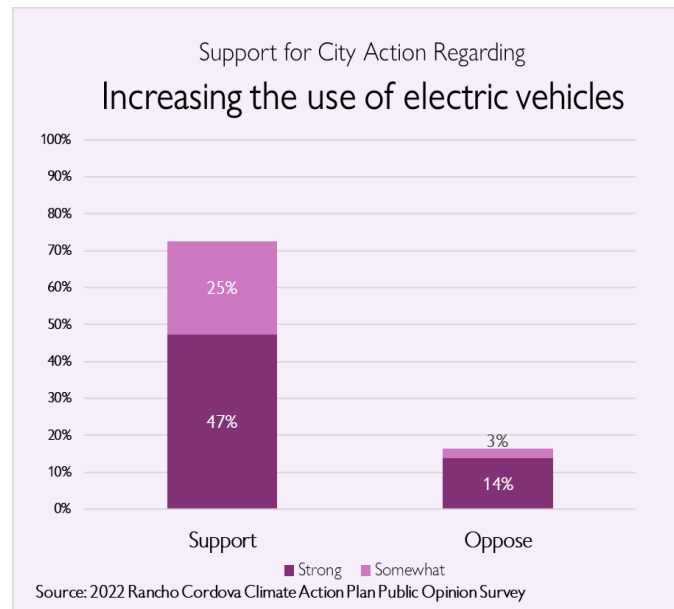


Table 3.6 Strategy Transportation-5

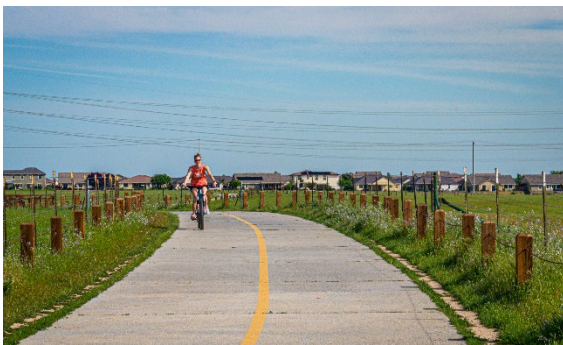
Strategy Transportation-5 Transition to electric and zero emission vehicles			
Transportation-5.1: Install EV chargers in new residential, commercial, and industrial projects (Quantified)			
Transportation-5.2: Install publicly accessible EV chargers on existing private property (Quantified)			
Transportation-5.3: Install EV chargers on public property (Quantified)			
Transportation-5.4: Electrify loading docks and/or require idling-reduction systems (Qualitative)			
Transportation-5.5: Limit new gasoline/diesel fueling stations (Qualitative)			
Target Year	Performance Metric*	Annual GHG Reduction Potential (MTCO ₂ e)*	Percent of the City's Total Reductions
2030	18% of all vehicle miles traveled would be from electric or other zero emissions vehicles in 2030; 1,500 new public and private EV chargers installed by 2030	27,000	34%
2045	85% of all vehicle miles traveled would be from electric or other zero emissions vehicles in 2045	171,300	56%

Supporting Actions:

- a. Amend City code to require installation of chargers and EV charging ready parking spaces beyond minimum CALGreen requirements.
- b. Provide grants to property owners/businesses to install EV chargers.
- c. Require new or updated Specific Plans, Master Plans, and other City plans to incorporate publicly-accessible EV chargers.
- d. Coordinate with the Sacramento Area Plug-in Electric Vehicle Collaborative's Electric Vehicle Readiness and Infrastructure Plan to increase the number of publicly-accessible EV chargers throughout the city.
- e. Pursue available funding opportunities for EV charger installation.
- f. Install publicly-available EV chargers at City facilities, for example, recreation centers and offices, rights-of-way, and SacRT park-and-rides.
- g. Amend City code to require electrification of loading docks and idling-reduction (including monitoring) in new development.
- h. Adopt an ordinance that bans, avoids, or limits the development of new fast-food drive-throughs and gasoline and diesel fuel stations in certain areas of the city.
- i. Ensure EV charging stations are encouraged and allowed through land use designations that currently permit gas fueling stations.
- j. Develop an incentive program for the purchase of electric bicycles and scooters.
- k. Encourage school bus electrification.
- l. Encourage use of public and multimodal transportation for City employees.
- m. Encourage City employees to use alternatively fueled vehicles.
- n. Develop a program to replace the City's gasoline- and diesel-powered fleet vehicles with zero-emission vehicles.

* The calculations, assumptions, research, and other evidence used to identify measure performance metrics and estimate annual GHG reduction potential are provided in CAAP Appendix E.

USING ENERGY IN HOMES AND BUSINESSES (BUILDING ENERGY SECTOR)



Source: City of Rancho Cordova

Emissions in the energy category are generated through residential and non-residential electricity and natural gas use. These sectors accounted for 14 percent and 17 percent of the 2019 communitywide emissions, respectively. With a combined emissions contribution of 31 percent, building energy is the second largest contributor to overall communitywide emissions. Transitioning away from natural gas-powered heating and appliances and electrifying the building stock will reduce emissions in the city. Legislative reductions from State energy efficiency and renewable energy programs will contribute to reducing emissions by increasing the amount of utility supplied renewable energy and improving the energy efficiency of new buildings.

At the local level, GHG emissions reductions would be achieved by decarbonizing buildings and increasing energy efficiency. GHG reductions would also occur by increasing the amount of renewable energy generated locally while reducing the amount of non-renewable energy consumed. Initiatives directed under the energy category rely on efforts by local utilities, organizations, and agencies, with participation from the community.

Strategies and Measures

Being the second largest source of GHG emissions, the building energy sector has significant potential to achieve emissions reductions in the city. This section outlines measures the City will implement in this sector to help meet its 2030 emissions reduction targets. The measures are organized under four strategies that will be implemented at the local level in the City with the goal of increasing energy efficiency and electrification of residential and non-residential buildings.

Strategy Energy-1a. Increase energy efficiency and electrification in existing residential buildings

While State legislative actions provide reductions related to building energy efficiency, additional reductions are achievable by adopting local measures. This strategy aims to reduce emissions by reducing energy consumed by residential consumers through increased energy efficiency and electrification of existing residential buildings. The measure under this strategy would reduce the communitywide emissions by approximately 9,700 MTCO₂e in 2030. Table 3.7 outlines the framework to increase building energy efficiency and electrification under this strategy and the supporting actions that provide additional potential reductions.

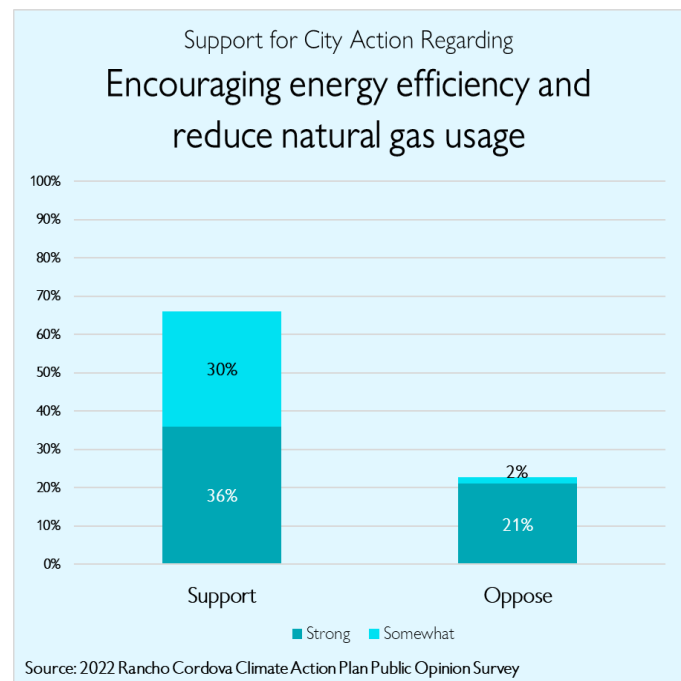


Table 3.7 Strategy Energy-1a

Strategy Energy-1a Increase energy efficiency and electrification in existing residential buildings			
Energy-1.1: Retrofit existing residential buildings to improve energy efficiency and reduce natural gas consumption for end uses like space and water heating, clothes drying, cooking (Quantified)			
Target Year	Performance Metric*	Annual GHG Reduction Potential (MTCO ₂ e)*	Percent of the City's Total Reductions
2030	Existing residential natural gas use is 20% lower in 2030; approximately 4,000 existing homes retrofitted by 2030	9,700	12%
2045	Existing residential natural gas use is 60% lower in 2045; approximately 12,000 existing homes retrofitted by 2045	29,000	9%

Supporting Actions:

- Adopt single-family and multifamily residential retrofit requirements to replace fossil fuel-powered space and water heating systems and appliances with electric alternatives, and upgrade other outdated appliances with ENERGY STAR-certified appliances. Upgrade requirements could apply at the point-of-replacement (end of lifecycle or otherwise) or during additions and alterations.
- Implement a Utility User Tax increase of 3% on natural gas to incentivize electrification and generate funding for retrofit projects.
- Provide subsidies for renter-occupied housing owners to limit impacts to renters.
- Collaborate with Sacramento County, PG&E, and SMUD to develop and implement a comprehensive building energy audit and retrofit program to facilitate voluntary residential energy efficiency improvements and electrification. The program should include outreach and education, incentives, and technical assistance.
- Partner with energy agencies to support contractor training and resident education on electric appliances and their installation and maintenance. Create protections for renters and vulnerable community members.

* The calculations, assumptions, research, and other evidence used to identify measure performance metrics and estimate annual GHG reduction potential are provided in CAAP Appendix E.

Strategy Energy-1b. Increase energy efficiency and electrification in existing nonresidential buildings

This strategy aims to reduce emissions by reducing energy consumed by nonresidential consumers through increased energy efficiency and electrification of existing nonresidential buildings. The measure under this strategy would reduce communitywide emissions by approximately 2,100 MTCO₂e in 2030. Table 3.8 outlines the framework to increase building energy efficiency and electrification under this strategy and the supporting actions that provide additional potential reductions.

Table 3.8 Strategy Energy-1b

Strategy Energy-1b Increase energy efficiency and electrification in existing nonresidential buildings			
Energy-1.2: Retrofit existing nonresidential buildings to improve energy efficiency and reduce natural gas consumption for end uses like space and water heating, clothes drying, cooking (Quantified)			
Target Year	Performance Metric*	Annual GHG Reduction Potential (MTCO ₂ e)*	Percent of the City's Total Reductions
2030	Existing nonresidential natural gas use is 10% lower in 2030; 10% of existing nonresidential building area retrofitted by 2030	2,100	3%
2045	Existing nonresidential natural gas use is 48% lower in 2045; 48% of existing nonresidential building area retrofitted by 2045	10,000	3%
Supporting Actions:			
Adopt nonresidential retrofit requirements to require California Green Building Standards Code (CALGreen) Tier 1 energy efficiency compliance and electric space and water heating appliances for large retrofits. Work with SMUD and other regional energy partners to develop rebates or other incentives for electrification retrofits, for example, panel upgrades, heat pumps.			

- b. Implement a Utility User Tax increase of 3% on natural gas to incentivize electrification and generate funding for retrofit projects.
- c. Collaborate with Sacramento County, PG&E, and SMUD to develop and implement a comprehensive building energy audit and retrofit program to enable energy conservation and gas-to-electric conversions in nonresidential buildings for space and water heating.
- d. Provide education and technical and financial assistance.
- e. Enforce California's Building Energy Benchmarking Program, which requires commercial and multi-family buildings over 50,000 sq ft gross floor area to benchmark and disclose energy usage data to the California Energy Commission each year.
- f. Partner with regional energy organizations to support the use of clean hydrogen, renewable natural gas, and other clean alternative fuels for existing industrial uses where electrification is infeasible.
- g. Provide training on the EPA's free online tool, ENERGY STAR Portfolio Manager.
- h. Transition to cleaner energy choice for government owned buildings
- i. Ensure the purchase of energy efficient electric appliances

* The calculations, assumptions, research, and other evidence used to identify measure performance metrics and estimate annual GHG reduction potential are provided in CAAP Appendix E.

Strategy Energy-2a. Increase energy efficiency and electrification in new residential buildings

While most of the city's building energy-related GHG emissions in the future will be generated by existing buildings (buildings that are already built today), the new development will contribute to GHG emissions. Improving the energy efficiency of new buildings, increasing renewable energy installations, and maximizing all-electric development will reduce emissions associated with new development. This strategy aims to reduce emissions by reducing energy consumed by new residential buildings. The measure under this strategy would reduce the communitywide emissions by approximately 1,400 MTCO₂e in 2030. Table 3.9 outlines the framework to increase building energy efficiency and electrification under this strategy and the supporting actions that provide additional potential reductions.

Table 3.9 Strategy Energy-2a

Strategy Energy-2a			
Increase energy efficiency and electrification in new residential buildings			
Energy-2.1: Require new residential development to be all-electric, zero net energy (ZNE) buildings (where the amount of energy used in a year equals the amount of energy generated on the site) (Quantified)			
Target Year	Performance Metric*	Annual GHG Reduction Potential (MTCO ₂ e)*	Percent of the City's Total Reductions
2030	Beginning in 2026, all new housing is all-electric	1,400	2%
2045		5,100	2%
Supporting Actions:			
a. Adopt a reach code requiring all new single-family and low-rise and mid-rise multi-family development to be all-electric, Zero Net Energy buildings (buildings where grid electricity consumption is less than or equal to on-site renewable energy generation).			



- b. Partner with regional green building associations and contractors to strengthen education and awareness to assist developers in building all-electric development.
- c. Work with partners to develop a regional program that encourages the use of building materials that store carbon, such as wood or lower carbon alternatives such as use of wood siding instead of vinyl.

* The calculations, assumptions, research, and other evidence used to identify measure performance metrics and estimate annual GHG reduction potential are provided in CAAP Appendix E.

Strategy Energy-2b. Increase energy efficiency and electrification in new nonresidential buildings

This strategy aims to reduce emissions by reducing energy consumed through increased energy efficiency and electrification of new nonresidential buildings. The measure under this strategy would reduce the communitywide emissions by approximately 430 MTCO₂e in 2030. Table 3.10 outlines the framework to increase building energy efficiency and electrification under this strategy and the supporting actions that provide additional potential reductions.

Table 3.10 Strategy Energy-2b

Energy-2b			
Increase energy efficiency and electrification in new nonresidential buildings			
Energy-2.2: Require new nonresidential development to achieve energy efficiency above minimum State building code requirements (CAL Green Tier 2) (Quantified)			
Target Year	Performance Metric*	Annual GHG Reduction Potential (MTCO ₂ e)*	Percent of the City's Total Reductions
2030	Beginning in 2026, all new nonresidential development is 30% more energy efficient than the minimum efficiency required by the State building code	430	<1%
2045		1500	1%
Supporting Actions:			
a. Adopt a reach code requiring all new residential and nonresidential buildings to be more energy efficient than minimum requirements under the State's Title 24 Standards. b. Facilitate guidance and training for developers to promote all-electric construction. c. Work with partners to develop a regional program that encourages the use of building materials that store carbon, such as wood and carbon-intensive concrete. d. Ensure that new government owned buildings are all electric.			

* The calculations, assumptions, research, and other evidence used to identify measure performance metrics and estimate annual GHG reduction potential are provided in CAAP Appendix E.

USING EQUIPMENT FOR LANDSCAPING AND CONSTRUCTION (OFF-ROAD VEHICLE AND EQUIPMENT SECTOR)



Source: City of Rancho Cordova

The operation of off-road vehicles and equipment, such as construction vehicles and landscaping equipment, generates GHG emissions through the combustion of fossil fuels, primarily diesel. These sources accounted for approximately 2 percent of emissions in the city in 2019. Without local efforts to reduce GHG emissions from this sector, emissions are expected to rise nearly 34 percent by 2030. Historically, reducing GHG emissions from the off-road vehicles and equipment sector

has been challenging. However, with technological improvements and new State objectives in recent years, emissions reductions from this sector have become more feasible. The City can implement actions that will effectively reduce emissions from off-road vehicles and equipment to help meet its GHG reduction targets.

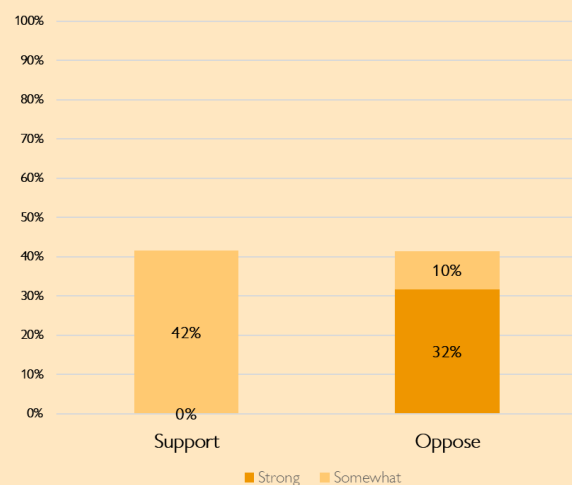
Strategies and Measures

As other sectors in the city are decarbonized in the future, the off-road vehicles and equipment sector will become an increasingly important focus for local emissions reductions. Off-road vehicles and equipment measures are organized under two strategies that focus on transitioning fossil fuel-powered construction and landscaping equipment to electric and other low-carbon alternatives for reducing GHG emissions.

Strategy Offroad-1. Transition to electric and zero emissions technologies for landscaping equipment

Reducing GHG emissions from landscaping equipment is challenging. To meet the 2030 target, the City would need to go beyond State laws. Under this strategy, the City would target the electrification of existing and new landscaping equipment or the use of other zero-emission alternatives. The measure under this strategy would reduce communitywide emissions by approximately 130 MTCO₂e in 2030. Table 3.11 outlines the framework to decrease GHG emissions under this strategy.

Support for City Action Regarding Encouraging the use of electric- powered instead of gas-powered landscape and construction equipment



Source: 2022 Rancho Cordova Climate Action Plan Public Opinion Survey

Table 3.11 Strategy Offroad-1

Strategy Offroad-1			
Transition to electric and zero emissions technologies for landscaping equipment			
Offroad-1.1: Replace existing gasoline and diesel-powered landscaping equipment with electric or zero emission alternatives (Quantified)			
Offroad-1.2: Convert new landscaping equipment to electric or zero-emission alternatives (Quantified)			
Target Year	Performance Metric*	Annual GHG Reduction Potential (MTCO _{2e})*	Percent of the City's Total Reductions
2030	30% of existing landscaping equipment is converted to electric, renewable diesel, or other zero-emission alternatives by 2030; 100% of new landscaping equipment sales are electric, renewable diesel, or other zero-emission alternatives starting in 2024 (consistent with Statewide regulation)	130	<1%
2045	100% of new landscaping equipment sales are electric, renewable diesel, or other zero-emission alternatives starting in 2024 (consistent with Statewide regulation)	260	<1%
Supporting Actions: - Collaborate with Sacramento County and SMUD in the creation and promotion of an incentive-based trade in program to encourage residents and business owners to convert or replace their fossil fuel-powered gardening equipment, such as lawn mowers, leaf blowers, and edge trimmers, with electric alternatives. - Consistent with CARB regulations for small off-road engines, adopt an ordinance that reduces the sale of fossil fuel-powered landscaping equipment by 2024 to transition to zero-emission landscaping equipment. - Require all new development to install sufficient exterior electrical outlets for electric-powered landscaping equipment. - Work with SMAQMD to develop an outreach program for residents and local landscaping businesses to increase awareness of currently available zero-emission landscaping equipment. - Develop a program to use alternative fuel and/or zero-emission landscaping equipment in government owned buildings.			

* The calculations, assumptions, research, and other evidence used to identify measure performance metrics and estimate annual GHG reduction potential are provided in CAAP Appendix E.

Strategy Offroad-2. Transition to electric and zero emissions technologies for construction equipment

Diesel burned to operate off-road vehicles and equipment generates GHG emissions and degrades local air quality. Reducing the use of and electrifying vehicles and equipment will result in significant emissions reductions in this sector while improving public health and natural resources. The measure under this strategy would reduce communitywide emissions by approximately 1,700 MTCO_{2e} in 2030. Table 3.12 outlines the framework to decrease GHG emissions under this strategy.

Table 3.12 Strategy Offroad-2

Strategy Offroad-2			
Transition to electric and zero emissions technologies for construction equipment			
Offroad-2.1: Increase electrification and use of alternative fuels in construction projects (Quantified)			
Offroad-2.2: Reduce construction vehicle idling (Quantified)			
Target Year	Performance Metric*	Annual GHG Reduction Potential (MTCO ₂ e)*	Percent of the City's Total Reductions
2030	10% of construction equipment is electric, renewable diesel, or other zero-emission alternatives by 2030; 10% of generators are electric, renewable diesel, or other zero emission alternatives by 2030	1,700	2%
2045	50% of construction equipment is electric, and 40% of construction equipment uses renewable diesel, or other zero-emission alternatives by 2045; 60% of generators are electric, renewable diesel, or other zero emission alternatives by 2045	9,200	3%
Supporting Actions: - Require all construction projects to use zero- or low-emission equipment options, including electric, renewable diesel, or other alternative fuels, where equipment is commercially available in the region. - Where zero- or low-emission equipment are infeasible or unavailable, require EPA-rated Tier 4 Final diesel engines or cleaner in new construction projects. - Limit the use of diesel-powered generators at construction sites in all new discretionary projects by transitioning to renewable diesel and other zero-emission alternatives, as feasible. - Promote incentives and outreach materials on City websites for battery storage or other clean back-up power technologies. - Enforce the Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling, which prohibits diesel-fueled construction vehicles from idling for more than 5 minutes. - Adopt an ordinance that limits vehicle idling to less than 5 minutes. - Discourage idling of construction vehicles and equipment through education and outreach campaigns and enforcement of existing regulations. - Promote partnership with fleet operating companies that monitor their emission generation. - Encourage fleet operators to reduce construction emissions.			

* The calculations, assumptions, research, and other evidence used to identify measure performance metrics and estimate annual GHG reduction potential are provided in CAAP Appendix E.

USING WATER AND DISPOSING OF WASTE AT HOMES AND BUSINESSES (WATER AND SOLID WASTE SECTORS)



Source: City of Rancho Cordova

GHG emissions in the water category are generated by the energy consumed to pump, transport, and treat water and wastewater. It is the city's smallest emissions-generating sector. Emissions from this category accounted for only one percent of the total communitywide emissions in 2019, but reduction measures that reduce water consumption also play an important role in the City to adapt to climate change impacts and develop sustainable practices to conserve water communitywide. State legislative actions will eliminate water supply-related emissions in 2030, but wastewater treatment emissions will continue to grow over time.

Emissions in the solid waste sector are associated with the decomposition of community-generated organic waste in landfills. In 2019, this sector contributed a total of 3 percent of communitywide emissions. The State has adopted a variety of legislative actions aimed at reducing GHG emissions from organic waste, but the City will need to take steps at the local level to effectively reduce waste emissions and achieve its emissions reduction targets. Significant reductions could be made by changing individual behavior through partnerships with local waste haulers and outreach to residents and businesses. Implementing local actions focused on these sectors will increase the pace of GHG emissions reductions while improving community resilience and energy reliability.

Strategies and Measures

Strategy Water-1. Conserve water

Implementing water conservation measures will contribute to improving the resilience of the city to climate change while providing additional benefits to residents, businesses, and the natural environment. The Plan does not assign any reductions to this strategy, because water-related energy needs are assumed to be met by 100% renewable or zero-emission electricity by 2030. It is still helpful to have these measures as reduced consumption of water will result in reduced energy usage for purposes like conveying and treating water. Table 3.13 outlines the framework to decrease GHG emissions under this strategy.

Table 3.13 Strategy Water-1

Strategy Water-1 Conserve water			
Water-1.1: Reduce indoor water use in existing and new buildings (Qualitative)^			
Water-1.2: Reduce outdoor water use for landscaping and irrigation in existing and new developments (Qualitative)^			
Target Year	Performance Metric*	Annual GHG Reduction Potential (MTCO ₂ e)*	Percent of the City's Total Reductions
2030	Existing building water use: indoor 25% lower, outdoor 40% lower; new building water use: indoor 40% lower; outdoor 50% lower	0^	0%
2045	Existing building water use: indoor 40% lower, outdoor 50% lower; new building water use: indoor 60% lower; outdoor 80% lower	0^	0%
Supporting Actions: - Establish requirements for existing buildings to upgrade to high-efficiency water fixtures and appliances and install smart water meters at the time of point-of-sale or during major additions/alterations. - Partner with water suppliers to provide incentives and education for voluntary water fixture and appliance upgrades and smart water meter installations in existing buildings. Promote the use of water-efficient fixture and appliance rebates from water suppliers as funding is available. - Require high-efficiency water fixtures and appliances and smart water meters in new development. - Review the City's Model Water Efficient Landscape Ordinance (MWELO) ordinance and update as needed to require drought-tolerant, water-conserving, and native landscaping in redevelopment and new development projects. - When updating water conservation measures, incorporate measures recommended by the California Department of Water Resources, the California Urban Water Conservation Council, and the Sacramento County Water Agency. - Partner with water suppliers to increase the use of existing incentives (for example, "cash for grass") and develop new incentives for conversion to low-use landscaping. - Require low-use outdoor water systems for irrigation and landscaping in new development, consistent with the City's MWELO guidelines. - Reduce indoor and outdoor water consumption in government owned buildings.			

* The calculations, assumptions, research, and other evidence used to identify measure performance metrics and estimate annual GHG reduction potential are provided in CAAP Appendix E.

^ Emissions reduced from water measures estimated to be zero in 2030 because water-related energy needs assumed to be met by 100% renewable or zero emission electricity

Strategy Solid Waste-1. Avoid disposal of organic waste in landfills

Communitywide emissions would be reduced by diverting waste away from landfills and into other waste streams such as recycling or composting. Implementing strategies and measures to improve waste diversion programs will serve to protect natural resources while minimizing contributions to climate change.



This section outlines the strategies and measures the City will implement to support this objective. The measure under this strategy would reduce communitywide emissions by approximately 8,800 MTCO₂e in 2030. Table 3.14 outlines the framework to decrease GHG emissions under this strategy.

Table 3.14 Solid Waste-1

Strategy Solid Waste-1 Avoid disposal of organic waste in landfills			
Solid Waste-1.1: Increase recovery of edible food waste (Quantified)			
Solid Waste-1.2: Eliminate disposal of organic waste in landfills (food waste, yard waste) (Quantified)			
Target Year	Performance Metric*	Annual GHG Reduction Potential (MTCO ₂ e)*	Percent of the City's Total Reductions
2030	Amount of landfilled waste is 30% lower in 2030 (relative to 2019)	8,800	11%
2045	Amount of landfilled waste is 90% lower in 2045 (relative to 2019)	32,600	11%
Supporting Actions: - Require edible food recovery program partnerships with food generators. Develop a program to connect grocery stores and restaurants with food banks and shelters. - Require local restaurants to compost organic food waste, consistent with SB 1383. - Continue to fund and operate the green waste and food waste pick-up services. - Continue to operate the City's "pay-as-you-throw" and recycling services for residential and commercial waste. - Adopt an ordinance to limit landfill-disposal of organic waste generated by large organizations and events. Require organizations over 50 employees to implement organization-wide waste reduction initiatives, and mandate composting, the use of only compostable or recyclable materials by vendors, and adequate staff to ensure proper disposal at events that require a City-issued permit. - Partner with other local jurisdictions and waste management companies (haulers and landfills) to create a divertible material (for example, recyclables) ban at landfills. - Develop a reuse facility that makes building materials available to customers, and acts as an outlet for reusable items otherwise destined for landfill. - Expand organic waste outreach and education initiatives to improve awareness of benefits and importance of diversion. - Increase waste diversion at government owned buildings. - Increase construction and demolition diversion rates at City construction sites.			

* The calculations, assumptions, research, and other evidence used to identify measure performance metrics and estimate annual GHG reduction potential are provided in CAAP Appendix E.

PLANTING AND MANAGING TREES (CARBON SEQUESTRATION SECTOR)



Source: City of Rancho Cordova

The process of removing atmospheric CO₂ through natural processes is referred to as carbon sequestration. Carbon sequestration is expected to play an important role in addressing the challenge of climate change. California legislation has explicitly mentioned the use of carbon sequestration to achieve the State GHG reduction targets and goals. Trees and other vegetation are a key part of the natural carbon cycle. Through photosynthesis, plants convert carbon dioxide (CO₂) from the atmosphere into oxygen and carbon-based matter. Communities can increase the amount of carbon sequestered locally to reduce community-wide GHG emissions by expanding the urban forest canopy and protecting natural systems.

Strategies and Measures

Strategy Carbon Sequestration-1. Remove emissions from the atmosphere

The presence of trees is a significant source of carbon sequestration and storage in urban areas. This strategy focuses on increasing the number of new trees planted in the city to increase the amount of carbon sequestered. In addition to offsetting CO₂ emissions, increased tree plantings result in co-benefits including improved air quality through the capture of air pollutants and community and public health benefits through the provision of shade and positive impacts on mental health. Implementation of the measure through this strategy would reduce communitywide emissions by approximately 440 MTCO₂e by 2030. Table 3.15 outlines the framework for this strategy. Additional activities that would support the implementation of this strategy would occur through partnerships with other local or regional agencies, updated City ordinances and policies, and community education and outreach activities.

Table 3.15 Strategy Carbon Sequestration-1

Strategy Carbon Sequestration-1 Remove emissions from the atmosphere			
Carbon Storage-1.1: Increase the number of trees in the city, through new plantings and management of existing trees (Quantified)			
Target Year	Performance Metric*	Annual GHG Reduction Potential (MTCO ₂ e)*	Percent of the City's Total Reductions
2030	750 new residential and 750 new City-managed trees planted per year for a total of 16,500 new trees by 2030	440	1%
2045	750 new residential and 750 new City-managed trees planted per year for a total of 39,000 new trees by 2045	1,100	<1%

**Supporting Actions:**

- a. Implement the City's 2022 Urban Forest Master Plan (UFMP).
- b. Achieve a minimum of 20% canopy cover in the developed footprint of the City by 2050. Consistent with the City's Urban Forest Master Plan, plant 750 trees per year on residential properties through the Sacramento Shade Program, and plant 750 City-managed trees per year on public property.
- c. Amend the City's Zoning Code to require new development to plant trees above and beyond existing requirements.
- d. Continue to provide free trees and City Arborist services to existing residents and business owners.
- e. Develop a tree planting program for increasing tree planting at City owned sites.
- f. Evaluate City regulations and policies, such as building setbacks and roadway cross-sections and design standards, for adequacy to accommodate large shade trees.

* The calculations, assumptions, research, and other evidence used to identify measure performance metrics and estimate annual GHG reduction potential are provided in CAAP Appendix E.



CHAPTER 4:

Climate Adaptation and Resilience





CHAPTER 4:

Climate Adaptation and Resilience

OVERVIEW

This chapter describes the context of climate change adaptation and resilience for the city. It outlines the climate change adaptation planning process; summarizes the city's exposure to existing hazards, sensitivity to these hazards, potential climate-related impacts, and existing adaptive capacity to address these impacts; and introduces adaptation strategies to strengthen local resilience to climate change. Much of the content in this chapter serves as a summary of the City's Vulnerability Assessment (VA), which was developed in preparation of the Plan. The VA, which includes additional information, data, and methodologies, is provided in Appendix F.

CLIMATE ADAPTATION AND VULNERABILITY

The effects of climate change are already occurring at global, regional, and local scales and will continue to worsen existing hazards in and around the city, including extreme heat, extreme precipitation and flooding, drought, and wildfires. While these hazards have existed historically in the city and surrounding regions, the frequency, intensity, and duration of these hazards are projected to increase or change as a result of climate change. The level of impact from these climate hazards will vary across the city and the region due to variations in physical, social, and economic characteristics. Of the four climate hazards assessed for the city, the city, inclusive of its populations and assets, is most vulnerable to the potential impacts of increased temperatures and extreme heat. However, the city is still vulnerable to the other three climate hazards that were assessed – extreme precipitation and flooding, drought, and wildfires – though to a lesser degree.

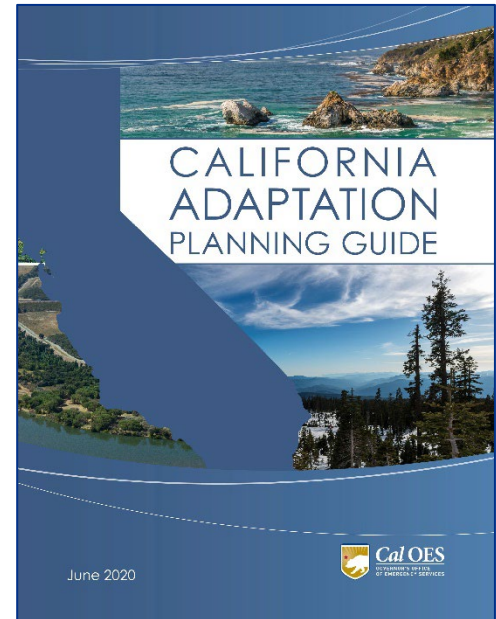
In addition to reducing its emissions that contribute to climate change, the City is also improving community resilience to climate change impacts, known as climate change adaptation. Community resilience refers to the capacity of a community to prepare for disruptions, to recover from shocks and stresses, and to adapt and grow from disruptive experiences, especially in the context of climate change. Though climate change is a global issue, its impacts are felt locally. Because of this, local adaptation planning efforts are critical in building community resilience and can lead to a greater understanding of climate risks and strategies to minimize their impacts.

ADAPTATION PLANNING PROCESS

The goal of the adaptation planning process is to improve community resilience in the context of climate change. A resilient community is one that is prepared for current and future hazards and experiences minimal harm when they occur. Resilient communities can recover from hazards more quickly and rebuild in a manner that accounts for continued capacity for adapting to climate change.

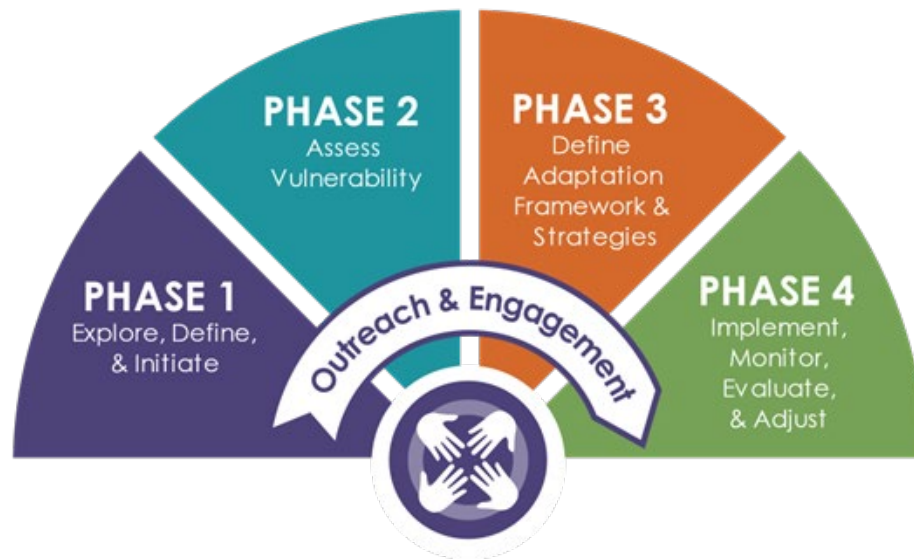
To assist local governments, the California Governor's Office of Emergency Services (CalOES) prepared the California Adaptation Planning Guide (APG), which provides communities with vulnerability assessment and adaptation planning guidance (CalOES 2020). Most recently updated in June 2020, the APG includes a step-by-step process that communities may use to help plan for the impacts of climate change. The APG provides a framework for communities to identify potential climate change effects and important physical, social, and natural assets; create adaptation strategies to address climate change impacts; and develop a monitoring and implementation framework for climate change adaptation. The APG was followed to prepare the adaptation components of this Plan.

This guide includes a four-phase process, illustrated in Figure 4.1, which allows communities to assess their specific climate vulnerabilities and provides a menu of strategies for communities to reduce climate-related risks and prepare for current and future impacts of climate change.



Source: CalOES 2020.

- ▶ Phase 1, “Explore, Define, and Initiate,” includes scoping and defining the adaptation planning effort. This involves identifying key stakeholders, potential climate change effects, and important populations and assets in the community.
- ▶ Phase 2, “Assess Vulnerability,” includes an analysis of the potential impacts and adaptive capacity associated with climate change hazards to determine the vulnerability of populations and community assets. The vulnerability assessment is composed of four steps: exposure, sensitivity and potential impacts, adaptive capacity, and vulnerability scoring.
- ▶ Phase 3, “Define Adaptation Framework and Strategies,” focuses on developing adaptation strategies to address the risks posed by climate change hazards based on the results of the vulnerability assessment.
- ▶ In Phase 4, “Implement, Monitor, Evaluate, and Adjust,” the adaptation framework is implemented, consistently monitored and evaluated, and adjusted based on continual learning, feedback, or triggers.



Source: CalOES 2020; adapted by Ascent Environmental in 2022.

Figure 4.1 Adaptation Planning Process

VULNERABILITY ASSESSMENT OVERVIEW

The City's VA provides a comprehensive analysis of community vulnerabilities to climate change. It identifies and characterizes climate hazards that are anticipated to impact the community. The VA follows the steps in Phase 2 of the APG and aims to answer the following questions:

- ▶ **Exposure:** what climate hazards does the city currently face? How are these climate hazards projected to change in the future?
- ▶ **Sensitivity and Potential Impacts:** what aspects of the community (for example, population, built environment, community functions) will be affected by climate hazards, and to what degree?
- ▶ **Adaptive Capacity:** what is currently being done to address climate hazards and their associated impacts? What ability does the City have to address impacts in the future?
- ▶ **Vulnerability Scoring:** how vulnerable is the city to climate hazards?

Why

a Vulnerability Assessment?

To effectively adapt to climate change and improve community resilience, the City first needs to understand its vulnerability to climate hazards. This is determined through the Vulnerability Assessment.

The VA was conducted consistent with APG guidance using the steps described above. To summarize historic data and determine future projections for climate hazards in and around the city, Cal-Adapt – a tool developed by the California Energy Commission and the University of California, Berkeley that uses downscaled global climate model data – was used. The severity of future potential impacts from climate hazards on the city's populations, built environment, and community functions will largely depend on the level of current and future global GHG emissions. Two future GHG emissions scenarios, known as Representative Concentration Pathways (RCPs), were used in the VA: the RCP 8.5 scenario, which represents a higher GHG emissions scenario, and the RCP 4.5 scenario, which represents a medium GHG emissions scenario. Climate hazards were evaluated for changes to occur by near-term (2021-2050), midterm (2040-2070), and long-term (2070-2099) timescales.

In addition to Cal-Adapt, several existing resources were reviewed to obtain information about climate-related hazard risks that may threaten the city. Information from *California's Fourth Climate Change Assessment: Sacramento Valley Region Report* (OPR, CEC, and CNRA 2018), along with a variety of additional resources (see Appendix F), were reviewed to further assess climate hazards in the city.

VULNERABILITY ASSESSMENT SUMMARY

The VA was prepared to help the City understand its vulnerability to climate hazards, which includes increased temperatures and extreme heat, extreme precipitation and flooding, drought, and wildfires. Additionally, the results of the VA were used to inform adaptation strategies intended to improve the City's resilience to each identified climate hazard. The full VA, including detailed data, additional information, and references, is provided in Appendix F to this Plan.

Climate Hazards Facing the City



Source: City of Rancho Cordova

The following sections provide a snapshot of the city's projected exposure to climate hazards and potential impacts to the city's populations, built environment, and community functions. Populations include residents, visitors, and segments of the population that are particularly vulnerable to climate change impacts, such as children, pregnant people, the elderly, communities of color, low-income individuals, individuals with access or functional needs, individuals with preexisting health issues, individuals experiencing homelessness, and outdoor workers, among others. The built environment consists of a set of assets that are essential to the health and welfare of residents and visitors and are especially important during and proceeding climate

hazard events. This includes residential and commercial buildings; critical facilities; transportation infrastructure; and utility infrastructure. Community functions are the resources, assets, operations, economic sectors, and services that are created or influenced by the interaction between populations and the built environment, are essential to public health and welfare, and allow day-to-day activities to continue in the city and the region.

INCREASED TEMPERATURES AND EXTREME HEAT

The city has experienced, and is projected to continue experiencing, increases in average annual temperature and extreme heat, which could lead to an array of potential impacts, including negative public health outcomes, worsened air quality, increased demand for air conditioning, and deterioration of critical infrastructure. According to Cal-Adapt, the average annual maximum and minimum temperature in the city are both projected to rise between 5 and 9 °F by the end of the century as a result of climate change (CEC 2021a). Increased temperatures in the city will also lead to a significant increase in extreme heat events. For the city, an extreme heat day is defined as a day when the maximum temperature is above the extreme heat threshold of 103.6 °F, which is notably high compared to other regions of the State. Heat waves refer to a period of four or more consecutive extreme heat days (CEC 2021b). The average annual number of extreme heat days, heat waves, and the number of days in the longest stretch of consecutive extreme heat days are all projected to rise through the end of the century.

Extreme heat thresholds are unique to every location. Rancho Cordova's threshold is 103.6 °F, which means that 98% of daily maximum temperatures in the city between the months of April and October from 1961 to 1990 were below this temperature.

Tables 4.1 and 4.2 display historic data and future projections for increased temperatures and extreme heat in the city across each timescale through 2099.

Table 4.1 Changes in Average Annual Temperature in the City of Rancho Cordova

Average Annual Temperature	Historic (1961-1990)	Near-Term (2021-2050)	Midterm (2040-2070)	Long-Term (2070-2099)	
				Medium Emissions	High Emissions
Maximum Temperature (°F)	74.2	78.3	79.8	80.2	83.1
Minimum Temperature (°F)	49.3	52.9	54.1	54.3	57.7

Note: °F = degrees Fahrenheit.

Source: CEC 2021a.

Table 4.2 Changes in Extreme Heat in the City of Rancho Cordova

Annual Averages	Historic (1961-1990)	Near-Term (2021-2050)	Midterm (2040-2070)	Long-Term (2070-2099)	
				Medium Emissions	High Emissions
Number of Extreme Heat Days	4	19	32	29	48
Number of Heat Waves	0.2	1.4	4.8	4.0	7.8
Number of Days in Longest Stretch of Consecutive Extreme Heat Days	2.5	6.3	7.2	8.5	14.2

Source: CEC 2021b.

Regarding potential impacts, the city's populations are at significant risk of being harmed by increased temperatures and extreme heat. Extreme heat can be harmful to public health, especially for vulnerable populations, such as persons over the age of 65, infants and children, individuals with chronic health conditions, low-income individuals, people experiencing homelessness, and outdoor workers, among others. Notably, extreme heat can worsen local air quality and may cause heat-related illnesses, such as heat cramps or heat stroke. Additionally, increased temperatures and extreme heat may lead to a large increase in air conditioning demand across the city, placing more stress on the electricity grid, leading to higher-cost electricity bills for residents who have air conditioning access, and causing disproportionate impacts on individuals or families residing in units that do not have air conditioning. Further, the city's transportation systems are at risk of being adversely affected by increased temperatures and extreme heat. During prolonged periods of increased temperatures or extreme heat, pavement may deteriorate, rail lines may buckle, the structural integrity of bridges may be compromised, air conditioning in buses could fail, and overall transportation maintenance costs may increase. Further details on the potential impacts of increased temperatures and extreme heat can be found in the VA, located in Appendix F.

EXTREME PRECIPITATION AND FLOODING

Sacramento County, inclusive of the city, is projected to experience an increase in average annual precipitation through the end of the century, and much of the precipitation is likely to occur during extreme precipitation events, which can lead to flood impacts throughout the city. According to Cal-Adapt, the historic average annual precipitation in Sacramento County is 18.3 inches. As shown in Table 4.3, the average annual precipitation in the county is projected to increase between roughly 2 and 4 inches by the end of the century (CEC 2021a).



Source: City of Rancho Cordova

In general, California's climate oscillates between extremely dry and extremely wet periods with annual precipitation varying widely from year to year. Like other California regions, the high year-to-year variability of precipitation in the city is severely affected by the meteorological phenomenon known as an atmospheric river, which accumulates moisture from tropical regions in the Pacific and moves water vapor towards California. In California, atmospheric rivers vary in intensity; some are beneficial for water supply and replenish snowpack that naturally melts during the summer, serving as water supply for people and agriculture, while others are responsible for widespread adverse impacts (NOAA 2021). Extreme precipitation from these atmospheric rivers in the future may prove to be more variable, volatile, and potentially more severe. Noting this, the city may experience changes in the frequency and/or intensity of flood events, though the exact frequency, intensity, and duration of these events will vary annually.

Table 4.3 Changes in Average Annual Precipitation in Sacramento County

Annual Averages	Historic (1961-1990)	Near Term (2021–2050)	Midterm (2040–2070)	Long-Term (2070-2099)	
				Medium Emissions	High Emissions
Average Annual Precipitation	18.3	20.1	20.2	20.3	22.1
Percent Change from Historic Period	NA	+10%	+10%	+11%	+21%

Source: CEC 2021a.

Regarding potential impacts of extreme precipitation and flooding, there is an array of facilities and properties in the city that are at direct risk from flooding, as they lie within the city's 100- and 500-year floodplains. Most notably, this includes over 1,000 residential properties, but also multiple other facility types in or near the city's floodplains, including retail and utilities. Figure 4.2 displays critical facilities within the city and their proximity to the 100- and 500-year floodplains. Additionally, there are currently two levees in the city which protect residential neighborhoods: Cordova Meadows Levee and Sunriver Levee. These levee systems will be at increased risk of failure due to the potential for more intense and frequent extreme precipitation events in the future. A more comprehensive analysis of precipitation and flooding can be found in the VA, located in Appendix F.

DROUGHT AND WATER SUPPLY



Source: City of Rancho Cordova

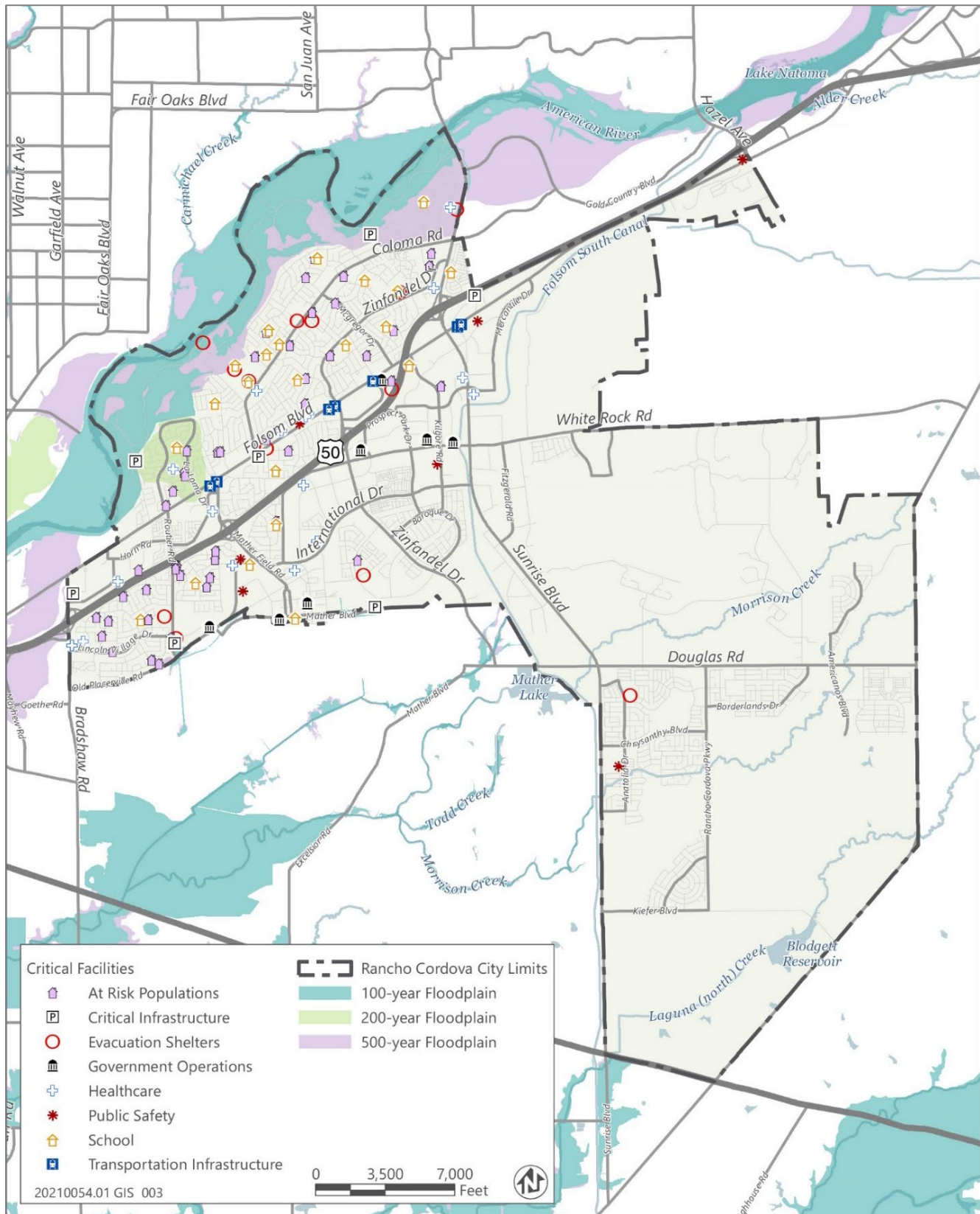
The city and State have a highly variable climate that is susceptible to prolonged periods of drought, and recent research suggests that extended drought occurrences (or “mega-droughts”) could become more pervasive in future decades, which may result in major impacts on the city’s water supplies and other secondary impacts (CEC 2021c). While this may seem contradictory to the projections that the city is expected to see more average annual precipitation in future years as a result of climate change, overall precipitation patterns are projected to change, with precipitation variability expected to increase substantially. In other words, some years, compared to average, may be

abnormally wet, while other years may be extremely dry. With the oscillation between wet and dry years and the potential for precipitation to occur over shorter, more intense time periods, there will be reduced opportunities for groundwater recharge, as these are not favorable conditions for soil infiltration and deep percolation. The City’s water supplies are currently dependent upon a combination of ground- and surface-water resources and are provided by three primary water purveyors providing services within the City’s planning area: Sacramento County Water Agency; Golden State Water Company; and California-American Water Company (City of Rancho Cordova 2006). It should be noted that actual occurrence and duration of droughts are difficult to predict, but the city and surrounding regions are expected to experience extended drought periods as a result of climate change, and without effective adaptation actions or initiatives, future droughts may challenge the management of the region’s water supplies, inclusive of the city.

Regarding potential impacts of drought, in the event of a severe and sustained drought lasting multiple years, water supplies provided to the city could be severely affected and result in the need for increased water conservation efforts to be implemented by the city and other surrounding jurisdictions. In addition to adverse impacts on water supplies, droughts may create cascading effects on community functions. For example, extended drought periods in the future may result in decreases in tourism and recreation opportunities in nearby water bodies, such as the American River and Folsom Lake. Decreased tourism and recreation opportunities could result in less pass-through visitors, leading to impacts on local businesses and the economy. Additionally, potential drought-induced water shortages can endanger ecological systems, as well as residents through related mental health issues, increased dust particle concentration, and favorable conditions for valley fever. Further details related to the potential impacts of drought on the city can be found in the VA (see Appendix F).

WILDFIRE

The Sacramento Valley Region, inclusive of the city, is projected to continue experiencing increases in average annual area burned by wildfire, which can result in an array of cascading impacts on the city. Climate change is exacerbating many of the factors that contribute to wildfire risk. Increased variability in precipitation may lead to wetter winters and increased vegetative growth in the spring, and potentially longer and hotter summer periods will lead to the drying of vegetative growth, which may ultimately result in a greater amount of fuel for wildfire ignition and spread. This has already been seen across the State in recent years, with the area burned by wildfires increasing in parallel with rising air temperatures (OEHHA 2018).



Source: Sacramento County 2021; critical facilities data provided by City of Rancho Cordova staff.

Figure 4.2 Floodplains and Critical Facilities in the City of Rancho Cordova

These factors, combined with intense wind conditions, cause wildfires to spread rapidly and irregularly, making it difficult to predict wildfires' paths and effectively deploy fire suppression forces. Relative humidity is also an important wildfire-related weather factor; as humidity levels drop, dry air causes vegetation moisture levels to decrease, which consequently increases the likelihood that plant material will ignite and burn. With an increase in hotter and drier landscapes, humidity levels may continue to drop and result in higher fuel levels, increasing the risk of wildfire (Schwartz et al., 2015).



Source: City of Rancho Cordova

Though there does exist “Moderate” Fire Hazard Severity Zones (FHSZs) in the city, the likelihood of wildfires burning within city limits is relatively low. However, it has been shown in the past that the city can be impacted by regional wildfire impacts, such as wildfire smoke, and this trend is projected to continue into the future. According to Cal-Adapt, and as shown in Table 4.4, the total area burned annually by wildfire within the Sacramento Valley region is expected increase from the historic (1961-1990) annual average of 20,956 hectares to 23,942 hectares in the near-term and 28,759 hectares in the midterm. In the long-term, average annual area burned in the region is projected to increase to 31,670 hectares under the medium emissions scenario, and to 41,784 hectares under the high emissions scenarios (CEC 2021d).

Table 4.4 Changes in Annual Average Area Burned in the Sacramento Valley Region

Annual Averages	Historic (1961-1990)	Near-Term (2021-2050)	Midterm (2035-2064)	Long-Term (2070-2099)	
				Medium Emissions	High Emissions
Average Annual Area Burned (hectares)	20,956	23,942	28,759	31,670	41,784

Note: Observed historical average annual area burned data was not available from Cal-Adapt; the modeled historical average annual area burned data under the medium emissions scenario (RCP 4.5) was available and used as proxy data.

Source: CEC 2021d.

The potential impacts on the city related to wildfire in the context of climate change are primarily indirect impacts but can still have severe outcomes. These potential impacts can range from wildfire smoke-related human health impacts to disruptions to transportation behavior and the increased prevalence of Public Safety Power Shutoff (PSPS) events. Exposure to wildfire smoke, particularly by vulnerable populations, can result in worsening respiratory symptoms, increased rates of emergency room visits, hospitalizations, and even death (Rappold et al. 2017). If wildfire evacuations were to ever occur in the city or surrounding regions, vulnerable populations, such as linguistically isolated households, senior citizens, and individuals experiencing homelessness, would be adversely affected due to: inability to access, receive, or understand warning messages and evacuation notices; limited ability to evacuate due to lack of mobility; limited situational understanding from cognitive conditions; and reliance on medication or treatment devices. Additionally, there may be increases in traffic congestion due to wildfire-related road closures. PSPS events, which are enacted during high wildfire risk conditions, can result in communities experiencing no electricity for several days at a time, which can adversely affect certain populations within the city, especially when coupled with extreme heat. Further details on potential wildfire impacts to the city can be found in the VA (see Appendix F).

City's Adaptive Capacity

The third step in the vulnerability assessment process is to evaluate the city's adaptive capacity, which refers to a community's current and future ability to cope with potential impacts from climate hazards. Within the VA, a review of existing local policies, plans, programs, and resources, as well as those from relevant regional and State agencies and organizations, was conducted to evaluate the city's adaptive capacity to each climate hazard. Table 4.5 below displays a snapshot of existing plans and reports that contribute to the City's adaptive capacity to address the anticipated impacts of climate hazards.

Table 4.5 Summary of Existing Plans that Contribute to the City's Adaptive Capacity

Plan or Report	Climate Hazard			
	Increased Temperatures and Extreme Heat	Extreme Precipitation and Flooding	Drought and Water Supply	Wildfire
Sacramento County LHMP Annex	✓	✓	✓	✓
City's General Plan		✓	✓	✓
California's Fourth Climate Change Assessment Sacramento Valley Regional Report	✓	✓	✓	✓
Caltrans Climate Change Vulnerability Assessment District 3	✓	✓		✓
City Water Purveyor's Urban Water Management Plans		✓		
City's Emergency Operations Plan		✓	✓	✓

Source: Ascent Environmental 2021.

Vulnerability Scoring

The final step in the vulnerability assessment process is to characterize the city's vulnerability to each climate hazard, which is assessed based on the magnitude of risk to and potential impacts on populations, the built environment, and community functions while considering the current adaptive capacity in place to mitigate these impacts. An overall vulnerability score was assigned for each climate hazard based on their associated scores for potential impacts and adaptive capacity. The scoring rubrics for potential impacts and adaptive capacity, along with justifications for the scores, can be found in the VA (see Appendix F). Vulnerability scoring can help the City understand which climate hazards should be prioritized in future planning efforts. Table 4.6 presents the rubric used to determine overall vulnerability scores based on the ratings for potential impacts and adaptive capacity.

Table 4.6 Vulnerability Scoring Rubric

Vulnerability Score				
Adaptive Capacity	Low	3	4	5
	Medium	2	3	4
	High	1	2	3
		Low	Medium	High
Potential Impacts				

Source: CalOES 2020; adapted by Ascent Environmental in 2023.

Vulnerability scoring for each identified climate hazard – increased temperatures and extreme heat, extreme precipitation and flooding, drought and water supply, and wildfire – is included in Table 4.7 below. The table shows that increased temperatures and extreme heat is assigned a vulnerability score of 5 and therefore should be a high priority for the City. Extreme precipitation and flooding was assigned a vulnerability score of 4, and drought and water supply was assigned a vulnerability score of 3. These climate hazards are likely to have significant impacts on the City’s populations, built environment, and community functions in the near-term, and although a variety of adaptive efforts related to both climate hazards are in place and underway, the magnitude of the risks posed by these hazards contributes to increased vulnerability for the City. Increased wildfire risk is characterized as having a vulnerability score of 2. This climate hazard will likely have lower priority impacts on the City and is currently being addressed adequately based on existing conditions, but additional adaptation and resilience planning will be required in the future to mitigate impacts and protect the city.

Table 4.7 Vulnerability Scoring Summary for the City of Rancho Cordova

Climate Hazard	Vulnerability Score		
	Adaptive Capacity	Potential Impacts	Vulnerability
Increased Temperatures and Extreme Heat	Low	High	5
Extreme Precipitation and Flooding	Medium	High	4
Drought and Water Supply	Medium	Medium	3
Wildfire	High	Medium	2

Source: Ascent Environmental 2023.

ADAPTATION STRATEGIES

This section includes a set of adaptation strategies that are intended to help the City prepare for and become more resilient to the impacts of climate change. The strategies have been developed based on the findings of the vulnerability assessment, discussed above, and are designed to complement the existing set of local and regional plans that address natural hazards in the city. There are five separate overarching adaptation strategies:

- ▶ **Strategy Adaptation-1:** Improve resilience to increased temperatures and extreme heat.
- ▶ **Strategy Adaptation-2:** Improve resilience to extreme precipitation and flooding.
- ▶ **Strategy Adaptation-3:** Improve resilience to drought.
- ▶ **Strategy Adaptation-4:** Improve resilience to wildfires.
- ▶ **Strategy Adaptation-5:** Promote holistic community resilience in the context of climate change.

Similar to the GHG reduction strategies presented in Chapter 3, the adaptation strategies are further broken down by objectives, and then actions. In some instances, specific actions mirror some of the actions already underscored in other local plans, such as the City’s Annex to the *Sacramento County Multi-Jurisdictional Local Hazard Mitigation Plan* (LHMP). These actions are also included in this Plan to emphasize the climate resilience benefit of implementing the action. Each of the strategies, measures, and actions are presented in Table 4.8 below.

Table 4.8 Adaptation Strategies

Strategy Adaptation-1. Improve resilience to increased temperatures and extreme heat.	
Objectives:	
▶ Reduce the urban heat island effect. ▶ Protect populations from extreme heat.	
Actions:	
1a. Promote the use of “cool” roofs on both new and existing residential and nonresidential buildings. 1b. Pilot and monitor benefits of “cool” pavement in residential neighborhoods. 1c. Conduct a mapping exercise to determine locations around the city that experience the greatest impact from the urban heat island effect and utilize this information to prioritize locations for increased tree planting and sustained tree management. 1d. Continue hosting community tree-planting events and offering free trees for residents, businesses, and community-based organizations through the City’s Urban Forest program. 1e. Explore opportunities to further increase shading of buildings and parking lots using trees and/or solar canopies. 1f. Preserve, enhance, increase, and establish community green areas, such as parks, recreational facilities, and open space. 1g. Expand cooling center access during extreme heat events through extended hours, more locations, and less stringent criteria for opening. 1h. Partner with community-based organizations, faith-based organizations, businesses, and other public agencies to develop a “Community Cool Zone Network” comprised of air-conditioned spaces that are made available to vulnerable populations during extreme heat events to prevent heat-related illnesses. 1i. Support employers to protect worker health from extreme heat, especially those working in vulnerable occupations, through targeted outreach and information-sharing about extreme heat risks, applicable regulations, and strategies to reduce risk. 1j. Develop a “Cool Buddy” program where local volunteers are trained to build neighborhood networks, identify heat-vulnerable neighbors, and set up systems to check in on each other during extreme heat events. 1k. Develop public awareness campaigns that bolster extreme heat event preparedness actions and adaptation strategies. 1l. Support a comprehensive outreach campaign to prevent heat-related illnesses among vulnerable populations, including, but not limited to, children, seniors, people experiencing homelessness, people with disabilities in the care of licensed facilities, and workers in vulnerable occupations.	
Strategy Adaptation-2. Improve resilience to extreme precipitation and flooding.	
Objectives:	
▶ Promote climate-smart flood management. ▶ Add redundancy to the City’s flood management system.	
Actions:	
2a. Prioritize the implementation and use of green infrastructure to manage future flood risk. 2b. Coordinate with landowners to manage stormwater runoff through sustainable land conservation practices.	

- 2c. Utilize vacant lots to build flood control detention basins and replace undersized culverts to better address flooding from future extreme precipitation events.
- 2d. Encourage the use of porous pavement and vegetative buffers in large parking areas.
- 2e. Seek funding to purchase and install battery-powered generators for each of the City's six pump stations, which serve to convey stormwater during precipitation events.
- 2f. Implement flood control projects identified in the Stormwater Capital Improvement Program Master Plan to help resolve existing flooding issues and prevent future impacts from extreme precipitation events.
- 2g. Encourage residents located within the 100- and 500-year floodplain to obtain flood insurance through the National Flood Insurance Program.
- 2h. Continue to enforce the requirements of the Parkway Corridor overlay zoning district (Municipal Code Section 23.325.070) to regulate property along the American River in the city.

Strategy Adaptation-3. Improve resilience to drought.

Objectives:

- ▶ Reduce water consumption.
- ▶ Ensure long-term sustainability and reliability of the City's water supplies.

Actions:

- 3a. Continue promoting water conservation tips and measures across the City's websites and social media platforms.
- 3b. Continue offering assistance to residents for drought-tolerant landscapes through the City's beautification program, and seek to expand assistance through other actions, such as developing a "Cash for Grass" lawn replacement program.
- 3c. Update MWELO to go beyond State requirement to plan drought-tolerant and water-conserving landscaping in new development projects.
- 3d. Coordinate with local water suppliers to establish and monitor progress on a citywide per capita water use reduction target.
- 3e. Educate the public about the benefits and water conservation potential of rainwater catchment and greywater systems.
- 3f. Promote the installation of water-efficient fixtures, appliances, and equipment in new development and as part of retrofits for existing development.
- 3g. Support the development of extended drought scenario analyses as part of future updates to Urban Water Management Plans and Water Shortage Contingency Plans of local water suppliers.
- 3h. Coordinate with local water suppliers to support the development of recycled water systems.

Strategy Adaptation-4. Improve resilience to wildfires.

Objectives:

- ▶ Protect populations from wildfire smoke and poor air quality.
- ▶ Mitigate the impacts from potential Public Safety Power Shutoff events during high wildfire risk conditions.

Actions:

- 4a. Develop and implement a wildfire smoke protection outreach strategy.

- 4b. Monitor employers to ensure compliance with California Code of Regulations, Title 8, Section 5141.1, which requires employers to protect workers who may be exposed to wildfire smoke.
- 4c. Take steps to ensure that the City's building stock is outfitted with indoor air purification systems capable of enhancing and protecting public health from wildfire smoke and poor air quality.
- 4d. Support the installation of battery storage systems in existing residential and nonresidential development.
- 4e. Coordinate with and promote SMUD's battery storage incentives for residents and businesses.

Strategy Adaptation-5.

Promote holistic community resilience in the context of climate change.

Objectives:

- ▶ Coordinate equitable education, outreach, and engagement.
- ▶ Promote robust emergency services and other planning activities.
- ▶ Protect the built environment from climate hazards.

Actions:

- 5a. Through a multi-pronged approach, enhance public education and awareness of climate hazards and public understanding of disaster preparedness, prioritizing engagement with vulnerable populations (for example, workshops, displays, websites, public-private partnerships).
- 5b. Provide tailored, preparedness-oriented outreach to vulnerable populations across the city regarding climate hazards that are most applicable and specific to them (for example, flood preparedness outreach for residents residing within the city's 100- and 500-year floodplains).
- 5c. Embed climate resiliency and adaptation across City plans, programs, and activities to account for changing hazard profiles and their associated impacts.
- 5d. Prioritize making emergency services more accessible, especially for vulnerable populations.
- 5e. Encourage residents to enroll in the Sacramento Region Emergency Notification System.
- 5f. Maintain up-to-date emergency preparedness and evacuation plans and procedures in coordination with appropriate State, regional, county, and local agencies and departments.
- 5g. Encourage roundabouts in place of traffic signals where appropriate for increased ability to evacuate and traffic flow.
- 5h. Ensure interconnectivity and road standards are maintained for evacuation routes and disaster preparedness purposes.
- 5i. Develop a clean energy microgrid for essential City facilities to support resilient emergency operations.
- 5j. Integrate climate-smart natural resource management into City operations, incorporating climate projection data, risk modeling, and adaptive management, as appropriate, to account for future changes in climate hazards in natural resource projects.
- 5k. Evaluate and update the City's building and engineering standards to account for climate hazards that are likely to affect critical infrastructure, such as extreme heat and extreme precipitation and flooding.
- 5l. Identify and upgrade vulnerable critical infrastructure (for example, utility, transportation, and so on) through the City's Capital Improvement Projects planning process.
- 5m. Promote building retrofits to include climate resilience features (for example, home hardening improvements, weatherization improvements, adequate climate control equipment with air filtration systems).



CHAPTER 5: Implementation and Monitoring





CHAPTER 5: Implementation and Monitoring

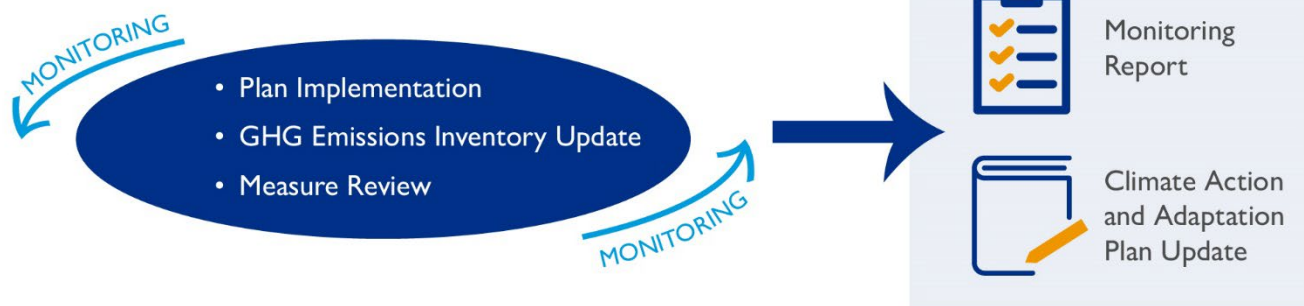
5.1 OVERVIEW

This chapter summarizes the last component of the Plan development process – implementation and monitoring. To achieve the GHG emissions reductions described in Chapter 3, measures should be regularly assessed and monitored to determine if:

- (1) they are effective;
- (2) the Plan is on track to achieve the GHG reduction targets; and
- (3) desired outcomes are achieved.

This chapter describes how the City will implement the strategies and measures identified in this Plan, and how the City will assess and monitor the progress. Along with sharing the City's implementation and monitoring strategy, this chapter also states the California Environmental Quality Act (CEQA) streamlining requirement of this Plan. Figure 5.1 highlights the key components of implementing and monitoring the plan.

ADOPT A CLIMATE ACTION AND ADAPTATION PLAN



Source: Ascent Environmental 2023.

Figure 5.1 Key Components of Implementing and Monitoring the Plan

5.2 IMPLEMENTATION STRATEGY

After the adoption of this Plan, the City will develop an implementation strategy for the Plan measures. The implementation plan will be based on several factors such as budget capacity and availability of funding opportunities. Potential funding opportunities to support Plan implementation are summarized below.

Implementing this Plan will involve the City Council, Planning Commission, and coordination with other boards, commissions, and City departments. Implementation will involve collaboration with the Sacramento Municipal Utility District (“SMUD”), the County of Sacramento, other public and private agencies, and neighboring cities to implement strategies and measures requiring regional collaboration. The success of Plan implementation will also depend on the participation of residents, businesses, and other stakeholders in the city and region.

The City will implement the measures of the Plan through several types of programs and activities that may include changes in municipal operations; new ordinances or code updates; development conditions of approval; advanced planning efforts; provision of incentives or financing; public agency or private partnerships; and education and outreach. While each measure identified in the Plan would fall into these categories, some measures overlap and belong to more than one category. Descriptions of each implementation category are provided below.

- ▶ **Municipal Operations:** City specific actions to update and make municipal operations more efficient. These measures would be implemented by the City and would reduce emissions specifically related to municipal operations.
- ▶ **New Ordinances and Code Updates:** Implementation of several measures in the Plan would occur through new ordinances adopted by the City or through amendments to the Municipal Code.
- ▶ **Planning:** The Plan identifies measures that are more programmatic in nature and require visioning and long-term planning efforts to allow for GHG reductions.
- ▶ **Financing and Incentives:** Successful implementation of Plan measures requires identifying mechanisms for funding and allocating resources. Further, several measures identified in the Plan would be implemented by community residents, business owners, other local agencies, and developers.
- ▶ **Partnerships:** Interagency coordination and collaboration with other organizations are critical to ensuring the implementation of certain measures.
- ▶ **Education and Outreach:** Education and outreach efforts about the goals of the Plan will help create support for the Plan and involve the community in its implementation. These efforts would be intended to increase participation and awareness and could include informing residents about potential GHG reductions and co-benefits of various measures.

The Plan’s effective implementation will require a process to prioritize its strategies and measures periodically. Implementation priority is determined by a variety of factors, including the timeframe of implementation, the effectiveness of measures in reducing GHG emissions, the impact on neighborhoods, staff resources needed, and the required level of department/agency collaboration.

5.3 MONITORING AND UPDATES

The City will begin implementing Plan measures and actions after Plan adoption. The Plan will be monitored over time to assess the progress by tracking performance metrics for each strategy. Changing circumstances, such as State and federal laws and programs, updates to climate science, changes in technology, or evolving local, State, federal, or even global economic and social conditions, may necessitate changes to the Plan.

If the Plan is not achieving the desired outcomes, the measures or actions will need to be altered or amended. This will require periodic updates to the GHG emissions inventories and vulnerability assessment, as well as analyzing individual action performance.

City staff will evaluate the performance of the GHG reduction strategies and measures over time. Evaluating the performance requires monitoring the level of community participation, costs, and potential barriers to implementation, as well as activities that result in GHG emissions reductions like actual reductions in fuel consumption, vehicle miles traveled, energy usage, water usage, landfilled waste, and so on. In addition to considering these factors, assessing the performance of Plan adaptation actions will be informed by resilience-related improvements in the community. The City staff will regularly monitor and report on adaptation and climate hazards and will update the strategies and actions when needed. By evaluating whether the implementation of an action is on track to achieve its objective, the City can identify successful actions and reevaluate or replace underperforming measures. Continued implementation of the City's GHG reduction efforts would support overall GHG reductions and Plan implementation. Periodically, City staff will present a summary of Plan implementation progress to date to the Planning Commission and City Council.

Why

a monitoring strategy?

- to evaluate the performance of CAP
- to understand which measures or actions need to be amended
- to understand and mitigate any barriers to implementation

To provide updates on Plan implementation progress, City staff will prepare a monitoring report every two years. This process will provide updates on the Plan implementation progress, including the status of actions implemented to achieve GHG reductions and improve resilience as well as other important milestones in the implementation process. As technologies and markets change and the City implements the actions identified in the Plan, the monitoring report will be used to track progress and identify actions that need to be improved, adjusted, or removed. The report will also be used for periodic presentations to the City Council about implementation progress on actions and overall progress towards Plan objectives. It would also serve to provide transparency and promote engagement with the public for Plan implementation. At a minimum, the report prepared every two years will include:

- ▶ Metrics illustrating Plan measure performance, individually and in aggregate (for example, GHG emissions reductions, participation rates, activity data, percent work completed);
- ▶ Implementation costs and funding needs;
- ▶ Community benefits realized;
- ▶ Any barriers to implementation;
- ▶ Recommendations, if any, for removal or changes to individual measures or identification of new measures; and
- ▶ Recommendations, if any, for changes to this Plan and/or preparation of a new Plan.

Finally, the City will prepare a GHG emissions inventory and an update to the plan every five years, with the first update due in 2028. The Plan Update would reflect the findings and recommendations of the monitoring reports and inventory updates. Table 5.1 shows the City's implementation and monitoring timeframe.

Table 5.1 City's Implementation and Monitoring Timeframe

Year	Milestone	Description
2023	Plan adopted	City Council adopts the Plan.
2023	Develop Implementation Strategy	City staff begins to develop the implementation strategy.
2023	Plan Implementation	City staff begins to implement Plan measures.
2025	Monitoring Report	City staff will prepare a monitoring report every two years and present the report to City Council and Planning Commission. The first monitoring report will be completed two years from Plan adoption. Each monitoring report will evaluate implementation status of the Plan's GHG reduction measures. The monitoring report will identify whether any of the measures require amendment to maintain progress toward achieving the emissions reductions identified in the Plan.
2028	GHG Emissions Inventory Update	An updated GHG inventory will be prepared to track the Plan implementation progress by assessing the City's progress towards achieving the emissions reductions identified in the Plan.
2028	Plan Update	Based on the results of the monitoring report and updated GHG emissions inventory, the City will update the Plan to include new or amended measures, remove, or update any ineffective measures, and incorporate new technologies and methodologies as necessary to ensure the Plan is on track to achieve the City's target and goal.

5.4 CALIFORNIA ENVIRONMENTAL QUALITY ACT AND THE PLAN

The California Environmental Quality Act (CEQA) is a statute that requires local agencies to identify significant environmental impacts of their actions and avoid or mitigate those impacts, if feasible. The 2022 Scoping Plan emphasizes the use of CEQA as a tool by local jurisdictions for supporting the State's climate priorities. When a local Plan complies with CEQA requirements, individual projects that comply with the Plan are allowed to streamline the project-specific GHG analysis. With a CEQA Qualified Plan, local governments enable project developers to use this streamlined approach and save time and resources, while ensuring more consistency in applying GHG reduction measures across projects. The City plans to utilize this tool for ensuring that new development is constructed with more sustainable and low-carbon features than existing development. By following this approach, the Plan has been prepared consistent with the provisions of CEQA Guidelines Section 15183.5 ("Qualified Plan"). Table 5.2 summarizes how the Plan meets the requirements of a CEQA Qualified Plan.

As a result, the Plan provides new development project applicants in the city the opportunity to use CEQA streamlining tools for projects that are consistent with this Plan. Demonstrating consistency with the Plan establishes that a project will not result in an "additional environmental effect" related to GHG emissions. A project's consistency with the Plan will be determined through a Consistency Checklist ("Checklist"). The Checklist will contain GHG reduction measures applicable to development projects that are required to be implemented on a project-by-project basis to achieve the City's 2030 reduction target and make substantial progress toward the 2045 goal. New development projects will need to incorporate all potentially applicable Plan measures to demonstrate consistency with the Plan. By incorporating applicable GHG reduction measures in the Checklist into project designs or conditions of approval, the City will ensure that new development is consistent with applicable GHG reduction measures in the Plan and will contribute its "fair share" in achieving the identified GHG reduction targets. Projects that do not demonstrate consistency may, at the City's discretion, prepare a more comprehensive project-specific analysis of GHG emissions consistent with CEQA requirements.

Table 5.2 Summary of Compliance with CEQA Requirements for a Qualified Greenhouse Gas Reduction Plan

CEQA Required Elements for a “Qualified” Climate Action Plan (CEQA Guidelines Section 15183.5[b][1])	Summary of CAAP Compliance
(a) Quantify greenhouse gas emissions, both existing and projected over a specified time period	The City conducted a 2019 baseline communitywide emissions inventory and developed emissions forecasts for 2030 and 2045 (Sections 2.2 and 2.3). Appendix A and B present details of the City’s 2019 inventory and Appendix B and C present forecast details.
(b) Establish a level below which the contribution to greenhouse gas emissions from activities covered by the plan would not be cumulatively considerable	The City has set an emissions reduction target for 2030 and a 2045 goal to align with the statewide emissions reduction targets for 2030 and 2045 (Section 2.4). Appendix C presents details of the GHG targets technical memorandum and Appendix D presents the target worksheet.
(c) Identify and analyze the greenhouse gas emissions resulting from specific actions or categories of actions anticipated within the geographic area	The 2019 baseline communitywide emissions inventory and 2030 and 2045 forecasts include the following emissions sectors representing emissions-generating activities and sources throughout the city (Sections 2.2 and 2.3): ▶ On-Road Transportation ▶ Building Energy ▶ Solid Waste ▶ Off-Road Vehicles and Equipment ▶ Water Supply ▶ Wastewater Treatment Appendices A, B, and C present details of the City’s inventory and forecasts by sector.
(d) Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level	To achieve the 2030 target and to make substantial progress toward the 2045 goal, the Plan proposes a Strategy Framework consisting of 14 GHG reduction strategies, 34 GHG emission reduction measures, and supporting actions (Chapter 3). Appendix E presents details on strategies and measures.
(e) Establish a mechanism to monitor the plan’s progress toward achieving the level and to require amendment if the plan is not achieving specified level	The City is committed to monitoring the performance of GHG reduction strategies and measures over time to assess the progress by tracking performance metrics for each strategy and identifying actions that need to be improved, adjusted, or removed. Chapter 3 provides details on City’s emissions reduction strategy framework and performance metrics and Chapter 4 details the strategies, objectives, and actions. Sections 5.2 and 5.3 present City’s implementation strategy and monitoring strategy respectively.

CEQA Required Elements for a “Qualified” Climate Action Plan (CEQA Guidelines Section 15183.5[b][1])	Summary of CAAP Compliance
(f) Be adopted in a public process following environmental review	The City, as lead agency for this Plan under CEQA, has prepared an Initial Study/Mitigated Negative Declaration (IS/MND) to evaluate the potential environment impacts of implementing the Plan, which the City Council will consider adopting before it considers adoption of this Plan.

5.5 FUNDING SOURCES

The increased energy efficiency and reduced use of non-renewable resources resulting from Plan implementation will result in substantial cost-savings for the City and its residents in the long term. However, the initial set-up, administration work, staffing, and enforcement will require funding and investments. After the Plan is adopted, the City will be proactive in seeking cost-effective implementation and strategic funding opportunities and developing partnerships to share costs. This section presents the spectrum of financial mechanisms that are available for the City to explore for implementing the Plan. This list is ordered by the increasing amount of debt load that would be incurred by the City: starting with free capital from grants and partnerships, continuing to the capital borrowed from loans and bonds, and concluding with City funding from budget, taxes, and fees. Additionally, a detailed list of potential funding and financing options to help implement the Plan is provided in Appendix G. As the Plan is updated and monitored, the City will need to reevaluate its overall costs and funding sources available. Leveraging funding opportunities would facilitate the successful implementation of the GHG reduction measures.

- ▶ **Grants** can provide a substantial source of repayment-free capital. To take advantage of a grant, the City staff will need to track grant opportunities, craft meaningful proposals that link to the goals and mission of the funding agency or entity, submit applications, and track results required for ongoing reporting.
- ▶ **Partnerships** tap resources, and secure capital, from non-governmental and private sector actors. Partnerships will allow the City to share ownership of the Plan implementation, while also sharing possible cost savings and revenue generation with a third party. Partnerships also spread financial risk across multiple public, private, and/or nonprofit entities.
- ▶ **Loans** can give the City access to upfront capital, whose principal and interest must be repaid over the duration of the loan. While the City will first consider grants and private partners when possible, to access repayment-free capital, when those pathways are unavailable loans can be a dependable alternative.
- ▶ **Bonds** can provide dependable, predictable financing for capitalizing large infrastructure projects. The City can issue a bond directly or apply for funds from a state bonding program. These bonds can be backed either by general City funds, or specific revenue sources. There are multiple types of bond structures including general obligation, revenue, and conduit bonds, as well as certifications like “green” bonds for climate and sustainability that communicate what types of projects bond proceeds are being used for.
- ▶ **Budget** refers to using money in the City’s general fund to capitalize projects. Every year the City collects tax revenue and other fees to populate its general fund, portions of which are appropriated to new capital projects and infrastructure investments. Plan implementation can be incorporated into the City’s budgeting processes and City budgets can be used to fund Plan implementation expenditures.
- ▶ **New taxes and fees**, as well as cost savings and other revenues, can create new flows of capital to fund Plan implementation.

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Appendix A

Greenhouse Gas Inventory (Technical Memorandum)

Memo



455 Capitol Mall, Unit 300
Sacramento, CA 95814
916.444.7301

Date: March 29, 2022

To: Stefan Heisler and Darcy Goulart (City of Rancho Cordova)

From: Alyssa Way, Andrew Martin, and Honey Walters (Ascent Environmental)

Subject: City of Rancho Cordova Climate Action Plan, Greenhouse Gas Emissions Inventory
Technical Memorandum

INTRODUCTION

In 2009, the County of Sacramento prepared a baseline inventory for the unincorporated county and the incorporated cities, including specifically a 2005 baseline year inventory for the City of Rancho Cordova (City). The Sacramento Area Council of Governments (SACOG) 2020 Metropolitan Transportation Plan / Sustainable Communities Strategy (MTP/SCS) Draft Environmental Impact Report included a greenhouse gas (GHG) emissions inventory and forecast for 2016, 2030, 2040, and 2050 that included the City. Though the City was considered in both efforts, an updated communitywide GHG emissions inventory using the latest methodologies with a more recent 2019 baseline year has been prepared for the City's Climate Action Plan (CAP).

The CAP is intended to reduce GHG emissions for the 2030 target year and 2045 goal. This initial preparation of a GHG emissions inventory provides a foundation for the forthcoming phases of the CAP process, which includes forecasting future emissions, developing GHG emissions reduction targets, defining GHG emissions reduction measures, and preparing a CAP to reduce GHG emissions from activities occurring in the city. This technical memorandum provides the results of the 2019 GHG emissions inventory, as well as associated methods, assumptions, emissions factors, and data sources.

ORGANIZATION OF THIS MEMORANDUM

This memorandum consists of two main parts:

- ▶ Section 1: Summary of Inventory Results presents an overview of the 2019 community inventories for each sector.
- ▶ Section 2: Data, Methods, and Assumptions summarizes data, methods, and assumptions used in the 2019 inventory and provides activity data and GHG emissions estimates by sector.

1 SUMMARY OF INVENTORY RESULTS

1.1 COMMUNITY INVENTORY

The city's GHG emissions inventory for 2019 was estimated based on methodologies and guidance provided by ICLEI – Local Governments for Sustainability (ICLEI) (discussed further in Section 2.2.1). Based on the modeling conducted, community activities in 2019 generated approximately 679,706 metric tons of carbon dioxide equivalent (MTCO₂e). Major emissions sectors included on-road transportation, residential and nonresidential building energy use, solid waste, water use, and wastewater generation. The 2019 inventory will serve as the City's GHG emissions baseline, which will be used to set future emissions reductions targets. A description of each emissions sector, including key sources, is provided in further detail in Section 2, "Data, Methods, and Assumptions". Table 1 and Figure 1 present the overall 2019 community inventory and the contributions from each key sector.

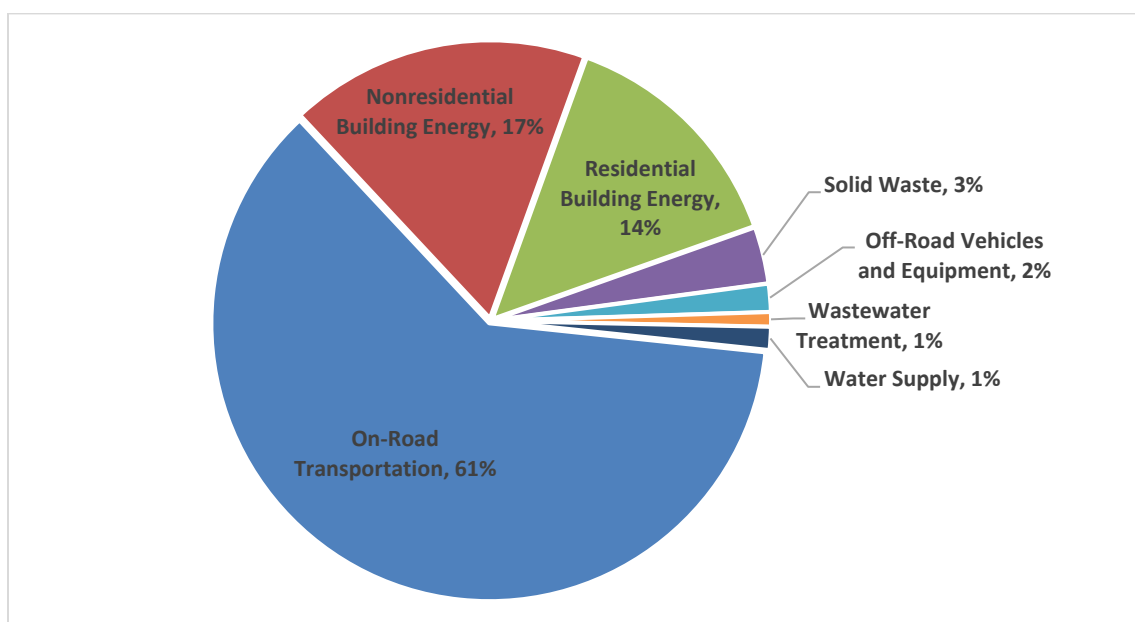
Table 1 2019 City of Rancho Cordova Community Greenhouse Gas Emissions Inventory

Sectors	MTCO ₂ e/year	Percent of Total
On-Road Transportation	417,145	61%
Nonresidential Building Energy	118,801	17%
Residential Building Energy	95,575	14%
Solid Waste	22,397	3%
Off-Road Vehicles and Equipment	11,027	2%
Water Supply	9,071	1%
Wastewater Treatment	5,690	1%
Total	679,706	100%

Notes: MTCO₂e/year = metric tons of carbon dioxide equivalent per year

Source: Ascent Environmental 2021

Figure 1 2019 City of Rancho Cordova Community Greenhouse Gas Emissions Inventory



Source: Ascent Environmental 2021

2 DATA, METHODS, AND ASSUMPTIONS

2.1 OVERALL ASSUMPTIONS AND DATA

2.1.1 Utility Emissions Factors

Emissions of carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O) per unit of electricity and natural gas can vary by location and from year to year depending on numerous factors. Utility-specific factors for GHG emissions were obtained and used in the 2019 inventory to estimate GHG emissions from electricity and natural gas consumption. Sources for electricity and natural gas emissions factors are shown below.

- Electricity: Utility electricity emissions factors for CO₂, CH₄, and N₂O were obtained from the Sacramento Municipal Utility District (SMUD) and the U.S. Environmental Protection Agency's (EPA's) Emissions & Generation Resource Integrated Database (eGRID). For 2019, SMUD's CO₂ emissions factor was interpolated using the 2018 emissions factor provided by SMUD and the requirements of the Renewables Portfolio Standard included in Senate Bill (SB) 100. The same approach was taken for CH₄ and N₂O emissions factors from eGRID's 2018 Annual Output Emissions Rates (EPA 2020).
- Natural Gas: Utility natural gas emissions factors for CO₂, CH₄, and N₂O were obtained from The Climate Registry's (TCR's) 2020 Default Emission Factors (TCR 2020).

Specific utility emissions factors used in the inventory calculations are shown below in Table 3.

Table 3 2019 City of Rancho Cordova Utility Emissions Factors

Source and Unit	2019 Emissions Factor
SMUD – Electricity	
g CO ₂ /kWh	232.10
g CH ₄ /kWh	0.015
g N ₂ O/kWh	0.002
g CO ₂ e/MWh	233.01
PG&E – Natural Gas	
g CO ₂ /therm	5306
g CH ₄ /therm	0.47
g N ₂ O/therm	0.01
g CO ₂ e/therm	5322

Notes: CH₄ = methane; CO₂ = carbon dioxide; g = grams, MWh = megawatt-hours; N₂O = nitrous oxide; SMUD = Sacramento Municipal Utility District; PG&E = Pacific Gas and Electric Company.

Source: Utility emissions factors provided by SMUD, EPA, The Climate Registry (TCR). Ascent Environmental 2021

2.1.2 Global Warming Potentials

GHG emissions other than CO₂ generally have a stronger insulating effect and thus, a greater ability to warm the earth's atmosphere through the greenhouse effect. This effect is measured in terms of a pollutant's Global Warming

Potential (GWP). CO₂ has a GWP factor of one while all other GHGs have GWP factors measured in multiples of one relative to the GWP of CO₂. This conversion of non-CO₂ gases to one unit enables the reporting of all emissions in terms of carbon dioxide equivalent (CO₂e), which allows consideration of all GHGs in comparable terms and makes it easier to communicate how various sources and types of emissions contribute to climate change. MTCO₂e is the standard unit for reporting emissions.

Consistent with the best available science, these inventories use GWP factors published in the Sixth Assessment Report (AR6) from the Intergovernmental Panel on Climate Change (IPCC), where CH₄ and N₂O have GWP factors of 27.9 and 273, respectively (IPCC 2021). This means that CH₄ and N₂O are approximately 28 and 273 times stronger than CO₂ in their potential to warm Earth's atmosphere, respectively. It should be noted that the California Air Resources Board's (CARB) Statewide GHG Inventory which is associated with the 2017 Scoping Plan uses the Fourth Assessment Report (AR4). Under AR4 CH₄ is approximately 24 times stronger than CO₂ and N₂O is 298 times stronger than CO₂. The GWP can be toggled in the GHG Inventory and Forecast Workbook to compare the change in emissions between the Assessment Reports.

2.1.3 Population and Employment

Population and employment data were used to scale activity levels for certain emissions sources and sectors.

Population and employment data were obtained from the California Department of Finance and the Employment Development Department 2019.

2.2 COMMUNITY INVENTORIES DATA AND ASSUMPTIONS

2.2.1 Sector-Specific Assumptions and Methods for Community Inventories

Several inventory protocols have been developed to provide guidance for communities and local governments to account for emissions accurately and consistently. In coordination with other partners, ICLEI has developed guidance for local-scale accounting of emissions that many local governments use to develop their GHG inventories. The most recent guidance for community-scale emissions inventories is ICLEI's Community Protocol, Version 1.2, published in July 2019 (ICLEI 2019). GHG emissions from livestock were not included in the inventory due to a lack of available information about the number of cattle grazing within City limits.

The following summarizes data sources and methods used in estimating community GHG emissions in 2019:

- ▶ **Building Energy:** Annual electricity and natural gas usage data for the city were provided by SMUD and Pacific Gas and Electric (PG&E) (see Table 3 above). Emissions factors were obtained from SMUD, eGRID, and TCR. Annual nonresidential backup generator usage was provided by Sacramento Metropolitan Air Quality Management District (SMAQMD). Emissions factors for backup generator fuels was obtained from TCR.
- ▶ **Transportation:** For the on-road transportation sector, daily vehicle miles traveled (VMT) were obtained from Fehr & Peers for the city, using the SB 375 Regional Technical Advisory Committee's (RTAC's) origin-destination method. Vehicle emissions factors were derived from CARB's 2021 Emissions FACTor (EMFAC2021) model. Off-road vehicle emissions were estimated from CARB's OFFROAD2007 and OFFROAD2021 models and scaled by population, employment, or share of road miles.
- ▶ **Solid Waste:** Emissions associated with waste generated by residents and businesses in the city were estimated using disposal data available from the California Department of Resources Recycling and Recovery (CalRecycle) for landfills receiving waste from the city. Landfill gas (LFG) collection information was available from EPA.

- ▶ **Water Supply:** Using guidance provided by ICLEI, water supply emissions were estimated using approximate water consumption volumes obtained from the Sacramento County Water Agency, Golden State Water Company, and California American Water in combination with region-specific energy intensity factors obtained from the California Public Utilities Commissions (CPUC).
- ▶ **Wastewater:** Emissions from wastewater treatment depend on the types of treatment processes and equipment that centralized wastewater treatment plants (WWTPs) use. Emissions in this sector are also generated from onsite wastewater treatment systems. Data regarding treatment processes, population served, digester gas combustion, and daily nitrogen load were obtained from Sacramento Area Sewer District and Regional San to estimate emissions from centralized WWTPs.

2.2.2 Building Energy

Residential and nonresidential building energy use in 2019 resulted in approximately 214,376 MTCO₂e. This sector generated approximately 32 percent of the City's emissions in 2019 and represents the second largest emissions sector in the inventory. Most of these emissions were a result of electricity and natural gas use in homes and businesses, primarily for lighting and heating, ventilation, air condition, and cooling (HVAC), as well as to power appliances. A small proportion of nonresidential building energy emissions are associated with diesel consumption in backup generators. In 2019, electricity from both residential and nonresidential buildings accounted for approximately 67 percent of emissions from the building energy sector. Natural gas use accounted for approximately 32 percent, and backup generators accounted for less than 1 percent, of emissions from the building sector in 2019. Annual electricity, natural gas, and backup generator usage and GHG emissions are shown in Table 4.

Table 4 2019 City of Rancho Cordova Community Building Energy Use Greenhouse Gas Emissions

Source	Quantity	GHG Emissions	Percentage
Electricity	MWh/year	MTCO ₂ e/year	% of Energy Total
Residential	202,727	47,238	22
Nonresidential	416,664	97,089	45
<i>Electricity Total</i>	<i>619,391</i>	<i>144,327</i>	<i>67</i>
Natural Gas	therms/year	MTCO ₂ e/year	% of Energy Total
Residential	9,082,624	48,336	23
Nonresidential	3,902,601	20,769	10
<i>Natural Gas Total</i>	<i>12,985,225</i>	<i>69,105</i>	<i>32</i>
Backup Generators	gallons	MTCO ₂ e/year	% of Energy Total
Nonresidential	92,209	943	<1
Energy Combined		MTCO ₂ e/year	% of Energy Total
Residential	NA	95,575	45
Nonresidential	NA	118,801	55
Grand Total	NA	214,376	100

Notes: Totals in columns may not sum exactly due to independent rounding. GHG = greenhouse gas; MTCO₂e/year = metric tons of carbon dioxide equivalent per year; MWh = megawatt-hours; NA = not applicable.

Source: Ascent Environmental 2021

RESIDENTIAL ENERGY

Residential energy emissions result indirectly from electricity consumption and directly from onsite combustion of natural gas. SMUD and PG&E are the providers of residential energy in the city. Annual residential electricity usage data for 2019 in the city were obtained from SMUD, expressed as MWh per year (MWh/year). To calculate the MTCO₂e of residential electricity consumption, emissions factors (shown in Table 3) for CO₂, CH₄, and N₂O were applied to electricity consumption data.

Annual residential natural gas consumption for 2019 in the city was obtained from PG&E, expressed as therms per year (therms/year). CO₂, CH₄, and N₂O emissions factors for natural gas were applied to consumption data to estimate MTCO₂e from residential natural gas usage.

NONRESIDENTIAL ENERGY

Nonresidential energy emissions, which are generated by commercial and industrial uses, result indirectly from electricity consumption and directly from onsite combustion of natural gas. SMUD provided nonresidential electricity in the city. Nonresidential natural gas in the city was provided by PG&E in 2019.

Annual nonresidential electricity usage data for 2019 were obtained from SMUD, expressed as MWh/year, and annual nonresidential natural gas consumption in the city was obtained from PG&E, expressed as therms/year. PG&E natural gas usage data for industrial customers could not be provided to the City because of the 15/15 Rule, which is statewide requirement protecting the privacy of utility customer data¹. Emissions associated with nonresidential energy consumption were quantified using the same methods as described above for residential energy calculations.

Data for annual nonresidential backup generators were obtained from SMAQMD, expressed as gallons per year (gallons/year) for diesel fuel. Emissions factors obtained from TCR were applied to fuel consumption data to estimate GHG emissions associated with nonresidential backup generator usage.

2.2.3 On-Road Transportation

The on-road transportation sector represents the largest emissions-generator sector in the city. Based on modeling conducted, on-road transportation in the city resulted in approximately 417,145 MTCO₂e, or 61 percent of the City's 2019 inventory. The on-road transportation sector represents the largest emissions sector in the city. Annual VMT and GHG emissions from on-road transportation are shown in Table 5 broken down by EMFAC vehicle category.

Table 5 2019 City of Rancho Cordova Community On-Road Transportation Greenhouse Gas Emissions

EMFAC Vehicle Category	EMFAC Vehicle Category Description	VMT/year ^a	GHG Emissions (MTCO ₂ e/year)
LDA	Passenger Cars	465,261,020	148,453
LDT2	Light-Duty Trucks (GVWR <6000 lb)	191,143,033	78,535
MDV	Medium-Duty Trucks (GVWR 5751-8500 lb)	130,832,664	65,206
LDT1	Light-Duty Trucks (GVWR <6000 lb)	45,762,151	17,554
LHD1	Light-Heavy-Duty Trucks (GVWR 8501- 10000 lbs)	33,974,541	29,056

¹ The 15/15 Rule originates from a California Public Utilities Commission (CPUC) ruling in 1997 that enacted privacy standards for utilities to help ensure customer anonymity when energy data is released to third parties without customer consent. The 15/15 Rule requires that aggregated data include a minimum of 15 customers with no one customer's load exceeding 15 percent of the group's energy consumption.

EMFAC Vehicle Category	EMFAC Vehicle Category Description	VMT/year ^a	GHG Emissions (MTCO ₂ e/year)
T7 Trucks	Heavy-Heavy Duty Trucks	19,391,641	38,318
T6 Trucks	Medium-Heavy Duty Trucks	16,550,426	23,818
LHD2	Light-Heavy-Duty Trucks (GVWR 10001- 14000 lb)	7,751,499	7,083
MCY	Motorcycles	3,695,927	891
MH	Motor Homes	1,034,081	1,826
UBUS	Urban Buses	960,288	1,597
OBUS	Other Buses	803,554	1,515
SBUS	School Buses	728,388	897
All Other Buses	All Other Buses	563,571	749
PTO	Power Take Off	500,107	1,138
Motor Coach	Motor Coach	265,909	511
Total	N/A	919,218,798	417,145

Notes: GHG = greenhouse gas; GVWR = gross vehicle weight rating; lb= pounds; MTCO₂e/year = metric tons of carbon dioxide equivalent per year; N/A = not applicable; VMT/year = vehicle miles traveled per year.

^a VMT by vehicle category based on the modeled vehicle fleet mix in EMFAC2021 for Sacramento County in 2019 using EMFAC2011 vehicle categories applied to the city's total annual VMT.

Source: Ascent Environmental 2021

On-road transportation emissions are primarily the result of the combustion of gasoline and diesel fuels in passenger vehicles (i.e., cars, light-duty trucks, and motorcycles), medium- and heavy-duty trucks, and other types of vehicles permitted to operate "on-road." To a smaller degree, emissions from on-road electric vehicles also result from upstream electricity generation; these emissions are represented in annual electricity emissions in the city. Due to lack of available data, emissions from the combustion of natural gas and other non-electric alternative fuels in on-road vehicles were not included in the community inventory and are assumed to have minimal contribution to total emissions.

Fehr & Peers conducted a study that provides daily VMT by city for the years 2016, 2027, 2035, and 2040. These VMT estimates are associated with trips that begin or end in the city. VMT estimates included 100 percent of vehicle trips that both originate from and end in the city (i.e., fully internal trips), 50 percent of trips that either end in or depart from the city (i.e., internal-external or external-internal trips), and zero percent of vehicle trips that are simply passing through the city boundaries (i.e., external-external, or "pass-through," trips). This vehicle trip accounting method is consistent with the RTAC origin-destination method established through SB 375 and CARB recommendations.

An overall emissions rate for countywide VMT was derived from EMFAC2021, CARB's statewide mobile source emissions inventory model. EMFAC2021 was used to generate emission rates for the county for the calendar year 2019 with all vehicle classes, model years, speeds, and fuel types. The countywide MTCO₂e per mile emissions factor was calculated based on the distribution of VMT for each vehicle class and its emissions factor.

OFF-ROAD VEHICLES AND EQUIPMENT

Based on modeling conducted, off-road vehicles and equipment operating in the city emitted approximately 11,027 MTCO₂e, or 2 percent of the 2019 inventory. The largest emissions-generating off-road transportation categories include construction and mining equipment, portable equipment, and industrial equipment. The estimated annual emissions and scaling factors used are presented in Table 6 below by equipment type.

Table 6 2019 City of Rancho Cordova Community Off-Road Vehicles-Equipment Greenhouse Gas Emissions

Off-Road Vehicles and Equipment Type	GHG Emissions (MTCO ₂ e)	Scaling Method
Construction and Mining Equipment	5,350	service population
Entertainment Equipment	54	employment
Industrial Equipment	1,426	employment
Lawn and Garden Equipment	138	population
Light Commercial Equipment	839	employment
Portable Equipment	2,478	employment
Recreational Equipment	81	population
Transportation Refrigeration Units	661	service population
Total	11,027	N/A

Notes: GHG = greenhouse gas; MTCO₂e/year = metric tons of carbon dioxide equivalent per year; N/A = not applicable.

Source: Ascent Environmental 2021; based on modeling from OFFROAD2007 and OFFROAD2021.

Emissions from the off-road vehicles and equipment sector result from fuel combustion in off-road vehicles and equipment. Data associated with this sector were available from CARB's OFFROAD2007 and OFFROAD2021 models. These models provide emissions details at the State, air basin, or county level. Sacramento County emissions data from OFFROAD2007 and OFFROAD2021 were apportioned to the city using custom scaling factors depending on the off-road fleet type. For example, due to the likely correlation between commercial activity and employment, the city's portion of emissions from light commercial equipment in the county is assumed to be proportional to the number of jobs in the city as compared to the county as a whole.

OFFROAD2007 provides emissions details for all off-road vehicle and equipment types, but OFFROAD2017 only provides details for certain types of off-road vehicles and equipment that are relevant to the city (i.e., construction and mining equipment, industrial equipment, and transport refrigeration units). CARB recommends using OFFROAD2007 where desired information is unavailable from the OFFROAD2021 model, so data from both models were used (CARB 2020). Additionally, while OFFROAD2021 provides estimates of CO₂ emissions, it does not provide estimates for CH₄ and N₂O emissions. To estimate CH₄ and N₂O emissions from the vehicle and equipment types included in OFFROAD2017, ratios of CH₄ to CO₂ and N₂O to CO₂ were obtained from OFFROAD2007 and applied to CO₂ data from OFFROAD2021 to calculate CH₄ and N₂O emissions.

2.2.4 Solid Waste

Based on modeling conducted, the solid waste sector was responsible for approximately 22,397 MTCO₂e in 2019, or 3 percent of the 2019 community GHG inventory. Community-generated solid waste emissions are result primarily from decomposition of solid waste generated by the city in landfills, while a smaller proportion of emissions are produced by the decomposition of alternative daily cover (ADC) generated by the county. Table 7 summarizes emissions from the solid waste sector. Additional details regarding calculation methods and assumptions are discussed below.

Table 7 2019 City of Rancho Cordova Community Solid Waste Greenhouse Gas Emissions

Source	Quantity (tons/year)	GHG Emissions (MTCO ₂ e/year)
Community-Generated Solid Waste	59,464	22,397

Notes: Totals may not sum exactly due to independent rounding. GHG = greenhouse gas; MTCO₂e = metric tons of carbon dioxide equivalent.

Source: Ascent Environmental 2021

COMMUNITY-GENERATED SOLID WASTE

CH₄ emissions generated by community-generated solid waste occur from decay of landfill disposed waste generated annually by residences and businesses in the city. A total of 56,877 tons of landfilled waste was reported for the city in 2019. In addition to landfilled waste, communities send ADC to landfills. ADC is non-earthen material used to cover an active landfill surface at the end of each operating day to control for vectors, fires, odors, blowing litter, and scavenging. This material can include compost, construction and demolition waste, sludge, green material, shredded tires, spray-on cement, and fabric. Given that ADC can also include organic material, CH₄ emissions from landfills result from organic decomposition in both waste disposal and ADC. ADC from the city was 2,587 tons in 2019. Data for landfilled waste and ADC were obtained from CalRecycle (CalRecycle 2021).

The amount of CH₄ released from community-generated waste depends on the LFG management systems of the landfills at which the waste is disposed. Information regarding the use of an LFG capture system was available from EPA's Landfill Methane Outreach Program. All facilities included an LFG capture system; therefore, the default LFG collection efficiency of 0.75 was applied to adjust emissions estimates, as recommended by the Community Protocol. Default waste characterization emissions factors obtained from EPA were used in calculations.

2.2.5 Water Supply

Based on modeling conducted, water supply emissions accounted for approximately 9,071 MTCO₂e in 2019. GHG emissions associated with water supply occur from the indirect use of energy associated with water extraction, conveyance, treatment, and distribution to the point of use (e.g., residences, businesses). Energy consumption for supplying water was estimated by applying energy intensity factors (i.e., the total amount of energy required to produce a unit of water for a particular use) to water supply consumption values. Water supply emissions are estimated by applying electricity emissions factors to water consumption values. Table 8 presents water supply volume and energy consumption, as well as associated GHG emissions for the county in 2019. The methods used are explained in more detail below.

Table 8 2019 City of Rancho Cordova Community Water Supply Greenhouse Gas Emissions

	Quantity (AF)	GHG Emissions (MTCO ₂ e/year)
Water Supply	65,645	9,071

Notes: AF = acre feet; GHG = greenhouse gas; MTCO₂e/year = metric tons of carbon dioxide equivalent per year..

Source: Ascent Environmental 2021

ENERGY INTENSITY FACTOR

An energy intensity factor, regarding water supply emissions, is defined by the amount of energy (e.g., electricity, natural gas) required to produce a unit of water for a particular use. Electricity is the primary source of energy used for water extraction, conveyance, treatment, and distribution in the Sacramento River hydrologic region. Other energy sources may include fossil fuel-powered pumps and backup generators at treatment plants, but these sources that may be used were considered negligible. Thus, for purposes of this analysis, energy intensity is based on electricity use only and is expressed as kilowatt-hours per acre-foot (kWh/AF).

In 2015, the CPUC commissioned a study of hydrologic zones in California and their relative energy intensities for water extraction, conveyance, treatment, and distribution. The city is within the Sacramento River hydrologic zone, which has specific energy intensities by supply type (e.g., local surface water, imported deliveries). According to the City's Water Supply Evaluation water in the city is either sourced from surface water, groundwater, recycled water, or wholesale purchases.

ENERGY CONSUMPTION

To estimate water supply emissions, the energy intensity factors discussed above were applied to total water consumption volumes reported by each water supplier. GHG emissions were estimated using electricity emissions factors in 2019 as described in the building energy sector.

2.2.6 Wastewater Treatment

Based on modeling conducted, wastewater generation in 2019 resulted in emissions of approximately 5,690 MTCO₂e, one percent of total emissions, primarily from fugitive CH₄. Wastewater emissions were estimated in two components: (1) pumping-related energy for wastewater conveyance from the source to the treatment facility, and (2) wastewater treatment process emissions. Each is discussed separately below. GHG emissions associated with the treatment of wastewater from the city is shown in Table 9.

Table 9 2019 City of Rancho Cordova Wastewater Treatment Greenhouse Gas Emissions

Wastewater Emission Type	GHG Emissions (MTCO ₂ e/year)
Treatment Plants	5,690

Notes: Totals may not sum exactly due to independent rounding. GHG = greenhouse gas; MTCO₂e/year = metric tons of carbon dioxide equivalent per year.

Source: Ascent Environmental 2021

Wastewater Conveyance

SASD and Regional San are the primary agencies responsible for sewer conveyance and wastewater treatment for the city. Emissions associated with wastewater conveyance are directly related to the energy required to convey the wastewater and the volume of water conveyed/pumped. To estimate GHG emissions, a regional wastewater conveyance energy intensity factor was calculated from total pumping energy data within SASD and Regional service area from 2015 and total wastewater treated in 2019. SASD pumping data were provided directly by SASD. Regional San pumping energy and treatment effluent volumes were provided directly by Regional San (pers. Comm. Steve Nebozuk, Regional San. 2016). Effluent volume was apportioned to the City of Rancho Cordova's population and the calculated energy intensity factor was applied to obtain total wastewater conveyance-related energy. GHG emissions were estimated using the same emissions factors described for the building sector.

According to the ICLEI Community Protocol, wastewater discharge and treatment energy intensities associated with septic tanks and other on-site systems are assumed negligible. Hauling emissions associated with maintenance of septic tanks are captured in the on-road vehicle sector and not included in this sector.

Wastewater Treatment Process Emissions

Wastewater generated by the city is treated at the Regional San WWTP. Treatment process emissions at the WWTP include electricity consumption for treatment, process N₂O, wastewater effluent containing N₂O, and emissions from biogas combustion. The analysis assumes the entire city population is served by the Regional San WWTP. As such, process wastewater emissions may be slightly overestimated as some portion of the city use onsite septic tanks for wastewater treatment.

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Appendix B

Greenhouse Gas Inventory and Forecast Worksheet

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Summary

Row Labels	Column Labels									
	2019		2030				2045			
	(blank)		BAU		Leg-Adjusted		BAU		Leg-Adjusted	
	Sum of MT CO2e	Percentage	Sum of MT CO2e	Percentage	Sum of MT CO2e	Percentage	Sum of MT CO2e	Percentage	Sum of MT CO2e	Percentage
OnRoad	417,145	61.4%	486,187	59.53%	387,784	75.25%	593,347	60.07%	384,651	72.60%
Building Energy	214,376	31.5%	266,866	32.67%	75,823	14.71%	315,909	31.98%	81,238	15.33%
Non-Residential	118,801	17.5%	141,055	17.27%	23,605	4.58%	161,388	16.34%	25,335	4.78%
Residential	95,575	14.1%	125,811	15.40%	52,217	10.13%	154,521	15.64%	55,903	10.55%
Solid Waste	22,397	3.3%	29,483	3.61%	29,483	5.72%	36,211	3.67%	36,211	6.83%
OffRoad	11,027	1.6%	14,772	1.81%	14,772	2.87%	18,488	1.87%	18,488	3.49%
Construction and Mining	5,350	0.79%	7,500	0.92%	7,500	1.46%	9,675	0.98%	9,675	1.83%
Entertainment Equipment	54	0.01%	67	0.01%	67	0.01%	80	0.01%	80	0.02%
Industrial	1,426	0.21%	1,787	0.22%	1,787	0.35%	2,129	0.22%	2,129	0.40%
Lawn and Garden Equipment	138	0.02%	211	0.03%	211	0.04%	287	0.03%	287	0.05%
Light Commercial Equipment	839	0.12%	1,052	0.13%	1,052	0.20%	1,253	0.13%	1,253	0.24%
Recreational Equipment	81	0.01%	123	0.02%	123	0.02%	168	0.02%	168	0.03%
Transport Refrigeration Units	661	0.10%	927	0.11%	927	0.18%	1,196	0.12%	1,196	0.23%
Portable Equipment	2,478	0.36%	3,105	0.38%	3,105	0.60%	3,699	0.37%	3,699	0.70%
Water	9,071	1.3%	11,940	1.46%	-	0.00%	14,665	1.48%	-	0.00%
Wastewater	5,690	0.8%	7,490	0.92%	7,490	1.45%	9,200	0.93%	9,200	1.74%
Grand Total	679,706	100.00%	816,738	100.00%	515,352	100.00%	987,820	100.00%	529,788	100.00%

Building Energy

Enter inventory data into the yellow table. Enter Forecast Data into the green table:

• Insert rows within the table as needed.

• Only input data in the colored cells.

• See comments in headers for specific input instructions.

• For the forecast data, copy the entries from the inventory and paste one set for each forecast year and BAU/Leg-Adjusted combination. (E.g., if you have 2 entries in the inventory and 3 forecast years, you should have 2*3*2=12 row entries in the forecast table.)

Year	Emissions Sector	Calculation Sector	Fuel Type	Utility (if applicable)	Sub-Sector	Activity	Activity Unit	Notes	Energy Use (kBtu)	MT CO2	MT CH4	MT N2O	MT CO2e	Activity Data Source
2019	Building Energy	Building Energy	Electricity	SMUD	Residential	202,726,752	kWh	Source: SMUD	691,732,360	47,053	3	0	47,238	SMUD
2019	Building Energy	Building Energy	Electricity	SMUD	Non-Residential	416,664,459	kWh	Source: SMUD	1,421,718,084	96,709	6	1	97,089	SMUD
2019	Building Energy	Building Energy	Natural Gas	PG&E	Residential	9,082,624	therm	Source: PG&E	908,045,548	48,192	4	0	48,336	PG&E
2019	Building Energy	Building Energy	Natural Gas	PG&E	Non-Residential	3,902,601	therm	Source: PG&E, CEC Industrial natural g	390,166,923	20,707	2	0	20,769	PG&E
2019	Building Energy	Building Energy	Diesel	NA	Non-Residential	97,209	gal	Source: SMAQMD	12,733,622	941	0	0	943	SMAQMD

Enter Forecast Data Here:

Year	Emissions Sector	Calculation Sector	Fuel Type	Utility (if applicable)	Sub-Sector	BAU or Leg-Adjusted?	Activity Growth Method	Activity Growth Factor	Legislative Adjustment	Activity	Activity Unit	Notes	Energy Use (kBtu)	MT CO2	MT CH4	MT N2O	MT CO2e	Activity Data Source
2030	Building Energy	Building Energy	Electricity	SMUD	Residential	BAU	Population	1.316362515	1	266,861,897	kWh		910,570,549	61,939	4	0	62,183	
2030	Building Energy	Building Energy	Electricity	SMUD	Non-Residential	BAU	Employment	1.187324608	1	494,715,965	kWh		1,688,040,866	114,824	7	1	115,276	
2030	Building Energy	Building Energy	Natural Gas	PG&E	Residential	BAU	Population	1.316362515	1	11,956,026	therm		1,195,317,121	63,439	6	0	63,628	
2030	Building Energy	Building Energy	Natural Gas	PG&E	Non-Residential	BAU	Employment	1.187324608	1	4,633,654	therm		463,254,789	24,586	2	0	24,660	
2030	Building Energy	Building Energy	Diesel	NA	Non-Residential	BAU	Employment	1.187324608	1	109,482	gal		15,118,943	1,118	0	0	1,120	
2045	Building Energy	Building Energy	Electricity	SMUD	Residential	BAU	Population	1.616762442	1	327,760,999	kWh		1,118,366,899	76,074	5	1	76,373	
2045	Building Energy	Building Energy	Electricity	SMUD	Non-Residential	BAU	Employment	1.358471102	1	566,026,627	kWh		1,931,362,931	131,376	8	1	131,892	
2045	Building Energy	Building Energy	Natural Gas	PG&E	Residential	BAU	Population	1.616762442	1	14,684,445	therm		1,468,093,937	77,916	7	0	78,148	
2045	Building Energy	Building Energy	Natural Gas	PG&E	Non-Residential	BAU	Employment	1.358471102	1	5,301,571	therm		530,030,490	28,130	2	0	28,214	
2045	Building Energy	Building Energy	Diesel	NA	Non-Residential	BAU	Employment	1.358471102	1	125,263	gal		17,298,258	1,279	0	0	1,281	
2030	Building Energy	Building Energy	Electricity	SMUD	Residential	Leg-Adjusted	Population	1.316362515	0.2538	219,004,252	kWh		747,273,492	-	-	-	-	
2030	Building Energy	Building Energy	Electricity	SMUD	Non-Residential	Leg-Adjusted	Employment	1.187324608	0.4655	452,997,435	kWh		1,545,691,339	-	-	-	-	
2030	Building Energy	Building Energy	Natural Gas	PG&E	Residential	Leg-Adjusted	Population	1.316362515	0.2538	9,811,893	therm		980,955,073	52,062	5	0	52,217	
2030	Building Energy	Building Energy	Natural Gas	PG&E	Non-Residential	Leg-Adjusted	Employment	1.187324608	0.4655	4,242,906	therm		424,189,325	22,513	2	0	22,580	
2030	Building Energy	Building Energy	Diesel	NA	Non-Residential	Leg-Adjusted	Employment	1.187324608	0.4655	100,250	gal		13,843,989	1,024	0	0	1,025	
2045	Building Energy	Building Energy	Electricity	SMUD	Residential	Leg-Adjusted	Population	1.616762442	0.2538	234,460,444	kWh		800,012,206	-	-	-	-	
2045	Building Energy	Building Energy	Electricity	SMUD	Non-Residential	Leg-Adjusted	Employment	1.358471102	0.4655	486,192,548	kWh		1,658,957,760	-	-	-	-	
2045	Building Energy	Building Energy	Natural Gas	PG&E	Residential	Leg-Adjusted	Population	1.616762442	0.2538	10,504,366	therm		1,050,185,829	55,736	5	0	55,903	
2045	Building Energy	Building Energy	Natural Gas	PG&E	Non-Residential	Leg-Adjusted	Employment	1.358471102	0.4655	4,553,821	therm		455,273,414	24,163	2	0	24,235	
2045	Building Energy	Building Energy	Diesel	NA	Non-Residential	Leg-Adjusted	Employment	1.358471102	0.4655	107,596	gal		14,858,460	1,099	0	0	1,101	

On-Road Transportation

Year	Emissions Sector	Calculation Sector	Sub-Sector	EMFAC Categories	Activity	Activity Unit	Notes	g CO2 per mi	g CH4 per mi	g N2O per mi	MT CO2	MT CH4	MT N2O	MT CO2e
2019	OnRoad	OnRoad	All Other Buses	All Other Buses		563,571 Annual VMT	Source: Fehr & Peer	1,269.96	0.13	0.20	715.71	0.07	0.12	749.18
2019	OnRoad	OnRoad	LDA	LDA		465,261,020 Annual VMT	Source: Fehr & Peer	315.30	0.02	0.01	146,697.14	8.06	5.61	148,452.56
2019	OnRoad	OnRoad	LDT1	LDT1		45,762,151 Annual VMT	Source: Fehr & Peer	376.90	0.03	0.02	17,247.93	1.53	0.96	17,553.89
2019	OnRoad	OnRoad	LDT2	LDT2		191,143,033 Annual VMT	Source: Fehr & Peer	406.09	0.02	0.02	77,620.79	3.75	2.96	78,534.80
2019	OnRoad	OnRoad	LHD1	LHD1		33,974,541 Annual VMT	Source: Fehr & Peer	837.15	0.03	0.06	28,441.89	0.87	2.16	29,056.45
2019	OnRoad	OnRoad	LHD2	LHD2		7,751,499 Annual VMT	Source: Fehr & Peer	888.58	0.02	0.09	6,887.84	0.14	0.70	7,082.70
2019	OnRoad	OnRoad	MCY	MCY		3,695,027 Annual VMT	Source: Fehr & Peer	218.68	0.31	0.05	808.21	1.13	0.19	890.59
2019	OnRoad	OnRoad	MDV	MDV		130,832,664 Annual VMT	Source: Fehr & Peer	491.58	0.03	0.02	64,314.27	3.85	2.87	65,206.26
2019	OnRoad	OnRoad	MH	MH		1,034,081 Annual VMT	Source: Fehr & Peer	1,747.51	0.02	0.07	1,807.06	0.02	0.07	1,826.09
2019	OnRoad	OnRoad	Motor Coach	Motor Coach		265,909 Annual VMT	Source: Fehr & Peer	1,841.22	0.01	0.29	489.60	0.00	0.08	510.71
2019	OnRoad	OnRoad	OBUS	OBUS		803,554 Annual VMT	Source: Fehr & Peer	1,870.91	0.04	0.05	1,503.38	0.03	0.04	1,534.68
2019	OnRoad	OnRoad	PTO	PTO		500,107 Annual VMT	Source: Fehr & Peer	2,181.06	0.02	0.34	1,090.76	0.01	0.17	1,137.87
2019	OnRoad	OnRoad	SBUS	SBUS		728,388 Annual VMT	Source: Fehr & Peer	1,181.28	0.09	0.17	860.43	0.07	0.13	896.76
2019	OnRoad	OnRoad	T6 CAIRP heavy	T6 CAIRP heavy		347,437 Annual VMT	Source: Fehr & Peer	1,058.54	0.00	0.17	367.78	0.00	0.06	383.62
2019	OnRoad	OnRoad	T6 CAIRP small	T6 CAIRP small		92,040 Annual VMT	Source: Fehr & Peer	1,136.97	0.00	0.18	104.65	0.00	0.02	109.15
2019	OnRoad	OnRoad	T6 instate heavy	T6 instate heavy		1,885,072 Annual VMT	Source: Fehr & Peer	1,192.82	0.02	0.19	2,248.55	0.03	0.35	2,346.18
2019	OnRoad	OnRoad	T6 instate small	T6 instate small		6,793,663 Annual VMT	Source: Fehr & Peer	1,248.13	0.01	0.20	8,478.37	0.09	1.33	8,846.16
2019	OnRoad	OnRoad	T6 OOS heavy	T6 OOS heavy		203,526 Annual VMT	Source: Fehr & Peer	1,057.42	0.00	0.17	215.21	0.00	0.03	224.49
2019	OnRoad	OnRoad	T6 OOS small	T6 OOS small		46,511 Annual VMT	Source: Fehr & Peer	1,136.97	0.00	0.18	52.88	0.00	0.01	55.16
2019	OnRoad	OnRoad	T6 Public	T6 Public		4,167,560 Annual VMT	Source: Fehr & Peer	1,373.70	0.05	0.22	5,724.99	0.19	0.91	5,978.15
2019	OnRoad	OnRoad	T6 Utility	T6 Utility		52,319 Annual VMT	Source: Fehr & Peer	1,188.75	0.01	0.19	62.19	0.00	0.01	64.88
2019	OnRoad	OnRoad	T6T5	T6T5		2,962,296 Annual VMT	Source: Fehr & Peer	1,944.20	0.07	0.06	5,759.28	0.22	0.16	5,810.16
2019	OnRoad	OnRoad	T7 CAIRP	T7 CAIRP		3,869,997 Annual VMT	Source: Fehr & Peer	1,719.11	0.03	0.27	6,652.95	0.10	1.05	6,942.51
2019	OnRoad	OnRoad	T7 NNOOS	T7 NNOOS		4,458,408 Annual VMT	Source: Fehr & Peer	1,719.53	0.01	0.27	7,666.38	0.04	1.21	7,996.95
2019	OnRoad	OnRoad	T7 NDOOS	T7 NDOOS		1,621,110 Annual VMT	Source: Fehr & Peer	1,732.19	0.01	0.27	2,868.07	0.01	0.44	2,929.06
2019	OnRoad	OnRoad	T7 Other Port	T7 Other Port		37,384 Annual VMT	Source: Fehr & Peer	1,783.29	0.01	0.28	66.67	0.00	0.01	69.54
2019	OnRoad	OnRoad	T7 POAK	T7 POAK		73,221 Annual VMT	Source: Fehr & Peer	1,826.99	0.01	0.29	133.77	0.00	0.02	139.54
2019	OnRoad	OnRoad	T7 Public	T7 Public		3,927,667 Annual VMT	Source: Fehr & Peer	2,047.21	0.04	0.32	8,040.78	0.14	1.27	8,391.21
2019	OnRoad	OnRoad	T7 Single	T7 Single		2,518,637 Annual VMT	Source: Fehr & Peer	1,759.53	0.04	0.28	4,431.63	0.10	0.70	4,625.86
2019	OnRoad	OnRoad	T7 SWCV	T7 SWCV		1,270,032 Annual VMT	Source: Fehr & Peer	3,200.41	2.78	0.54	4,064.62	3.52	0.69	4,351.77
2019	OnRoad	OnRoad	T7 Tractor	T7 Tractor		1,567,486 Annual VMT	Source: Fehr & Peer	1,684.27	0.03	0.27	2,640.08	0.04	0.42	2,755.00
2019	OnRoad	OnRoad	T7 Utility	T7 Utility		28,454 Annual VMT	Source: Fehr & Peer	1,810.33	0.00	0.28	51.51	0.00	0.01	53.73
2019	OnRoad	OnRoad	T7T5	T7T5		19,245 Annual VMT	Source: Fehr & Peer	3,079.83	1.10	0.50	59.27	0.02	0.01	62.50
2019	OnRoad	OnRoad	UBUS	UBUS		960,288 Annual VMT	Source: Fehr & Peer	1,577.52	0.89	0.22	1,514.87	0.85	0.21	1,597.11

Emissions Sector	Calculation Sector	Sub-Sector	EMFAC Category	BAU or Leg-Adjusted?	Activity Growth Method	Activity Growth Factor	Activity Unit	Notes	g CO2 per mi	g CH4 per mi	g N2O per mi	MT CO2	MT CH4	MT N2O	MT CO2e
2030 OnRoad	OnRoad	All Other Buses	BAU	FehrPeers VMT	1.166	656,847	Annual VMT		1,269.96	0.13	0.20	834.17	0.08	0.13	873.18
2030 OnRoad	OnRoad	LDA	BAU	FehrPeers VMT	1.166	542,265,838	Annual VMT		315.30	0.02	0.01	170,976.82	9.40	6.53	173,022.77
2030 OnRoad	OnRoad	LDT1	BAU	FehrPeers VMT	1.166	53,336,192	Annual VMT		376.90	0.03	0.02	20,102.62	1.78	1.12	20,459.21
2030 OnRoad	OnRoad	LDT2	BAU	FehrPeers VMT	1.166	222,778,897	Annual VMT		406.09	0.02	0.02	90,467.72	4.37	3.40	91,533.00
2030 OnRoad	OnRoad	LHD1	BAU	FehrPeers VMT	1.166	39,597,628	Annual VMT		837.15	0.03	0.06	33,149.27	1.02	2.52	33,865.55
2030 OnRoad	OnRoad	LHD2	BAU	FehrPeers VMT	1.166	9,034,440	Annual VMT		888.58	0.02	0.09	8,027.84	0.16	0.82	8,254.95
2030 OnRoad	OnRoad	MCY	BAU	FehrPeers VMT	1.166	4,307,636	Annual VMT		218.68	0.31	0.05	941.98	1.32	0.22	1,037.99
2030 OnRoad	OnRoad	MDV	BAU	FehrPeers VMT	1.166	152,486,628	Annual VMT		491.58	0.03	0.02	74,958.85	4.48	3.35	75,998.48
2030 OnRoad	OnRoad	MH	BAU	FehrPeers VMT	1.166	1,205,231	Annual VMT		1,747.51	0.02	0.07	2,106.15	0.03	0.08	2,128.33
2030 OnRoad	OnRoad	Motor Coach	BAU	FehrPeers VMT	1.166	309,919	Annual VMT		1,841.22	0.01	0.29	570.63	0.00	0.09	595.24
2030 OnRoad	OnRoad	OBUS	BAU	FehrPeers VMT	1.166	936,550	Annual VMT		1,870.91	0.04	0.05	1,752.20	0.04	0.04	1,765.37
2030 OnRoad	OnRoad	PTO	BAU	FehrPeers VMT	1.166	582,879	Annual VMT		2,181.06	0.02	0.34	1,271.29	0.01	0.20	1,326.20
2030 OnRoad	OnRoad	SBUS	BAU	FehrPeers VMT	1.166	848,943	Annual VMT		1,181.28	0.09	0.17	1,002.83	0.08	0.15	1,045.18
2030 OnRoad	OnRoad	T6 CAIRP heavy	BAU	FehrPeers VMT	1.166	404,940	Annual VMT		1,058.54	0.00	0.17	428.65	0.00	0.07	447.11
2030 OnRoad	OnRoad	T6 CAIRP small	BAU	FehrPeers VMT	1.166	107,274	Annual VMT		1,136.97	0.00	0.18	121.97	0.00	0.02	127.22
2030 OnRoad	OnRoad	T6 instate heavy	BAU	FehrPeers VMT	1.166	2,197,069	Annual VMT		1,192.82	0.02	0.19	2,620.70	0.03	0.41	2,734.50
2030 OnRoad	OnRoad	T6 instate small	BAU	FehrPeers VMT	1.166	7,918,075	Annual VMT		1,248.13	0.01	0.20	9,882.79	0.10	1.56	10,310.28
2030 OnRoad	OnRoad	T6 OOS heavy	BAU	FehrPeers VMT	1.166	237,212	Annual VMT		1,057.42	0.00	0.17	250.83	0.00	0.04	261.64
2030 OnRoad	OnRoad	T6 OOS small	BAU	FehrPeers VMT	1.166	54,209	Annual VMT		1,136.97	0.00	0.18	61.63	0.00	0.01	64.29
2030 OnRoad	OnRoad	T6 Public	BAU	FehrPeers VMT	1.166	4,857,328	Annual VMT		1,373.70	0.05	0.22	6,672.52	0.22	1.06	6,967.58
2030 OnRoad	OnRoad	T6 Utility	BAU	FehrPeers VMT	1.166	60,979	Annual VMT		1,188.75	0.01	0.19	72.49	0.00	0.01	75.62
2030 OnRoad	OnRoad	T6T5	BAU	FehrPeers VMT	1.166	3,452,582	Annual VMT		1,944.20	0.07	0.06	6,712.49	0.25	0.19	6,771.79
2030 OnRoad	OnRoad	T7 CAIRP	BAU	FehrPeers VMT	1.166	4,510,516	Annual VMT		1,719.11	0.03	0.27	7,754.07	0.12	1.22	8,091.56
2030 OnRoad	OnRoad	T7 NNOOS	BAU	FehrPeers VMT	1.166	5,196,314	Annual VMT		1,719.53	0.01	0.27	8,935.23	0.05	1.41	9,320.51
2030 OnRoad	OnRoad	T7 NDOOS	BAU	FehrPeers VMT	1.166	1,889,418	Annual VMT		1,732.19	0.01	0.27	3,272.83	0.01	0.52	3,413.85
2030 OnRoad	OnRoad	T7 Other Port	BAU	FehrPeers VMT	1.166	43,572	Annual VMT		1,783.29	0.01	0.28	77.70	0.00	0.01	81.05
2030 OnRoad	OnRoad	T7 POAK	BAU	FehrPeers VMT	1.166	85,339	Annual VMT		1,826.99	0.01	0.29	155.91	0.00	0.02	162.63
2030 OnRoad	OnRoad	T7 Public	BAU	FehrPeers VMT	1.166	4,577,731	Annual VMT		2,047.21	0.04	0.32	9,371.60	0.16	1.48	9,780.02
2030 OnRoad	OnRoad	T7 Single	BAU	FehrPeers VMT	1.166	2,935,494	Annual VMT		1,759.53	0.04	0.28	5,165.10	0.12	0.82	5,391.48
2030 OnRoad	OnRoad	T7 SWCV	BAU	FehrPeers VMT	1.166	1,480,233	Annual VMT		3,200.41	2.78	0.54	4,737.35	4.11	0.81	5,072.03
2030 OnRoad	OnRoad	T7 Tractor	BAU	FehrPeers VMT	1.166	1,826,919	Annual VMT		1,684.27	0.03	0.27	3,077.03	0.05	0.49	3,210.98
2030 OnRoad	OnRoad	T7 Utility	BAU	FehrPeers VMT	1.166	33,163	Annual VMT		1,810.33	0.00	0.28	60.04	0.00	0.01	62.62
2030 OnRoad	OnRoad	T7T5	BAU	FehrPeers VMT	1.166	22,431	Annual VMT		3,079.83	1.10	0.50	69.08	0.02	0.01	72.85
2030 OnRoad	OnRoad	UBUS	BAU	FehrPeers VMT	1.166	1,119,224	Annual VMT		1,577.52	0.89	0.22	1,765.59	0.99	0.25	1,861.45
2045 OnRoad	OnRoad	All Other Buses	BAU	FehrPeers VMT	1.422	801,622	Annual VMT		1,269.96	0.13	0.20	1,018.02	0.10	0.16	1,065.64
2045 OnRoad	OnRoad	LDA	BAU	FehrPeers VMT	1.422	661,786,548	Annual VMT		315.30	0.02	0.01	208,661.79	11.47	7.97	211,158.69
2045 OnRoad	OnRoad	LDT1	BAU	FehrPeers VMT	1.422	65,092,012	Annual VMT		376.90	0.03	0.02	24,533.43	2.18	1.37	24,968.62
2045 OnRoad	OnRoad	LDT2	BAU	FehrPeers VMT	1.422	271,881,551	Annual VMT		406.09	0.02	0.02	110,407.69	5.34	4.22	111,707.78
2045 OnRoad	OnRoad	LHD1	BAU	FehrPeers VMT	1.422	48,325,334	Annual VMT		837.15	0.03	0.06	40,455.70	1.24	3.07	41,329.85
2045 OnRoad	OnRoad	LHD2	BAU	FehrPeers VMT	1.422	11,025,720	Annual VMT		888.58	0.02	0.09	9,797.25	0.19	1.00	10,074.42
2045 OnRoad	OnRoad	MCY	BAU	FehrPeers VMT	1.422	5,257,081	Annual VMT		218.68	0.31	0.05	1,149.60	1.61	0.26	1,266.78
2045 OnRoad	OnRoad	MDV	BAU	FehrPeers VMT	1.422	186,096,176	Annual VMT		491.58	0.03	0.02	91,480.51	5.47	4.09	92,749.29

2045 OnRoad	OnRoad	MH	MH	BAU	FehrPeers VMT	1.422	1,470,875	Annual VMT		1,747.51	0.02	0.07	2,570.36	0.03	0.10	2,597.43
2045 OnRoad	OnRoad	Motor Coach	Motor Coach	BAU	FehrPeers VMT	1.422	378,228	Annual VMT		1,841.22	0.01	0.29	696.40	0.00	0.11	726.44
2045 OnRoad	OnRoad	OBUS	OBUS	BAU	FehrPeers VMT	1.422	1,142,974	Annual VMT		1,870.91	0.04	0.05	2,138.40	0.05	0.05	2,154.48
2045 OnRoad	OnRoad	PTO	PTO	BAU	FehrPeers VMT	1.422	711,351	Annual VMT		2,181.06	0.02	0.34	1,951.50	0.01	0.24	1,618.51
2045 OnRoad	OnRoad	SBUS	SBUS	BAU	FehrPeers VMT	1.422	1,036,058	Annual VMT		1,181.28	0.09	0.17	1,223.87	0.10	0.18	1,275.54
2045 OnRoad	OnRoad	T6 CAIRP heavy	T6 CAIRP heavy	BAU	FehrPeers VMT	1.422	494,193	Annual VMT		1,058.54	0.00	0.17	523.12	0.00	0.08	545.66
2045 OnRoad	OnRoad	T6 CAIRP small	T6 CAIRP small	BAU	FehrPeers VMT	1.422	130,918	Annual VMT		1,136.97	0.00	0.18	148.85	0.00	0.02	155.26
2045 OnRoad	OnRoad	T6 instate heavy	T6 instate heavy	BAU	FehrPeers VMT	1.422	2,681,324	Annual VMT		1,192.62	0.02	0.19	3,198.33	0.04	0.50	3,337.20
2045 OnRoad	OnRoad	T6 instate small	T6 instate small	BAU	FehrPeers VMT	1.422	9,663,296	Annual VMT		1,248.13	0.01	0.20	12,061.05	0.12	1.90	12,582.76
2045 OnRoad	OnRoad	T6 OOS heavy	T6 OOS heavy	BAU	FehrPeers VMT	1.422	289,495	Annual VMT		1,057.42	0.00	0.17	306.12	0.00	0.05	319.31
2045 OnRoad	OnRoad	T6 OOS small	T6 OOS small	BAU	FehrPeers VMT	1.422	66,157	Annual VMT		1,136.97	0.00	0.18	75.22	0.00	0.01	78.46
2045 OnRoad	OnRoad	T6 Public	T6 Public	BAU	FehrPeers VMT	1.422	5,927,931	Annual VMT		1,373.70	0.05	0.22	8,143.21	0.27	1.29	8,503.31
2045 OnRoad	OnRoad	T6 Utility	T6 Utility	BAU	FehrPeers VMT	1.422	74,419	Annual VMT		1,188.75	0.01	0.19	98.47	0.00	0.01	92.28
2045 OnRoad	OnRoad	T6T5	T6T5	BAU	FehrPeers VMT	1.422	4,213,565	Annual VMT		1,944.20	0.07	0.06	8,191.99	0.31	0.23	8,264.36
2045 OnRoad	OnRoad	T7 CAIRP	T7 CAIRP	BAU	FehrPeers VMT	1.422	5,504,678	Annual VMT		1,719.11	0.03	0.27	9,463.14	0.14	1.49	9,875.02
2045 OnRoad	OnRoad	T7 NNOOS	T7 NNOOS	BAU	FehrPeers VMT	1.422	6,341,633	Annual VMT		1,719.53	0.01	0.27	10,904.65	0.06	1.72	11,374.85
2045 OnRoad	OnRoad	T7 NDOOS	T7 NDOOS	BAU	FehrPeers VMT	1.422	2,305,864	Annual VMT		1,732.19	0.01	0.27	3,994.19	0.02	0.63	4,166.30
2045 OnRoad	OnRoad	T7 Other Port	T7 Other Port	BAU	FehrPeers VMT	1.422	53,175	Annual VMT		1,783.29	0.01	0.28	94.83	0.00	0.01	98.91
2045 OnRoad	OnRoad	T7 POAK	T7 POAK	BAU	FehrPeers VMT	1.422	104,149	Annual VMT		1,826.99	0.01	0.29	190.28	0.00	0.03	198.48
2045 OnRoad	OnRoad	T7 Public	T7 Public	BAU	FehrPeers VMT	1.422	5,586,707	Annual VMT		2,047.21	0.04	0.32	11,437.19	0.20	1.81	11,935.64
2045 OnRoad	OnRoad	T7 Single	T7 Single	BAU	FehrPeers VMT	1.422	3,582,506	Annual VMT		1,759.53	0.04	0.28	6,303.54	0.15	1.00	6,579.81
2045 OnRoad	OnRoad	T7 SWCV	T7 SWCV	BAU	FehrPeers VMT	1.422	1,806,491	Annual VMT		3,200.41	2.78	0.54	5,781.50	5.01	0.98	6,189.96
2045 OnRoad	OnRoad	T7 Tractor	T7 Tractor	BAU	FehrPeers VMT	1.422	2,229,590	Annual VMT		1,684.27	0.03	0.27	3,755.24	0.06	0.59	3,918.71
2045 OnRoad	OnRoad	T7 Utility	T7 Utility	BAU	FehrPeers VMT	1.422	40,472	Annual VMT		1,810.33	0.00	0.28	73.27	0.00	0.01	76.42
2045 OnRoad	OnRoad	T7T5	T7T5	BAU	FehrPeers VMT	1.422	27,374	Annual VMT		3,079.83	1.10	0.50	84.31	0.03	0.01	88.90
2045 OnRoad	OnRoad	UBUS	UBUS	BAU	FehrPeers VMT	1.422	1,365,912	Annual VMT		1,577.52	0.89	0.22	2,154.75	1.21	0.30	2,271.73
2030 OnRoad	OnRoad	All Other Buses	All Other Buses	Leg-Adjusted	FehrPeers VMT	1.166	656,847	Annual VMT		1,079.67	0.12	0.18	709.18	0.08	0.12	742.83
2030 OnRoad	OnRoad	LDA	LDA	Leg-Adjusted	FehrPeers VMT	1.166	542,265,838	Annual VMT		241.88	0.01	0.01	131,162.67	4.16	3.63	132,269.21
2030 OnRoad	OnRoad	LDT1	LDT1	Leg-Adjusted	FehrPeers VMT	1.166	53,336,192	Annual VMT		322.04	0.01	0.01	17,176.58	0.78	0.58	17,355.68
2030 OnRoad	OnRoad	LDT2	LDT2	Leg-Adjusted	FehrPeers VMT	1.166	222,778,897	Annual VMT		327.27	0.01	0.01	72,909.63	2.15	1.88	73,483.03
2030 OnRoad	OnRoad	LHD1	LHD1	Leg-Adjusted	FehrPeers VMT	1.166	39,597,628	Annual VMT		705.67	0.01	0.05	27,943.01	0.58	2.06	28,521.54
2030 OnRoad	OnRoad	LHD2	LHD2	Leg-Adjusted	FehrPeers VMT	1.166	9,034,440	Annual VMT		756.59	0.01	0.08	6,835.39	0.09	0.74	7,040.73
2030 OnRoad	OnRoad	MCY	MCY	Leg-Adjusted	FehrPeers VMT	1.166	4,307,636	Annual VMT		210.75	0.24	0.04	907.82	1.04	0.18	987.10
2030 OnRoad	OnRoad	MDV	MDV	Leg-Adjusted	FehrPeers VMT	1.166	152,486,628	Annual VMT		395.07	0.01	0.01	60,243.51	1.83	1.58	60,724.52
2030 OnRoad	OnRoad	MH	MH	Leg-Adjusted	FehrPeers VMT	1.166	1,205,231	Annual VMT		1,667.75	0.01	0.97	2,030.03	0.01	0.08	2,032.67
2030 OnRoad	OnRoad	Motor Coach	Motor Coach	Leg-Adjusted	FehrPeers VMT	1.166	309,919	Annual VMT		1,736.15	0.00	0.27	538.07	0.00	0.08	561.13
2030 OnRoad	OnRoad	OBUS	OBUS	Leg-Adjusted	FehrPeers VMT	1.166	936,550	Annual VMT		1,608.57	0.03	0.03	1,506.50	0.03	0.03	1,516.04
2030 OnRoad	OnRoad	PTO	PTO	Leg-Adjusted	FehrPeers VMT	1.166	582,879	Annual VMT		1,729.53	0.00	0.27	1,008.11	0.00	0.16	1,051.48
2030 OnRoad	OnRoad	SBUS	SBUS	Leg-Adjusted	FehrPeers VMT	1.166	848,943	Annual VMT		1,060.36	0.07	0.14	900.19	0.06	0.12	934.72
2030 OnRoad	OnRoad	T6 CAIRP heavy	T6 CAIRP heavy	Leg-Adjusted	FehrPeers VMT	1.166	404,940	Annual VMT		880.40	0.00	0.14	360.56	0.00	0.06	376.07
2030 OnRoad	OnRoad	T6 CAIRP small	T6 CAIRP small	Leg-Adjusted	FehrPeers VMT	1.166	107,274	Annual VMT		927.73	0.00	0.15	99.52	0.00	0.02	103.80
2030 OnRoad	OnRoad	T6 instate heavy	T6 instate heavy	Leg-Adjusted	FehrPeers VMT	1.166	2,197,069	Annual VMT		1,047.02	0.01	0.17	2,300.36	0.03	0.36	2,400.35
2030 OnRoad	OnRoad	T6 instate small	T6 instate small	Leg-Adjusted	FehrPeers VMT	1.166	7,918,075	Annual VMT		1,042.48	0.00	0.16	8,254.44	0.01	1.30	8,609.62
2030 OnRoad	OnRoad	T6 OOS heavy	T6 OOS heavy	Leg-Adjusted	FehrPeers VMT	1.166	237,212	Annual VMT		942.00	0.00	0.15	224.45	0.00	0.04	233.07
2030 OnRoad	OnRoad	T6 OOS small	T6 OOS small	Leg-Adjusted	FehrPeers VMT	1.166	54,209	Annual VMT		1,025.54	0.00	0.16	55.59	0.00	0.01	57.99
2030 OnRoad	OnRoad	T6 Public	T6 Public	Leg-Adjusted	FehrPeers VMT	1.166	4,857,328	Annual VMT		1,117.92	0.11	0.18	5,430.12	0.54	0.88	5,684.48
2030 OnRoad	OnRoad	T6 Utility	T6 Utility	Leg-Adjusted	FehrPeers VMT	1.166	60,979	Annual VMT		942.23	0.00	0.15	57.46	0.00	0.01	59.93
2030 OnRoad	OnRoad	T6T5	T6T5	Leg-Adjusted	FehrPeers VMT	1.166	3,452,582	Annual VMT		1,613.64	0.03	0.02	5,571.22	0.10	0.09	5,597.47
2030 OnRoad	OnRoad	T7 CAIRP	T7 CAIRP	Leg-Adjusted	FehrPeers VMT	1.166	4,510,516	Annual VMT		1,376.20	0.02	0.22	6,207.37	0.10	0.98	6,478.10
2030 OnRoad	OnRoad	T7 NNOOS	T7 NNOOS	Leg-Adjusted	FehrPeers VMT	1.166	5,196,314	Annual VMT		1,414.86	0.00	0.22	7,351.08	0.01	1.16	7,668.69
2030 OnRoad	OnRoad	T7 NDOOS	T7 NDOOS	Leg-Adjusted	FehrPeers VMT	1.166	1,889,418	Annual VMT		1,461.93	0.00	0.23	2,762.20	0.01	0.44	2,881.17
2030 OnRoad	OnRoad	T7 Other Port	T7 Other Port	Leg-Adjusted	FehrPeers VMT	1.166	43,572	Annual VMT		1,465.50	0.00	0.23	63.85	0.00	0.01	66.60
2030 OnRoad	OnRoad	T7 POAK	T7 POAK	Leg-Adjusted	FehrPeers VMT	1.166	85,339	Annual VMT		1,550.84	0.00	0.24	132.35	0.00	0.02	138.04
2030 OnRoad	OnRoad	T7 Public	T7 Public	Leg-Adjusted	FehrPeers VMT	1.166	4,577,711	Annual VMT		1,689.69	0.05	0.27	7,734.99	0.21	1.23	8,075.38
2030 OnRoad	OnRoad	T7 Single	T7 Single	Leg-Adjusted	FehrPeers VMT	1.166	2,935,494	Annual VMT		1,504.62	0.04	0.24	4,416.81	0.13	0.70	4,611.68
2030 OnRoad	OnRoad	T7 SWCV	T7 SWCV	Leg-Adjusted	FehrPeers VMT	1.166	1,480,233	Annual VMT		1,998.96	1.62	0.37	2,958.93	2.40	0.55	3,175.10
2030 OnRoad	OnRoad	T7 Tractor	T7 Tractor	Leg-Adjusted	FehrPeers VMT	1.166	1,826,919	Annual VMT		1,503.74	0.02	0.24	2,747.20	0.04	0.43	2,866.68
2030 OnRoad	OnRoad	T7 Utility	T7 Utility	Leg-Adjusted	FehrPeers VMT	1.166	33,163	Annual VMT		1,554.79	0.00	0.24	51.56	0.00	0.01	53.78
2030 OnRoad	OnRoad	T7T5	T7T5	Leg-Adjusted	FehrPeers VMT	1.166	22,451	Annual VMT		1,804.61	0.11	0.17	40.48	0.00	0.00	41.56
2030 OnRoad	OnRoad	UBUS	UBUS	Leg-Adjusted	FehrPeers VMT	1.166	1,119,224	Annual VMT		1,340.81	2.08	0.14	1,276.82	2.32	0.15	1,383.67
2045 OnRoad	OnRoad	All Other Buses	All Other Buses	Leg-Adjusted	FehrPeers VMT	1.422	801,622	Annual VMT		1,011.36	0.12	0.16	810.73	0.09	0.13	849.47
2045 OnRoad	OnRoad	LDA	LDA	Leg-Adjusted	FehrPeers VMT	1.422	661,786,548	Annual VMT		213.59	0.00	0.01	141,351.70	3.02	3.67	142,438.82
2045 OnRoad	OnRoad	LDT1	LDT1	Leg-Adjusted	FehrPeers VMT	1.422	65,092,012	Annual VMT		275.82	0.01	0.01	17,993.75	0.37	0.44	18,063.13
2045 OnRoad	OnRoad	LDT2	LDT2	Leg-Adjusted	FehrPeers VMT	1.422	271,881,551	Annual VMT		292.90	0.01	0.01	79,632.89	1.79	1.97	80,219.73
2045 OnRoad	OnRoad	LHD1	LHD1	Leg-Adjusted	FehrPeers VMT	1.422	48,325,334	Annual VMT		403.53	0.01	0.03	19,500.72	0.28	1.39	19,886.63
2045 OnRoad	OnRoad	LHD2	LHD2	Leg-Adjusted	FehrPeers VMT	1.422	11,025,720	Annual VMT		444.34	0.00	0.05	4,899.17	0.05	0.56	5,053.13
2045 OnRoad	OnRoad	MCY	MCY	Leg-Adjusted	FehrPeers VMT	1.422	5,257,081	Annual VMT		204.81	0.20	0.04	1,076.73	1.04	0.20	1,160.66
2045 OnRoad	OnRoad	MDV	MDV	Leg-Adjusted	FehrPeers VMT	1.422	186,096,176	Annual VMT		348.23	0.01	0.01	64,804.22	1.32	1.47	65,243.63
2045 OnRoad	OnRoad	MH	MH	Leg-Adjusted	FehrPeers VMT	1.422	1,470,875	Annual VMT		1,638.61	0.00	0.07	2,410.19	0.01	0.11	2,439.91
2045 OnRoad	OnRoad	Motor Coach	Motor Coach	Leg-Adjusted	FehrPeers VMT	1.422	378,228	Annual VMT		1,597.21	0.00	0.25	604.11	0.00	0.10	630.12
2045 OnRoad	OnRoad	OBUS	OBUS	Leg-Adjusted	FehrPeers VMT	1.422	1,142,974	Annual VMT		795.15	0.02	0.02	908.84	0.02	0.02	914.88
2045 OnRoad	OnRoad	PTO	PTO	Leg-Adjusted	FehrPeers VMT	1.422	711,351	Annual VMT		887.43	0.00	0.14	631.27	0.00	0.10	658.43
2045 OnRoad	OnRoad	SBUS	SBUS	Leg-Adjusted	FehrPeers VMT	1.422	1,036,058	Annual VMT		620.28	0.06	0.08	642.65	0.06	0.08	666.58
2045 OnRoad	OnRoad	T6 CAIRP heavy	T6 CAIRP heavy	Leg-Adjusted	FehrPeers VMT	1.422	494,193	Annual VMT		678.95	0.00	0.11	335.53	0.00	0.05	349.97
2045 OnRoad	OnRoad	T6 CAIRP small	T6 CAIRP small	Leg-Adjusted	FehrPeers VMT	1.422	130,918	Annual VMT		418.96	0.00	0.07	54.85	0.00	0.01	57.21
2045 OnRoad	OnRoad	T6 instate heavy	T													

EMFAC Categories	Annual VMT	Notes	g CO2 per mi	g CH4 per mi	g N2O per mi	MT CO2	MT CH4	MT N2O	MT CO2e
All Other Buses	563,571	Source: Fehr & Peers	1,269.96	0.13	0.20	715.71	0.07	0.12	749.18
LDA	465,261,020	Source: Fehr & Peers	315.30	0.02	0.01	146,697.14	8.06	5.61	148,452.56
LDT1	45,762,151	Source: Fehr & Peers	376.90	0.03	0.02	17,247.93	1.53	0.96	17,553.89
LDT2	191,143,033	Source: Fehr & Peers	406.09	0.02	0.02	77,620.79	3.75	2.96	78,534.80
LHD1	33,974,541	Source: Fehr & Peers	837.15	0.03	0.06	28,441.89	0.87	2.16	29,056.45
LHD2	7,751,499	Source: Fehr & Peers	888.58	0.02	0.09	6,887.84	0.14	0.70	7,082.70
MCY	3,695,927	Source: Fehr & Peers	218.68	0.31	0.05	808.21	1.13	0.19	890.59
MDV	130,832,664	Source: Fehr & Peers	491.58	0.03	0.02	64,314.27	3.85	2.87	65,206.26
MH	1,034,081	Source: Fehr & Peers	1,747.51	0.02	0.07	1,807.06	0.02	0.07	1,826.09
Motor Coach	265,909	Source: Fehr & Peers	1,841.22	0.01	0.29	489.60	0.00	0.08	510.71
OBUS	803,554	Source: Fehr & Peers	1,870.91	0.04	0.05	1,503.38	0.03	0.04	1,514.68
PTO	500,107	Source: Fehr & Peers	2,181.06	0.02	0.34	1,090.76	0.01	0.17	1,137.87
SBUS	728,388	Source: Fehr & Peers	1,181.28	0.09	0.17	860.43	0.07	0.13	896.76
T6 CAIRP heavy	347,437	Source: Fehr & Peers	1,058.54	0.00	0.17	367.78	0.00	0.06	383.62
T6 CAIRP small	92,040	Source: Fehr & Peers	1,136.97	0.00	0.18	104.65	0.00	0.02	109.15
T6 instate heavy	1,885,072	Source: Fehr & Peers	1,192.82	0.02	0.19	2,248.55	0.03	0.35	2,346.18
T6 instate small	6,793,663	Source: Fehr & Peers	1,248.13	0.01	0.20	8,479.37	0.09	1.33	8,846.16
T6 OOS heavy	203,526	Source: Fehr & Peers	1,057.42	0.00	0.17	215.21	0.00	0.03	224.49
T6 OOS small	46,511	Source: Fehr & Peers	1,136.97	0.00	0.18	52.88	0.00	0.01	55.16
T6 Public	4,167,560	Source: Fehr & Peers	1,373.70	0.05	0.22	5,724.99	0.19	0.91	5,978.15
T6 Utility	52,319	Source: Fehr & Peers	1,188.75	0.01	0.19	62.19	0.00	0.01	64.88
T6TS	2,962,296	Source: Fehr & Peers	1,944.20	0.07	0.06	5,759.28	0.22	0.16	5,810.16
T7 CAIRP	3,869,997	Source: Fehr & Peers	1,719.11	0.03	0.27	6,652.95	0.10	1.05	6,942.51
T7 NNOOS	4,458,408	Source: Fehr & Peers	1,719.53	0.01	0.27	7,666.38	0.04	1.21	7,996.95
T7 NOOS	1,621,110	Source: Fehr & Peers	1,732.19	0.01	0.27	2,808.07	0.01	0.44	2,929.06
T7 Other Port	37,384	Source: Fehr & Peers	1,783.29	0.01	0.28	66.67	0.00	0.01	69.54
T7 POAK	73,221	Source: Fehr & Peers	1,826.99	0.01	0.29	133.77	0.00	0.02	139.54
T7 Public	3,927,667	Source: Fehr & Peers	2,047.21	0.04	0.32	8,040.78	0.14	1.27	8,391.21
T7 Single	2,518,637	Source: Fehr & Peers	1,759.53	0.04	0.28	4,431.63	0.10	0.70	4,625.86
T7 SWCV	1,270,032	Source: Fehr & Peers	3,200.41	2.78	0.54	4,064.62	3.52	0.69	4,351.77
T7 Tractor	1,567,486	Source: Fehr & Peers	1,684.27	0.03	0.27	2,640.08	0.04	0.42	2,755.00
T7 Utility	28,454	Source: Fehr & Peers	1,810.33	0.00	0.28	51.51	0.00	0.01	53.73
T7IS	19,245	Source: Fehr & Peers	3,079.83	1.10	0.50	59.27	0.02	0.01	62.50
UBUS	960,288	Source: Fehr & Peers	1,577.52	0.89	0.22	1,514.87	0.85	0.21	1,597.11
TOTAL	919,218,798	-	48903.93116	5.854847144	6.73948816	409630.496	24.89998124	24.98193776	417145.2745

Off-Road Vehicles and Equipment														
Year	Emissions Sector	Calculation Sector	Sub-Sector	Jurisdiction Scaling Method	Jurisdiction Scaling Factor	Notes	CO2 (tons/day)	CH4 (tons/day)	N2O (tons/day)	MT CO2	MT CH4	MT N2O	MT CO2e	Activity Activity Unit
2019	Offroad	Offroad Equipment	Construction and Mining	Service Population	0.062645243		16.14441404	7.50E-05	4.22E-06		14.64572259	6.81E-05	3.83E-06	5,350 MT CO2e
2019	Offroad	Offroad Equipment	Entertainment Equipment	Employment	0.087580708		0.162151987	5.32E-07	0.00E+00		0.147283288	4.83E-07	0.00E+00	54 MT CO2e
2019	Offroad	Offroad Equipment	Industrial	Employment	0.087580708		4.293360574	1.29E-04	2.17E-05		3.894872312	1.17E-04	1.97E-05	1,426 MT CO2e
2019	Offroad	Offroad Equipment	Lawn and Garden Equipment	Population	0.051034532		0.411382392	3.09E-05	1.35E-05		0.373199935	2.80E-05	1.22E-05	138 MT CO2e
2019	Offroad	Offroad Equipment	Light Commercial Equipment	Employment	0.087580708		2.520745477	5.81E-05	3.60E-05		2.286782485	5.27E-05	3.27E-05	839 MT CO2e
2019	Offroad	Offroad Equipment	Portable Equipment	Employment	0.087580708	New from OFFROAD2021	7.475228813	1.62E-05	5.14E-06		6.781415451	1.47E-05	4.67E-06	2,478 MT CO2e
2019	Offroad	Offroad Equipment	Recreational Equipment	Population	0.051034532		0.235511218	9.30E-05	1.97E-05		0.213652245	1.79E-05		81 MT CO2e
2019	Offroad	Offroad Equipment	Transport Refrigeration Units	Service Population	0.062645243		1.995956464	9.10E-06	5.95E-07		1.810701765	8.26E-06	5.39E-07	661 MT CO2e

Year	Emissions Sector	Calculation Sector	Sub-Sector	BAU or Leg-Adjusted?	Jurisdiction Scaling Method	Activity Growth Method	Jurisdiction Scaling Factor	Activity Growth Factor	Legislative Adjustment	Notes	CO2 (tons/day)	CH4 (tons/day)	N2O (tons/day)	MT CO2	MT CH4	MT N2O	MT CO2e	Activity	Activity Unit
2030	Offroad	Offroad Equipment	Construction and Mining	BAU	Service Population	Service Population	0.0697454	1.250409328	1		22.63003146	1.05E-04	5.92E-06	20.5296251	9.54E-05	5.37E-06	7,500	7,500	MT CO2e
2030	Offroad	Offroad Equipment	Entertainment Equipment	BAU	Employment	Employment	0.092452151	1.187324608	1		0.203486521	6.67E-07	0.00E+00	0.18459992	6.05E-07	0.00E+00	67	67	MT CO2e
2030	Offroad	Offroad Equipment	Industrial	BAU	Employment	Employment	0.092452151	1.187324608	1		5.38115376	1.61E-04	2.72E-05	4.88170197	1.46E-04	2.47E-05	1,787	1,787	MT CO2e
2030	Offroad	Offroad Equipment	Lawn and Garden Equipment	BAU	Population	Population	0.059256014	1.316362515	1		0.628766661	4.72E-05	2.06E-05	0.57040768	4.28E-05	1.87E-05	211	211	MT CO2e
2030	Offroad	Offroad Equipment	Light Commercial Equipment	BAU	Employment	Employment	0.092452151	1.187324608	1		3.159417609	7.28E-05	4.51E-05	2.86617626	6.61E-05	4.09E-05	1,052	1,052	MT CO2e
2030	Offroad	Offroad Equipment	Portable Equipment	BAU	Employment	Employment	0.092452151	1.187324608	1		9.369200407	2.03E-05	6.45E-06	8.49959807	1.84E-05	5.85E-06	3,105	3,105	MT CO2e
2030	Offroad	Offroad Equipment	Recreational Equipment	BAU	Population	Population	0.059256014	1.316362515	1		0.359960964	1.42E-04	3.01E-05	0.32655119	1.29E-04	2.73E-05	123	123	MT CO2e
2030	Offroad	Offroad Equipment	Transport Refrigeration Units	BAU	Service Population	Service Population	0.0697454	1.250409328	1		2.797829718	1.28E-05	8.34E-07	2.53814915	1.16E-05	7.56E-07	927	927	MT CO2e
2045	Offroad	Offroad Equipment	Construction and Mining	BAU	Service Population	Service Population	0.07541485	1.502040341	1		29.19209819	1.36E-04	7.63E-06	26.4826336	1.23E-04	6.92E-06	9,675	9,675	MT CO2e
2045	Offroad	Offroad Equipment	Entertainment Equipment	BAU	Employment	Employment	0.096265046	1.358471102	1		0.242419853	7.94E-07	0.00E+00	0.21991965	7.21E-07	0.00E+00	80	80	MT CO2e
2045	Offroad	Offroad Equipment	Industrial	BAU	Employment	Employment	0.096265046	1.358471102	1		6.41073667	1.92E-04	3.24E-05	5.81572415	1.74E-04	2.94E-05	2,129	2,129	MT CO2e
2045	Offroad	Offroad Equipment	Lawn and Garden Equipment	BAU	Population	Population	0.065840207	1.616762442	1		0.858062584	6.44E-05	2.81E-05	0.77842151	5.84E-05	2.55E-05	287	287	MT CO2e
2045	Offroad	Offroad Equipment	Light Commercial Equipment	BAU	Employment	Employment	0.096265046	1.358471102	1		3.76391295	8.68E-05	5.37E-05	3.41456537	7.87E-05	4.88E-05	1,253	1,253	MT CO2e
2045	Offroad	Offroad Equipment	Portable Equipment	BAU	Employment	Employment	0.096265046	1.358471102	1		11.16182129	2.41E-05	7.68E-06	10.1258368	2.19E-05	6.97E-06	3,699	3,699	MT CO2e
2045	Offroad	Offroad Equipment	Recreational Equipment	BAU	Population	Population	0.065840207	1.616762442	1		0.491229982	1.94E-04	4.11E-05	0.44563647	1.76E-04	3.73E-05	168	168	MT CO2e
2045	Offroad	Offroad Equipment	Transport Refrigeration Units	BAU	Service Population	Service Population	0.07541485	1.502040341	1		3.609120915	1.65E-05	1.08E-06	3.27414036	1.49E-05	9.75E-07	1,196	1,196	MT CO2e
2030	Offroad	Offroad Equipment	Construction and Mining	Leg-Adjusted	Service Population	Service Population	0.0697454	1.250409328	1		22.63003146	1.05E-04	5.92E-06	20.5296251	9.54E-05	5.37E-06	7,500	7,500	MT CO2e
2030	Offroad	Offroad Equipment	Entertainment Equipment	Leg-Adjusted	Employment	Employment	0.092452151	1.187324608	1		0.203486521	6.67E-07	0.00E+00	0.18459992	6.05E-07	0.00E+00	67	67	MT CO2e
2030	Offroad	Offroad Equipment	Industrial	Leg-Adjusted	Employment	Employment	0.092452151	1.187324608	1		5.38115376	1.61E-04	2.72E-05	4.88170197	1.46E-04	2.47E-05	1,787	1,787	MT CO2e
2030	Offroad	Offroad Equipment	Lawn and Garden Equipment	Leg-Adjusted	Population	Population	0.059256014	1.316362515	1		0.628766661	4.72E-05	2.06E-05	0.57040768	4.28E-05	1.87E-05	211	211	MT CO2e
2030	Offroad	Offroad Equipment	Light Commercial Equipment	Leg-Adjusted	Employment	Employment	0.092452151	1.187324608	1		3.159417609	7.28E-05	4.51E-05	2.86617626	6.61E-05	4.09E-05	1,052	1,052	MT CO2e
2030	Offroad	Offroad Equipment	Portable Equipment	Leg-Adjusted	Employment	Employment	0.092452151	1.187324608	1		9.369200407	2.03E-05	6.45E-06	8.49959807	1.84E-05	5.85E-06	3,105	3,105	MT CO2e
2030	Offroad	Offroad Equipment	Recreational Equipment	Leg-Adjusted	Population	Population	0.059256014	1.316362515	1		0.359960964	1.42E-04	3.01E-05	0.32655119	1.29E-04	2.73E-05	123	123	MT CO2e
2030	Offroad	Offroad Equipment	Transport Refrigeration Units	Leg-Adjusted	Service Population	Service Population	0.0697454	1.250409328	1		2.797829718	1.28E-05	8.34E-07	2.53814915	1.16E-05	7.56E-07	927	927	MT CO2e
2045	Offroad	Offroad Equipment	Construction and Mining	Leg-Adjusted	Service Population	Service Population	0.07541485	1.502040341	1		29.19209819	1.36E-04	7.63E-06	26.4826336	1.23E-04	6.92E-06	9,675	9,675	MT CO2e
2045	Offroad	Offroad Equipment	Entertainment Equipment	Leg-Adjusted	Employment	Employment	0.096265046	1.358471102	1		0.242419853	7.94E-07	0.00E+00	0.21991965	7.21E-07	0.00E+00	80	80	MT CO2e
2045	Offroad	Offroad Equipment	Industrial	Leg-Adjusted	Employment	Employment	0.096265046	1.358471102	1		6.41073667	1.92E-04	3.24E-05	5.81572415	1.74E-04	2.94E-05	2,129	2,129	MT CO2e
2045	Offroad	Offroad Equipment	Lawn and Garden Equipment	Leg-Adjusted	Population	Population	0.065840207	1.616762442	1		0.858062584	6.44E-05	2.81E-05	0.77842151	5.84E-05	2.55E-05	287	287	MT CO2e
2045	Offroad	Offroad Equipment	Light Commercial Equipment	Leg-Adjusted	Employment	Employment	0.096265046	1.358471102	1		3.76391295	8.68E-05	5.37E-05	3.41456537	7.87E-05	4.88E-05	1,253	1,253	MT CO2e
2045	Offroad	Offroad Equipment	Portable Equipment	Leg-Adjusted	Employment	Employment	0.096265046	1.358471102	1		11.16182129	2.41E-05	7.68E-06	10.1258368	2.19E-05	6.97E-06	3,699	3,699	MT CO2e
2045	Offroad	Offroad Equipment	Recreational Equipment	Leg-Adjusted	Population	Population	0.065840207	1.616762442	1		0.491229982	1.94E-04	4.11E-05	0.44563647	1.76E-04	3.73E-05	168	168	MT CO2e
2045	Offroad	Offroad Equipment	Transport Refrigeration Units	Leg-Adjusted	Service Population	Service Population	0.07541485	1.502040341	1		3.609120915	1.65E-05	1.08E-06	3.27414036	1.49E-05	9.75E-07	1,196	1,196	MT CO2e

Water																	
Year	Emissions Sector	Sub-Sector	Water District/Provider	Location	Extraction and Conveyance	Treatment	Water Use (M/Year)	Percent of Source Inside Jurisdiction	Utility (if applicable)	Notes	Activity	Activity Unit	Energy Use (Btu)	MT CO2	MT CH4	MT N2O	MT CO2e
2019	Water	Water	Sacramento County Water Agency Zone 40	Sacramento River	Local Deliveries	Conventional Potable Treatment	14,016	0%	SMUD	Source: City of Rancho Cordova Water Supply	7,106,007	kWh	24,246,701	1,649	0.106	0	1,655.80
2019	Water	Water	Sacramento County Water Agency Zone 41	Sacramento River	Groundwater	Conventional Potable Treatment	11,174	0%	SMUD	Source: City of Rancho Cordova Water Supply	7,687,375	kWh	26,230,410	1,784	0	0	1,791
2019	Water	Water	Sacramento County Water Agency Zone 42	Sacramento River	Recycled Water	Recycled Water - Tertiary Treatment + Conventional Potable	1,289	0%	SMUD	Source: City of Rancho Cordova Water Supply	741,124	kWh	2,528,819	172	0	0	173
2019	Water	Water	Golden State Water Company	Sacramento River	Local Deliveries	Conventional Potable Treatment	15,000	0%	SMUD	Source: City of Rancho Cordova Water Supply	7,605,000	kWh	25,949,336	1,765	0	0	1,772
2019	Water	Water	Golden State Water Company	Sacramento River	Groundwater	Conventional Potable Treatment	10,751	0%	SMUD	Source: City of Rancho Cordova Water Supply	7,396,688	kWh	25,238,546	1,717	0	0	1,724
2019	Water	Water	California American Water	Sacramento River	Groundwater	Conventional Potable Treatment	8,773	0%	SMUD	Source: City of Rancho Cordova Water Supply	6,036,145	kWh	20,596,180	1,401	0	0	1,407
2019	Water	Water	California American Water	Sacramento River	Local Deliveries	Conventional Potable Treatment	4,642	0%	SMUD	Source: City of Rancho Cordova Water Supply	2,353,443	kWh	8,030,279	546	0	0	548

Year	Emissions Sector	Sub-Sector	Water District/Provider	Location	Extraction and Conveyance	Treatment	Activity Growth Method	Activity Growth Factor	BAU or Leg-Adjusted?	Legislative Adjustment (AF/Year)	Water Use (M/Year)	Percent of Source Inside Jurisdiction	Utility (if applicable)	Notes	Activity	Activity Unit	Energy Use (Btu)	MT CO2	MT CH4	MT N2O	MT CO2e	
2030	Water	Water	Sacramento County Water Agency Zone 40	Sacramento River	Local Deliveries	Conventional Potable Treatment	Population	1.316362515	BAU		1	18,450	0%	SMUD		9,354,081	kWh	31,917,448	2,171	0	0	2,180
2030	Water	Water	Sacramento County Water Agency Zone 41	Sacramento River	Groundwater	Conventional Potable Treatment	Population	1.316362515	BAU		1	14,708	0%	SMUD		10,119,371.89	kWh	34,528,728.58	2,349	0	0	2,357.96
2030	Water	Water	Sacramento County Water Agency Zone 42	Sacramento River	Recycled Water	Recycled Water - Tertiary Treatment + Disinfection	Population	1.316362515	BAU		1	1,697	0%	SMUD		975,587.52	kWh	3,328,842.65	226	0	0	227.33
2030	Water	Water	Golden State Water Company	Sacramento River	Local Deliveries	Conventional Potable Treatment	Population	1.316362515	BAU		1	19,745	0%	SMUD		10,010,936.93	kWh	34,158,733.15	2,324	0	0	2,332.69
2030	Water	Water	Golden State Water Company	Sacramento River	Groundwater	Conventional Potable Treatment	Population	1.316362515	BAU		1	14,152	0%	SMUD		9,736,722.82	kWh	33,223,075.81	2,260	0	0	2,268.80
2030	Water	Water	California American Water	Sacramento River	Groundwater	Conventional Potable Treatment	Population	1.316362515	BAU		1	11,549	0%	SMUD		7,945,754.71	kWh	27,112,039.23	1,844	0	0	1,851.48
2030	Water	Water	California American Water	Sacramento River	Local Deliveries	Conventional Potable Treatment	Population	1.316362515	BAU		1	6,110	0%	SMUD		3,097,983.54	kWh	10,570,758	719	0	0	722
2045	Water	Water	Sacramento County Water Agency Zone 40	Sacramento River	Local Deliveries	Conventional Potable Treatment	Population	1.616762442	BAU		1	22,660	0%	SMUD		11,488,725	kWh	39,201,155	2,667	0	0	2,677
2045	Water	Water	Sacramento County Water Agency Zone 41	Sacramento River	Groundwater	Conventional Potable Treatment	Population	1.616762442	BAU		1	18,065	0%	SMUD		12,428,658.69	kWh	42,408,341.85	2,885	0	0	2,896.06
2045	Water	Water	Sacramento County Water Agency Zone 42	Sacramento River	Recycled Water	Recycled Water - Tertiary Treatment + Disinfection	Population	1.616762442	BAU		1	2,084	0%	SMUD		1,198,221.04	kWh	4,088,499.72	278	0	0	279.20
2045	Water	Water	Golden State Water Company	Sacramento River	Local Deliveries	Conventional Potable Treatment	Population	1.616762442	BAU		1	24,251	0%	SMUD		12,295,478.37	kWh	41,953,911.77	2,854	0	0	2,865.03
2045	Water	Water	Golden State Water Company	Sacramento River	Groundwater	Conventional Potable Treatment	Population	1.616762442	BAU		1	17,382	0%	SMUD		11,958,687.35	kWh	40,804,733.17	2,776	0	0	2,786.55
2045	Water	Water	California American Water	Sacramento River	Groundwater	Conventional Potable Treatment	Population	1.616762442	BAU		1	14,185	0%	SMUD		9,759,012.16	kWh	33,299,130.18	2,265	0	0	2,273.95
2045	Water	Water	California American Water	Sacramento River	Local Deliveries	Conventional Potable Treatment	Population	1.616762442	BAU		1	7,505	0%	SMUD		3,804,957.50	kWh	12,983,053	883	0	0	887
2050	Water	Water	Sacramento County Water Agency Zone 40	Sacramento River	Local Deliveries	Conventional Potable Treatment	Population	1.772697998	BAU		1	24,846	0%	SMUD		12,596,804	kWh	42,982,078	2,924	0	0	2,935
2050	Water	Water	Sacramento County Water Agency Zone 41	Sacramento River	Groundwater	Conventional Potable Treatment	Population	1.772697998	BAU		1	19,807	0%	SMUD		13,627,393.74	kWh	46,498,595.43	3,163	0	0	3,175.38
2050	Water	Water	Sacramento County Water Agency Zone 42	Sacramento River	Recycled Water	Recycled Water - Tertiary Treatment + Disinfection	Population	1.772697998	BAU		1	2,285	0%	SMUD		1,313,788.59	kWh	4,482,832.53	305	0	0	306.13
2050	Water	Water	Golden State Water Company	Sacramento River	Local Deliveries	Conventional Potable Treatment	Population	1.772697998	BAU		1	26,590	0%	SMUD		13,481,368.28	kWh	46,000,335.90	3,129	0	0	3,141.36
2050	Water	Water	Golden State Water Company	Sacramento River	Groundwater	Conventional Potable Treatment	Population	1.772697998	BAU		1	19,058	0%	SMUD		13,112,094.01	kWh	44,740,319.86	3,043	0	0	3,055.31
2050	Water	Water	California American Water	Sacramento River	Groundwater	Conventional Potable Treatment	Population	1.772697998	BAU		1	15,553	0%	SMUD		10,700,261.75	kWh	36,510,806.95	2,484	0	0	2,493.32
2050	Water	Water	California American Water	Sacramento River	Local Deliveries	Conventional Potable Treatment	Population	1.772697998	BAU		1	8,229	0%	SMUD		4,171,942.87	kWh	14,235,259	968	0	0	972
2030	Water	Water	Sacramento County Water Agency Zone 40	Sacramento River	Local Deliveries	Conventional Potable Treatment	Population	1.316362515	Leg-Adjusted		1	18,450	0%	SMUD		9,354,081.01	kWh	31,917,447.83	-	-	-	-
2030	Water	Water	Sacramento County Water Agency Zone 41	Sacramento River	Groundwater	Conventional Potable Treatment	Population	1.316362515	Leg-Adjusted		1	14,708	0%	SMUD		10,119,371.89	kWh	34,528,728.58	-	-	-	-
2030	Water	Water	Sacramento County Water Agency Zone 42	Sacramento River	Recycled Water	Recycled Water - Tertiary Treatment + Disinfection	Population	1.316362515	Leg-Adjusted		1	1,697	0%	SMUD		975,587.52	kWh	3,328,842.65	-	-	-	-
2030	Water	Water	Golden State Water Company	Sacramento River	Local Deliveries	Conventional Potable Treatment	Population	1.316362515	Leg-Adjusted		1	19,745	0%	SMUD		10,010,936.93	kWh	34,158,733.15	-	-	-	-
2030	Water	Water	Golden State Water Company	Sacramento River	Groundwater	Conventional Potable Treatment	Population	1.316362515	Leg-Adjusted		1	14,152	0%	SMUD		9,736,722.82	kWh	33,223,075.81	-	-	-	-
2030	Water	Water	California American Water	Sacramento River	Groundwater	Conventional Potable Treatment	Population	1.316362515	Leg-Adjusted		1	11,549	0%	SMUD		7,945,754.71	kWh	27,112,039.23	-	-	-	-
2030	Water	Water	California American Water	Sacramento River	Local Deliveries	Conventional Potable Treatment	Population	1.316362515	Leg-Adjusted		1	6,110	0%	SMUD		3,097,983.54	kWh	10,570,758.13	-	-	-	-
2045	Water	Water	Sacramento County Water Agency Zone 40	Sacramento River	Local Deliveries	Conventional Potable Treatment	Population	1.616762442	Leg-Adjusted		1	22,660	0%	SMUD		11,488,724.94	kWh	39,201,154.93	-	-	-	-
2045	Water	Water	Sacramento County Water Agency Zone 41	Sacramento River	Groundwater	Conventional Potable Treatment	Population	1.616762442	Leg-Adjusted		1	18,065	0%	SMUD		12,428,658.69	kWh	42,408,341.85	-	-	-	-
2045	Water	Water	Sacramento County Water Agency Zone 42	Sacramento River	Recycled Water	Recycled Water - Tertiary Treatment + Disinfection	Population	1.616762442	Leg-Adjusted		1	2,084	0%	SMUD		1,198,221.04	kWh	4,088,499.72	-	-	-	-
2045	Water	Water	Golden State Water Company	Sacramento River	Local Deliveries	Conventional Potable Treatment	Population	1.616762442	Leg-Adjusted		1	24,251	0%	SMUD		12,295,478.37	kWh	41,953,911.77	-	-	-	-
2045	Water	Water	Golden State Water Company	Sacramento River	Groundwater	Conventional Potable Treatment	Population	1.616762442	Leg-Adjusted		1	17,382	0%	SMUD		11,958,687.35	kWh	40,804,733.17	-	-	-	-
2045	Water	Water	California American Water	Sacramento River	Groundwater	Conventional Potable Treatment	Population	1.616762442	Leg-Adjusted		1	14,185	0%	SMUD		9,759,012.16	kWh	33,299,130.18	-	-	-	-
2045	Water	Water	California American Water	Sacramento River	Local Deliveries	Conventional Potable Treatment	Population	1.616762442	Leg-Adjusted		1	7,505	0%	SMUD		3,804,957.50	kWh	12,983,053.32	-	-	-	-
2050	Water	Water	Sacramento County Water Agency Zone 40	Sacramento River	Local Deliveries	Conventional Potable Treatment	Population	1.772697998	Leg-Adjusted		1	24,846	0%	SMUD		12,596,804.07	kWh	42,982,077.67	-	-	-	-
2050	Water	Water	Sacramento County Water Agency Zone 41	Sacramento River	Groundwater	Conventional Potable Treatment	Population	1.772697998	Leg-Adjusted		1	19,807	0%	SMUD		13,627,393.74	kWh	46,498,595.43	-	-	-	-
2050	Water	Water	Sacramento County Water Agency Zone 42	Sacramento River	Recycled Water	Recycled Water - Tertiary Treatment + Disinfection	Population	1.772697998	Leg-Adjusted		1	2,285	0%	SMUD		1,313,788.59	kWh	4,482,832.53	-	-	-	-
2050	Water	Water	Golden State Water Company	Sacramento River	Local Deliveries	Conventional Potable Treatment	Population	1.772697998	Leg-Adjusted		1	26,590	0%	SMUD		13,481,368.28	kWh	46,000,335.90	-	-	-	-
2050	Water	Water	Golden State Water Company	Sacramento River	Groundwater	Conventional Potable Treatment	Population	1.772697998	Leg-Adjusted		1	19,058	0%	SMUD		13,112,094.01	kWh	44,740,319.86	-	-	-	-
2050	Water	Water	California American Water	Sacramento River	Groundwater	Conventional Potable Treatment	Population	1.772697998	Leg-Adjusted		1	15,553	0%	SMUD		10,700,261.75	kWh	36,510,806.95	-	-	-	-
2050	Water	Water	California American Water	Sacramento River	Local Deliveries	Conventional Potable Treatment	Population	1.772697998	Leg-Adjusted		1	8,229	0%	SMUD		4,171,942.87	kWh	14,235,259.32	-	-	-	-

Wastewater Process Emissions																									
Year	Emissions Sector	Sub-Sector	WWTP Name	WWTP Process	WW Equation	Digester Gas (B3/Day)	Fraction of CH4 in Biogas	Population Served	BTU Content of Biogas	Mass of Incinerated Biosolids	PP	RDS Load (kg RDS/day)	N Load (kg N/day)	Method Load (MT CH3OH/day)	Sludge Treatment Type	P Ind-con	FF Effluent	N uptake	Natural Gas (therms)	Electricity (MWh)	Utility (if appl): MT CO2	MT CH4	MT H2O	MT CO2e	
2019	Wastewater	WWTP	SASD/WRCD	Wastewater Treatment Plants without Effluent Discharge	WW.La	139,571	60%	139,571								1.25					-	0.509	-	3.0	
2019	Wastewater	WWTP	SASD/WRCD	Wastewater Treatment Plants without Effluent Discharge	WW.8													0.005			-	-	0.56	152	
2019	Wastewater	WWTP	SASD/WRCD	Wastewater Treatment Plants without Effluent Discharge	WW.12																-	-	50.41	2,843.05	
2019	Wastewater	WWTP	SASD/WRCD	Wastewater Treatment Plants with Wastewater Collection and Energy-related Emissions Associated with Wastewater Collection and Treatment	WW.15															1,484	5MJD	346,513	0.022	0.003	345.9
2019	Wastewater	WWTP	SASD/WRCD	Wastewater Treatment Plants with Wastewater Collection and Energy-related Emissions Associated with Wastewater Collection and Treatment	WW.15															10,068	5MJD	2,937	0	0	2,346
2030	Wastewater	WWTP	SASD/WRCD	Wastewater Treatment Plants without Effluent Discharge	WW.La	Population		1.316362515	BAU or Leg-Adjusted Notes	MT CO2	-	0.14	-	4.00											
2030	Wastewater	WWTP	SASD/WRCD	Wastewater Treatment Plants without Effluent Discharge	WW.8	Population		1.316362515	BAU	-	-	0.73	200.63												
2030	Wastewater	WWTP	SASD/WRCD	Wastewater Treatment Plants without Effluent Discharge	WW.12	Population		1.316362515	BAU	-	-	13.71	3,742.49												
2030	Wastewater	WWTP	SASD/WRCD	Wastewater Treatment Plants with Wastewater Collection and Energy-related Emissions Associated with Wastewater Collection and Treatment	WW.15	Population		1.316362515	BAU	3,529.45	0.23	0.03	3,543.93												
2045	Wastewater	WWTP	SASD/WRCD	Wastewater Treatment Plants without Effluent Discharge	WW.La	Population		1.616762442	BAU	-	0.18	-	4.92												
2045	Wastewater	WWTP	SASD/WRCD	Wastewater Treatment Plants without Effluent Discharge	WW.8	Population		1.616762442	BAU	-	-	0.90	246.41												
2045	Wastewater	WWTP	SASD/WRCD	Wastewater Treatment Plants without Effluent Discharge	WW.12	Population		1.616762442	BAU	-	-	16.84	4,596.54												
2045	Wastewater	WWTP	SASD/WRCD	Wastewater Treatment Plants with Wastewater Collection and Energy-related Emissions Associated with Wastewater Collection and Treatment	WW.15	Population		1.616762442	BAU	4,334.89	0.28	0.03	4,351.94												
2030	Wastewater	WWTP	SASD/WRCD	Wastewater Treatment Plants without Effluent Discharge	WW.La	Population		1.316362515	Leg-Adjusted	-	0.14	-	4.00												
2030	Wastewater	WWTP	SASD/WRCD	Wastewater Treatment Plants without Effluent Discharge	WW.8	Population		1.316362515	Leg-Adjusted	-	-	0.73	200.63												
2030	Wastewater	WWTP	SASD/WRCD	Wastewater Treatment Plants without Effluent Discharge	WW.12	Population		1.316362515	Leg-Adjusted	-	-	13.71	3,742.49												
2030	Wastewater	WWTP	SASD/WRCD	Wastewater Treatment Plants with Wastewater Collection and Energy-related Emissions Associated with Wastewater Collection and Treatment	WW.15	Population		1.316362515	Leg-Adjusted	3,529.45	0.23	0.03	3,543.93												
2045	Wastewater	WWTP	SASD/WRCD	Wastewater Treatment Plants without Effluent Discharge	WW.La	Population		1.616762442	Leg-Adjusted	-	0.18	-	4.92												
2045	Wastewater	WWTP	SASD/WRCD	Wastewater Treatment Plants without Effluent Discharge	WW.8	Population		1.616762442	Leg-Adjusted	-	-	0.90	246.41												
2045	Wastewater	WWTP	SASD/WRCD	Wastewater Treatment Plants without Effluent Discharge	WW.12	Population		1.616762442	Leg-Adjusted	-	-	16.84	4,596.54												
2045	Wastewater	WWTP	SASD/WRCD	Wastewater Treatment Plants with Wastewater Collection and Energy-related Emissions Associated with Wastewater Collection and Treatment	WW.15	Population		1.616762442	Leg-Adjusted	4,334.89	0.28	0.03	4,351.94												

Waste Generation																			
Year	Emissions Sector	Sub-Sector	Landfill Name	Annual Waste Tonnage Delivered from Jurisdiction	Annual ADC Tonnage Delivered from Jurisdiction	Activity	Activity Unit	Percent of year under LFG collection	LFG Collection Efficiency	Oxidation Rate	Notes	MT CO2	MT CH4	MT N2O	MT CO2e				
	2019 Solid Waste	Waste Generation	Community-Generated Solid Waste Disposed of Outside Jurisdiction	56,877		2587	59,464 tons	100%	75%	10%			802.76		22,397				
Year	Emissions Sector	Sub-Sector	Landfill Name	BAU or Leg-Adjusted?	Activity Growth Method	Activity Growth Factor	Legislative Adjustment	Annual Waste Tonnage Delivered from Jurisdiction	Annual ADC Tonnage Delivered from Jurisdiction	Activity	Activity Unit	Percent of year under LFG collection	LFG Collection Efficiency	Oxidation Rate	Notes	MT CO2	MT CH4	MT N2O	MT CO2e
	2030 Solid Waste	Waste Generation	Community-Generated Solid Waste Disposed of Outside Jurisdiction	BAU	Population		1.316362515	1	74,871	3,405	78,276 tons	100%	75%	10%	Total of all tonnage sent to		1,056.73		29,483
	2045 Solid Waste	Waste Generation	Community-Generated Solid Waste Disposed of Outside Jurisdiction	BAU	Population		1.616762442	1	91,957	4,183	96,139 tons	100%	75%	10%	Total of all tonnage sent to		1,297.88		36,211
	2050 Solid Waste	Waste Generation	Community-Generated Solid Waste Disposed of Outside Jurisdiction	BAU	Population		1.772697998	1	100,826	4,586	105,412 tons	100%	75%	10%	Total of all tonnage sent to		1,423.06		39,703
	2030 Solid Waste	Waste Generation	Community-Generated Solid Waste Disposed of Outside Jurisdiction	Leg-Adjusted	Population		1.316362515	1	74,871	3,405	78,276 tons	100%	75%	10%	Total of all tonnage sent to		1,056.73		29,483
	2045 Solid Waste	Waste Generation	Community-Generated Solid Waste Disposed of Outside Jurisdiction	Leg-Adjusted	Population		1.616762442	1	91,957	4,183	96,139 tons	100%	75%	10%	Total of all tonnage sent to		1,297.88		36,211
	2050 Solid Waste	Waste Generation	Community-Generated Solid Waste Disposed of Outside Jurisdiction	Leg-Adjusted	Population		1.772697998	1	100,826	4,586	105,412 tons	100%	75%	10%	Total of all tonnage sent to		1,423.06		39,703

Assumptions and Emission Factors						
Conversion Factors		Value	Source/notes			
g/MT		1000000				
g/ton		907184.74				
g/lb		453.592				
lb/ton		2000				
lb/MT		2204.622622				
kg/MT		1000				
lb/kg		2.20462				
MT/ton		0.907185				
kWh/MWh		1000				
MWh/GWh		1000				
Btu/therm		100000				
kBTU/MMBTU		1000				
MMBtu/therm		0.1				
MMBtu/MWh		3.41214148	Onlineconversion.com			
gal/cubic foot		7.480519481	Onlineconversion.com			
gal/Liter		3.785411784	Onlineconversion.com			
Liter/gal		0.264172052				
gallon/acrefoot		325851.429	Onlineconversion.com			
million gal/acre-feet		0.325851429	Onlineconversion.com			
gal/barrel		42	Onlineconversion.com			
kBTU/MJ		0.947817078	Onlineconversion.com			
days/year		365.25				
Energy Type	KBTU		per Unit			
Electricity		3.41	kWh	Onlineconversion.com		
Electricity		3412.14	MWh			
Natural Gas		99.98	therm	Onlineconversion.com		
Natural Gas		1.03	scf	https://www.theclimateregistry.org/wp-content/uploads/2021/05/2021-Default-Emission-Factor-Document.pdf?mc_cid=4b45d12237&mc_eid=5f138d1baa		
CNG		99.98	therm	Onlineconversion.com		
LPG		91.33	gal			
LPG		2.52	scf	https://www.theclimateregistry.org/wp-content/uploads/2021/05/2021-Default-Emission-Factor-Document.pdf?mc_cid=4b45d12237&mc_eid=5f138d1baa		
Propane		91.00	gal			
Diesel		138.10	gal	Calculated from Table 13.1 in 2017 Climate Registry Default Emission Factors		
Gasoline		125.00	gal	Calculated from Table 13.1 in 2017 Climate Registry Default Emission Factors		
Hydrogen		113.74	kg			
Renewable Diesel		122.88	gal	CARB LCFS Quarterly Summary April 2018 (129.65 MJ/gal)		
Heating Oil		139.00	gal	https://www.engineeringtoolbox.com/energy-content-d_868.html		
Fuel Wood		1000.00	MMBTU			
B2		137.90	gal	Calculated from Diesel and B100 energy densities, assuming 2 percent biodiesel		
B5		137.60	gal	Calculated from Diesel and B100 energy densities, assuming 5 percent biodiesel		
B20		136.10	gal	Calculated from Diesel and B100 energy densities, assuming 20 percent biodiesel		
B100		128.10	gal	Calculated from Table 13.1 in 2017 Climate Registry Default Emission Factors		
GWP Factors	Value	Comment				
CO2	1	Carbon Dioxide				included in CARB Inventory
CH4	27.9	Methane	Short Lived Climate Pollutant			included in CARB Inventory
N2O	273	Nitrous Oxide				included in CARB Inventory
SF6	22800	Sulphur Hexafluoride				included in CARB Inventory
NF3	17200	Nitrogen Trifluoride				included in CARB Inventory
C2F6	12200	Hexafluoroethane (PFC-116)				included in CARB Inventory
C3F8	8830	Octafluoropropane (PFC-218)				included in CARB Inventory
C4F8	10300	Octafluorocyclobutane (PFC-318)				included in CARB Inventory
CF4	7390	Tetrafluoromethane (PFC-14)				included in CARB Inventory
HFC-125	3500	Hydrofluorocarbon 125	Short Lived Climate Pollutant			included in CARB Inventory
HFC-134a	1430	Hydrofluorocarbon 134a	Short Lived Climate Pollutant			included in CARB Inventory
HFC-143a	4470	Hydrofluorocarbon 143a	Short Lived Climate Pollutant			included in CARB Inventory
HFC-152a	124	Hydrofluorocarbon 152a	Short Lived Climate Pollutant			included in CARB Inventory
HFC-227ea	3220	Hydrofluorocarbon 227ea	Short Lived Climate Pollutant			included in CARB Inventory
HFC-23	14800	Hydrofluorocarbon 23	Short Lived Climate Pollutant			included in CARB Inventory
HFC-236fa	9810	Hydrofluorocarbon 236fa				included in CARB Inventory
HFC-245fa	1030	Hydrofluorocarbon 245fa	Short Lived Climate Pollutant			included in CARB Inventory
HFC-32	675	Hydrofluorocarbon 32	Short Lived Climate Pollutant			included in CARB Inventory
HFC-365mfc	794	Hydrofluorocarbon 365mfc	Short Lived Climate Pollutant			included in CARB Inventory
HFC-43-10mee	1640	Hydrofluorocarbon 43-10mee	Short Lived Climate Pollutant			included in CARB Inventory
BC	900	Black Carbon	Short Lived Climate Pollutant	CARB uses AR5 values.		included in CARB Inventory
SO2F2	4630	Sulfuryl Flouride	Short Lived Climate Pollutant (unofficial)			Not in CARB Inventory
CH3Br	2.43	Methyl Bromide				Not in CARB Inventory
CFC-11	4660	Trifluorchloromethane				Not in CARB Inventory
Source for GWP factors except for CH4 and N2O: https://ww2.arb.ca.gov/ghg-gwps (100-year IPCC AR4 GWP Values)						
Source	CO2 GWP	CH4 GWP	N2O GWP			
IPCC Fourth Assessment Report (w/o climate	1	25	265			
IPCC Fourth Assessment Report (with climate	1	34	298			
IPCC Fourth Assessment Report (Avg)	1	25	298			
IPCC Fifth Assessment Report (Avg)	1	28	265			
IPCC Third Assessment Report	1	23	296			
IPCC Second Assessment Report	1	21	310			
IPCC Sixth Assessment Report	1	27.9	273	Source: https://www.ipcc.ch/report/ar6/wg1/downloads/report/IPCC_AR6_WGI_Chapter_07_Supplementary_Material.pdf		

Building Energy Efficiency Assumptions							
Sector	% Reduction	Code	Notes	Source			
Residential	25%	Energy efficiency improvement of 2013 code above 2008 code		http://www.energy.ca.gov/releases/2014_releases/2014-07-01_new_title24_standards_nr.html			
	28%	Energy efficiency improvement of 2016 code above 2013 code	Lighting, heating, cooling, ventilation, and water heating	http://www.energy.ca.gov/title24/2016standards/rulemaking/documents/2016_Building_Energy_Efficiency_Standards_FAQ.pdf			
	53%	Energy efficiency improvement of 2019 code above 2016 code	Includes onsite solar requirement				
Commercial	30%	Energy efficiency improvement of 2013 code above 2008 code		http://www.energy.ca.gov/commission/accomplishments/2014_cec_accomplishments.pdf			
	5%	Energy efficiency improvement of 2016 code above 2013 code		http://www.energy.ca.gov/title24/2016standards/rulemaking/documents/2015-06-10_hearing/2015-06-10_Adoption_Hearing_Presentation.pdf			
	30%	Energy efficiency improvement of 2019 code above 2016 code					
Combined % Reduction from 2008 code							
Residential	75%						
Non-Residential	53%						
Agricultural Emission Factors							
Activity							
Lime Fertilizer							
Emission Factor MT C/MT lime	0.12						
Molecular Mass of CO2	44.01						
Atomic Mass of C	12.01						
Molecular Mass Ratio	3.66						
g CO2 per Ton of Lime Applied	398,886.47						
Source: IPCC 2006 Equation 11.12 and 11.13. Note, the IPCC 2019 Refinement did not update these equations or emission factor							
Nitrogen Fertilizer							
Nitrogen Volatilization (g N2O/g N)	0.0125						
g N2O per ton of Nitrogen applied	11,339.81						
Open Burning							
g CO2 per ton of open burning ¹	1,454,669.54						
g CH4 per ton of open burning ¹	7,529.63						
g CO2 per acre of open burning ²							
g CH4 per acre of open burning ²							
g CH4 per acre of open burning ²							
Sources: 1. Emission factors from National Wildfire Coordinating Group, 2018, Smoke Management Guide for Prescribed Fire							
Diesel Irrigation Pumps							
MBARD Emissions (CO2 tons/day) (CARB 2006)	122						
MBARD Number of Pumps (CARB 2006)	647						
MBARD Emission Factor (avg tpd/pump)	0.1886						
Source: California Air Resources Board 2006. Rulemaking to Consider Proposed Amendments to the Stationary Diesel Engine Control Measure - Appendix D: Emission Inventory Methodology Agricultural Irrigation Pumps - Diesel. Available at: http://www.arb.ca.gov/regact/agen06/append.pdf . Table D-2							
Waste Emission Factors							
Table SW.5 CH4 Yield for Solid Waste Components							
Waste Component	Emissions Factor, EF _i (mt CH ₄ /wet short	Source					
Mixed MSW*	0.06	U.S. EPA AP-42					
* – Mixed MSW factor may be used for entire MSW waste stream if waste composition data is unavailable. U.S. EPA AP-42 – U.S. EPA Emission Factor Database, Chapter 2.4 Municipal Solid Waste Landfills (1998) WARM—Documentation for Greenhouse Gas Emissions and Energy Factors Used in the Waste Reduction Model (WARM) 2006							

Demographics

City of Rancho Cordova Greenhouse Gas Inventory and Forecasts

ASCENT

		Population					Employment					Service Population					VMT					Dwelling Units				
Area	2016	2019	2030	2040	2045	2016	2019	2030	2040	2045	2016	2019	2030	2040	2045	2016	2019	2030	2045	2016	2019	2030	2040	2045		
City	72,320	77,579	102,122	114,394	125,427	59,503	61,991	73,604	79,410	84,213	131,823	139,571	175,726	193,804	209,641	879,625,366	919,218,798	1,071,357,646	1,307,495,381	26,859	28,926	38,574	43,398	47,780		
Total County	1,476,573	1,520,133	1,723,410	1,825,049	1,905,025	688,897	707,820	796,129	840,284	874,809	2,165,470	2,227,952	2,519,540	2,665,333	2,779,833	-	-	-	-	-	-	-	-	-		
	Source: SACOG					Source: SACOG					Source: SACOG					Source: SACOG					Source: SACOG					

		Population					Employment					Service Population					VMT				
Growth Rates	2016	2019	2030	2040	2045	2016	2019	2030	2040	2045	2016	2019	2030	2040	2045	2016	2019	2030	2045		
Percent Growth from 2019	NA	NA	31.64%	47.45%	62%	NA	NA	18.73%	28.10%	36%	NA	NA	25.90%	38.86%	50.20%	NA	NA	-	16.55%	42%	
Percent of Total County	4.90%	5.10%	5.93%	6.27%	7%	8.64%	8.76%	9.25%	9.45%	10%	6.09%	6.26%	6.97%	7.27%	7.54%	-	-	-	-		

Year	Fuel Type	Utility (if applicable)	Percent GHG-Free	Unit	MT CO2 per unit	MT CH4 per unit	MT N2O per unit	MTCO2e per unit	MT CO2 per kBTU	MT CH4 per kBTU	MT N2O per kBTU	Notes	Source
2009	Electricity	eGRID CAMX		MWh	4.11E-01	2.30E-05	3.31E-06	4.13E-01	1.21E-04	6.73E-09	9.70E-10	https://www.epa.gov/energy/emissions-generation-resource-integrated-database-egrid	
2010	Electricity	eGRID CAMX	55%	MWh	3.97E-01	2.38E-05	3.45E-06	3.98E-01	1.16E-04	6.98E-09	1.01E-09	https://www.epa.gov/energy/emissions-generation-resource-integrated-database-egrid	
2011	Electricity	eGRID CAMX	55%	MWh	3.97E-01	2.38E-05	3.45E-06	3.98E-01	1.16E-04	6.98E-09	1.01E-09	2010 values	
2012	Electricity	eGRID CAMX	62%	MWh	4.00E-01	2.31E-05	3.13E-06	4.01E-01	1.17E-04	6.77E-09	9.17E-10	https://www.epa.gov/energy/emissions-generation-resource-integrated-database-egrid	
2013	Electricity	eGRID CAMX	62%	MWh	4.00E-01	2.31E-05	3.13E-06	4.01E-01	1.17E-04	6.77E-09	9.17E-10	2012 values	
2014	Electricity	eGRID CAMX	62%	MWh	3.83E-01	2.35E-05	2.86E-06	3.85E-01	1.12E-04	6.87E-09	8.37E-10	https://www.epa.gov/energy/emissions-generation-resource-integrated-database-egrid	
2015	Electricity	eGRID CAMX	62%	MWh	3.83E-01	2.35E-05	2.86E-06	3.85E-01	1.12E-04	6.87E-09	8.37E-10	2014 values	
2016	Electricity	eGRID CAMX	50%	MWh	2.05E-01	1.18E-05	1.36E-06	2.06E-01	6.02E-05	3.46E-09	3.99E-10	https://www.epa.gov/sites/production/files/2018-02/egrid2016_summarytables.xlsx	
2017	Electricity	eGRID CAMX	50%	MWh	2.05E-01	1.18E-05	1.36E-06	2.06E-01	6.02E-05	3.46E-09	3.99E-10	2016 values	
2018	Electricity	eGRID CAMX	50%	MWh	2.25E-01	1.54E-05	1.81E-06	2.26E-01	6.60E-05	4.52E-09	5.32E-10	https://www.epa.gov/sites/production/files/2020-01/documents/egrid2018_summary_tables.pdf	
2019	Electricity	eGRID CAMX	52%	MWh	2.06E-01	1.50E-05	1.81E-06	2.06E-01	6.02E-05	4.39E-09	5.32E-10	2019 values	
2020	Electricity	eGRID CAMX	54%	MWh	1.98E-01	1.44E-05	1.74E-06	1.99E-01	5.79E-05	4.22E-09	5.11E-10		
2021	Electricity	eGRID CAMX	56%	MWh	1.90E-01	1.38E-05	1.67E-06	1.91E-01	5.56E-05	4.05E-09	4.91E-10		
2022	Electricity	eGRID CAMX	58%	MWh	1.82E-01	1.32E-05	1.61E-06	1.83E-01	5.33E-05	3.88E-09	4.70E-10		
2023	Electricity	eGRID CAMX	60%	MWh	1.74E-01	1.27E-05	1.54E-06	1.75E-01	5.10E-05	3.71E-09	4.50E-10		
2024	Electricity	eGRID CAMX	61%	MWh	1.66E-01	1.21E-05	1.47E-06	1.67E-01	4.87E-05	3.54E-09	4.29E-10		
2025	Electricity	eGRID CAMX	63%	MWh	1.58E-01	1.15E-05	1.40E-06	1.59E-01	4.63E-05	3.37E-09	4.09E-10		
2026	Electricity	eGRID CAMX	65%	MWh	1.50E-01	1.09E-05	1.33E-06	1.51E-01	4.40E-05	3.21E-09	3.89E-10		
2027	Electricity	eGRID CAMX	67%	MWh	1.42E-01	1.04E-05	1.26E-06	1.43E-01	4.17E-05	3.04E-09	3.68E-10		
2028	Electricity	eGRID CAMX	69%	MWh	1.34E-01	9.79E-06	1.19E-06	1.35E-01	3.94E-05	2.87E-09	3.48E-10		
2029	Electricity	eGRID CAMX	71%	MWh	1.27E-01	9.21E-06	1.12E-06	1.27E-01	3.71E-05	2.70E-09	3.27E-10		
2030	Electricity	eGRID CAMX	72%	MWh	1.19E-01	8.64E-06	1.05E-06	1.19E-01	3.48E-05	2.53E-09	3.07E-10		
2031	Electricity	eGRID CAMX	74%	MWh	1.11E-01	8.06E-06	9.77E-07	1.11E-01	3.24E-05	2.36E-09	2.86E-10		
2032	Electricity	eGRID CAMX	76%	MWh	1.03E-01	7.48E-06	9.07E-07	1.03E-01	3.01E-05	2.19E-09	2.66E-10		
2033	Electricity	eGRID CAMX	78%	MWh	9.49E-02	6.91E-06	8.37E-07	9.53E-02	2.78E-05	2.02E-09	2.45E-10		
2034	Electricity	eGRID CAMX	80%	MWh	8.70E-02	6.33E-06	7.68E-07	8.74E-02	2.55E-05	1.86E-09	2.25E-10		
2035	Electricity	eGRID CAMX	82%	MWh	7.91E-02	5.76E-06	6.98E-07	7.94E-02	2.32E-05	1.69E-09	2.05E-10		
2036	Electricity	eGRID CAMX	83%	MWh	7.12E-02	5.18E-06	6.28E-07	7.15E-02	2.09E-05	1.52E-09	1.84E-10		
2037	Electricity	eGRID CAMX	85%	MWh	6.33E-02	4.61E-06	5.58E-07	6.35E-02	1.85E-05	1.35E-09	1.64E-10		
2038	Electricity	eGRID CAMX	87%	MWh	5.53E-02	4.03E-06	4.88E-07	5.56E-02	1.62E-05	1.18E-09	1.43E-10		
2039	Electricity	eGRID CAMX	89%	MWh	4.73E-02	3.45E-06	4.19E-07	4.77E-02	1.39E-05	1.01E-09	1.23E-10		
2040	Electricity	eGRID CAMX	91%	MWh	3.95E-02	2.88E-06	3.49E-07	3.97E-02	1.16E-05	8.44E-10	1.02E-10		
2041	Electricity	eGRID CAMX	93%	MWh	3.16E-02	2.30E-06	2.79E-07	3.18E-02	9.27E-06	6.75E-10	8.18E-11		
2042	Electricity	eGRID CAMX	94%	MWh	2.37E-02	1.73E-06	2.09E-07	2.38E-02	6.95E-06	5.06E-10	6.14E-11		
2043	Electricity	eGRID CAMX	96%	MWh	1.58E-02	1.15E-06	1.40E-07	1.59E-02	4.63E-06	3.37E-10	4.09E-11		
2044	Electricity	eGRID CAMX	98%	MWh	7.91E-03	5.76E-07	6.98E-08	7.94E-03	2.32E-06	1.69E-10	2.05E-11		
2045	Electricity	eGRID CAMX	100%	MWh	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	SB100	
2016	Electricity	SMUD	43%	MWh	3.05E-01	1.18E-05	1.36E-06	3.06E-01	8.94E-05	3.46E-09	3.99E-10		
2017	Electricity	SMUD	54%	MWh	2.33E-01	1.18E-05	1.36E-06	2.34E-01	6.84E-05	3.46E-09	3.99E-10		
2018	Electricity	SMUD	36%	MWh	2.39E-01	1.54E-05	1.81E-06	2.40E-01	7.02E-05	4.52E-09	5.32E-10		
2019	Electricity	SMUD	69%	MWh	0.232101704	1.49685E-05	1.81437E-06	0.233014649	6.80E-05	4.39E-09	5.32E-10		
2020	Electricity	SMUD	72%	MWh	2.11E-01	1.35E-05	1.65E-06	2.12E-01	6.18E-05	3.99E-09	4.83E-10		
2021	Electricity	SMUD	75%	MWh	1.90E-01	1.22E-05	1.48E-06	1.91E-01	5.57E-05	3.59E-09	4.35E-10		
2022	Electricity	SMUD	78%	MWh	1.69E-01	1.09E-05	1.32E-06	1.69E-01	4.95E-05	3.19E-09	3.87E-10		
2023	Electricity	SMUD	81%	MWh	1.48E-01	9.53E-06	1.15E-06	1.48E-01	4.33E-05	2.79E-09	3.38E-10		
2024	Electricity	SMUD	83%	MWh	1.27E-01	8.16E-06	9.90E-07	1.27E-01	3.71E-05	2.39E-09	2.90E-10		
2025	Electricity	SMUD	86%	MWh	1.06E-01	6.80E-06	8.25E-07	1.06E-01	3.09E-05	1.99E-09	2.42E-10		
2026	Electricity	SMUD	89%	MWh	8.44E-02	5.44E-06	6.60E-07	8.47E-02	2.47E-05	1.60E-09	1.93E-10		
2027	Electricity	SMUD	92%	MWh	6.33E-02	4.08E-06	4.95E-07	6.35E-02	1.86E-05	1.20E-09	1.45E-10		
2028	Electricity	SMUD	94%	MWh	4.22E-02	2.72E-06	3.30E-07	4.24E-02	1.24E-05	7.98E-10	9.67E-11		
2029	Electricity	SMUD	97%	MWh	2.11E-02	1.36E-06	1.65E-07	2.12E-02	6.18E-06	3.99E-10	4.83E-11		
2030	Electricity	SMUD	100%	MWh	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00		
2031	Electricity	SMUD	100%	MWh	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00		
2032	Electricity	SMUD	100%	MWh	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00		
2033	Electricity	SMUD	100%	MWh	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00		
2034	Electricity	SMUD	100%	MWh	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00		
2035	Electricity	SMUD	100%	MWh	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00		
2036	Electricity	SMUD	100%	MWh	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00		
2037	Electricity	SMUD	100%	MWh	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00		
2038	Electricity	SMUD	100%	MWh	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00		
2039	Electricity	SMUD	100%	MWh	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00		
2040	Electricity	SMUD	100%	MWh	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00		
2041	Electricity	SMUD	100%	MWh	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00		
2042	Electricity	SMUD	100%	MWh	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00		
2043	Electricity	SMUD	100%	MWh	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00		
2044	Electricity	SMUD	100%	MWh	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00		
2045	Electricity	SMUD	100%	MWh	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00		
2019	Electricity	TPPA	not available	MWh	2.25E-01	1.50E-05	1.81E-06	2.26E-01	6.60E-05	4.39E-09	5.32E-10	Same as eGRID	
2030	Electricity	TPPA	not available	MWh	1.23E-01	8.64E-06	1.05E-06	1.24E-01	3.62E-05	2.53E-09	3.07E-10	Same as eGRID	
2040	Electricity	TPPA	not available	MWh	3.95E-02	2.88E-06	3.49E-07	3.97E-02	1.16E-05	8.44E-10	1.02E-10	Same as eGRID	
2050	Electricity	TPPA	not available	MWh	3.95E-02	2.88E-06	3.49E-07	3.97E-02	1.16E-05	8.44E-10	1.02E-10	Same as eGRID	
2019	Heating Oil	NA	not available	gal	7.27E-04	6.87E-09	1.59E-09	7.28E-04	5.23E-06	4.94E-11	1.14E-11	3. The Climate Registry, 2020 Default Emission Factors	
2030	Heating Oil	NA	not available	gal	7.27E-04	6.87E-09	1.59E-09	7.28E-04	5.23E-06	4.94E-11	1.14E-11	3. The Climate Registry, 2020 Default Emission Factors	
2040	Heating Oil	NA	not available	gal	7.27E-04	6.87E-09	1.59E-09	7.28E-04	5.23E-06	4.94E-11	1.14E-11	3. The Climate Registry, 2020 Default Emission Factors	
2045	Heating Oil	NA	not available	gal	7.27E-04	6.87E-09	1.59E-09	7.28E-04	5.23E-06	4.94E-11	1.14E-11	3. The Climate Registry, 2020 Default Emission Factors	
2050	Heating Oil	NA	not available	gal	7.27E-04	6.87E-09	1.59E-09	7.28E-04	5.23E-06	4.94E-11	1.14E-11	3. The Climate Registry, 2020 Default Emission Factors	
2019	Fuel Wood	NA	not available	MMBTU	6.79E-01	1.83E-03	2.46E-05	7.37E-01	6.79E-04	1.83E-06	2.46E-08	3. The Climate Registry, 2020 Default Emission Factors	
2030	Fuel Wood	NA	not available	MMBTU	6.79E-01	1.83E-03	2.46E-05	7.37E-01	6.79E-04	1.83E-06	2.46E-08	3. The Climate Registry, 2020 Default Emission Factors	
2040	Fuel Wood	NA	not available	MMBTU	6.79E-01	1.83E-03	2.46E-05	7.37E-01	6.79E-04	1.83E-06	2.46E-08	3. The Climate Registry, 2020 Default Emission Factors	
2045	Fuel Wood	NA	not available	MMBTU	6.79E-01	1.83E-03	2.46E-05	7.37E-01	6.79E-04	1.83E-06	2.46E-08	3. The Climate Registry, 2020 Default Emission Factors	
2050	Fuel Wood	NA	not available	MMBTU	6.79E-01	1.83E-03	2.46E-05	7.37E-01	6.79E-04	1.83E-06	2.46E-08	3. The Climate Registry, 2020 Default Emission Factors	
2019	Propane	NA	not available	gal	4.00E-04	7.13E-09	2.85E-08	4.08E-04	4.40E-06	7.84E-11	3.14E-10	2. The Climate Registry, 2020 Default Emission Factors	
2030	Propane	NA	not available	gal	4.00E-04	7.13E-09	2.85E-08	4.08E-04	4.40E-06	7.84E-11	3.14E-10	2. The Climate Registry, 2020 Default Emission Factors	

Water Energy Intensity Factors (kWh/AF)

Extraction and Conveyance

Water Activity	Activity Type	North Coast	San Francisco	Central Coast	South Coast	Sacramento River	San Joaquin River	Tulare Lake	North Lahontan	South Lahontan	Colorado River	Source
Extraction and Conveyance	Ocean Water Desalination	342	342	342	342	342	342	342	342	342	342	1
Extraction and Conveyance	Brackish Desalination	168	342	461	566	181	231	389	167	352	466	1
Extraction and Conveyance	Recycled Water	0	0	0	0	0	0	0	0	0	0	1
Extraction and Conveyance	Groundwater	178	352	471	576	191	241	399	177	362	476	1
Extraction and Conveyance	Local Deliveries	10	10	10	10	10	10	10	10	10	10	1
Extraction and Conveyance	Local Imported	10	43	n/a	10	n/a	n/a	n/a	n/a	n/a	n/a	1
Extraction and Conveyance	Colorado River Aqueduct	n/a	n/a	n/a	2500	n/a	n/a	n/a	n/a	n/a	0	1
Extraction and Conveyance	Central Valley Project and OtherFederal Deliveries	0	273	254	0	15	75	174	n/a	n/a	n/a	1
Extraction and Conveyance	State Water Project	n/a	926	2155	3214	0	287	495	n/a	3495	4468	1

1: Table 7: Navigant CPUC Water/Energy Cost-Effectiveness Analysis 2015

Treatment and Distribution

Water Activity	Activity Type	North Coast	San Francisco	Central Coast	South Coast	Sacramento River	San Joaquin River	Tulare Lake	North Lahontan	South Lahontan	Colorado River	Source
Treatment	Conventional Potable Treatment	443	443	443	443	443	443	443	443	443	443	2
Treatment	Chlorination	3	3	3	3	3	3	3	3	3	3	2
Treatment	Recycled Water - Membrane Treatment	1303	1303	1303	1303	1303	1303	1303	1303	1303	1303	2
Treatment	Recycled Water - Tertiary Treatment + Disinfection	521	521	521	521	521	521	521	521	521	521	2
Treatment	Brackish Desalination	2715	2715	2715	2715	2715	2715	2715	2715	2715	2715	2
Treatment	Ocean Desalination	4546	4546	4546	4546	4546	4546	4546	4546	4546	4546	2
Distribution	Distribution	501	977	501	501	54	54	54	54	501	54	3

2: Table 8: Navigant CPUC Water/Energy Cost-Effectiveness Analysis 2015

3: Table 9: Navigant CPUC Water/Energy Cost-Effectiveness Analysis 2015

Wastewater Equations																				
ICLEI Wastewater Equation	WW.1.a	WW.1.b	WW.1.(alt)	WW.2.a	WW.2.b	WW.2.(alt)	WW.4	WW.5	WW.6	WW.6 (alt)	WW.7	WW.8	WW.9	WW.11	WW.11(alternative)	WW.12	WW.12(alternative)	WW.15	WW.152	WW.153
Digester Gas (ft3/day)	x	x		x	x															
Fraction of CH4 in Biogas	x			x																
Population Served			x			x				x	x	x			x		x			
BTU Content of biogas		x			x															
Mass of incinerated biosolids							x	x												
BOD5 Load (kg BOD5/day)									x					x						
FP									x											
N Load (kg N/day)																x				
Methanol Load (MT CH3OH/day)													x							
Sludge Treatment Type													x							
F_ind-com									x		x	x								
EF_effluent																x				
N Uptake																	x			
Pollutant	CH4	CH4	CH4	N2O	N2O	N2O	CH4	N2O	CH4	CH4	N2O	N2O	CO2	CH4	CH4	N2O	N2O	CO2	CH4	N2O
Natural Gas (therms)																		x	x	x
Electricity (kWh)																		x	x	x

- WW.1a Stationary Methane Emissions from Combustion of Digester Gas (Fraction CH4 known)
WW.1b Stationary Methane Emissions from Combustion of Digester Gas (Heat Content known)
WW.1(alternative) Stationary Methane Emissions from Combustion of Digester Gas (population method)
WW.2a Stationary Nitrous Oxide Emissions from Combustion of Digester Gas (Fraction CH4 known)
WW.2b Stationary Nitrous Oxide Emissions from Combustion of Digester Gas (Heat Content known)
WW.2(alternative) Stationary Nitrous Oxide Emissions from Combustion of Digester Gas (population method)
WW.3 Stationary CO2 Emissions from Digester Gas Combustion
WW.4 Stationary Methane Emissions from Combustion of Biosolids and Sludges
WW.5 Stationary Nitrous Oxide Emissions from Combustion of Biosolids and Sludges
WW.6 Process Methane Emissions from Wastewater Treatment Lagoons (BOD5 Load and Fraction BOD5 Removed in Primary Treatment Known)
WW.6(alternative) Process Methane Emissions from Wastewater Treatment Lagoons (population method)
WW.7 Process Nitrous Oxide Emissions from Wastewater Treatment Plants with Nitrification or Denitrification
WW.8 Process Nitrous Oxide Emissions from Wastewater Treatment Plants without Nitrification or Denitrification
WW.9 Process Carbon Dioxide Emissions from the Use of Fossil-Fuel-Derived Methanol for Biological Nitrogen Removal
WW.11 Fugitive Methane Emissions from Septic Systems (BOD5 Load Known)
WW.11(alternative) Fugitive Methane Emissions from Septic Systems (population method)
WW.12 Fugitive Nitrous Oxide Emissions from Effluent Discharge
WW.12(alternative) Fugitive Nitrous Oxide Emissions from Effluent Discharge (population method)
WW.15 Energy-related Emissions Associated with Wastewater Collection and Treatment

OFFROAD/ADJ OFFROAD/UCY		Season	AugDays	Code	Equipment	Fuel	MaxHP	Class	C/R	Pre	Hand	Port	Country	Air Basin	Air Dist.	Population	Activity	Consumption	ROG Exhaust	CO Exhaust	NOX Exhaust	CO2 Exhaust	SO2 Exhaust	PM Exhaust	N2O Exhaust	CH4 Exhaust
Recreational E Gasoline	2019 Annual	Mon-Sun	2260001011	Off-Road Motorcycles Inactive	G2	25	Recreational Equipment	U	N	NH#	NP	Sacramento SV	SAC	3.85E+02	1.42E+03	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Recreational E Gasoline	2019 Annual	Mon-Sun	2260001011	Off-Road Motorcycles Inactive	G2	25	Recreational Equipment	U	N	NH#	NP	Sacramento SV	SAC	3.31E+02	1.23E+03	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Recreational E Gasoline	2019 Annual	Mon-Sun	2260001011	Off-Road Motorcycles Inactive	G2	50	Recreational Equipment	U	N	NH#	NP	Sacramento SV	SAC	7.95E+02	9.98E+03	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Recreational E Gasoline	2019 Annual	Mon-Sun	2260001011	Off-Road Motorcycles Inactive	G2	120	Recreational Equipment	U	N	NH#	NP	Sacramento SV	SAC	1.29E+03	4.77E+03	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Recreational E Gasoline	2019 Annual	Mon-Sun	2260001021	Snowmobiles Inactive	G2	25	Recreational Equipment	U	N	NH#	P	Sacramento SV	SAC	4.30E+01	6.77E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Recreational E Gasoline	2019 Annual	Mon-Sun	2260001021	Snowmobiles Inactive	G2	50	Recreational Equipment	U	N	NH#	P	Sacramento SV	SAC	2.03E+02	3.19E+01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Recreational E Gasoline	2019 Annual	Mon-Sun	2260001021	Snowmobiles Inactive	G2	120	Recreational Equipment	U	N	NH#	P	Sacramento SV	SAC	3.60E+02	5.81E+01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Recreational E Gasoline	2019 Annual	Mon-Sun	2260001031	All Terrain Vehicles (ATVs) Inactive	G2	15	Recreational Equipment	U	N	NH#	NP	Sacramento SV	SAC	2.92E+02	1.04E+03	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Recreational E Gasoline	2019 Annual	Mon-Sun	2260001031	All Terrain Vehicles (ATVs) Inactive	G2	25	Recreational Equipment	U	N	NH#	NP	Sacramento SV	SAC	1.83E+02	6.79E+02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Recreational E Gasoline	2019 Annual	Mon-Sun	2260001031	All Terrain Vehicles (ATVs) Inactive	G2	50	Recreational Equipment	U	N	NH#	NP	Sacramento SV	SAC	2.41E+02	8.93E+02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Recreational E Gasoline	2019 Annual	Mon-Sun	2260001011	Off-Road Motorcycles Inactive	G4	15	Recreational Equipment	U	N	NH#	NP	Sacramento SV	SAC	7.50E+02	2.78E+03	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Recreational E Gasoline	2019 Annual	Mon-Sun	2260001011	Off-Road Motorcycles Inactive	G4	50	Recreational Equipment	U	N	NH#	NP	Sacramento SV	SAC	1.21E+03	4.45E+03	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Recreational E Gasoline	2019 Annual	Mon-Sun	2260001011	Off-Road Motorcycles Inactive	G4	50	Recreational Equipment	U	N	NH#	NP	Sacramento SV	SAC	1.26E+03	4.67E+03	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Recreational E Gasoline	2019 Annual	Mon-Sun	2260001031	All Terrain Vehicles (ATVs) Inactive	G4	15	Recreational Equipment	U	N	NH#	NP	Sacramento SV	SAC	2.30E+02	8.51E+02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Recreational E Gasoline	2019 Annual	Mon-Sun	2260001031	All Terrain Vehicles (ATVs) Inactive	G4	25	Recreational Equipment	U	N	NH#	NP	Sacramento SV	SAC	3.20E+03	1.18E+04	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Recreational E Gasoline	2019 Annual	Mon-Sun	2260001031	All Terrain Vehicles (ATVs) Inactive	G4	25	Recreational Equipment	U	N	NH#	NP	Sacramento SV	SAC	1.44E+02	5.34E+02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Recreational E Gasoline	2019 Annual	Mon-Sun	2260001010	Off-Road Motorcycles Active	G2	25	Recreational Equipment	U	N	NH#	NP	Sacramento SV	SAC	9.61E+02	3.56E+03	1.35E+02	1.12E+01	1.76E+01	4.57E+01	6.67E+01	1.67E+02	1.34E+03	1.24E+04	6.58E+03	8.43E+03	1.52E+04
Recreational E Gasoline	2019 Annual	Mon-Sun	2260001010	Off-Road Motorcycles Active	G2	25	Recreational Equipment	U	N	NH#	NP	Sacramento SV	SAC	8.27E+02	3.06E+03	1.16E+02	1.17E+01	1.82E+01	3.58E+05	3.88E+01	5.86E+04	1.42E+03	1.31E+04	7.26E+03	5.91E+02	1.07E+03
Recreational E Gasoline	2019 Annual	Mon-Sun	2260001010	Off-Road Motorcycles Active	G2	120	Recreational Equipment	U	N	NH#	NP	Sacramento SV	SAC	3.22E+03	1.19E+04	4.32E+02	4.55E+01	7.11E+01	1.40E+04	1.51E+03	5.32E+03	5.52E+03	5.10E+04	2.83E+02	9.98E+02	1.00E+03
Recreational E Gasoline	2019 Annual	Mon-Sun	2260001020	Snowmobiles Active	G2	25	Recreational Equipment	U	N	NH#	P	Sacramento SV	SAC	1.24E+02	1.95E+01	1.47E+01	8.56E+03	2.98E+02	7.05E+04	6.76E+02	1.09E+06	2.79E+04	6.03E+05	5.32E+04	6.00E+05	5.32E+04
Recreational E Gasoline	2019 Annual	Mon-Sun	2260001020	Snowmobiles Active	G2	50	Recreational Equipment	U	N	NH#	P	Sacramento SV	SAC	5.82E+02	9.17E+01	1.32E+02	7.67E+02	2.67E+01	6.31E+03	5.71E+02	9.77E+06	2.50E+05	4.00E+04	4.77E+03	4.77E+03	4.77E+03
Recreational E Gasoline	2019 Annual	Mon-Sun	2260001020	Snowmobiles Active	G2	120	Recreational Equipment	U	N	NH#	P	Sacramento SV	SAC	1.06E+03	1.67E+02	4.07E+02	2.35E+01	8.21E+01	1.97E+02	3.04E+05	7.72E+03	1.45E+05	7.72E+03	1.45E+05	7.72E+03	1.45E+05
Recreational E Gasoline	2019 Annual	Mon-Sun	2260001030	All Terrain Vehicles (ATVs) Active	G2	15	Recreational Equipment	U	N	NH#	NP	Sacramento SV	SAC	9.28E+02	3.43E+03	1.30E+02	1.31E+01	2.05E+01	4.02E+05	4.75E+01	4.34E+04	1.59E+03	1.47E+04	8.15E+03	1.47E+04	8.15E+03
Recreational E Gasoline	2019 Annual	Mon-Sun	2260001030	All Terrain Vehicles (ATVs) Active	G2	25	Recreational Equipment	U	N	NH#	NP	Sacramento SV	SAC	6.04E+02	2.24E+03	8.47E+01	8.53E+02	1.33E+01	2.62E+05	2.83E+01	3.86E+04	1.04E+03	9.57E+05	5.30E+03	9.57E+05	5.30E+03
Recreational E Gasoline	2019 Annual	Mon-Sun	2260001030	All Terrain Vehicles (ATVs) Active	G2	25	Recreational Equipment	U	N	NH#	NP	Sacramento SV	SAC	1.29E+02	2.54E+03	1.12E+02	1.45E+01	2.12E+01	3.45E+05	3.99E+01	6.67E+04	1.96E+03	1.24E+04	6.58E+03	1.96E+03	1.24E+04
Recreational E Gasoline	2019 Annual	Mon-Sun	2260001050	Golf Carts	G2	15	Recreational Equipment	U	N	NH#	NP	Sacramento SV	SAC	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Recreational E Gasoline	2019 Annual	Mon-Sun	2260001050	Golf Carts	G2	15	Recreational Equipment	U	N	NH#	NP	Sacramento SV	SAC	1.68E+03	3.05E+02	1.12E+02	4.05E+03	3.07E+01	3.11E+03	5.87E+01	2.42E+05	2.21E+04	4.82E+04	2.52E+04	4.82E+04	2.52E+04
Recreational E Gasoline	2019 Annual	Mon-Sun	2260002006	Specialty Vehicles Carts	G2	15	Construction and Mining Equipment	U	P	NH#	NP	Sacramento SV	SAC	1.00E+02	5.39E+01	1.09E+01	6.86E+04	2.94E+02	3.53E+04	5.62E+02	2.31E+06	4.71E+04	8.40E+05	4.27E+05	8.40E+05	4.27E+05
Recreational E Gasoline	2019 Annual	Mon-Sun	2260002009	Plate Compactors	G4	15	Construction and Mining Equipment	U	P	NH#	NP	Sacramento SV	SAC	9.27E+02	3.24E+00	1.06E+00	1.43E+04	2.85E+03	3.20E+05	5.45E+03	2.54E+07	4.57E+05	9.24E+06	4.15E+06	9.24E+06	4.15E+06
Industrial Gasoline	2019 Annual	Mon-Sun	2260003040	Other General Industrial Equipment	G2	15	Industrial Equipment	U	N	NH#	NP	Sacramento SV	SAC	1.10E+00	1.13E+00	4.44E+01	2.00E+05	1.21E+03	1.52E+05	2.31E+03	9.52E+08	1.08E+06	2.07E+06	1.24E+06	2.07E+06	1.24E+06
Lawn and Gar Gasoline	2019 Annual	Mon-Sun	2260004010	Lawn Mowers	G2	15	Lawn and Garden Equipment	C	N	NH#	NP	Sacramento SV	SAC	1.88E+03	1.16E+03	1.32E+02	1.94E+02	2.68E+01	4.00E+03	3.27E+05	2.50E+03	1.03E+04	7.72E+03	1.03E+04	7.72E+03	1.03E+04
Lawn and Gar Gasoline	2019 Annual	Mon-Sun	2260004010	Lawn Mowers	G2	15	Lawn and Garden Equipment	R	N	NH#	NP	Sacramento SV	SAC	1.43E+04	5.93E+02	7.53E+01	9.28E+03	1.82E+01	1.97E+03	4.04E+01	1.66E+05	1.13E+03	4.95E+04	5.77E+03	4.95E+04	5.77E+03
Lawn and Gar Gasoline	2019 Annual	Mon-Sun	2260004010	Chainsaws	G2	2	Lawn and Garden Equipment	C	N	NH#	NP	Sacramento SV	SAC	3.30E+03	2.64E+03	1.37E+02	1.32E+01	2.38E+01	2.08E+03	4.43E+01	2.65E+05	3.75E+04	1.07E+03	8.18E+03	1.07E+03	8.18E+03
Lawn and Gar Gasoline	2019 Annual	Mon-Sun	2260004020	Chainsaws	G2	2	Lawn and Garden Equipment	R	N	NH#	NP	Sacramento SV	SAC	1.75E+04	5.03E+02	2.43E+01	9.21E+03	4.09E+04	1.23E+05	5.09E+06	1.22E+04	2.06E+04	4.72E+04	1.22E+04	2.06E+04	4.72E+04
Lawn and Gar Gasoline	2019 Annual	Mon-Sun	2260004020	Chainsaws	G2	15	Lawn and Garden Equipment	C	N	NH#	NP	Sacramento SV	SAC	2.35E+03	1.86E+03	2.68E+02	2.24E+01	4.05E+01	3.55E+03	1.10E+00	4.51E+05	6.38E+04	1.20E+03	1.39E+02	1.20E+03	1.39E+02
Lawn and Gar Gasoline	2019 Annual	Mon-Sun	2260004020	Chainsaws	G2	15	Lawn and Garden Equipment	R	N	NH#	NP	Sacramento SV	SAC	2.64E+04	3.54E+02	4.08E+01	1.51E+02	8.12E+02	6.93E+04	8.60E+06	2.21E+04	2.31E+04	9.38E+04	2.31E+04	9.38E+04	9.38E+04
Lawn and Gar Gasoline	2019 Annual	Mon-Sun	2260004021	Chainsaws Preempt	G2	15	Lawn and Garden Equipment	C	P	NH#	NP	Sacramento SV	SAC	2.92E+03	2.31E+03	3.34E+02	2.79E+01	5.05E+01	4.42E+03	1.36E+04	5.62E+05	7.94E+04	1.50E+03	1.57E+03	1.50E+03	1.57E+03
Lawn and Gar Gasoline	2019 Annual	Mon-Sun	2260004021	Chainsaws Preempt	G2	15	Lawn and Garden Equipment	R	P	NH#	NP	Sacramento SV	SAC	2.28E+04	6.91E+02	2.55E+02	2.34E+01	4.06E+01	3.86E+04	1.06E+05	2.67E+05	2.07E+04	1.46E+04	2.07E+04	1.46E+04	2.07E+04
Lawn and Gar Gasoline	2019 Annual	Mon-Sun	2260004025	Trimmers/Edgers/Brush Cutters	G2	2	Lawn and Garden Equipment	C	N	NH#	NP	Sacramento SV	SAC	2.14E+04	3.61E+03	1.16E+03	1.49E+03	2.49E+03	3.17E+03	1.69E+03	1.37E+03	1.69E+03	1.37E+03	1.69E+03	1.37E+03	1.69E+03
Lawn and Gar Gasoline	2019 Annual	Mon-Sun	2260004025	Trimmers/Edgers/Brush Cutters	G2	2	Lawn and Garden Equipment	R	N	NH#	NP	Sacramento SV	SAC	1.21E+05	7.13E+03	3.02E+02	1.36E+01	5.62E+01	4.92E+03	1.52E+00	6.25E+05	8.84E+04	2.68E+03	8.43E+03	2.68E+03	8.43E+03
Lawn and Gar Gasoline	2019 Annual	Mon-Sun	2260004030	Leaf Blowers/Vacuums	G2	2	Lawn and Garden Equipment	C	N	NH#	P	Sacramento SV	SAC	1.62E+03	8.72E+03	4.65E+02	3.21E+01	7.64E+01	6.69E+03	2.06E+00	8.50E+05	1.20E+03	3.47E+03	2.00E+02	3.47E+03	2.00E+02
Lawn and Gar Gasoline	2019 Annual	Mon-Sun	2260004030	Leaf Blowers/Vacuums	G2	2	Lawn and Garden Equipment	R	N	NH#	P	Sacramento SV	SAC	4.18E+04	5.50E+02	2.57E+01	9.71E+03	5.16E+02	1.434E+04	1.30E+01	5.36E+06	1.30E+04	2.21E+04	6.03E+04	1.30E+04	2.21E+04
Lawn and Gar Gasoline	2019 Annual	Mon-Sun	2260004030	Leaf Blowers/Vacuums	G2	15	Lawn and																			

agricultural of Gasoline	2019 Annual	Mon-Sun	2265005010 2-Wheel Tractors	G4	25 Agricultural Equipment	U	P	NH	NP	Sacrament SV	SAC	8.135E-01	7.422E-01	7.402E-01	5.715E-05	2.19E-03	3.72E-05	3.49E-03	8.88E-08	2.92E-05	2.67E-06	3.23E-06
agricultural of Gasoline	2019 Annual	Mon-Sun	2265005015 Agricultural Tractors	G4	120 Agricultural Equipment	U	P	NH	NP	Sacrament SV	SAC	9.75E-04	1.47E-01	1.725E-01	1.17E-03	3.62E-02	2.86E-03	6.38E-01	6.17E-06	4.99E-05	9.51E-05	6.63E-05
agricultural of Gasoline	2019 Annual	Mon-Sun	2265005015 Agricultural Tractors	G4	175 Agricultural Equipment	U	P	NH	NP	Sacrament SV	SAC	1.34E-04	2.02E-01	1.43E-01	1.47E-04	4.87E-03	6.73E-04	1.30E-01	1.29E-06	1.03E-05	1.72E-05	8.31E-06
agricultural of Gasoline	2019 Annual	Mon-Sun	2265005020 Combines	G4	120 Agricultural Equipment	U	P	NH	NP	Sacrament SV	SAC	2.44E-04	8.27E-01	5.92E-01	2.95E-05	1.02E-03	5.45E-03	5.27E-02	6.11E-05	5.27E-06	2.59E-06	2.55E-06
agricultural of Gasoline	2019 Annual	Mon-Sun	2265005020 Combines	G4	175 Agricultural Equipment	U	P	NH	NP	Sacrament SV	SAC	1.36E-04	4.65E-01	5.11E-01	1.58E-05	1.05E-03	5.84E-05	4.66E-07	3.73E-06	2.66E-06	8.93E-07	8.39E-07
agricultural of Gasoline	2019 Annual	Mon-Sun	2265005020 Combines	G4	250 Agricultural Equipment	U	N	NH	NP	Sacrament SV	SAC	2.50E-01	8.59E-02	1.09E-01	2.88E-06	3.74E-04	3.04E-05	9.95E-03	1.02E-07	8.16E-07	8.77E-07	1.63E-07
agricultural of Gasoline	2019 Annual	Mon-Sun	2265005025 Balers	G4	50 Agricultural Equipment	U	P	NH	NP	Sacrament SV	SAC	3.55E-01	6.64E-04	1.29E-01	2.00E-04	8.74E-03	3.54E-04	1.10E-01	1.34E-06	8.84E-06	2.77E-05	1.13E-05
agricultural of Gasoline	2019 Annual	Mon-Sun	2265005025 Balers	G4	120 Agricultural Equipment	U	P	NH	NP	Sacrament SV	SAC	3.02E-01	3.40E-01	1.10E-01	9.82E-05	1.10E-04	3.59E-04	1.02E-02	9.86E-07	8.92E-07	1.40E-05	5.59E-06
agricultural of Gasoline	2019 Annual	Mon-Sun	2265005030 Agricultural Mowers	G4	15 Agricultural Equipment	U	P	NH	NP	Sacrament SV	SAC	2.71E-01	1.34E-01	5.01E-01	3.77E-04	1.44E-02	2.80E-04	2.43E-02	6.94E-07	7.04E-04	3.02E-05	2.13E-05
agricultural of Gasoline	2019 Annual	Mon-Sun	2265005030 Agricultural Mowers	G4	25 Agricultural Equipment	U	P	NH	NP	Sacrament SV	SAC	2.22E-01	1.09E-01	9.51E-01	7.32E-04	2.81E-02	4.77E-04	4.48E-02	1.14E-06	3.75E-04	6.55E-05	4.14E-05
agricultural of Gasoline	2019 Annual	Mon-Sun	2265005035 Sprayers	G4	5 Agricultural Equipment	U	P	NH	NP	Sacrament SV	SAC	1.02E-02	2.76E-01	4.64E-01	6.26E-04	1.03E-02	2.83E-04	2.62E-02	9.04E-07	8.53E-06	4.25E-05	3.54E-05
agricultural of Gasoline	2019 Annual	Mon-Sun	2265005035 Sprayers	G4	15 Agricultural Equipment	U	P	NH	NP	Sacrament SV	SAC	3.30E-01	8.60E-04	2.99E-01	2.43E-04	8.72E-03	1.55E-04	1.43E-02	4.06E-07	1.19E-04	1.80E-05	1.37E-05
agricultural of Gasoline	2019 Annual	Mon-Sun	2265005040 Swathers	G4	120 Agricultural Equipment	U	P	NH	NP	Sacrament SV	SAC	2.25E-01	1.01E-01	9.82E-01	7.96E-04	3.10E-02	1.55E-02	2.97E-04	2.71E-02	6.86E-07	2.27E-04	2.15E-05
agricultural of Gasoline	2019 Annual	Mon-Sun	2265005045 Swathers	G4	50 Agricultural Equipment	U	P	NH	NP	Sacrament SV	SAC	6.70E-01	1.47E-01	2.46E-01	3.87E-05	1.71E-03	6.79E-05	2.10E-02	2.55E-07	1.60E-06	4.67E-06	2.19E-06
agricultural of Gasoline	2019 Annual	Mon-Sun	2265005045 Swathers	G4	120 Agricultural Equipment	U	P	NH	NP	Sacrament SV	SAC	1.13E-01	1.24E-01	7.78E-01	7.08E-05	1.81E-03	5.57E-04	7.19E-02	6.95E-07	5.57E-06	1.08E-05	4.00E-06
agricultural of Gasoline	2019 Annual	Mon-Sun	2265005045 Swathers	G4	175 Agricultural Equipment	U	P	NH	NP	Sacrament SV	SAC	2.55E-04	5.59E-01	3.54E-01	2.00E-05	1.04E-03	1.30E-04	3.25E-02	3.23E-07	2.59E-06	3.75E-06	1.13E-06
agricultural of Gasoline	2019 Annual	Mon-Sun	2265005045 Swathers	G4	15 Agricultural Equipment	U	N	NH	NP	Sacrament SV	SAC	3.50E-01	6.21E-02	3.32E-02	2.01E-02	1.29E-02	1.60E-04	4.57E-05	9.69E-04	1.45E-03	1.14E-03	1.14E-03
agricultural of Gasoline	2019 Annual	Mon-Sun	2265005045 Swathers	G4	120 Agricultural Equipment	U	P	NH	NP	Sacrament SV	SAC	3.65E-01	9.51E-01	4.02E-01	2.76E-04	7.70E-03	1.33E-03	3.72E-01	3.59E-06	2.86E-06	4.87E-05	2.12E-05
agricultural of Gasoline	2019 Annual	Mon-Sun	2265005045 Swathers	G4	175 Agricultural Equipment	U	P	NH	NP	Sacrament SV	SAC	2.80E-01	7.29E-04	4.43E-01	2.57E-04	1.31E-02	1.64E-03	4.06E-01	4.03E-06	3.23E-05	4.81E-05	1.45E-05
agricultural of Gasoline	2019 Annual	Mon-Sun	2265005050 Hydro Power Units	G4	5 Agricultural Equipment	U	P	NH	NP	Sacrament SV	SAC	6.20E-01	2.98E-04	6.89E-01	9.66E-05	1.49E-03	4.36E-05	3.94E-03	1.29E-06	5.56E-06	5.46E-06	5.46E-06
agricultural of Gasoline	2019 Annual	Mon-Sun	2265005050 Hydro Power Units	G4	15 Agricultural Equipment	U	P	NH	NP	Sacrament SV	SAC	1.24E-01	1.57E-01	6.89E-01	5.33E-04	1.98E-02	3.97E-04	3.34E-02	9.52E-07	2.80E-04	3.93E-05	3.02E-05
agricultural of Gasoline	2019 Annual	Mon-Sun	2265005050 Hydro Power Units	G4	25 Agricultural Equipment	U	P	NH	NP	Sacrament SV	SAC	3.34E-01	4.12E-01	9.08E-01	1.01E-05	7.33E-04	1.44E-05	7.58E-03	9.21E-08	5.80E-07	1.22E-06	5.73E-07
agricultural of Gasoline	2019 Annual	Mon-Sun	2265005050 Hydro Power Units	G4	120 Agricultural Equipment	U	P	NH	NP	Sacrament SV	SAC	4.17E-02	5.15E-02	1.74E-01	7.67E-07	3.43E-05	1.76E-06	1.63E-03	1.57E-08	1.26E-07	1.51E-07	4.34E-08
agricultural of Gasoline	2019 Annual	Mon-Sun	2265005055 Other Agricultural Equipment	G4	5 Agricultural Equipment	U	P	NH	NP	Sacrament SV	SAC	4.32E-01	1.72E-01	3.18E-01	4.26E-05	7.09E-04	1.92E-05	1.79E-03	6.18E-08	5.84E-07	2.78E-06	2.41E-06
agricultural of Gasoline	2019 Annual	Mon-Sun	2265005055 Other Agricultural Equipment	G4	15 Agricultural Equipment	U	P	NH	NP	Sacrament SV	SAC	3.78E-04	1.50E-01	8.06E-01	6.00E-05	2.31E-03	4.44E-05	3.91E-03	1.12E-07	3.28E-05	4.09E-06	3.48E-06
agricultural of Gasoline	2019 Annual	Mon-Sun	2265005055 Other Agricultural Equipment	G4	25 Agricultural Equipment	U	P	NH	NP	Sacrament SV	SAC	9.63E-01	3.63E-01	9.29E-01	4.04E-05	1.57E-03	2.63E-05	2.49E-03	6.31E-08	2.09E-07	1.53E-06	2.28E-06
agricultural of Gasoline	2019 Annual	Mon-Sun	2265005055 Other Agricultural Equipment	G4	50 Agricultural Equipment	U	P	NH	NP	Sacrament SV	SAC	1.11E-04	3.76E-01	6.12E-01	8.60E-06	4.37E-04	1.38E-05	5.16E-03	6.30E-08	3.97E-07	1.07E-06	4.86E-07
agricultural of Gasoline	2019 Annual	Mon-Sun	2265005055 Other Agricultural Equipment	G4	120 Agricultural Equipment	U	P	NH	NP	Sacrament SV	SAC	6.41E-01	2.18E-01	7.40E-01	5.62E-05	1.67E-03	1.72E-04	6.86E-02	1.63E-07	5.31E-06	8.31E-06	3.18E-06
agricultural of Gasoline	2019 Annual	Mon-Sun	2265005055 Other Agricultural Equipment	G4	175 Agricultural Equipment	U	P	NH	NP	Sacrament SV	SAC	7.30E-01	2.49E-01	1.68E-01	8.20E-06	5.00E-04	4.35E-05	1.54E-02	1.53E-07	1.23E-06	1.44E-06	6.44E-07
agricultural of Gasoline	2019 Annual	Mon-Sun	2265005055 Other Agricultural Equipment	G4	250 Agricultural Equipment	U	P	NH	NP	Sacrament SV	SAC	2.31E-02	1.02E-01	1.00E-01	4.50E-06	3.10E-02	1.10E-02	2.00E-07	2.40E-07	6.41E-06	1.54E-07	1.54E-07
Light Commercial Gasoline	2019 Annual	Mon-Sun	2265006005 Generator Sets	G4	5 Light Commercial Equipment	C	N	NH	P	Sacrament SV	SAC	7.72E-02	2.84E-02	6.29E-01	9.95E-03	1.29E-01	2.62E-03	3.66E-01	1.26E-05	1.29E-03	4.11E-04	5.63E-04
Light Commercial Gasoline	2019 Annual	Mon-Sun	2265006005 Generator Sets	G4	5 Light Commercial Equipment	R	N	NH	P	Sacrament SV	SAC	6.07E-02	1.50E-02	3.41E-01	5.69E-03	7.25E-02	1.49E-03	1.93E-01	6.68E-06	6.84E-04	3.71E-05	3.71E-05
Light Commercial Gasoline	2019 Annual	Mon-Sun	2265006005 Generator Sets	G4	15 Light Commercial Equipment	C	N	NH	P	Sacrament SV	SAC	2.12E-03	7.80E-02	4.63E-02	2.68E-02	1.34E-01	1.91E-02	2.26E-04	6.45E-05	1.24E-03	1.91E-03	1.52E-03
Light Commercial Gasoline	2019 Annual	Mon-Sun	2265006005 Generator Sets	G4	15 Light Commercial Equipment	R	N	NH	P	Sacrament SV	SAC	1.67E-03	4.12E-02	2.50E-02	1.81E-02	7.33E-01	1.09E-02	1.19E-04	6.65E-04	1.05E-03	1.05E-03	1.02E-03
Light Commercial Gasoline	2019 Annual	Mon-Sun	2265006005 Generator Sets	G4	25 Light Commercial Equipment	C	N	NH	P	Sacrament SV	SAC	1.14E-03	4.19E-02	5.40E-02	2.99E-02	2.23E-02	2.26E-02	6.50E-05	1.41E-03	1.55E-03	1.69E-03	1.69E-03
Light Commercial Gasoline	2019 Annual	Mon-Sun	2265006005 Generator Sets	G4	25 Light Commercial Equipment	R	N	NH	P	Sacrament SV	SAC	8.96E-02	2.22E-02	2.90E-02	1.98E-02	8.70E-01	1.22E-02	1.36E-04	3.43E-05	7.54E-04	8.36E-04	1.12E-03
Light Commercial Gasoline	2019 Annual	Mon-Sun	2265006005 Generator Sets	G4	50 Light Commercial Equipment	U	N	NH	P	Sacrament SV	SAC	3.79E-02	1.19E-02	2.70E-02	4.34E-03	2.18E-01	8.38E-03	2.24E-04	2.73E-05	1.75E-04	2.48E-04	2.48E-04
Light Commercial Gasoline	2019 Annual	Mon-Sun	2265006005 Generator Sets	G4	120 Light Commercial Equipment	U	N	NH	P	Sacrament SV	SAC	7.73E-01	2.31E-01	1.21E-02	1.12E-03	3.35E-02	5.02E-03	1.11E-04	1.07E-05	8.61E-05	1.72E-04	6.35E-05
Light Commercial Gasoline	2019 Annual	Mon-Sun	2265006005 Generator Sets	G4	175 Light Commercial Equipment	U	N	NH	P	Sacrament SV	SAC	2.34E-01	6.88E-01	1.96E-01	6.11E-03	9.17E-03	8.17E-03	1.78E-05	1.48E-05	1.48E-05	2.07E-05	6.28E-05
Light Commercial Gasoline	2019 Annual	Mon-Sun	2265006010 Pumps	G4	5 Light Commercial Equipment	C	N	NH	P	Sacrament SV	SAC	2.74E-02	1.91E-02	3.15E-02	2.05E-03	1.04E-02	1.90E-03	2.28E-03	1.59E-05	3.73E-04	2.18E-04	2.18E-04
Light Commercial Gasoline	2019 Annual	Mon-Sun	2265006010 Pumps	G4	5 Light Commercial Equipment	R	P	NH	P	Sacrament SV	SAC	2.15E-02	1.02E-02	1.72E-01	2.92E-03	3.47E-02	1.19E-03	1.00E-01	3.46E-06	7.42E-05	1.69E-04	1.65E-04
Light Commercial Gasoline	2019 Annual	Mon-Sun	2265006010 Pumps	G4	15 Light Commercial Equipment	C	P	NH	P	Sacrament SV	SAC	2.97E-02	2.10E-02	1.13E-02	8.73E-03	3.24E-01	6.50E-03	5.48E-01	1.56E-05	4.66E-03	4.73E-04	4.73E-04
Light Commercial Gasoline	2019 Annual	Mon-Sun	2265006010 Pumps	G4	15 Light Commercial Equipment	R	P	NH	P	Sacrament SV	SAC	2.23E-02	1.11E-02	5.99E-01	4.70E-03	1.72E-04	3.44E-03	2.90E-01	8.26E-06	2.43E-03	3.09E-04	2.66E-04
Light Commercial Gasoline	2019 Annual	Mon-Sun	2265006010 Pumps	G4	25 Light Commercial Equipment	C	P	NH	P	Sacrament SV	SAC	7.61E-01	5.17E-01	6.35E-01	6.34E-01	1.75E-01	1.23E-01	1.87E-01	2.98E-03	2.11E-03	3.71E-03	4.55E-03
Light Commercial Gasoline	2019 Annual	Mon-Sun	2265006010 Pumps	G4	25 Light Commercial Equipment	R	P	NH	P	Sacrament SV	SAC	5.98E-01	2.84E-01	3.51E-01	2.63E-03	9.89E-02	1.71E-03	1.58E-01	3.99E-06	1.32E-03	1.13E-04	1.14E-04
Light Commercial Gasoline	2019 Annual	Mon-Sun	2265006010 Pumps	G4	50 Light Commercial Equipment	U	P	NH	P	Sacrament SV	SAC	3.03E-01	1.83E-01	4.17E-01	6.84E-04	3.89E-02	1.01E-03	3.39E-01	4.12E-06	2.59E-05	6.33E-05	3.87E-05
Light Commercial Gasoline	2019 Annual	Mon-Sun	2265006010 Pumps	G4	120 Light Commercial Equipment	U	P	NH	P	Sacrament SV	SAC	3.84E-01	2.32E-01	1.40E-02	1.29E-03	4.34E-02	3.69E-03	1.27E-04	1.23E-05	9.87E-05	1.33E-04	7.32E-05
Light Commercial Gasoline	2019 Annual	Mon-Sun	2265006010 Pumps	G4	175 Light Commercial Equipment	U	P	NH	P	Sacrament SV	SAC	1.16E-01	7.01E-01	6.33E-01	4.01E-05	1.96E-03	1.88E-04	5.74E-07	4.61E-06	5.25E-06	2.27E-06	2.27E-06
Light Commercial Gasoline	2019 Annual	Mon-Sun	2265006015 Air Compressors	G4	5 Light Commercial Equipment	C	P	NH	P	Sacrament SV	SAC	2.45E-02	1.53E-02	4.37E-02	2.45E-02	1.43E-02	7.01E-02	2.08E-02	1.43E-02	3.09E-02	8.81E-02	8.81E-02
Light Commercial Gasoline	2019 Annual	Mon-Sun	2265006015 Air Compressors	G4	5 Light Commercial Equipment	R	P	NH	P	Sacrament SV	SAC	7.89E-01	8.09E-01	1.78E-01	2.87E-03	3.40E-02	1.30E-03	1.07E-06	3.50E-05	1.59E-04		

Construction / Diesel	2019 Annual	Mon-Sun	2270002045	Cranes	D	9999 Construction and Mining Equipment	U	N	NHHP	P	Sacrament SV	SAC	3,255+00	1,144+00	5,011+02	4,011+03	1,306+02	4,222+02	5,533+00	5,566+05	1,122+03	0,000+00	3,622+04
Construction / Diesel	2019 Annual	Mon-Sun	2270002048	Graders	D	50 Construction and Mining Equipment	U	P	NHHP	NP	Sacrament SV	SAC	7,626+01	1,988+00	2,511+00	6,121+05	2,786+04	2,202+04	2,722+02	5,533+02	1,391+05	0,000+00	5,526+06
Construction / Diesel	2019 Annual	Mon-Sun	2270002048	Graders	D	120 Construction and Mining Equipment	U	P	NHHP	NP	Sacrament SV	SAC	5,081+01	1,322+02	4,521+02	5,272+03	3,371+02	3,261+02	4,941+00	5,808+05	2,341+03	0,000+00	4,751+04
Construction / Diesel	2019 Annual	Mon-Sun	2270002048	Graders	D	175 Construction and Mining Equipment	U	P	NHHP	NP	Sacrament SV	SAC	1,744+02	4,314+01	2,541+03	2,271+02	1,641+01	1,431+01	2,791+01	3,141+04	2,791+01	0,000+00	2,911+03
Construction / Diesel	2019 Annual	Mon-Sun	2270002048	Graders	D	250 Construction and Mining Equipment	U	N	NHHP	NP	Sacrament SV	SAC	1,081+02	2,801+02	2,181+03	1,481+02	1,521+02	1,051+01	2,711+04	3,601+03	0,000+00	0,000+00	4,751+04
Construction / Diesel	2019 Annual	Mon-Sun	2270002048	Graders	D	500 Construction and Mining Equipment	U	N	NHHP	NP	Sacrament SV	SAC	3,951+00	7,911+02	8,221+01	5,341+04	2,001+03	3,541+03	9,071+01	8,001+06	1,271+04	0,000+00	4,821+05
Construction / Diesel	2019 Annual	Mon-Sun	2270002051	Off-Highway Trucks	D	750 Construction and Mining Equipment	U	N	NHHP	NP	Sacrament SV	SAC	3,581+02	1,031+01	2,271+00	1,481+05	5,541+05	1,011+04	2,511+02	2,521+07	3,561+06	0,000+00	1,341+06
Construction / Diesel	2019 Annual	Mon-Sun	2270002051	Off-Highway Trucks	D	175 Construction and Mining Equipment	U	N	NHHP	NP	Sacrament SV	SAC	1,541+00	1,921+01	1,091+02	8,671+04	7,231+03	5,001+03	3,201+03	1,351+05	2,451+04	0,000+00	5,421+05
Construction / Diesel	2019 Annual	Mon-Sun	2270002051	Off-Highway Trucks	D	250 Construction and Mining Equipment	U	N	NHHP	NP	Sacrament SV	SAC	2,611+01	1,421+02	1,071+03	6,951+03	2,511+02	4,111+02	1,181+01	1,331+04	1,401+03	0,000+00	6,271+04
Construction / Diesel	2019 Annual	Mon-Sun	2270002051	Off-Highway Trucks	D	500 Construction and Mining Equipment	U	N	NHHP	NP	Sacrament SV	SAC	3,681+01	2,001+02	2,461+03	1,561+02	5,491+02	8,511+02	2,721+01	2,671+04	3,091+03	0,000+00	1,411+03
Construction / Diesel	2019 Annual	Mon-Sun	2270002051	Off-Highway Trucks	D	750 Construction and Mining Equipment	U	N	NHHP	NP	Sacrament SV	SAC	3,921+00	4,541+01	9,061+02	5,771+03	2,021+02	3,201+02	1,001+01	1,011+04	1,151+03	0,000+00	5,211+04
Construction / Diesel	2019 Annual	Mon-Sun	2270002051	Off-Highway Trucks	D	1000 Construction and Mining Equipment	U	N	NHHP	NP	Sacrament SV	SAC	8,351+00	2,131+01	6,011+02	4,061+03	1,391+02	4,361+02	6,631+00	6,671+05	1,061+03	0,000+00	3,671+04
Construction / Diesel	2019 Annual	Mon-Sun	2270002054	Crushing/Proc. Equipment	D	50 Construction and Mining Equipment	U	P	NHHP	P	Sacrament SV	SAC	3,251+01	1,231+01	2,411+02	1,481+05	2,241+01	1,991+01	5,011+01	6,401+06	2,381+04	0,000+00	4,841+05
Construction / Diesel	2019 Annual	Mon-Sun	2270002054	Crushing/Proc. Equipment	D	120 Construction and Mining Equipment	U	P	NHHP	P	Sacrament SV	SAC	2,451+01	6,431+01	2,441+02	2,441+03	1,761+02	1,661+02	2,671+00	3,131+05	1,131+03	0,000+00	2,201+04
Construction / Diesel	2019 Annual	Mon-Sun	2270002054	Crushing/Proc. Equipment	D	175 Construction and Mining Equipment	U	P	NHHP	P	Sacrament SV	SAC	1,041+01	2,721+01	2,071+02	1,581+03	1,291+02	1,081+02	2,271+00	2,561+05	5,671+04	0,000+00	1,421+04
Construction / Diesel	2019 Annual	Mon-Sun	2270002054	Crushing/Proc. Equipment	D	250 Construction and Mining Equipment	U	N	NHHP	P	Sacrament SV	SAC	1,031+00	2,711+00	2,991+01	1,771+04	6,601+04	1,341+03	3,311+01	3,721+06	4,311+05	0,000+00	1,601+05
Construction / Diesel	2019 Annual	Mon-Sun	2270002054	Crushing/Proc. Equipment	D	500 Construction and Mining Equipment	U	N	NHHP	P	Sacrament SV	SAC	1,511+01	1,511+01	2,581+02	1,581+03	1,021+02	1,021+02	2,731+05	3,561+04	2,361+04	0,000+00	1,331+04
Construction / Diesel	2019 Annual	Mon-Sun	2270002054	Crushing/Proc. Equipment	D	750 Construction and Mining Equipment	U	N	NHHP	P	Sacrament SV	SAC	6,641+02	1,741+01	4,131+02	2,651+05	9,771+05	1,881+04	5,311+02	5,471+07	6,401+04	0,000+00	2,931+06
Construction / Diesel	2019 Annual	Mon-Sun	2270002054	Crushing/Proc. Equipment	D	9999 Construction and Mining Equipment	U	N	NHHP	P	Sacrament SV	SAC	6,641+02	1,741+01	1,031+01	6,901+05	2,351+04	7,851+04	1,141+01	1,141+06	1,961+05	0,000+00	6,231+06
Construction / Diesel	2019 Annual	Mon-Sun	2270002057	Rough Terrain Forklifts	D	50 Construction and Mining Equipment	U	P	NHHP	NP	Sacrament SV	SAC	6,041+00	1,871+01	2,911+01	5,401+04	3,011+03	2,471+03	3,171+01	4,091+06	1,331+04	0,000+00	4,871+05
Construction / Diesel	2019 Annual	Mon-Sun	2270002057	Rough Terrain Forklifts	D	120 Construction and Mining Equipment	U	P	NHHP	NP	Sacrament SV	SAC	2,891+02	8,971+02	2,551+03	2,411+02	1,861+01	1,621+01	2,801+01	3,281+04	1,031+02	0,000+00	2,131+03
Construction / Diesel	2019 Annual	Mon-Sun	2270002057	Rough Terrain Forklifts	D	175 Construction and Mining Equipment	U	P	NHHP	NP	Sacrament SV	SAC	3,711+01	1,151+02	6,531+02	4,841+03	4,151+02	3,071+02	2,717+00	8,061+05	1,611+03	0,000+00	4,371+04
Construction / Diesel	2019 Annual	Mon-Sun	2270002057	Rough Terrain Forklifts	D	250 Construction and Mining Equipment	U	N	NHHP	NP	Sacrament SV	SAC	2,091+02	6,411+00	4,951+01	2,981+04	1,111+03	1,981+03	5,471+01	6,131+06	6,671+05	0,000+00	2,691+05
Construction / Diesel	2019 Annual	Mon-Sun	2270002057	Rough Terrain Forklifts	D	500 Construction and Mining Equipment	U	N	NHHP	NP	Sacrament SV	SAC	1,361+00	4,221+00	4,891+01	2,881+04	1,051+03	1,751+03	5,401+01	5,301+06	6,351+05	0,000+00	2,601+05
Construction / Diesel	2019 Annual	Mon-Sun	2270002060	Rubber Tired Loaders	D	25 Construction and Mining Equipment	U	P	NHHP	NP	Sacrament SV	SAC	7,621+01	2,001+00	1,541+00	2,041+05	6,961+05	1,291+04	1,691+02	2,151+07	4,811+06	0,000+00	1,841+06
Construction / Diesel	2019 Annual	Mon-Sun	2270002060	Rubber Tired Loaders	D	50 Construction and Mining Equipment	U	P	NHHP	NP	Sacrament SV	SAC	1,441+01	3,941+01	2,561+01	1,331+03	6,181+03	4,931+03	6,131+01	7,931+06	3,061+04	0,000+00	1,201+04
Construction / Diesel	2019 Annual	Mon-Sun	2270002060	Rubber Tired Loaders	D	120 Construction and Mining Equipment	U	P	NHHP	NP	Sacrament SV	SAC	1,081+02	1,071+01	2,881+03	1,271+02	1,141+01	2,041+01	3,151+01	3,731+04	1,441+02	0,000+00	2,951+03
Construction / Diesel	2019 Annual	Mon-Sun	2270002060	Rubber Tired Loaders	D	175 Construction and Mining Equipment	U	P	NHHP	NP	Sacrament SV	SAC	2,271+02	6,041+02	2,921+03	2,501+02	1,881+01	1,601+01	3,211+01	3,611+04	8,701+03	0,000+00	2,251+03
Construction / Diesel	2019 Annual	Mon-Sun	2270002060	Rubber Tired Loaders	D	250 Construction and Mining Equipment	U	N	NHHP	NP	Sacrament SV	SAC	2,261+02	6,011+02	4,051+03	2,691+02	9,581+02	1,921+01	4,471+01	5,031+04	6,551+03	0,000+00	2,431+03
Construction / Diesel	2019 Annual	Mon-Sun	2270002060	Rubber Tired Loaders	D	500 Construction and Mining Equipment	U	N	NHHP	NP	Sacrament SV	SAC	9,391+01	2,501+02	2,681+03	1,771+02	6,401+02	1,131+01	2,961+01	2,911+04	4,071+03	0,000+00	1,541+03
Construction / Diesel	2019 Annual	Mon-Sun	2270002060	Rubber Tired Loaders	D	750 Construction and Mining Equipment	U	N	NHHP	NP	Sacrament SV	SAC	1,511+01	2,281+00	9,491+01	6,031+04	1,071+03	1,041+00	1,341+05	1,451+04	0,000+00	0,000+00	1,441+05
Construction / Diesel	2019 Annual	Mon-Sun	2270002060	Rubber Tired Loaders	D	1000 Construction and Mining Equipment	U	N	NHHP	NP	Sacrament SV	SAC	1,731+01	4,591+01	1,231+01	8,461+05	3,121+04	9,671+04	1,361+01	1,371+06	2,481+05	0,000+00	7,641+06
Construction / Diesel	2019 Annual	Mon-Sun	2270002063	Rubber Tired Dozers	D	175 Construction and Mining Equipment	U	P	NHHP	NP	Sacrament SV	SAC	5,441+01	2,411+00	1,961+01	1,921+04	9,841+04	1,291+03	1,561+01	1,761+06	7,291+05	0,000+00	1,741+05
Construction / Diesel	2019 Annual	Mon-Sun	2270002063	Rubber Tired Dozers	D	250 Construction and Mining Equipment	U	N	NHHP	NP	Sacrament SV	SAC	1,331+01	5,921+01	4,931+02	5,301+03	1,611+02	4,111+02	5,421+00	6,101+05	1,651+03	0,000+00	4,871+04
Construction / Diesel	2019 Annual	Mon-Sun	2270002063	Rubber Tired Dozers	D	500 Construction and Mining Equipment	U	N	NHHP	NP	Sacrament SV	SAC	2,051+01	9,101+01	1,101+03	1,101+04	8,241+02	1,201+01	1,141+04	3,311+03	4,311+03	0,000+00	9,871+04
Construction / Diesel	2019 Annual	Mon-Sun	2270002063	Rubber Tired Dozers	D	750 Construction and Mining Equipment	U	N	NHHP	NP	Sacrament SV	SAC	1,771+01	7,841+01	4,231+02	1,421+03	1,091+02	1,561+00	1,571+05	2,741+04	0,000+00	0,000+00	1,281+04
Construction / Diesel	2019 Annual	Mon-Sun	2270002063	Rubber Tired Dozers	D	1000 Construction and Mining Equipment	U	N	NHHP	NP	Sacrament SV	SAC	1,191+01	5,301+01	1,431+01	1,511+04	6,281+04	1,521+03	1,571+01	1,581+06	4,731+05	0,000+00	1,341+05
Construction / Diesel	2019 Annual	Mon-Sun	2270002066	Tractors/Loaders/Backhoes	D	25 Construction and Mining Equipment	U	P	NHHP	NP	Sacrament SV	SAC	1,531+01	3,961+01	2,861+01	3,791+04	1,291+03	2,401+03	3,141+01	3,991+06	9,091+05	0,000+00	3,621+05
Construction / Diesel	2019 Annual	Mon-Sun	2270002066	Tractors/Loaders/Backhoes	D	50 Construction and Mining Equipment	U	P	NHHP	NP	Sacrament SV	SAC	9,171+01	2,411+02	3,361+02	5,411+03	3,371+02	2,721+02	3,661+00	4,731+05	1,241+03	0,000+00	4,881+04
Construction / Diesel	2019 Annual	Mon-Sun	2270002066	Tractors/Loaders/Backhoes	D	120 Construction and Mining Equipment	U	P	NHHP	NP	Sacrament SV	SAC	4,231+01	8,971+01	7,621+03	6,941+03	4,321+03	4,831+01	5,501+01	6,381+04	2,491+03	0,000+00	3,091+04
Construction / Diesel	2019 Annual	Mon-Sun	2270002066	Tractors/Loaders/Backhoes	D	175 Construction and Mining Equipment	U	P	NHHP	NP	Sacrament SV	SAC	9,151+01	2,411+02	1,111+03	1,131+04	1,031+02	4,451+01	1,371+01	2,251+03	0,000+00	0,000+00	6,711+04
Construction / Diesel	2019 Annual	Mon-Sun	2270002066	Tractors/Loaders/Backhoes	D	250 Construction and Mining Equipment	U	N	NHHP	NP	Sacrament SV	SAC	2,961+01	7,791+01	6,051+02	3,351+03	1,351+02	2,001+02	6,691+00	7,521+05	6,781+04	0,000+00	3,021+04
Construction / Diesel	2019 Annual	Mon-Sun	2270002066	Tractors/Loaders/Backhoes	D	500 Construction and Mining Equipment	U	N	NHHP	NP	Sacrament SV	SAC	4,781+01	1,261+02	1,961+03	1,061+02	4,211+02	5,871+02	2,211+01	2,441+04	2,111+03	0,000+00	9,601+04
Construction / Diesel	2019 Annual	Mon-Sun	2270002066	Tractors/Loaders/Backhoes	D	750 Construction and Mining Equipment	U	N	NHHP	NP	Sacrament SV	SAC	8,031+00	2,121+01	4,951+02	2,691+03	1,061+02	1,511+02	5,471+00	6,151+05	5,381+04	0,000+00	2,431+04
Construction / Diesel	2019 Annual	Mon-Sun	2270002069	Crawler Tractors	D	50 Construction and Mining Equipment	U	P	NHHP	NP	Sacrament SV	SAC	3,451+01	2,111+00	2,421+01	2,351+04	2,351+04	2,351+04	2,351+04	2,351+04	2,351+04	0,000+00	2,351+04
Construction / Diesel	2019 Annual	Mon-Sun	2270002069	Crawler Tractors	D	120 Construction and Mining Equipment	U	P	NHHP	NP	Sacrament SV	SAC	4,321+02	1,231+03	3,701+03	5,471+02	2,861+01	3,221+01	4,051+01	4,751+04	2,521+02	0,000+00	4,941+03
Construction / Diesel	2019 Annual	Mon-Sun	2270002069	Crawler Tractors	D	175 Construction and Mining Equipment	U	P	NHHP	NP	Sacrament SV	SAC	1,461+02	4,161+02	2,301+03	2,491+02	1,521+01	1,631+01	2,521+01	2,841+04	9,131+03	0,000+00	2,251+03
Construction / Diesel	2019 Annual	Mon-Sun	2270002069	Crawler Tractors	D	250 Construction and Mining Equipment	U	N	NHHP	NP	Sacrament SV	SAC	1,261+02	3,581+02	2,691+03	2,251+02	7,261+02	1,711+01	2,971+01	3,341+04	6,241+03	0,000+00	2,031+03
Construction / Diesel	2019 Annual	Mon-Sun	2270002069	Crawler Tractors	D	500 Construction and Mining Equipment	U	N	NHHP	NP	Sacrament SV												

Airport Ground Diesel	2019 Annual	Mon-Sun	2270008030 Air Start Unit	D	500 Airport Ground Support Equipment	U	N	NH#	P	Sacrament SV	SAC	6.384+00	5.834+00	1.144+02	4.264+04	2.244+03	4.384+03	1.264+00	1.244+05	1.354+04	0.004+00	8.844+05
Airport Ground Diesel	2019 Annual	Mon-Sun	2270008030 Air Start Unit	D	750 Airport Ground Support Equipment	U	N	NH#	P	Sacrament SV	SAC	9.194+01	8.404+01	2.474+01	9.364+05	4.844+04	9.734+04	2.734+01	2.684+06	2.594+05	0.004+00	8.844+05
Airport Ground Diesel	2019 Annual	Mon-Sun	2270008035 Baggage Tug	D	120 Airport Ground Support Equipment	U	N	NH#	NP	Sacrament SV	SAC	2.534+01	9.904+01	2.224+02	4.204+03	1.774+02	5.034+02	2.424+00	2.844+05	2.104+03	0.004+00	8.794+04
Airport Ground Diesel	2019 Annual	Mon-Sun	2270008040 Belt Loader	D	120 Airport Ground Support Equipment	U	N	NH#	NP	Sacrament SV	SAC	1.254+01	3.344+01	5.204+01	5.204+01	8.604+04	6.664+04	5.684+03	6.664+04	4.384+03	0.004+00	7.714+03
Airport Ground Diesel	2019 Annual	Mon-Sun	2270008045 Bottal	D	120 Airport Ground Support Equipment	U	N	NH#	NP	Sacrament SV	SAC	9.194+01	1.724+01	6.134+00	9.654+05	4.584+04	5.854+04	7.854+07	4.994+05	0.004+00	8.794+04	8.794+04
Airport Ground Diesel	2019 Annual	Mon-Sun	2270008050 Cargo Loader	D	120 Airport Ground Support Equipment	U	N	NH#	NP	Sacrament SV	SAC	1.524+01	3.794+01	1.094+02	1.394+03	8.074+03	8.784+03	1.204+00	1.404+05	6.914+04	0.004+00	1.254+04
Airport Ground Diesel	2019 Annual	Mon-Sun	2270008055 Forklift	D	175 Airport Ground Support Equipment	U	P	NH#	NP	Sacrament SV	SAC	2.114+01	4.304+01	1.144+01	8.214+05	7.004+04	6.034+04	1.264+01	1.414+06	3.124+05	0.004+00	7.414+06
Airport Ground Diesel	2019 Annual	Mon-Sun	2270008060 Fuel Truck	D	250 Airport Ground Support Equipment	U	N	NH#	NP	Sacrament SV	SAC	8.144+00	2.354+00	9.254+00	2.694+05	1.114+04	5.264+04	1.414+07	7.414+06	0.004+00	8.794+04	8.794+04
Airport Ground Diesel	2019 Annual	Mon-Sun	2270008075 Ground Power Unit	D	175 Airport Ground Support Equipment	U	N	NH#	P	Sacrament SV	SAC	1.694+01	4.504+01	3.144+02	2.264+03	1.964+02	1.524+02	3.454+00	3.884+05	8.044+04	0.004+00	2.044+04
Airport Ground Diesel	2019 Annual	Mon-Sun	2270008085 Lay Truck	D	175 Airport Ground Support Equipment	U	N	NH#	NP	Sacrament SV	SAC	2.704+01	9.704+01	2.324+00	1.914+05	1.494+04	1.244+04	2.544+02	2.864+07	6.744+06	0.004+00	1.734+06
Airport Ground Diesel	2019 Annual	Mon-Sun	2270008090 Lift	D	120 Airport Ground Support Equipment	U	N	NH#	NP	Sacrament SV	SAC	2.814+00	6.104+00	2.014+01	1.974+04	1.434+03	1.394+03	2.204+01	2.584+06	9.604+05	0.004+00	1.734+06
Airport Ground Diesel	2019 Annual	Mon-Sun	2270008100 Other GSE	D	175 Airport Ground Support Equipment	U	N	NH#	NP	Sacrament SV	SAC	5.034+00	1.274+01	5.114+01	5.894+04	3.304+03	4.134+03	5.664+01	7.234+06	2.374+04	0.004+00	5.314+05
Airport Ground Diesel	2019 Annual	Mon-Sun	2270008110 Passenger Stand	D	120 Airport Ground Support Equipment	U	N	NH#	NP	Sacrament SV	SAC	4.134+01	8.314+01	2.804+01	1.584+05	1.724+05	1.714+05	3.084+03	3.614+08	8.404+07	0.004+00	1.434+07
Airport Ground Diesel	2019 Annual	Mon-Sun	2270008102 Sweeper	D	120 Airport Ground Support Equipment	U	N	NH#	NP	Sacrament SV	SAC	1.244+00	9.874+01	1.474+00	6.444+06	9.234+05	7.074+05	1.624+02	1.824+07	3.034+06	0.004+00	5.814+07
Airport Ground Diesel	2019 Annual	Mon-Sun	2270008103 Generator	D	120 Airport Ground Support Equipment	U	N	NH#	P	Sacrament SV	SAC	8.114+01	1.634+01	1.364+01	1.514+04	1.024+03	6.614+04	1.494+01	1.684+06	6.744+05	0.004+00	1.374+05
Airport Ground Diesel	2019 Annual	Mon-Sun	2270008103 Generator	D	175 Airport Ground Support Equipment	U	N	NH#	P	Sacrament SV	SAC	4.434+00	1.984+01	1.404+02	1.194+03	9.104+03	7.534+03	1.534+00	1.734+05	4.084+04	0.004+00	1.074+04
Airport Ground Diesel	2019 Annual	Mon-Sun	2270008103 Generator	D	250 Airport Ground Support Equipment	U	N	NH#	P	Sacrament SV	SAC	4.404+00	2.004+01	2.084+02	1.414+03	4.924+03	9.774+03	2.594+03	3.254+04	3.254+04	0.004+00	1.274+04
Airport Ground Diesel	2019 Annual	Mon-Sun	2270008103 Generator	D	500 Airport Ground Support Equipment	U	N	NH#	P	Sacrament SV	SAC	4.874+01	2.184+01	3.504+01	2.304+04	7.654+04	4.654+03	3.864+01	4.454+05	5.224+05	0.004+00	2.084+05
Airport Ground Diesel	2019 Annual	Mon-Sun	2270008103 Generator	D	750 Airport Ground Support Equipment	U	N	NH#	P	Sacrament SV	SAC	6.494+01	2.904+01	7.534+01	4.974+04	1.654+03	3.224+03	8.314+01	9.354+06	1.144+04	0.004+00	4.494+05
Airport Ground Diesel	2019 Annual	Mon-Sun	2270008105 Service Truck	D	175 Airport Ground Support Equipment	U	N	NH#	NP	Sacrament SV	SAC	1.784+00	2.474+00	4.904+00	3.014+05	2.874+04	2.494+04	5.384+02	6.054+07	1.204+05	0.004+00	2.714+06
Airport Ground Diesel	2019 Annual	Mon-Sun	2270008106 Catering Truck	D	250 Airport Ground Support Equipment	U	N	NH#	NP	Sacrament SV	SAC	4.134+01	4.394+01	3.104+00	9.234+06	5.944+05	8.304+05	3.434+02	3.864+07	2.374+06	0.004+00	8.334+07
Airport Ground Diesel	2019 Annual	Mon-Sun	2270008115 Hydrant Truck	D	175 Airport Ground Support Equipment	U	N	NH#	NP	Sacrament SV	SAC	8.654+01	1.484+01	1.034+01	7.744+05	6.354+04	5.974+04	1.144+01	1.284+06	3.084+05	0.004+00	6.984+06
Airport Ground Diesel	2019 Annual	Mon-Sun	2270008115 Compressor (GSE)	D	120 Airport Ground Support Equipment	U	P	NH#	P	Sacrament SV	SAC	2.704+01	6.044+01	1.574+00	1.564+05	1.124+04	1.094+04	1.724+02	2.024+07	7.554+06	0.004+00	1.404+06
Airport Ground Diesel	2019 Annual	Mon-Sun	2270008115 Compressor (GSE)	D	250 Airport Ground Support Equipment	U	N	NH#	P	Sacrament SV	SAC	5.414+02	1.214+01	6.374+01	3.704+06	1.404+05	2.954+05	7.044+03	7.924+08	9.564+07	0.004+00	3.344+07
Airport Ground Diesel	2019 Annual	Mon-Sun	2270008115 Compressor (GSE)	D	500 Airport Ground Support Equipment	U	N	NH#	P	Sacrament SV	SAC	2.164+01	4.834+01	5.264+00	2.954+05	1.104+04	2.164+04	5.814+02	5.704+07	7.544+06	0.004+00	2.664+06
Airport Ground Diesel	2019 Annual	Mon-Sun	2270008115 Compressor (GSE)	D	750 Airport Ground Support Equipment	U	N	NH#	P	Sacrament SV	SAC	7.034+01	1.574+00	2.524+01	1.424+04	5.314+04	1.064+03	2.794+01	2.894+06	3.674+05	0.004+00	1.284+05
Transport Ref Diesel	2019 Annual	Mon-Sun	2270009005 Transport Refrigeration Units	D	15 Transport Refrigeration Units	U	N	NH#	NP	Sacrament SV	SAC	4.984+02	3.344+03	1.054+02	5.744+03	3.384+02	4.034+02	7.024+05	1.584+03	0.004+00	4.004+00	5.184+04
Transport Ref Diesel	2019 Annual	Mon-Sun	2270009005 Transport Refrigeration Units	D	25 Transport Refrigeration Units	U	N	NH#	NP	Sacrament SV	SAC	1.544+02	4.384+02	2.724+02	3.604+03	1.234+02	2.284+02	2.994+00	3.794+05	8.544+04	0.004+00	3.254+04
Transport Ref Diesel	2019 Annual	Mon-Sun	2270009005 Transport Refrigeration Units	D	50 Transport Refrigeration Units	U	N	NH#	NP	Sacrament SV	SAC	3.754+03	1.514+04	1.784+04	1.484+01	1.544+00	1.204+00	1.954+02	2.524+03	1.984+02	0.004+00	1.334+02
Oil Drilling Diesel	2019 Annual	Mon-Sun	2270010005 Compressors (Worker)	D	25 Oil Drilling	U	P	NH#	P	Sacrament SV	SAC	1.544+01	3.454+01	2.274+01	3.244+06	1.104+05	2.014+05	2.494+03	3.164+08	9.464+07	0.004+00	2.934+07
Oil Drilling Diesel	2019 Annual	Mon-Sun	2270010005 Compressors (Worker)	D	120 Oil Drilling	U	P	NH#	P	Sacrament SV	SAC	8.154+01	2.144+00	8.454+00	9.744+05	6.434+04	4.374+04	8.444+03	1.124+07	4.514+07	0.004+00	4.794+05
Oil Drilling Diesel	2019 Annual	Mon-Sun	2270010005 Compressors (Worker)	D	175 Oil Drilling	U	P	NH#	P	Sacrament SV	SAC	4.634+01	1.564+00	8.204+00	7.084+05	5.274+04	4.654+04	8.994+02	1.014+06	2.544+05	0.004+00	6.934+06
Oil Drilling Diesel	2019 Annual	Mon-Sun	2270010005 Compressors (Worker)	D	250 Oil Drilling	U	N	NH#	P	Sacrament SV	SAC	1.934+01	6.514+01	4.774+00	3.264+05	1.104+04	2.364+04	5.264+02	8.014+06	0.004+00	2.944+06	
Oil Drilling Diesel	2019 Annual	Mon-Sun	2270010005 Compressors (Worker)	D	500 Oil Drilling	U	N	NH#	P	Sacrament SV	SAC	1.004+00	3.514+01	4.924+01	3.264+04	1.084+03	2.174+03	5.434+01	5.334+06	7.914+05	0.004+00	2.944+05
Oil Drilling Diesel	2019 Annual	Mon-Sun	2270010005 Compressors (Worker)	D	750 Oil Drilling	U	N	NH#	P	Sacrament SV	SAC	1.124+00	3.784+00	1.874+01	3.594+04	1.194+03	2.444+03	5.854+06	8.794+05	0.004+00	3.244+05	
Oil Drilling Diesel	2019 Annual	Mon-Sun	2270010005 Compressors (Worker)	D	1000 Oil Drilling	U	N	NH#	P	Sacrament SV	SAC	3.864+02	1.334+01	3.354+00	2.394+05	2.294+04	2.694+04	3.694+02	3.634+07	7.074+06	0.004+00	2.154+06
Oil Drilling Diesel	2019 Annual	Mon-Sun	2270010010 Pump (Worker)	D	120 Oil Drilling	U	P	NH#	P	Sacrament SV	SAC	1.544+00	5.214+00	1.754+01	1.984+04	1.304+03	1.284+03	1.924+01	2.254+06	9.154+05	0.004+00	1.744+05
Oil Drilling Diesel	2019 Annual	Mon-Sun	2270010010 Pump (Worker)	D	175 Oil Drilling	U	P	NH#	P	Sacrament SV	SAC	1.854+00	6.254+00	3.114+01	2.684+04	2.004+03	1.764+03	3.414+01	3.844+06	9.634+05	0.004+00	2.424+05
Oil Drilling Diesel	2019 Annual	Mon-Sun	2270010010 Pump (Worker)	D	250 Oil Drilling	U	N	NH#	P	Sacrament SV	SAC	4.214+00	1.424+01	9.964+01	6.814+04	2.314+03	4.944+03	1.104+00	1.244+05	1.674+04	0.004+00	6.154+05
Oil Drilling Diesel	2019 Annual	Mon-Sun	2270010010 Pump (Worker)	D	500 Oil Drilling	U	N	NH#	P	Sacrament SV	SAC	1.764+01	4.824+01	1.514+01	3.214+05	1.564+03	1.424+03	1.844+01	2.354+05	3.684+04	0.004+00	3.544+04
Oil Drilling Diesel	2019 Annual	Mon-Sun	2270010010 Pump (Worker)	D	9999 Oil Drilling	U	P	NH#	P	Sacrament SV	SAC	2.514+00	8.474+00	4.464+02	2.414+03	1.064+02	3.624+02	4.924+00	4.854+04	0.004+00	3.074+04	3.074+04
Oil Drilling Diesel	2019 Annual	Mon-Sun	2270010015 Generator (Worker)	D	120 Oil Drilling	U	P	NH#	P	Sacrament SV	SAC	2.434+00	8.214+00	2.654+01	2.994+04	1.974+03	1.944+03	2.904+01	3.404+06	1.384+04	0.004+00	2.704+05
Oil Drilling Diesel	2019 Annual	Mon-Sun	2270010015 Generator (Worker)	D	175 Oil Drilling	U	P	NH#	P	Sacrament SV	SAC	1.244+00	4.174+00	2.074+01	1.794+04	1.334+03	1.184+03	2.274+01	2.564+06	6.424+05	0.004+00	1.614+05
Oil Drilling Diesel	2019 Annual	Mon-Sun	2270010015 Generator (Worker)	D	250 Oil Drilling	U	N	NH#	P	Sacrament SV	SAC	3.474+01	1.174+00	7.354+00	5.024+05	1.704+04	3.644+04	8.114+02	9.134+07	1.234+05	0.004+00	4.534+06
Oil Drilling Diesel	2019 Annual	Mon-Sun	2270010015 Generator (Worker)	D	500 Oil Drilling	U	N	NH#	P	Sacrament SV	SAC	1.414+00	2.004+01	3.394+01	2.814+05	1.174+04	2.814+04	1.904+03	2.194+06	3.904+05	0.004+00	2.074+05
Oil Drilling Diesel	2019 Annual	Mon-Sun	2270010015 Generator (Worker)	D	750 Oil Drilling	U	N	NH#	P	Sacrament SV	SAC	5.794+01	1.954+00	2.854+01	1.894+04	6.284+04	2.994+03	3.344+01	3.094+06	4.634+05	0.004+00	1.714+05
Oil Drilling Diesel	2019 Annual	Mon-Sun	2270010015 Generator (Worker)	D	9999 Oil Drilling	U	N	NH#	P	Sacrament SV	SAC	7.724+02	2.614+01	1.204+01	9.154+05	2.834+04	9.734+04	1.324+01	1.304+06	2.534+05	0.004+00	8.254+06
Oil Drilling Diesel	2019 Annual	Mon-Sun	2270010020 Swivel	D	120 Oil Drilling	U	P	NH#	P	Sacrament SV	SAC	7.334+01	2.484+00	8.844+00	9.974+05	6.574+04	6.464+04	9.684+02	1.144+06	4.614+05	0.004+00	8.994+06
Oil Drilling Diesel	2019 Annual	Mon-Sun	2270010020 Swivel	D	175 Oil Drilling	U	P	NH#	P	Sacrament SV	SAC	1.974+00	6.654+00	3.014+01	2.604+04	1.934+03	1.714+03	3.304+01	3.714+06	9.314+05	0.004+00	2.314+05
Oil Drilling Diesel	2019 Annual	Mon-Sun	2270010020 Swivel	D	500 Oil Drilling	U	N	NH#	P	Sacrament SV	SAC	2.434+00	2.434+00	2.434+00	2.434+00							

Light Commer Gasoline	2030 Annual	Mon-Sun	226500025 Welders	G4	175 Light Commercial Equipment	U	P	NHHP	P	Sacrament SV	SAC	4.16E+00	2.37E+00	1.42E+01	6.87E-05	4.40E-03	2.21E-04	1.30E-01	1.29E-06	1.04E-05	1.13E-05	2.89E-05
Airport Ground Gasoline	2030 Annual	Mon-Sun	2265008015 A/C Tug Narrow Body	G4	175 Airport Ground Support Equipment	U	N	NHHP	NP	Sacrament SV	SAC	3.64E+00	7.25E+00	6.90E+01	3.80E-04	2.46E-02	2.23E-03	6.26E-01	6.22E-06	4.99E-05	6.81E-05	2.15E-05
Airport Ground Gasoline	2030 Annual	Mon-Sun	2265008020 A/C Tug Wide Body	G4	500 Airport Ground Support Equipment	U	N	NHHP	NP	Sacrament SV	SAC	1.20E+00	1.69E+00	5.98E+01	1.97E-04	1.91E-02	1.72E-03	5.44E-01	5.58E-06	4.48E-05	5.30E-05	1.12E-05
Airport Ground Gasoline	2030 Annual	Mon-Sun	2265008025 Air Conditioner	G4	175 Airport Ground Support Equipment	U	N	NHHP	P	Sacrament SV	SAC	1.15E-01	6.19E-01	1.33E+02	1.66E-05	1.44E-07	5.77E-03	5.65E-06	4.47E-07	4.87E-08	5.70E-08	8.17E-09
Airport Ground Gasoline	2030 Annual	Mon-Sun	2265008030 Air Start Unit	G4	175 Airport Ground Support Equipment	U	N	NHHP	P	Sacrament SV	SAC	2.64E+00	5.46E-01	5.78E+00	1.51E-05	1.70E-03	1.59E-04	5.30E-02	5.27E-07	4.22E-06	5.01E-06	8.54E-07
Airport Ground Gasoline	2030 Annual	Mon-Sun	2265008070 Fuel Truck	G4	175 Airport Ground Support Equipment	U	N	NHHP	NP	Sacrament SV	SAC	3.60E+00	2.18E-01	6.39E-01	1.51E-06	1.85E-04	1.73E-05	5.87E-03	5.83E-08	4.68E-07	9.99E-07	8.52E-08
Airport Ground Gasoline	2030 Annual	Mon-Sun	2265008075 Ground Power Unit	G4	175 Airport Ground Support Equipment	U	N	NHHP	P	Sacrament SV	SAC	4.59E+00	1.00E+01	1.02E+02	3.48E-04	3.23E-02	2.90E-03	9.36E-01	9.30E-06	7.46E-05	9.18E-05	1.97E-05
Airport Ground Gasoline	2030 Annual	Mon-Sun	2265008085 Lav Truck	G4	175 Airport Ground Support Equipment	U	N	NHHP	NP	Sacrament SV	SAC	5.07E+00	3.90E-01	3.55E+00	2.88E-04	1.99E-02	1.72E-03	3.20E-01	3.50E-05	9.28E-05	6.80E-05	1.60E-05
Airport Ground Gasoline	2030 Annual	Mon-Sun	2265008095 Maint. Truck	G4	175 Airport Ground Support Equipment	U	N	NHHP	NP	Sacrament SV	SAC	7.18E+00	8.85E+00	5.23E+01	1.96E-04	1.69E-02	1.51E-03	4.78E-01	4.75E-06	3.81E-05	6.12E-05	1.11E-05
Airport Ground Gasoline	2030 Annual	Mon-Sun	2265008101 Passenger Stand	G4	175 Airport Ground Support Equipment	U	N	NHHP	NP	Sacrament SV	SAC	4.89E+00	2.52E+00	1.68E+01	5.23E-05	5.13E-03	4.78E-04	1.54E-01	1.37E-06	1.23E-05	1.84E-05	2.96E-06
Airport Ground Gasoline	2030 Annual	Mon-Sun	2265008105 Service Truck	G4	250 Airport Ground Support Equipment	U	N	NHHP	NP	Sacrament SV	SAC	2.07E+01	4.77E+01	1.53E+02	9.48E-04	5.79E-02	5.39E-03	1.42E-05	1.39E+00	1.14E-04	2.58E-04	5.35E-05
Airport Ground Gasoline	2030 Annual	Mon-Sun	2265008106 Catering Truck	G4	250 Airport Ground Support Equipment	U	N	NHHP	NP	Sacrament SV	SAC	4.17E+00	1.16E+01	1.10E+02	7.71E-04	4.36E-02	3.92E-03	9.95E-01	8.69E-06	8.15E-05	1.14E-04	4.35E-05
Airport Ground Gasoline	2030 Annual	Mon-Sun	2265008107 Fuel Truck	G4	175 Airport Ground Support Equipment	U	N	NHHP	NP	Sacrament SV	SAC	4.57E-01	7.09E-01	2.75E+00	8.47E-07	5.70E-04	5.25E-05	1.84E-03	1.00E+00	1.64E-06	0.00E+00	7.10E-06
Airport Ground Gasoline	2030 Annual	Mon-Sun	2265008111 Hydrant Truck	G4	175 Airport Ground Support Equipment	U	N	NHHP	NP	Sacrament SV	SAC	3.50E+00	1.47E+01	1.16E+02	1.05E-03	5.04E-02	4.45E-03	1.04E+00	8.79E-06	8.24E-05	1.35E-04	5.89E-05
Industrial CNG	2030 Annual	Mon-Sun	226603020 Forklifts	C4	175 Industrial Equipment	U	N	NHHP	NP	Sacrament SV	SAC	8.53E+00	4.21E+01	2.06E+02	7.98E-05	4.78E-02	4.06E-03	1.37E+00	0.00E+00	1.22E-04	0.00E+00	6.69E-04
Light Commer CNG	2030 Annual	Mon-Sun	2266060005 Generator Sets	C4	175 Light Commercial Equipment	U	N	NHHP	P	Sacrament SV	SAC	4.44E+00	1.40E+00	1.52E+01	2.70E-06	2.67E-03	2.62E-04	1.03E-01	0.00E+00	9.17E-06	0.00E+00	2.26E-05
Light Commer CNG	2030 Annual	Mon-Sun	2266060020 A/C Compressors	C4	175 Light Commercial Equipment	U	P	NHHP	P	Sacrament SV	SAC	3.64E+00	2.64E+00	9.95E+00	5.74E-05	2.17E-02	2.17E-03	5.40E-01	5.36E-05	0.00E+00	0.00E+00	4.82E-05
Light Commer CNG	2030 Annual	Mon-Sun	2266060022 Gas Compressors	C4	250 Light Commercial Equipment	U	N	NHHP	P	Sacrament SV	SAC	2.22E-01	5.17E+00	1.03E+02	4.42E-05	2.50E-02	2.20E-03	6.88E-01	0.00E+00	0.00E+00	0.00E+00	3.70E-04
Light Commer CNG	2030 Annual	Mon-Sun	2266060620 Gas Compressors	C4	500 Light Commercial Equipment	U	N	NHHP	P	Sacrament SV	SAC	1.94E-01	4.52E+00	1.45E+02	6.22E-05	3.52E-02	2.96E-03	9.66E-01	0.00E+00	8.59E-05	0.00E+00	5.22E-04
Airport Ground CNG	2030 Annual	Mon-Sun	2266060810 Cargo Tractor	C4	175 Airport Ground Support Equipment	U	N	NHHP	NP	Sacrament SV	SAC	1.19E+01	1.76E+00	1.63E+01	2.96E-06	2.89E-03	2.78E-04	1.10E-01	0.00E+00	8.90E-06	0.00E+00	2.48E-05
Airport Ground CNG	2030 Annual	Mon-Sun	2266060825 Air Conditioner	C4	175 Airport Ground Support Equipment	U	N	NHHP	P	Sacrament SV	SAC	6.88E-01	4.16E-02	4.44E-01	6.20E-08	7.43E-05	7.27E-06	3.01E-03	0.00E+00	2.68E-07	0.00E+00	5.20E-07
Airport Ground CNG	2030 Annual	Mon-Sun	2266060885 Lav Truck	C4	175 Airport Ground Support Equipment	U	N	NHHP	NP	Sacrament SV	SAC	4.10E-01	4.35E-01	1.56E+00	3.95E-07	3.04E-04	2.84E-05	1.05E-02	0.00E+00	9.35E-07	0.00E+00	3.31E-06
Airport Ground CNG	2030 Annual	Mon-Sun	22660608101 Passenger Stand	C4	175 Airport Ground Support Equipment	U	N	NHHP	NP	Sacrament SV	SAC	1.77E-01	5.82E-03	6.22E-02	8.48E-09	1.04E-05	1.01E-06	4.22E-04	0.00E+00	3.75E-08	0.00E+00	7.11E-08
Airport Ground CNG	2030 Annual	Mon-Sun	22660608105 Service Truck	C4	250 Airport Ground Support Equipment	U	N	NHHP	NP	Sacrament SV	SAC	2.03E+00	7.23E+00	2.90E+01	1.16E-05	6.84E-03	5.79E-04	1.94E-01	0.00E+00	1.72E-05	0.00E+00	9.74E-05
Airport Ground CNG	2030 Annual	Mon-Sun	22660608106 Catering Truck	C4	250 Airport Ground Support Equipment	U	N	NHHP	NP	Sacrament SV	SAC	7.75E-01	9.61E-01	1.13E+01	3.10E-06	2.26E-03	2.10E-04	7.62E-02	0.00E+00	6.77E-06	0.00E+00	2.60E-05
Construction Diesel	2030 Annual	Mon-Sun	2270020202 Pavers	D	175 Construction and Mining Equipment	U	N	NHHP	NP	Sacrament SV	SAC	9.11E-01	9.11E-01	1.33E+02	4.10E-03	1.47E-02	1.47E-03	6.58E-05	7.67E-04	5.30E-05	0.00E+00	2.80E-04
Construction Diesel	2030 Annual	Mon-Sun	2270020203 Pavers	D	250 Construction and Mining Equipment	U	N	NHHP	NP	Sacrament SV	SAC	4.84E+00	1.10E+01	9.67E+01	4.89E-04	2.24E-03	2.35E-03	1.07E+00	1.20E-05	8.60E-05	0.00E+00	4.41E-05
Construction Diesel	2030 Annual	Mon-Sun	2270020203 Pavers	D	500 Construction and Mining Equipment	U	N	NHHP	NP	Sacrament SV	SAC	4.97E+00	1.13E+01	1.19E+02	5.87E-04	2.73E-03	2.64E-03	1.32E+00	1.29E-05	1.00E-04	0.00E+00	5.30E-05
Construction Diesel	2030 Annual	Mon-Sun	2270020215 Rollers	D	175 Construction and Mining Equipment	U	P	NHHP	NP	Sacrament SV	SAC	1.07E+02	2.05E+02	1.01E+03	4.35E-03	6.23E-02	1.77E-02	1.11E+01	1.24E-04	8.20E-04	0.00E+00	3.90E-04
Construction Diesel	2030 Annual	Mon-Sun	2270020215 Rollers	D	500 Construction and Mining Equipment	U	N	NHHP	NP	Sacrament SV	SAC	1.53E+01	2.90E-01	2.01E+02	1.64E-04	4.30E-03	9.29E-03	2.91E+00	2.50E-05	9.60E-05	0.00E+00	1.30E-05
Construction Diesel	2030 Annual	Mon-Sun	2270020215 Rollers	D	500 Construction and Mining Equipment	U	N	NHHP	NP	Sacrament SV	SAC	1.06E+01	2.04E+01	2.02E+02	7.58E-04	4.14E-03	2.74E-03	2.23E+00	2.19E-05	9.37E-05	0.00E+00	6.84E-05
Construction Diesel	2030 Annual	Mon-Sun	2270020218 Scrapers	D	175 Construction and Mining Equipment	U	P	NHHP	NP	Sacrament SV	SAC	2.25E+01	6.80E+01	4.58E+02	2.67E-03	2.03E-02	1.17E-02	5.03E+00	5.66E-05	6.05E-04	0.00E+00	2.41E-04
Construction Diesel	2030 Annual	Mon-Sun	2270020218 Scrapers	D	250 Construction and Mining Equipment	U	N	NHHP	NP	Sacrament SV	SAC	2.19E+01	6.63E+01	6.28E+02	3.23E-03	1.47E-02	1.41E-02	6.93E+00	7.80E-05	5.16E-04	0.00E+00	2.91E-04
Construction Diesel	2030 Annual	Mon-Sun	2270020218 Scrapers	D	500 Construction and Mining Equipment	U	N	NHHP	NP	Sacrament SV	SAC	6.03E+01	1.82E+02	2.65E+03	1.34E-02	6.11E-02	5.45E-02	2.93E+01	2.07E-04	2.07E-03	0.00E+00	1.21E-03
Construction Diesel	2030 Annual	Mon-Sun	2270020221 Paving Equipment	D	175 Construction and Mining Equipment	U	P	NHHP	NP	Sacrament SV	SAC	2.41E+02	7.29E+02	1.88E+03	9.24E-04	4.32E-02	4.83E-03	2.02E+00	1.44E-04	0.00E+00	0.00E+00	8.34E-05
Construction Diesel	2030 Annual	Mon-Sun	2270020221 Paving Equipment	D	250 Construction and Mining Equipment	U	N	NHHP	NP	Sacrament SV	SAC	9.38E+00	2.14E+01	9.84E+01	5.53E-04	6.29E-03	2.60E-03	1.08E+00	1.22E-05	1.34E-04	0.00E+00	4.99E-05
Construction Diesel	2030 Annual	Mon-Sun	2270020221 Paving Equipment	D	250 Construction and Mining Equipment	U	N	NHHP	NP	Sacrament SV	SAC	2.64E+00	6.04E+00	3.34E+01	7.60E-04	6.70E-04	7.64E-04	3.69E-01	4.65E-06	2.75E-05	0.00E+00	1.47E-05
Construction Diesel	2030 Annual	Mon-Sun	2270020224 Surfacing Equipment	D	175 Construction and Mining Equipment	U	P	NHHP	NP	Sacrament SV	SAC	1.89E-01	2.33E-01	9.07E-01	3.44E-06	5.39E-05	1.65E-05	9.97E-03	1.12E-07	7.67E-07	0.00E+00	1.33E-07
Construction Diesel	2030 Annual	Mon-Sun	2270020224 Surfacing Equipment	D	250 Construction and Mining Equipment	U	N	NHHP	NP	Sacrament SV	SAC	5.86E+00	1.50E+01	2.84E+02	5.86E-07	3.49E-02	5.86E-05	3.14E+02	3.00E-06	2.00E-05	0.00E+00	3.30E-05
Construction Diesel	2030 Annual	Mon-Sun	2270020224 Surfacing Equipment	D	500 Construction and Mining Equipment	U	N	NHHP	NP	Sacrament SV	SAC	3.15E+00	3.88E+00	1.26E+01	7.79E-04	4.25E-04	4.21E-04	1.94E-01	0.00E+00	0.00E+00	0.00E+00	1.04E-05
Construction Diesel	2030 Annual	Mon-Sun	2270020224 Surfacing Equipment	D	750 Construction and Mining Equipment	U	N	NHHP	NP	Sacrament SV	SAC	4.61E-01	5.68E-01	8.90E+00	2.94E-05	1.79E-04	1.30E-04	8.95E-02	9.90E-07	4.48E-06	0.00E+00	2.65E-06
Construction Diesel	2030 Annual	Mon-Sun	2270020227 Signal Boards	D	175 Construction and Mining Equipment	U	P	NHHP	NP	Sacrament SV	SAC	8.93E+00	1.31E+01	9.20E+01	2.80E-04	5.43E-03	1.04E-04	1.14E-05	4.37E-05	0.00E+00	0.00E+00	2.53E-05
Construction Diesel	2030 Annual	Mon-Sun	2270020227 Signal Boards	D	250 Construction and Mining Equipment	U	N	NHHP	NP	Sacrament SV	SAC	1.89E+00	2.77E+00	3.19E+01	9.05E-05	6.45E-04	3.06E-04	3.97E-06	1.03E-05	0.00E+00	0.00E+00	1.97E-05
Construction Diesel	2030 Annual	Mon-Sun	2270020229 Tractor	D	175 Construction and Mining Equipment	U	P	NHHP	NP	Sacrament SV	SAC	2.89E+02	4.81E+02	3.06E+03	3.31E-03	8.89E-02	9.31E-03	1.46E+01	1.85E-05	1.20E-04	0.00E+00	3.30E-05
Construction Diesel	2030 Annual	Mon-Sun	2270020230 Trechners	D	250 Construction and Mining Equipment	U	N	NHHP	NP	Sacrament SV	SAC	3.25E+02	4.31E+00	4.35E+01	2.17E-04	1.00E-03	1.14E-03	5.41E-06	4.21E-05	0.00E+00	0.00E+00	8.16E-06
Construction Diesel	2030 Annual	Mon-Sun	2270020230 Trechners	D	500 Construction and Mining Equipment	U	N	NHHP	NP	Sacrament SV	SAC	3.21E+00	5.50E+00	7.74E+01	3.75E-04	1.82E-03	1.86E-03	8.55E-01	8.40E-06	7.03E-05	0.00E+00	3.38E-05
Construction Diesel	2030 Annual	Mon-Sun	2270020230 Trechners	D	750 Construction and Mining Equipment	U	N	NHHP	NP	Sacrament SV	SAC	9.21E-02	1.58E-01	4.19E+00	2.03E-05	9.85E-05	1.02E-04	4.63E-02	4.66E-07	3.84E-06	0.00E+00	1.84E-06
Construction Diesel	2030 Annual	Mon-Sun	2270020233 Bore/Drill Rigs	D	175 Construction and Mining Equipment	U	P	NHHP	P	Sacrament SV	SAC	5.85E+00	1.34E+01	8.60E+01	2.12E-04	5.06E-03	4.65E-04	9.44E-01	1.06E-07	1.70E-05	0.00E+00	1.91E-05
Construction Diesel	2030 Annual	Mon-Sun	2270020233 Bore/Drill Rigs	D	250 Construction and Mining Equipment	U	N	NHHP	NP	Sacrament SV	SAC	1.05E+02	2.54E+01	2.38E+02	2.28E-03	1.43E-02	1.22E-03	2.98E-02	1.98E-05	0.00E+00	0.00E+00	1.73E-05
Construction Diesel	2030 Annual	Mon-Sun	2270020233 Bore/Drill Rigs	D	500 Construction and Mining Equipment	U	N	NHHP	P	Sacrament SV	SAC	1.12E+01	2.57E+01	3.61E+02	8.94E-04							

Oil Drilling	Diesel	2030 Annual	Mon-Sun	2270010015 Generator (Workover)	D	750 Oil Drilling	U	N	NHH	P	Sacrament SV	SAC	5.79E-01	1.95E+00	2.84E+01	1.14E-04	5.98E-04	2.95E-04	3.14E-01	3.09E-06	1.08E-05	0.00E+00	1.03E-05
Oil Drilling	Diesel	2030 Annual	Mon-Sun	2270010015 Generator (Workover)	D	9999 Oil Drilling	U	N	NHH	P	Sacrament SV	SAC	7.72E-02	2.61E-01	1.20E+01	5.09E-05	2.52E-04	6.21E-04	1.32E-01	1.30E-06	8.42E-06	0.00E+00	4.59E-06
Oil Drilling	Diesel	2030 Annual	Mon-Sun	2270010020 Swivel	D	175 Oil Drilling	U	P	NHH	P	Sacrament SV	SAC	1.97E+00	6.65E+00	3.00E+01	1.28E-04	1.93E-03	1.85E-04	1.30E-01	3.71E-06	1.75E-05	0.00E+00	1.16E-05
Oil Drilling	Diesel	2030 Annual	Mon-Sun	2270010020 Swivel	D	250 Oil Drilling	U	N	NHH	P	Sacrament SV	SAC	4.25E-01	1.43E+00	1.05E+01	4.20E-05	2.31E-04	1.14E-04	1.16E-01	1.30E-06	4.03E-06	0.00E+00	3.79E-06
Oil Drilling	Diesel	2030 Annual	Mon-Sun	2270010020 Swivel	D	500 Oil Drilling	U	N	NHH	P	Sacrament SV	SAC	1.16E-01	2.70E-02	3.58E-01	5.56E-07	6.52E-06	3.96E-03	3.89E-08	9.98E-08	0.00E+00	0.00E+00	5.02E-08
Oil Drilling	Diesel	2030 Annual	Mon-Sun	2270010030 Other Workover Equipment	D	175 Oil Drilling	U	P	NHH	P	Sacrament SV	SAC	1.93E+00	6.51E+00	3.37E+01	1.44E-04	2.17E-03	4.32E-04	3.70E-01	4.16E-06	1.96E-05	0.00E+00	1.30E-05
Oil Drilling	Diesel	2030 Annual	Mon-Sun	2270010030 Other Workover Equipment	D	250 Oil Drilling	U	N	NHH	P	Sacrament SV	SAC	6.56E-01	2.22E+00	1.62E+01	6.50E-05	3.57E-04	1.76E-04	1.79E-01	2.01E-06	6.22E-06	0.00E+00	5.86E-06
Oil Drilling	Diesel	2030 Annual	Mon-Sun	2270010030 Other Workover Equipment	D	750 Oil Drilling	U	N	NHH	P	Sacrament SV	SAC	3.05E+00	1.03E+01	1.44E+02	5.77E-04	3.03E-03	1.50E-03	1.59E+00	1.56E-05	5.49E-05	0.00E+00	5.20E-05
Oil Drilling	Diesel	2030 Annual	Mon-Sun	2270010030 Other Workover Equipment	D	1000 Oil Drilling	U	N	NHH	P	Sacrament SV	SAC	7.72E-01	2.60E+00	8.70E+01	3.55E-04	1.83E-03	4.52E-03	9.62E-01	9.44E-06	6.13E-05	0.00E+00	3.20E-05
Oil Drilling	Diesel	2030 Annual	Mon-Sun	2270010035 Lift (Drilling)	D	175 Oil Drilling	U	P	NHH	P	Sacrament SV	SAC	7.72E-02	2.60E-01	1.31E+00	5.61E-06	8.46E-05	1.69E-05	1.44E-02	1.62E-07	7.65E-07	0.00E+00	5.06E-07
Oil Drilling	Diesel	2030 Annual	Mon-Sun	2270010035 Lift (Drilling)	D	250 Oil Drilling	U	N	NHH	P	Sacrament SV	SAC	3.86E-01	1.30E+00	9.97E+00	4.00E-05	2.20E-04	1.08E-04	1.10E-01	1.24E-06	3.83E-06	0.00E+00	3.61E-06
Oil Drilling	Diesel	2030 Annual	Mon-Sun	2270010035 Lift (Drilling)	D	500 Oil Drilling	U	N	NHH	P	Sacrament SV	SAC	2.66E+00	8.98E+00	1.17E+02	4.68E-04	2.46E-03	1.20E-03	1.29E+00	1.27E-05	4.43E-05	0.00E+00	4.22E-05
Oil Drilling	Diesel	2030 Annual	Mon-Sun	2270010040 Pump (Drilling)	D	175 Oil Drilling	U	P	NHH	P	Sacrament SV	SAC	1.62E+00	5.47E+00	2.70E+01	1.15E-04	1.74E-03	3.46E-04	2.96E-01	3.33E-06	1.57E-05	0.00E+00	1.04E-05
Oil Drilling	Diesel	2030 Annual	Mon-Sun	2270010040 Pump (Drilling)	D	250 Oil Drilling	U	N	NHH	P	Sacrament SV	SAC	2.51E+00	8.47E+00	6.62E+01	2.66E-04	1.46E-03	7.21E-04	7.32E-01	8.24E-06	2.55E-05	0.00E+00	2.40E-05
Oil Drilling	Diesel	2030 Annual	Mon-Sun	2270010040 Pump (Drilling)	D	500 Oil Drilling	U	N	NHH	P	Sacrament SV	SAC	5.48E+00	1.85E+01	2.46E+02	9.82E-04	5.17E-03	2.52E-03	2.72E+00	3.06E-05	9.31E-05	0.00E+00	8.86E-05
Oil Drilling	Diesel	2030 Annual	Mon-Sun	2270010040 Pump (Drilling)	D	750 Oil Drilling	U	N	NHH	P	Sacrament SV	SAC	5.25E+00	1.77E+01	3.54E+02	1.41E-03	7.44E-03	3.67E-03	3.91E+00	3.84E-05	1.35E-04	0.00E+00	1.28E-04
Oil Drilling	Diesel	2030 Annual	Mon-Sun	2270010040 Pump (Drilling)	D	9999 Oil Drilling	U	N	NHH	P	Sacrament SV	SAC	5.40E-01	1.82E+00	6.55E+01	2.79E-04	1.38E-03	3.40E-03	7.24E-01	7.11E-06	4.63E-06	0.00E+00	2.51E-05
Oil Drilling	Diesel	2030 Annual	Mon-Sun	2270010045 Generator (Drilling)	D	175 Oil Drilling	U	P	NHH	P	Sacrament SV	SAC	1.20E+00	4.04E+00	1.88E+01	8.02E-05	1.21E-03	2.41E-04	2.06E-01	2.32E-06	1.09E-05	0.00E+00	7.24E-06
Oil Drilling	Diesel	2030 Annual	Mon-Sun	2270010045 Generator (Drilling)	D	250 Oil Drilling	U	N	NHH	P	Sacrament SV	SAC	8.49E-01	2.87E+00	1.87E+01	7.51E-05	4.13E-04	2.04E-04	2.07E-01	2.33E-06	7.19E-06	0.00E+00	6.78E-06
Oil Drilling	Diesel	2030 Annual	Mon-Sun	2270010045 Generator (Drilling)	D	500 Oil Drilling	U	N	NHH	P	Sacrament SV	SAC	4.25E-01	2.48E+00	3.13E+01	1.37E-04	6.73E-04	3.24E-04	3.46E-01	3.39E-06	1.21E-05	0.00E+00	1.24E-05
Oil Drilling	Diesel	2030 Annual	Mon-Sun	2270010045 Generator (Drilling)	D	750 Oil Drilling	U	N	NHH	P	Sacrament SV	SAC	4.63E-01	1.56E+00	2.06E+01	8.25E-05	4.34E-04	2.14E-04	2.28E-01	2.24E-06	7.86E-06	0.00E+00	7.44E-06
Oil Drilling	Diesel	2030 Annual	Mon-Sun	2270010055 Drill Rig	D	175 Oil Drilling	U	N	NHH	P	Sacrament SV	SAC	1.93E+00	1.37E+01	9.44E+01	1.52E-04	5.15E-03	4.79E-04	1.04E+00	1.17E-05	1.68E-05	0.00E+00	1.37E-05
Oil Drilling	Diesel	2030 Annual	Mon-Sun	2270010055 Drill Rig	D	250 Oil Drilling	U	N	NHH	P	Sacrament SV	SAC	5.10E+00	1.01E+01	9.25E+01	1.49E-04	1.73E-03	4.71E-04	1.02E+00	1.15E-05	1.63E-05	0.00E+00	1.35E-05
Oil Drilling	Diesel	2030 Annual	Mon-Sun	2270010055 Drill Rig	D	500 Oil Drilling	U	N	NHH	P	Sacrament SV	SAC	1.39E+01	2.76E+01	4.57E+02	7.39E-04	8.46E-03	2.33E-03	5.06E+00	4.97E-05	8.05E-05	0.00E+00	6.67E-05
Oil Drilling	Diesel	2030 Annual	Mon-Sun	2270010055 Drill Rig	D	750 Oil Drilling	U	N	NHH	P	Sacrament SV	SAC	3.55E+00	7.06E+00	1.81E+02	2.93E-04	3.35E-03	9.25E-04	2.01E+00	2.02E-05	3.19E-05	0.00E+00	2.64E-05
Oil Drilling	Diesel	2030 Annual	Mon-Sun	2270010055 Drill Rig (Mobile)	D	175 Oil Drilling	U	N	NHH	P	Sacrament SV	SAC	1.43E-01	2.84E-01	1.85E+03	2.98E-03	3.42E-02	8.21E-02	2.04E-01	2.06E-04	6.63E-04	0.00E+00	2.69E-04
Oil Drilling	Diesel	2030 Annual	Mon-Sun	2270010057 Drill Rig (Mobile)	D	175 Oil Drilling	U	N	NHH	NP	Sacrament SV	SAC	7.72E-02	6.00E-01	3.86E+00	3.33E-05	2.67E-04	1.73E-04	4.23E-02	4.76E-07	9.64E-06	0.00E+00	3.00E-06
Oil Drilling	Diesel	2030 Annual	Mon-Sun	2270010057 Drill Rig (Mobile)	D	250 Oil Drilling	U	N	NHH	NP	Sacrament SV	SAC	3.86E-02	3.00E-01	2.55E+00	1.86E-05	6.91E-05	1.05E-04	2.82E-02	3.17E-07	4.07E-06	0.00E+00	1.68E-06
Oil Drilling	Diesel	2030 Annual	Mon-Sun	2270010057 Drill Rig (Mobile)	D	500 Oil Drilling	U	N	NHH	NP	Sacrament SV	SAC	1.16E-01	9.00E-01	1.27E+01	8.85E-05	3.80E-04	4.71E-04	1.40E-01	1.37E-06	1.85E-05	0.00E+00	7.99E-06
Oil Drilling	Diesel	2030 Annual	Mon-Sun	2270010057 Drill Rig (Mobile)	D	750 Oil Drilling	U	N	NHH	NP	Sacrament SV	SAC	7.72E-02	6.00E-01	1.67E+01	1.17E-04	5.00E-04	4.33E-04	1.84E-01	1.95E-06	2.46E-05	0.00E+00	1.05E-05
Oil Drilling	Diesel	2030 Annual	Mon-Sun	2270010057 Drill Rig (Mobile)	D	1000 Oil Drilling	U	N	NHH	NP	Sacrament SV	SAC	1.16E-01	8.99E-01	3.78E+01	2.77E-04	1.19E-03	2.88E-03	4.37E-01	4.19E-06	6.96E-05	0.00E+00	2.50E-05
Oil Drilling	Diesel	2030 Annual	Mon-Sun	2270010058 Workover Rig (Mobile)	D	175 Oil Drilling	U	N	NHH	NP	Sacrament SV	SAC	3.17E-01	2.46E+01	1.58E+02	1.36E-03	1.09E-02	7.10E-03	1.73E+00	1.95E-05	3.95E-04	0.00E+00	1.23E-04
Oil Drilling	Diesel	2030 Annual	Mon-Sun	2270010058 Workover Rig (Mobile)	D	250 Oil Drilling	U	N	NHH	NP	Sacrament SV	SAC	2.74E+00	2.13E+01	1.81E+02	1.32E-03	4.90E-03	7.43E-03	2.00E+00	2.25E-05	2.89E-04	0.00E+00	1.19E-04
Oil Drilling	Diesel	2030 Annual	Mon-Sun	2270010058 Workover Rig (Mobile)	D	500 Oil Drilling	U	N	NHH	NP	Sacrament SV	SAC	6.06E+00	4.71E+01	6.64E+02	4.63E-03	1.99E-02	2.47E-02	7.32E+00	7.19E-05	9.69E-04	0.00E+00	4.18E-04
Oil Drilling	Diesel	2030 Annual	Mon-Sun	2270010058 Workover Rig (Mobile)	D	750 Oil Drilling	U	N	NHH	NP	Sacrament SV	SAC	3.17E+00	2.46E+01	6.85E+02	4.79E-03	2.05E-02	2.95E-02	7.56E+00	7.60E-05	1.01E-03	0.00E+00	4.33E-04
Oil Drilling	Diesel	2030 Annual	Mon-Sun	2270010058 Workover Rig (Mobile)	D	1000 Oil Drilling	U	N	NHH	NP	Sacrament SV	SAC	5.33E+00	4.14E+01	1.74E+03	1.28E-02	5.47E-02	1.32E-01	1.93E-04	3.20E-03	3.20E-03	0.00E+00	1.15E-03
Oil Drilling	Diesel	2030 Annual	Mon-Sun	2270010060 Pressure Washers	D	250 Oil Drilling	U	N	NHH	P	Sacrament SV	SAC	3.86E-02	1.30E-01	8.44E-01	1.63E-06	1.62E-05	9.34E-06	1.05E-07	1.55E-07	0.00E+00	0.00E+00	1.47E-07
Military Tactic Diesel	2030 Annual	Mon-Sun	2270011005 A/C unit	D	250 Military Tactical Support Equip	U	N	NHH	P	Sacrament SV	SAC	1.42E-01	1.17E-01	8.26E-01	1.87E-06	1.59E-05	8.40E-06	9.14E-03	1.03E-07	2.67E-07	0.00E+00	1.69E-07	
Military Tactic Diesel	2030 Annual	Mon-Sun	2270011005 A/C unit	D	500 Military Tactical Support Equip	U	N	NHH	P	Sacrament SV	SAC	5.61E-02	4.62E-02	4.84E-01	1.11E-06	9.36E-06	5.47E-06	3.74E-03	5.36E-08	1.57E-07	0.00E+00	1.00E-07	
Military Tactic Diesel	2030 Annual	Mon-Sun	2270011010 Aircraft Support	D	175 Military Tactical Support Equip	U	P	NHH	P	Sacrament SV	SAC	1.32E-01	1.09E-01	5.20E-01	1.28E-06	2.93E-05	6.24E-06	5.72E-03	6.44E-08	2.45E-07	0.00E+00	1.15E-07	
Military Tactic Diesel	2030 Annual	Mon-Sun	2270011015 Cart	D	175 Military Tactical Support Equip	U	P	NHH	P	Sacrament SV	SAC	9.90E-03	8.15E-03	4.26E-02	1.05E-07	2.40E-06	5.11E-07	4.69E-04	5.27E-09	2.01E-08	0.00E+00	9.44E-09	
Military Tactic Diesel	2030 Annual	Mon-Sun	2270011015 Cart	D	250 Military Tactical Support Equip	U	N	NHH	P	Sacrament SV	SAC	3.30E-02	2.72E-02	1.82E-01	4.12E-07	3.51E-06	1.85E-06	2.01E-03	2.26E-08	5.87E-08	0.00E+00	3.72E-08	
Military Tactic Diesel	2030 Annual	Mon-Sun	2270011025 Compressor (Military)	D	175 Military Tactical Support Equip	U	P	NHH	P	Sacrament SV	SAC	1.32E-02	1.09E-02	6.20E-02	1.52E-07	3.49E-06	7.44E-07	6.82E-04	7.66E-09	2.92E-08	0.00E+00	1.37E-08	
Military Tactic Diesel	2030 Annual	Mon-Sun	2270011025 Compressor (Military)	D	250 Military Tactical Support Equip	U	N	NHH	P	Sacrament SV	SAC	2.64E-02	2.11E-02	1.65E-01	3.73E-07	3.18E-06	1.67E-06	1.82E-03	2.05E-08	5.32E-08	0.00E+00	3.17E-08	
Military Tactic Diesel	2030 Annual	Mon-Sun	2270011025 Compressor (Military)	D	500 Military Tactical Support Equip	U	N	NHH	P	Sacrament SV	SAC	9.24E-02	7.61E-02	9.64E-01	2.17E-06	1.83E-05	9.25E-06	1.07E-02	1.06E-07	3.07E-07	0.00E+00	1.95E-07	
Military Tactic Diesel	2030 Annual	Mon-Sun	2270011030 Crane	D	175 Military Tactical Support Equip	U	P	NHH	P	Sacrament SV	SAC	9.90E-03	8.15E-03	3.92E-02	6.43E-08	2.14E-06	2.06E-07	4.32E-04	4.86E-09	7.03E-09	0.00E+00	5.80E-09	
Military Tactic Diesel	2030 Annual	Mon-Sun	2270011030 Crane	D	250 Military Tactical Support Equip	U	N	NHH	P	Sacrament SV	SAC	6.60E-03	5.43E-03	3.95E-02	6.47E-08	7.39E-07	2.02E-07	4.37E-04	4.92E-09	6.97E-09	0.00E+00	5.84E-09	
Military Tactic Diesel	2030 Annual	Mon-Sun	2270011050 Generator (Military)	D	175 Military Tactical Support Equip	U	P	NHH	P	Sacrament SV	SAC	1.79E+00	1.47E+00	7.38E+00	1.81E-05	4.16E-04	8.86E-05	8.12E-02	9.14E-07	3.48E-06	0.00E+00	1.64E-06	
Military Tactic Diesel	2030 Annual	Mon-Sun	2270011050 Generator (Military)	D	250 Military Tactical Support Equip	U	N	NHH	P	Sacrament SV	SAC	4.72E-01	3.89E-01	2.94E+00	6.67E-06	5.68E-05	9.99E-05	3.26E-02	3.66E-07	9.51E-07	0.00E+00	6.02E-07	
Military Tactic Diesel	2030 Annual	Mon-Sun	2270011050 Generator (Military)	D																			

Model Output: OFFROAD2021 (v1.0.1) Emissions Inventory

Region Type: County

Region: Sacramento

Calendar Year: 2019, 2030

Scenario: All Adopted Rules - Exhaust

Vehicle Classification: OFFROAD2021 Equipment Types

Units: tons/day for Emissions, gallons/year for Fuel, hours/year for Activity, Horsepower-hours/year for Horsepower-hours

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OFFROADClass	Region	CalYr	VehClass	MidYr	HP_Bin	Fuel	HC_tpd	ROG_tpd	TOG_tpd	CO_tpd	NOx_tpd	CO2_tpd	PM10_tpd	PM2.5_tpd	SOx_tpd	NH3_tpd	Fuel_gpy	Total_Activity_h	h_tpd	Horsepower_Hours	h_hpy
Construction and Ml Sacramento		2019	Construction and Mining - Bore/Drill Rigs	Aggregate	Aggregate	Diesel	0.00070134	0.00084862	0.0010099	0.00810989	0.01098517	2.720429631	0.000399518	0.0003676	2.5131E-05	2.2204E-05	88261.34337	15469.76233	44.72691956	3409958.368	
Construction and Ml Sacramento		2019	Construction and Mining - Cranes	Aggregate	Aggregate	Diesel	0.00438525	0.00530615	0.0063148	0.03449744	0.06044235	6.47405953	0.002784457	0.0025617	5.9724E-05	5.284E-05	210043.7316	60960.69814	134.557096	1410784.38	
Construction and Ml Sacramento		2019	Construction and Mining - Crawler Tractors	Aggregate	Aggregate	Diesel	0.01034099	0.01251261	0.014891	0.07283891	0.13953573	16.00087506	6.87E-03	6.32E-03	0.00014763	0.0001306	519130.7694	110113.8625	247.8522667	23382846.04	
Construction and Ml Sacramento		2019	Construction and Mining - Excavators	Aggregate	Aggregate	Diesel	0.01015172	0.01228358	0.0146185	0.10323653	0.1267606	28.79110011	0.005285521	0.0048627	0.00026588	0.00023499	934095.5354	298219.2549	481.7322684	47025996.09	
Construction and Ml Sacramento		2019	Construction and Mining - Graders	Aggregate	Aggregate	Diesel	0.00726288	0.00923084	0.0109855	0.04434349	0.10393655	10.83116584	0.004518532	0.004157	9.9911E-05	8.8403E-05	351405.2473	88096.67927	155.7355279	16601213.98	
Construction and Ml Sacramento		2019	Construction and Mining - Misc - Asphalt Pavers	Aggregate	Aggregate	Gasoline	0.00029219	0.00027718	0.0003206	0.01326808	0.00044156	0.111894359	4.81263E-05	3.636E-05	1.2729E-06	1.7709E-06	5054.666987	1697.25	5.27819755	71777.25	
Construction and Ml Sacramento		2019	Construction and Mining - Misc - Bore/Drill Rigs	Aggregate	Aggregate	Gasoline	0.00011459	0.00010771	0.0001261	0.00406783	0.00038261	0.098990876	1.79E-05	1.35E-05	9.92E-07	1.40E-06	3989.264491	616.85	6.455500574	52786.3	
Construction and Ml Sacramento		2019	Construction and Mining - Misc - Bore/Drill Rigs	Aggregate	Aggregate	Diesel	7.2362E-06	8.7036E-06	1.04E-05	3.185E-05	5.4934E-05	1.27572E-07	1.85317E-06	1.4E-06	7.86E-07	6.77E-10	2.695424578	0	0.439806219	0	
Construction and Ml Sacramento		2019	Construction and Mining - Misc - Cement And Mortar Mixers	Aggregate	Aggregate	Gasoline	0.00164915	0.00166564	0.0018148	0.04601248	0.0008973	1.66812E-06	0.000401207	0.0003031	7.62E-07	1.05E-06	2911.505609	0	146.8867824	0	
Construction and Ml Sacramento		2019	Construction and Mining - Misc - Cement And Mortar Mixers	Aggregate	Aggregate	Diesel	8.8424E-06	1.0635E-05	1.271E-05	5.1381E-05	6.6275E-05	1.5762E-07	2.39208E-06	1.807E-06	1.15E-09	9.87E-10	3.928420222	0	3.018082304	0	
Construction and Ml Sacramento		2019	Construction and Mining - Misc - Concrete/Industrial Saws	Aggregate	Aggregate	Gasoline	0.00138429	0.00137997	0.0015233	0.05204422	0.00120806	0.264204045	0.000471415	0.0003562	3.49E-06	4.64E-06	13243.35002	3117.1	25.63521335	144288.15	
Construction and Ml Sacramento		2019	Construction and Mining - Misc - Concrete/Industrial Saws	Aggregate	Aggregate	Diesel	5.1519E-05	6.1327E-05	7.418E-05	0.00037864	0.00035806	0.045708748	1.98E-05	1.82E-05	5.91E-07	3.87E-07	1537.084898	1102.3	1.990953975	36375.9	
Construction and Ml Sacramento		2019	Construction and Mining - Misc - Cranes	Aggregate	Aggregate	Gasoline	1.45E-04	1.33E-04	1.59E-04	0.00588125	3.71E-04	0.087998157	6.13E-06	4.63E-06	8.94E-07	1.29E-06	3682.85	1262.9	2.97	80004.35	
Construction and Ml Sacramento		2019	Construction and Mining - Misc - Crushing/Proc. Equipment	Aggregate	Aggregate	Gasoline	8.10E-06	8.18E-06	8.91E-06	2.84E-04	5.61E-06	1.04E-08	3.38E-06	2.56E-06	4.50E-09	6.21E-09	17.6762011	0	0.119784516	0	
Construction and Ml Sacramento		2019	Construction and Mining - Misc - Dumpers/Tenders	Aggregate	Aggregate	Gasoline	0.00094513	0.00088493	0.0010401	0.0307938	0.00064277	5.10E-02	0.000343323	0.0002594	1.42E-06	1.36E-06	3878.385472	9880.55	76.00824684	91622.3	
Construction and Ml Sacramento		2019	Construction and Mining - Misc - Dumpers/Tenders	Aggregate	Aggregate	Diesel	8.81E-07	1.06E-06	1.27E-06	3.61E-06	6.70E-06	1.54E-08	2.31E-07	1.74E-07	9.18E-11	7.91E-11	3.17403218	0	0.127124071	0	
Construction and Ml Sacramento		2019	Construction and Mining - Misc - Excavators	Aggregate	Aggregate	Diesel	6.3001E-06	7.5776E-06	9.056E-06	2.5864E-05	4.7885E-05	1.10528E-07	1.61031E-06	1.217E-06	6.57E-10	5.66E-10	2.251644511	0	0.200153491	0	
Construction and Ml Sacramento		2019	Construction and Mining - Misc - Other	Aggregate	Aggregate	Gasoline	5.47E-05	5.04E-05	6.02E-05	4.66E-03	1.82E-04	0.141263295	1.01E-05	7.65E-06	1.40E-06	1.97E-06	5624.65	1029.3	2.959643544	129691.8	
Construction and Ml Sacramento		2019	Construction and Mining - Misc - Other	Aggregate	Aggregate	Diesel	1.89E-04	2.26E-04	2.73E-04	0.00311677	1.68E-03	0.210126339	6.47E-05	5.87E-05	3.16E-06	1.76E-06	7095.366073	14537.95	22.97034646	197402.95	
Construction and Ml Sacramento		2019	Construction and Mining - Misc - Pavers	Aggregate	Aggregate	Diesel	1.65E-06	1.99E-06	2.38E-06	6.7815E-06	1.26E-05	2.90E-08	4.38E-07	3.31E-07	1.72E-10	1.48E-10	0.590750265	0	0.078621841	0	
Construction and Ml Sacramento		2019	Construction and Mining - Misc - Paving Equipment	Aggregate	Aggregate	Gasoline	0.00267996	0.00269678	0.0029491	0.08327192	0.0019566	0.100826816	0.000794502	6.00E-04	2.38E-06	3.19E-06	9050.229051	1682.65	113.8728066	72207.95	
Construction and Ml Sacramento		2019	Construction and Mining - Misc - Paving Equipment	Aggregate	Aggregate	Diesel	2.81E-06	3.38E-06	4.04E-06	1.16E-05	2.14E-05	4.94E-08	7.16E-07	5.41E-07	2.93E-10	2.53E-10	1.005653868	0	0.195981905	0	
Construction and Ml Sacramento		2019	Construction and Mining - Misc - Plate Compactors	Aggregate	Aggregate	Gasoline	6.49E-03	6.07E-03	0.0071408	2.03E-01	4.45E-03	3.28E-01	2.06E-03	1.55E-03	1.05E-05	8.93E-06	25463.64101	74945.45	444.2981438	459958.4	
Construction and Ml Sacramento		2019	Construction and Mining - Misc - Plate Compactors	Aggregate	Aggregate	Diesel	5.62E-05	6.70E-05	8.09E-05	0.00041705	4.98E-04	0.062120168	1.93E-05	1.75E-05	9.67E-07	5.22E-07	2076.009954	10519.3	19.26866819	84154.4	
Construction and Ml Sacramento		2019	Construction and Mining - Misc - Rollers	Aggregate	Aggregate	Gasoline	1.16E-03	1.11E-03	1.28E-03	0.04473046	0.00180751	0.317633662	2.10E-04	1.59E-04	3.50E-06	5.20E-06	14830.9636	3540.5	16.20616008	218795.6	
Construction and Ml Sacramento		2019	Construction and Mining - Misc - Rollers	Aggregate	Aggregate	Diesel	4.15E-05	5.00E-05	5.97E-05	2.18E-04	3.14E-04	7.43E-07	1.08E-05	8.17E-06	5.04E-09	4.34E-09	17.28416958	0	5.293564991	0	
Construction and Ml Sacramento		2019	Construction and Mining - Misc - Rough Terrain Forklifts	Aggregate	Aggregate	Gasoline	0.00092783	0.00085342	0.001021	0.03221088	0.00269562	0.636943162	4.44566E-05	3.359E-05	6.22E-06	9.15E-06	2612.76	5139.2	12.32	433364.3	
Construction and Ml Sacramento		2019	Construction and Mining - Misc - Rubber Tired Loaders	Aggregate	Aggregate	Gasoline	5.08E-04	4.67E-04	5.59E-04	0.01979474	1.29E-03	3.31E-01	2.31E-05	1.74E-05	3.27E-06	4.83E-06	13786.05	3850.75	7.498680088	261252.4	
Construction and Ml Sacramento		2019	Construction and Mining - Misc - Rubber Tired Loaders	Aggregate	Aggregate	Diesel	1.0264E-06	1.2345E-06	1.475E-06	4.2137E-06	7.8014E-06	1.80072E-08	2.62321E-07	1.982E-07	1.07E-10	9.22E-11	0.36683678	0	0.04619326	0	
Construction and Ml Sacramento		2019	Construction and Mining - Misc - Signal Boards	Aggregate	Aggregate	Gasoline	1.64E-04	1.53E-04	1.80E-04	0.00649922	0.00012929	0.00963988	8.03E-05	6.07E-05	2.91E-07	2.72E-07	776.9988139	1255.6	5.413976362	9814.85	
Construction and Ml Sacramento		2019	Construction and Mining - Misc - Signal Boards	Aggregate	Aggregate	Diesel	0.00090031	0.00107264	0.0012962	0.00067972	0.007934	0.991098228	0.000309737	0.0002809	1.54E-05	8.32E-06	33091.03346	115387.45	169.1954637	705110.65	
Construction and Ml Sacramento		2019	Construction and Mining - Misc - Skid Steer Loaders	Aggregate	Aggregate	Gasoline	1.45E-03	1.40E-03	1.59E-03	0.07048887	0.0012506	9.10E-01	3.30E-04	2.49E-04	1.01E-05	1.36E-05	38773.22092	13362.65	50.8942052	667804	
Construction and Ml Sacramento		2019	Construction and Mining - Misc - Skid Steer Loaders	Aggregate	Aggregate	Diesel	0.00033503	0.00040297	0.0004816	0.00135952	0.002523	5.75913E-06	9.06E-05	6.84E-05	3.47E-08	2.99E-08	118.9273143	0	20.80542839	0	
Construction and Ml Sacramento		2019	Construction and Mining - Misc - Surfacing Equipment	Aggregate	Aggregate	Gasoline	1.39E-03	1.40E-03	1.53E-03	0.03657478	0.00099305	1.38416E-06	4.16E-04	3.14E-04	5.95E-07	8.22E-07	2324.719353	0	28.14863484	0	
Construction and Ml Sacramento		2019	Construction and Mining - Misc - Tampers/Rammers	Aggregate	Aggregate	Gasoline	8.34E-04	7.78E-04	9.17E-04	3.77E-02	7.02E-04	6.20E-02	5.38E-04	4.06E-04	2.56E-06	4.709.954835	20593.3	129.9647081	86899.2		
Construction and Ml Sacramento		2019	Construction and Mining - Misc - Tractors/Loaders/Backhoes	Aggregate	Aggregate	Gasoline	2.00E-04	1.84E-04	2.21E-04	0.01229016	5.13E-04	0.214097499	1.49E-05	1.13E-05	2.07E-06	3.10E-06	8862.2	3025.85	3.544438504	190268.3	
Construction and Ml Sacramento		2019	Construction and Mining - Misc - Tractors/Loaders/Backhoes	Aggregate	Aggregate	Diesel	3.0022E-05	3.611E-05	4.316E-05	0.00012323	0.00022822	5.26631E-07	7.80E-06	5.89E-06	3.13E-09	2.70E-09	10.72894335	0	1.464682002	0	
Construction and Ml Sacramento		2019	Construction and Mining - Misc - Trenchers	Aggregate	Aggregate	Gasoline	0.00210747	0.00201817	0.0023191	0.09051532	0.00301079	0.58324077	0.000383508	0.0002898	6.94E-06	9.71E-06	27179.55243	9632.35	32.21787457	375431.7	
Construction and Ml Sacramento		2019	Construction and Mining - Misc - Trenchers	Aggregate	Aggregate	Diesel	3.7903E-05	4.5589E-05	5.449E-05	0.00017457	0.0002875	6.70E-07	9.76764E-06	7.38E-06	4.23E-09	3.65E-09					

Construction and Mi Sacramento	2030 Construction and Mining - Rollers	Aggregate	Aggregate	Diesel	2.29E-03	2.77E-03	3.30E-03	0.04034501	2.35E-02	6.821916695	9.13E-04	8.40E-04	6.30E-05	5.57E-05	221329.5742	138822.2689	386.903596	11151774
Construction and Mi Sacramento	2030 Construction and Mining - Rough Terrain Forklifts	Aggregate	Aggregate	Diesel	0.00132542	0.00160375	1.91E-03	0.04365606	0.02053388	7.41E+00	0.000494127	4.55E-04	6.84E-05	6.05E-05	240330.5817	114759.8014	389.77639	11531946.35
Construction and Mi Sacramento	2030 Construction and Mining - Rubber Tired Dozers	Aggregate	Aggregate	Diesel	0.00225428	0.00272768	0.0032462	0.02293308	0.0231384	4.362702324	0.001068302	0.0009828	4.03E-05	3.56E-05	141543.0722	27683.79845	34.4611044	6863122.199
Construction and Mi Sacramento	2030 Construction and Mining - Rubber Tired Loaders	Aggregate	Aggregate	Diesel	1.72E-02	2.08E-02	2.47E-02	0.21038354	0.12326782	6.03E+01	4.81E-03	0.0044223	5.57E-04	4.92E-04	1955163.52	517028.7392	505.1746682	104700342.4
Construction and Mi Sacramento	2030 Construction and Mining - Scrapers	Aggregate	Aggregate	Diesel	0.01158205	0.01401428	0.0166782	0.12013713	0.10853046	39.22223939	0.004567902	0.0042025	3.62E-04	3.20E-04	1272522.361	138719.5296	283.8312112	50935064.34
Construction and Mi Sacramento	2030 Construction and Mining - Skid Steer Loaders	Aggregate	Aggregate	Diesel	0.00159716	0.00193257	0.0022999	0.04363949	0.0249121	7.18285566	0.000547084	0.0005033	6.6361E-05	5.8626E-05	233039.8414	183596.2095	505.4477356	12009452.96
Construction and Mi Sacramento	2030 Construction and Mining - Surfacing Equipment	Aggregate	Aggregate	Diesel	0.000142	0.00017182	0.0002045	0.00220997	0.00172841	0.824448401	5.66825E-05	5.215E-05	7.62E-06	6.73E-06	26748.3204	6512.016158	23.210728	1714112.388
Construction and Mi Sacramento	2030 Construction and Mining - Tractors/Loaders/Backhoes	Aggregate	Aggregate	Diesel	0.01512145	0.01829696	0.0217749	0.31573369	0.16347133	55.05266434	4.80E-03	4.41E-03	5.09E-04	4.49E-04	1786123.065	951614.7255	1524.541967	93242553.61
Construction and Mi Sacramento	2030 Construction and Mining - Trenchers	Aggregate	Aggregate	Diesel	0.0010726	0.00129785	0.0015445	0.01239908	0.01149524	2.265649572	5.00E-04	4.60E-04	2.09E-05	1.85E-05	73506.5052	34650.45125	91.5868202	2724378.704
Construction and Mi Sacramento	2045 Construction and Mining - Bore/Drill Rigs	Aggregate	Aggregate	Diesel	5.85E-04	7.08E-04	8.43E-04	1.26E-02	5.59E-03	4.37E+00	1.09E-04	1.00E-04	4.04E-05	3.56E-05	141696.9118	24691.02019	62.01663684	5459400.391
Construction and Mi Sacramento	2045 Construction and Mining - Cranes	Aggregate	Aggregate	Diesel	2.40E-03	2.91E-03	3.46E-03	3.28E-02	1.89E-02	1.03E+01	7.77E-04	7.15E-04	9.54E-05	8.43E-05	335071.524	97296.97922	186.5717254	22486431.47
Construction and Mi Sacramento	2045 Construction and Mining - Crawler Tractors	Aggregate	Aggregate	Diesel	5.68E-03	6.87E-03	8.18E-03	8.59E-02	4.25E-02	2.55E+01	1.56E-03	1.44E-03	2.36E-04	2.08E-04	827515.4514	15746.8597	343.6624872	37280079.97
Construction and Mi Sacramento	2045 Construction and Mining - Excavators	Aggregate	Aggregate	Diesel	8.06E-03	9.76E-03	1.16E-02	1.56E-01	5.34E-02	4.60E+01	1.15E-03	1.06E-03	4.25E-04	3.75E-04	1490953.49	475973.8292	667.9515477	75017787.8
Construction and Mi Sacramento	2045 Construction and Mining - Graders	Aggregate	Aggregate	Diesel	4.00E-03	4.84E-03	5.76E-03	6.04E-02	2.06E-02	1.73E+01	8.55E-04	7.86E-04	1.59E-04	1.41E-04	560109.2595	140610.2887	215.9369295	26450596.72
Construction and Mi Sacramento	2045 Construction and Mining - Misc - Asphalt Pavers	Aggregate	Aggregate	Gasoline	2.59E-04	2.50E-04	2.85E-04	1.50E-02	3.04E-04	1.12E-01	6.10E-05	4.61E-05	1.29E-06	1.80E-06	5148.708436	1689.95	5.530873302	71226.1
Construction and Mi Sacramento	2045 Construction and Mining - Misc - Bore/Drill Rigs	Aggregate	Aggregate	Gasoline	7.64E-05	7.31E-05	8.40E-05	3.89E-03	1.36E-04	9.90E-02	2.07E-05	1.56E-05	9.95E-07	1.40E-06	3989.60079	620.5	6.65117814	53173.2
Construction and Mi Sacramento	2045 Construction and Mining - Misc - Bore/Drill Rigs	Aggregate	Aggregate	Diesel	9.28E-06	1.12E-05	1.33E-05	4.09E-05	7.05E-05	1.64E-07	2.38E-06	1.80E-06	1.01E-09	8.70E-10	3.461256104	0	0.565255746	0
Construction and Mi Sacramento	2045 Construction and Mining - Misc - Cement And Mortar Mixers	Aggregate	Aggregate	Gasoline	2.00E-03	2.02E-03	2.20E-03	6.11E-02	1.30E-03	2.29E-06	5.52E-04	4.17E-04	9.90E-07	1.37E-06	3841.303662	0	201.9518295	0
Construction and Mi Sacramento	2045 Construction and Mining - Misc - Cement And Mortar Mixers	Aggregate	Aggregate	Diesel	1.14E-05	1.37E-05	1.63E-05	6.66E-05	8.58E-05	2.05E-07	2.99E-06	2.26E-06	1.48E-09	1.28E-09	5.077855962	0	3.925908282	0
Construction and Mi Sacramento	2045 Construction and Mining - Misc - Concrete/Industrial Saws	Aggregate	Aggregate	Gasoline	1.82E-03	1.82E-03	2.01E-03	6.63E-02	1.52E-03	2.64E-01	6.39E-04	4.83E-04	3.71E-06	4.96E-06	14138.48353	3117.1	33.250906	144288.15
Construction and Mi Sacramento	2045 Construction and Mining - Misc - Concrete/Industrial Saws	Aggregate	Aggregate	Diesel	2.86E-05	3.40E-05	4.12E-05	4.42E-04	3.31E-04	5.94E-02	1.93E-06	1.71E-06	7.67E-07	4.99E-07	1982.472469	1434.45	2.589268419	47336.85
Construction and Mi Sacramento	2045 Construction and Mining - Misc - Cranes	Aggregate	Aggregate	Gasoline	7.80E-05	7.18E-05	8.59E-05	5.98E-03	1.66E-04	8.80E-02	6.13E-06	4.63E-06	8.94E-07	1.29E-06	3690.15	1270.2	2.94	80460.6
Construction and Mi Sacramento	2045 Construction and Mining - Misc - Crushing/Proc. Equipment	Aggregate	Aggregate	Gasoline	1.06E-05	1.07E-05	1.17E-05	3.72E-04	7.35E-06	1.37E-08	4.44E-06	3.35E-06	5.90E-09	8.15E-09	23.18758841	0	0.157082028	0
Construction and Mi Sacramento	2045 Construction and Mining - Misc - Dumpers/Tenders	Aggregate	Aggregate	Gasoline	8.28E-04	7.81E-04	9.11E-04	2.83E-02	5.99E-04	4.49E-02	3.20E-04	2.42E-04	1.27E-06	1.23E-06	3513.402192	8562.9	70.96325294	79179.45
Construction and Mi Sacramento	2045 Construction and Mining - Misc - Dumpers/Tenders	Aggregate	Aggregate	Diesel	1.15E-06	1.38E-06	1.65E-06	4.72E-06	8.74E-06	2.02E-08	2.94E-07	2.22E-07	1.20E-10	1.03E-10	0.410883853	0	0.166076794	0
Construction and Mi Sacramento	2045 Construction and Mining - Misc - Excavators	Aggregate	Aggregate	Diesel	8.19E-06	9.85E-06	1.18E-05	3.36E-05	6.23E-05	1.44E-07	2.09E-06	1.58E-06	8.54E-10	7.36E-10	2.928064315	0	0.260281885	0
Construction and Mi Sacramento	2045 Construction and Mining - Misc - Other	Aggregate	Aggregate	Gasoline	5.48E-05	5.04E-05	6.03E-05	4.66E-03	1.82E-04	1.41E-01	1.01E-05	7.65E-06	1.40E-06	1.97E-06	5628.3	1029.3	2.968029832	129691.8
Construction and Mi Sacramento	2045 Construction and Mining - Misc - Other	Aggregate	Aggregate	Diesel	2.47E-04	2.94E-04	3.55E-04	1.71E-03	2.19E-03	2.73E-01	8.42E-05	7.64E-05	4.11E-06	2.29E-06	9110.4803	18881.45	29.85371668	256394.25
Construction and Mi Sacramento	2045 Construction and Mining - Misc - Pavers	Aggregate	Aggregate	Diesel	2.18E-06	2.62E-06	3.14E-06	8.95E-06	1.66E-05	3.83E-08	5.58E-07	4.21E-07	2.27E-10	1.96E-10	0.779547405	0	0.103812079	0
Construction and Mi Sacramento	2045 Construction and Mining - Misc - Paving Equipment	Aggregate	Aggregate	Gasoline	3.62E-03	3.65E-03	3.99E-03	1.12E-01	2.56E-03	1.01E-01	1.09E-03	8.22E-04	2.84E-06	3.82E-06	10845.6452	1686.3	152.8155563	72448.85
Construction and Mi Sacramento	2045 Construction and Mining - Misc - Paving Equipment	Aggregate	Aggregate	Diesel	3.58E-06	4.30E-06	5.14E-06	1.47E-05	2.72E-05	6.27E-08	9.14E-07	6.91E-07	3.73E-10	3.21E-10	1.278298219	0	0.249114859	0
Construction and Mi Sacramento	2045 Construction and Mining - Misc - Plate Compactors	Aggregate	Aggregate	Gasoline	6.13E-03	5.77E-03	6.75E-03	1.92E-01	4.17E-03	2.84E-01	1.92E-03	1.45E-03	9.34E-06	8.09E-06	23056.69505	64973.65	414.5281825	398769.8
Construction and Mi Sacramento	2045 Construction and Mining - Misc - Plate Compactors	Aggregate	Aggregate	Diesel	7.30E-05	8.70E-05	1.05E-04	5.42E-04	6.47E-04	8.07E-02	2.50E-05	2.27E-05	1.26E-06	6.78E-07	2693.703576	13665.6	25.01108702	109234.8
Construction and Mi Sacramento	2045 Construction and Mining - Misc - Rollers	Aggregate	Aggregate	Gasoline	1.05E-03	1.02E-03	1.15E-03	5.27E-02	1.20E-03	3.18E-01	2.81E-04	2.12E-04	3.59E-06	5.36E-06	15284.4422	3536.85	20.13177643	218383.15
Construction and Mi Sacramento	2045 Construction and Mining - Misc - Rollers	Aggregate	Aggregate	Diesel	5.28E-05	6.35E-05	7.59E-05	2.77E-04	3.99E-04	9.44E-07	1.37E-05	1.04E-05	6.41E-09	5.52E-09	21.96207814	0	6.727274732	0
Construction and Mi Sacramento	2045 Construction and Mining - Misc - Rough Terrain Forklifts	Aggregate	Aggregate	Gasoline	4.63E-04	4.26E-04	5.10E-04	3.14E-02	1.14E-03	6.37E-01	4.45E-05	3.36E-05	6.22E-06	9.12E-06	26031.8	5088.1	12.24	425830.9
Construction and Mi Sacramento	2045 Construction and Mining - Misc - Rubber Tired Loaders	Aggregate	Aggregate	Gasoline	2.80E-04	2.57E-04	3.08E-04	2.06E-02	6.58E-04	3.31E-01	2.31E-05	1.74E-05	3.27E-06	4.84E-06	13807.95	3869	7.572102584	262566.4
Construction and Mi Sacramento	2045 Construction and Mining - Misc - Rubber Tired Loaders	Aggregate	Aggregate	Diesel	1.46E-06	1.75E-06	2.10E-06	5.99E-06	1.11E-05	2.56E-08	3.72E-07	2.82E-07	1.52E-10	1.31E-10	0.520595779	0	0.065575527	0
Construction and Mi Sacramento	2045 Construction and Mining - Misc - Signal Boards	Aggregate	Aggregate	Gasoline	1.54E-04	1.45E-04	1.70E-04	6.08E-03	1.12E-04	8.36E-03	7.48E-05	5.66E-05	2.59E-07	2.46E-07	702.3978173	1080.4	0.555004428	8457.05
Construction and Mi Sacramento	2045 Construction and Mining - Misc - Signal Boards	Aggregate	Aggregate	Diesel	1.15E-03	1.37E-03	1.66E-03	8.65E-03	1.02E-02	1.29E+00	3.92E-04	3.55E-04	2.00E-05	1.08E-05	42966.51801	149821.55	219.7396723	915336.05
Construction and Mi Sacramento	2045 Construction and Mining - Misc - Skid Steer Loaders	Aggregate	Aggregate	Gasoline	1.69E-03	1.64E-03	1.86E-03	7.77E-02	1.98E-03	9.10E-01	4.14E-04	3.13E-04	1.02E-05	1.37E-05	39239.30244	13359	53.35954038	667336.8
Construction and Mi Sacramento	2045 Construction and Mining - Misc - Skid Steer Loaders	Aggregate	Aggregate	Diesel	4.04E-04	4.86E-04	5.81E-04	1.66E-03	3.07E-03	7.09E-06	1.03E-04	7.81E-05	4.22E-08	3.63E-08	144.4953846	0	25.62398604	0
Construction and Mi Sacramento	2045 Construction and Mining - Misc - Surfacing Equipment	Aggregate	Aggregate	Gasoline	1.91E-03	1.93E-03	2.10E-03	5.03E-02	1.37E-03	1.90E-06	5.72E-04	4.32E-04	8.19E-07	1.13E-06	3196.531497	0	38.70358871	0
Construction and Mi Sacramento	2045 Construction and Mining - Misc - Tampers/Rammers	Aggregate	Aggregate	Gasoline	7.85E-04	7.38E-04	8.64E-04	3.52E-02	6.58E-04	5.38E-02	5.01E-04	3.79E-04	2.26E-06	1.49E-06	4236.454604	17852.15	121.255463	75332.35
Construction and Mi Sacramento	2045 Construction and Mining - Misc - Tractors/Loaders/Backhoes	Aggregate	Aggregate	Gasoline	1.76E-04	1.62E-04	1.94E-04	1.24E-02	4.53E-04	2.14E-01	1.49E-05	1.13E-05	2.07E-06	3.10E-06	8862.2	3033.15	3.509623104	191088.45
Construction and Mi Sacramento	2045 Construction and Mining - Misc - Tractors/Loaders/Backhoes	Aggregate	Aggregate	Diesel	3.93E-05	4.73E-05	5.66E-05	1.63E-04	2.99E-04	6.90E-07	1.01E-05	7.60E-06	4.10E-09	3.53E-09	14.06091029	0	1.91965234	0
Construction and Mi Sacramento	2045 Construction and Mining - Misc - Trenchers	Aggregate	Aggregate	Gasoline	1.95E-03	1.90E-03	2.15E-03	1.05E-01	2.03E-03	5.83E-01	5.12E-04	3.87E-04	7.11E-06	1.00E-05	28559.84241	9628.7	35.33529092	375190.8
Construction and Mi Sacramento	2045 Construction and Mining - Misc - Trenchers	Aggregate	Aggregate	Diesel	4.26E-05	5.13E-05	6.13E-05	1.96E-04	3.23E-04	7.54E-07	1.10E-05	8.30E-06	4.75E-09	4.10E-09	16.29542441	0	2.555681596	0
Construction and Mi Sacramento	2045 Construction and Mining - Off-Highway Tractors	Aggregate	Aggregate	Diesel	2.21E-03	2.68E-03	3.19E-03	3.97E-02	1.68E-02	9.73E+00	3.07E-04	2.83E-04	8.99E-05	7.94E-05	315542.4887	111579.3076	152.0571115	1383333.55
Construction and Mi Sacramento	2045 Construction and Mining - Off-Highway Trucks	Aggregate	Aggregate	Diesel	1.36E-02	1.65E-02	1.96E-02	1.38E-01	1.06E-01	5.85E+01	2.00E-03	1.84E-03	5.40E-04	4.77E-04	1896760.189	237492.5298	159.147676	96219994.31
Construction and Mi Sacramento	2045 Construction and Mining - Other	Aggregate	Aggregate	Diesel	3.62E-03	3.21E-03	3.82E-03	4.52E-02	2.20E-02	1.30E+01	6.33E-04	5.82E-04	1.20E-04	1.06E-04	422686.7752	113466.405	230.1243989	19540486.65
Construction and Mi Sacramento	2045 Construction and Mining - Pavers	Aggregate	Aggregate	Diesel	5.41E-04	6.55E-04	7.80E-04	1.42E-02	4.47E-03	3.06E+00	1.21E-04	1.11E-04	2.83E-05	2.50E-05	99386.66304	35652.09153	81.67500341	4615198.362

Original OFFROAD Classifications	Consolidated Classes
Agricultural	agricultural offroad
Agricultural Equipment	agricultural offroad
Airport Ground Support Equipment	Airport Ground Support
Commercial Harbor Craft	Commercial Harbor Craft
Construction and Mining	Construction and Mining
Construction and Mining Equipment	Construction and Mining
Entertainment Equipment	Entertainment Equipment
Industrial	Industrial
Industrial Equipment	Industrial
Lawn and Garden Equipment	Lawn and Garden Equipment
Light Commercial Equipment	Light Commercial Equipment
Locomotive - Line haul	Railyard Operations
Locomotive - Passenger	Railyard Operations
Locomotive - Short line	Railyard Operations
Logging Equipment	Logging
Military Tactical Support Equip	Military Tactical Support
Ocean Going Vessels	Ocean Going Vessels
OFFROAD - Airport Ground Support	Airport Ground Support
OFFROAD - Agricultural	agricultural offroad
OFFROAD - Construction and Mining	Construction and Mining
OFFROAD - Industrial	Industrial
OFFROAD - Light Commercial	Light Commercial Equipment
OFFROAD - Logging	Logging
OFFROAD - Military Tactical Support	Military Tactical Support
Oil Drilling	Oil Drilling
Pleasure Craft	Pleasure Craft
Portable Equipment	Portable Equipment
Other Portable Equipment	Other Portable Equipment
Railyard Operations	Railyard Operations
Recreational Equipment	Recreational Equipment
Transport Refrigeration Units	Transport Refrigeration Units
Transportation Refridgeration Unit	Transport Refrigeration Units
Agricultural - Agricultural Tractors	agricultural offroad
Agricultural - ATVs	agricultural offroad
Agricultural - Bale Wagons (Self Propelled)	agricultural offroad
Agricultural - Balers (Self Propelled)	agricultural offroad
Agricultural - Combine Harvesters	agricultural offroad
Agricultural - Construction Equipment	agricultural offroad
Agricultural - Cotton Pickers	agricultural offroad
Agricultural - Forage & Silage Harvesters	agricultural offroad
Agricultural - Forklifts	agricultural offroad
Agricultural - Hay Squeeze/Stack Retriever	agricultural offroad
Agricultural - Nut Harvester	agricultural offroad
Agricultural - Other Harvesters	agricultural offroad
Agricultural - Sprayers/Spray Rigs	agricultural offroad
Agricultural - Swathers/Windrowers/Hay Conditior	agricultural offroad

Airport Ground Support - A/C Tug Narrow Body	Airport Ground Support
Airport Ground Support - A/C Tug Wide Body	Airport Ground Support
Airport Ground Support - Baggage Tug	Airport Ground Support
Airport Ground Support - Belt Loader	Airport Ground Support
Airport Ground Support - Bobtail	Airport Ground Support
Airport Ground Support - Cargo Loader	Airport Ground Support
Airport Ground Support - Cargo Tractor	Airport Ground Support
Airport Ground Support - Forklift	Airport Ground Support
Airport Ground Support - Lift	Airport Ground Support
Airport Ground Support - Misc - A/C Tug Narrow B	Airport Ground Support
Airport Ground Support - Misc - A/C Tug Wide Boc	Airport Ground Support
Airport Ground Support - Misc - Air Conditioner	Airport Ground Support
Airport Ground Support - Misc - Air Start Unit	Airport Ground Support
Airport Ground Support - Misc - Baggage Tug	Airport Ground Support
Airport Ground Support - Misc - Belt Loader	Airport Ground Support
Airport Ground Support - Misc - Bobtail	Airport Ground Support
Airport Ground Support - Misc - Cargo Loader	Airport Ground Support
Airport Ground Support - Misc - Cargo Tractor	Airport Ground Support
Airport Ground Support - Misc - Cart	Airport Ground Support
Airport Ground Support - Misc - Catering Truck	Airport Ground Support
Airport Ground Support - Misc - Deicer	Airport Ground Support
Airport Ground Support - Misc - Forklift	Airport Ground Support
Airport Ground Support - Misc - Fuel Truck	Airport Ground Support
Airport Ground Support - Misc - Generator	Airport Ground Support
Airport Ground Support - Misc - Ground Power Uni	Airport Ground Support
Airport Ground Support - Misc - Hydrant Truck	Airport Ground Support
Airport Ground Support - Misc - Lav Cart	Airport Ground Support
Airport Ground Support - Misc - Lav Truck	Airport Ground Support
Airport Ground Support - Misc - Lift	Airport Ground Support
Airport Ground Support - Misc - Maint. Truck	Airport Ground Support
Airport Ground Support - Misc - Other	Airport Ground Support
Airport Ground Support - Misc - Passenger Stand	Airport Ground Support
Airport Ground Support - Misc - Service Truck	Airport Ground Support
Airport Ground Support - Misc - Sweeper	Airport Ground Support
Airport Ground Support - Misc - Water Truck	Airport Ground Support
Airport Ground Support - Other	Airport Ground Support
Airport Ground Support - Passenger Stand	Airport Ground Support
Commercial Harbor Craft - AE - Commercial Fishing	Commercial Harbor Craft
Commercial Harbor Craft - AE - Commercial Passer	Commercial Harbor Craft
Commercial Harbor Craft - AE - Excursion	Commercial Harbor Craft
Commercial Harbor Craft - AE - Research Boat	Commercial Harbor Craft
Commercial Harbor Craft - AE - Tugboat-Push/Tow	Commercial Harbor Craft
Commercial Harbor Craft - AE - Work Boat	Commercial Harbor Craft
Commercial Harbor Craft - ME - Commercial Fishin	Commercial Harbor Craft
Commercial Harbor Craft - ME - Commercial Passe	Commercial Harbor Craft
Commercial Harbor Craft - ME - Dredge	Commercial Harbor Craft
Commercial Harbor Craft - ME - Excursion	Commercial Harbor Craft

Commercial Harbor Craft - ME - Research Boat	Commercial Harbor Craft
Commercial Harbor Craft - ME - Tugboat-Push/Tow	Commercial Harbor Craft
Commercial Harbor Craft - ME - Work Boat	Commercial Harbor Craft
Construction and Mining - Bore/Drill Rigs	Construction and Mining
Construction and Mining - Cranes	Construction and Mining
Construction and Mining - Crawler Tractors	Construction and Mining
Construction and Mining - Excavators	Construction and Mining
Construction and Mining - Graders	Construction and Mining
Construction and Mining - Misc - Asphalt Pavers	Construction and Mining
Construction and Mining - Misc - Bore/Drill Rigs	Construction and Mining
Construction and Mining - Misc - Cement And Mor	Construction and Mining
Construction and Mining - Misc - Concrete/Industri	Construction and Mining
Construction and Mining - Misc - Cranes	Construction and Mining
Construction and Mining - Misc - Crushing/Proc. Ec	Construction and Mining
Construction and Mining - Misc - Dumpers/Tender	Construction and Mining
Construction and Mining - Misc - Excavators	Construction and Mining
Construction and Mining - Misc - Other	Construction and Mining
Construction and Mining - Misc - Pavers	Construction and Mining
Construction and Mining - Misc - Paving Equipmen	Construction and Mining
Construction and Mining - Misc - Plate Compactors	Construction and Mining
Construction and Mining - Misc - Rollers	Construction and Mining
Construction and Mining - Misc - Rough Terrain Fo	Construction and Mining
Construction and Mining - Misc - Rubber Tired Loa	Construction and Mining
Construction and Mining - Misc - Signal Boards	Construction and Mining
Construction and Mining - Misc - Skid Steer Loader	Construction and Mining
Construction and Mining - Misc - Surfacing Equipm	Construction and Mining
Construction and Mining - Misc - Tampers/Ramme	Construction and Mining
Construction and Mining - Misc - Tractors/Loaders,	Construction and Mining
Construction and Mining - Misc - Trenchers	Construction and Mining
Construction and Mining - Off-Highway Tractors	Construction and Mining
Construction and Mining - Off-Highway Trucks	Construction and Mining
Construction and Mining - Other	Construction and Mining
Construction and Mining - Pavers	Construction and Mining
Construction and Mining - Paving Equipment	Construction and Mining
Construction and Mining - Rollers	Construction and Mining
Construction and Mining - Rough Terrain Forklifts	Construction and Mining
Construction and Mining - Rubber Tired Dozers	Construction and Mining
Construction and Mining - Rubber Tired Loaders	Construction and Mining
Construction and Mining - Scrapers	Construction and Mining
Construction and Mining - Skid Steer Loaders	Construction and Mining
Construction and Mining - Surfacing Equipment	Construction and Mining
Construction and Mining - Tractors/Loaders/Backh	Construction and Mining
Construction and Mining - Trenchers	Construction and Mining
Industrial - Aerial Lifts	Industrial
Industrial - Forklifts	Industrial
Industrial - Misc - Aerial Lifts	Industrial
Industrial - Misc - Forklifts	Industrial

Industrial - Misc - Other General Industrial Equipment	Industrial
Industrial - Misc - Other Material Handling Equipment	Industrial
Industrial - Misc - Sweepers/Scrubbers	Industrial
Industrial - Other General Industrial Equipment	Industrial
Industrial - Other Material Handling Equipment	Industrial
Lawn and Garden - Misc - Chainsaws	Lawn and Garden Equipment
Lawn and Garden - Misc - Chainsaws Preempt	Lawn and Garden Equipment
Lawn and Garden - Misc - Chippers/Stump Grinder	Lawn and Garden Equipment
Lawn and Garden - Misc - Lawn Mowers	Lawn and Garden Equipment
Lawn and Garden - Misc - Leaf Blowers/Vacuums	Lawn and Garden Equipment
Lawn and Garden - Misc - Other	Lawn and Garden Equipment
Lawn and Garden - Misc - Rear Engine Riding Mow	Lawn and Garden Equipment
Lawn and Garden - Misc - Snowblowers	Lawn and Garden Equipment
Lawn and Garden - Misc - Tillers	Lawn and Garden Equipment
Lawn and Garden - Misc - Trimmers/Edgers/Brush	Lawn and Garden Equipment
Lawn and Garden - Misc - Wood Splitters	Lawn and Garden Equipment
Light Commercial - Misc - Air Compressors	Light Commercial Equipment
Light Commercial - Misc - Gas Compressors	Light Commercial Equipment
Light Commercial - Misc - Generator Sets	Light Commercial Equipment
Light Commercial - Misc - Pressure Washers	Light Commercial Equipment
Light Commercial - Misc - Pumps	Light Commercial Equipment
Light Commercial - Misc - Welders	Light Commercial Equipment
Locomotive - Line Haul	Railyard Operations
Locomotive - Passenger	Railyard Operations
Locomotive - Switcher	Railyard Operations
Military Tactical Support - Misc - A/C Unit	Military Tactical Support
Military Tactical Support - Misc - Aircraft Support	Military Tactical Support
Military Tactical Support - Misc - Cart	Military Tactical Support
Military Tactical Support - Misc - Communications	Military Tactical Support
Military Tactical Support - Misc - Compressor	Military Tactical Support
Military Tactical Support - Misc - Crane	Military Tactical Support
Military Tactical Support - Misc - Deicer	Military Tactical Support
Military Tactical Support - Misc - Generator	Military Tactical Support
Military Tactical Support - Misc - Hydraulic Unit	Military Tactical Support
Military Tactical Support - Misc - Lift	Military Tactical Support
Military Tactical Support - Misc - Light	Military Tactical Support
Military Tactical Support - Misc - Other Tactical Support	Military Tactical Support
Military Tactical Support - Misc - Pressure Washers	Military Tactical Support
Military Tactical Support - Misc - Pump	Military Tactical Support
Military Tactical Support - Misc - Start Cart	Military Tactical Support
Military Tactical Support - Misc - Test Stand	Military Tactical Support
Military Tactical Support - Misc - Welder	Military Tactical Support
Ocean Going Vessels - Vessels (Other)	Ocean Going Vessels
Oil Drilling - Drill Rig (Mobile)	Oil Drilling
Oil Drilling - Workover Rig (Mobile)	Oil Drilling
Oil Drilling - Misc - Compressors (Workover)	Oil Drilling
Oil Drilling - Misc - Generator (Drilling)	Oil Drilling

Pleasure Craft - Personal Water Craft	Pleasure Craft
Pleasure Craft - Sailboat Auxiliary Inboard Engine	Pleasure Craft
Pleasure Craft - Vessels W/Inboard Engines	Pleasure Craft
Pleasure Craft - Vessels W/Inboard Jet Engines	Pleasure Craft
Pleasure Craft - Vessels W/Outboard Engines	Pleasure Craft
Pleasure Craft - Vessels W/Sterndrive Engines	Pleasure Craft
Portable Equipment - Non-Rental Compressor	Portable Equipment
Portable Equipment - Non-Rental Generator	Portable Equipment
Portable Equipment - Non-Rental Other	Portable Equipment
Portable Equipment - Non-Rental Pump	Portable Equipment
Portable Equipment - Rental Compressor	Portable Equipment
Portable Equipment - Rental Generator	Portable Equipment
Portable Equipment - Rental Other	Portable Equipment
Portable Equipment - Rental Pump	Portable Equipment
Recreational - All Terrain Vehicles (Atvs) Active	Recreational Equipment
Recreational - Golf Carts	Recreational Equipment
Recreational - Minibikes	Recreational Equipment
Recreational - Off-Road Motorcycles Active	Recreational Equipment
Recreational - Snowmobiles Active	Recreational Equipment
Transportation Refridgeration Unit - Instate Gense	Transport Refrigeration Units
Transportation Refridgeration Unit - Instate Trailer	Transport Refrigeration Units
Transportation Refridgeration Unit - Instate Truck	Transport Refrigeration Units
Transportation Refridgeration Unit - Out-Of-State	Transport Refrigeration Units
Transportation Refridgeration Unit - Out-Of-State 1	Transport Refrigeration Units
Transportation Refridgeration Unit - Railcar TRU	Transport Refrigeration Units

OFFROAD 2007 Fuel Type	Fuel Type
G2	Gasoline
G4	Gasoline
C4	CNG
D	Diesel

EMFAC2011 Categories
All Other Buses
LDA
LDT1
LDT2
LHD1
LHD2
MCY
MDV
MH
Motor Coach
OBUS
PTO
SBUS
T6 CAIRP heavy
T6 CAIRP small
T6 instate construction heavy
T6 instate construction small
T6 instate heavy
T6 instate small
T6 OOS heavy
T6 OOS small
T6 Public
T6 utility
T6TS
T7 Ag
T7 CAIRP
T7 CAIRP construction
T7 NNOOS
T7 NOOS
T7 POAK
T7 Public
T7 Single
T7 single construction
T7 SWCV
T7 tractor
T7 tractor construction
T7 utility
T7IS
UBUS

Project Vehicle Category	EMFAC2011 Category Match
Countywide	All Other Buses
Countywide	LDA
Countywide	LDT1
Countywide	LDT2
Countywide	LHD1
Countywide	LHD2
Countywide	MCY
Countywide	MDV
Countywide	MH
Countywide	Motor Coach
Countywide	OBUS
Countywide	PTO
Countywide	SBUS
Countywide	T6 CAIRP heavy
Countywide	T6 CAIRP small
Countywide	T6 instate construction heavy
Countywide	T6 instate construction small
Countywide	T6 instate heavy
Countywide	T6 instate small
Countywide	T6 OOS heavy
Countywide	T6 OOS small
Countywide	T6 Public
Countywide	T6 utility
Countywide	T6TS
Countywide	T7 Ag
Countywide	T7 CAIRP
Countywide	T7 CAIRP construction
Countywide	T7 NNOOS
Countywide	T7 NOOS
Countywide	T7 POAK
Countywide	T7 Public
Countywide	T7 Single
Countywide	T7 single construction
Countywide	T7 SWCV
Countywide	T7 tractor
Countywide	T7 tractor construction
Countywide	T7 utility
Countywide	T7IS
Countywide	UBUS
TCT Annual Vehicle Revenue Miles	OBUS
TCT Annual Vehicle Revenue Miles	UBUS
TCT Annual Vehicle Revenue Miles	SBUS
TCT Annual Vehicle Revenue Miles	All Other Buses
YART Annual Vehicle Revenue Miles	OBUS
YART Annual Vehicle Revenue Miles	UBUS
YART Annual Vehicle Revenue Miles	SBUS
YART Annual Vehicle Revenue Miles	All Other Buses

Source: EMFAC2011 (v1.0.1) Emissions Inventory
Region Type: County
Region: Sacramento
Calendar Year: 2019, 2030, 2045, 2050
Season: Annual
Vehicle Classification: EMFAC2011 Categories
Units: miles/year for CVMT and EVMT, trips/year for Trips, kWh/year for Energy Consumption, tons/year for Emissions, 1000 gallons/year for Fuel Consumption

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	Population	Total VMT	CVMT	EVMT	Trips	CO2_RUNEX	CO2_IDLEX	CO2_STREX	CO2_TOTEX	CH4_RUNEX	CH4_IDLEX	CH4_STREX	CH4_TOTEX	N2O_RUNEX	N2O_IDLEX	N2O_STREX	N2O_TOTEX	
Sacramento	2019	All Other Buses	Aggregate	Aggregate	Diesel	515.8184894	7047726.976	7047726.976		0	1340509.09	9915.727421	109.9576472	0	10025.68507	0.0451942592	0.004254504	0	0.456197096	1.56088221	0.017308294	0	1.578130394
Sacramento	2019	All Other Buses	Aggregate	Aggregate	Natural Ga	6.91029722	722042.3756	722042.3756		0	95922.48043	837.0939162	14.01176977	0	851.111686	0.580797892	0.056999573	0	0.63779465	0.170647071	0.002857614	0	0.173504685
Sacramento	2019	LDA	Aggregate	Aggregate	Gasoline	515366.5271	6218099742	6218099742		0	827884031.7	2134014.771	0	71444.42294	2205459.194	31.6801791	0	90.30339429	121.9835734	449.4062203	0	34.51448841	83.96069071
Sacramento	2019	LDA	Aggregate	Aggregate	Diesel	2136.879467	2235885.952	2235885.952		0	6045.30742	6045.30742	0	0.04368566	0.04368566	0	0	0.04368566	0.951584198	0	0	0	0.951584198
Sacramento	2019	LDA	Aggregate	Aggregate	Plug-in Hyt	6541.801432	75639907.03	0	75639907.03	0	11488535.71	0	0	0	0	0	0	0	0	0	0	0	0
Sacramento	2019	LDA	Aggregate	Aggregate	Gasoline	6433.377117	98305951.6	5309395.79	45216555.81	9230989.989	17182.90286	0	700.2788223	17883.18168	0.05815011	0	0.430213592	0.488363703	0.073574102	0	0.212928838	0.286502939	
Sacramento	2019	LD1T	Aggregate	Aggregate	Gasoline	59235.93728	629669815.3	629669815.3		0	90911643.7	252293.2986	0	9762.638254	262055.9368	7.789485033	0	15.47070127	23.2601863	10.032144	0	0.462356715	14.64450072
Sacramento	2019	LD1T	Aggregate	Aggregate	Diesel	35.36231965	133798.0977	133798.0977		0	38689.86836	63.10668469	0	63.10668469	0.002047049	0	0	0.002047049	0.009933543	0	0	0	0.009933543
Sacramento	2019	LD1T	Aggregate	Aggregate	Diesel	124.6165284	1096520.274	1096520.274		0	20080.8894	0	0	0	0	0	0	0	0	0	0	0	0
Sacramento	2019	LD1T	Aggregate	Aggregate	Plug-in Hyt	0.506744026	7967.212037	4317.206189	3650.005848	277.0991318	1.397306062	0	0.063032144	1.460338206	4.7454E-06	0	3.40259E-05	3.87713E-05	6.02278E-06	0	1.69017E-05	2.29244E-05	
Sacramento	2019	LD1T	Aggregate	Aggregate	Gasoline	213897.0762	2624094168	2624094168		0	346109598.2	1138291.537	0	37925.46192	1176216.999	14.31011378	0	42.696079	57.00619278	26.93775216	0	17.66987527	44.60762742
Sacramento	2019	LD1T	Aggregate	Aggregate	Diesel	542.3295588	7418531.542	7418531.542		0	907661.7691	2759.944237	0	0	2759.944237	0.007791172	0	0	0.007791172	0.434439328	0	0	0.434439328
Sacramento	2019	LD1T	Aggregate	Aggregate	Electricity	13.79122798	145870.3313	0	145870.3313	23309.54822	0	0	0	0	0	0	0	0	0	0	0	0	0
Sacramento	2019	LD2T	Aggregate	Aggregate	Plug-in Hyt	216.3666897	3569150.691	1898414.002	1670736.648	910652.6629	614.4002464	0	28.30922715	642.7495236	0.002094109	0	0.014578412	0.016672521	0.002666015	0	0.007269318	0.009292933	
Sacramento	2019	LHD1	Aggregate	Aggregate	Gasoline	24545.37007	284248894.1	284248894.1		0	11950447.4	297560.3668	1091.882998	3411.598578	302063.8438	4.440027312	1.093632329	5.274508878	10.80816852	5.212590262	0.027410704	7.122989191	12.36299016
Sacramento	2019	LHD1	Aggregate	Aggregate	Diesel	15788.07032	184147210.1	184147210.1		0	49480258.69	129379.751	793.8116483	0	130173.5626	2.449833964	0.029012939	0	2.478846903	20.36550281	0.124952887	0	20.4904557
Sacramento	2019	LHD2	Aggregate	Aggregate	Gasoline	3308.554868	40758587.61	40758587.61		0	16118659.86	46498.0193	168.7808203	469.3458676	47136.13861	0.504470558	0.14892611	0.663164179	1.352556347	0.615080808	0.003820803	0.958975859	1.577864742
Sacramento	2019	LHD2	Aggregate	Aggregate	Diesel	5186.061845	66108839.15	66108839.15		0	21331561.8	57125.79275	414.0021506	0	75379.7949	0.715074015	0.009530164	0	0.724604179	8.992098715	0.065167554	0	9.05726627
Sacramento	2019	MCV	Aggregate	Aggregate	Gasoline	26524.19585	50954561.7	50954561.7		0	18407791.92	11075.46163	0	1207.065951	12282.52758	12.55010242	0	4.643782679	17.1938851	2.602249326	0	0.226608726	2.828858052
Sacramento	2019	MDV	Aggregate	Aggregate	Gasoline	154831.5932	1764478605	1764478605		0	245782569.7	927486.2709	0	32985.47052	960471.7415	16.21743424	0	26.4763614	58.40365102	26.4763614	0	14.69436425	41.17072565
Sacramento	2019	MDV	Aggregate	Aggregate	Diesel	2386.724958	33353364.42	33353364.42		0	4033592.066	15839.05534	0	0	15839.05534	0.027875304	0	0	0.027875304	2.494205649	0	0	2.493205649
Sacramento	2019	MDV	Aggregate	Aggregate	Electricity	7.846547449	61783.9147	0	61783.9147	10084.07965	0	0	0	0	0	0	0	0	0	0	0	0	0
Sacramento	2019	MDV	Aggregate	Aggregate	Plug-in Hyt	367.2485072	5872240.551	3173104.655	2699045.897	526944.6884	1027.035526	0	59.78035808	1086.815884	0.003493992	0	0.024699114	0.028193106	0.00441235	0	0.01228602	0.016727256	
Sacramento	2019	MH	Aggregate	Aggregate	Gasoline	19351.95406	10915753.17	10915753.17		0	124590.7301	23485.39089	0	4.625926248	23490.01681	0.305867216	0	0.005929651	0.314561367	0.394137346	0	0.005316477	0.399453823
Sacramento	2019	MH	Aggregate	Aggregate	Diesel	1114.195752	338961.539	338961.539		0	36434.2011	3972.306202	0	3972.306202	0.024958549	0	0	0.024958549	0.62527569	0	0	0	0.62527569
Sacramento	2019	Motor Coach	Aggregate	Aggregate	Diesel	93.17619434	3665996.794	3665996.794		0	625227.1728	7107.421385	333.0904337	0	7440.511819	0.03331188	0.008795636	0	0.042107516	1.118770202	0.052431343	0	1.171201546
Sacramento	2019	OBUS	Aggregate	Aggregate	Gasoline	702.177799	11078346.09	11078346.09		0	459480.953	22582.72107	98.39769202	166.031668	22847.15393	0.27371487	0.048799798	0.192050392	0.514565061	0.48645812	0.001283554	0.156623959	0.57653325
Sacramento	2019	PBU	Aggregate	Aggregate	Diesel	0	6894811.075	6894811.075		0	16576.54929	0	0	0	16576.54929	0.128971538	0	0	0.128971538	2.609293638	0	0	2.609293638
Sacramento	2019	STO	Aggregate	Aggregate	Gasoline	173.0249428	2779900.44	2779900.44		0	226316.6252	2671.3988	165.6177999	17.38092561	2854.397525	0.484986837	0.130689827	0.026891184	0.642567848	0.284795126	0.004100038	0.009866158	0.298761321
Sacramento	2019	STO	Aggregate	Aggregate	Diesel	945.1029375	7136443.497	7136443.497		0	4475024.605	9247.754107	790.6932765	0	10038.44738	0.030561136	0.003006288	0	0.033367424	1.455677266	0.124462028	0	1.580139294
Sacramento	2019	STO	Aggregate	Aggregate	Natural Ga	14.04165549	126516.9311	126516.9311		0	646486.6708	159.8117461	23.9300315	0	183.2420661	0.304407243	0.057741622	0	0.362148865	0.02476742	0.004878261	0	0.0237355993
Sacramento	2019	T6 CAIRP heavy	Aggregate	Aggregate	Diesel	72.36919576	4789996.17	4789996.17		0	518157.1512	5272.950495	16.22738516	0	5589.178884	0.02079593	0.000131212	0	0.020930613	0.877210883	0.002554332	0	0.877954515
Sacramento	2019	T6 CAIRP small	Aggregate	Aggregate	Diesel	61.93200968	1268932.566	1268932.566		0	442037.6457	1576.386218	13.96381032	0	1590.350028	0.005199942	0.000100335	0	0.005300276	0.248136959	0.002189026	0	0.250334985
Sacramento	2019	T6 instate heavy	Aggregate	Aggregate	Diesel	1597.805117	2579103.312	2579103.312		0	5921033.312	32631.32971	1319.6901	0	9351.01981	0.24494904	0.01784394	0	0.262784928	5.136456299	0.207730748	0	5.344187047
Sacramento	2019	T6 instate heavy	Aggregate	Aggregate	Natural Ga	9.520492541	197854.6711	197854.6711		0	36004.0669	206.6663104	13.98240703	0	220.6487174	0.132213404	0.053202474	0	0.185538737	0.042130279	0.002850405	0	0.044980684
Sacramento	2019	T6 instate small	Aggregate	Aggregate	Diesel	7785.752606	93662058.04	93662058.04		0	29987276.35	122473.3176	6389.538978	0	128862.8566	1.242088183	0.067321774	0	1.309409957	19.72369988	1.005769241	0	20.28413912
Sacramento	2019	T6 OOS heavy	Aggregate	Aggregate	Diesel	36.52038804	2805951.143	2805951.143		0	261842.0589	3622.43214	14.98842368	0	3270.632057	0.013485956	6.72288E-05	0	0.013553185	0.513535482	0.001290569	0	0.514826051
Sacramento	2019	T6 OOS small	Aggregate	Aggregate	Diesel	31.296258	641232.8804	641232.8804		0	242386.6588	796.5992069	7.056367321	0	803.6555742	0.0026277	5.07024E-05	0	0.002678402	0.125391673	0.001107324	0	0.125602407
Sacramento	2019	T6 Public	Aggregate	Aggregate	Diesel	4888.602273	55744636.09	55744636.09		0	7824501.254	78991.25257	5790.15682	0	84781.40939	0.830740512	0.04167943	0	0.422389492	12.43391307	0.911421255	0	13.34533432
Sacramento	2019	T6 POAK	Aggregate	Aggregate	Natural Ga	111.9430465	2321801.191	2321801.191		0	179171.5676	1978.224406	243.5274248	0	2222.452031	1.57820958	0.878591756	0	2.456801027	0.403416726	0.049644659	0	0.453061965
Sacramento	2019	T6 Utility	Aggregate	Aggregate	Diesel	54.63475099	717813.7451	717813.7451		0	181889.3416	906.8096733	4944.827457	0	940.8004297	0.000976976	0.000129852	0	0.001101898	0.042779745	0.005378793	0	0.048118358
Sacramento	2019	T6 Utility	Aggregate	Aggregate	Natural Ga	0.620820318	3497.360406	3497.360406		0	1041.622804	3.907490608	0.300057971	0	4.20754588	0.002520951	0.001184038	0	0.00370499	0.000795658	0.11688E-05	0	0.000857736
Sacramento	2019	T6T5	Aggregate	Aggregate	Gasoline	2835.77863	408402.2762	408402.2762		0	18553405.62	85867.41455	569.3417039	1088.279098	87525.0335	1.776830877	0.241712298	1.251057216	3.269600392	1.865216549	0.006329633	0.626395315	2.497941497
Sacramento	2019	T7 CAIRP	Aggregate	Aggregate	Diesel	785.3769669	52669803.62	52669803.62		0	5630964.362	93011.34547	7029.790979	0	10004.11364	0.233450388	0.132109649	0	0.365560337	14.46079814	1.106550498	0	15.7

Sacramento	2045 LH01	Aggregate	Aggregate	Gasoline	11112.3676	121791867.4	121791867.4	0	54137374.4	101982.7279	437.6868955	1432.367088	103852.7819	0.178732959	0.351427782	1.290461968	1.820622709	0.285655974	0.009981613	2.435053393	2.730690981
Sacramento	2045 LH01	Aggregate	Aggregate	Diesel	7390.372525	80466760.94	80466760.94	0	30398439.69	53412.29167	313.5598306	0	53725.8515	0.389742954	0.013580914	0	0.403323868	8.451528304	0.049401479	0	8.464529783
Sacramento	2045 LH01	Aggregate	Aggregate	Electricity	10404.56153	151997340.3	0	151997340.3	47624775.89	0	0	0	0	0	0	0	0	0	0	0	0
Sacramento	2045 LH02	Aggregate	Aggregate	Gasoline	1392.810684	14870716.71	14870716.71	0	6785512.875	13970.64152	63.14686213	176.1110333	14209.89942	0.019059196	0.039969412	0.142363871	0.201392479	0.037634007	0.00114163	0.274647698	0.313423335
Sacramento	2045 LH02	Aggregate	Aggregate	Diesel	3701.239324	38396730.65	38396730.65	0	15221477.59	29842.32113	256.683834	0	30099.04597	0.231682643	0.00680158	0	0.238484224	4.701676307	0.040440643	0	4.742116949
Sacramento	2045 LH02	Aggregate	Aggregate	Electricity	2639.138043	37195695.98	0	37195695.98	11421345.51	0	0	0	0	0	0	0	0	0	0	0	0
Sacramento	2045 MCY	Aggregate	Aggregate	Gasoline	27876.32411	48867203.44	48867203.44	0	19426168.93	10190.6004	0	842.1417724	11032.74217	7.70270131	0	2.983449421	10.68615073	1.950072682	0	10.08000138	2.05807282
Sacramento	2045 MOV	Aggregate	Aggregate	Gasoline	167214.7714	1980400645	1980400645	0	262282006	785303.0775	0	25037.11256	810340.1901	3.33179131	0	13.23464678	16.56643809	8.041453992	0	9.274769196	17.31622319
Sacramento	2045 MOV	Aggregate	Aggregate	Diesel	1908.737889	21908970.47	21908970.47	0	2966610.974	8491.440465	0	0	0	0	0	0	0.006370806	1.337829903	0	1.337829903	0
Sacramento	2045 MOV	Aggregate	Aggregate	Electricity	9909.867326	94040163.42	0	94040163.42	16087447.63	0	0	0	0	0	0	0	0	0	0	0	0
Sacramento	2045 MOV	Aggregate	Aggregate	Plug-in Hyt	4715.307036	59015948.09	24089709.3	34926238.79	676734.724	7869.449827	0	652.334406	8521.784233	0.02533691	0	0.296311683	0.321648594	0.030268638	0	0.138297619	0.168566257
Sacramento	2045 MH	Aggregate	Aggregate	Gasoline	1369.578995	4746179.627	4746179.627	0	4805.14721	10188.70245	0	1.481954554	10190.18441	0.021126828	0	0.001609219	0.022826047	0.094316431	0	0.002242972	0.096559403
Sacramento	2045 MH	Aggregate	Aggregate	Diesel	873.9505978	2670581.153	2670581.153	0	28578.18455	3206.371922	0	0	0	0	0	0	0.01203082	0.505165202	0	0	0.505165202
Sacramento	2045 Motor Coach	Aggregate	Aggregate	Diesel	113.125157	4195116.079	4195116.079	0	759087.9036	7081.548302	304.4867782	0	7386.035081	0.002261586	0.006756388	0	0.009017974	1.115700819	0.047972016	0	1.163672835
Sacramento	2045 OBUS	Aggregate	Aggregate	Gasoline	214.195088	1961928.737	1961928.737	0	1401395.28	3395.819853	27.70294997	44.66451535	3468.187318	0.012963686	0.014260814	0.048149907	0.075374407	0.035969627	0.000296468	0.040432281	0.076698376
Sacramento	2045 OBUS	Aggregate	Aggregate	Electricity	90.80876558	1994903.035	0	1994903.035	594126.9088	0	0	0	0	0	0	0	0	0	0	0	0
Sacramento	2045 PTO	Aggregate	Aggregate	Diesel	0	6288485.835	6288485.835	0	12085.81407	0	0	0	12085.81407	0.004594042	0	0.004594042	1.904124928	0	0	1.904124928	0
Sacramento	2045 PTO	Aggregate	Aggregate	Electricity	0	6066374.077	0	6066374.077	0	0	0	0	0	0	0	0	0	0	0	0	0
Sacramento	2045 SBUS	Aggregate	Aggregate	Gasoline	117.9825565	1989221.824	1989221.824	0	154321.184	1628.690302	101.7655503	8.774531158	1739.230383	0.004153277	0.1067871	0.011804765	0.122745143	0.027870473	0.003011174	0.012393933	0.040327558
Sacramento	2045 SBUS	Aggregate	Aggregate	Diesel	587.840374	3963075.967	3963075.967	0	2783400.657	4556.932954	397.1661445	0	4954.090999	0.001166645	0.001643855	0	0.003060501	0.717946643	0.062573688	0	0.802520331
Sacramento	2045 SBUS	Aggregate	Aggregate	Electricity	436.0055779	4040656.93	0	4040656.93	187693.154	0	0	0	0	0	0	0	0	0	0	0	0
Sacramento	2045 SBUS	Aggregate	Aggregate	Natural Ga	28.6458293	187985.8911	187985.8911	0	356355.2158	221.7586104	46.06474366	0	267.823354	0.452305208	0.117794988	0	0.570100196	0.045206943	0.009390599	0	0.054597543
Sacramento	2045 T6 CAIRP heavy	Aggregate	Aggregate	Diesel	121.9835999	8053760.864	8053760.864	0	874593.1349	7956.756345	21.05837973	0	7977.814725	0.002336414	9.61288E-05	0	0.002432542	1.253590202	0.003317756	0	1.256907959
Sacramento	2045 T6 CAIRP heavy	Aggregate	Aggregate	Electricity	38.00946058	2605842.97	0	2605842.97	2735187.001	0	0	0	0	0	0	0	0	0	0	0	0
Sacramento	2045 T6 CAIRP small	Aggregate	Aggregate	Diesel	64.63228181	1155981.328	1155981.328	0	463997.9488	1292.712936	11.40312091	0	1304.116057	0.000312028	5.09335E-05	0	0.000362972	0.203667449	0.001796566	0	0.205464016
Sacramento	2045 T6 CAIRP small	Aggregate	Aggregate	Electricity	87.81096843	1667886.616	0	1667886.616	629583.0528	0	0	0	0	0	0	0	0	0	0	0	0
Sacramento	2045 T6 instate heavy	Aggregate	Aggregate	Diesel	2434.270515	3794161.133	3794161.133	0	3966207.047	48086.69393	1613.564241	0	42420.25817	0.012812251	0.00692433	0	0.01973658	6.42911247	0.254217703	0	6.6832895
Sacramento	2045 T6 instate heavy	Aggregate	Aggregate	Electricity	1063.749239	19490331.69	0	19490331.69	986204.734	0	0	0	0	0	0	0	0	0	0	0	0
Sacramento	2045 T6 instate heavy	Aggregate	Aggregate	Natural Ga	26.53319265	403431.0899	403431.0899	0	39120.97364	397.5939529	40.3920859	0	437.9860388	0.305643747	0.124261012	0	0.429904759	0.081052128	0.008234191	0	0.089286319
Sacramento	2045 T6 instate small	Aggregate	Aggregate	Diesel	8093.827693	9535266.33	9535266.33	0	31155471.01	107322.9971	5150.014267	0	112473.0114	0.027030915	0.022668414	0	0.046999329	16.9087819	0.811386845	0	17.72016875
Sacramento	2045 T6 instate small	Aggregate	Aggregate	Electricity	8621.572856	113081200.9	0	113081200.9	3319383.69	0	0	0	0	0	0	0	0	0	0	0	0
Sacramento	2045 T6 OOS heavy	Aggregate	Aggregate	Diesel	69.0734837	6244331.416	6244331.416	0	495239.3302	5895.755338	11.4081623	0	5907.163501	0.001770584	5.44329E-05	0	0.001825017	0.928878655	0.001797361	0	0.930676015
Sacramento	2045 T6 OOS small	Aggregate	Aggregate	Diesel	77.0790853	1426992.28	1426992.28	0	558974.7378	1496.115541	12.89648047	0	1509.012021	0.00037665	6.13737E-05	0	0.000438023	0.235713613	0.002031845	0	0.237745459
Sacramento	2045 T6 Public	Aggregate	Aggregate	Diesel	2884.741492	34783329.29	34783329.29	0	4617201.842	43176.90786	2743.220637	0	44120.13093	0.019763214	0.01191287	0	0.031676092	6.518948684	0.632195911	0	6.951144596
Sacramento	2045 T6 Public	Aggregate	Aggregate	Electricity	2056.421444	29035724.88	0	29035724.88	3355448.307	0	0	0	0	0	0	0	0	0	0	0	0
Sacramento	2045 T6 Public	Aggregate	Aggregate	Natural Ga	352.7236025	4260401.142	4260401.142	0	563555.2893	4607.262525	802.8346068	0	5410.097132	0.138319059	2.17952037	0	0.813783943	0.939220605	0.163663087	0	1.102883692
Sacramento	2045 T6 Utility	Aggregate	Aggregate	Diesel	27.4378641	351167.0099	351167.0099	0	109559.5694	393.8261108	13.27848811	0	407.1045989	9.1433E-05	5.94159E-05	0	0.000150849	0.062047464	0.002092031	0	0.064139495
Sacramento	2045 T6 Utility	Aggregate	Aggregate	Electricity	37.58702881	502583.4796	0	502583.4796	150107.5583	0	0	0	0	0	0	0	0	0	0	0	0
Sacramento	2045 T6 Utility	Aggregate	Aggregate	Natural Ga	0.07162865	916.8851433	916.8851433	0	286.0561369	0.925452268	0.085688797	0	1.011141005	0.000787789	0.000228593	0	0.001016382	0.000188659	1.74682E-05	0	0.000206128
Sacramento	2045 T6T5	Aggregate	Aggregate	Gasoline	702.560779	10104620.92	10104620.92	0	4596585.393	17320.24521	119.8859259	192.8644457	17632.99559	0.349081075	0.067620671	0.189651304	0.29218015	0.070937329	0.001451274	0.149802167	0.23105477
Sacramento	2045 T6T5	Aggregate	Aggregate	Electricity	517.1622639	11132182.55	0	11132182.55	3383594.103	0	0	0	0	0	0	0	0	0	0	0	0
Sacramento	2045 T6 CAIRP	Aggregate	Aggregate	Diesel	1355.680075	89401361.38	89401361.38	0	1285629.871	126089.594	9373.53076	0	135463.124	0.051988477	0.226026632	0	0.278015108	19.86546689	1.476803589	0	21.34227046
Sacramento	2045 T6 CAIRP	Aggregate	Aggregate	Electricity	387.2002509	2646637.32	0	2646637.32	277706.452	0	0	0	0	0	0	0	0	0	0	0	0
Sacramento	2045 T6 CAIRP	Aggregate	Aggregate	Natural Ga	13.93391544	918149.8175	918149.8175	0	99002.8296	1035.402307	230.0119788	0	1265.414286	0.946550021	0.699705408	0	1.646255659	0.210735334	0.046899447	0	0.25796298
Sacramento	2045 T6 NNOOS	Aggregate	Aggregate	Diesel	1469.231412	134542468.4	134542468.4	0	1054036.61	181520.7062	12074.39247	0	193595.0987	0.076035527	0.303941213	0	0.379976741	28.59866119	1.903212545	0	30.50098664
Sacramento	2045 T6 NNOOS	Aggregate	Aggregate	Diesel	632.1628816	48920634.17	48920634.17	0	523456.142	65969.43593	5192.412229	0	71161.84822	0.028507774	0.130776109	0	0.159283803	10.3935115	0.081066671	0	11.21157817
Sacramento	2045 T6 Other Port	Aggregate	Aggregate	Diesel	10.2344223	771595.3137	771595.3137	0	45239.76641	1166.459477	22.97198629	0	1189.431275	0.00039637	0.000558894	0	0.000952564	0.183777616	0.003619216	0	0.187395382
Sacramento	2045 T6 Other Port	Aggregate	Aggregate	Electricity	2.356467841	195103.2607	0	195103.2607	12028.16593	0	0	0	0	0	0	0	0	0	0	0	0
Sacramento	2045 T6 POAK	Aggregate	Aggregate	Diesel	38.8532018	1406865.518	1406865.518	0	198319.175	2119.777329	87.22471107	0	2207.002041	0.000737254	0.002121743	0	0.002858997	0.333971782	0.013742289	0	0.34771407
Sacramento	2045 T6 POAK	Aggregate	Aggregate	Electricity	8.988371547	321739.4303	0	321739.4303	45879.52466	0	0	0	0	0	0	0	0	0	0	0	0
Sacramento	2045 T6 Public	Aggregate	Aggregate	Diesel	3021.519398	37719945.69	37719945.69	0	4836122.087												

CY	Season	AvgDays	Code	Equipmen t	Fuel	MaxHP	Class	C/R	Pre	Hand	Port	County	Air Basin	Air Dist.	Population	Activity	Consumption	ROG Exhaust	CO Exhaust	NOX Exhaust	CO2 Exhaust	SO2 Exhaust	PM Exhaust	N2O Exhaust	CH4 Exhaust
2019 Annual	Mon-Sun	Mon-Sun	2260001011	Off-Road M/G2		15	Recreation U	N	NHH	NP	Monterey NCC	MBU	1.23E+02	4.57E+02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	
2019 Annual	Mon-Sun	Mon-Sun	2260001011	Off-Road M/G2		25	Recreation U	N	NHH	NP	Monterey NCC	MBU	1.06E+02	3.93E+02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	
2019 Annual	Mon-Sun	Mon-Sun	2260001011	Off-Road M/G2		50	Recreation U	N	NHH	NP	Monterey NCC	MBU	8.65E+02	3.20E+03	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	
2019 Annual	Mon-Sun	Mon-Sun	2260001011	Off-Road M/G2		120	Recreation U	N	NHH	NP	Monterey NCC	MBU	4.14E+02	1.53E+03	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	
2019 Annual	Mon-Sun	Mon-Sun	2260001021	Snowmobi G/2		25	Recreation U	N	NHH	P	Monterey NCC	MBU	1.96E+00	3.10E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	
2019 Annual	Mon-Sun	Mon-Sun	2260001021	Snowmobi G/2		50	Recreation U	N	NHH	P	Monterey NCC	MBU	9.26E+00	1.46E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	
2019 Annual	Mon-Sun	Mon-Sun	2260001021	Snowmobi G/2		120	Recreation U	N	NHH	P	Monterey NCC	MBU	1.68E+01	2.65E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	
2019 Annual	Mon-Sun	Mon-Sun	2260001031	All Terrain G/2		15	Recreation U	N	NHH	NP	Monterey NCC	MBU	1.02E+02	3.78E+02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	
2019 Annual	Mon-Sun	Mon-Sun	2260001031	All Terrain G/2		25	Recreation U	N	NHH	NP	Monterey NCC	MBU	6.65E+01	2.46E+02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	
2019 Annual	Mon-Sun	Mon-Sun	2260001031	All Terrain G/2		50	Recreation U	N	NHH	NP	Monterey NCC	MBU	8.76E+01	3.24E+02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	
2019 Annual	Mon-Sun	Mon-Sun	2265001011	Off-Road M/G4		15	Recreation U	N	NHH	NP	Monterey NCC	MBU	2.41E+02	8.91E+02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	
2019 Annual	Mon-Sun	Mon-Sun	2265001011	Off-Road M/G4		25	Recreation U	N	NHH	NP	Monterey NCC	MBU	3.88E+02	1.44E+03	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	
2019 Annual	Mon-Sun	Mon-Sun	2265001011	Off-Road M/G4		50	Recreation U	N	NHH	NP	Monterey NCC	MBU	4.05E+02	1.50E+03	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	
2019 Annual	Mon-Sun	Mon-Sun	2265001031	All Terrain G/4		15	Recreation U	N	NHH	NP	Monterey NCC	MBU	8.34E+01	3.09E+02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	
2019 Annual	Mon-Sun	Mon-Sun	2265001031	All Terrain G/4		25	Recreation U	N	NHH	NP	Monterey NCC	MBU	1.16E+03	4.30E+03	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	
2019 Annual	Mon-Sun	Mon-Sun	2265001031	All Terrain G/4		50	Recreation U	N	NHH	NP	Monterey NCC	MBU	5.24E+01	1.94E+02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	
2019 Annual	Mon-Sun	Mon-Sun	2260001010	Off-Road M/G2		15	Recreation U	N	NHH	NP	Monterey NCC	MBU	3.08E+02	1.14E+03	4.32E+01	4.35E-02	6.81E-02	1.33E-05	1.45E-01	1.17E-04	5.28E-04	4.88E-05	2.71E-03		
2019 Annual	Mon-Sun	Mon-Sun	2260001010	Off-Road M/G2		25	Recreation U	N	NHH	NP	Monterey NCC	MBU	2.65E+02	9.82E+02	3.72E+01	3.75E-02	5.86E-02	1.14E-05	1.24E-01	1.88E-04	4.55E-04	4.20E-05	2.33E-03		
2019 Annual	Mon-Sun	Mon-Sun	2260001010	Off-Road M/G2		50	Recreation U	N	NHH	NP	Monterey NCC	MBU	2.16E+03	7.99E+03	3.03E+02	3.05E-01	4.77E-01	9.30E-05	1.01E+00	2.42E-03	3.70E-03	3.42E-04	1.90E-02		
2019 Annual	Mon-Sun	Mon-Sun	2260001010	Off-Road M/G2		120	Recreation U	N	NHH	NP	Monterey NCC	MBU	1.03E+03	3.82E+03	1.45E+02	1.46E-01	2.28E-01	4.45E-05	4.84E-01	1.71E-03	1.77E-03	1.64E-04	9.07E-03		
2019 Annual	Mon-Sun	Mon-Sun	2260001020	Snowmobi G/2		25	Recreation U	N	NHH	P	Monterey NCC	MBU	5.65E+00	8.89E-01	6.73E-01	3.91E-04	1.36E-03	3.19E-05	2.86E-03	4.99E-08	1.27E-05	2.76E-06	2.43E-05		
2019 Annual	Mon-Sun	Mon-Sun	2260001020	Snowmobi G/2		50	Recreation U	N	NHH	P	Monterey NCC	MBU	2.66E+01	4.19E+00	6.03E+00	3.51E-03	1.22E-02	2.86E-04	2.56E-02	4.47E-07	1.14E-04	1.83E-05	2.18E-04		
2019 Annual	Mon-Sun	Mon-Sun	2260001020	Snowmobi G/2		120	Recreation U	N	NHH	P	Monterey NCC	MBU	4.84E+01	7.63E+00	1.86E+01	1.07E-02	3.76E-02	8.94E-04	7.98E-02	1.39E-06	3.53E-04	4.44E-05	6.67E-04		
2019 Annual	Mon-Sun	Mon-Sun	2260001030	All Terrain G/2		15	Recreation U	N	NHH	NP	Monterey NCC	MBU	3.37E+02	1.25E+03	4.72E+01	4.76E-02	7.43E-02	1.45E-05	1.58E-01	1.57E-04	5.77E-04	5.33E-05	2.96E-03		
2019 Annual	Mon-Sun	Mon-Sun	2260001030	All Terrain G/2		25	Recreation U	N	NHH	NP	Monterey NCC	MBU	2.19E+02	8.11E+02	3.08E+01	3.10E-02	4.84E-02	9.44E-06	1.03E-01	1.40E-04	3.76E-04	3.47E-05	1.92E-03		
2019 Annual	Mon-Sun	Mon-Sun	2260001030	All Terrain G/2		50	Recreation U	N	NHH	NP	Monterey NCC	MBU	2.88E+02	1.07E+03	4.05E+01	4.08E-02	6.37E-02	1.24E-05	1.35E-01	2.42E-04	4.94E-04	4.57E-05	2.53E-03		
2019 Annual	Mon-Sun	Mon-Sun	2260001050	Golf Carts G/2		15	Recreation U	N	NHH	NP	Monterey NCC	MBU	1.02E+03	3.07E+03	1.16E+03	5.23E-02	3.15E+00	3.93E-02	6.02E+00	2.48E-04	2.81E-03	5.51E-03	3.25E-03		
2019 Annual	Mon-Sun	Mon-Sun	2260001060	Specialty V/G2		15	Recreation U	N	NHH	NP	Monterey NCC	MBU	2.32E+03	4.22E+02	1.55E+02	5.59E-03	4.24E-01	4.26E-03	8.10E-01	3.34E-05	3.05E-04	6.66E-04	3.47E-04		
2019 Annual	Mon-Sun	Mon-Sun	2260002006	Tampers/RG/2		15	ConstructiU	P	NHH	NP	Monterey NCC	MBU	2.35E+01	1.17E+01	2.37E+00	1.49E-04	6.39E-03	1.15E-04	1.22E-02	5.03E-07	1.02E-04	1.82E-05	9.25E-06		
2019 Annual	Mon-Sun	Mon-Sun	2260002009	Plate Comj/G2		15	ConstructiU	P	NHH	NP	Monterey NCC	MBU	2.02E+00	1.14E+00	2.30E-01	1.44E-05	6.11E-04	1.12E-05	1.19E-03	4.89E-08	9.94E-06	1.77E-06	8.97E-07		
2019 Annual	Mon-Sun	Mon-Sun	2260003040	Other Geni/G2		15	Industrial EU	N	NHH	NP	Monterey NCC	MBU	4.58E-01	4.71E-01	1.85E-01	8.35E-06	5.04E-04	6.27E-06	9.64E-04	3.97E-08	4.49E-07	8.63E-07	5.19E-07		
2019 Annual	Mon-Sun	Mon-Sun	2260004010	Lawn MowG/2		15	Lawn and (C	N	NHH	NP	Monterey NCC	MBU	4.02E+02	2.52E+02	8.25E+01	3.32E-03	5.79E-02	8.57E-04	1.72E-01	7.07E-06	5.42E-04	2.23E-04	2.00E-04		
2019 Annual	Mon-Sun	Mon-Sun	2260004010	Lawn MowG/2		15	Lawn and (R	N	NHH	NP	Monterey NCC	MBU	3.02E+03	1.28E+02	1.63E+01	2.09E-03	3.94E-02	4.32E-04	8.74E-02	3.60E-06	2.48E-04	1.08E-04	1.30E-04		
2019 Annual	Mon-Sun	Mon-Sun	2260004020	Chainsaws G/2		2	Lawn and (C	N	HH	NP	Monterey NCC	MBU	7.20E+02	5.71E+02	3.40E+01	2.85E-02	4.47E+04	1.39E-01	5.73E-06	8.10E-05	2.31E-04	1.77E-03			
2019 Annual	Mon-Sun	Mon-Sun	2260004020	Chainsaws G/2		2	Lawn and (R	N	HH	NP	Monterey NCC	MBU	8.10E+03	1.09E+02	5.28E+00	2.05E-03	1.06E-02	8.78E-05	2.65E-02	1.09E-06	2.74E-05	4.45E-05	1.27E-04		
2019 Annual	Mon-Sun	Mon-Sun	2260004020	Chainsaws G/2		15	Lawn and (C	N	HH	NP	Monterey NCC	MBU	5.07E+02	4.02E+02	5.80E+01	4.85E-02	8.77E-02	7.61E-04	2.37E-01	9.76E-06	1.38E-04	2.60E-04	3.01E-03		
2019 Annual	Mon-Sun	Mon-Sun	2260004020	Chainsaws G/2		15	Lawn and (R	N	HH	NP	Monterey NCC	MBU	5.71E+03	7.66E+01	8.88E+00	3.35E-03	1.77E-02	1.49E-04	4.51E-02	1.86E-06	4.97E-05	5.01E-05	2.08E-04		
2019 Annual	Mon-Sun	Mon-Sun	2260004021	Chainsaws G/2		15	Lawn and (C	P	HH	NP	Monterey NCC	MBU	6.32E+02	5.00E+02	7.21E+01	6.03E-02	1.09E-01	9.48E-04	2.95E-01	1.21E-05	1.72E-04	3.24E-04	3.75E-03		
2019 Annual	Mon-Sun	Mon-Sun	2260004021	Chainsaws G/2		15	Lawn and (R	P	HH	NP	Monterey NCC	MBU	7.10E+03	9.53E+01	1.16E+01	4.81E-03	2.41E-02	1.72E-04	5.62E-02	2.31E-06	4.58E-05	6.00E-05	2.99E-04		
2019 Annual	Mon-Sun	Mon-Sun	2260004025	Trimmers/ G/2		2	Lawn and (C	N	HH	NP	Monterey NCC	MBU	2.35E+03	7.81E+02	3.46E+01	1.87E-02	6.15E-02	5.34E-04	1.66E-01	6.85E-06	9.68E-05	2.94E-04	1.16E-03		
2019 Annual	Mon-Sun	Mon-Sun	2260004025	Trimmers/ G/2		2	Lawn and (R	N	HH	NP	Monterey NCC	MBU	2.62E+04	1.54E+03	6.55E+01	2.95E-02	1.21E-01	1.06E-03	3.28E-01	1.35E-05	1.91E-04	5.80E-04	1.84E-03		
2019 Annual	Mon-Sun	Mon-Sun	2260004030	Leaf BlowE/2		2	Lawn and (C	N	HH	P	Monterey NCC	MBU	3.51E+03	1.89E+03	1.01E+02	6.95E-02	1.65E-01	1.43E-03	4.47E-01	1.84E-05	2.60E-04	7.51E-04	4.32E-03		
2019 Annual	Mon-Sun	Mon-Sun	2260004030	Leaf BlowE/2		2	Lawn and (R	N	HH	P	Monterey NCC	MBU	9.04E+03	1.19E+02	5.60E+00	2.16E-03	1.12E-02	9.32E-05	2.81E-02	1.16E-06	2.91E-05	4.79E-05	1.34E-04		
2019 Annual	Mon-Sun	Mon-Sun	2260004030	Leaf BlowE/2		15	Lawn and (C	P	NHH	NP	Monterey NCC	MBU	1.77E+01	6.59E+00	2.89E+00	1.63E-04	7.83E-03	1.26E-04	1.50E-02	6.17E-07	1.25E-04	1.46E-05	1.01E-05		
2019 Annual	Mon-Sun	Mon-Sun	2260004050	Shredders G/2		15	Lawn and (R	P	NHH	NP	Monterey NCC	MBU	6.31E+02	1.56E+00	7.10E-01	7.79E-05	1.92E-03	2.46E-05	3.54E-03	1.46E-07	2.96E-05	3.10E-06	4.84E-06		
2019 Annual	Mon-Sun	Mon-Sun	2260004070	Commercial G/2		15	Lawn and (C	N	NHH	NP	Monterey NCC	MBU	9.40E+00	2.06E+01	8.43E+00	3.80E-04	2.30E-02	2.86E-04	4.39E-02	1.81E-06	2.04E-05	3.85E-05	2.36E-05		
2019 Annual	Mon-Sun	Mon-Sun	2260004070	Commercial G/2		25	Lawn and (C	N	NHH	NP	Monterey NCC	MBU	4.64E+00	1.02E+01	9.02E+00	3.90E-04	2.54E-02	3.01E-04	4.57E-02	1.88E-06	2				

2019 Annual	Mon-Sun	2265003030 Sweepers/ G4	175 Industrial EU	N	NHH	NP	Monterey NCC	MBU	2.08E-02	2.95E-02	2.67E-01	8.92E-07	9.06E-05	7.65E-06	2.43E-03	2.42E-08	1.94E-07	2.50E-07	4.66E-08
2019 Annual	Mon-Sun	2265003040 Other Geni/G4	15 Industrial EU	N	NHH	NP	Monterey NCC	MBU	5.09E+00	5.23E+00	2.30E+00	1.26E-04	7.00E-03	8.68E-05	1.07E-02	3.05E-07	5.68E-06	1.03E-05	6.61E-06
2019 Annual	Mon-Sun	2265003040 Other Geni/G4	25 Industrial EU	N	NHH	NP	Monterey NCC	MBU	1.67E+00	1.97E+00	2.00E+00	1.07E-04	6.28E-03	7.90E-05	9.04E-03	2.29E-07	4.96E-06	6.18E-06	5.62E-06
2019 Annual	Mon-Sun	2265003040 Other Geni/G4	50 Industrial EU	N	NHH	NP	Monterey NCC	MBU	1.47E+00	2.88E+00	5.24E+00	7.10E-05	6.33E-03	1.39E-04	4.03E-02	4.90E-07	3.09E-06	9.90E-06	3.71E-06
2019 Annual	Mon-Sun	2265003040 Other Geni/G4	120 Industrial EU	N	NHH	NP	Monterey NCC	MBU	4.84E-01	9.47E-01	3.82E+00	2.20E-05	1.48E-03	1.15E-04	3.45E-02	3.33E-07	2.67E-06	5.36E-06	1.15E-06
2019 Annual	Mon-Sun	2265003040 Other Geni/G4	175 Industrial EU	N	NHH	NP	Monterey NCC	MBU	4.69E-02	9.17E-02	7.87E-01	3.09E-06	2.78E-04	3.22E-05	7.15E-03	7.10E-08	5.70E-07	7.69E-07	1.61E-07
2019 Annual	Mon-Sun	2265003050 Other Mat/G4	50 Industrial EU	N	NHH	NP	Monterey NCC	MBU	2.08E-02	2.21E-02	5.43E-02	1.10E-06	6.77E-05	1.87E-06	4.14E-04	5.03E-09	3.17E-08	9.94E-08	5.76E-08
2019 Annual	Mon-Sun	2265003050 Other Mat/G4	120 Industrial EU	N	NHH	NP	Monterey NCC	MBU	9.22E-01	9.76E-01	2.67E+00	3.24E-05	1.17E-03	1.17E-04	2.38E-02	2.30E-07	1.85E-06	5.19E-06	1.70E-06
2019 Annual	Mon-Sun	2265004010 Lawn Mow/G4	5 Lawn and (C	N	NHH	NP	Monterey NCC	MBU	2.38E+03	1.49F+03	1.84E+02	2.27E-02	4.29E-01	5.55E-03	1.02E+00	3.51E-05	3.21E-03	1.32E-03	1.19E-03
2019 Annual	Mon-Sun	2265004010 Lawn Mow/G4	5 Lawn and (R	N	NHH	NP	Monterey NCC	MBU	3.78E+04	1.60E+03	2.22E+02	1.86E-02	6.21E-01	4.75E-03	1.09E+00	3.77E-05	2.63E-03	1.22E-03	9.69E-04
2019 Annual	Mon-Sun	2265004015 Tillers G4	5 Lawn and (C	N	NHH	NP	Monterey NCC	MBU	2.47E+02	3.78E+01	5.58E+00	5.15E-04	1.48E-02	1.24E-04	2.87E-02	9.90E-07	7.58E-05	3.11E-05	2.70E-05
2019 Annual	Mon-Sun	2265004015 Tillers G4	5 Lawn and (R	N	NHH	NP	Monterey NCC	MBU	9.60E+02	4.73E+01	7.19E+00	6.48E-04	1.98E-02	1.63E-04	3.58E-02	1.24E-06	9.00E-05	3.92E-05	3.39E-05
2019 Annual	Mon-Sun	2265004025 Trimmers/ G4	5 Lawn and (C	P	NHH	NP	Monterey NCC	MBU	4.35E+02	1.62E+02	5.15E+00	6.95E-04	1.24E-02	3.00E-04	2.75E-02	9.51E-07	8.98E-06	9.85E-05	3.64E-05
2019 Annual	Mon-Sun	2265004025 Trimmers/ G4	5 Lawn and (R	P	NHH	NP	Monterey NCC	MBU	2.03E+03	1.19E+02	4.05E+00	5.09E-04	1.07E-02	2.01E-04	2.03E-02	7.02E-07	1.22E-05	6.90E-05	2.67E-05
2019 Annual	Mon-Sun	2265004030 Leaf Blowe/G4	5 Lawn and (C	N	NHH	P	Monterey NCC	MBU	1.11E+02	1.88E+01	1.30E+00	9.95E-05	3.66E-03	2.36E-05	6.42E-03	2.22E-07	1.51E-05	9.30E-06	5.21E-06
2019 Annual	Mon-Sun	2265004030 Leaf Blowe/G4	5 Lawn and (C	N	NHH	P	Monterey NCC	MBU	9.52E+01	1.25E+00	9.33E-02	6.93E-06	2.85E-04	1.75E-06	4.27E-04	1.47E-08	8.54E-07	6.34E-07	3.63E-07
2019 Annual	Mon-Sun	2265004040 Rear Engin G4	15 Lawn and (R	N	NHH	NP	Monterey NCC	MBU	1.30E+03	9.69E+02	3.36E+02	1.61E-02	1.03E+00	1.11E-02	1.57E+00	4.47E-05	7.28E-04	1.56E-03	8.41E-04
2019 Annual	Mon-Sun	2265004040 Rear Engin G4	15 Lawn and (C	N	NHH	NP	Monterey NCC	MBU	1.14E+03	8.83E+01	3.05E+01	1.28E-03	9.34E-02	9.00E-04	1.43E-01	4.08E-06	5.73E-05	1.33E-04	6.72E-05
2019 Annual	Mon-Sun	2265004040 Rear Engin G4	25 Lawn and (R	N	NHH	NP	Monterey NCC	MBU	5.96E+00	4.43E+00	2.99E+00	1.38E-04	9.40E-03	9.71E-05	1.36E-02	3.44E-07	6.29E-06	1.01E-05	7.22E-06
2019 Annual	Mon-Sun	2265004040 Rear Engin G4	25 Lawn and (C	N	NHH	NP	Monterey NCC	MBU	5.14E+00	3.97E-01	2.67E-01	1.11E-05	8.42E-04	7.41E-06	1.22E-03	3.08E-08	4.87E-07	8.26E-07	5.83E-07
2019 Annual	Mon-Sun	2265004045 Front Mow/G4	15 Lawn and (C	N	NHH	NP	Monterey NCC	MBU	5.98E+01	4.44E+01	2.46E+01	1.18E-03	7.50E-02	8.14E-04	1.15E-01	3.27E-06	5.33E-05	0.19E-05	6.16E-05
2019 Annual	Mon-Sun	2265004045 Front Mow/G4	15 Lawn and (R	N	NHH	NP	Monterey NCC	MBU	1.93E+03	1.49E+02	8.24E+01	3.46E-03	2.52E-01	2.43E-03	3.86E-01	1.10E-05	1.55E-04	2.89E-04	1.81E-04
2019 Annual	Mon-Sun	2265004045 Front Mow/G4	25 Lawn and (C	N	NHH	NP	Monterey NCC	MBU	4.68E+01	3.48E+01	2.59E+01	1.20E-03	8.16E-02	8.43E-04	1.18E-01	2.98E-06	5.46E-05	8.35E-05	6.27E-05
2019 Annual	Mon-Sun	2265004045 Front Mow/G4	25 Lawn and (R	N	NHH	NP	Monterey NCC	MBU	1.51E+03	1.17E+02	8.70E+01	3.62E-03	2.74E-01	2.41E-03	3.95E-01	1.00E-05	1.58E-04	2.56E-04	1.90E-04
2019 Annual	Mon-Sun	2265004050 Shredders G4	5 Lawn and (C	P	NHH	NP	Monterey NCC	MBU	4.69E+01	1.74E+01	4.94E+00	6.67E-04	1.19E-02	2.88E-04	2.64E-02	9.13E-07	8.62E-06	3.41E-05	3.49E-05
2019 Annual	Mon-Sun	2265004050 Shredders G4	5 Lawn and (R	P	NHH	NP	Monterey NCC	MBU	1.75E+03	4.30E+00	1.47E+00	1.24E-04	4.61E-03	4.73E-05	6.52E-03	2.25E-07	5.29E-06	6.78E-06	6.49E-06
2019 Annual	Mon-Sun	2265004055 Lawn & Ga G4	15 Lawn and (C	N	NHH	NP	Monterey NCC	MBU	2.39E+02	8.42E+01	5.61E+01	2.26E-03	1.72E-01	1.58E-03	6.23E-01	7.50E-06	1.03E-04	1.76E-04	1.18E-04
2019 Annual	Mon-Sun	2265004055 Lawn & Ga G4	15 Lawn and (R	N	NHH	NP	Monterey NCC	MBU	1.55E+03	6.21E+01	4.14E+01	1.58E-03	1.27E-01	1.11E-03	1.94E-01	5.53E-06	7.07E-05	1.27E-04	8.25E-05
2019 Annual	Mon-Sun	2265004055 Lawn & Ga G4	25 Lawn and (C	N	NHH	NP	Monterey NCC	MBU	9.43E+01	3.32E+01	3.53E+01	1.40E-03	1.11E-01	9.34E-04	1.60E-01	4.06E-06	6.29E-05	8.63E-05	7.33E-05
2019 Annual	Mon-Sun	2265004055 Lawn & Ga G4	25 Lawn and (R	N	NHH	NP	Monterey NCC	MBU	6.12E+02	2.45E+01	2.60E+01	9.93E-04	8.20E-02	6.42E-04	1.18E-01	3.00E-06	4.31E-05	6.12E-05	5.20E-05
2019 Annual	Mon-Sun	2265004055 Lawn & Ga G4	50 Lawn and (C	N	NHH	NP	Monterey NCC	MBU	1.36E+00	3.89E-01	5.99E-01	8.12E-06	4.58E-04	1.50E-05	5.03E-03	6.12E-08	3.86E-07	1.15E-06	4.25E-07
2019 Annual	Mon-Sun	2265004060 Wood Split/G4	5 Lawn and (C	N	NHH	NP	Monterey NCC	MBU	8.03E+01	2.83E+01	8.62E+00	9.45E-04	2.13E-02	2.30E-04	4.62E-02	1.59E-06	1.36E-04	3.78E-05	4.95E-05
2019 Annual	Mon-Sun	2265004060 Wood Split/G4	5 Lawn and (R	N	NHH	NP	Monterey NCC	MBU	2.01E+03	6.05E+00	2.20E+00	1.35E-04	6.90E-03	3.58E-05	9.88E-03	3.41E-07	1.76E-05	6.62E-06	7.08E-06
2019 Annual	Mon-Sun	2265004065 Chippers/G4	15 Lawn and (C	P	NHH	P	Monterey NCC	MBU	1.13E+00	3.91E+00	3.48E+00	2.82E-04	1.10E-02	2.00E-04	1.59E-02	4.53E-07	1.33E-04	1.39E-05	1.45E-05
2019 Annual	Mon-Sun	2265004065 Chippers/G4	15 Lawn and (R	P	NHH	P	Monterey NCC	MBU	2.02E+00	9.13E-02	8.16E-02	5.49E-06	2.52E-04	3.33E-06	3.71E-04	1.06E-08	3.02E-06	2.72E-07	2.87E-07
2019 Annual	Mon-Sun	2265004065 Chippers/G4	25 Lawn and (C	P	NHH	P	Monterey NCC	MBU	6.43E+00	2.22E+01	3.34E+01	2.76E-03	1.04E-01	1.72E-03	1.48E-01	3.74E-06	1.24E-03	9.84E-05	1.43E-04
2019 Annual	Mon-Sun	2265004065 Chippers/G4	25 Lawn and (R	P	NHH	P	Monterey NCC	MBU	1.14E+01	5.17E-01	7.75E-01	5.16E-05	2.45E-03	2.83E-05	3.44E-03	8.71E-08	2.80E-05	1.92E-06	2.70E-06
2019 Annual	Mon-Sun	2265004070 Commercial/G4	15 Lawn and (C	N	NHH	NP	Monterey NCC	MBU	8.46E+01	1.85E+02	1.04E+02	6.05E-03	3.18E-01	4.14E-03	4.83E-01	1.38E-05	2.70E-04	4.25E-04	3.15E-04
2019 Annual	Mon-Sun	2265004070 Commercial/G4	25 Lawn and (C	N	NHH	NP	Monterey NCC	MBU	4.17E+01	9.13E+01	9.13E+01	5.00E-03	2.87E-01	3.69E-03	4.11E-01	1.04E-05	2.30E-04	2.87E-04	2.60E-04
2019 Annual	Mon-Sun	2265004070 Commercial/G4	50 Lawn and (C	N	NHH	NP	Monterey NCC	MBU	1.68E+01	3.38E+01	5.82E+01	1.17E-03	9.50E-02	2.09E-03	4.08E-01	4.96E-06	3.13E-05	1.30E-04	6.10E-05
2019 Annual	Mon-Sun	2265004070 Commercial/G4	120 Lawn and (C	N	NHH	NP	Monterey NCC	MBU	1.11E-01	2.23E-01	5.48E-01	2.65E-06	1.47E-04	1.52E-05	5.05E-03	4.88E-08	3.91E-07	9.28E-07	1.38E-07
2019 Annual	Mon-Sun	2265004075 Other Law/G4	5 Lawn and (C	N	NHH	NP	Monterey NCC	MBU	7.43E+01	1.40E+01	2.99E+00	2.75E-04	7.93E-03	6.61E-05	1.53E-02	5.30E-07	4.04E-05	1.40E-05	1.44E-05
2019 Annual	Mon-Sun	2265004075 Other Law/G4	5 Lawn and (R	N	NHH	NP	Monterey NCC	MBU	2.28E+03	2.68E+01	6.46E+00	4.69E-04	1.98E-02	1.19E-04	2.95E-02	1.02E-06	5.81E-05	2.52E-05	2.45E-05
2019 Annual	Mon-Sun	2265004075 Other Law/G4	15 Lawn and (C	N	NHH	NP	Monterey NCC	MBU	3.30E+01	6.20E+00	2.91E+00	1.18E-04	8.90E-03	8.27E-05	1.36E-02	3.88E-07	5.41E-06	1.08E-05	6.19E-06
2019 Annual	Mon-Sun	2265004075 Other Law/G4	15 Lawn and (R	N	NHH	NP	Monterey NCC	MBU	1.01E+03	1.19E+01	5.65E+00	2.43E-04	1.75E-02	1.60E-04	2.62E-02	7.46E-07	9.04E-06	2.08E-05	1.27E-05
2019 Annual	Mon-Sun	2265004075 Other Law/G4	25 Lawn and (C	N	NHH	NP	Monterey NCC	MBU	6.97E-01	1.31E-01	1.35E-01	5.40E-06	4.24E-04	3.62E-06	6.12E-04	1.55E-08	2.43E-07	3.37E-07	2.83E-07
2019 Annual	Mon-Sun	2265004075 Other Law/G4	25 Lawn and (R	N	NHH	NP	Monterey NCC	MBU	2.15E+01	2.53E-01	2.63E-01	1.13E-05	8.33E-04	6.66E-06	1.18E-03	3.00E-08	4.08E-07	6.32E-07	5.90E-07
2019 Annual	Mon-Sun	2265004075 Other Law/G4	50 Lawn and (C	N	NHH	NP	Monterey NCC	MBU	5.05E-02	8.44E-03	1.80E-02	2.58E-07	1.28E-05	4.85E-07	1.52E-04	1.85E-09	1.17E-08	3.05E-08	1.35E-08
2019 Annual	Mon-Sun	2265004075 Other Law/G4	120 Lawn and (C	N	NHH	NP	Monterey NCC	MBU	1.21E-01	2.03E-02	1.11E-01	8.56E-07	2.56E-05	4.27E-06	1.02E-03	9.89E-09	7.93E-08	1.45E-07	4.48E-08
2019 Annual	Mon-Sun	2265005010 2-Wheel Tr/G4	5 Agricultura U	P	NHH	NP	Monterey NCC	MBU	3.20E+01	1.41E+01	3.02E+00	4.32E-04	7.01E-03	1.87E-04	1.65E-02	5.70E-07	5.38E-06	2.45E-05	2.26E-05
2019 Annual	Mon-Sun	2265005010 2-Wheel Tr/G4	15 Agricultura U	P	NHH	NP	Monterey NCC	MBU	3.73E+01	3.40E+01	1.73E+01	1.34E-03	5.21E-02	9.51E-04	7.97E-02	2.27E-06	6.68E-04	8.81E-05	7.00E-05
2019 Annual	Mon-Sun	2265005010 2-Wheel Tr/G4	25 Agricultura U	P	NHH	NP	Monterey NCC	MBU	1.00E+00	9.11E-01	9.56E-01	7.57E-05	2.97E-03	4.72E-05	4.28E-03	1.08E-07	3.59E-05	3.28E-06	3.96E-06
2019 Annual	Mon-Sun	2265005015 Agricultura/G4	120 Agricultura U	P	NHH	NP	Monterey NCC	MBU	1.20E+01	1.80E+01	8.98E+01	1.56E-03	4.91E-02	6.62E-03	7.83E-01	7.57E-06	6.07E-05	1.17E-04	8.13E-05
2019 Annual	Mon-Sun	2265005015 Agricultura/G4	175 Agricultura U	P	NHH	NP	Monterey NCC	MBU	1.64E+00	2.47E+00	1.76E+01	1.95E-04	6.60E-03</						

2019 Annual	Mon-Sun	2265008111	Hydrant triG4	175	Airport	GrcU	N	NHH	NP	Monterey	NCC	MBU	3.22E-01	1.35E+00	1.08E+01	1.52E-04	5.13E-03	6.52E-04	9.54E-02	8.10E-07	7.60E-06	1.49E-05	7.87E-06
2019 Annual	Mon-Sun	2265009005	Transport IG4	15	Transport	IU	N	NHH	NP	Monterey	NCC	MBU	7.05E+01	1.45E+02	8.88E+01	5.15E-03	2.70E-01	3.52E-03	4.12E-01	1.18E-05	2.30E-04	3.49E-04	2.69E-04
2019 Annual	Mon-Sun	2266003010	Aerial Lifts C4	15	Industrial	FU	P	NHH	NP	Monterey	NCC	MBU	9.90E-02	1.02E-01	8.15E-02	1.89E-07	7.31E-05	2.00E-06	4.53E-04	0.00E+00	2.07E-07	0.00E+00	1.58E-06
2019 Annual	Mon-Sun	2266003010	Aerial Lifts C4	25	Industrial	FU	P	NHH	NP	Monterey	NCC	MBU	4.25E+00	4.37E+00	5.20E+00	1.82E-05	4.83E-03	1.33E-04	2.84E-02	0.00E+00	1.46E-05	0.00E+00	1.52E-04
2019 Annual	Mon-Sun	2266003020	Forklifts C4	25	Industrial	FU	N	NHH	NP	Monterey	NCC	MBU	4.17E-02	1.43E-01	1.40E-01	8.88E-07	1.41E-04	3.93E-06	7.33E-04	0.00E+00	4.82E-07	0.00E+00	7.44E-06
2019 Annual	Mon-Sun	2266003020	Forklifts C4	50	Industrial	FU	N	NHH	NP	Monterey	NCC	MBU	2.82E+01	1.39E+02	1.86E+02	1.23E-04	2.04E-02	5.35E-03	1.27E+00	0.00E+00	1.13E-04	0.00E+00	1.03E-03
2019 Annual	Mon-Sun	2266003020	Forklifts C4	120	Industrial	FU	N	NHH	NP	Monterey	NCC	MBU	9.91E+01	4.89E+02	1.16E+03	7.28E-04	3.44E-01	3.45E-02	7.64E+00	0.00E+00	6.79E-04	0.00E+00	6.10E-03
2019 Annual	Mon-Sun	2266003020	Forklifts C4	175	Industrial	FU	N	NHH	NP	Monterey	NCC	MBU	3.63E+00	1.79E+01	8.74E+01	3.36E-05	2.02E-02	1.73E-03	5.83E-01	0.00E+00	5.18E-05	0.00E+00	2.81E-04
2019 Annual	Mon-Sun	2266006005	Generator C4	120	Light Comr	U	N	NHH	P	Monterey	NCC	MBU	2.80E+00	8.81E-01	5.52E+00	2.06E-06	1.16E-03	1.47E-04	3.70E-02	0.00E+00	3.29E-06	0.00E+00	1.73E-05
2019 Annual	Mon-Sun	2266006005	Generator C4	175	Light Comr	U	N	NHH	P	Monterey	NCC	MBU	2.32E+00	7.30E-01	7.97E+00	2.34E-06	1.39E-03	2.07E-04	5.39E-02	0.00E+00	4.80E-06	0.00E+00	1.96E-05
2019 Annual	Mon-Sun	2266006020	Gas ComprC4	50	Light Comr	U	P	NHH	P	Monterey	NCC	MBU	4.35E-01	1.01E+01	3.46E+01	1.97E-05	3.49E-03	7.16E-04	2.38E-01	0.00E+00	1.82E-05	0.00E+00	1.65E-04
2019 Annual	Mon-Sun	2266006020	Gas ComprC4	120	Light Comr	U	P	NHH	P	Monterey	NCC	MBU	8.99E-01	2.09E+01	2.03E+02	1.07E-04	5.59E-02	4.24E-03	1.34E+00	0.00E+00	1.04E-04	0.00E+00	9.01E-04
2019 Annual	Mon-Sun	2266006020	Gas ComprC4	175	Light Comr	U	P	NHH	P	Monterey	NCC	MBU	1.45E-01	3.38E+00	5.21E+01	3.00E-05	1.14E-02	1.13E-03	3.48E-01	0.00E+00	2.77E-05	0.00E+00	2.51E-04
2019 Annual	Mon-Sun	2266006020	Gas ComprC4	250	Light Comr	U	N	NHH	P	Monterey	NCC	MBU	1.16E-01	2.70E+00	5.39E+01	2.31E-05	1.31E-02	1.10E-03	3.59E-01	0.00E+00	3.19E-05	0.00E+00	1.93E-04
2019 Annual	Mon-Sun	2266006020	Gas ComprC4	500	Light Comr	U	N	NHH	P	Monterey	NCC	MBU	1.02E-01	2.36E+00	7.59E+01	3.25E-05	1.84E-02	1.55E-03	5.05E-01	0.00E+00	4.49E-05	0.00E+00	2.72E-04
2019 Annual	Mon-Sun	2266008010	Cargo TracC4	175	Airport	GrcU	N	NHH	NP	Monterey	NCC	MBU	3.80E-01	1.63E-01	1.50E+00	4.48E-07	2.67E-04	3.72E-05	1.02E-02	0.00E+00	9.03E-07	0.00E+00	3.67E-06
2019 Annual	Mon-Sun	2266008025	Air CondiitiC4	175	Airport	GrcU	N	NHH	P	Monterey	NCC	MBU	6.34E-02	3.83E-03	4.10E-02	9.61E-09	6.85E-06	9.62E-07	2.78E-04	0.00E+00	2.47E-08	0.00E+00	8.06E-08
2019 Annual	Mon-Sun	2266008035	Baggage TL C4	120	Airport	GrcU	N	NHH	NP	Monterey	NCC	MBU	8.98E-01	2.04E+00	1.28E+01	1.18E-05	3.72E-03	4.84E-04	8.36E-02	0.00E+00	7.44E-06	0.00E+00	9.88E-05
2019 Annual	Mon-Sun	2266008040	Belt LoadE C4	120	Airport	GrcU	N	NHH	NP	Monterey	NCC	MBU	2.39E-01	3.61E-01	1.22E+00	8.57E-07	3.17E-04	4.03E-05	8.06E-03	0.00E+00	7.17E-07	0.00E+00	7.18E-06
2019 Annual	Mon-Sun	2266008045	Bobtail C4	120	Airport	GrcU	N	NHH	NP	Monterey	NCC	MBU	2.05E-02	4.93E-02	3.03E-01	1.07E-07	7.26E-05	6.60E-06	2.02E-03	0.00E+00	1.79E-07	0.00E+00	8.96E-07
2019 Annual	Mon-Sun	2266008050	Cargo LoadC4	120	Airport	GrcU	N	NHH	NP	Monterey	NCC	MBU	9.65E-02	2.73E-01	1.09E+00	1.18E-06	3.42E-04	4.53E-05	7.11E-03	0.00E+00	6.32E-07	0.00E+00	9.91E-06
2019 Annual	Mon-Sun	2266008065	Forklift C4	50	Airport	GrcU	N	NHH	NP	Monterey	NCC	MBU	1.25E+00	2.50E+00	4.05E+00	1.29E-06	3.46E-04	9.36E-05	2.79E-02	0.00E+00	2.48E-06	0.00E+00	1.08E-05
2019 Annual	Mon-Sun	2266008070	Fuel Truck C4	175	Airport	GrcU	N	NHH	NP	Monterey	NCC	MBU	4.21E-02	6.53E-02	2.53E-01	1.17E-07	5.28E-05	7.25E-06	1.70E-03	0.00E+00	1.51E-07	0.00E+00	9.83E-07
2019 Annual	Mon-Sun	2266008085	Lay Truck C4	175	Airport	GrcU	N	NHH	NP	Monterey	NCC	MBU	3.78E-02	4.01E-02	1.44E-01	5.60E-08	2.81E-05	3.88E-06	9.69E-04	0.00E+00	8.62E-08	0.00E+00	4.69E-07
2019 Annual	Mon-Sun	2266008090	Lift C4	120	Airport	GrcU	N	NHH	NP	Monterey	NCC	MBU	3.53E-02	3.30E-02	1.85E-01	9.82E-08	4.36E-05	5.41E-06	1.23E-03	0.00E+00	1.09E-07	0.00E+00	8.24E-07
2019 Annual	Mon-Sun	2266008100	Other C4	50	Airport	GrcU	N	NHH	NP	Monterey	NCC	MBU	1.85E-01	5.16E-01	1.40E+00	1.53E-06	1.63E-04	6.09E-05	9.58E-03	0.00E+00	8.52E-07	0.00E+00	1.28E-05
2019 Annual	Mon-Sun	2266008101	Passenger C4	175	Airport	GrcU	N	NHH	NP	Monterey	NCC	MBU	1.63E-02	5.37E-04	5.73E-03	1.32E-09	9.54E-07	1.34E-07	3.89E-05	0.00E+00	3.46E-09	0.00E+00	1.11E-08
2019 Annual	Mon-Sun	2266008102	Sweeper C4	50	Airport	GrcU	N	NHH	NP	Monterey	NCC	MBU	1.63E-02	1.24E-02	3.07E-02	1.18E-08	2.55E-06	8.91E-07	2.12E-04	0.00E+00	1.89E-08	0.00E+00	9.93E-08
2019 Annual	Mon-Sun	2266008105	Service TruC4	250	Airport	GrcU	N	NHH	NP	Monterey	NCC	MBU	1.87E-01	6.66E-01	2.68E+00	1.26E-06	6.30E-04	6.22E-05	1.78E-02	0.00E+00	1.59E-06	0.00E+00	1.06E-05
2019 Annual	Mon-Sun	2266008106	Catering Tr C4	250	Airport	GrcU	N	NHH	NP	Monterey	NCC	MBU	7.14E-02	8.85E-02	1.04E+00	4.34E-07	2.09E-04	2.88E-05	7.02E-03	0.00E+00	6.24E-07	0.00E+00	3.64E-06
2019 Annual	Mon-Sun	2270002003	Pavers D	25	ConstructiU	P	NHH	NP	Monterey	NCC	MBU	1.30E-01	2.93E-01	2.49E-01	3.30E-06	1.12E-05	2.09E-05	2.73E-03	3.46E-08	8.15E-07	0.00E+00	2.98E-07	
2019 Annual	Mon-Sun	2270002003	Pavers D	50	ConstructiU	P	NHH	NP	Monterey	NCC	MBU	7.56E+00	1.72E+01	2.24E+01	7.72E-04	2.68E-03	2.12E-03	2.41E-01	3.12E-06	1.72E-04	0.00E+00	6.97E-05	
2019 Annual	Mon-Sun	2270002003	Pavers D	120	ConstructiU	P	NHH	NP	Monterey	NCC	MBU	8.91E+00	2.03E+01	6.43E+01	9.81E-04	4.90E-03	5.91E-03	7.02E-01	8.24E-06	4.72E-04	0.00E+00	8.85E-05	
2019 Annual	Mon-Sun	2270002003	Pavers D	175	ConstructiU	P	NHH	NP	Monterey	NCC	MBU	5.54E+00	1.26E+01	7.39E+01	8.10E-01	4.80E-03	5.60E-03	8.10E-01	9.11E-06	3.14E-04	0.00E+00	7.33E-05	
2019 Annual	Mon-Sun	2270002003	Pavers D	250	ConstructiU	N	NHH	NP	Monterey	NCC	MBU	6.68E-01	1.52E+00	1.34E+01	1.13E-04	3.69E-04	9.18E-04	1.48E-01	1.66E-06	3.40E-05	0.00E+00	1.02E-05	
2019 Annual	Mon-Sun	2270002003	Pavers D	500	ConstructiU	N	NHH	NP	Monterey	NCC	MBU	6.85E-01	1.56E+00	1.65E+01	1.31E-04	5.13E-04	1.02E-03	1.82E-01	1.79E-06	3.84E-05	0.00E+00	1.18E-05	
2019 Annual	Mon-Sun	2270002009	Plate ComgD	15	ConstructiU	P	NHH	NP	Monterey	NCC	MBU	2.79E+00	4.59E+00	9.04E-01	1.15E-05	6.04E-05	7.22E-05	9.90E-03	1.54E-07	2.82E-06	0.00E+00	1.04E-06	
2019 Annual	Mon-Sun	2270002015	Rollers D	15	ConstructiU	P	NHH	NP	Monterey	NCC	MBU	5.25E+00	1.00E+01	2.88E+00	3.67E-05	1.93E-04	2.30E-04	3.16E-02	4.91E-07	8.99E-06	0.00E+00	3.32E-06	
2019 Annual	Mon-Sun	2270002015	Rollers D	25	ConstructiU	P	NHH	NP	Monterey	NCC	MBU	2.19E+00	4.18E+00	2.54E+00	3.36E-05	1.15E-04	2.12E-04	2.79E-02	3.54E-07	7.93E-06	0.00E+00	3.03E-06	
2019 Annual	Mon-Sun	2270002015	Rollers D	50	ConstructiU	P	NHH	NP	Monterey	NCC	MBU	6.82E+00	1.31E+01	1.57E+01	3.92E-04	1.63E-03	1.38E-03	1.70E-01	2.20E-06	9.32E-05	0.00E+00	3.54E-05	
2019 Annual	Mon-Sun	2270002015	Rollers D	120	ConstructiU	P	NHH	NP	Monterey	NCC	MBU	3.66E+01	7.04E+01	1.90E+02	2.20E-03	1.37E-02	1.44E-02	2.07E+00	2.43E-05	1.07E-03	0.00E+00	1.98E-04	
2019 Annual	Mon-Sun	2270002015	Rollers D	175	ConstructiU	P	NHH	NP	Monterey	NCC	MBU	1.47E+01	2.83E+01	1.39E+02	1.18E-03	8.65E-03	8.37E-03	1.53E+00	1.72E-05	4.51E-04	0.00E+00	1.06E-04	
2019 Annual	Mon-Sun	2270002015	Rollers D	250	ConstructiU	N	NHH	NP	Monterey	NCC	MBU	2.09E+00	4.01E+00	2.78E+01	1.78E-04	6.52E-04	1.47E-03	3.07E-01	3.45E-06	4.96E-05	0.00E+00	1.60E-05	
2019 Annual	Mon-Sun	2270002015	Rollers D	500	ConstructiU	N	NHH	NP	Monterey	NCC	MBU	1.47E+00	2.82E+00	2.79E+01	1.69E-04	6.67E-04	1.31E-03	3.08E-01	3.02E-06	4.65E-05	0.00E+00	1.53E-05	
2019 Annual	Mon-Sun	2270002018	Scrapers D	120	ConstructiU	P	NHH	NP	Monterey	NCC	MBU	3.38E-01	1.03E+00	4.42E+00	6.65E-05	3.41E-04	3.92E-04	4.82E-02	5.66E-07	3.10E-05	0.00E+00	6.00E-06	
2019 Annual	Mon-Sun	2270002018	Scrapers D	175	ConstructiU	P	NHH	NP	Monterey	NCC	MBU	3.10E+00	9.41E+00	6.36E+01	6.98E-04	4.20E-03	6.96E-01	7.83E-06	2.59E-04	0.00E+00	6.30E-05		
2019 Annual	Mon-Sun	2270002018	Scrapers D	250	ConstructiU	N	NHH	NP	Monterey	NCC	MBU	3.02E+00	9.18E+00	8.71E+01	7.37E-04	2.37E-03	5.68E-03	9.60E-01	1.08E-05	2.08E-04	0.00E+00	6.65E-05	
2019 Annual	Mon-Sun	2270002018	Scrapers D	500	ConstructiU	N	NHH	NP	Monterey	NCC	MBU	8.31E+00	2.53E+01	3.68E+02	2.94E-03	1.11E-02	2.15E-02	4.06E+00	3.98E-05	8.11E-04	0.00E+00	2.65E-04	
2019 Annual	Mon-Sun	2270002018	Scrapers D	750	ConstructiU	N	NHH	NP	Monterey	NCC	MBU	4.15E-01	1.26E+00	2.55E-04	2.55E-04	9.58E-04	1.90E-03	3.50E-01	3.52E-06	7.08E-05	0.00E+00	2.30E-05	
2019 Annual	Mon-Sun	2270002021	Paving Equd	25	ConstructiU	P	NHH	NP	Monterey	NCC	MBU	2.25E-01	5.12E-01	2.94E-01	3.90E-06	1.33E-05	2.46E-05	3.23E-03	4.10E-08	9.20E-07	0.00E+00	3.52E-07	
2019 Annual	Mon-Sun</																						

2019 Annual	Mon-Sun	2270002069	Crawler TrcD	120 ConstructiU	P	NHH	NP	Monterey NCC	MBU	6.89E+01	1.96E+02	5.91E+02	8.67E-03	4.56E-02	5.12E-02	6.45E+00	7.57E-05	3.99E-03	0.00E+00	7.82E-04
2019 Annual	Mon-Sun	2270002069	Crawler TrcD	175 ConstructiU	P	NHH	NP	Monterey NCC	MBU	2.33E+01	6.64E+01	3.67E+02	3.95E-03	2.59E-02	2.59E-02	4.02E+00	4.52E-05	1.45E-03	0.00E+00	3.57E-04
2019 Annual	Mon-Sun	2270002069	Crawler TrcD	250 ConstructiU	N	NHH	NP	Monterey NCC	MBU	2.00E+01	5.71E+01	4.29E+02	3.58E-03	1.16E-02	2.71E-02	4.74E+00	5.33E-05	9.93E-04	0.00E+00	3.23E-04
2019 Annual	Mon-Sun	2270002069	Crawler TrcD	500 ConstructiU	N	NHH	NP	Monterey NCC	MBU	1.37E+01	3.91E+01	4.59E+02	3.62E-03	1.35E-02	2.60E-02	5.06E+00	4.97E-05	9.80E-04	0.00E+00	3.27E-04
2019 Annual	Mon-Sun	2270002069	Crawler TrcD	750 ConstructiU	N	NHH	NP	Monterey NCC	MBU	2.12E-01	6.03E-01	1.27E+01	1.01E-04	3.74E-04	7.35E-04	1.40E-01	1.41E-06	2.74E-05	0.00E+00	9.07E-06
2019 Annual	Mon-Sun	2270002069	Crawler TrcD	1000 ConstructiU	N	NHH	NP	Monterey NCC	MBU	2.12E-01	6.02E-01	1.80E+01	1.53E-04	5.81E-04	1.64E-03	1.98E-01	1.99E-06	4.63E-05	0.00E+00	1.38E-05
2019 Annual	Mon-Sun	2270002072	Skid Steer D	25 ConstructiU	P	NHH	NP	Monterey NCC	MBU	1.66E+01	3.81E+01	2.39E+01	3.30E-04	1.10E-03	2.04E-03	2.62E-01	3.33E-06	8.66E-05	0.00E+00	2.97E-05
2019 Annual	Mon-Sun	2270002072	Skid Steer D	50 ConstructiU	P	NHH	NP	Monterey NCC	MBU	1.51E+02	3.52E+02	4.11E+02	4.30E-03	3.55E-02	3.02E-02	4.49E+00	5.80E-05	9.38E-04	0.00E+00	3.88E-04
2019 Annual	Mon-Sun	2270002072	Skid Steer D	120 ConstructiU	P	NHH	NP	Monterey NCC	MBU	7.91E+01	1.84E+02	3.59E+02	2.13E-03	2.46E-02	1.65E-02	3.94E+00	4.62E-05	7.24E-04	0.00E+00	1.93E-04
2019 Annual	Mon-Sun	2270002075	Off-HighwzD	120 ConstructiU	P	NHH	NP	Monterey NCC	MBU	8.67E-03	2.64E-02	1.13E-01	2.02E-06	9.01E-06	1.17E-05	1.24E-03	1.45E-08	9.54E-07	0.00E+00	1.83E-07
2019 Annual	Mon-Sun	2270002075	Off-HighwzD	175 ConstructiU	P	NHH	NP	Monterey NCC	MBU	1.06E+01	3.23E+01	1.92E+02	2.47E-03	1.30E-02	2.10E+00	2.37E-05	9.47E-04	0.00E+00	2.23E-04	
2019 Annual	Mon-Sun	2270002075	Off-HighwzD	250 ConstructiU	N	NHH	NP	Monterey NCC	MBU	1.00E+01	3.05E+01	1.81E+02	1.84E-03	5.69E-03	1.45E-02	1.99E+00	2.24E-05	5.77E-04	0.00E+00	1.66E-04
2019 Annual	Mon-Sun	2270002075	Off-HighwzD	750 ConstructiU	N	NHH	NP	Monterey NCC	MBU	1.33E+00	4.04E+00	1.04E+02	9.94E-04	4.02E-03	7.71E-03	1.15E+00	1.15E-05	3.04E-04	0.00E+00	8.97E-05
2019 Annual	Mon-Sun	2270002075	Off-HighwzD	1000 ConstructiU	N	NHH	NP	Monterey NCC	MBU	1.40E-01	4.26E-01	1.58E+01	1.59E-04	6.64E-04	1.65E-03	1.73E-01	1.74E-06	5.04E-05	0.00E+00	1.44E-05
2019 Annual	Mon-Sun	2270002078	Dumpers/1D	25 ConstructiU	P	NHH	NP	Monterey NCC	MBU	2.08E-01	3.78E-01	1.31E-01	1.74E-06	5.92E-06	1.10E-05	1.44E-03	1.83E-08	4.23E-07	0.00E+00	1.57E-07
2019 Annual	Mon-Sun	2270002081	Other Cons:D	15 ConstructiU	P	NHH	NP	Monterey NCC	MBU	2.87E+00	5.43E+00	2.50E+00	3.19E-05	1.67E-04	2.00E-04	2.74E-02	4.27E-07	7.81E-06	0.00E+00	2.88E-06
2019 Annual	Mon-Sun	2270002081	Other Cons:D	25 ConstructiU	P	NHH	NP	Monterey NCC	MBU	4.86E-01	9.19E-01	5.53E-01	7.32E-06	2.50E-05	6.07E-03	7.70E-08	1.73E-06	0.00E+00	6.60E-07	
2019 Annual	Mon-Sun	2270002081	Other Cons:D	50 ConstructiU	P	NHH	NP	Monterey NCC	MBU	7.46E-01	1.43E+00	1.83E+00	2.59E-05	1.64E-04	1.45E-04	2.00E-02	2.58E-07	6.57E-06	0.00E+00	2.34E-06
2019 Annual	Mon-Sun	2270002081	Other Cons:D	120 ConstructiU	P	NHH	NP	Monterey NCC	MBU	1.23E+00	2.36E+00	8.69E+00	6.42E-05	6.01E-04	4.92E-04	9.53E-02	1.12E-06	2.77E-05	0.00E+00	5.79E-06
2019 Annual	Mon-Sun	2270002081	Other Cons:D	175 ConstructiU	P	NHH	NP	Monterey NCC	MBU	1.70E+00	3.26E+00	1.58E+01	9.15E-05	9.53E-04	6.37E-04	1.73E-01	1.95E-06	3.07E-05	0.00E+00	8.26E-06
2019 Annual	Mon-Sun	2270002081	Other Cons:D	500 ConstructiU	N	NHH	NP	Monterey NCC	MBU	3.95E+00	7.56E+00	8.69E+01	4.03E-04	1.78E-03	2.64E-03	9.60E-01	9.43E-06	9.17E-05	0.00E+00	3.64E-05
2019 Annual	Mon-Sun	2270003010	Aerial Lifts D	15 Industrial EU	P	NHH	NP	Monterey NCC	MBU	2.17E+00	2.37E+00	9.37E-01	1.19E-05	6.26E-05	7.48E-05	1.03E-02	1.60E-07	2.92E-06	0.00E+00	1.08E-06
2019 Annual	Mon-Sun	2270003010	Aerial Lifts D	25 Industrial EU	P	NHH	NP	Monterey NCC	MBU	3.54E+00	3.88E+00	1.93E+00	2.70E-05	8.95E-05	1.66E-04	2.12E-02	2.69E-07	7.09E-06	0.00E+00	2.44E-06
2019 Annual	Mon-Sun	2270003010	Aerial Lifts D	50 Industrial EU	P	NHH	NP	Monterey NCC	MBU	1.29E+01	1.36E+01	1.22E+01	1.89E-04	9.81E-04	9.87E-04	1.33E-01	1.73E-06	5.25E-05	0.00E+00	1.70E-05
2019 Annual	Mon-Sun	2270003010	Aerial Lifts D	120 Industrial EU	P	NHH	NP	Monterey NCC	MBU	1.15E+01	1.21E+01	2.09E+01	1.66E-04	1.38E-03	1.38E-03	2.30E-01	2.69E-06	8.36E-05	0.00E+00	1.50E-05
2019 Annual	Mon-Sun	2270003010	Aerial Lifts D	500 Industrial EU	N	NHH	NP	Monterey NCC	MBU	1.47E+00	1.55E+00	1.49E+01	5.95E-05	2.96E-04	5.83E-04	1.65E-01	1.62E-06	1.81E-05	0.00E+00	5.37E-06
2019 Annual	Mon-Sun	2270003010	Aerial Lifts D	750 Industrial EU	N	NHH	NP	Monterey NCC	MBU	1.18E-01	1.25E-01	2.16E+00	8.77E-06	4.30E-05	6.87E-05	2.39E-02	2.41E-07	2.66E-06	0.00E+00	7.91E-07
2019 Annual	Mon-Sun	2270003020	Forklifts D	50 Industrial EU	P	NHH	NP	Monterey NCC	MBU	3.92E+00	1.94E+01	1.30E+01	1.93E-04	1.35E-03	1.08E-03	1.42E-01	1.83E-06	4.36E-05	0.00E+00	1.75E-05
2019 Annual	Mon-Sun	2270003020	Forklifts D	120 Industrial EU	P	NHH	NP	Monterey NCC	MBU	6.15E+00	3.04E+01	4.32E+01	3.58E-04	3.18E-03	2.33E-03	4.74E-01	5.56E-06	1.29E-04	0.00E+00	3.23E-05
2019 Annual	Mon-Sun	2270003020	Forklifts D	175 Industrial EU	P	NHH	NP	Monterey NCC	MBU	6.18E+00	3.05E+01	7.79E+01	5.38E-04	5.04E-03	2.98E-03	8.55E-01	9.62E-06	1.54E-04	0.00E+00	4.86E-05
2019 Annual	Mon-Sun	2270003020	Forklifts D	250 Industrial EU	N	NHH	NP	Monterey NCC	MBU	6.14E+00	3.03E+01	1.06E+02	6.09E-04	2.34E-03	3.4E-03	1.17E+00	1.31E-05	1.11E-04	0.00E+00	5.49E-05
2019 Annual	Mon-Sun	2270003020	Forklifts D	500 Industrial EU	N	NHH	NP	Monterey NCC	MBU	2.63E+00	1.30E+01	6.51E+01	3.70E-04	1.7E-03	1.85E-03	7.19E-01	7.06E-06	6.67E-05	0.00E+00	3.34E-05
2019 Annual	Mon-Sun	2270003030	Sweepers/SD	15 Industrial EU	N	NHH	NP	Monterey NCC	MBU	2.88E-01	5.13E-01	2.79E-01	3.17E-06	1.87E-05	2.23E-05	3.06E-03	4.76E-08	8.72E-07	0.00E+00	2.86E-07
2019 Annual	Mon-Sun	2270003030	Sweepers/SD	25 Industrial EU	N	NHH	NP	Monterey NCC	MBU	2.88E-01	5.13E-01	4.58E-01	6.06E-06	2.07E-05	5.03E-03	6.38E-08	1.43E-06	0.00E+00	5.47E-07	
2019 Annual	Mon-Sun	2270003030	Sweepers/SD	50 Industrial EU	N	NHH	NP	Monterey NCC	MBU	5.61E+00	1.88E+01	2.72E+01	4.27E-04	2.71E-03	2.27E-03	2.96E-01	3.82E-06	1.05E-04	0.00E+00	3.85E-05
2019 Annual	Mon-Sun	2270003030	Sweepers/SD	120 Industrial EU	N	NHH	NP	Monterey NCC	MBU	9.28E+00	3.10E+01	1.06E+02	8.99E-04	7.67E-03	6.14E-03	1.16E+00	1.37E-05	3.70E-04	0.00E+00	8.11E-05
2019 Annual	Mon-Sun	2270003030	Sweepers/SD	175 Industrial EU	N	NHH	NP	Monterey NCC	MBU	4.27E+00	1.43E+01	9.04E+01	6.25E-04	5.72E-03	3.78E-03	9.92E-01	1.12E-05	2.02E-04	0.00E+00	5.63E-05
2019 Annual	Mon-Sun	2270003030	Sweepers/SD	250 Industrial EU	N	NHH	NP	Monterey NCC	MBU	6.84E-01	2.29E+00	1.68E+01	9.47E-05	3.65E-04	5.75E-04	1.85E-01	2.08E-06	1.97E-05	0.00E+00	8.54E-06
2019 Annual	Mon-Sun	2270003040	Other GeniD	15 Industrial EU	N	NHH	NP	Monterey NCC	MBU	7.56E-01	2.95E+00	8.61E-01	9.78E-06	5.76E-05	6.88E-05	9.43E-03	1.47E-07	2.69E-06	0.00E+00	8.83E-07
2019 Annual	Mon-Sun	2270003040	Other GeniD	25 Industrial EU	N	NHH	NP	Monterey NCC	MBU	1.01E+00	3.96E+00	2.76E+00	3.66E-05	1.25E-04	2.31E-04	3.03E-02	3.85E-07	8.64E-06	0.00E+00	3.30E-06
2019 Annual	Mon-Sun	2270003040	Other GeniD	50 Industrial EU	N	NHH	NP	Monterey NCC	MBU	1.02E+00	4.90E+00	4.91E+00	1.12E-04	5.42E-04	4.35E-04	5.32E-02	6.88E-07	2.72E-05	0.00E+00	1.01E-05
2019 Annual	Mon-Sun	2270003040	Other GeniD	120 Industrial EU	N	NHH	NP	Monterey NCC	MBU	5.02E+00	1.96E+01	5.55E+01	6.19E-04	4.14E-03	3.94E-03	6.08E-01	7.13E-06	2.77E-04	0.00E+00	5.58E-05
2019 Annual	Mon-Sun	2270003040	Other GeniD	175 Industrial EU	N	NHH	NP	Monterey NCC	MBU	5.03E+00	1.97E+01	8.59E+01	7.31E-04	5.54E-03	4.68E-03	9.42E-01	1.06E-05	2.53E-04	0.00E+00	6.60E-05
2019 Annual	Mon-Sun	2270003040	Other GeniD	250 Industrial EU	N	NHH	NP	Monterey NCC	MBU	5.01E+00	1.96E+01	1.20E+02	7.95E-04	2.75E-03	5.66E-03	1.33E+00	1.49E-05	1.85E-04	0.00E+00	7.17E-05
2019 Annual	Mon-Sun	2270003040	Other GeniD	500 Industrial EU	N	NHH	NP	Monterey NCC	MBU	5.00E+00	1.95E+01	2.35E+02	1.51E-03	5.11E-03	9.83E-03	2.59E+00	2.54E-05	3.47E-04	0.00E+00	1.36E-04
2019 Annual	Mon-Sun	2270003040	Other GeniD	750 Industrial EU	N	NHH	NP	Monterey NCC	MBU	1.25E+00	4.88E+00	9.66E+01	6.22E-04	2.10E-03	4.14E-03	1.07E+00	1.07E-05	1.44E-04	0.00E+00	5.61E-05
2019 Annual	Mon-Sun	2270003040	Other GeniD	1000 Industrial EU	N	NHH	NP	Monterey NCC	MBU	7.61E-01	2.97E+00	7.52E+01	5.28E-04	1.77E-03	5.97E-03	8.30E-01	8.35E-06	1.53E-04	0.00E+00	4.76E-05
2019 Annual	Mon-Sun	2270003050	Other Mat:D	50 Industrial EU	N	NHH	NP	Monterey NCC	MBU	3.60E-02	1.30E-01	1.82E-01	4.11E-06	1.98E-05	1.60E-05	1.97E-03	2.55E-08	1.00E-06	0.00E+00	3.71E-07
2019 Annual	Mon-Sun	2270003050	Other Mat:D	120 Industrial EU	N	NHH	NP	Monterey NCC	MBU	2.16E-01	7.80E-01	2.16E+00	2.36E-02	1.60E-04	1.53E-04	2.36E-02	2.77E-07	1.08E-05	0.00E+00	2.15E-06
2019 Annual	Mon-Sun	2270003050	Other Mat:D	175 Industrial EU	N	NHH	NP	Monterey NCC	MBU	2.31E-01	8.36E-01	4.65E+00	3.91E-05	2.98E-04	2.53E-04	5.10E-02	5.74E-07	1.37E-05	0.00E+00	3.53E-06
2019 Annual	Mon-Sun	2270003050	Other Mat:D	250 Industrial EU	N	NHH	NP	Monterey NCC	MBU	5.50E-01	1.99E+00	1.30E+01	8.52E-05	2.97E-04	6.14E-04	1.44E-01	1.62E-06	2.00E-05	0.00E+00	7.69E-06
2019 Annual	Mon-Sun	2270003050	Other Mat:D	500 Industrial EU	N	NHH	NP	Monterey NCC	MBU	1.03E-01	3.72E-01	3.22E+00	2.04E-05	6.99E-05	1.35E-04	3.56E-02	3.49E-07	4.75E-06	0.00E+00	1.84E-06
2019 Annual	Mon-Sun	2270003050	Other Mat:D	9999 Industrial EU	N	NHH	NP	Monterey NCC	MBU	3.08E-02	1.11E-01	3.74E+00	2.78E-05	6.98E-05	4.13E-02	4.05E-07	7.57E-06	0.00E+		

2019 Annual	Mon-Sun	2270008025 Air Conditio	D	175 Airport GrcU	N	NHH	P	Monterey NCC	MBU	2.42E-01	5.36E-01	3.54E+00	1.35E-05	2.07E-04	9.17E-05	3.89E-02	4.38E-07	3.12E-06	0.00E+00	1.22E-06
2019 Annual	Mon-Sun	2270008025 Air Conditio	D	250 Airport GrcU	N	NHH	P	Monterey NCC	MBU	1.91E-02	4.23E-02	3.97E-01	1.29E-06	7.95E-06	6.85E-06	4.39E-03	4.94E-08	1.82E-07	0.00E+00	1.16E-07
2019 Annual	Mon-Sun	2270008025 Air Conditio	D	500 Airport GrcU	N	NHH	P	Monterey NCC	MBU	1.27E-02	2.82E-02	5.29E-01	1.71E-06	1.03E-05	8.79E-06	5.85E-03	6.59E-08	2.40E-07	0.00E+00	1.55E-07
2019 Annual	Mon-Sun	2270008030 Air Start Ur	D	175 Airport GrcU	N	NHH	P	Monterey NCC	MBU	6.36E-03	5.81E-03	4.01E-02	2.10E-07	2.26E-06	1.96E-06	4.40E-04	4.32E-09	8.63E-08	0.00E+00	1.89E-08
2019 Annual	Mon-Sun	2270008030 Air Start Ur	D	250 Airport GrcU	N	NHH	P	Monterey NCC	MBU	1.91E-02	1.74E-02	1.71E-01	6.78E-07	3.43E-06	7.23E-06	1.89E-03	1.85E-08	2.10E-07	0.00E+00	6.12E-08
2019 Annual	Mon-Sun	2270008030 Air Start Ur	D	500 Airport GrcU	N	NHH	P	Monterey NCC	MBU	7.51E-01	6.86E-01	1.34E+01	5.04E-05	2.65E-04	5.13E-04	1.49E-01	1.46E-06	1.59E-05	0.00E+00	4.55E-06
2019 Annual	Mon-Sun	2270008030 Air Start Ur	D	750 Airport GrcU	N	NHH	P	Monterey NCC	MBU	1.08E-01	9.88E-02	2.90E+00	1.10E-05	5.72E-05	1.13E-04	3.21E-02	3.15E-07	3.47E-06	0.00E+00	9.97E-07
2019 Annual	Mon-Sun	2270008035 Baggage Tr	D	120 Airport GrcU	N	NHH	NP	Monterey NCC	MBU	3.05E+00	1.16E+01	2.61E+01	4.87E-04	2.07E-03	2.78E-03	2.84E-01	3.34E-06	2.40E-04	0.00E+00	4.39E-05
2019 Annual	Mon-Sun	2270008040 Belt Load	D	120 Airport GrcU	N	NHH	NP	Monterey NCC	MBU	1.47E+00	3.93E+00	6.12E+00	9.84E-05	4.68E-04	5.82E-04	6.68E-02	7.84E-07	4.94E-05	0.00E+00	8.88E-06
2019 Annual	Mon-Sun	2270008045 Bobtail	D	120 Airport GrcU	N	NHH	NP	Monterey NCC	MBU	1.08E-01	2.03E-01	7.21E-01	1.10E-05	5.37E-05	6.76E-05	7.87E-03	9.23E-08	5.65E-06	0.00E+00	9.94E-07
2019 Annual	Mon-Sun	2270008050 Cargo Load	D	120 Airport GrcU	N	NHH	NP	Monterey NCC	MBU	1.79E+00	4.46E+00	1.29E+01	1.58E-04	9.45E-04	1.01E-03	1.41E-01	1.65E-06	7.75E-05	0.00E+00	1.42E-05
2019 Annual	Mon-Sun	2270008065 Forklift	D	175 Airport GrcU	P	NHH	NP	Monterey NCC	MBU	2.48E-01	5.06E-01	1.35E+00	9.62E-06	8.23E-05	7.05E-05	1.48E-02	1.66E-07	3.65E-06	0.00E+00	8.68E-07
2019 Annual	Mon-Sun	2270008070 Fuel Truck	D	250 Airport GrcU	N	NHH	NP	Monterey NCC	MBU	1.34E-01	2.29E-01	6.13E-01	3.17E-06	1.31E-05	2.75E-05	6.77E-03	7.62E-08	8.72E-07	0.00E+00	2.86E-07
2019 Annual	Mon-Sun	2270008075 Ground Po	D	175 Airport GrcU	N	NHH	P	Monterey NCC	MBU	1.99E+00	5.29E+00	3.69E+01	2.66E-04	2.31E-03	1.79E-03	4.06E-01	4.56E-06	9.45E-05	0.00E+00	2.40E-05
2019 Annual	Mon-Sun	2270008085 Lav Truck	D	175 Airport GrcU	N	NHH	NP	Monterey NCC	MBU	3.18E-02	1.14E-01	2.73E-01	2.26E-06	1.75E-05	2.99E-03	3.37E-08	7.89E-07	0.00E+00	2.04E-07	
2019 Annual	Mon-Sun	2270008090 Lift	D	120 Airport GrcU	N	NHH	NP	Monterey NCC	MBU	3.31E-01	7.18E-01	2.36E+00	2.27E-05	1.68E-04	1.62E-04	2.59E-02	3.04E-07	1.10E-05	0.00E+00	2.05E-06
2019 Annual	Mon-Sun	2270008100 Other GSE	D	175 Airport GrcU	N	NHH	NP	Monterey NCC	MBU	5.92E-01	1.50E+00	6.01E+00	6.85E-05	3.88E-04	4.79E-04	6.58E-02	8.51E-07	2.74E-05	0.00E+00	6.18E-06
2019 Annual	Mon-Sun	2270008101 Passenger	D	120 Airport GrcU	N	NHH	NP	Monterey NCC	MBU	5.09E-02	9.78E-03	3.30E-02	1.81E-07	2.02E-06	1.99E-06	3.62E-04	4.25E-09	9.69E-08	0.00E+00	1.64E-08
2019 Annual	Mon-Sun	2270008102 Sweeper	D	120 Airport GrcU	N	NHH	NP	Monterey NCC	MBU	1.46E-01	1.16E-01	1.73E-01	7.48E-07	1.09E-05	8.32E-06	1.90E-03	2.14E-08	3.56E-07	0.00E+00	6.75E-08
2019 Annual	Mon-Sun	2270008103 Generator	D	120 Airport GrcU	N	NHH	P	Monterey NCC	MBU	9.54E-02	4.27E-01	1.60E+00	1.76E-05	1.20E-04	1.12E-04	1.75E-02	1.97E-07	7.75E-06	0.00E+00	1.59E-06
2019 Annual	Mon-Sun	2270008103 Generator	D	175 Airport GrcU	N	NHH	P	Monterey NCC	MBU	5.22E-01	2.33E+00	1.65E+01	1.40E-04	1.07E-03	8.82E-04	1.80E-01	2.03E-06	4.77E-05	0.00E+00	1.27E-05
2019 Annual	Mon-Sun	2270008103 Generator	D	250 Airport GrcU	N	NHH	P	Monterey NCC	MBU	5.41E-01	2.42E+00	2.45E+01	1.67E-04	5.67E-04	1.14E-03	2.71E-01	3.05E-06	3.83E-05	0.00E+00	1.51E-05
2019 Annual	Mon-Sun	2270008103 Generator	D	500 Airport GrcU	N	NHH	P	Monterey NCC	MBU	5.73E-02	2.56E-01	4.11E+00	2.73E-05	9.04E-05	1.70E-04	4.54E-02	5.11E-07	6.16E-06	0.00E+00	2.46E-06
2019 Annual	Mon-Sun	2270008103 Generator	D	750 Airport GrcU	N	NHH	P	Monterey NCC	MBU	7.63E-02	3.41E-01	8.85E+00	5.89E-05	1.95E-04	3.75E-04	9.78E-02	1.10E-06	1.34E-05	0.00E+00	5.31E-06
2019 Annual	Mon-Sun	2270008105 Service Tru	D	175 Airport GrcU	N	NHH	NP	Monterey NCC	MBU	2.10E-01	2.91E-01	5.76E-01	3.53E-06	3.38E-05	2.92E-05	6.33E-03	7.12E-08	1.40E-06	0.00E+00	3.18E-07
2019 Annual	Mon-Sun	2270008106 Catering Tr	D	250 Airport GrcU	N	NHH	NP	Monterey NCC	MBU	5.09E-02	5.17E-02	3.65E-01	1.09E-06	7.00E-06	9.79E-06	4.04E-03	4.55E-08	2.83E-07	0.00E+00	9.84E-08
2019 Annual	Mon-Sun	2270008111 Hydrant Tr	D	175 Airport GrcU	N	NHH	NP	Monterey NCC	MBU	1.02E-01	1.74E-01	1.12E+00	9.00E-06	7.34E-05	6.93E-05	1.34E-02	1.50E-07	3.56E-06	0.00E+00	8.12E-07
2019 Annual	Mon-Sun	2270008115 CompressC	D	120 Airport GrcU	P	NHH	P	Monterey NCC	MBU	3.18E-02	7.10E-02	1.85E-01	1.80E-06	1.32E-05	1.27E-05	2.03E-03	2.38E-08	8.66E-07	0.00E+00	1.62E-07
2019 Annual	Mon-Sun	2270008115 CompressC	D	250 Airport GrcU	N	NHH	P	Monterey NCC	MBU	6.36E-03	1.42E-02	7.50E-02	4.36E-07	1.65E-06	3.43E-06	8.28E-04	9.32E-09	1.12E-07	0.00E+00	3.93E-08
2019 Annual	Mon-Sun	2270008115 CompressC	D	500 Airport GrcU	N	NHH	P	Monterey NCC	MBU	2.54E-02	5.68E-02	6.18E-01	3.48E-06	1.30E-05	2.52E-05	6.83E-03	6.71E-08	8.89E-07	0.00E+00	3.14E-07
2019 Annual	Mon-Sun	2270008115 CompressC	D	750 Airport GrcU	N	NHH	P	Monterey NCC	MBU	8.27E-02	1.85E-01	2.97E+00	1.68E-05	6.26E-05	1.24E-04	3.28E-02	3.30E-07	4.31E-06	0.00E+00	1.51E-06
2019 Annual	Mon-Sun	2270009005 Transport I	D	15 Transport IU	N	NHH	NP	Monterey NCC	MBU	1.28E-02	3.65E+02	1.33E+02	1.52E-03	8.93E-03	1.07E-02	1.46E+00	1.85E-05	4.18E-04	0.00E+00	1.37E-04
2019 Annual	Mon-Sun	2270009005 Transport I	D	25 Transport IU	N	NHH	NP	Monterey NCC	MBU	4.07E+01	1.16E+02	7.19E+01	9.93E-04	3.25E-03	6.02E-03	7.90E-01	1.00E-05	2.26E-04	0.00E+00	8.59E-05
2019 Annual	Mon-Sun	2270009005 Transport I	D	50 Transport IU	N	NHH	NP	Monterey NCC	MBU	9.90E+02	3.98E+03	4.71E+03	5.30E-02	4.06E-01	3.18E-01	5.16E+01	6.66E-04	5.25E-03	0.00E+00	3.52E-03
2019 Annual	Mon-Sun	2270011005 A/C unit	D	120 Military Ta U	P	NHH	P	Monterey NCC	MBU	2.88E-01	2.37E-01	8.22E-01	6.22E-06	5.34E-05	5.48E-05	9.02E-03	1.06E-07	3.22E-06	0.00E+00	5.62E-07
2019 Annual	Mon-Sun	2270011005 A/C unit	D	250 Military Ta U	N	NHH	P	Monterey NCC	MBU	1.20E-01	9.91E-02	7.01E-01	2.86E-06	1.42E-05	3.16E-05	7.75E-03	8.72E-08	9.18E-07	0.00E+00	2.58E-07
2019 Annual	Mon-Sun	2270011005 A/C unit	D	500 Military Ta U	N	NHH	P	Monterey NCC	MBU	4.76E-02	3.92E-02	4.20E-01	1.62E-06	8.36E-06	1.71E-05	4.64E-03	4.56E-08	5.29E-07	0.00E+00	1.46E-07
2019 Annual	Mon-Sun	2270011010 Aircraft Suj	D	120 Military Ta U	P	NHH	P	Monterey NCC	MBU	7.84E-02	6.46E-02	1.50E-01	1.14E-06	9.78E-06	1.00E-05	1.65E-03	1.94E-08	5.90E-07	0.00E+00	1.03E-07
2019 Annual	Mon-Sun	2270011010 Aircraft Suj	D	175 Military Ta U	P	NHH	P	Monterey NCC	MBU	1.12E-01	9.22E-02	4.41E-01	2.40E-06	2.48E-05	2.28E-05	4.85E-03	5.46E-08	1.00E-06	0.00E+00	2.16E-07
2019 Annual	Mon-Sun	2270011015 Cart	D	120 Military Ta U	P	NHH	P	Monterey NCC	MBU	3.36E-02	2.77E-02	7.68E-02	5.81E-07	4.99E-06	5.12E-06	8.42E-04	9.88E-09	3.01E-07	0.00E+00	5.25E-08
2019 Annual	Mon-Sun	2270011015 Cart	D	175 Military Ta U	P	NHH	P	Monterey NCC	MBU	8.40E-03	6.92E-03	3.62E-02	1.97E-07	2.04E-06	1.87E-06	3.98E-04	4.48E-09	8.20E-08	0.00E+00	1.77E-08
2019 Annual	Mon-Sun	2270011015 Cart	D	250 Military Ta U	N	NHH	P	Monterey NCC	MBU	2.80E-02	2.31E-02	1.54E-01	6.31E-07	3.14E-06	6.95E-06	1.71E-03	1.92E-08	2.02E-07	0.00E+00	5.69E-08
2019 Annual	Mon-Sun	2270011020 Communic	D	50 Military Ta U	P	NHH	P	Monterey NCC	MBU	1.12E-02	9.22E-03	1.27E-02	1.80E-07	9.69E-07	1.03E-06	1.39E-04	1.79E-09	5.34E-08	0.00E+00	1.63E-08
2019 Annual	Mon-Sun	2270011020 Communic	D	120 Military Ta U	P	NHH	P	Monterey NCC	MBU	1.68E-02	1.38E-02	3.79E-02	2.87E-07	2.47E-06	2.53E-06	4.16E-04	4.88E-09	1.49E-07	0.00E+00	2.59E-08
2019 Annual	Mon-Sun	2270011025 CompressC	D	50 Military Ta U	P	NHH	P	Monterey NCC	MBU	1.12E-02	9.22E-03	1.55E-02	2.21E-07	1.19E-06	1.26E-06	1.70E-04	2.20E-09	6.54E-08	0.00E+00	1.99E-08
2019 Annual	Mon-Sun	2270011025 CompressC	D	120 Military Ta U	P	NHH	P	Monterey NCC	MBU	4.23E-01	3.48E-01	8.47E-01	6.41E-06	5.51E-05	5.64E-05	9.29E-03	1.09E-07	3.32E-06	0.00E+00	5.79E-07
2019 Annual	Mon-Sun	2270011025 CompressC	D	175 Military Ta U	P	NHH	P	Monterey NCC	MBU	1.12E-02	9.22E-03	5.27E-02	2.86E-07	2.96E-06	2.72E-06	5.79E-04	6.51E-09	1.19E-07	0.00E+00	2.58E-08
2019 Annual	Mon-Sun	2270011025 CompressC	D	250 Military Ta U	N	NHH	P	Monterey NCC	MBU	2.24E-02	1.84E-02	1.40E-01	5.71E-07	2.84E-06	6.30E-06	1.55E-03	1.74E-08	1.83E-07	0.00E+00	5.15E-08
2019 Annual	Mon-Sun	2270011025 CompressC	D	500 Military Ta U	N	NHH	P	Monterey NCC	MBU	7.84E-02	6.46E-02	8.19E-01	3.15E-07	1.63E-05	3.33E-05	9.05E-03	8.88E-08	1.03E-06	0.00E+00	2.84E-07
2019 Annual	Mon-Sun	2270011030 Crane	D	120 Military Ta U	P	NHH	P	Monterey NCC	MBU	4.48E-02	3.69E-02	1.32E-01	4.02E-07	8.18E-06	5.31E-06	1.46E-03	1.71E-08	1.47E-07	0.00E+00	3.63E-08
2019 Annual	Mon-Sun	2270011030 Crane	D	175 Military Ta U	P	NHH	P	Monterey NCC	MBU	8.40E-03	6.92E-03	3.33E-02	8.46E-08	1.82E-06	8.39E-07	3.67E-04	4.12E-09	2.41E-08	0.00E+00	7.63E-09
2019 Annual	Mon-Sun	2270011030 Crane	D	250 Military Ta U	N	NHH	P	Monterey NCC	MBU	5.60E-03	4.61E-03	3.35E-02	7.24E-08	6.27E-07	5.68E-07	3.71E-04	4.17E-09	1.37E-08	0.00E+00	6.53E-09
2019 Annual	Mon-Sun	2270011040 Deicer	D	120 Military Ta U	P	NHH	P	Monterey NCC	MBU	1.12E-02	9.22E-03	3.48E-02	2.63E-07	2.26E-06	3.22E-06	3.81E-04	4.47E-09	1.36E-07	0.00E+00	2.37E-08

2030 Offroad 2007

CY	Season	AvgDays	Code	Equipmen t	Fuel	MaxHP	Class	C/R	Pre	Hand	Port	County	Air Basin	Air Dist.	Population	Activity	Consumption	ROG Exhaust	CO Exhaust	NOX Exhaust	CO2 Exhaust	SO2 Exhaust	PM Exhaust	N2O Exhaust	CH4 Exhaust
2030	Annual	Mon-Sun	2.26E+09	Off-Road V G2		15	Recreation:U		N	NHH	NP	Monterey	NCC	MBU	1.82E+02	6.73E+02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2030	Annual	Mon-Sun	2.26E+09	Off-Road V G2		25	Recreation:U		N	NHH	NP	Monterey	NCC	MBU	1.56E+02	5.79E+02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2030	Annual	Mon-Sun	2.26E+09	Off-Road V G2		50	Recreation:U		N	NHH	NP	Monterey	NCC	MBU	1.27E+03	4.71E+03	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2030	Annual	Mon-Sun	2.26E+09	Off-Road V G2		120	Recreation:U		N	NHH	NP	Monterey	NCC	MBU	6.09E+02	2.25E+03	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2030	Annual	Mon-Sun	2.26E+09	Snowmobil G2		25	Recreation:U		N	NHH	P	Monterey	NCC	MBU	3.33E+00	5.25E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2030	Annual	Mon-Sun	2.26E+09	Snowmobil G2		50	Recreation:U		N	NHH	P	Monterey	NCC	MBU	1.57E+01	2.48E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2030	Annual	Mon-Sun	2.26E+09	Snowmobil G2		120	Recreation:U		N	NHH	P	Monterey	NCC	MBU	2.86E+01	4.50E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2030	Annual	Mon-Sun	2.26E+09	All Terrain G2		15	Recreation:U		N	NHH	NP	Monterey	NCC	MBU	1.51E+02	5.59E+02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2030	Annual	Mon-Sun	2.26E+09	All Terrain G2		25	Recreation:U		N	NHH	NP	Monterey	NCC	MBU	9.83E+01	3.64E+02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2030	Annual	Mon-Sun	2.26E+09	All Terrain G2		50	Recreation:U		N	NHH	NP	Monterey	NCC	MBU	1.29E+02	4.79E+02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2030	Annual	Mon-Sun	2.27E+09	Off-Road V G4		15	Recreation:U		N	NHH	NP	Monterey	NCC	MBU	3.54E+02	1.31E+03	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2030	Annual	Mon-Sun	2.27E+09	Off-Road V G4		25	Recreation:U		N	NHH	NP	Monterey	NCC	MBU	5.72E+02	2.12E+03	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2030	Annual	Mon-Sun	2.27E+09	Off-Road V G4		50	Recreation:U		N	NHH	NP	Monterey	NCC	MBU	5.96E+02	2.21E+03	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2030	Annual	Mon-Sun	2.27E+09	All Terrain G4		15	Recreation:U		N	NHH	NP	Monterey	NCC	MBU	1.23E+02	4.56E+02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2030	Annual	Mon-Sun	2.27E+09	All Terrain G4		25	Recreation:U		N	NHH	NP	Monterey	NCC	MBU	1.71E+03	6.35E+03	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2030	Annual	Mon-Sun	2.27E+09	All Terrain G4		50	Recreation:U		N	NHH	NP	Monterey	NCC	MBU	7.74E+01	2.87E+02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2030	Annual	Mon-Sun	2.26E+09	Off-Road V G2		15	Recreation:U		N	NHH	NP	Monterey	NCC	MBU	4.54E+02	1.68E+03	6.37E+01	6.41E-02	1.00E-01	1.95E-05	2.13E-01	1.72E-04	7.78E-04	7.19E-05	3.98E-03
2030	Annual	Mon-Sun	2.26E+09	Off-Road V G2		25	Recreation:U		N	NHH	NP	Monterey	NCC	MBU	3.90E+02	1.45E+03	5.48E+01	5.52E-02	8.62E-02	1.68E-05	1.83E-01	2.77E-04	6.69E-04	6.19E-05	3.43E-03
2030	Annual	Mon-Sun	2.26E+09	Off-Road V G2		50	Recreation:U		N	NHH	NP	Monterey	NCC	MBU	3.18E+03	1.18E+04	4.46E+02	4.49E-01	7.02E-01	1.37E-04	1.49E+00	3.57E-03	5.45E-03	5.04E-04	2.79E-02
2030	Annual	Mon-Sun	2.26E+09	Off-Road V G2		120	Recreation:U		N	NHH	NP	Monterey	NCC	MBU	1.52E+03	5.63E+03	2.13E+02	2.15E-01	3.36E-01	6.55E-05	7.13E-01	2.52E-03	2.61E-03	2.41E-04	1.34E-02
2030	Annual	Mon-Sun	2.26E+09	Snowmobil G2		25	Recreation:U		N	NHH	P	Monterey	NCC	MBU	9.58E+00	1.51E+00	1.08E+00	5.76E-04	2.14E-03	5.82E-05	4.86E-03	8.46E-08	1.87E-05	4.85E-06	3.58E-05
2030	Annual	Mon-Sun	2.26E+09	Snowmobil G2		50	Recreation:U		N	NHH	P	Monterey	NCC	MBU	4.51E+01	7.11E+00	9.66E+00	5.16E-03	1.91E-02	5.22E-04	4.35E-02	7.58E-07	1.68E-04	3.22E-05	3.21E-04
2030	Annual	Mon-Sun	2.26E+09	Snowmobil G2		120	Recreation:U		N	NHH	P	Monterey	NCC	MBU	8.21E+01	1.29E+01	3.00E+01	1.61E-02	5.95E-02	1.62E-03	1.35E-01	2.36E-06	5.22E-04	7.80E-05	9.98E-04
2030	Annual	Mon-Sun	2.26E+09	All Terrain G2		15	Recreation:U		N	NHH	NP	Monterey	NCC	MBU	4.98E+02	1.84E+03	6.98E+01	7.03E-02	1.10E-01	2.14E-05	2.33E-01	2.33E-04	8.53E-04	7.88E-05	4.37E-03
2030	Annual	Mon-Sun	2.26E+09	All Terrain G2		25	Recreation:U		N	NHH	NP	Monterey	NCC	MBU	3.24E+02	1.20E+03	4.54E+01	4.58E-02	7.15E-02	1.39E-05	1.52E-01	2.07E-04	5.55E-04	5.13E-05	2.84E-03
2030	Annual	Mon-Sun	2.26E+09	All Terrain G2		50	Recreation:U		N	NHH	NP	Monterey	NCC	MBU	4.26E+02	1.58E+03	5.98E+01	6.02E-02	9.41E-02	1.84E-05	2.00E-01	3.58E-04	7.31E-04	6.75E-05	3.74E-03
2030	Annual	Mon-Sun	2.26E+09	Golf Carts G2		15	Recreation:U		N	NHH	NP	Monterey	NCC	MBU	1.04E+03	3.15E+03	1.19E+03	5.35E-02	3.32E+00	4.02E-02	6.18E+00	2.54E-04	2.88E-03	5.64E-03	3.32E-03
2030	Annual	Mon-Sun	2.26E+09	Specialty V G2		15	Recreation:U		N	NHH	NP	Monterey	NCC	MBU	2.38E+03	4.32E+02	1.59E+02	5.73E-03	4.34E-01	4.37E-03	8.31E-01	3.42E-05	3.13E-04	6.83E-04	3.56E-04
2030	Annual	Mon-Sun	2.26E+09	Tampers/R G2		15	Constructiv U		P	NHH	NP	Monterey	NCC	MBU	2.54E+01	1.27E+01	2.55E+00	1.61E-04	6.89E-03	1.24E-04	1.32E-02	5.43E-07	1.10E-04	1.97E-05	9.98E-06
2030	Annual	Mon-Sun	2.26E+09	Plate Comp G2		15	Constructiv U		P	NHH	NP	Monterey	NCC	MBU	2.17E+00	1.23E+00	2.48E-01	1.56E-05	6.69E-04	1.20E-05	1.28E-03	5.27E-08	1.07E-05	1.91E-06	9.68E-07
2030	Annual	Mon-Sun	2.26E+09	Other Gene G2		15	Industrial E U		N	NHH	NP	Monterey	NCC	MBU	4.94E-01	5.08E-01	2.00E-01	9.00E-06	5.44E-04	6.76E-06	1.04E-03	4.28E-08	4.84E-07	9.30E-07	5.59E-07
2030	Annual	Mon-Sun	2.26E+09	Lawn Mow G2		15	Lawn and C C		N	NHH	NP	Monterey	NCC	MBU	4.38E+02	2.74E+02	3.10E+01	3.51E-03	6.30E-02	9.32E-04	1.87E-01	7.69E-06	5.89E-04	2.42E-04	2.18E-04
2030	Annual	Mon-Sun	2.26E+09	Lawn Mow G2		15	Lawn and C R		N	NHH	NP	Monterey	NCC	MBU	3.29E+03	1.40E+02	1.70E+01	1.41E-03	4.02E-02	3.77E-04	9.51E-02	3.92E-06	2.46E-04	1.08E-04	8.76E-05
2030	Annual	Mon-Sun	2.26E+09	Chainsaws G2		2	Lawn and C C		N	HH	NP	Monterey	NCC	MBU	7.84E+02	6.21E+02	3.70E+01	3.10E-02	5.60E-02	4.87E-04	1.51E-01	6.24E-06	8.82E-05	2.51E-04	1.93E-03
2030	Annual	Mon-Sun	2.26E+09	Chainsaws G2		2	Lawn and C R		N	HH	NP	Monterey	NCC	MBU	8.82E+03	1.18E+02	5.42E+00	1.74E-03	1.07E-02	9.32E-05	2.89E-02	1.19E-06	1.69E-05	4.80E-05	1.08E-04
2030	Annual	Mon-Sun	2.26E+09	Chainsaws G2		15	Lawn and C C		N	HH	NP	Monterey	NCC	MBU	5.52E+02	4.38E+02	6.31E+01	5.27E-02	9.54E-02	8.29E-04	2.58E-01	1.06E-05	1.50E-04	2.83E-04	3.28E-03
2030	Annual	Mon-Sun	2.26E+09	Chainsaws G2		15	Lawn and C R		N	HH	NP	Monterey	NCC	MBU	6.21E+03	8.34E+01	9.22E+00	2.96E-03	1.82E-02	1.59E-04	4.91E-02	2.02E-06	2.87E-05	5.41E-05	1.84E-04
2030	Annual	Mon-Sun	2.26E+09	Chainsaws G2		15	Lawn and C C		P	HH	NP	Monterey	NCC	MBU	6.87E+02	5.45E+02	7.85E+01	6.57E-02	1.19E-01	1.03E-03	3.21E-01	1.32E-05	1.87E-04	3.52E-04	4.08E-03
2030	Annual	Mon-Sun	2.26E+09	Chainsaws G2		15	Lawn and C R		P	HH	NP	Monterey	NCC	MBU	7.73E+03	1.04E+02	1.15E+01	3.75E-03	2.28E-02	1.96E-04	6.12E-02	2.52E-06	3.56E-05	6.71E-05	2.33E-04
2030	Annual	Mon-Sun	2.26E+09	Trimmers/f G2		2	Lawn and C C		N	HH	NP	Monterey	NCC	MBU	2.56E+03	8.50E+02	3.77E+01	2.03E-02	6.70E-02	5.82E-04	1.81E-01	7.46E-06	1.05E-04	3.20E-04	1.26E-03
2030	Annual	Mon-Sun	2.26E+09	Trimmers/f G2		2	Lawn and C R		N	HH	NP	Monterey	NCC	MBU	2.85E+04	1.68E+03	7.12E+01	3.20E-02	1.32E-01	1.15E-03	3.57E-01	1.47E-05	2.08E-04	6.31E-04	1.99E-03
2030	Annual	Mon-Sun	2.26E+09	Leaf Blowe G2		2	Lawn and C C		N	HH	P	Monterey	NCC	MBU	3.82E+03	2.05E+03	1.09E+02	7.56E-02	1.80E-01	1.56E-03	4.86E-01	2.00E-05	2.83E-04	8.17E-04	4.70E-03
2030	Annual	Mon-Sun	2.26E+09	Leaf Blowe G2		2	Lawn and C R		N	HH	P	Monterey	NCC	MBU	9.84E+03	1.29E+02	5.74E+00	1.83E-03	1.13E-02	9.89E-05	3.06E-02	1.26E-06	1.79E-05	5.16E-05	1.14E-04
2030	Annual	Mon-Sun	2.26E+09	Shredders G2		15	Lawn and C C		P	NHH	NP	Monterey	NCC	MBU	1.93E+01	7.17E+00	3.15E+00	1.77E-04	8.52E-03	1.37E-04	1.63E-02	6.71E-07	1.37E-04	1.59E-05	1.10E-05
2030	Annual	Mon-Sun	2.26E+09	Shredders G2		15	Lawn and C R		P	NHH	NP	Monterey	NCC	MBU	6.87E+02	1.69E+00	7.41E-01	3.58E-05	2.02E-03	2.76E-05	3.85E-03	1.58E-07	3.32E-05	3.46E-06	2.22E-06
2030	Annual	Mon-Sun	2.26E+09	Commercial G2		15	Lawn and C C		N	NHH	NP	Monterey	NCC	MBU	1.02E+01	2.24E+01	9.18E+00	4.13E-04	2.50E-02	3.11E-04	4.77E-02	1.97E-06	2.22E-05	4.19E-05	2.57E-05
2030	Annual	Mon-Sun	2.26E+09	Commercial G2		25	Lawn and C C		N	NHH	NP	Monterey	NCC	MBU	5.05E+00	1.11E+01	9.82E+00	4.28E-04	2.76E-02	3.28E-04	4.97E-02	2.05E-06	2.32E-05	3.10E-05	2.66E-05
2030	Annual	Mon-Sun	2.26E+09	Other Lawr G2		2	Lawn and C C		N	HH	NP	Monterey	NCC	MBU											

2030 Annual	Mon-Sun	2.27E+09	Other Gene	G4	25 Industrial E U	N	NHH	NP	Monterey	NCC	MBU	1.80E+00	2.12E+00	2.16E+00	1.16E-04	6.77E-03	8.52E-05	9.75E-03	2.47E-07	5.35E-06	6.67E-06	6.06E-06
2030 Annual	Mon-Sun	2.27E+09	Other Gene	G4	50 Industrial E U	N	NHH	NP	Monterey	NCC	MBU	1.59E+00	3.11E+00	5.65E+00	7.69E-05	6.87E-03	1.51E-04	4.35E-02	5.29E-07	3.33E-06	1.07E-05	4.01E-06
2030 Annual	Mon-Sun	2.27E+09	Other Gene	G4	120 Industrial E U	N	NHH	NP	Monterey	NCC	MBU	5.22E-01	1.02E+00	4.13E+00	2.38E-05	1.61E-03	1.24E-04	3.72E-02	3.59E-07	2.88E-06	5.78E-06	1.24E-06
2030 Annual	Mon-Sun	2.27E+09	Other Gene	G4	175 Industrial E U	N	NHH	NP	Monterey	NCC	MBU	5.06E-02	9.88E-02	8.49E-01	3.34E-06	3.00E-04	2.50E-05	7.71E-03	7.66E-08	6.14E-07	8.29E-07	1.74E-07
2030 Annual	Mon-Sun	2.27E+09	Other Mat	G4	50 Industrial E U	N	NHH	NP	Monterey	NCC	MBU	2.25E-02	2.38E-02	5.91E-02	8.58E-07	1.76E-05	1.68E-06	4.46E-04	5.43E-09	3.42E-08	9.95E-08	4.49E-08
2030 Annual	Mon-Sun	2.27E+09	Other Mat	G4	120 Industrial E U	N	NHH	NP	Monterey	NCC	MBU	9.94E-01	1.05E+00	2.87E+00	1.86E-05	1.23E-03	9.09E-05	2.57E-02	2.48E-07	1.99E-06	4.94E-06	9.73E-07
2030 Annual	Mon-Sun	2.27E+09	Lawn Mow	G4	5 Lawn and C C	N	NHH	NP	Monterey	NCC	MBU	2.59E+03	1.62E+03	2.00E+02	2.47E-02	4.67E-01	6.04E-03	1.11E+00	3.82E-05	3.49E-03	1.43E-03	1.29E-03
2030 Annual	Mon-Sun	2.27E+09	Lawn Mow	G4	5 Lawn and C R	N	NHH	NP	Monterey	NCC	MBU	4.11E+04	1.74E+03	2.39E+02	1.91E-02	6.67E-01	4.54E-03	1.19E+00	4.11E-05	2.86E-03	1.26E-03	9.95E-04
2030 Annual	Mon-Sun	2.27E+09	Tillers	G4	5 Lawn and C C	N	NHH	NP	Monterey	NCC	MBU	2.69E+02	4.12E+01	6.07E+00	5.60E-04	1.61E-02	1.35E-04	3.12E-02	1.08E-06	8.24E-05	3.38E-05	2.93E-05
2030 Annual	Mon-Sun	2.27E+09	Tillers	G4	5 Lawn and C R	N	NHH	NP	Monterey	NCC	MBU	1.04E+03	5.15E+01	7.73E+00	6.57E-04	2.11E-02	1.57E-04	3.90E-02	1.35E-06	9.79E-05	4.07E-05	3.44E-05
2030 Annual	Mon-Sun	2.27E+09	Trimmers/f	G4	5 Lawn and C C	P	NHH	NP	Monterey	NCC	MBU	4.73E+02	1.76E+02	5.60E+00	7.56E-04	1.35E-02	3.26E-04	3.00E-02	1.03E-06	9.77E-06	1.07E-04	3.96E-05
2030 Annual	Mon-Sun	2.27E+09	Trimmers/f	G4	5 Lawn and C R	P	NHH	NP	Monterey	NCC	MBU	2.20E+03	1.30E+02	4.32E+00	5.15E-04	1.12E-02	2.22E-04	2.21E-02	7.64E-07	7.21E-06	7.56E-05	2.69E-05
2030 Annual	Mon-Sun	2.27E+09	Leaf Blowe	G4	5 Lawn and C C	N	NHH	P	Monterey	NCC	MBU	1.21E+02	2.05E+01	1.42E+00	1.08E-04	3.99E-03	2.57E-05	6.99E-03	2.41E-07	1.64E-05	1.01E-05	5.67E-06
2030 Annual	Mon-Sun	2.27E+09	Leaf Blowe	G4	5 Lawn and C R	N	NHH	P	Monterey	NCC	MBU	1.04E+02	1.36E+00	9.85E-02	5.91E-06	2.95E-04	1.41E-06	4.64E-04	1.60E-08	9.27E-07	6.03E-07	3.09E-07
2030 Annual	Mon-Sun	2.27E+09	Rear Engin	G4	15 Lawn and C C	N	NHH	NP	Monterey	NCC	MBU	1.42E+03	1.05E+03	3.66E+02	1.75E-02	1.12E+00	1.21E-02	1.71E+00	4.87E-05	7.92E-04	1.70E-03	9.16E-04
2030 Annual	Mon-Sun	2.27E+09	Rear Engin	G4	15 Lawn and C R	N	NHH	NP	Monterey	NCC	MBU	1.24E+03	9.61E+01	3.32E+01	1.36E-03	1.02E-01	9.49E-04	1.56E-01	4.44E-06	6.21E-05	1.43E-04	7.11E-05
2030 Annual	Mon-Sun	2.27E+09	Rear Engin	G4	25 Lawn and C C	N	NHH	NP	Monterey	NCC	MBU	6.49E+00	4.82E+00	3.25E+00	1.50E-04	1.02E-02	1.06E-04	1.48E-02	3.74E-07	6.85E-06	1.10E-05	7.86E-06
2030 Annual	Mon-Sun	2.27E+09	Rear Engin	G4	25 Lawn and C R	N	NHH	NP	Monterey	NCC	MBU	5.60E+00	4.32E-01	2.91E-01	1.17E-05	9.17E-04	7.87E-06	1.32E-03	3.35E-08	5.28E-07	8.89E-07	6.14E-07
2030 Annual	Mon-Sun	2.27E+09	Front Mow	G4	15 Lawn and C C	N	NHH	NP	Monterey	NCC	MBU	6.50E+01	4.84E+01	2.68E+01	1.28E-03	8.17E-02	8.86E-04	1.25E-01	3.56E-06	5.80E-05	1.00E-04	6.70E-05
2030 Annual	Mon-Sun	2.27E+09	Front Mow	G4	15 Lawn and C R	N	NHH	NP	Monterey	NCC	MBU	2.10E+03	1.62E+02	8.96E+01	3.66E-03	2.74E-01	2.56E-03	4.20E-01	1.20E-05	1.68E-04	3.10E-04	1.92E-04
2030 Annual	Mon-Sun	2.27E+09	Front Mow	G4	25 Lawn and C C	N	NHH	NP	Monterey	NCC	MBU	5.09E+01	3.79E+01	2.82E+01	1.30E-03	8.88E-02	9.17E-04	1.28E-01	3.24E-06	5.94E-05	9.09E-05	6.82E-05
2030 Annual	Mon-Sun	2.27E+09	Front Mow	G4	25 Lawn and C R	N	NHH	NP	Monterey	NCC	MBU	1.65E+03	1.27E+02	9.46E+01	3.81E-03	2.98E-01	2.56E-03	4.30E-01	1.09E-05	1.72E-04	2.76E-04	2.00E-04
2030 Annual	Mon-Sun	2.27E+09	Shredders	G4	5 Lawn and C C	P	NHH	NP	Monterey	NCC	MBU	5.11E+01	1.90E+01	5.38E+00	7.26E-04	1.30E-02	3.13E-04	2.88E-02	9.93E-07	9.38E-06	3.71E-05	3.80E-05
2030 Annual	Mon-Sun	2.27E+09	Shredders	G4	5 Lawn and C R	P	NHH	NP	Monterey	NCC	MBU	1.90E+03	4.68E+00	1.56E+00	1.22E-04	4.80E-03	5.24E-05	7.09E-03	2.45E-07	2.47E-06	7.45E-06	6.37E-06
2030 Annual	Mon-Sun	2.27E+09	Lawn & Ga	G4	15 Lawn and C C	N	NHH	NP	Monterey	NCC	MBU	2.60E+02	9.16E+01	6.11E+01	2.45E-03	1.87E-01	1.72E-03	2.86E-01	8.16E-06	1.12E-04	1.92E-04	1.29E-04
2030 Annual	Mon-Sun	2.27E+09	Lawn & Ga	G4	15 Lawn and C R	N	NHH	NP	Monterey	NCC	MBU	1.69E+03	6.76E+01	4.50E+01	1.67E-03	1.38E-01	1.17E-03	2.11E-01	6.02E-06	7.68E-05	1.36E-04	8.74E-05
2030 Annual	Mon-Sun	2.27E+09	Lawn & Ga	G4	25 Lawn and C C	N	NHH	NP	Monterey	NCC	MBU	1.03E+02	3.61E+01	3.84E+01	1.52E-03	1.21E-01	1.02E-03	1.74E-01	4.42E-06	6.85E-05	9.40E-05	7.97E-05
2030 Annual	Mon-Sun	2.27E+09	Lawn & Ga	G4	25 Lawn and C R	N	NHH	NP	Monterey	NCC	MBU	6.67E+02	2.67E+01	2.83E+01	1.05E-03	8.92E-02	6.81E-04	1.29E-01	3.26E-06	4.68E-05	6.58E-05	5.49E-05
2030 Annual	Mon-Sun	2.27E+09	Lawn & Ga	G4	50 Lawn and C U	N	NHH	NP	Monterey	NCC	MBU	1.48E+00	4.23E-01	6.48E-01	6.99E-06	4.78E-04	1.30E-05	5.48E-03	6.66E-08	4.20E-07	1.15E-06	3.66E-07
2030 Annual	Mon-Sun	2.27E+09	Wood Split	G4	5 Lawn and C C	N	NHH	NP	Monterey	NCC	MBU	8.74E+01	3.08E+01	9.39E+00	1.03E-03	2.32E-02	2.50E-04	5.03E-02	1.74E-06	1.48E-04	4.11E-05	5.38E-05
2030 Annual	Mon-Sun	2.27E+09	Wood Split	G4	5 Lawn and C R	N	NHH	NP	Monterey	NCC	MBU	2.18E+03	6.58E+00	2.34E+00	1.18E-04	2.75E-05	1.07E-02	3.71E-07	1.92E-05	6.15E-06	6.15E-06	
2030 Annual	Mon-Sun	2.27E+09	Chippers/SI	G4	15 Lawn and C C	P	NHH	P	Monterey	NCC	MBU	1.23E+00	4.26E+00	3.79E+00	3.07E-04	1.15E-02	2.17E-04	1.73E-02	4.93E-07	1.45E-04	1.51E-05	1.58E-05
2030 Annual	Mon-Sun	2.27E+09	Chippers/SI	G4	15 Lawn and C R	P	NHH	P	Monterey	NCC	MBU	2.20E+00	9.94E-02	8.70E-02	5.28E-06	2.64E-04	3.72E-06	4.04E-04	1.15E-08	3.38E-06	3.01E-07	2.76E-07
2030 Annual	Mon-Sun	2.27E+09	Chippers/SI	G4	25 Lawn and C C	P	NHH	P	Monterey	NCC	MBU	6.99E+00	2.42E+01	3.63E+01	3.01E-03	1.14E-01	1.87E-03	1.61E-01	4.07E-06	1.35E-03	1.07E-04	1.55E-04
2030 Annual	Mon-Sun	2.27E+09	Chippers/SI	G4	25 Lawn and C R	P	NHH	P	Monterey	NCC	MBU	1.24E+01	5.63E-01	8.31E-01	5.15E-05	2.60E-03	3.18E-05	3.74E-03	9.48E-08	3.13E-05	2.12E-06	2.70E-06
2030 Annual	Mon-Sun	2.27E+09	Commercia	G4	15 Lawn and C C	N	NHH	NP	Monterey	NCC	MBU	9.21E+01	2.02E+02	1.13E+02	6.58E-03	3.46E-01	4.50E-03	5.25E-01	1.50E-05	2.94E-04	4.63E-04	3.43E-04
2030 Annual	Mon-Sun	2.27E+09	Commercia	G4	25 Lawn and C C	N	NHH	NP	Monterey	NCC	MBU	4.54E+01	9.94E+01	9.94E+01	5.44E-03	3.12E-01	4.01E-03	4.47E-01	1.13E-05	2.50E-04	3.13E-04	2.83E-04
2030 Annual	Mon-Sun	2.27E+09	Commercia	G4	50 Lawn and C U	N	NHH	NP	Monterey	NCC	MBU	1.83E+01	3.67E+01	6.35E+01	1.03E-03	1.05E-01	2.08E-03	4.44E-01	5.40E-06	3.40E-05	1.36E-04	5.37E-05
2030 Annual	Mon-Sun	2.27E+09	Commercia	G4	120 Lawn and C U	N	NHH	NP	Monterey	NCC	MBU	1.21E-01	2.43E-01	5.97E-01	2.88E-06	1.60E-04	1.65E-05	5.50E-03	5.31E-08	4.26E-07	1.01E-06	1.51E-07
2030 Annual	Mon-Sun	2.27E+09	Other Lawr	G4	5 Lawn and C C	N	NHH	NP	Monterey	NCC	MBU	8.09E+01	1.52E+01	3.25E+00	2.98E-04	8.84E-03	7.18E-05	1.67E-02	5.76E-07	4.39E-05	1.52E-05	1.56E-05
2030 Annual	Mon-Sun	2.27E+09	Other Lawr	G4	5 Lawn and C R	N	NHH	NP	Monterey	NCC	MBU	2.48E+03	2.92E+01	6.83E+00	4.00E-04	2.06E-02	9.51E-05	3.21E-02	1.11E-06	6.31E-05	2.39E-05	2.10E-05
2030 Annual	Mon-Sun	2.27E+09	Other Lawr	G4	15 Lawn and C C	N	NHH	NP	Monterey	NCC	MBU	3.59E+01	6.75E+00	3.16E+00	1.29E-04	9.68E-03	9.00E-05	1.48E-02	4.23E-07	5.89E-06	1.18E-05	6.74E-06
2030 Annual	Mon-Sun	2.27E+09	Other Lawr	G4	15 Lawn and C R	N	NHH	NP	Monterey	NCC	MBU	1.10E+03	1.30E+01	6.07E+00	2.17E-04	1.86E-02	1.53E-04	2.85E-02	8.12E-07	9.82E-06	2.12E-05	1.13E-05
2030 Annual	Mon-Sun	2.27E+09	Other Lawr	G4	25 Lawn and C C	N	NHH	NP	Monterey	NCC	MBU	7.59E-01	1.43E-01	1.46E-01	5.87E-06	4.61E-04	3.94E-06	6.66E-04	1.69E-08	2.64E-07	3.67E-07	3.07E-07
2030 Annual	Mon-Sun	2.27E+09	Other Lawr	G4	25 Lawn and C R	N	NHH	NP	Monterey	NCC	MBU	2.34E+01	2.76E-01	2.83E-01	1.02E-05	8.93E-04	6.45E-06	1.29E-03	3.26E-08	4.44E-07	6.49E-07	5.33E-07
2030 Annual	Mon-Sun	2.27E+09	Other Lawr	G4	50 Lawn and C U	N	NHH	NP	Monterey	NCC	MBU	5.50E-02	9.19E-03	1.94E-02	2.05E-07	1.31E-05	3.78E-07	1.66E-04	2.01E-09	1.27E-08	2.91E-08	1.07E-08
2030 Annual	Mon-Sun	2.27E+09	Other Lawr	G4	120 Lawn and C U	N	NHH	NP	Monterey	NCC	MBU	1.32E-01	2.21E-02	1.19E-01	5.20E-07	2.20E-05	3.17E-06	1.11E-03	1.08E-08	8.63E-08	1.36E-07	2.72E-08
2030 Annual	Mon-Sun	2.27E+09	2-Wheel Tr	G4	5 Agricultura U	P	NHH	NP	Monterey	NCC	MBU	3.53E+01	1.55E+01	3.34E+00	4.77E-04	7.74E-03	2.06E-04	1.82E-02	6.29E-07	5.94E-06	2.70E-05	2.50E-05
2030 Annual	Mon-Sun	2.27E+09	2-Wheel Tr	G4	15 Agricultura U	P	NHH	NP	Monterey	NCC	MBU	4.11E+01	3.75E+01	1.91E+01	1.47E-03	5.75E-02	1.05E-03	8.80E-02	2.51E-06	7.37E-04	9.71E-05	7.72E-05
2030 Annual	Mon-Sun	2.27E+09	2-Wheel Tr	G4	25 Agricultura U	P	NHH	NP	Monterey	NCC	MBU	1.10E+00	1.01E+00	1.06E+00	8.35E-05	3.27E-03	5.20E-05	4.72E-03	1.20E-07	3.96E-05	3.62E-06	4.37E-06
2030 Annual	Mon-Sun	2.27E+09	Agricultura	G4	120 Agricultura U	P	NHH	NP	Monterey	NCC	MBU	1.20E+01	1.80E+01	8.97E+01	8.66E-04	5.03E-02	1.91E-03	7.83E-01	7.57E-06	6.07E-05	9.13E-05	4.53E-05
2030 Annual	Mon-Sun	2.27E+																				

2030 Annual	Mon-Sun	2.27E+09	Forklifts	C4	50 Industrial E U	N	NHH	NP	Monterey	NCC	MBU	3.04E+01	1.50E+02	2.01E+02	1.33E-04	2.21E-02	5.77E-03	1.37E+00	0.00E+00	1.22E-04	0.00E+00	1.12E-03
2030 Annual	Mon-Sun	2.27E+09	Forklifts	C4	120 Industrial E U	N	NHH	NP	Monterey	NCC	MBU	1.07E+02	5.27E+02	1.26E+03	7.90E-04	3.72E-01	3.74E-02	8.24E+00	0.00E+00	7.32E-04	0.00E+00	6.62E-03
2030 Annual	Mon-Sun	2.27E+09	Forklifts	C4	175 Industrial E U	N	NHH	NP	Monterey	NCC	MBU	3.91E+00	1.93E+01	9.42E+01	3.62E-05	2.18E-02	1.86E-03	6.29E-01	0.00E+00	5.59E-05	0.00E+00	3.04E-04
2030 Annual	Mon-Sun	2.27E+09	Generator	C4	120 Light Comm U	N	NHH	P	Monterey	NCC	MBU	3.02E+00	9.50E-01	5.94E+00	1.32E-06	1.25E-03	1.08E-04	3.99E-02	0.00E+00	3.55E-06	0.00E+00	1.11E-05
2030 Annual	Mon-Sun	2.27E+09	Generator	C4	175 Light Comm U	N	NHH	P	Monterey	NCC	MBU	2.50E+00	7.88E-01	8.59E+00	1.47E-06	1.50E-03	1.45E-04	5.82E-02	0.00E+00	5.17E-06	0.00E+00	1.23E-05
2030 Annual	Mon-Sun	2.27E+09	Gas Compr	C4	50 Light Comm U	P	NHH	P	Monterey	NCC	MBU	4.69E-01	1.09E+01	3.74E+01	2.13E-05	3.77E-03	7.72E-04	2.57E-01	0.00E+00	1.97E-05	0.00E+00	1.78E-04
2030 Annual	Mon-Sun	2.27E+09	Gas Compr	C4	120 Light Comm U	P	NHH	P	Monterey	NCC	MBU	9.70E-01	2.26E+01	2.19E+02	1.16E-04	6.02E-02	4.57E-03	1.44E+00	0.00E+00	1.12E-04	0.00E+00	9.72E-04
2030 Annual	Mon-Sun	2.27E+09	Gas Compr	C4	175 Light Comm U	P	NHH	P	Monterey	NCC	MBU	1.56E-01	3.64E+00	5.61E+01	3.23E-05	1.23E-02	1.22E-03	3.75E-01	0.00E+00	2.99E-05	0.00E+00	2.71E-04
2030 Annual	Mon-Sun	2.27E+09	Gas Compr	C4	250 Light Comm U	N	NHH	P	Monterey	NCC	MBU	1.25E-01	2.91E+00	5.82E+01	2.49E-05	1.41E-02	1.18E-03	3.87E-01	0.00E+00	3.44E-05	0.00E+00	2.09E-04
2030 Annual	Mon-Sun	2.27E+09	Gas Compr	C4	500 Light Comm U	N	NHH	P	Monterey	NCC	MBU	1.10E-01	2.55E+00	8.19E+01	3.50E-05	1.99E-02	1.67E-03	5.45E-01	0.00E+00	4.85E-05	0.00E+00	2.94E-04
2030 Annual	Mon-Sun	2.27E+09	Cargo Tract	C4	175 Airport Grc U	N	NHH	NP	Monterey	NCC	MBU	4.76E-01	2.03E-01	1.88E+00	3.39E-07	3.32E-04	3.19E-05	1.27E-02	0.00E+00	1.13E-06	0.00E+00	2.85E-06
2030 Annual	Mon-Sun	2.27E+09	Air Conditio	C4	175 Airport Grc U	N	NHH	P	Monterey	NCC	MBU	7.94E-02	4.79E-03	5.12E-02	7.12E-09	8.57E-06	8.36E-07	3.48E-04	0.00E+00	3.09E-08	0.00E+00	5.97E-08
2030 Annual	Mon-Sun	2.27E+09	Baggage Tr	C4	120 Airport Grc U	N	NHH	NP	Monterey	NCC	MBU	1.12E+00	2.56E+00	1.59E+01	9.92E-06	4.61E-03	4.71E-04	1.05E-01	0.00E+00	9.31E-06	0.00E+00	8.31E-05
2030 Annual	Mon-Sun	2.27E+09	Belt Loader	C4	120 Airport Grc U	N	NHH	NP	Monterey	NCC	MBU	2.99E-01	4.52E-01	1.52E+00	7.11E-07	3.95E-04	3.83E-05	1.01E-02	0.00E+00	8.98E-07	0.00E+00	5.96E-06
2030 Annual	Mon-Sun	2.27E+09	Bobtail	C4	120 Airport Grc U	N	NHH	NP	Monterey	NCC	MBU	2.57E-02	6.17E-02	3.79E-01	1.33E-07	9.07E-05	8.24E-06	2.52E-03	0.00E+00	2.25E-07	0.00E+00	1.12E-06
2030 Annual	Mon-Sun	2.27E+09	Cargo Load	C4	120 Airport Grc U	N	NHH	NP	Monterey	NCC	MBU	1.21E-01	3.42E-01	1.36E+00	1.00E-06	4.25E-04	4.47E-05	8.90E-03	0.00E+00	7.91E-07	0.00E+00	8.39E-06
2030 Annual	Mon-Sun	2.27E+09	Forklift	C4	50 Airport Grc U	N	NHH	NP	Monterey	NCC	MBU	1.57E+00	3.13E+00	5.06E+00	1.61E-06	4.33E-04	1.17E-04	3.50E-02	0.00E+00	3.11E-06	0.00E+00	1.35E-05
2030 Annual	Mon-Sun	2.27E+09	Fuel Truck	C4	175 Airport Grc U	N	NHH	NP	Monterey	NCC	MBU	5.27E-02	8.17E-02	3.17E-01	9.73E-08	6.57E-05	6.04E-06	2.13E-03	0.00E+00	1.89E-07	0.00E+00	8.16E-07
2030 Annual	Mon-Sun	2.27E+09	Lav Truck	C4	175 Airport Grc U	N	NHH	NP	Monterey	NCC	MBU	4.73E-02	5.02E-02	1.80E-01	4.54E-08	3.50E-05	3.27E-06	1.21E-03	0.00E+00	1.08E-07	0.00E+00	3.81E-07
2030 Annual	Mon-Sun	2.27E+09	Off	C4	120 Airport Grc U	N	NHH	NP	Monterey	NCC	MBU	4.42E-02	4.14E-02	2.31E-01	8.00E-08	5.43E-05	5.01E-06	1.54E-03	0.00E+00	1.37E-07	0.00E+00	6.70E-07
2030 Annual	Mon-Sun	2.27E+09	Lifter	C4	50 Airport Grc U	N	NHH	NP	Monterey	NCC	MBU	2.31E-01	6.45E-01	1.75E+00	1.35E-06	2.02E-04	5.47E-05	1.20E-02	0.00E+00	1.07E-06	0.00E+00	1.13E-05
2030 Annual	Mon-Sun	2.27E+09	Passenger	C4	175 Airport Grc U	N	NHH	NP	Monterey	NCC	MBU	2.04E-02	6.72E-04	7.17E-03	9.74E-10	1.19E-06	1.17E-07	4.86E-05	0.00E+00	4.32E-09	0.00E+00	8.16E-09
2030 Annual	Mon-Sun	2.27E+09	Sweeper	C4	50 Airport Grc U	N	NHH	NP	Monterey	NCC	MBU	2.04E-02	1.56E-02	3.84E-02	1.08E-08	3.18E-06	6.68E-07	2.66E-04	0.00E+00	2.36E-08	0.00E+00	9.07E-08
2030 Annual	Mon-Sun	2.27E+09	Service Tru	C4	250 Airport Grc U	N	NHH	NP	Monterey	NCC	MBU	2.34E-01	8.34E-01	3.35E+00	1.34E-06	7.88E-04	6.67E-05	2.23E-02	0.00E+00	1.98E-06	0.00E+00	1.12E-05
2030 Annual	Mon-Sun	2.27E+09	Catering Tr	C4	250 Airport Grc U	N	NHH	NP	Monterey	NCC	MBU	8.94E-02	1.11E-01	1.31E+00	3.56E-07	2.60E-04	2.41E-05	8.78E-03	0.00E+00	7.81E-07	0.00E+00	2.98E-06
2030 Annual	Mon-Sun	2.27E+09	Pavers	D	25 Constructiv U	P	NHH	NP	Monterey	NCC	MBU	1.51E-01	3.39E-01	2.88E-01	3.81E-06	1.30E-05	2.41E-05	3.16E-03	4.01E-08	9.00E-07	0.00E+00	3.44E-07
2030 Annual	Mon-Sun	2.27E+09	Pavers	D	50 Constructiv U	P	NHH	NP	Monterey	NCC	MBU	8.75E+00	1.99E+01	2.56E+01	4.13E-04	2.64E-03	1.88E-03	2.78E-01	3.59E-06	6.55E-05	0.00E+00	3.72E-05
2030 Annual	Mon-Sun	2.27E+09	Pavers	D	120 Constructiv U	P	NHH	NP	Monterey	NCC	MBU	1.03E+01	2.34E+01	7.39E+01	5.81E-04	5.42E-03	3.52E-03	8.10E-01	9.50E-06	1.73E-04	0.00E+00	5.24E-05
2030 Annual	Mon-Sun	2.27E+09	Pavers	D	175 Constructiv U	P	NHH	NP	Monterey	NCC	MBU	6.41E+00	1.46E+01	8.50E+01	4.93E-04	5.46E-03	2.34E-03	9.33E-01	1.05E-05	1.22E-04	0.00E+00	4.45E-05
2030 Annual	Mon-Sun	2.27E+09	Pavers	D	250 Constructiv U	N	NHH	NP	Monterey	NCC	MBU	7.73E-01	1.75E+00	1.54E+01	7.80E-05	3.58E-04	3.73E-04	1.70E-01	1.92E-06	1.37E-05	0.00E+00	7.03E-06
2030 Annual	Mon-Sun	2.27E+09	Pavers	D	500 Constructiv U	N	NHH	NP	Monterey	NCC	MBU	7.93E-01	1.80E+00	1.90E+01	9.37E-05	4.36E-04	4.21E-04	2.10E-01	2.06E-06	1.59E-05	0.00E+00	8.45E-06
2030 Annual	Mon-Sun	2.27E+09	Plate Comp	D	15 Constructiv U	P	NHH	NP	Monterey	NCC	MBU	3.32E+00	5.32E+00	1.05E+00	1.33E-05	7.00E-05	8.35E-05	1.15E-02	1.78E-07	3.26E-06	0.00E+00	1.20E-06
2030 Annual	Mon-Sun	2.27E+09	Rollers	D	15 Constructiv U	P	NHH	NP	Monterey	NCC	MBU	6.07E+00	1.16E+01	3.34E+00	4.25E-05	2.23E-04	3.65E-02	5.69E-07	1.04E-05	0.00E+00	0.00E+00	3.84E-06
2030 Annual	Mon-Sun	2.27E+09	Rollers	D	25 Constructiv U	P	NHH	NP	Monterey	NCC	MBU	2.54E+00	4.84E+00	2.94E+00	3.89E-05	1.33E-04	2.46E-04	3.23E-02	4.09E-07	9.19E-06	0.00E+00	3.51E-06
2030 Annual	Mon-Sun	2.27E+09	Rollers	D	50 Constructiv U	P	NHH	NP	Monterey	NCC	MBU	7.90E+00	1.51E+01	1.80E+01	2.03E-04	1.65E-03	1.20E-03	1.96E-01	2.54E-06	2.54E-05	0.00E+00	1.83E-05
2030 Annual	Mon-Sun	2.27E+09	Rollers	D	120 Constructiv U	P	NHH	NP	Monterey	NCC	MBU	4.24E+01	8.12E+01	2.18E+02	1.26E-03	1.53E-02	8.21E-03	2.39E+00	2.81E-05	2.79E-04	0.00E+00	1.14E-04
2030 Annual	Mon-Sun	2.27E+09	Rollers	D	175 Constructiv U	P	NHH	NP	Monterey	NCC	MBU	1.71E+01	3.27E+01	1.61E+02	6.93E-04	9.94E-03	2.81E-03	1.76E+00	1.99E-05	1.30E-04	0.00E+00	6.26E-05
2030 Annual	Mon-Sun	2.27E+09	Rollers	D	250 Constructiv U	N	NHH	NP	Monterey	NCC	MBU	2.42E+00	4.63E+00	3.20E+01	1.22E-04	6.85E-04	4.64E-04	3.54E-01	3.99E-06	1.53E-05	0.00E+00	1.10E-05
2030 Annual	Mon-Sun	2.27E+09	Rollers	D	500 Constructiv U	N	NHH	NP	Monterey	NCC	MBU	1.70E+00	3.25E+00	3.22E+01	1.21E-04	6.61E-04	4.36E-04	3.56E-01	3.49E-06	1.49E-05	0.00E+00	1.09E-05
2030 Annual	Mon-Sun	2.27E+09	Scrapers	D	120 Constructiv U	P	NHH	NP	Monterey	NCC	MBU	3.91E-01	1.18E+00	5.07E+00	4.01E-05	3.78E-04	2.33E-04	5.56E-02	6.52E-07	1.09E-05	0.00E+00	3.62E-06
2030 Annual	Mon-Sun	2.27E+09	Scrapers	D	175 Constructiv U	P	NHH	NP	Monterey	NCC	MBU	3.58E+00	1.08E+01	7.31E+01	4.25E-04	4.78E-03	1.86E-03	8.02E-01	9.02E-06	9.62E-05	0.00E+00	3.84E-05
2030 Annual	Mon-Sun	2.27E+09	Scrapers	D	250 Constructiv U	N	NHH	NP	Monterey	NCC	MBU	3.49E+00	1.06E+01	1.00E+02	5.15E-04	2.35E-03	2.24E-03	1.11E+00	1.24E-05	8.23E-05	0.00E+00	4.65E-05
2030 Annual	Mon-Sun	2.27E+09	Scrapers	D	500 Constructiv U	N	NHH	NP	Monterey	NCC	MBU	9.61E+00	2.91E+01	4.23E+02	2.13E-03	9.74E-03	8.69E-03	4.67E+00	4.59E-05	3.30E-04	0.00E+00	1.92E-04
2030 Annual	Mon-Sun	2.27E+09	Scrapers	D	750 Constructiv U	N	NHH	NP	Monterey	NCC	MBU	4.81E-01	1.45E+00	3.65E+01	1.84E-04	8.42E-04	7.62E-04	4.04E-01	4.06E-06	2.87E-05	0.00E+00	1.66E-05
2030 Annual	Mon-Sun	2.27E+09	Paving Equ	D	25 Constructiv U	P	NHH	NP	Monterey	NCC	MBU	2.61E-01	5.93E-01	3.41E-01	4.51E-06	1.54E-05	2.85E-05	3.74E-03	4.75E-08	1.07E-06	0.00E+00	4.07E-07
2030 Annual	Mon-Sun	2.27E+09	Paving Equ	D	50 Constructiv U	P	NHH	NP	Monterey	NCC	MBU	2.21E-01	5.04E-01	5.54E-01	8.51E-06	5.63E-05	4.04E-05	6.03E-03	7.79E-08	1.34E-06	0.00E+00	7.68E-07
2030 Annual	Mon-Sun	2.27E+09	Paving Equ	D	120 Constructiv U	P	NHH	NP	Monterey	NCC	MBU	3.18E+00	7.27E+00	1.81E+01	1.36E-04	1.31E-03	8.33E-04	1.98E-01	2.32E-06	3.97E-05	0.00E+00	1.23E-05
2030 Annual	Mon-Sun	2.27E+09	Paving Equ	D	175 Constructiv U	P	NHH	NP	Monterey	NCC	MBU	1.50E+00	3.42E+00	1.57E+01	8.81E-05	1.00E-03	4.13E-04	1.72E-01	1.94E-06	2.13E-05	0.00E+00	7.95E-06
2030 Annual	Mon-Sun	2.27E+09	Paving Equ	D	250 Constructiv U	N	NHH	NP	Monterey	NCC	MBU	4.22E-01	9.63E-01	5.32E+00	5.32E-05	1.21E-04	1.22E-04	5.88E-02	6.62E-07	4.38E-06	0.00E+00	2.34E-06
2030 Annual	Mon-Sun	2.27E+09	Surfacing E	D	50 Constructiv U	P	NHH	NP	Monterey	NCC	MBU	2.01E-01	2.47E-01	1.60E-01	1.59E-06	1.32E-05	1.04E-05	1.74E-03	2.25E-08	2.32E-07	0.00E+00	1.43E-07
2030 Annual	Mon-Sun	2.27E+09	Surfacing E	D	120 Constructiv U	P	NHH	NP	Monterey	NCC	MBU	4.01E-02	4.95E-02	1.44E-01	7.34E-07	9.69E-06	5.43E-06	1.58E-03	1.85E-08	1.91E-07	0.00E+00	6.62E-08
2030 Annual	Mon-Sun	2.27E+09	Surfacing E	D	175 Constructiv U	P	NHH															

2030 Annual	Mon-Sun	2.27E+09	Skid Steer I D	120 Constructic U	P	NHH	NP	Monterey	NCC	MBU	9.16E+01	2.13E+02	4.14E+02	1.71E-03	2.83E-02	1.18E-02	4.54E+00	5.33E-05	1.37E-04	0.00E+00	1.54E-04
2030 Annual	Mon-Sun	2.27E+09	Off-Highwa D	120 Constructic U	P	NHH	NP	Monterey	NCC	MBU	1.00E-02	3.04E-02	1.30E-01	1.30E-06	9.89E-06	7.41E-06	1.43E-03	1.67E-08	4.39E-07	0.00E+00	1.17E-07
2030 Annual	Mon-Sun	2.27E+09	Off-Highwa D	175 Constructic U	P	NHH	NP	Monterey	NCC	MBU	1.23E+01	3.72E+01	2.21E+02	1.59E-03	1.47E-02	8.15E-03	2.42E+00	2.73E-05	4.43E-04	0.00E+00	1.44E-04
2030 Annual	Mon-Sun	2.27E+09	Off-Highwa D	250 Constructic U	N	NHH	NP	Monterey	NCC	MBU	1.16E+01	3.52E+01	2.08E+02	1.27E-03	5.19E-03	6.90E-03	2.29E+00	2.58E-05	2.60E-04	0.00E+00	1.15E-04
2030 Annual	Mon-Sun	2.27E+09	Off-Highwa D	750 Constructic U	N	NHH	NP	Monterey	NCC	MBU	1.54E+00	4.66E+00	1.20E+02	7.08E-04	3.15E-03	3.69E-03	1.32E+00	1.33E-05	1.40E-04	0.00E+00	6.39E-05
2030 Annual	Mon-Sun	2.27E+09	Off-Highwa D	1000 Constructic U	N	NHH	NP	Monterey	NCC	MBU	1.62E-01	4.92E-01	1.81E+01	1.12E-04	4.96E-04	1.25E-03	2.00E-01	2.01E-06	2.75E-05	0.00E+00	1.01E-05
2030 Annual	Mon-Sun	2.27E+09	Dumpers/T D	25 Constructic U	P	NHH	NP	Monterey	NCC	MBU	2.41E-01	4.37E-01	1.52E-01	2.01E-06	6.86E-06	1.27E-05	1.67E-03	2.11E-08	4.74E-07	0.00E+00	1.81E-07
2030 Annual	Mon-Sun	2.27E+09	Other Cons D	15 Constructic U	P	NHH	NP	Monterey	NCC	MBU	3.32E+00	6.29E+00	2.90E+00	3.69E-05	1.94E-04	2.31E-04	3.17E-02	4.94E-07	9.04E-06	0.00E+00	3.33E-06
2030 Annual	Mon-Sun	2.27E+09	Other Cons D	25 Constructic U	P	NHH	NP	Monterey	NCC	MBU	5.62E-01	1.06E+00	6.40E-01	8.47E-06	2.89E-05	5.35E-05	7.02E-03	8.91E-08	2.00E-06	0.00E+00	7.64E-07
2030 Annual	Mon-Sun	2.27E+09	Other Cons D	50 Constructic U	P	NHH	NP	Monterey	NCC	MBU	8.63E-01	1.65E+00	2.11E+00	1.74E-05	1.78E-04	1.30E-04	2.31E-02	2.99E-07	1.25E-06	0.00E+00	1.57E-06
2030 Annual	Mon-Sun	2.27E+09	Other Cons D	120 Constructic U	P	NHH	NP	Monterey	NCC	MBU	1.43E+00	2.73E+00	1.00E+01	4.37E-05	6.86E-04	3.06E-04	1.10E-01	1.29E-06	5.32E-06	0.00E+00	3.94E-06
2030 Annual	Mon-Sun	2.27E+09	Other Cons D	175 Constructic U	P	NHH	NP	Monterey	NCC	MBU	1.97E+00	3.76E+00	1.82E+01	5.70E-05	1.10E-03	1.62E-04	2.00E-01	2.25E-06	6.88E-06	0.00E+00	5.15E-06
2030 Annual	Mon-Sun	2.27E+09	Other Cons D	500 Constructic U	N	NHH	NP	Monterey	NCC	MBU	4.57E+00	8.74E+00	1.00E+02	3.02E-04	2.01E-03	7.65E-04	1.11E+00	1.09E-05	2.79E-05	0.00E+00	2.72E-05
2030 Annual	Mon-Sun	2.27E+09	Aerial Lifts D	15 Industrial E U	P	NHH	NP	Monterey	NCC	MBU	2.32E+00	2.54E+00	1.00E+00	1.28E-05	6.71E-05	8.01E-05	1.10E-02	1.71E-07	3.13E-06	0.00E+00	1.15E-06
2030 Annual	Mon-Sun	2.27E+09	Aerial Lifts D	25 Industrial E U	P	NHH	NP	Monterey	NCC	MBU	3.79E+00	4.15E+00	2.07E+00	2.74E-05	9.35E-05	1.73E-04	2.27E-02	2.88E-07	6.49E-06	0.00E+00	2.47E-06
2030 Annual	Mon-Sun	2.27E+09	Aerial Lifts D	50 Industrial E U	P	NHH	NP	Monterey	NCC	MBU	1.39E+01	1.46E+01	1.30E+01	8.48E-05	9.46E-04	7.87E-04	1.43E-01	1.85E-06	9.81E-06	0.00E+00	7.65E-06
2030 Annual	Mon-Sun	2.27E+09	Aerial Lifts D	120 Industrial E U	P	NHH	NP	Monterey	NCC	MBU	1.23E+01	1.29E+01	2.24E+01	8.12E-05	1.45E-03	7.13E-04	2.46E-01	2.88E-06	1.53E-05	0.00E+00	7.32E-06
2030 Annual	Mon-Sun	2.27E+09	Aerial Lifts D	500 Industrial E U	N	NHH	NP	Monterey	NCC	MBU	1.57E+00	1.66E+00	1.59E+01	3.91E-05	3.06E-04	1.47E-04	1.76E-01	1.73E-06	4.96E-06	0.00E+00	3.52E-06
2030 Annual	Mon-Sun	2.27E+09	Aerial Lifts D	750 Industrial E U	N	NHH	NP	Monterey	NCC	MBU	1.27E-01	1.33E-01	2.32E+00	5.69E-06	4.45E-05	2.16E-05	2.56E-02	2.58E-07	7.26E-07	0.00E+00	5.13E-07
2030 Annual	Mon-Sun	2.27E+09	Forklifts D	50 Industrial E U	P	NHH	NP	Monterey	NCC	MBU	4.20E+00	2.07E+01	1.39E+01	1.50E-04	1.40E-03	8.88E-04	1.52E-01	1.96E-06	6.26E-06	0.00E+00	1.35E-05
2030 Annual	Mon-Sun	2.27E+09	Forklifts D	120 Industrial E U	P	NHH	NP	Monterey	NCC	MBU	6.59E+00	3.25E+01	4.62E+01	2.51E-04	3.38E-03	1.38E-03	5.07E-01	5.95E-06	1.86E-05	0.00E+00	2.26E-05
2030 Annual	Mon-Sun	2.27E+09	Forklifts D	175 Industrial E U	P	NHH	NP	Monterey	NCC	MBU	6.62E+00	3.27E+01	8.33E+01	3.19E-04	5.40E-03	6.21E-04	9.15E-01	1.03E-05	2.49E-05	0.00E+00	2.88E-05
2030 Annual	Mon-Sun	2.27E+09	Forklifts D	250 Industrial E U	N	NHH	NP	Monterey	NCC	MBU	6.57E+00	3.24E+01	1.13E+02	4.27E-04	2.51E-03	7.45E-04	1.25E+00	1.41E-05	2.79E-05	0.00E+00	3.85E-05
2030 Annual	Mon-Sun	2.27E+09	Forklifts D	500 Industrial E U	N	NHH	NP	Monterey	NCC	MBU	2.81E+00	1.39E+01	6.96E+01	2.63E-04	1.47E-03	4.59E-04	7.69E-01	7.55E-06	1.72E-05	0.00E+00	2.37E-05
2030 Annual	Mon-Sun	2.27E+09	Sweepers/S D	15 Industrial E U	N	NHH	NP	Monterey	NCC	MBU	3.08E-01	5.49E-01	2.99E-01	3.40E-06	2.00E-05	2.39E-05	3.28E-03	5.10E-08	9.33E-07	0.00E+00	3.07E-07
2030 Annual	Mon-Sun	2.27E+09	Sweepers/S D	25 Industrial E U	N	NHH	NP	Monterey	NCC	MBU	3.08E-01	5.49E-01	4.90E-01	6.49E-06	2.22E-05	4.10E-05	5.38E-03	6.83E-08	1.53E-06	0.00E+00	5.86E-07
2030 Annual	Mon-Sun	2.27E+09	Sweepers/S D	50 Industrial E U	N	NHH	NP	Monterey	NCC	MBU	6.00E+00	2.01E+01	2.90E+01	2.83E-04	2.75E-03	1.83E-03	3.17E-01	4.09E-06	1.47E-05	0.00E+00	2.55E-05
2030 Annual	Mon-Sun	2.27E+09	Sweepers/S D	120 Industrial E U	N	NHH	NP	Monterey	NCC	MBU	9.93E+00	3.32E+01	1.14E+02	5.70E-04	8.11E-03	3.43E-03	1.25E+00	1.46E-05	5.06E-05	0.00E+00	5.14E-05
2030 Annual	Mon-Sun	2.27E+09	Sweepers/S D	175 Industrial E U	N	NHH	NP	Monterey	NCC	MBU	4.57E+00	1.53E+01	9.67E+01	3.48E-04	6.12E-03	7.95E-04	1.06E+00	1.20E-05	3.25E-05	0.00E+00	3.14E-05
2030 Annual	Mon-Sun	2.27E+09	Sweepers/S D	250 Industrial E U	N	NHH	NP	Monterey	NCC	MBU	7.32E-01	2.45E+00	1.79E+01	6.32E-05	3.89E-04	1.28E-04	1.98E-01	2.23E-06	4.73E-06	0.00E+00	5.70E-06
2030 Annual	Mon-Sun	2.27E+09	Other Gene D	15 Industrial E U	N	NHH	NP	Monterey	NCC	MBU	8.09E-01	3.16E+00	9.22E-01	1.05E-05	6.17E-05	7.36E-05	1.01E-02	1.57E-07	2.88E-06	0.00E+00	9.45E-07
2030 Annual	Mon-Sun	2.27E+09	Other Gene D	25 Industrial E U	N	NHH	NP	Monterey	NCC	MBU	1.08E+00	4.24E+00	2.96E+00	3.92E-05	1.34E-04	2.48E-04	3.25E-02	4.12E-07	9.25E-06	0.00E+00	3.54E-06
2030 Annual	Mon-Sun	2.27E+09	Other Gene D	50 Industrial E U	N	NHH	NP	Monterey	NCC	MBU	1.34E+00	5.25E+00	5.23E+00	6.08E-05	5.31E-04	3.46E-04	5.70E-02	7.37E-07	4.78E-06	0.00E+00	5.49E-06
2030 Annual	Mon-Sun	2.27E+09	Other Gene D	120 Industrial E U	N	NHH	NP	Monterey	NCC	MBU	5.37E+00	2.10E+01	5.93E+01	3.52E-04	4.35E-03	2.01E-03	6.50E-01	7.63E-06	4.83E-05	0.00E+00	3.18E-05
2030 Annual	Mon-Sun	2.27E+09	Other Gene D	175 Industrial E U	N	NHH	NP	Monterey	NCC	MBU	5.39E+00	2.11E+01	9.18E+01	3.94E-04	5.96E-03	1.11E-03	1.01E+00	1.14E-05	4.95E-05	0.00E+00	3.56E-05
2030 Annual	Mon-Sun	2.27E+09	Other Gene D	250 Industrial E U	N	NHH	NP	Monterey	NCC	MBU	5.37E+00	2.10E+01	1.28E+02	5.21E-04	2.86E-03	1.32E-03	1.42E+00	1.60E-05	4.65E-05	0.00E+00	4.70E-05
2030 Annual	Mon-Sun	2.27E+09	Other Gene D	500 Industrial E U	N	NHH	NP	Monterey	NCC	MBU	5.35E+00	2.09E+01	2.51E+02	1.01E-03	5.31E-03	2.44E-03	2.77E+00	2.72E-05	8.96E-05	0.00E+00	9.15E-05
2030 Annual	Mon-Sun	2.27E+09	Other Gene D	750 Industrial E U	N	NHH	NP	Monterey	NCC	MBU	1.34E+00	5.23E+00	1.03E+02	4.18E-04	2.19E-03	1.01E-03	1.14E+00	1.15E-05	3.71E-05	0.00E+00	3.77E-05
2030 Annual	Mon-Sun	2.27E+09	Other Gene D	1000 Industrial E U	N	NHH	NP	Monterey	NCC	MBU	8.14E-01	3.18E+00	8.04E+01	3.31E-04	1.70E-03	4.15E-03	8.89E-01	8.94E-06	5.49E-05	0.00E+00	2.99E-05
2030 Annual	Mon-Sun	2.27E+09	Other Matx D	50 Industrial E U	N	NHH	NP	Monterey	NCC	MBU	3.85E-02	1.39E-01	1.94E-01	2.21E-06	1.94E-05	1.28E-05	2.11E-03	2.73E-08	1.76E-07	0.00E+00	2.00E-07
2030 Annual	Mon-Sun	2.27E+09	Other Matx D	120 Industrial E U	N	NHH	NP	Monterey	NCC	MBU	2.31E-01	8.35E-01	2.31E+00	1.35E-05	1.69E-04	7.80E-05	2.53E-02	2.97E-07	1.87E-06	0.00E+00	1.22E-06
2030 Annual	Mon-Sun	2.27E+09	Other Matx D	175 Industrial E U	N	NHH	NP	Monterey	NCC	MBU	2.48E-01	8.95E-01	4.97E+00	2.10E-05	3.21E-04	6.01E-05	5.46E-02	6.14E-07	2.67E-06	0.00E+00	1.90E-06
2030 Annual	Mon-Sun	2.27E+09	Other Matx D	250 Industrial E U	N	NHH	NP	Monterey	NCC	MBU	5.89E-01	2.13E+00	1.39E+01	5.57E-05	3.09E-04	1.43E-04	1.54E-01	1.73E-06	5.03E-06	0.00E+00	5.03E-06
2030 Annual	Mon-Sun	2.27E+09	Other Matx D	500 Industrial E U	N	NHH	NP	Monterey	NCC	MBU	1.10E-01	3.98E-01	3.44E+00	1.37E-05	7.26E-05	3.34E-05	3.81E-02	3.74E-07	1.23E-06	0.00E+00	1.24E-06
2030 Annual	Mon-Sun	2.27E+09	Other Matx D	9999 Industrial E U	N	NHH	NP	Monterey	NCC	MBU	3.30E-02	1.19E-01	4.00E+00	1.69E-05	8.43E-05	2.06E-04	4.42E-02	4.34E-07	2.71E-06	0.00E+00	1.52E-06
2030 Annual	Mon-Sun	2.27E+09	Leaf Blowe D	15 Lawn and CU	N	NHH	P	Monterey	NCC	MBU	8.80E-02	2.89E-02	3.97E-03	4.51E-08	2.65E-07	3.17E-07	4.35E-05	6.77E-10	1.24E-08	0.00E+00	4.07E-09
2030 Annual	Mon-Sun	2.27E+09	Leaf Blowe D	120 Lawn and CU	N	NHH	P	Monterey	NCC	MBU	7.70E-02	2.53E-02	5.59E-02	1.38E-07	3.41E-06	1.72E-06	6.15E-04	7.21E-09	3.05E-08	0.00E+00	1.25E-08
2030 Annual	Mon-Sun	2.27E+09	Leaf Blowe D	250 Lawn and CU	N	NHH	P	Monterey	NCC	MBU	2.20E-02	7.23E-03	3.27E-02	5.46E-08	6.04E-07	3.07E-07	3.62E-04	4.08E-09	9.12E-09	0.00E+00	4.92E-09
2030 Annual	Mon-Sun	2.27E+09	Lawn & Ga D	15 Lawn and CU	N	NHH	NP	Monterey	NCC	MBU	2.12E+02	3.16E+02	1.34E+02	1.52E-03	8.97E-03	1.07E-02	1.47E+00	2.29E-05	4.18E-04	0.00E+00	1.37E-04
2030 Annual	Mon-Sun	2.27E+09	Lawn & Ga D	25 Lawn and CU	N	NHH	NP	Monterey	NCC	MBU	1.66E+02	2.48E+02	1.61E+02	2.13E-03	7.28E-03	1.35E-02	1.77E+00	2.24E-05	5.04E-04	0.00E+00	1.92E-04
2030 Annual	Mon-Sun	2.27E+09	Chippers/SI D	25 Lawn and CU	P	NHH	P	Monterey	NCC	MBU	9.90E-02	1.26E-01	1.16E-01	1.53E-06	5.22E-06	9.67E-06	1.27E-03	1.61E-08	3.61E-07	0.00E+00	1.38E-07
2030 Annual	Mon-Sun	2.27E+09	Chippers/SI D	120 Lawn and CU	P	NHH	P	Monterey	NCC	MBU	2.73E+00	3.47E+00	1.20E+01	4.76E-05	7.91E-04	3.89E-04	1.32E-01	1.55E-06	8.95E-06	0.00E+00	4.30E-06
2030 Annual	Mon-Sun	2.27E+09	Ch																		

2030 Annual	Mon-Sun	2.27E+09	Forklift	D	175	Airport Grc U	P	NHH	NP	Monterey	NCC	MBU	3.11E-01	6.33E-01	1.68E+00	5.80E-06	1.03E-04	1.88E-05	1.85E-02	2.08E-07	8.22E-07	0.00E+00	5.23E-07
2030 Annual	Mon-Sun	2.27E+09	Fuel Truck	D	250	Airport Grc U	N	NHH	NP	Monterey	NCC	MBU	1.67E-01	2.87E-01	7.66E-01	2.30E-06	1.57E-05	7.29E-06	8.47E-03	9.53E-08	2.52E-07	0.00E+00	2.08E-07
2030 Annual	Mon-Sun	2.27E+09	Ground Pow	D	175	Airport Grc U	N	NHH	P	Monterey	NCC	MBU	2.49E+00	6.62E+00	4.62E+01	1.65E-04	2.88E-03	4.50E-04	5.08E-01	5.71E-06	1.95E-05	0.00E+00	1.49E-05
2030 Annual	Mon-Sun	2.27E+09	Lav Truck	D	175	Airport Grc U	N	NHH	NP	Monterey	NCC	MBU	3.98E-02	1.43E-01	3.41E-01	1.40E-06	2.19E-05	3.86E-06	3.74E-03	4.21E-08	1.73E-07	0.00E+00	1.26E-07
2030 Annual	Mon-Sun	2.27E+09	Lift	D	120	Airport Grc U	N	NHH	NP	Monterey	NCC	MBU	4.14E-01	8.99E-01	2.95E+00	1.42E-05	2.05E-04	9.57E-05	3.24E-02	3.80E-07	2.11E-06	0.00E+00	1.29E-06
2030 Annual	Mon-Sun	2.27E+09	Other GSE	D	175	Airport Grc U	N	NHH	NP	Monterey	NCC	MBU	7.40E-01	1.87E+00	7.50E+00	4.11E-05	4.78E-04	1.89E-04	8.24E-02	1.07E-06	9.69E-06	0.00E+00	3.71E-06
2030 Annual	Mon-Sun	2.27E+09	Passenger	D	120	Airport Grc U	N	NHH	NP	Monterey	NCC	MBU	6.37E-02	1.22E-02	4.12E-02	9.01E-08	2.48E-06	1.23E-06	4.54E-04	5.32E-09	1.90E-08	0.00E+00	8.13E-09
2030 Annual	Mon-Sun	2.27E+09	Sweeper	D	120	Airport Grc U	N	NHH	NP	Monterey	NCC	MBU	1.83E-01	1.45E-01	2.16E-01	5.43E-07	1.35E-05	5.91E-06	2.38E-03	2.68E-08	5.49E-08	0.00E+00	4.90E-08
2030 Annual	Mon-Sun	2.27E+09	Generator	D	120	Airport Grc U	N	NHH	P	Monterey	NCC	MBU	1.19E-01	5.34E-01	2.00E+00	1.19E-05	1.47E-04	6.67E-05	2.19E-02	2.47E-07	1.52E-06	0.00E+00	1.07E-06
2030 Annual	Mon-Sun	2.27E+09	Generator	D	175	Airport Grc U	N	NHH	P	Monterey	NCC	MBU	6.53E-01	2.92E+00	2.06E+01	8.80E-05	1.34E-03	2.34E-04	2.26E-01	2.54E-06	1.06E-05	0.00E+00	7.94E-06
2030 Annual	Mon-Sun	2.27E+09	Generator	D	250	Airport Grc U	N	NHH	P	Monterey	NCC	MBU	6.77E-01	3.03E+00	3.06E+01	1.25E-04	6.85E-04	3.00E-04	3.39E-01	3.81E-06	1.08E-05	0.00E+00	1.13E-05
2030 Annual	Mon-Sun	2.27E+09	Generator	D	500	Airport Grc U	N	NHH	P	Monterey	NCC	MBU	7.17E-02	3.21E-01	5.14E+00	2.09E-05	1.09E-04	4.79E-05	5.69E-02	6.40E-07	1.79E-06	0.00E+00	1.89E-06
2030 Annual	Mon-Sun	2.27E+09	Generator	D	750	Airport Grc U	N	NHH	P	Monterey	NCC	MBU	9.55E-02	4.27E-01	1.11E+01	4.51E-05	2.35E-04	1.04E-04	1.22E-01	1.38E-06	3.87E-06	0.00E+00	4.07E-06
2030 Annual	Mon-Sun	2.27E+09	Service Tru	D	175	Airport Grc U	N	NHH	NP	Monterey	NCC	MBU	2.63E-01	3.64E-01	7.20E-01	2.10E-06	4.21E-05	7.90E-06	7.92E-03	8.91E-08	3.37E-07	0.00E+00	1.89E-07
2030 Annual	Mon-Sun	2.27E+09	Catering Tr	D	250	Airport Grc U	N	NHH	NP	Monterey	NCC	MBU	6.37E-02	6.47E-02	4.57E-01	8.89E-07	8.75E-06	2.70E-06	5.06E-03	5.69E-08	9.08E-08	0.00E+00	8.02E-08
2030 Annual	Mon-Sun	2.27E+09	Hydrant Tr	D	175	Airport Grc U	N	NHH	NP	Monterey	NCC	MBU	1.27E-01	2.18E-01	1.52E+00	5.37E-06	9.15E-05	2.07E-05	1.67E-02	1.88E-07	9.00E-07	0.00E+00	4.84E-07
2030 Annual	Mon-Sun	2.27E+09	Compresso D	D	120	Airport Grc U	P	NHH	P	Monterey	NCC	MBU	3.98E-02	8.89E-02	2.31E-01	1.13E-06	1.61E-05	7.51E-06	2.54E-03	2.98E-08	1.66E-07	0.00E+00	1.02E-07
2030 Annual	Mon-Sun	2.27E+09	Compresso D	D	250	Airport Grc U	N	NHH	P	Monterey	NCC	MBU	7.96E-03	1.78E-02	9.38E-02	3.15E-07	1.98E-06	9.01E-07	1.04E-03	1.17E-08	3.16E-08	0.00E+00	2.84E-08
2030 Annual	Mon-Sun	2.27E+09	Compresso D	D	500	Airport Grc U	N	NHH	P	Monterey	NCC	MBU	3.18E-02	7.11E-02	7.73E-01	2.59E-06	1.57E-05	7.06E-06	8.55E-03	8.39E-08	2.57E-07	0.00E+00	2.34E-07
2030 Annual	Mon-Sun	2.27E+09	Compresso D	D	750	Airport Grc U	N	NHH	P	Monterey	NCC	MBU	1.04E-01	2.31E-01	3.71E+00	1.24E-05	7.54E-05	3.43E-05	4.11E-02	4.13E-07	1.24E-06	0.00E+00	1.12E-06
2030 Annual	Mon-Sun	2.27E+09	Transport F D	D	15	Transport F U	N	NHH	NP	Monterey	NCC	MBU	2.09E+02	5.97E+02	2.18E+02	2.48E-03	1.46E-02	1.74E-02	2.39E+00	3.04E-05	6.81E-04	0.00E+00	2.24E-04
2030 Annual	Mon-Sun	2.27E+09	Transport F D	D	25	Transport F U	N	NHH	NP	Monterey	NCC	MBU	5.65E+01	1.61E+02	1.00E+02	1.32E-03	4.52E-03	8.37E-03	1.10E+00	1.39E-05	3.13E-04	0.00E+00	1.19E-04
2030 Annual	Mon-Sun	2.27E+09	Transport F D	D	50	Transport F U	N	NHH	NP	Monterey	NCC	MBU	1.73E+03	6.95E+03	8.23E+03	6.76E-02	7.09E-01	4.93E-01	9.00E+01	1.16E-03	2.38E-03	0.00E+00	6.10E-03
2030 Annual	Mon-Sun	2.27E+09	A/C unit	D	120	Military Ta U	P	NHH	P	Monterey	NCC	MBU	2.88E-01	2.37E-01	8.20E-01	2.73E-06	5.22E-05	2.63E-05	9.02E-03	1.06E-07	5.67E-07	0.00E+00	2.47E-07
2030 Annual	Mon-Sun	2.27E+09	A/C unit	D	250	Military Ta U	N	NHH	P	Monterey	NCC	MBU	1.20E-01	9.91E-02	7.00E-01	1.59E-06	1.35E-05	7.12E-06	7.75E-03	8.72E-08	2.26E-07	0.00E+00	1.43E-07
2030 Annual	Mon-Sun	2.27E+09	A/C unit	D	500	Military Ta U	N	NHH	P	Monterey	NCC	MBU	4.76E-02	3.92E-02	4.19E-01	9.42E-07	7.95E-06	4.02E-06	4.64E-03	4.56E-08	1.33E-07	0.00E+00	8.50E-08
2030 Annual	Mon-Sun	2.27E+09	Aircraft Sup	D	120	Military Ta U	P	NHH	P	Monterey	NCC	MBU	7.84E-02	6.46E-02	1.50E-01	5.00E-07	9.56E-06	4.81E-06	1.65E-03	1.94E-08	1.04E-07	0.00E+00	4.51E-08
2030 Annual	Mon-Sun	2.27E+09	Aircraft Sup	D	175	Military Ta U	P	NHH	P	Monterey	NCC	MBU	1.12E-01	9.22E-02	4.41E-01	1.08E-06	2.48E-05	5.29E-06	4.85E-03	5.46E-08	2.08E-07	0.00E+00	9.78E-08
2030 Annual	Mon-Sun	2.27E+09	Cart	D	120	Military Ta U	P	NHH	P	Monterey	NCC	MBU	3.36E-02	2.77E-02	7.66E-02	2.55E-07	4.88E-06	2.46E-06	8.42E-04	9.88E-09	5.30E-08	0.00E+00	2.30E-08
2030 Annual	Mon-Sun	2.27E+09	Cart	D	175	Military Ta U	P	NHH	P	Monterey	NCC	MBU	8.40E-03	6.92E-03	3.61E-02	8.88E-08	2.04E-06	4.34E-07	3.98E-04	4.48E-09	1.70E-08	0.00E+00	8.01E-09
2030 Annual	Mon-Sun	2.27E+09	Cart	D	250	Military Ta U	N	NHH	P	Monterey	NCC	MBU	2.80E-02	2.31E-02	1.54E-01	3.50E-07	2.98E-06	1.57E-06	1.71E-03	1.92E-08	4.98E-08	0.00E+00	3.15E-08
2030 Annual	Mon-Sun	2.27E+09	Communic	D	50	Military Ta U	P	NHH	P	Monterey	NCC	MBU	1.12E-02	9.22E-03	1.26E-02	7.32E-08	6.68E-07	7.58E-07	1.39E-04	1.79E-09	9.55E-09	0.00E+00	6.60E-09
2030 Annual	Mon-Sun	2.27E+09	Communic	D	120	Military Ta U	P	NHH	P	Monterey	NCC	MBU	1.68E-02	1.38E-02	3.78E-02	1.26E-07	8.21E-06	4.16E-04	4.88E-09	2.62E-08	0.00E+00	0.00E+00	1.14E-08
2030 Annual	Mon-Sun	2.27E+09	Compresso D	D	50	Military Ta U	P	NHH	P	Monterey	NCC	MBU	1.12E-02	9.22E-03	1.55E-02	8.96E-08	1.06E-06	9.28E-07	1.70E-04	2.20E-09	1.17E-08	0.00E+00	8.09E-09
2030 Annual	Mon-Sun	2.27E+09	Compresso D	D	120	Military Ta U	P	NHH	P	Monterey	NCC	MBU	4.23E-01	3.48E-01	8.45E-01	2.82E-06	5.38E-05	2.71E-05	9.29E-03	1.09E-07	5.84E-07	0.00E+00	2.54E-07
2030 Annual	Mon-Sun	2.27E+09	Compresso D	D	175	Military Ta U	P	NHH	P	Monterey	NCC	MBU	1.12E-02	9.22E-03	5.26E-02	1.29E-07	2.96E-06	6.31E-07	5.79E-04	6.51E-09	2.48E-08	0.00E+00	1.17E-08
2030 Annual	Mon-Sun	2.27E+09	Compresso D	D	250	Military Ta U	N	NHH	P	Monterey	NCC	MBU	2.24E-02	1.84E-02	1.40E-01	3.17E-07	2.70E-06	1.42E-06	1.55E-03	1.74E-08	4.51E-08	0.00E+00	2.86E-08
2030 Annual	Mon-Sun	2.27E+09	Compresso D	D	500	Military Ta U	N	NHH	P	Monterey	NCC	MBU	7.84E-02	6.46E-02	8.18E-01	1.84E-06	1.55E-05	7.85E-06	9.05E-03	8.88E-08	2.60E-07	0.00E+00	1.66E-07
2030 Annual	Mon-Sun	2.27E+09	Crane	D	120	Military Ta U	P	NHH	P	Monterey	NCC	MBU	4.48E-02	3.69E-02	1.32E-01	3.08E-07	8.17E-06	3.49E-06	1.46E-03	1.71E-08	2.57E-08	0.00E+00	2.78E-08
2030 Annual	Mon-Sun	2.27E+09	Crane	D	175	Military Ta U	P	NHH	P	Monterey	NCC	MBU	8.40E-03	6.92E-03	3.33E-02	5.45E-08	1.82E-06	1.75E-07	3.67E-04	4.12E-09	5.96E-09	0.00E+00	4.92E-09
2030 Annual	Mon-Sun	2.27E+09	Crane	D	250	Military Ta U	N	NHH	P	Monterey	NCC	MBU	5.60E-03	4.61E-03	3.35E-02	5.49E-08	6.27E-07	1.72E-07	3.71E-04	4.17E-09	5.92E-09	0.00E+00	4.96E-09
2030 Annual	Mon-Sun	2.27E+09	Deicer	D	120	Military Ta U	P	NHH	P	Monterey	NCC	MBU	1.12E-02	9.22E-03	3.47E-02	1.16E-07	2.21E-06	1.11E-06	3.81E-04	4.47E-09	2.40E-08	0.00E+00	1.04E-08
2030 Annual	Mon-Sun	2.27E+09	Generator	D	50	Military Ta U	P	NHH	P	Monterey	NCC	MBU	7.56E-02	6.23E-02	8.10E-02	4.69E-07	5.56E-06	4.86E-06	8.89E-04	1.15E-08	6.12E-08	0.00E+00	4.23E-08
2030 Annual	Mon-Sun	2.27E+09	Generator	D	120	Military Ta U	P	NHH	P	Monterey	NCC	MBU	1.88E+00	1.55E+00	4.40E+00	1.47E-05	2.80E-04	1.41E-04	4.83E-02	5.67E-07	3.04E-06	0.00E+00	1.32E-06
2030 Annual	Mon-Sun	2.27E+09	Generator	D	175	Military Ta U	P	NHH	P	Monterey	NCC	MBU	1.51E+00	1.25E+00	6.26E+00	1.54E-05	3.53E-04	7.51E-05	6.89E-02	7.75E-07	2.95E-06	0.00E+00	1.39E-06
2030 Annual	Mon-Sun	2.27E+09	Generator	D	250	Military Ta U	N	NHH	P	Monterey	NCC	MBU	4.00E-01	3.30E-01	2.50E+00	5.66E-06	4.82E-05	2.54E-05	2.76E-02	3.11E-07	8.07E-07	0.00E+00	5.11E-07
2030 Annual	Mon-Sun	2.27E+09	Generator	D	500	Military Ta U	N	NHH	P	Monterey	NCC	MBU	1.62E-01	1.34E-01	1.58E+00	3.55E-06	2.99E-05	1.52E-05	1.75E-02	1.72E-07	5.03E-07	0.00E+00	3.20E-07
2030 Annual	Mon-Sun	2.27E+09	Generator	D	750	Military Ta U	N	NHH	P	Monterey	NCC	MBU	5.60E-03	4.60E-03	8.36E-02	1.88E-07	1.58E-06	8.13E-07	9.25E-04	9.30E-09	2.68E-08	0.00E+00	1.70E-08
2030 Annual	Mon-Sun	2.27E+09	Hydraulic u	D	120	Military Ta U	P	NHH	P	Monterey	NCC	MBU	1.88E-01	1.54E-01	5.02E-01	1.67E-06	3.20E-05	1.61E-05	5.52E-03	6.47E-08	3.47E-07	0.00E+00	1.51E-07
2030 Annual	Mon-Sun	2.27E+09	Lift (Millit	D	120	Military Ta U	P	NHH	P	Monterey	NCC	MBU	5.60E-03	4.61E-03	1.50E-02	4.99E-08	9.54E-07	4.80E-07	1.65E-04	1.93E-09	1.04E-08	0.00E+00	4.51E-09
2030 Annual	Mon-Sun	2.27E+09	Light	D	50	Military Ta U	P	NHH	P	Monterey	NCC												

Natural Gas Activity Data

Source: PG&E

TOTCOUNTY	TOTCITY	YEAR	CATEGORY	RES GAS USE(THM)	RES GAS CO2(metric t)	RES GAS 100	COM GAS AVG(THM)	COM GAS USE(THM)	COM GAS CO2(metric t)	COM GAS 1515	IND GAS AVG(THM)	IND GAS USE(THM)	IND GAS CO2(metric t)	IND GAS 1515
SACRAMENTO RANCHO C	2005 (3) COUNTY							27,524	146					
SACRAMENTO RANCHO C	2006 (3) COUNTY							23,644	125					
SACRAMENTO RANCHO C	2007 (3) COUNTY			26	0			23,170	123					
SACRAMENTO RANCHO C	2008 (3) COUNTY			50	0			20,511	109					
SACRAMENTO RANCHO C	2009 (3) COUNTY							18,053	96					
SACRAMENTO RANCHO C	2010 (3) COUNTY			124	1			13,940	74					
SACRAMENTO RANCHO C	2011 (3) COUNTY							11,348	60					
SACRAMENTO RANCHO C	2012 (3) COUNTY							10,178	54					
SACRAMENTO RANCHO C	2013 (3) COUNTY							9,322	49					
SACRAMENTO RANCHO C	2014 (3) COUNTY							5,648	30					
SACRAMENTO RANCHO C	2015 (3) COUNTY							8,703	46					
SACRAMENTO RANCHO C	2016 (3) COUNTY							9,146	49					
SACRAMENTO RANCHO C	2017 (3) COUNTY							11,475	61					
SACRAMENTO RANCHO C	2018 (3) COUNTY							8,774	47					
SACRAMENTO RANCHO C	2019 (3) COUNTY			10	0			9,742	52					
SACRAMENTO RANCHO C	2020 (3) COUNTY							9,792	52					
SACRAMENTO RANCHO C	2005 (4) CITY							878	5					
SACRAMENTO RANCHO C	2006 (4) CITY							10,558	56					
SACRAMENTO RANCHO C	2007 (4) CITY							18,033	96					
SACRAMENTO RANCHO C	2008 (4) CITY			1,255	7			23,442	124					
SACRAMENTO RANCHO C	2009 (4) CITY							19,623	104					
SACRAMENTO RANCHO C	2010 (4) CITY							17,180	91					
SACRAMENTO RANCHO C	2011 (4) CITY							29,491	157					
SACRAMENTO RANCHO C	2012 (4) CITY							43,419	230					
SACRAMENTO RANCHO C	2013 (4) CITY							41,716	221					
SACRAMENTO RANCHO C	2014 (4) CITY							43,506	231					
SACRAMENTO RANCHO C	2015 (4) CITY							35,318	187					
SACRAMENTO RANCHO C	2016 (4) CITY							32,410	172					
SACRAMENTO RANCHO C	2017 (4) CITY							35,408	188					
SACRAMENTO RANCHO C	2018 (4) CITY							34,379	182					
SACRAMENTO RANCHO C	2019 (4) CITY							30,432	162					
SACRAMENTO RANCHO C	2020 (4) CITY							28,162	149					
SACRAMENTO RANCHO C	2005 (5) DISTRICT							185,663	985					
SACRAMENTO RANCHO C	2006 (5) DISTRICT							226,585	1,203					
SACRAMENTO RANCHO C	2007 (5) DISTRICT							258,266	1,371					
SACRAMENTO RANCHO C	2008 (5) DISTRICT			202	1			235,740	1,251					
SACRAMENTO RANCHO C	2009 (5) DISTRICT			598	3			224,574	1,192					
SACRAMENTO RANCHO C	2010 (5) DISTRICT			741	4			206,369	1,095					
SACRAMENTO RANCHO C	2011 (5) DISTRICT			634	3			172,144	914					
SACRAMENTO RANCHO C	2012 (5) DISTRICT			367	2			153,464	814					
SACRAMENTO RANCHO C	2013 (5) DISTRICT			353	2			157,650	837					
SACRAMENTO RANCHO C	2014 (5) DISTRICT			306	2			135,115	717					
SACRAMENTO RANCHO C	2015 (5) DISTRICT			355	2			158,170	839					
SACRAMENTO RANCHO C	2016 (5) DISTRICT			499	3			160,940	854					
SACRAMENTO RANCHO C	2017 (5) DISTRICT			556	3			200,686	1,065					
SACRAMENTO RANCHO C	2018 (5) DISTRICT			571	3			216,601	1,150					
SACRAMENTO RANCHO C	2019 (5) DISTRICT			623	3			218,084	1,157					
SACRAMENTO RANCHO C	2020 (5) DISTRICT			631	3			190,687	1,012					
SACRAMENTO RANCHO C	2005 NONGOVENT			7,565,764	40,152	PASS		3,744,199	19,871	PASS-COM ONLY				FAIL-DROPPED
SACRAMENTO RANCHO C	2006 NONGOVENT			8,213,592	43,590	PASS		3,742,297	19,861	PASS-COM ONLY				FAIL-DROPPED
SACRAMENTO RANCHO C	2007 NONGOVENT			8,313,909	44,123	PASS		3,650,704	19,375	PASS-COM ONLY				FAIL-DROPPED
SACRAMENTO RANCHO C	2008 NONGOVENT			8,534,719	45,294	PASS		3,670,532	19,480	PASS-COM ONLY				FAIL-DROPPED
SACRAMENTO RANCHO C	2009 NONGOVENT			8,712,211	46,236	PASS		3,555,924	18,872	PASS-COM ONLY				FAIL-DROPPED
SACRAMENTO RANCHO C	2010 NONGOVENT			8,699,075	46,167	PASS		3,420,298	18,152	PASS-COM ONLY				FAIL-DROPPED
SACRAMENTO RANCHO C	2011 NONGOVENT			9,464,074	50,227	PASS		3,521,972	18,691	PASS-COM ONLY				FAIL-DROPPED
SACRAMENTO RANCHO C	2012 NONGOVENT			8,764,024	46,511	PASS		3,251,473	17,256	PASS-COM ONLY				FAIL-DROPPED
SACRAMENTO RANCHO C	2013 NONGOVENT			8,751,983	46,448	PASS		3,381,261	17,945	PASS-COM ONLY				FAIL-DROPPED
SACRAMENTO RANCHO C	2014 NONGOVENT			7,425,447	39,407	PASS		2,992,161	15,880	PASS-COM ONLY				FAIL-DROPPED
SACRAMENTO RANCHO C	2015 NONGOVENT			7,825,333	41,530	PASS		3,160,480	16,773	PASS-COM ONLY				FAIL-DROPPED
SACRAMENTO RANCHO C	2016 NONGOVENT			8,082,673	42,895	PASS		3,338,007	17,715	PASS-COM ONLY				FAIL-DROPPED
SACRAMENTO RANCHO C	2017 NONGOVENT			8,616,919	45,731	PASS		3,618,429	19,203	PASS-COM ONLY				FAIL-DROPPED
SACRAMENTO RANCHO C	2018 NONGOVENT			8,837,632	46,902	PASS		3,444,960	18,283	PASS-COM ONLY				FAIL-DROPPED
SACRAMENTO RANCHO C	2019 NONGOVENT			9,082,001	48,199	PASS		3,654,085	19,393	PASS-COM ONLY				FAIL-DROPPED
SACRAMENTO RANCHO C	2020 NONGOVENT			9,015,316	47,845	PASS		3,189,441	16,927	PASS-COM ONLY				FAIL-DROPPED

Electricity Activity Data
Source: SMUD

rate_cat	ind_code	account_type	sum_of_kwh2017	sum_of_kwh2018	sum_of_kwh2019
ASD	221310	Agricultural	7296	28683	0
ASD	221312	Agricultural	91312	12030	106112
ASN	221311	Agricultural	1978	2212	1734
ASN	221312	Agricultural	35797	27676	28991
ASN	221312	Agricultural	105	216	220
CITP-2	485111	Small Commercial	1993542	1935490	1918945
CITP-3	485111	Industrial	1486719	1472371	1542999
CITP-4	518210	Industrial	20971529	20462575	17749560
CITS-0	221122	Small Commercial	13	0	0
CITS-0	221310	Small Commercial	64238	47300	60002
CITS-0	221311	Small Commercial	21191	22045	19637
CITS-0	221311	Small Commercial	15578	13949	13128
CITS-0	221312	Small Commercial	27042	28588	31943
CITS-0	221312	Small Commercial	81	75	146
CITS-0	221320	Small Commercial	107352	87271	110558
CITS-0	221320	Small Commercial	5549	1237	1183
CITS-0	231543	Small Commercial	6407	7832	8414
CITS-0	236220	Small Commercial	5	0	3
CITS-0	322222	Small Commercial	7054	5937	5938
CITS-0	423210	Small Commercial	74615	77018	84029
CITS-0	423720	Small Commercial	0	0	46241
CITS-0	485111	Small Commercial	324049	326195	316603
CITS-0	488210	Small Commercial	1436	1447	1341
CITS-0	493110	Small Commercial	20466	32606	31123
CITS-0	524210	Small Commercial	152595	130276	85122
CITS-0	531110	Small Commercial	8992	10376	9557
CITS-0	531120	Small Commercial	39292	46843	43027
CITS-0	531120	Small Commercial	0	0	117
CITS-0	531130	Small Commercial	0	0	0
CITS-0	531190	Small Commercial	7907	5670	3823
CITS-0	531191	Small Commercial	38624	40745	38959
CITS-0	531191	Small Commercial	1203	2592	2328
CITS-0	541330	Small Commercial	13395	13026	12069
CITS-0	611110	Small Commercial	131663	135973	129617
CITS-0	611210	Small Commercial	0	0	0
CITS-0	611310	Small Commercial	3735	3745	3459
CITS-0	621111	Small Commercial	0	0	46718
CITS-0	624410	Small Commercial	85944	82206	73509
CITS-0	722110	Small Commercial	86690	80079	78863
CITS-0	722211	Small Commercial	0	0	0
CITS-0	811111	Small Commercial	20940	21876	24127
CITS-0	921190	Small Commercial	80650	75405	78194
CITS-0	921190	Small Commercial	27469	19707	19123

ITEM 11.2.**ATTACHMENT 5**

CITS-0	922120 Small Commercial	53035	53928	43188
CITS-0	922160 Small Commercial	26014	29775	38758
CITS-0	922190 Small Commercial	85629	76644	74731
CITS-0	923110 Small Commercial	96299	88560	89309
CITS-0	924110 Small Commercial	768	809	1364
CITS-0	925110 Small Commercial	6609	5120	4879
CITS-0	925190 Small Commercial	0	0	0
CITS-0	926120 Small Commercial	4565	3222	4529
CITS-0	926130 Small Commercial	22744	21675	23888
CITS-0	926130 Small Commercial	17	1	11
CITS-0	928120 Small Commercial	57659	44614	44012
CITS-1	221311 Small Commercial	343122	314824	267172
CITS-1	221320 Small Commercial	268475	263117	219751
CITS-1	238160 Small Commercial	0	38576	62406
CITS-1	485111 Small Commercial	110408	119669	106838
CITS-1	491110 Small Commercial	209984	232373	232826
CITS-1	524210 Small Commercial	577143	580675	494995
CITS-1	531120 Small Commercial	146875	142422	141218
CITS-1	531191 Small Commercial	1433081	1207508	1145335
CITS-1	551114 Small Commercial	0	271568	436952
CITS-1	561612 Small Commercial	0	152739	225989
CITS-1	611110 Small Commercial	5564555	5562245	5611943
CITS-1	611210 Small Commercial	325728	406870	415348
CITS-1	624110 Small Commercial	161782	180961	185713
CITS-1	722410 Small Commercial	194716	179684	193424
CITS-1	722513 Small Commercial	0	0	0
CITS-1	921110 Small Commercial	614743	589452	583507
CITS-1	921190 Small Commercial	0	51117	0
CITS-1	922130 Small Commercial	224553	246881	217871
CITS-1	922160 Small Commercial	406113	356071	326455
CITS-1	922190 Small Commercial	981963	1040087	991190
CITS-1	923110 Small Commercial	147742	144826	149160
CITS-1	924110 Small Commercial	94093	87570	100086
CITS-1	926120 Small Commercial	137200	143155	127636
CITS-1	926150 Small Commercial	118198	115233	121621
CITS-1	928110 Small Commercial	423351	390560	379850
CITS-2	221312 Small Commercial	0	0	0
CITS-2	524210 Small Commercial	996215	1028056	974323
CITS-2	611110 Small Commercial	874151	911226	950783
CITS-2	813110 Small Commercial	699355	662044	690847
CITS-2	922190 Small Commercial	0	1236073	2024069
CITS-2	924110 Small Commercial	2148994	2209900	2456504
CITS-2	926120 Small Commercial	1356288	1384097	1524059
GSN	221312 Small Commercial	2	0	0
GSN	231531 Small Commercial	3847	1159	0
GSN	236115 Small Commercial	0	140	124
GSN	238220 Small Commercial	405563	379988	343631

ITEM 11.2.**ATTACHMENT 5**

GSN	238320 Small Commercial	4951	6097	272
GSN	238330 Small Commercial	16583	15247	15376
GSN	238350 Small Commercial	5293	2368	2005
GSN	238390 Small Commercial	7056	10051	12842
GSN	311320 Small Commercial	83382	79622	73985
GSN	315210 Small Commercial	938	886	1076
GSN	423120 Small Commercial	12564	7639	8719
GSN	423130 Small Commercial	7954	0	0
GSN	423220 Small Commercial	19836	20785	23261
GSN	441221 Small Commercial	37176	29893	28089
GSN	441310 Small Commercial	22779	17563	16971
GSN	442110 Small Commercial	3966	3618	3663
GSN	444190 Small Commercial	110035	120243	116001
GSN	445210 Small Commercial	226409	233369	195754
GSN	515120 Small Commercial	10381	8913	8210
GSN	517110 Small Commercial	2902	2896	2903
GSN	517510 Small Commercial	6776	4679	4015
GSN	531110 Small Commercial	11894	10353	8517
GSN	531120 Small Commercial	82338	77127	70408
GSN	531191 Residential	2798	0	0
GSN	531191 Small Commercial	20702	23161	18739
GSN	541110 Small Commercial	353	134	0
GSN	541320 Small Commercial	14677	13056	14212
GSN	541410 Small Commercial	0	0	0
GSN	561710 Small Commercial	47690	0	0
GSN	561730 Small Commercial	16359	18549	17025
GSN	621310 Small Commercial	722	0	0
GSN	624229 Small Commercial	0	5972	0
GSN	6531 Small Commercial	22665	17468	15388
GSN	722211 Small Commercial	115610	114484	112358
GSN	811111 Small Commercial	40136	38034	34423
GSN	811118 Small Commercial	10134	8215	9211
GSN	811121 Small Commercial	33746	27427	24189
GSN	811490 Small Commercial	14818	3403	0
GSN	813990 Small Commercial	0	0	386
GSN	RE1100 Residential	15676	15355	15856
GSN_T	111419 Small Commercial	494	0	0
GSN_T	111421 Small Commercial	977	799	719
GSN_T	113310 Small Commercial	62651	60736	52301
GSN_T	115112 Small Commercial	13400	10805	12219
GSN_T	212322 Small Commercial	21763	23376	20471
GSN_T	213112 Small Commercial	49734	44973	46612
GSN_T	213113 Small Commercial	51462	47839	46497
GSN_T	221111 Small Commercial	13657	13239	14170
GSN_T	221119 Small Commercial	109814	94030	147212
GSN_T	221122 Small Commercial	6799	6814	5933
GSN_T	221210 Small Commercial	22064	22394	25513

ITEM 11.2.**ATTACHMENT 5**

GSN_T	221310 Small Commercial	39704	32394	25691
GSN_T	221311 Small Commercial	1447120	1800846	1341929
GSN_T	221312 Small Commercial	96326	83916	86112
GSN_T	221312 Small Commercial	0	0	0
GSN_T	221320 Small Commercial	60881	60796	55232
GSN_T	231531 Small Commercial	34467	30043	25791
GSN_T	231543 Small Commercial	318189	320911	70727
GSN_T	236115 Small Commercial	77796	77662	79891
GSN_T	236116 Small Commercial	62842	60003	55764
GSN_T	236117 Small Commercial	8561	21698	23615
GSN_T	236118 Small Commercial	366995	355792	306593
GSN_T	236210 Small Commercial	290029	286836	344652
GSN_T	236220 Small Commercial	1056072	1005242	1043476
GSN_T	237130 Small Commercial	85581	87135	107911
GSN_T	237210 Small Commercial	70279	69192	66043
GSN_T	237310 Small Commercial	106488	104592	104805
GSN_T	237990 Small Commercial	14606	14684	15120
GSN_T	238110 Small Commercial	80528	77287	64675
GSN_T	238120 Small Commercial	22883	18904	18305
GSN_T	238130 Small Commercial	58257	41211	43488
GSN_T	238140 Small Commercial	154154	144684	145593
GSN_T	238150 Small Commercial	61975	57842	57590
GSN_T	238160 Small Commercial	180246	186102	179967
GSN_T	238190 Small Commercial	71650	88069	93334
GSN_T	238210 Small Commercial	498956	495081	560058
GSN_T	238220 Small Commercial	846275	813860	783560
GSN_T	238290 Small Commercial	121496	119591	139838
GSN_T	238310 Small Commercial	89965	76686	79790
GSN_T	238320 Small Commercial	150956	142086	142353
GSN_T	238330 Small Commercial	249314	232982	262417
GSN_T	238340 Small Commercial	170491	177549	194311
GSN_T	238350 Small Commercial	325087	299518	309110
GSN_T	238390 Small Commercial	42597	44011	41882
GSN_T	238910 Small Commercial	37674	45338	86751
GSN_T	238990 Small Commercial	161518	152820	159622
GSN_T	311119 Small Commercial	8182	7190	8179
GSN_T	311212 Small Commercial	0	0	0
GSN_T	311520 Small Commercial	9185	82166	78740
GSN_T	311811 Small Commercial	52947	54709	56892
GSN_T	311812 Small Commercial	20839	20842	19857
GSN_T	311920 Small Commercial	7884	6396	6111
GSN_T	311991 Small Commercial	19648	8243	26719
GSN_T	312120 Small Commercial	70047	75485	93670
GSN_T	312140 Small Commercial	16516	22246	22399
GSN_T	313230 Small Commercial	281	5568	8725
GSN_T	314121 Small Commercial	44346	40554	43999
GSN_T	314911 Small Commercial	29163	27474	28694

ITEM 11.2.**ATTACHMENT 5**

GSN_T	314999 Small Commercial	14962	16552	13561
GSN_T	315190 Small Commercial	9243	4571	0
GSN_T	315210 Small Commercial	4799	4822	4386
GSN_T	316999 Small Commercial	2472	916	942
GSN_T	321911 Small Commercial	16206	11562	12648
GSN_T	321918 Small Commercial	32569	48026	60140
GSN_T	321999 Small Commercial	12678	4673	4593
GSN_T	322211 Small Commercial	22897	19022	17805
GSN_T	323110 Small Commercial	27616	30871	32190
GSN_T	323111 Small Commercial	44600	37876	31234
GSN_T	323113 Small Commercial	2023	6977	0
GSN_T	323114 Small Commercial	52602	81796	86055
GSN_T	323115 Small Commercial	128783	104923	108352
GSN_T	323119 Small Commercial	1938	2299	11846
GSN_T	323121 Small Commercial	8189	23555	34042
GSN_T	323122 Small Commercial	11348	10200	9908
GSN_T	324121 Small Commercial	1683	20614	52388
GSN_T	325199 Small Commercial	12760	9755	11439
GSN_T	325311 Small Commercial	1297	0	0
GSN_T	325312 Small Commercial	20130	18434	7020
GSN_T	325510 Small Commercial	16425	14933	14728
GSN_T	325611 Small Commercial	6666	6195	6621
GSN_T	325620 Small Commercial	40062	43132	43991
GSN_T	326199 Small Commercial	192387	201176	191164
GSN_T	326211 Small Commercial	6685	3719	9503
GSN_T	326299 Small Commercial	12067	8794	9402
GSN_T	327112 Small Commercial	2873	5343	6325
GSN_T	327122 Small Commercial	7837	7460	10705
GSN_T	327212 Small Commercial	9096	9403	9585
GSN_T	327215 Small Commercial	12252	14128	16153
GSN_T	327320 Small Commercial	36221	34074	29965
GSN_T	327331 Small Commercial	0	0	1181
GSN_T	327390 Small Commercial	5261	4517	4650
GSN_T	327991 Small Commercial	33588	9893	42330
GSN_T	331111 Small Commercial	76290	144143	152572
GSN_T	331491 Small Commercial	2936	4175	3962
GSN_T	332212 Small Commercial	20365	35783	41205
GSN_T	332311 Small Commercial	25855	26734	25711
GSN_T	332312 Small Commercial	49123	48151	45358
GSN_T	332321 Small Commercial	1130	919	700
GSN_T	332322 Small Commercial	146219	176657	167527
GSN_T	332323 Small Commercial	76007	75496	69147
GSN_T	332431 Small Commercial	29388	37142	28861
GSN_T	332618 Small Commercial	44829	16535	47689
GSN_T	332710 Small Commercial	212950	235483	211743
GSN_T	332721 Small Commercial	3502	2081	2758
GSN_T	332812 Small Commercial	34495	38009	47641

ITEM 11.2.**ATTACHMENT 5**

GSN_T	332992 Small Commercial	8949	10766	11435
GSN_T	332999 Small Commercial	34230	39467	52963
GSN_T	333111 Small Commercial	31917	24406	21310
GSN_T	333120 Small Commercial	200	403	4104
GSN_T	333131 Small Commercial	153	0	0
GSN_T	333210 Small Commercial	5645	2694	704
GSN_T	333294 Small Commercial	25097	21579	21367
GSN_T	333298 Small Commercial	6824	31296	27490
GSN_T	333318 Small Commercial	10689	9849	9211
GSN_T	333319 Small Commercial	31952	31946	28077
GSN_T	333414 Small Commercial	28445	28412	33292
GSN_T	333415 Small Commercial	64726	58366	54306
GSN_T	333511 Small Commercial	16383	16505	14139
GSN_T	333512 Small Commercial	29146	27671	24904
GSN_T	333515 Small Commercial	7598	9454	13743
GSN_T	333618 Small Commercial	2063	1452	1291
GSN_T	333911 Small Commercial	45	67	60
GSN_T	333921 Small Commercial	20736	17127	15922
GSN_T	333923 Small Commercial	46999	43960	39090
GSN_T	333991 Small Commercial	15299	15142	14404
GSN_T	333992 Small Commercial	7573	5767	7700
GSN_T	334111 Small Commercial	52197	58618	74425
GSN_T	334220 Small Commercial	162888	85442	89750
GSN_T	334413 Small Commercial	116550	98107	56433
GSN_T	334418 Small Commercial	28922	31131	31229
GSN_T	334510 Small Commercial	49578	35215	40685
GSN_T	334515 Small Commercial	57926	56404	59008
GSN_T	335110 Small Commercial	55282	54298	52749
GSN_T	335121 Small Commercial	17874	16573	15244
GSN_T	335122 Small Commercial	1631	2691	2353
GSN_T	335129 Small Commercial	27692	26586	24162
GSN_T	335221 Small Commercial	10696	25915	24083
GSN_T	335991 Small Commercial	7347	7371	10332
GSN_T	336211 Small Commercial	154391	133305	94502
GSN_T	336312 Small Commercial	104638	91134	91461
GSN_T	336330 Small Commercial	11608	10462	5608
GSN_T	336340 Small Commercial	64765	61314	34766
GSN_T	336360 Small Commercial	61291	44247	19399
GSN_T	336399 Small Commercial	51715	20477	13661
GSN_T	336413 Small Commercial	12788	11727	10411
GSN_T	336991 Small Commercial	7497	3605	2362
GSN_T	336999 Small Commercial	11960	14425	12548
GSN_T	337110 Small Commercial	335772	322329	313610
GSN_T	337122 Small Commercial	17917	19319	19702
GSN_T	337124 Small Commercial	48283	52683	66182
GSN_T	337127 Small Commercial	13877	22043	27197
GSN_T	337129 Small Commercial	10394	9656	10733

ITEM 11.2.**ATTACHMENT 5**

GSN_T	337212 Small Commercial	1557	6070	17387
GSN_T	339112 Small Commercial	0	0	0
GSN_T	339113 Small Commercial	61179	59789	60041
GSN_T	339114 Small Commercial	10198	7765	6392
GSN_T	339115 Small Commercial	0	0	0
GSN_T	339116 Small Commercial	18928	18379	16475
GSN_T	339914 Small Commercial	24499	24848	13192
GSN_T	339920 Small Commercial	38714	35731	33980
GSN_T	339942 Small Commercial	33447	29603	9898
GSN_T	339950 Small Commercial	172980	177237	185320
GSN_T	339999 Small Commercial	30239	25291	23395
GSN_T	423110 Small Commercial	18290	38305	45684
GSN_T	423120 Small Commercial	161935	152085	149650
GSN_T	423130 Small Commercial	23583	22042	22780
GSN_T	423140 Small Commercial	175197	159525	160364
GSN_T	423210 Small Commercial	208699	218374	282320
GSN_T	423220 Small Commercial	68976	85170	83866
GSN_T	423310 Small Commercial	45555	42044	50319
GSN_T	423320 Small Commercial	102283	79128	63795
GSN_T	423390 Small Commercial	97517	81547	68192
GSN_T	423420 Small Commercial	45105	46219	41205
GSN_T	423430 Small Commercial	14869	17886	8663
GSN_T	423450 Small Commercial	99780	99308	106127
GSN_T	423490 Small Commercial	4694	4394	3910
GSN_T	423510 Small Commercial	25096	23136	23548
GSN_T	423610 Small Commercial	288562	284566	282056
GSN_T	423620 Small Commercial	9563	6932	7189
GSN_T	423690 Small Commercial	53774	52653	48418
GSN_T	423710 Small Commercial	42989	47568	54200
GSN_T	423720 Small Commercial	210900	164160	107523
GSN_T	423730 Small Commercial	64183	54399	56282
GSN_T	423740 Small Commercial	72617	84459	76275
GSN_T	423820 Small Commercial	32182	32070	30811
GSN_T	423830 Small Commercial	171929	160096	147339
GSN_T	423850 Small Commercial	57115	51380	59104
GSN_T	423860 Small Commercial	17730	15933	13654
GSN_T	423910 Small Commercial	101339	96324	98869
GSN_T	423920 Small Commercial	19126	18240	13169
GSN_T	423930 Small Commercial	500114	488003	496676
GSN_T	423990 Small Commercial	0	672	10753
GSN_T	424120 Small Commercial	92428	98744	109533
GSN_T	424130 Small Commercial	36089	31947	33028
GSN_T	424410 Small Commercial	3989	4026	3068
GSN_T	424420 Small Commercial	6987	5997	3822
GSN_T	424430 Small Commercial	64205	70385	58896
GSN_T	424490 Small Commercial	13052	15299	16299
GSN_T	424690 Small Commercial	13846	11134	10611

ITEM 11.2.**ATTACHMENT 5**

GSN_T	424710 Small Commercial	61415	48919	47376
GSN_T	424720 Small Commercial	24349	23668	24478
GSN_T	424810 Small Commercial	8618	16568	15650
GSN_T	424820 Small Commercial	9277	11414	18673
GSN_T	424910 Small Commercial	18569	17632	17051
GSN_T	424930 Small Commercial	16627	18662	26379
GSN_T	424950 Small Commercial	31086	32664	25062
GSN_T	424990 Small Commercial	9398	11147	12403
GSN_T	425120 Small Commercial	2504	526	1195
GSN_T	441110 Small Commercial	45807	42714	39594
GSN_T	441120 Small Commercial	299308	338434	279071
GSN_T	441210 Small Commercial	54935	45199	1720
GSN_T	441221 Small Commercial	12705	11829	10405
GSN_T	441222 Small Commercial	183333	152248	139536
GSN_T	441228 Small Commercial	9209	10431	10329
GSN_T	441229 Small Commercial	2048	1355	4502
GSN_T	441310 Small Commercial	921506	894207	872687
GSN_T	441320 Small Commercial	35315	39179	33274
GSN_T	442110 Small Commercial	425906	389675	451018
GSN_T	442210 Small Commercial	90905	86902	149100
GSN_T	442291 Small Commercial	21122	21928	25308
GSN_T	442299 Small Commercial	60300	102802	92203
GSN_T	443111 Small Commercial	12636	3382	4304
GSN_T	443112 Small Commercial	202811	255349	255284
GSN_T	443120 Small Commercial	191488	182346	161169
GSN_T	443142 Small Commercial	369	368	706
GSN_T	444110 Small Commercial	218129	194330	208100
GSN_T	444120 Small Commercial	133731	119459	109079
GSN_T	444130 Small Commercial	85680	84979	85813
GSN_T	444190 Small Commercial	461296	465624	464934
GSN_T	444210 Small Commercial	61720	65384	71122
GSN_T	444220 Small Commercial	8644	7966	7464
GSN_T	445110 Small Commercial	288628	263209	258982
GSN_T	445120 Small Commercial	157678	152214	134711
GSN_T	445210 Small Commercial	85227	71736	71694
GSN_T	445292 Small Commercial	87841	72734	65727
GSN_T	445299 Small Commercial	7348	7416	8237
GSN_T	445310 Small Commercial	325180	323777	333401
GSN_T	446110 Small Commercial	7438	2807	6565
GSN_T	446120 Small Commercial	109628	105209	106275
GSN_T	446191 Small Commercial	33003	26861	17974
GSN_T	446199 Small Commercial	47	1459	1389
GSN_T	447110 Small Commercial	120634	46206	46076
GSN_T	447190 Small Commercial	97920	79803	66063
GSN_T	448120 Small Commercial	2037	8150	11173
GSN_T	448140 Small Commercial	41939	50736	48843
GSN_T	448150 Small Commercial	31268	33440	33380

ITEM 11.2.**ATTACHMENT 5**

GSN_T	448190 Small Commercial	56015	63533	61528
GSN_T	448310 Small Commercial	44839	50319	51344
GSN_T	451110 Small Commercial	158836	166210	174313
GSN_T	451120 Small Commercial	102739	99963	104092
GSN_T	451130 Small Commercial	88806	80147	74563
GSN_T	452110 Small Commercial	201	217	188
GSN_T	452111 Small Commercial	28989	31323	3902
GSN_T	452112 Small Commercial	44884	49483	54574
GSN_T	452311 Small Commercial	30425	31627	41485
GSN_T	452910 Small Commercial	20591	14344	17533
GSN_T	452990 Small Commercial	54624	47310	54400
GSN_T	453110 Small Commercial	62874	63374	67703
GSN_T	453210 Small Commercial	374834	351836	336626
GSN_T	453220 Small Commercial	51010	42279	28380
GSN_T	453310 Small Commercial	502864	451381	432584
GSN_T	453910 Small Commercial	63504	115232	100371
GSN_T	453991 Small Commercial	67639	63741	99679
GSN_T	453998 Small Commercial	106324	98495	89932
GSN_T	454110 Small Commercial	13724	14303	6846
GSN_T	454111 Small Commercial	85132	112766	124608
GSN_T	454112 Small Commercial	5330	6832	6194
GSN_T	454113 Small Commercial	5287	4496	10048
GSN_T	454210 Small Commercial	374	416	1236
GSN_T	454312 Small Commercial	85651	87409	91964
GSN_T	454390 Small Commercial	18768	12945	13240
GSN_T	481111 Small Commercial	5980	1002	2100
GSN_T	482111 Small Commercial	7961	8026	8497
GSN_T	484210 Small Commercial	66632	62668	62133
GSN_T	485320 Small Commercial	8677	8144	7172
GSN_T	486210 Small Commercial	12324	12278	17990
GSN_T	488310 Small Commercial	32459	26313	28349
GSN_T	488410 Small Commercial	113811	119544	113079
GSN_T	488510 Small Commercial	50528	51860	59865
GSN_T	492210 Small Commercial	21161	14179	14019
GSN_T	493110 Small Commercial	1045235	1032369	1106413
GSN_T	493120 Small Commercial	2776	3595	3286
GSN_T	493190 Small Commercial	102441	96122	81898
GSN_T	512110 Small Commercial	20262	15820	15415
GSN_T	512240 Small Commercial	3380	801	10333
GSN_T	515112 Small Commercial	0	0	22
GSN_T	516110 Small Commercial	19756	35005	28829
GSN_T	517110 Small Commercial	1112956	1132596	1114688
GSN_T	517212 Small Commercial	1800594	1792468	1995088
GSN_T	517312 Small Commercial	15917	15474	14526
GSN_T	517410 Small Commercial	0	0	0
GSN_T	517510 Small Commercial	491368	530590	536153
GSN_T	517910 Small Commercial	12869	14317	11099

ITEM 11.2.**ATTACHMENT 5**

GSN_T	517911 Small Commercial	12355	10604	10838
GSN_T	518210 Small Commercial	2539889	3908925	5421556
GSN_T	521110 Small Commercial	8795	10542	10247
GSN_T	522110 Small Commercial	105440	84229	86030
GSN_T	522120 Small Commercial	81801	94719	96799
GSN_T	522130 Small Commercial	136079	146518	159665
GSN_T	522220 Small Commercial	15558	35946	38809
GSN_T	522291 Small Commercial	88313	87992	79868
GSN_T	522292 Small Commercial	72511	80020	69211
GSN_T	522310 Small Commercial	3423	3217	3509
GSN_T	522320 Small Commercial	32014	28673	31529
GSN_T	522390 Small Commercial	58633	52435	55903
GSN_T	523910 Small Commercial	4503	3926	3144
GSN_T	523930 Small Commercial	35568	37396	36692
GSN_T	524113 Small Commercial	73111	74032	82739
GSN_T	524126 Small Commercial	10382	8213	8387
GSN_T	524210 Small Commercial	461838	456106	458416
GSN_T	524291 Small Commercial	28710	9549	10121
GSN_T	531110 Small Commercial	2938344	2830364	2747121
GSN_T	531120 Small Commercial	4783716	4472027	4312109
GSN_T	531120 Small Commercial	297	225	20
GSN_T	531123 Small Commercial	118151	116072	111926
GSN_T	531130 Small Commercial	502543	445684	411554
GSN_T	531190 Small Commercial	896742	900397	900545
GSN_T	531191 Small Commercial	4412892	4154551	4072993
GSN_T	531210 Small Commercial	278248	395136	420078
GSN_T	531311 Small Commercial	102406	105921	92622
GSN_T	531312 Small Commercial	369993	296021	310168
GSN_T	531390 Small Commercial	14073	8974	13176
GSN_T	532111 Small Commercial	161417	155391	159010
GSN_T	532120 Small Commercial	2320	1743	1101
GSN_T	532210 Small Commercial	15151	10077	4177
GSN_T	532292 Small Commercial	82	4218	4063
GSN_T	532299 Small Commercial	5905	3114	2048
GSN_T	532310 Small Commercial	52070	50347	41450
GSN_T	532412 Small Commercial	51232	54632	48040
GSN_T	532420 Small Commercial	133976	123602	153686
GSN_T	532490 Small Commercial	12942	13953	16025
GSN_T	533110 Small Commercial	8472	65532	110125
GSN_T	541110 Small Commercial	199334	237637	225039
GSN_T	541191 Small Commercial	66075	62969	63502
GSN_T	541211 Small Commercial	471095	436037	323304
GSN_T	541213 Small Commercial	8737	8169	12062
GSN_T	541219 Small Commercial	34411	22211	23052
GSN_T	541310 Small Commercial	134285	147618	153104
GSN_T	541320 Small Commercial	73471	65208	67181
GSN_T	541330 Small Commercial	499190	501151	490129

ITEM 11.2.**ATTACHMENT 5**

GSN_T	541350 Small Commercial	17815	14229	12425
GSN_T	541370 Small Commercial	8600	8292	8314
GSN_T	541380 Small Commercial	134773	126787	113769
GSN_T	541410 Small Commercial	26048	19560	18790
GSN_T	541420 Small Commercial	42994	10210	72304
GSN_T	541430 Small Commercial	94220	91873	74400
GSN_T	541511 Small Commercial	118480	125098	118907
GSN_T	541512 Small Commercial	121903	106807	107107
GSN_T	541611 Small Commercial	45053	28338	40474
GSN_T	541613 Small Commercial	37953	36891	43867
GSN_T	541614 Small Commercial	42059	33569	35885
GSN_T	541618 Small Commercial	11816	4210	1001
GSN_T	541620 Small Commercial	136541	148335	176260
GSN_T	541690 Small Commercial	134288	109145	111636
GSN_T	541710 Small Commercial	63151	56820	56740
GSN_T	541810 Small Commercial	25422	26490	29932
GSN_T	541811 Small Commercial	4809	3677	3838
GSN_T	541850 Small Commercial	93700	91645	103239
GSN_T	541860 Small Commercial	2830	3036	2605
GSN_T	541870 Small Commercial	31127	49482	52711
GSN_T	541890 Small Commercial	10562	19938	20147
GSN_T	541921 Small Commercial	14924	13249	14180
GSN_T	541922 Small Commercial	18099	16296	5016
GSN_T	541940 Small Commercial	295436	280304	237267
GSN_T	541990 Small Commercial	5524	22067	38698
GSN_T	551114 Small Commercial	211712	237860	190136
GSN_T	561110 Small Commercial	311158	257590	224530
GSN_T	561320 Small Commercial	0	20986	22116
GSN_T	561431 Small Commercial	58501	83303	70952
GSN_T	561439 Small Commercial	86596	80422	86753
GSN_T	561440 Small Commercial	57481	58037	55081
GSN_T	561491 Small Commercial	18417	10860	13155
GSN_T	561510 Small Commercial	31171	26634	27400
GSN_T	561612 Small Commercial	97363	82869	79411
GSN_T	561621 Small Commercial	196229	172168	160279
GSN_T	561710 Small Commercial	326079	256322	277525
GSN_T	561720 Small Commercial	78332	73148	75759
GSN_T	561730 Small Commercial	213548	188128	231851
GSN_T	561740 Small Commercial	5143	4873	4124
GSN_T	561790 Small Commercial	71013	58281	71654
GSN_T	561910 Small Commercial	40618	37089	36684
GSN_T	562111 Small Commercial	37412	40038	55621
GSN_T	562119 Small Commercial	52107	45575	44269
GSN_T	562213 Small Commercial	0	0	0
GSN_T	562910 Small Commercial	54450	88272	158945
GSN_T	611110 Small Commercial	75619	59000	67282
GSN_T	611111 Small Commercial	8389	6922	6841

ITEM 11.2.**ATTACHMENT 5**

GSN_T	611113 Small Commercial	18947	17865	20914
GSN_T	611117 Small Commercial	0	0	0
GSN_T	611210 Small Commercial	16947	15218	17498
GSN_T	611310 Small Commercial	17098	13259	18632
GSN_T	611420 Small Commercial	51488	51266	46314
GSN_T	611513 Small Commercial	55049	42440	63491
GSN_T	611610 Small Commercial	6022	3454	3352
GSN_T	611620 Small Commercial	323626	286913	311397
GSN_T	611691 Small Commercial	14260	8838	5080
GSN_T	621111 Small Commercial	245171	245311	240003
GSN_T	621112 Small Commercial	105697	115965	123776
GSN_T	621210 Small Commercial	540772	524457	514973
GSN_T	621310 Small Commercial	36249	36559	37062
GSN_T	621320 Small Commercial	70170	79856	67586
GSN_T	621330 Small Commercial	35253	39392	52518
GSN_T	621340 Small Commercial	84838	120337	149350
GSN_T	621399 Small Commercial	23573	23535	26854
GSN_T	621420 Small Commercial	5350	2635	2490
GSN_T	621493 Small Commercial	41951	37081	19903
GSN_T	621498 Small Commercial	16468	17892	16262
GSN_T	621511 Small Commercial	20415	20754	18614
GSN_T	621512 Small Commercial	43123	42701	42650
GSN_T	621610 Small Commercial	8291	20023	25533
GSN_T	621910 Small Commercial	86064	115197	124831
GSN_T	621991 Small Commercial	41850	4077	0
GSN_T	621999 Small Commercial	13844	16728	22423
GSN_T	622110 Small Commercial	21152	20796	29610
GSN_T	622210 Small Commercial	29513	28197	30599
GSN_T	622310 Small Commercial	5685	13086	27966
GSN_T	623110 Small Commercial	32001	31700	34293
GSN_T	623210 Small Commercial	1943	3963	5081
GSN_T	623220 Small Commercial	59463	52121	46614
GSN_T	623311 Small Commercial	12472	16595	32343
GSN_T	623312 Small Commercial	65407	57637	63532
GSN_T	623990 Small Commercial	4755	2834	4118
GSN_T	624110 Small Commercial	63805	41650	43386
GSN_T	624110 Small Commercial	0	0	0
GSN_T	624120 Small Commercial	0	26654	46505
GSN_T	624190 Small Commercial	99717	93539	93539
GSN_T	624230 Small Commercial	23253	18863	18442
GSN_T	624310 Small Commercial	28817	26657	28299
GSN_T	624410 Small Commercial	218338	229188	234427
GSN_T	711110 Small Commercial	60883	63855	71792
GSN_T	711120 Small Commercial	1455	9027	7124
GSN_T	711211 Small Commercial	20705	23111	22549
GSN_T	711212 Small Commercial	3759	8913	8860
GSN_T	711219 Small Commercial	913	24	325

ITEM 11.2.**ATTACHMENT 5**

GSN_T	711310 Small Commercial	60862	51032	26731
GSN_T	711320 Small Commercial	9506	10859	14312
GSN_T	711510 Small Commercial	378	378	393
GSN_T	712190 Small Commercial	32627	78907	79903
GSN_T	713110 Small Commercial	169	228	1344
GSN_T	713120 Small Commercial	4600	8825	14050
GSN_T	713210 Small Commercial	18736	19659	20356
GSN_T	713940 Small Commercial	918171	891984	905482
GSN_T	713990 Small Commercial	337328	372034	398824
GSN_T	721110 Small Commercial	5852	43366	37373
GSN_T	721310 Small Commercial	68292	68249	67663
GSN_T	722110 Small Commercial	1052398	1056702	1188286
GSN_T	722211 Small Commercial	811956	729844	864622
GSN_T	722213 Small Commercial	120462	149452	189482
GSN_T	722320 Small Commercial	63277	70188	60933
GSN_T	722410 Small Commercial	191962	167605	144369
GSN_T	722511 Small Commercial	448466	526665	480252
GSN_T	722513 Small Commercial	89295	92931	109889
GSN_T	722515 Small Commercial	216634	254055	245113
GSN_T	811111 Small Commercial	1018778	1039484	1003048
GSN_T	811112 Small Commercial	36634	34878	36327
GSN_T	811113 Small Commercial	51469	53498	45216
GSN_T	811118 Small Commercial	36064	49779	38431
GSN_T	811121 Small Commercial	658940	646849	628952
GSN_T	811122 Small Commercial	51702	47011	44209
GSN_T	811191 Small Commercial	49760	48380	49939
GSN_T	811192 Small Commercial	151463	91906	95081
GSN_T	811198 Small Commercial	86173	100865	128219
GSN_T	811211 Small Commercial	96412	75796	76490
GSN_T	811212 Small Commercial	48895	24503	21713
GSN_T	811213 Small Commercial	10857	10920	27766
GSN_T	811219 Small Commercial	42421	36448	36858
GSN_T	811310 Small Commercial	56879	56088	61410
GSN_T	811411 Small Commercial	39094	62461	94102
GSN_T	811412 Small Commercial	113297	103952	105608
GSN_T	811420 Small Commercial	53731	46214	45421
GSN_T	811490 Small Commercial	40704	39423	38628
GSN_T	812111 Small Commercial	54871	48149	50260
GSN_T	812112 Small Commercial	324189	310730	309730
GSN_T	812113 Small Commercial	181375	176724	187626
GSN_T	812199 Small Commercial	53839	66194	79594
GSN_T	812310 Small Commercial	378459	369303	361402
GSN_T	812320 Small Commercial	43144	45861	42996
GSN_T	812331 Small Commercial	14272	15731	17278
GSN_T	812332 Small Commercial	222	6190	12399
GSN_T	812910 Small Commercial	62921	59663	33505
GSN_T	812930 Small Commercial	84726	67723	77256

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GSN_T	812931 Small Commercial	10913	10235	10525
GSN_T	812990 Small Commercial	223377	213052	208502
GSN_T	813110 Small Commercial	977868	916777	948483
GSN_T	813219 Small Commercial	7778	7769	7318
GSN_T	813319 Small Commercial	20212	20771	20003
GSN_T	813410 Small Commercial	10409	9547	9109
GSN_T	813910 Small Commercial	200244	186401	178958
GSN_T	813920 Small Commercial	97193	107765	114405
GSN_T	813930 Small Commercial	4023	9044	8350
GSN_T	813940 Small Commercial	9181	8266	8246
GSN_T	813990 Small Commercial	4167	8720	4543
GSN_T	814110 Small Commercial	6742	8785	16455
GSN_T	921190 Small Commercial	229060	148574	120882
GSN_T	922160 Small Commercial	97710	86191	73284
GSN_T	922610 Small Commercial	7883	7316	4900
GSN_T	922612 Small Commercial	9615	10086	10825
GSN_T	922700 Small Commercial	18082	16537	15657
GSN_T	923110 Small Commercial	104455	43963	57739
GSN_T	923130 Small Commercial	59139	52398	47832
GSN_T	923140 Small Commercial	58073	37502	33250
GSN_T	924120 Small Commercial	91667	99761	87525
GSN_T	925110 Small Commercial	479	502	2917
GSN_T	925120 Small Commercial	148510	128087	84272
GSN_T	925190 Small Commercial	0	0	0
GSN_T	926110 Small Commercial	32250	43711	42829
GSN_T	928110 Small Commercial	14382	39209	27025
GSN_T	928120 Small Commercial	23242	48218	42269
GSN_T	CB0000 Small Commercial	22298	21121	31665
GSN_T	RE1000 Small Commercial	32051	32268	39420
GSN_T	RE1100 Small Commercial	26507	17678	11409
GSP_S	485111 Industrial	189496	196309	204907
GSS_S	221311 Industrial	136805	93558	45735
GSS_S	447110 Industrial	282017	300465	292361
GSS_S	621210 Industrial	108007	105139	94996
GSS_S2	238150 Residential	6796	6048	5850
GSS_T	212312 Industrial	104098	182278	167847
GSS_T	213112 Industrial	111989	47885	98875
GSS_T	221310 Industrial	1017590	1109633	991671
GSS_T	221311 Industrial	3456035	3301545	2942271
GSS_T	221312 Industrial	164117	150906	233265
GSS_T	231543 Industrial	791004	894983	1084307
GSS_T	236210 Industrial	158070	146058	163118
GSS_T	236220 Industrial	708767	495044	570236
GSS_T	237110 Industrial	642941	731368	312317
GSS_T	237130 Industrial	140023	143922	150675
GSS_T	237210 Industrial	267883	257392	187278
GSS_T	238110 Industrial	216475	204046	175248

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GSS_T	238160 Industrial	264118	81637	74806
GSS_T	238210 Industrial	3660254	2346476	2381412
GSS_T	238220 Industrial	433276	494688	700200
GSS_T	238320 Industrial	123887	120365	126204
GSS_T	238330 Industrial	91874	84709	78775
GSS_T	238340 Industrial	254329	267724	259771
GSS_T	238350 Industrial	120528	120487	120585
GSS_T	238390 Industrial	376069	331460	358454
GSS_T	311212 Industrial	0	696	45871
GSS_T	311991 Industrial	126615	121260	116040
GSS_T	312120 Industrial	87786	97254	74604
GSS_T	322211 Industrial	277793	304226	330266
GSS_T	323110 Industrial	513736	669556	681933
GSS_T	323113 Industrial	156775	49428	52798
GSS_T	325620 Industrial	65297	84244	89714
GSS_T	326140 Industrial	160911	176405	177680
GSS_T	327320 Industrial	299687	395609	395231
GSS_T	331111 Industrial	141966	208303	216589
GSS_T	332322 Industrial	70844	86590	89053
GSS_T	332710 Industrial	403750	370138	401143
GSS_T	333294 Industrial	50193	66710	74956
GSS_T	333511 Industrial	636777	580995	645687
GSS_T	333921 Industrial	1070533	1030754	1080092
GSS_T	333992 Industrial	176417	196773	206294
GSS_T	333999 Industrial	794431	728398	526802
GSS_T	334111 Industrial	328533	398891	422873
GSS_T	334413 Industrial	324031	317083	369016
GSS_T	334515 Industrial	53826	149191	154348
GSS_T	335122 Industrial	0	4772	75397
GSS_T	335929 Industrial	439975	462690	513089
GSS_T	336111 Industrial	129241	126662	134036
GSS_T	336413 Industrial	85529	92377	111250
GSS_T	336415 Industrial	2236271	2201485	2092727
GSS_T	337110 Industrial	340036	339374	364863
GSS_T	337124 Industrial	92328	85013	85547
GSS_T	337127 Industrial	113397	132012	161982
GSS_T	339113 Industrial	2002935	1652560	1603873
GSS_T	339115 Industrial	134126	132771	125207
GSS_T	423110 Industrial	1657	1292	0
GSS_T	423120 Industrial	271722	266764	268812
GSS_T	423140 Industrial	89621	94225	65493
GSS_T	423210 Industrial	44484	124254	20038
GSS_T	423320 Industrial	133995	120801	105140
GSS_T	423440 Industrial	180988	159972	147500
GSS_T	423450 Industrial	350491	347691	381331
GSS_T	423620 Industrial	109934	119736	116434
GSS_T	423690 Industrial	146006	146369	132856

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GSS_T	423720 Industrial	0	39869	60339
GSS_T	423930 Industrial	701527	832697	755121
GSS_T	423990 Industrial	240744	204694	153071
GSS_T	424410 Industrial	1040949	858899	1517866
GSS_T	424490 Industrial	561333	472093	545866
GSS_T	424820 Industrial	24381	0	0
GSS_T	425110 Industrial	199987	233566	272722
GSS_T	425120 Industrial	401390	377806	361395
GSS_T	441110 Industrial	156927	143138	149733
GSS_T	441120 Industrial	225930	206800	265154
GSS_T	441210 Industrial	233407	241199	250124
GSS_T	441310 Industrial	705833	685065	610298
GSS_T	441320 Industrial	275991	244771	232568
GSS_T	442110 Industrial	1748110	1829858	1655876
GSS_T	442210 Industrial	201587	191837	129970
GSS_T	442291 Industrial	239163	196553	200098
GSS_T	443112 Industrial	95812	92193	101645
GSS_T	444110 Industrial	1012170	979276	953776
GSS_T	444130 Industrial	1574831	1127511	1178175
GSS_T	444190 Industrial	1370113	1320724	1327420
GSS_T	445110 Industrial	3450691	3616346	3759120
GSS_T	445120 Industrial	825047	832526	829635
GSS_T	445310 Industrial	395384	382455	389574
GSS_T	446110 Industrial	745634	726625	697964
GSS_T	446120 Industrial	0	0	0
GSS_T	446130 Industrial	197040	162589	190413
GSS_T	447110 Industrial	2724120	2976037	2927432
GSS_T	447190 Industrial	122317	123201	120331
GSS_T	448140 Industrial	589794	588331	584033
GSS_T	448190 Industrial	80822	74510	77583
GSS_T	448210 Industrial	145374	161543	160926
GSS_T	451110 Industrial	314211	276024	277108
GSS_T	451120 Industrial	300944	284548	304037
GSS_T	452110 Industrial	373225	354672	356554
GSS_T	452111 Industrial	192955	159799	113509
GSS_T	452311 Industrial	56019	0	0
GSS_T	452319 Industrial	997251	985134	1004523
GSS_T	452990 Industrial	326102	316965	332698
GSS_T	453210 Industrial	1640663	1561166	1589043
GSS_T	453220 Industrial	123682	114119	114554
GSS_T	453310 Industrial	989738	971723	976392
GSS_T	453910 Industrial	634120	630149	625409
GSS_T	453998 Industrial	343100	302388	307470
GSS_T	454111 Industrial	347344	329517	311686
GSS_T	482111 Industrial	130026	132240	127148
GSS_T	486110 Industrial	493510	492021	460378
GSS_T	492110 Industrial	308238	313610	336936

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GSS_T	493110 Industrial	1000921	1061773	1276659
GSS_T	493190 Industrial	65027	56331	62779
GSS_T	517110 Industrial	891822	944546	944173
GSS_T	517212 Industrial	281223	274933	329504
GSS_T	518111 Industrial	1129605	1099128	1318148
GSS_T	518210 Industrial	0	0	0
GSS_T	522110 Industrial	238481	237722	192924
GSS_T	522120 Industrial	0	0	43738
GSS_T	522130 Industrial	102150	104456	101340
GSS_T	522292 Industrial	552838	486541	547473
GSS_T	522298 Industrial	827987	772179	797804
GSS_T	524114 Industrial	1994497	1855650	1797480
GSS_T	524126 Industrial	1749828	1787307	1962768
GSS_T	524210 Industrial	284825	225232	275296
GSS_T	531110 Industrial	175878	209965	192885
GSS_T	531120 Industrial	12138064	11025858	11836159
GSS_T	531123 Industrial	2788503	2361291	2262284
GSS_T	531130 Industrial	109524	149074	280168
GSS_T	531190 Industrial	775846	936036	980102
GSS_T	531191 Industrial	11215036	10149657	9762527
GSS_T	531210 Industrial	2260840	1833506	1771474
GSS_T	531312 Industrial	2904988	2461763	2359888
GSS_T	533110 Industrial	1054	100803	119487
GSS_T	541219 Industrial	334224	431647	332706
GSS_T	541310 Industrial	74079	75031	77668
GSS_T	541380 Industrial	624576	616697	623341
GSS_T	541420 Industrial	501629	625865	535995
GSS_T	541512 Industrial	2016790	2011528	2002972
GSS_T	541513 Industrial	513731	488016	477350
GSS_T	541611 Industrial	498523	154742	128650
GSS_T	541620 Industrial	104314	104826	118054
GSS_T	541710 Industrial	920396	833422	0
GSS_T	541715 Industrial	87832	401963	413269
GSS_T	541850 Industrial	361252	360152	383348
GSS_T	541940 Industrial	842775	797515	801116
GSS_T	551114 Industrial	2463681	2456201	2157139
GSS_T	561110 Industrial	1278551	1412517	1427738
GSS_T	561599 Industrial	119942	116120	112939
GSS_T	561612 Industrial	73025	63938	0
GSS_T	561621 Industrial	90264	100727	103376
GSS_T	561990 Industrial	102978	94743	86154
GSS_T	562111 Industrial	205026	185907	188777
GSS_T	562910 Industrial	1526806	1705044	1555648
GSS_T	611110 Industrial	117808	106298	98738
GSS_T	611117 Industrial	93566	74716	67718
GSS_T	611310 Industrial	1048825	1041880	998874
GSS_T	611513 Industrial	373988	357604	353266

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GSS_T	611519 Industrial	70173	71889	70530
GSS_T	611620 Industrial	340897	354252	203149
GSS_T	611710 Industrial	43965	39391	53804
GSS_T	621111 Industrial	1028490	942642	1450253
GSS_T	621112 Industrial	88080	93469	80612
GSS_T	621210 Industrial	960459	945367	978627
GSS_T	621320 Industrial	129327	115131	100375
GSS_T	621420 Industrial	46504	90614	79413
GSS_T	621491 Industrial	991259	1247305	1128898
GSS_T	621492 Industrial	461069	439568	446093
GSS_T	621493 Industrial	70702	74598	68710
GSS_T	621511 Industrial	20984	43700	56139
GSS_T	621610 Industrial	79548	71062	63547
GSS_T	621991 Industrial	1451260	1445958	1428712
GSS_T	622110 Industrial	452017	625292	772404
GSS_T	623312 Industrial	371169	356921	358790
GSS_T	624110 Industrial	412022	409401	418809
GSS_T	624120 Industrial	88298	37737	0
GSS_T	624190 Industrial	174869	119855	76479
GSS_T	624229 Industrial	120397	114730	109140
GSS_T	624230 Industrial	733444	670176	605301
GSS_T	624410 Industrial	645147	562641	602714
GSS_T	6321 Industrial	530943	500087	496234
GSS_T	711310 Industrial	149964	31811	56626
GSS_T	712190 Industrial	108778	105997	97147
GSS_T	713940 Industrial	2121158	1967663	1957554
GSS_T	713990 Industrial	994271	892758	995855
GSS_T	721110 Industrial	9323467	9058203	9135864
GSS_T	722110 Industrial	5306021	5274823	5451218
GSS_T	722211 Industrial	7835653	7634176	7538225
GSS_T	722213 Industrial	679449	692946	724155
GSS_T	722410 Industrial	260964	275712	288116
GSS_T	722511 Industrial	716042	634593	627290
GSS_T	722513 Industrial	380422	378769	310384
GSS_T	722515 Industrial	0	0	0
GSS_T	811111 Industrial	249746	239674	250160
GSS_T	811118 Industrial	80067	87276	86658
GSS_T	811121 Industrial	442343	424635	480460
GSS_T	811191 Industrial	25844	66707	91414
GSS_T	811192 Industrial	439815	424074	448480
GSS_T	811198 Industrial	108355	88156	14776
GSS_T	811310 Industrial	768989	751206	717672
GSS_T	811411 Industrial	228464	192934	107498
GSS_T	812112 Industrial	252256	225505	227088
GSS_T	812199 Industrial	97014	92797	106418
GSS_T	812910 Industrial	0	0	343387
GSS_T	812990 Industrial	405876	401214	389144

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GSS_T	813110 Industrial	944194	783335	749726
GSS_T	813211 Industrial	105564	128928	104132
GSS_T	813312 Industrial	118910	110239	103967
GSS_T	813410 Industrial	219798	229112	226810
GSS_T	813930 Industrial	70725	66626	81060
GSS_T	813990 Industrial	396418	380480	301030
GSS_T	921110 Industrial	109500	103627	108623
GSS_T	921190 Industrial	0	0	19743
GSS_T	922160 Industrial	316628	310358	310650
GSS_T	923110 Industrial	84799	78675	79760
GSS_T	923130 Industrial	987752	880832	1097162
GSS_T	923140 Industrial	287984	332172	296730
GSS_T	924120 Industrial	422431	425789	425669
GSS_T	925120 Industrial	247854	224694	192157
GSS_T	926130 Industrial	119223	109879	112254
GSS_T	928110 Industrial	811958	756090	777341
GUP_L	237310 Industrial	1466948	2151134	2081658
GUP_L	334220 Industrial	11306931	11125874	11301111
GUP_L	622110 Industrial	11403994	11123402	11087453
GUP_S	231543 Small Commercial	372412	378268	355235
GUP_S	238350 Small Commercial	117534	137879	131239
GUS_L	517110 Industrial	25241986	26294503	25071147
GUS_L	518210 Industrial	11388658	10614769	10965469
GUS_L	541219 Industrial	7794949	7384352	6987803
GUS_M	221311 Industrial	0	0	0
GUS_M	333511 Industrial	2596030	2952651	3171527
GUS_M	444130 Industrial	3017343	3284155	3213661
GUS_M	452110 Industrial	3115636	3101663	3064490
GUS_M	452910 Industrial	3508160	3421581	3361429
GUS_M	518210 Industrial	9958414	7946139	6570023
GUS_M	531120 Industrial	2163710	1990490	2000548
GUS_M	531123 Industrial	2237463	2170080	2108078
GUS_M	531210 Industrial	4116028	4194180	4255389
GUS_M	541513 Industrial	0	3830725	5963409
GUS_M	721110 Industrial	3257778	3185458	3164018
GUS_S	221312 Industrial	3254468	2513009	83670
GUS_S	333515 Industrial	1243817	1296842	1268216
GUS_S	333999 Industrial	1475060	1444163	1550920
GUS_S	444110 Industrial	1997970	1855443	1480645
GUS_S	445110 Industrial	4605501	4496218	4353874
GUS_S	452990 Industrial	1415712	1193837	1228824
GUS_S	454113 Industrial	903312	1069684	459478
GUS_S	517110 Industrial	5893635	5369223	5407324
GUS_S	518210 Industrial	5031770	4878319	4291244
GUS_S	522120 Industrial	868596	842469	541593
GUS_S	522298 Industrial	1281235	1194552	1227531
GUS_S	524114 Industrial	4968571	4519954	2789143

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GUS_S	524126	Industrial	1289784	1274887	1188913
GUS_S	531120	Industrial	4270984	6589411	5299775
GUS_S	531123	Industrial	2345157	2328337	2336490
GUS_S	531190	Industrial	1748482	1331808	1417912
GUS_S	531191	Industrial	1716220	1458916	0
GUS_S	531210	Industrial	3025821	2810957	2832958
GUS_S	541513	Industrial	7645204	4994500	3523321
GUS_S	551114	Industrial	2454004	2291497	1995537
GUS_S	561110	Industrial	1033639	1014498	1019124
GUS_S	611110	Industrial	608735	563684	580863
GUS_S	611310	Industrial	460142	787977	1147594
GUS_S	621111	Industrial	1482797	1147484	596877
GUS_S	621491	Industrial	1073896	502257	0
GUS_S	622110	Industrial	2185460	2271710	2293626
GUS_S	624110	Industrial	604266	569701	635255
GUS_S	921130	Industrial	1535887	1427271	1471320
NLGT	922612	Residential	104	0	0
RF01	RE1100	Residential	493931	519348	1167133
RF01	RE1200	Residential	64357	102966	555755
RF01	RE1300	Residential	0	0	349
RF01_E	RE1100	Residential	93792	108167	132092
RF01_E	RE1200	Residential	38817	65508	141343
RF01_E	RE1300	Residential	0	0	2568
RF01_EL	RE1100	Residential	12057	11572	12730
RF01_EL	RE1200	Residential	2446	8988	12601
RF01_L	RE1100	Residential	16431	43745	47990
RF01_L	RE1200	Residential	0	0	2831
RPEV_1	RE1100	Residential	7282	0	0
RSC	RE1100	Residential	614846	553985	544273
RSC	RE1200	Residential	409593	364402	359490
RSCH	RE1100	Residential	750148	425714	215690
RSCH	RE1200	Residential	95196	46629	30736
RSCH_E	RE1100	Residential	63716	35203	29870
RSCH_E	RE1200	Residential	41095	31420	30299
RSCH_E_SP	RE1200	Residential	7026	5972	5472
RSCH_L	RE1100	Residential	23535	18891	9149
RSCH_SP	RE1200	Residential	2025	2037	1970
RSC_11	RE1200	Residential	16340	15441	15441
RSC_12	RE1200	Residential	12359	3645	6565
RSC_13	RE1200	Residential	9890	8480	10001
RSC_E	RE1100	Residential	85992	82943	83789
RSC_E	RE1200	Residential	77251	71387	64742
RSC_L	RE1100	Residential	45525	45168	32726
RSC_L	RE1200	Residential	9118	6019	5290
RSE	RE1100	Residential	2889678	2511796	2350599
RSE	RE1200	Residential	11291765	10089535	9710917
RSEH	RE1100	Residential	4201069	2767401	1829625

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RSEH	RE1200	Residential	9272876	7624550	6047980
RSEH_E	RE1100	Residential	1077701	821695	689083
RSEH_E	RE1200	Residential	4031315	3008042	2357076
RSEH_EL	RE1100	Residential	36641	21011	16032
RSEH_EL	RE1200	Residential	142134	92420	44763
RSEH_E_SP	RE1100	Residential	9269	4556	1872
RSEH_E_SP	RE1200	Residential	67806	39129	39172
RSEH_L	RE1100	Residential	52326	19057	6422
RSEH_L	RE1200	Residential	51329	38953	26412
RSEH_SP	RE1100	Residential	27191	5372	6752
RSEH_SP	RE1200	Residential	74041	56666	63852
RSE_1	RE1100	Residential	20516	19598	21889
RSE_1	RE1200	Residential	6204	5493	4934
RSE_11	RE1100	Residential	52417	50016	48412
RSE_11	RE1200	Residential	128833	111994	105833
RSE_12	RE1100	Residential	58506	35883	21904
RSE_12	RE1200	Residential	235384	207755	212788
RSE_3	RE1100	Residential	4381	6539	9928
RSE_E	RE1100	Residential	708451	596304	520909
RSE_E	RE1200	Residential	2147656	1891976	1838597
RSE_E1	RE1200	Residential	9167	8111	8182
RSE_E11	RE1200	Residential	2840	2634	2546
RSE_E12	RE1100	Residential	7080	9678	10507
RSE_E12	RE1200	Residential	77205	69201	72977
RSE_EL	RE1100	Residential	18795	17523	17300
RSE_EL	RE1200	Residential	50871	34211	37537
RSE_EL12	RE1200	Residential	8442	6597	7139
RSE_L	RE1100	Residential	60265	36103	20583
RSE_L	RE1200	Residential	1857	0	8598
RSE_L11	RE1200	Residential	7328	4013	0
RSG	623110	Residential	1622	0	0
RSG	623220	Residential	9703	9085	6534
RSG	RE1100	Residential	14498736	12711197	12106702
RSG	RE1200	Residential	12153857	10704562	10062117
RSG	RE1300	Residential	33568	29483	27961
RSGH	623312	Residential	26640	14570	13982
RSGH	RE1000	Residential	0	20921	21972
RSGH	RE1100	Residential	23227698	17066400	13375153
RSGH	RE1200	Residential	10757534	8905416	7110974
RSGH	RE1300	Residential	103800	56344	14082
RSGH_E	RE1100	Residential	3295593	2405477	1953274
RSGH_E	RE1200	Residential	2952080	2393089	2001777
RSGH_E	RE1300	Residential	52152	30381	3592
RSGH_EL	RE1100	Residential	181880	94617	70720
RSGH_EL	RE1200	Residential	96762	98682	96247
RSGH_E_SP	RE1100	Residential	9483	9598	8203
RSGH_E_SP	RE1200	Residential	38327	31051	42647

ITEM 11.2.

ATTACHMENT 5

RSGH_L	236115	Residential	931	1255	901
RSGH_L	RE1100	Residential	367144	212069	151989
RSGH_L	RE1200	Residential	49313	44393	17977
RSGH_SP	RE1100	Residential	65009	39459	33414
RSGH_SP	RE1200	Residential	70592	70011	58090
RSG_1	RE1100	Residential	94209	88589	69603
RSG_1	RE1200	Residential	80296	76854	78248
RSG_11	RE1100	Residential	186620	146051	96764
RSG_11	RE1200	Residential	74519	49416	39539
RSG_12	RE1100	Residential	414063	363218	318830
RSG_12	RE1200	Residential	289442	219901	202011
RSG_2	RE1100	Residential	20276	18998	10731
RSG_E	RE1100	Residential	2514102	2262387	2137890
RSG_E	RE1200	Residential	2592331	2279914	2191453
RSG_E	RE1300	Residential	7171	4311	4606
RSG_E1	RE1100	Residential	12799	11937	12335
RSG_E1	RE1200	Residential	11290	9635	10125
RSG_E11	RE1100	Residential	8199	8764	8777
RSG_E11	RE1200	Residential	11951	10343	11948
RSG_E12	RE1100	Residential	12523	11012	10027
RSG_E12	RE1200	Residential	44227	25491	23195
RSG_E2	RE1100	Residential	9903	7850	6712
RSG_EL	RE1100	Residential	174513	121224	95487
RSG_EL	RE1200	Residential	87877	70189	60494
RSG_L	RE1100	Residential	216105	188749	171929
RSG_L	RE1200	Residential	44222	43763	45063
RSG_L11	RE1100	Residential	8471	9543	8273
RSG_L12	RE1100	Residential	4577	0	0
RSMM	RE2300	Residential	4380803	4143636	4274527
RT01	RE1100	Residential	1280740	1287599	1265712
RT01	RE1200	Residential	1141	1251	267
RT01_E	RE1100	Residential	87357	71222	47301
RT01_EL	RE1100	Residential	12062	12435	13643
RT01_L	RE1100	Residential	13877	13708	14359
RT02	RE1000	Residential	0	764	13450
RT02	RE1100	Residential	68170030	70261760	75805666
RT02	RE1200	Residential	11169732	14270074	19078626
RT02	RE1300	Residential	104283	129588	142473
RT02_E	RE1100	Residential	8243165	8706995	9418525
RT02_E	RE1200	Residential	4836942	5893302	6831249
RT02_E	RE1300	Residential	41911	36865	34621
RT02_EL	RE1100	Residential	614298	617644	605847
RT02_EL	RE1200	Residential	359531	368168	429468
RT02_EL	RE1300	Residential	5899	4606	4439
RT02_L	RE1100	Residential	1898730	1883054	1867707
RT02_L	RE1200	Residential	205120	210203	231966
RT02_L	RE1300	Residential	22275	19820	21012

ITEM 11.2.**ATTACHMENT 5**

RTG5	RE1100	Residential	8828	8155	7820
RTT	RE1100	Residential	0	0	5949
RWCH	RE1100	Residential	0	59	1094
RWE	RE1100	Residential	17729	16604	15236
RWEH	RE1100	Residential	13391	13891	17200
RWEH_E	RE1100	Residential	2919	7155	15662
RWE_E	RE1100	Residential	11138	5897	0
RWG	RE1100	Residential	49894	36185	33699
RWGH	RE1100	Residential	41178	31095	19886
RWGH_E	RE1100	Residential	1758	3283	0
RWG_E	RE1100	Residential	29554	16730	13279
SL_COM_M	221312	Street Lighting	13970	13238	13449
SL_COM_M	925190	Street Lighting	33900	36382	36679
SL_COM_M	925190	Street Lighting	24315	30505	67134
TS	237310	Traffic Signals	1726	1613	1853
TS	922610	Traffic Signals	56162	55461	54724
TS	922610	Traffic Signals	150259	154174	154466
TS	925190	Traffic Signals	18994	18416	18553
TS	925190	Traffic Signals	60522	64225	71936

Generator Activity Data

Source: SNAQMD

COMPANY	PO	POSTatus	DescriptSpec	Descript	Sno	Street	Cty/locat	Ziplocat	HP	Apprecd	ADDRESS	CITYMAIL	STATE ZIP	ACIssued	IssueDate	CancelledDate	FuelRate gal/mwh	Hour/year	Fuel Use gal/year
ARJOET RCKETEYNE, INC.	10228	PO-CANCELLED	IC ENGINE STANDBY - GENERATOR	IC ENGINE COMPRESSION-STANDBY	2001	ARJOET RD	RANCHO CORDOVA	95742	50	12/29/1991	PO BOX 13222	SACRAMENTO	CA 95813-0000	1/21/1992	3/22/1993	6/18/2020	4.01	9.75	39,0975
VERIZON WIRELESS	22505	ACTIVE	IC ENGINE STANDBY - GENERATOR	IC ENGINE COMPRESSION-STANDBY	12840	FOLSON BLVD	RANCHO CORDOVA	95742	80	6/12/2010	295 PARKSHORE DRIVE	FOLSON	CA 95620	6/2/2010	7/7/2011		4.01	9.75	39,0975
VERIZON WIRELESS	22528	ACTIVE	IC ENGINE STANDBY - GENERATOR	IC ENGINE COMPRESSION-STANDBY	1281	"C" FITZGERALD RD	RANCHO CORDOVA	95742	80	5/2/2008	295 PARKSHORE DRIVE	FOLSON	CA 95620	10/22/2010	7/28/2011		4.6	9.75	44.85
ENTERCOM SACRAMENTO	22796	ACTIVE	IC ENGINE STANDBY - GENERATOR	IC ENGINE COMPRESSION-STANDBY	13125	WHITE ROCK RD	RANCHO CORDOVA	95742	88	11/25/2009	5385 MADISON AVE	SACRAMENTO	CA 95841	12/14/2010	8/4/2011		5.1	9.75	49,725
AMNAC FINE CHEMICALS	18981	ACTIVE	IC ENGINE STANDBY - GENERATOR	IC ENGINE COMPRESSION-STANDBY	11817	TRANS CENTER DR	RANCHO CORDOVA	95700	91.3	11/20/2005	P.O. BOX 1718	RANCHO CORDOVA	CA 95741	1/25/2006			5.1	6.7	34.17
AMNAC FINE CHEMICALS	18905	ACTIVE	IC ENGINE STANDBY - GENERATOR	IC ENGINE COMPRESSION-STANDBY	11817	TRANS CENTER DR	RANCHO CORDOVA	95700	96	11/25/2005	P.O. BOX 1718	RANCHO CORDOVA	CA 95741	1/25/2006			5.1	6.9	35.19
CONTRACTORS WAREHOUSE	19390	ACTIVE	IC ENGINE STANDBY - GENERATOR	IC ENGINE COMPRESSION-STANDBY	10080	MILLS STATION RD	RANCHO CORDOVA	95827	96	6/12/2006	1895 ELIERA RD	ROSELVILLE	CA 95660	6/17/2006	6/26/2006		4.8	9.75	46.8
VERIZON WIRELESS	18861	ACTIVE	IC ENGINE STANDBY - GENERATOR	IC ENGINE COMPRESSION-STANDBY	11817	TRANS CENTER DR	RANCHO CORDOVA	95700	96	10/25/2005	295 PARKSHORE DRIVE	FOLSON	CA 95620	11/26/2005	1/26/2006		5.2	9.75	50.7
VERIZON WIRELESS	20058	ACTIVE	IC ENGINE STANDBY - GENERATOR	IC ENGINE COMPRESSION-STANDBY	1239	CHASE DR	RANCHO CORDOVA	95700	96	12/19/2006	295 PARKSHORE DRIVE	FOLSON	CA 95620	4/27/2007	5/15/2009		5.2	9.75	50.7
VERIZON WIRELESS	20096	ACTIVE	IC ENGINE STANDBY - GENERATOR	IC ENGINE COMPRESSION-STANDBY	1347	QUICKSILVER DR	RANCHO CORDOVA	95700	96	1/18/2007	115 PARKSHORE DRIVE	FOLSON	CA 95620	1/23/2007	9/12/2007		5.2	9.75	50.7
VERIZON WIRELESS	21294	ACTIVE	IC ENGINE STANDBY - GENERATOR	IC ENGINE COMPRESSION-STANDBY	12525	QUICKSILVER DR	RANCHO CORDOVA	95742	96	7/11/2008	295 PARKSHORE DRIVE	FOLSON	CA 95620	8/26/2008	3/26/2009		5	9.75	48.75
AMNAC FINE CHEMICALS	22323	PO-CANCELLED	IC ENGINE STANDBY - GENERATOR	IC ENGINE COMPRESSION-STANDBY	1059	1059/2002 P.O. BOX 1718	RANCHO CORDOVA	95700	109	2/19/2002	P.O. BOX 1718	RANCHO CORDOVA	CA 95741	10/19/2012	5/23/2013	11/30/2019	6	9.75	58.5
FIRST COVENANT CHURCH	10111	ACTIVE	IC ENGINE STANDBY - GENERATOR	IC ENGINE COMPRESSION-STANDBY	10933	PROGRESS CT	RANCHO CORDOVA	95670	128	1/29/2007	P.O. BOX 73480	SACRAMENTO	CA 95670	3/31/2007	6/20/2007		6	9.75	58.5
HOME DEPOT (C/O 3C COMPANY) #052	14307	ACTIVE	IC ENGINE STANDBY - PUMP - FIRE	IC ENGINE COMPRESSION-STANDBY	2756	SUNRISE BLVD	RANCHO CORDOVA	95670	130	10/1/1997	3207 GREY HAWK CT., SUITE 200	CARLSBAD	CA 92010	12/7/1997	3/26/1998		6	25.8	154.8
ARJOET RCKETEYNE, INC.	10426	ACTIVE	IC ENGINE STANDBY - GENERATOR	IC ENGINE COMPRESSION-STANDBY	2001	ARJOET RD	RANCHO CORDOVA	95742	134	3/5/1992	PO BOX 13222	SACRAMENTO	CA 95813-0000	3/5/1992	3/21/1993		6	3.9	23.4
ARJOET RCKETEYNE, INC.	10489	PO-CANCELLED	IC ENGINE STANDBY - PUMP - FIRE	IC ENGINE COMPRESSION-STANDBY	2001	ARJOET RD	RANCHO CORDOVA	95742	152	3/5/1992	PO BOX 13222	SACRAMENTO	CA 95813-0000	3/5/1992	4/9/1993	8/9/2019	6	3.9	23.4
ARJOET RCKETEYNE, INC.	10440	PO-CANCELLED	IC ENGINE STANDBY - PUMP - FIRE	IC ENGINE COMPRESSION-STANDBY	2001	ARJOET RD	RANCHO CORDOVA	95742	152	3/5/1992	PO BOX 13222	SACRAMENTO	CA 95813-0000	3/5/1992	3/21/1993	8/9/2019	6	3.9	23.4
ARJOET RCKETEYNE, INC.	18759	PO-CANCELLED	IC ENGINE STANDBY - GENERATOR	IC ENGINE COMPRESSION-STANDBY	1253	CHRISTANTHY BLVD	RANCHO CORDOVA	95742	153	9/12/2006	PO BOX 13222	SACRAMENTO	CA 95813-0000	11/21/2006			5.1	11.2	57.12
SACRAMENTO AREA SEWER DISTRICT (SASD)	24271	ACTIVE	IC ENGINE STANDBY - GENERATOR	IC ENGINE COMPRESSION-STANDBY	11278	CHRISTANTHY BLVD	RANCHO CORDOVA	95742	157.5	5/29/2004	10060 GOTTIE RD	SACRAMENTO	CA 95827	6/18/2014			7.9	22.6	178.54
CONSUENT STATE AND LOCAL SOLUTIONS INC.	26139	ACTIVE	IC ENGINE STANDBY	IC ENGINE COMPRESSION-AG	10380	PETER A MCCLENN BLVD	RANCHO CORDOVA	95655	158	4/19/2008	10380 PETER A. MCCLENN BLVD	RANCHO CORDOVA	CA 95655	4/19/2009			8.2	9.75	79.95
CUSO AQUATIC CENTER	17661	ACTIVE	IC ENGINE STANDBY - GENERATOR	IC ENGINE COMPRESSION-STANDBY	1351	HADLI AVE	RANCHO CORDOVA	95670	160	4/12/2004	1801 HADLI AVE	RANCHO CORDOVA	CA 95670	4/22/2004	11/20/2004		9.9	9.75	96.325
VERIZON WIRELESS	17092	ACTIVE	IC ENGINE STANDBY - GENERATOR	IC ENGINE COMPRESSION-STANDBY	1707	CHASE DR WEST END	RANCHO CORDOVA	95700	177	5/4/2003	8521 LAGUNA STATION ROAD	ELK GROVE	CA 95758	8/5/2003	7/6/2004		9.9	2	19.8
14631	ACTIVE	IC ENGINE STANDBY - GENERATOR	IC ENGINE COMPRESSION-STANDBY	1949	N. MATTHEW DR	RANCHO CORDOVA	95670	197	1/4/2013	3913 S. ST. 1250	SACRAMENTO	CA 95814	12/2/2015	5/28/2015		9.9	9.75	96.325	
STATE OF CALIF FISH & GAME-AMERICAN VETER HATCHERY	25456	ACTIVE	IC ENGINE STANDBY - GENERATOR	IC ENGINE COMPRESSION-STANDBY	2101	NIMBUS RD	RANCHO CORDOVA	95670	208	9/8/2017	2101 NIMBUS RD	RANCHO CORDOVA	CA 95670	12/14/2017	7/30/2018		10.3	8.6	88.58
ARJOET RCKETEYNE, INC.	23613	ACTIVE	IC ENGINE STANDBY - GENERATOR	IC ENGINE COMPRESSION-STANDBY	2001	ARJOET RD	RANCHO CORDOVA	95742	217	11/21/2012	PO BOX 13222	SACRAMENTO	CA 95813-0000	4/10/2013	9/12/2014		11.7	58.3	682.11
ARJOET RCKETEYNE, INC.	23851	ACTIVE	IC ENGINE STANDBY - GENERATOR	IC ENGINE COMPRESSION-STANDBY	2001	ARJOET RD	RANCHO CORDOVA	95742	230	1/24/2011	PO BOX 13222	SACRAMENTO	CA 95813-0000	5/6/2011	1/12/2013		11.7	62.2	661.74
SACRAMENTO AREA SEWER DISTRICT (SASD)	24271	ACTIVE	IC ENGINE STANDBY - GENERATOR	IC ENGINE COMPRESSION-STANDBY	11278	CHRISTANTHY BLVD	RANCHO CORDOVA	95742	157.5	5/29/2004	10060 GOTTIE RD	SACRAMENTO	CA 95827	6/18/2014			7.9	22.6	178.54
CONSUENT STATE AND LOCAL SOLUTIONS INC.	26139	ACTIVE	IC ENGINE STANDBY	IC ENGINE COMPRESSION-AG	10380	PETER A MCCLENN BLVD	RANCHO CORDOVA	95655	158	4/19/2008	10380 PETER A. MCCLENN BLVD	RANCHO CORDOVA	CA 95655	4/19/2009			8.2	9.75	79.95
CUSO AQUATIC CENTER	17661	ACTIVE	IC ENGINE STANDBY - GENERATOR	IC ENGINE COMPRESSION-STANDBY	1351	HADLI AVE	RANCHO CORDOVA	95670	160	4/12/2004	1801 HADLI AVE	RANCHO CORDOVA	CA 95670	4/22/2004	11/20/2004		9.9	9.75	96.325
VERIZON WIRELESS	17092	ACTIVE	IC ENGINE STANDBY - GENERATOR	IC ENGINE COMPRESSION-STANDBY	1707	CHASE DR WEST END	RANCHO CORDOVA	95700	177	5/4/2003	8521 LAGUNA STATION ROAD	ELK GROVE	CA 95758	8/5/2003	7/6/2004		9.9	2	19.8
14631	ACTIVE	IC ENGINE STANDBY - GENERATOR	IC ENGINE COMPRESSION-STANDBY	1949	N. MATTHEW DR	RANCHO CORDOVA	95670	197	1/4/2013	3913 S. ST. 1250	SACRAMENTO	CA 95814	12/2/2015	5/28/2015		9.9	9.75	96.325	
STATE OF CALIF FISH & GAME-AMERICAN VETER HATCHERY	25456	ACTIVE	IC ENGINE STANDBY - GENERATOR	IC ENGINE COMPRESSION-STANDBY	2101	NIMBUS RD	RANCHO CORDOVA	95670	208	9/8/2017	2101 NIMBUS RD	RANCHO CORDOVA	CA 95670	12/14/2017	7/30/2018		10.3	8.6	88.58
ARJOET RCKETEYNE, INC.	23613	ACTIVE	IC ENGINE STANDBY - GENERATOR	IC ENGINE COMPRESSION-STANDBY	2001	ARJOET RD	RANCHO CORDOVA	95742	217	11/21/2012	PO BOX 13222	SACRAMENTO	CA 95813-0000	4/10/2013	9/12/2014		11.7	58.3	682.11
ARJOET RCKETEYNE, INC.	23851	ACTIVE	IC ENGINE STANDBY - GENERATOR	IC ENGINE COMPRESSION-STANDBY	2001	ARJOET RD	RANCHO CORDOVA	95742	230	1/24/2011	PO BOX 13222	SACRAMENTO	CA 95813-0000	5/6/2011	1/12/2013		11.7	62.2	661.74
SACRAMENTO AREA SEWER DISTRICT (SASD)	24271	ACTIVE	IC ENGINE STANDBY - GENERATOR	IC ENGINE COMPRESSION-STANDBY	11278	CHRISTANTHY BLVD	RANCHO CORDOVA	95742	157.5	5/29/2004	10060 GOTTIE RD	SACRAMENTO	CA 95827	6/18/2014			7.9	22.6	178.54
CONSUENT STATE AND LOCAL SOLUTIONS INC.	26139	ACTIVE	IC ENGINE STANDBY	IC ENGINE COMPRESSION-AG	10380	PETER A MCCLENN BLVD	RANCHO CORDOVA	95655	158	4/19/2008	10380 PETER A. MCCLENN BLVD	RANCHO CORDOVA	CA 95655	4/19/2009			8.2	9.75	79.95
CUSO AQUATIC CENTER	17661	ACTIVE	IC ENGINE STANDBY - GENERATOR	IC ENGINE COMPRESSION-STANDBY	1351	HADLI AVE	RANCHO CORDOVA	95670	160	4/12/2004	1801 HADLI AVE	RANCHO CORDOVA	CA 95670	4/22/2004	11/20/2004		9.9	9.75	96.325
VERIZON WIRELESS	17092	ACTIVE	IC ENGINE STANDBY - GENERATOR	IC ENGINE COMPRESSION-STANDBY	1707	CHASE DR WEST END	RANCHO CORDOVA	95700	177	5/4/2003	8521 LAGUNA STATION ROAD	ELK GROVE	CA 95758	8/5/2003	7/6/2004		9.9	2	19.8
14631	ACTIVE	IC ENGINE STANDBY - GENERATOR	IC ENGINE COMPRESSION-STANDBY	1949	N. MATTHEW DR	RANCHO CORDOVA	95670	197	1/4/2013	3913 S. ST. 1250	SACRAMENTO	CA 95814	12/2/2015	5/28/2015		9.9	9.75	96.325	
STATE OF CALIF FISH & GAME-AMERICAN VETER HATCHERY	25456	ACTIVE	IC ENGINE STANDBY - GENERATOR	IC ENGINE COMPRESSION-STANDBY	2101	NIMBUS RD	RANCHO CORDOVA	95670	208	9/8/2017	2101 NIMBUS RD	RANCHO CORDOVA	CA 95670	12/14/2017	7/30/2018		10.3	8.6	88.58
ARJOET RCKETEYNE, INC.	23613	ACTIVE	IC ENGINE STANDBY - GENERATOR	IC ENGINE COMPRESSION-STANDBY	2001	ARJOET RD	RANCHO CORDOVA	95742	217	11/21/2012	PO BOX 13222	SACRAMENTO	CA 95813-0000	4/10/2013	9/12/2014		11.7	58.3	682.11
ARJOET RCKETEYNE, INC.	23851	ACTIVE	IC ENGINE STANDBY - GENERATOR	IC ENGINE COMPRESSION-STANDBY	2001	ARJOET RD	RANCHO CORDOVA	95742	230	1/24/2011	PO BOX 13222	SACRAMENTO	CA 95813-0000	5/6/2011	1/12/2013		11.7	62.2	661.74
SACRAMENTO AREA SEWER DISTRICT (SASD)	24271	ACTIVE	IC ENGINE STANDBY - GENERATOR	IC ENGINE COMPRESSION-STANDBY	11278	CHRISTANTHY BLVD	RANCHO CORDOVA	95742	157.5	5/29/2004	10060 GOTTIE RD	SACRAMENTO	CA 95827	6/18/2014			7.9	22.6	178.54
CONSUENT STATE AND LOCAL SOLUTIONS INC.	26139	ACTIVE	IC ENGINE STANDBY	IC ENGINE COMPRESSION-AG	10380	PETER A MCCLENN BLVD	RANCHO CORDOVA	95655	158	4/19/2008	10380 PETER A. MCCLENN BLVD	RANCHO CORDOVA	CA 95655	4/19/2009			8.2	9.75	79.95
CUSO AQUATIC CENTER	17661	ACTIVE	IC ENGINE STANDBY - GENERATOR	IC ENGINE COMPRESSION-STANDBY	1351	HADLI AVE	RANCHO CORDOVA	95670	160	4/12/2004	1801 HADLI AVE	RANCHO CORDOVA	CA 95670	4/22/2004	11/20/2004		9.9	9.75	96.325
VERIZON WIRELESS	17092	ACTIVE	IC ENGINE STANDBY - GENERATOR	IC ENGINE COMPRESSION-STANDBY	1707	CHASE DR WEST END	RANCHO CORDOVA	95700	177	5/4/2003	8521 LAGUNA STATION ROAD	ELK GROVE	CA 95758	8/5/2003	7/6/2004		9.9	2	19.8
14631	ACTIVE	IC ENGINE STANDBY - GENERATOR	IC ENGINE COMPRESSION-STANDBY	1949	N. MATTHEW DR	RANCHO CORDOVA	95670	197	1/4/2013	3913 S. ST. 1250	SACRAMENTO	CA 95814	12/2/2015	5/28/2015		9.9	9.75	96.325	
STATE OF CALIF FISH & GAME-AMERICAN VETER HATCHERY	25456	ACTIVE	IC ENGINE STANDBY - GENERATOR	IC ENGINE COMPRESSION-STANDBY	2101	NIMBUS RD	RANCHO CORDOVA	95670	208	9/8/2017	2101 NIMBUS RD	RANCHO CORDOVA	CA 95670	12/14/2017	7/30/2018		10.3	8.6	88.58
ARJOET RCKETEYNE, INC.	23613	ACTIVE	IC ENGINE STANDBY - GENERATOR	IC ENGINE COMPRESSION-STANDBY	2001	ARJOET RD	RANCHO CORDOVA	95742	217	11/21/2012	PO BOX 13222	SACRAMENTO	CA 95813-0000	4/10/2013	9/12/2014		11.7	58.3	682.11
ARJOET RCKETEYNE, INC.	23851	ACTIVE	IC ENGINE STANDBY - GENERATOR	IC ENGINE COMPRESSION-STANDBY	2001	ARJOET RD	RANCHO CORDOVA	95742	230	1/24/2011	PO BOX 13222	SACRAMENTO	CA 95813-0000	5/6/2011	1/12/2013		11.7	62.2	661.74
SACRAMENTO AREA SEWER DISTRICT (SASD)	24271	ACTIVE	IC ENGINE STANDBY - GENERATOR	IC ENGINE COMPRESSION-STANDBY	11278	CHRISTANTHY BLVD	RANCHO CORDOVA	95742	157.5	5/29/2004	10060 GOTTIE RD	SACRAMENTO	CA 95827	6/18/2014			7.9	22.6	178.54
CONSUENT STATE AND LOCAL SOLUTIONS INC.	26139	ACTIVE	IC ENGINE STANDBY	IC ENGINE COMPRESSION-AG	10380	PETER A MCCLENN BLVD	RANCHO CORDOVA	95655	158	4/19/2008	10380 PETER A. MCCLENN BLVD	RANCHO CORDOVA	CA 95655	4/19/2009			8.2	9.75	79.95
CUSO AQUATIC CENTER	17661	ACTIVE	IC ENGINE STANDBY - GENERATOR	IC ENGINE COMPRESSION-STANDBY	1351	HADLI AVE	RANCHO CORDOVA	95670	160	4/12/2004	1801 HADLI AVE	RANCHO CORDOVA	CA 95670	4/22/2004	11/20/2004		9.9	9.75	96.325
VERIZON WIRELESS	17092	ACTIVE	IC ENGINE STANDBY - GENERATOR	IC ENGINE COMPRESSION-STANDBY	1707	CHASE DR WEST END	RANCHO CORDOVA	95700	177	5/4/2003	8521 LAGUNA STATION ROAD	ELK GROVE	CA 95758	8/5/2003	7/6/2004		9.9	2	19.8
14631	ACTIVE	IC ENGINE STANDBY - GENERATOR	IC ENGINE COMPRESSION-STANDBY	1949	N. MATTHEW DR	RANCHO CORDOVA	95670	197	1/4/2013	3913 S. ST. 1250	SACRAMENTO	CA 95814	12/2/2015	5/28/2015		9.9	9.75	96.325	
STATE OF CALIF FISH & GAME-AMERICAN VETER HATCHERY	25456	ACTIVE	IC ENGINE STANDBY - GENERATOR	IC ENGINE COMPRESSION-STANDBY	2101	NIMBUS RD	RANCHO CORDOVA	95670	208	9/8/2017	2101 NIMBUS RD	RANCHO CORDOVA	CA 95670	12/14/2017	7/30/2018		10.3	8.6	88.58
ARJOET RCKETEYNE, INC.	23613	ACTIVE	IC ENGINE STANDBY - GENERATOR																

VT Activity Data

Source: Fehr & Peers

	2016	2019	2027	2030	2035	2040	2045	2050
daily VMT	2,408,283	2,516,684	2,805,753	2,933,217	3,145,658	3,348,275	3,579,727	3,827,179
annual VMT	879,625,366	919,218,798	1,024,801,283	1,071,357,646	1,148,951,585	1,222,957,444	1,307,495,381	1,397,877,073
% Change from 2019			11%	17%	25%	33%	42%	52%

Table 1: Comparison of total daily VMT by origin-destination with Year 2016

	Year 2016	Year 2027		Year 2035		Year 2040	
City of Rancho Cordova Share of Daily VMT	VMT	VMT	% Change Compared to 2016	VMT	% Change Compared to 2016	VMT	% Change Compared to 2016
Origin and Destination Internal	242,951	328,315	135.1%	420,644	173.1%	469,275	193.2%
Origin Internal/Destination External	1,079,248	1,235,084	114.4%	1,360,504	126.1%	1,436,124	133.1%
Origin External/Destination Internal	1,086,084	1,242,354	114.4%	1,364,510	125.6%	1,442,876	132.9%
All Sources	2,408,283	2,805,753	116.5%	3,145,658	130.6%	3,348,275	139.0%

Water Activity Data

	Year	2010	2015	2020	2025	2030
SCWA Zone 40	Supply ¹					
	Surface Water	13,060	44,143	48,772	68,700	69,567
	Groundwater	34,125	28,837	40,470	31,324	39,097
	Recycled Water	4,400	4,400	4,400	4,400	4,400
	Total Supply	51,585	77,380	93,642	104,424	113,064
	Total Demands¹	51,585	77,380	93,642	104,424	113,064
	Surplus/Deficit	0	0	0	0	0
<i>Supply Allocated for SCWA Zone 40</i>						
<i>North Service Area (NSA)—Within City's Planning Area (defined in Section 4.1.3)</i>						<i>37,314²</i>
GSWC (all of GSWC's service area is within City's planning area)	Supply ³					
	Surface Water	15,000	15,000	15,000	15,000	15,000
	Groundwater	9,518	10,499	10,814	10,829	10,829
	Total Supply	24,518	25,499	25,814	25,829	25,829
	Demands²	19,518	20,499	20,814	20,829	20,829
	Surplus/Deficit	5,000	5,000	5,000	5,000	5,000

	Year	2010	2015	2020	2025	2030
Cal-Am	Supply ³					
	Groundwater	43,600	33,650	34,180	33,550	33,910
	Wholesale Purchases	4,020	16,860	18,320	20,830	22,280
	Total Supply	47,620	50,510	52,500	54,380	56,190
	Demands⁴	47,620	50,510	52,500	54,380	56,190
	Surplus/Deficit	0	0	0	0	0
<i>Supply Allocated for Cal-Am's Service Area within the City's Planning Area</i>	Supply					14,477
City of Rancho Cordova General Plan Planning Area	Supply Available from Purveyors					77,620⁵
	Projected Demands					
	Corporate City Limits (2030)a					57,299
	Non-City Area ⁶					71,410
	Total Demands					128,709
	Surplus/(Deficit)					(51,089)

- Notes:
 1. Data from SCWA Zone 41 UWMP. Table 5-1 and 5-2. Because SCWA would implement a conjunctive use water supply program, water supplies would never exceed projected demands because groundwater would be pumped and surface water would be used to meet, not exceed water demands. Supply and demand based on normal year type. (SWCA 2005b)
 2. This supply is part of Zone 40's 2030 water supplies of 113,064 acft (SCWA 2005a)
 3. Data from SCWA 30-314 acft. (SCWA 2005b) and Cal-Am (14,477 acft) water supplies identified for the City's planning area.
 4. Water Transfer entitlement due to limited surface water treatment capacity and its desire to maintain its groundwater rights through the Aerojet Replacement Water operations. (GSWC 2005)
 5. Data from Cal-Am UWMP. (Cal-Am 2006)
 6. Sum of SCWA (30,314 acft), GSWC (25,829 acft), and Cal-Am's (14,477 acft) water supplies identified for the City's planning area.
 7. Buildout for non-city area of Rancho Cordova projected to occur after 2030.

	AF/year	
	2019	2030
Total Demand	87,990.30	128,709.00

	2010	2015	2019	2020	2025	2030
SCWA						37314
Surface Water	13060	44143	47846.2	48772	68700	69567
% of total	25%	57%	53%	52%	66%	62%
Ground Water	34125	28837	38143.4	40470	31324	39097
% of total	66%	37%	42%	43%	30%	35%
Recycled Water	4400	4400	4400	4400	4400	4400
% of total	9%	6%	5%	5%	4%	4%
Total Supply	51585	77380	90389.6	93642	104424	113064
% change from 2030		50%	17%	4%	12%	8%
<i>City Planning Area</i>	<i>13238</i>	<i>13238</i>	<i>26478</i>	<i>31830</i>	<i>33018</i>	<i>37314</i>
<i>Surface Water</i>	<i>3351</i>	<i>7552</i>	<i>14016</i>	<i>16578</i>	<i>21722</i>	<i>22958.88203</i>
<i>Ground Water</i>	<i>8757</i>	<i>4933</i>	<i>11174</i>	<i>13756</i>	<i>9904</i>	<i>12903</i>
<i>Recycled Water</i>	<i>1129</i>	<i>753</i>	<i>1289</i>	<i>1496</i>	<i>1391</i>	<i>1452</i>
<i>Total</i>	<i>13238</i>	<i>13238</i>	<i>26478</i>	<i>31830</i>	<i>33018</i>	<i>37314</i>

GSWC						
Surface Water	15000	15000	15000	15000	15000	15000
Ground Water	9,518	10,499	10751	10,814	10,829	10,829
Total Supply	24,518	25499	25751	25814	25829	25829

Cal-Am							14477
Ground Water	43600	33650	34074	34180	33550	33910	
% of total	92%	67%	65%	65%	62%	60%	
Wholesale Purchase	4020	16860	18028	18320	20830	22280	
% of total	8%	33%	35%	35%	38%	40%	
Total Supply	47620	50510	52102	52500	54380	56190	
% change from 2030		6%	3%	1%	4%	3%	
<i>City Planning Area</i>	<i>12601</i>	<i>12601</i>	<i>13415</i>	<i>13852</i>	<i>13959</i>	<i>14477</i>	
<i>Ground Water</i>	<i>11537</i>	<i>8395</i>	<i>8773</i>	<i>9018</i>	<i>8612</i>	<i>8737</i>	
<i>Wholesale Purchase</i>	<i>1064</i>	<i>4206</i>	<i>4642</i>	<i>4834</i>	<i>5347</i>	<i>5740</i>	
<i>Total</i>	<i>12601</i>	<i>12601</i>	<i>13415</i>	<i>13852</i>	<i>13959</i>	<i>14477</i>	

Summary of GHG Emissions (CO2e MT/yr) Associated with Process and Conveyance of Wastewater

2019			
Community	Process Emissions	Conveyance Emissions	TOTAL
	MT CO2e		
Indirect (electricity)	2,346		
N2O effluent	3,203		
N2O process	152		
Biogas	173		
Total	5,874	346	6,220

2030 (BAU NO LEG REDUCT)			
Community	Process Emissions	Conveyance Emissions	
Indirect (electricity)	2,954		
N2O effluent	4,032		
N2O process	152		
Biogas	218		
Total (MT CO2E)	7,356	4,359	11,715

2030 (LEG REDUCT, RPS)			
Community	Process Emissions	Conveyance Emissions	
Indirect (electricity)	0		
N2O effluent	4,032		
N2O process	152		
Biogas	218		
Total (MT CO2E)	4,403	0	4,403

WW Conveyance Emissions Summary				
	2019	KWH	MWh	CO2e
Community		1,484,320	1484.32	346

2030 (NO LEG REDUC)			2030 (W LEG REDUC)	
	MWH	CO2e	MWH	CO2e
Community	18706.72	4358.94	18706.72	0850

Effluent/Person Served	0.030	MG/Person
------------------------	-------	-----------

Population Data

City	139,571	City's 2019 Service Population
County Employees		Employee Data, Sac County. Todd Taylor
SRCSD Service Population	1,400,000	Steve Nebozuk (SRCSD) phone conversation with Dimitri on 9/14/2016

Wastewater Conveyance Intensity Factor Calculation

Energy Data (pumping/conveyance)

		Unit	Data Year	Source
SASD	3,388,861	KWH	FY 2014/2015	Christoph Dobson and Wayne Zhuang, SASD on 9/14/2016
SRCSD	11,500,000	KWH	2013	Steve Nebozuk, SRCSD on 9/14/2016
TOTAL	14,888,861	KWH	2015	Used to represent 2015, best available data was used.

Effluent Data (represents all water treated within SRCSD service population)

		Unit	Data Year	Source
SRCSD	41,975	Million Gallons/Yr	2019	State of the District 2019 Report
Adjusted	31,481	Million Gallons/Yr	2019	Salam Khan, SASD on 9/16/2016 indicated that City of Folsom, Sacramento, and W. Sac use energ to pump their WW to SRCSD. As such the KWH obtained from SRCSD service population was being underestimated when used in conjunction with the total effluent from the entire serice population. To adjust for this, the total effluent associated with Sacramento, W. Sac, and Folsom, was adjusted by 25%

WW Conveyance Intensity Factor

	354.71	Kwh/MGallon
--	--------	-------------

Annual Growth Rates
Population
Employment

Equation 10.3.2.2 Process N2O Emissions from WWTP Without Nitrification/Denitrification

2019			
	Value	Inputs Unit	Description
	139,571	people	2019 City Service Population
	1.25	constant	co-discharge waste into sewer
	3.2	g N2O/person/year	emission factor for nitrification/denitrification
	273	GWP	N2O
Annual N2O emissions (metric tons CO2e)			152
Annual N2O Municipal emissions (MT CO2e)			0.00

Conversion Factor		
	1g	0.000001 mt/g

2030			
	Value	Inputs Unit	Description
	139,571	people	Population
Annual N2O emissions (metric tons CO2e)			152

SRWTP Biogas (methane) Combustion
2019

DIRECT EMISSIONS-WWTP Process Emissions

Equation 10.2		Stationary CH4 from Incomplete Combustion of Digester Gas		
Term	Value	Inputs		Description
		Unit		
population	139,571	people		2019 City Service Population
Digester Gas	1.00	ft^3/person/day		cubic feet of digester gas produced per person per day
Fraction Methane	0.650	constant		fraction of methane in biogas
Density Methane	662.000	g/m^3		density of methane
Destruction Efficiency	0.99	constant		methane destruction efficiency
Conversion Factor	0.0283	constant		conversion from ft^3 to m^3
Conversion Factor	365.25	constant		conversion from days to year
Conversion Factor	0.000001	constant		conversion from g to metric tons
GWP	27.9	constant		global warming potential of methane for CO2e
2030 Community pop	175,726			
			2019	2030
Annual CO2e emissions (MT)			173	218

Source
California Air Resource Board, California Climate Action Registry, Local Governments for Sustainability, The Climate Registry (2010). Local Government Operations Protocol-For the quantification and reporting of greenhouse gas emissions inventories. Version 1.1.

|

SRWTP N2O Effluent Emissions

2019

DIRECT EMISSIONS-WWTP Process Emissions

Equation 10.10		Process N2O Emissions from Effluent Discharge ^{1c}		
Term	Value	InputsUnit	Description	
City	139,571	people	2019 City Service Population	
constant	1.25	Constant	co-discharge waste into sewer	
N load	0.026	kg N/person/day	N per person served	
N uptake	0.050	kg N/kg BOD	nitrogen uptake for cell growth in aerobic system	
N2O effluent Emission Factor	0.005	kg N2O N/kg sewage-N		
BOD Load	0.09	kg BOD/person/day		
constant	1.57	Constant	molecular weight ratio N2O to N2	
constant	0	Constant	fraction of nitrogen removed from nitrification/denitrification	
Conversion Factor	365	days/year		
Coverion Factor	0.001	metric ton/kg		
N2O Global Warming Potential	298	GWP		
2030 Community pop	175,726			
Annual Community CO2e emissions (MT)			20193,203	20304,032

Source
California Air Resource Board, California Climate Action Registry, Local Governments for Sustainability, The Climate Registry (2010). Local Government Operations Protocol-For the quantification and reporting of greenhouse gas emissions inventories. Version 1.1.

Appendix C

Greenhouse Gas Forecast and Reduction Target (Technical Memorandum)

Memo



455 Capitol Mall, Unit 300
Sacramento, CA 95814
916.444.7301

Date: March 29, 2022 (original)
February 23, 2023 (revised)

To: Stefan Heisler and Darcy Goulart (City of Rancho Cordova)

From: Alyssa Way, Andrew Martin, and Honey Walters (Ascent Environmental)

Subject: City of Rancho Cordova Climate Action Plan, Greenhouse Gas Emissions Forecasts and Reduction Targets – Technical Memorandum

INTRODUCTION

In 2009, the County of Sacramento prepared a baseline inventory for the unincorporated county and the incorporated cities, including specifically a 2005 baseline year inventory for the City of Rancho Cordova (City). The Sacramento Area Council of Governments (SACOG) 2020 Metropolitan Transportation Plan / Sustainable Communities Strategy (MTP/SCS) Draft Environmental Impact Report included a greenhouse gas (GHG) emissions inventory and forecast for 2016, 2030, 2040, and 2050 that included the City. Though the City was considered in both efforts, an updated communitywide GHG emissions inventory using the latest methodologies with a more recent 2019 baseline year has been prepared for the City's Climate Action Plan (CAP). The next step in this update process is to forecast these GHG emissions for the 2030 target year and 2045 goal. This technical memorandum provides the results of these forecasts as well as associated methods, assumptions, emissions factors, and data sources.

The GHG emissions forecasts will provide a foundation for the forthcoming steps of the CAP development process, including the development of GHG emissions reduction targets and identification of measures the City can take to reduce GHG emissions from activities and sources located in Rancho Cordova.

ORGANIZATION OF THIS MEMORANDUM

This memorandum consists of two main parts:

- ▶ Section 1: Summary of Inventory Results presents an overview of the updated GHG emissions inventory (baseline 2019).
- ▶ Section 2: Emissions Forecasts summarizes the forecasted GHG emissions under "business-as-usual" (BAU) and legislative-adjusted BAU scenarios for years 2030 and 2045. A BAU scenario is one in which no GHG reductions from actions taken by local, regional, State, or federal agencies are included. A legislative-adjusted BAU scenario reflects GHG reductions from legislative or regulatory actions enacted by regional, State, and federal agencies, without considering any local (City) actions to reduce GHG emissions.

1 SUMMARY OF INVENTORY RESULTS

1.1 2019 COMMUNITY INVENTORY RESULTS

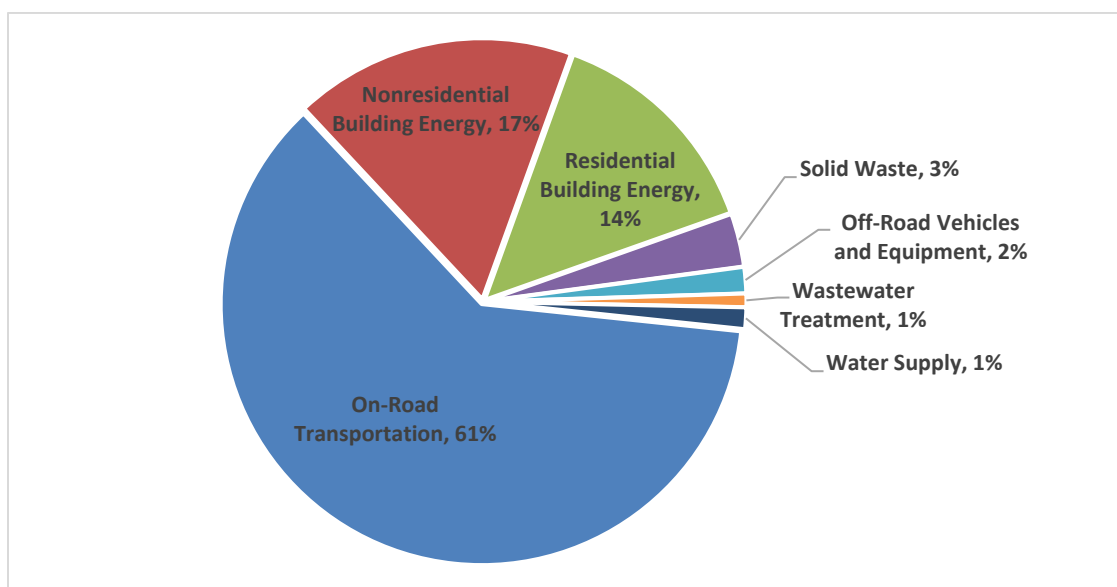
Based on the modeling conducted, community activities in 2019 generated approximately 679,706 metric tons of carbon dioxide equivalent (MTCO₂e). Major emissions sectors included on-road transportation, residential and nonresidential building energy use, solid waste, water use, and wastewater generation. Table 1 and Figure 1 present the city's 2019 GHG emissions inventory by sector. A description of each emissions sector, including key sources of emissions, is provided in the Inventory Technical Memorandum, dated March 29, 2022.

Table 1 2019 City of Rancho Cordova Community Greenhouse Gas Emissions Inventory

Sectors	MTCO ₂ e/year	Percent of Total
On-Road Transportation	417,145	61%
Nonresidential Building Energy	118,801	17%
Residential Building Energy	95,575	14%
Solid Waste	22,397	3%
Off-Road Vehicles and Equipment	11,027	2%
Water Supply	9,071	1%
Wastewater Treatment	5,690	1%
Total	679,706	100%

Notes: MTCO₂e/year = metric tons of carbon dioxide equivalent per year

Source: Ascent Environmental 2022



Source: Ascent Environmental 2022

Figure 1 2019 City of Rancho Cordova Community Greenhouse Gas Emissions Inventory

2 GREENHOUSE GAS EMISSIONS FORECASTS TO 2030

2.1 COMMUNITY FORECAST RESULTS

The BAU GHG emissions forecasts provide an assessment of how emissions generated by community activities will change over time without further local, State, or federal action. In addition to accounting for the city's growth under a BAU scenario, an adjusted BAU forecast was prepared, which includes adopted legislative and regulatory actions at the State and federal levels that would affect emissions without any local action, such as regulatory requirements to increase vehicle fuel efficiency and increase renewable energy sources in grid electricity portfolios. It is important to note that the legislative-adjusted BAU emissions forecasts only include emissions reductions associated with implementation of adopted federal and State legislation and regulations and do not include goals established by executive orders or targets established by federal or State agencies outside of adopted legislation and regulations. These forecasts provide the City with the information needed to focus efforts on emissions sectors and sources that have the greatest opportunities for GHG emissions reductions.

The BAU forecasts described in this section for 2030 and 2045 are aligned with statewide GHG reduction targets established in State law Senate Bill (SB) 32 and Assembly Bill (AB) 1279. The State GHG reduction targets are to reduce statewide emissions levels to:

- ▶ 40 percent below 1990 levels by 2030 (SB 32); and
- ▶ net zero with at least an 85 percent reduction from 1990 levels for anthropogenic sources (AB 1279).

Estimated BAU emissions forecasts were based on population and employment from the SACOG Growth Forecast for the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). The SACOG Growth Forecast provides population and employment for 2016 and 2040. These values were interpolated and extrapolated to identify values for 2019, 2030, and 2045. Population and employment are expected to increase by 62 and 36 percent from 2019 to 2045, respectively. These growth factors were used to forecast BAU emissions for most sectors. Additional information regarding the growth factors used for each sector is included in the following sections. Fehr & Peers provided annual vehicle miles traveled (VMT) projections for the years 2027, 2035, and 2040 based on origin-destination data provided by SACOG. Based on these data, annual VMT was interpolated for year 2030 and projected out for 2045. Annual VMT by 2045 is projected to increase by 42 percent from 2019. VMT projections were used to scale emissions from the on-road transportation sector. Table 2 shows projections growth in the city from 2019 to 2045.

Table 2 Rancho Cordova Demographic and Vehicle Miles Traveled Projections

Forecast Factor	2019	2030	2045
Population	77,579	102,122	125,427
Employment	61,991	73,604	84,213
Annual VMT	919,218,798	1,071,357,646	1,307,495,381

Notes: VMT = vehicle miles traveled.

Source: SACOG Growth Forecast for the 2020 MTP/SCS; Fehr & Peers; adapted by Ascent Environmental in 2022.

Table 3 shows baseline emissions in 2019 and a BAU emissions forecast for 2030, and 2045.

Table 3 2019 Rancho Cordova Greenhouse Gas Emissions Inventory and BAU Forecast (MTCO₂e/year)

Sector	2019	2030	2045
--------	------	------	------

On-Road Transportation	417,145	486,187	593,347
Nonresidential Building Energy	118,801	141,055	161,388
Residential Building Energy	95,575	125,811	154,521
Solid Waste	22,397	29,483	36,211
Off-Road Vehicles and Equipment	11,027	14,772	18,488
Water Supply	9,071	11,940	14,665
Wastewater Treatment	5,690	7,490	9,200
Total	679,706	816,738	987,820

Notes: Total may not sum exactly due to independent rounding. BAU = business-as-usual; MTCO₂e/year = metric tons of carbon dioxide equivalent per year.

Source: Forecast prepared by Ascent Environmental in 2022.

Legislative-adjusted BAU emissions forecasts were prepared using the same demographic and VMT data that were used for the BAU forecasts, while accounting for regional, State, and federal legislative actions that would affect local emissions. These forecasts provide the City with a more robust understanding to assist with the prioritization of emissions reduction measures developed to meet the GHG targets. A summary of the legislative reductions applied is provided in Table 4.

Table 4 Legislative Reductions Summary

Source	Legislative Reduction	Description	Sectors Applied
Regional	2030 Zero Carbon Plan	Establishes a target for SMUD to supply 100 percent renewable electricity by 2030.	Residential and Nonresidential Building Energy, Water Supply
State	California's Building Energy Efficiency Standards (2019 Title 24, Part 6)	Requires all new buildings in California to comply with energy efficiency standards established by CEC. Accounts for the energy efficiency gains associated with lighting, heating, cooling, ventilation, and water heating improvements, as well as onsite solar photovoltaic requirements for low-rise residential.	Residential and Nonresidential Building Energy
State	Advanced Clean Car I Standards	Establishes GHG emission reduction standards for model years 2017 through 2025 that are more stringent than federal CAFE standards.	On-Road Transportation
State	Truck and Bus Regulation	Requires diesel trucks and buses that operate in California to be upgraded to reduce GHG emissions.	On-Road Transportation
Federal	Fuel Efficiency Standards for Medium- and Heavy-Duty Vehicles	Establishes fuel efficiency standards for medium- and heavy-duty engines and vehicles.	On-Road Transportation
Federal	EPA Off-Road Compression-Ignition Engine Standards	Establishes standards for phasing of EPA diesel engine tiers for off-road compression-ignition equipment.	Off-Road Vehicles and Equipment

Notes: CAFE = Corporate Average Fuel Economy; CEC = California Energy Commission; EPA = U.S. Environmental Protection Agency; GHG = greenhouse gas; SMUD = Sacramento Municipal Utility District

Source: Forecasts prepared by Ascent Environmental in 2022.

The city's legislative-adjusted BAU emissions would decrease by approximately 22 percent between 2019 and 2045, as shown below in Table 5 and Figure 2. Figure 2 also shows the emissions trend that would occur without

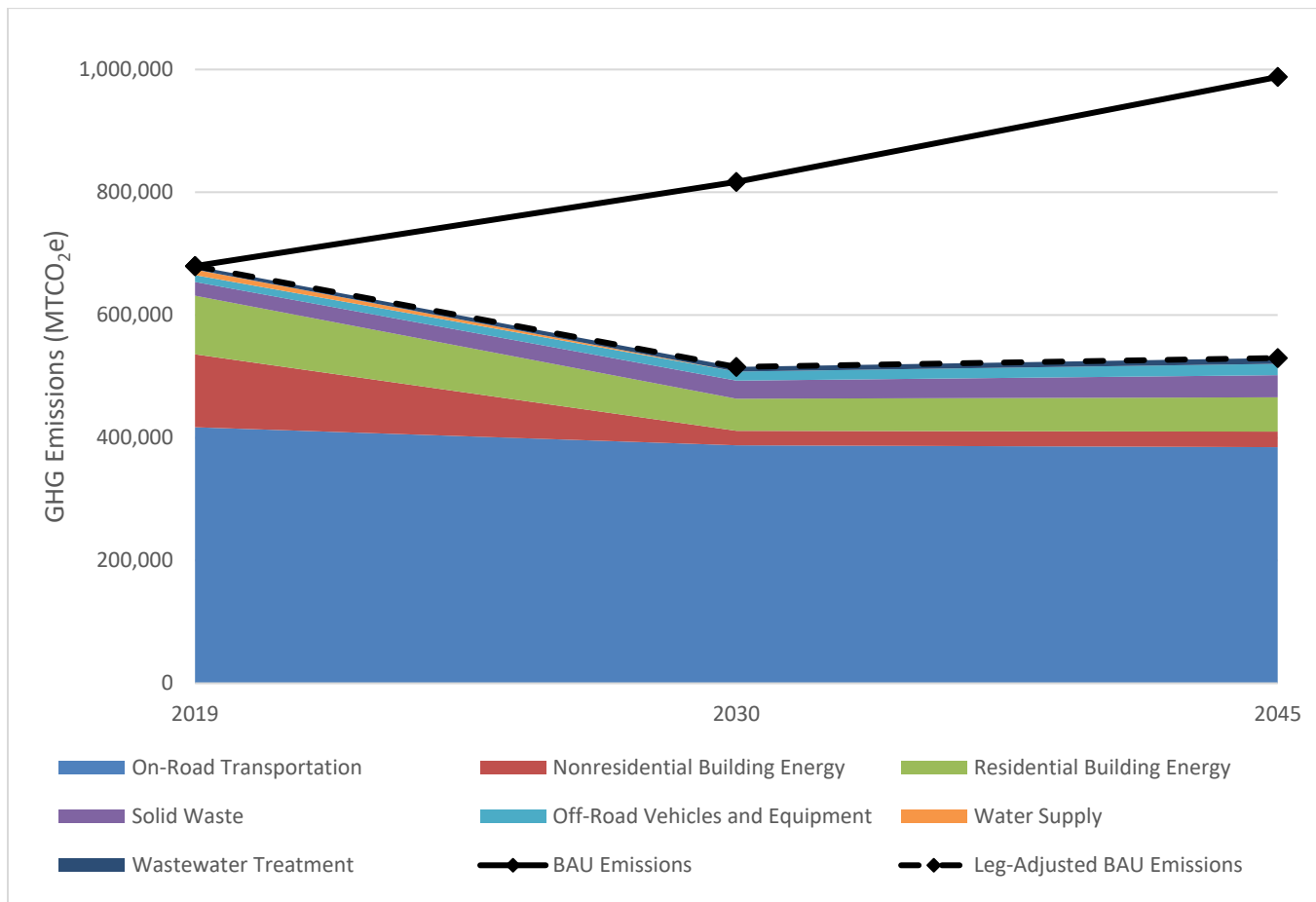
anticipated legislative reductions, accounting only for population, employment, and annual VMT increases. Without the legislative reductions (the BAU forecast), emissions would be 86 percent higher in 2045 compared to the legislative-adjusted BAU forecast. Emissions forecasts are detailed for each sector and discussed below beginning with Section 2.1.1.

Table 5 2019 Rancho Cordova Greenhouse Gas Emissions Inventory and Legislative-Adjusted BAU Forecasts (MTCO₂e/year)

Sector	2019	2030	2045
On-Road Transportation	417,145	387,784	384,651
Nonresidential Building Energy	118,801	23,605	25,335
Residential Building Energy	95,575	52,217	55,903
Solid Waste	22,397	29,483	36,211
Off-Road Vehicles and Equipment	11,027	14,772	18,488
Water Supply	9,071	0	0
Wastewater Treatment	5,690	7,490	9,200
Total	679,706	515,352	529,788

Notes: Total may not sum exactly due to independent rounding. BAU = business-as-usual; MTCO₂e/year = metric tons of carbon dioxide equivalent per year.

Source: Forecasts prepared by Ascent Environmental in 2022.



Source: Ascent Environmental 2022

Figure 2 2019 Rancho Cordova Greenhouse Gas Emissions Inventory with BAU and Legislative-Adjusted BAU Forecasts

2.1.1 Building Energy

Emissions from future electricity, natural gas, and backup generator use for buildings were estimated by multiplying anticipated energy use with forecasted emissions factors. Future energy use was forecasted in three parts. First, energy use was scaled by population and employment growth factors detailed in Table 2. Second, electricity emissions factors were adjusted to reflect the Sacramento Metropolitan Utility District's (SMUD) 2030 Zero Carbon Plan of 100 percent of electricity from zero carbon sources by 2030. Electricity emissions factors are anticipated to decline based on current regulations, while natural gas and diesel emissions factors are anticipated to be constant. Third, energy intensity factors were adjusted to reflect increased stringency under California's Building Energy Efficiency Standards (California Code of Regulations Title 24 Part 6, hereafter referred to as "Title 24"). The 2019 Title 24 standards, which became effective in 2020, are expected to achieve decreases in electricity consumption in new construction. The assumptions for energy efficiency and future electricity emissions factors are described below. Table 6 summarizes the scaling factors and legislative reductions used to forecast building use by energy type.

Table 6 Building Energy Emissions Forecast Methods and Legislative Reductions by Source

Energy Type	Forecast Methods	
	Scale Factor	Applied Legislative Reductions
Electricity	Scaled by population growth for residential building energy; scaled by employment growth for nonresidential building energy.	Scheduled targets (i.e., 100 percent renewable by 2030) applied to SMUD's emissions factors. Accounts for Title 24 energy efficiency gains in new construction based on the best available data for average building energy efficiency.
Natural Gas		
Backup Generators	Scaled by employment growth for nonresidential building energy.	Accounts for Title 24 energy efficiency gains in new nonresidential construction.

Notes: SMUD = Sacramento Metropolitan Utility District.

Source: Forecasts prepared by Ascent Environmental in 2022.

RESIDENTIAL BUILDING ENERGY

Between 2019 and 2045, electricity and natural gas emissions from residential buildings would decrease by approximately 42 percent from 95,575 to 55,903 MTCO₂e per year with legislative adjustments and overall population growth of 62 percent over the same time. While GHG emissions associated with residential electricity usage are anticipated to decline through 2045 and reflect SMUD's goal for zero carbon electricity by 2030, emissions from residential natural gas consumption are expected to rise gradually. This increase is due to population growth in the city and reflects adopted legislation. Table 7 shows the 2019 inventory and legislative-adjusted BAU forecasted emissions from the residential building energy sector by energy type for 2030 and 2045.

Table 7 2019 Residential Building Energy Greenhouse Gas Emissions Inventory and Legislative-Adjusted BAU Emissions Forecasts (MTCO₂e/year)

Energy Type	2019	2030	2045
Electricity	47,238	0	0
Natural Gas	48,336	52,217	55,903
Total	95,575	52,217	55,903

Notes: Totals may not sum exactly due to independent rounding. BAU = business-as-usual; MTCO₂e/year = metric tons of carbon dioxide equivalent per year.

Source: Forecasts prepared by Ascent Environmental in 2022.

NONRESIDENTIAL BUILDING ENERGY

Between 2019 and 2045, electricity, natural gas, and back-up generator emissions from nonresidential buildings would decrease by 79 percent from 118,801 to 25,335 MTCO₂e per year with legislative adjustments and overall employment growth of 36 percent over the same time. GHG emissions associated with nonresidential electricity usage are anticipated to decline through 2045 and reflect SMUD's carbon neutrality goals and emissions from nonresidential natural gas consumption and backup generators are expected to rise gradually. Table 8 shows the 2019 inventory and legislative-adjusted BAU forecasted emissions for the nonresidential building energy sector by energy type for 2030 and 2045.

Table 8 2019 Nonresidential Building Energy Greenhouse Gas Emissions Inventory and Legislative-Adjusted BAU Forecasts (MTCO₂e/year)

Energy Type	2019	2030	2045
Electricity	97,089	0	0
Natural Gas	20,769	22,580	24,235
Backup Generators	943	1,025	1,101
Total	118,801	23,605	25,335

Notes: Totals may not sum exactly due to independent rounding. BAU = business-as-usual; MTCO₂e/year = metric tons of carbon dioxide equivalent per year.

Source: Forecasts prepared by Ascent Environmental in 2022.

Electricity Emissions Factors

Electricity emissions from the building sector are anticipated to decrease to zero by 2030 and beyond without additional City action, despite growth, due to State and regional measures already in place that affect the carbon intensity of grid electricity. SMUD's emissions factor for CO₂ in 2019 was provided by SMUD. Electricity emissions factors for methane (CH₄) and nitrous oxide (N₂O) were obtained from the U.S. Environmental Protection Agency's (EPA's) Emissions & Generation Resource Integrated Database (eGRID) 2018 Annual Output Emissions Rates (EPA 2020).

California utility providers, including SMUD, were scheduled to reach a 33 percent renewable electricity generation mix in 2020 and, pursuant to SB 100, are scheduled to achieve 60 percent renewable electricity by 2030 and 100 percent carbon-free electricity by 2045. However, SMUD's is scheduled to achieve 100 percent renewable by 2030 under the utility's carbon neutrality goal. SMUD's 2019 emissions factor is 232.1 grams of CO₂ per kilowatt hour (g CO₂/kWh). The carbon-free electricity requirement results in a 2030 and 2045 emissions factor of zero g CO₂/kWh. CH₄ and N₂O electricity emissions factors in future years are assumed to follow the same trends as the CO₂ emissions factors.

Natural Gas Emissions Factors

Natural gas emissions are based on emissions factors obtained from The Climate Registry's (TCR's) 2020 Default Emission Factors, which are estimated to be 5,306 pounds of carbon dioxide equivalent per therm (g CO₂e/therm) for stationary combustion in buildings. Emissions factors associated with natural gas combustion are not anticipated to change over time, as there are no legislative actions that would reduce the energy intensity of natural gas.

Diesel Emissions Factors

Emissions from diesel fuel used to power backup generators are based on emissions factors from TCR, which are estimated to be 10,210 grams of carbon dioxide equivalent per gallon (g CO₂e/gal). Emissions factors associated with diesel combustion are not anticipated to change over time, as there are no legislative actions that would reduce the energy intensity of diesel.

Energy Efficiency

Title 24 standards apply to both new construction and existing buildings. The 2019 Title 24 standards went into effect January 2020. The California Energy Commission (CEC) estimates that new residential buildings built to the 2019 standards are 53 percent more efficient than residential buildings built to the previous standards (CEC 2018). CEC estimates that new nonresidential buildings built to the 2019 standards are 30 percent more efficient than nonresidential buildings built to the previous standards (CEC 2018).

In addition to the current iteration of Title 24, previous versions of the standards have also achieved energy efficiencies for residential and nonresidential buildings. Energy efficiency savings have been quantified by CEC and the collective effect of Title 24 was accounted for in the forecasted emissions. Based on these data, the analysis assumes that all new residential construction occurring between 2020 and 2045 would be 75 percent more energy efficient than buildings constructed under previous Title 24 standards, and nonresidential construction would be 53 percent more energy efficient compared to buildings constructed under previous Title 24 standards. This includes the energy efficiencies gained through the 2008, 2013, 2016, and 2019 versions of Title 24. Additional efficiencies to be achieved in future code cycles are yet unknown and therefore not factored into the forecast.

2.1.2 Transportation

ON-ROAD TRANSPORTATION

Between 2019 and 2045, annual legislative-adjusted BAU GHG emissions from on-road vehicles would decrease by approximately 8 percent from 417,147 to 384,651 MTCO₂e per year based on future vehicle emission factors modeled in the California Air Resources Board's (CARB's) Emission Factor (EMFAC) 2017 model, despite an increase in VMT of 42 percent. VMT projections were provided by Fehr & Peers based on origin-destination data from SACOG. With respect to the legislative adjustments included in this forecast, State and federal regulations incorporated in the on-road vehicle sector include the Advanced Clean Car I (ACC) Standards, and fuel efficiency standards for medium- and heavy-duty vehicles. These standards are included in EMFAC2021's emissions factor estimates and forecasts. It should be noted that the Low Carbon Fuel Standard was excluded in EMFAC2021 forecasts because the emissions benefits originate from upstream fuel production and do not directly reduce vehicle tailpipe emissions that affect the city's GHG emissions forecasts. Table 9 summarizes the scaling factor and legislative reductions used to forecast on-road transportation emissions.

Table 9 On-Road Transportation Forecast Methods and Legislative Reductions

Source	Forecast Methods	
	Scale Factor	Applied Legislative Reductions
On-Road Vehicles	Scaled by VMT estimates provided by Fehr & Peers.	EMFAC2021 forecasts vehicle fleet distributions by vehicle type and the emissions factors anticipated for each vehicle category based on both vehicle emissions testing and approved legislative reductions. EMFAC2021's forecasts incorporate the effects of the ACC I Standards, and fuel efficiency standards for medium- and heavy-duty vehicles, as well as truck and bus regulations.

Notes: ACC I = Advanced Clean Cars I; CAFE = Corporate Average Fuel Economy; EMFAC2021 = California Air Resources Board's Emission Factor 2021 model.

Source: Forecasts prepared by Ascent Environmental in 2022.

Table 10 shows the 2019 inventory and legislative-adjusted BAU forecasted emissions from on-road transportation for 2030 and 2045.

Table 10 2019 On-Road Transportation Greenhouse Gas Emissions Inventory and Legislative-Adjusted BAU Forecasts (MTCO₂e/year)

EMFAC Vehicle Category	EMFAC Vehicle Category Description	2019	2030	2045
LDA	Passenger Cars	148,453	132,269	142,439

LDT2	Light-Duty Trucks (GVWR <6000 lb)	78,535	73,483	80,220
MDV	Medium-Duty Trucks (GVWR 5751-8500 lb)	65,206	60,725	65,244
LDT1	Light-Duty Trucks (GVWR <6000 lb)	17,554	17,356	18,083
LHD1	Light-Heavy-Duty Trucks (GVWR 8501- 10000 lbs)	29,056	28,522	19,887
T7 Trucks	Heavy-Heavy Duty Trucks	38,318	36,057	31,532
T6 Trucks	Medium-Heavy Duty Trucks	23,818	23,123	14,868
LHD2	Light-Heavy-Duty Trucks (GVWR 10001- 14000 lb)	7,083	7,041	5,053
MCY	Motorcycles	891	987	1,161
MH	Motor Homes	1,826	2,033	2,440
UBUS	Urban Buses	1,597	1,384	7
OBUS	Other Buses	1,515	1,516	915
SBUS	School Buses	897	935	667
All Other Buses	All Other Buses	749	743	849
PTO	Power Take Off	1,138	1,051	658
Motor Coach	Motor Coach	511	561	630
Total	-	417,145	387,784	384,651

Notes: Totals may not sum exactly due to independent rounding. BAU = business-as-usual; MTCO₂e/year = metric tons of carbon dioxide equivalent per year.

Source: Forecasts prepared by Ascent Environmental in 2022.

OFF-ROAD VEHICLES AND EQUIPMENT

Between 2019 and 2045, emissions associated with off-road vehicles and equipment used in the city would increase by 69 percent from 12,470 to 21,074 MTCO₂e per year, with legislative adjustments applied and overall growth in various demographics. Emissions were obtained from CARB's OFFROAD2007 and OFFROAD2021 models. With respect to the legislative adjustments in the off-road vehicle sector, CARB's latest off-road emissions model, OFFROAD2021, was used, which incorporates regulatory actions such as reformulated fuels and more stringent emission standards. However, some off-road vehicle and equipment sources that are included in the OFFROAD2007 model are excluded from OFFROAD2021. For these sectors, emissions were obtained from OFFROAD2007. In addition, OFFROAD2021 provides CO₂ emissions but does not provide emissions from CH₄ and N₂O. Ratios of CH₄ and N₂O to CO₂ reported in OFFROAD2007 were calculated and applied to CO₂ data from OFFROAD2021 to calculate CH₄ and N₂O emissions, as recommended by CARB.

Sacramento County-level emissions from off-road vehicles and equipment were scaled using changes in city-specific demographic factors. Table 11 summarizes the scaling factors and legislative reductions used to forecast off-road vehicle and equipment emissions.

Table 11 Off-Road Vehicles and Equipment Forecast Methods and Legislative Reductions by Source

Source	Forecast Methods	
	Scale Factor	Applied Legislative Reductions
Construction and Mining Equipment	Service Population	OFFROAD2007 and OFFROAD2021 emission factor considerations include EPA off-road compression-ignition engine standards implementation schedule.
Entertainment Equipment	Employment	
Industrial Equipment	Employment	
Lawn and Garden Equipment	Population	
Light Commercial Equipment	Employment	
Portable Equipment	Employment	
Recreational Equipment	Population	
Transportation Refrigeration Units	Service Population	

Notes: EPA = U.S. Environmental Protection Agency; OFFROAD2007 = California Air Resources Board's OFFROAD2007 model; OFFROAD2021 = California Air Resources Board's OFFROAD2021 model.

Source: Forecasts prepared by Ascent Environmental in 2022.

Table 12 shows the 2019 inventory and legislative-adjusted BAU forecasted emissions from the off-road vehicles and equipment sector for 2030 and 2045.

Table 12 2019 Off-Road Vehicles and Equipment Greenhouse Gas Emissions Inventory and Legislative-Adjusted BAU Forecasts (MTCO₂e/year)

Source	2019	2030	2045
Construction and Mining Equipment	5,350	7,500	9,675
Entertainment Equipment	54	67	80
Industrial Equipment	1,426	1,787	2,129
Lawn and Garden Equipment	138	211	287
Light Commercial Equipment	839	1,052	1,253
Portable Equipment	2,478	3,105	3,699
Recreational Equipment	81	123	168
Transportation Refrigeration Units	661	927	1,196
Total	11,027	14,772	18,488

Notes: Totals may not sum exactly due to independent rounding. BAU = business-as-usual; MTCO₂e/year = metric tons of carbon dioxide equivalent per year.

Source: Forecasts prepared by Ascent Environmental in 2022.

2.1.3 Solid Waste

Between 2019 and 2045, solid waste emissions generated from community activities in the city would increase by approximately 62 percent from 22,397 to 36,211 MTCO₂e, due to overall population growth of approximately 62 percent over the same period. Solid waste sector emissions include CH₄ emissions from the decay of waste generated annually, which were scaled by population growth within the city between 2019 and 2045. There are no applicable legislative reductions to apply to this sector and future disposal rates, so legislative-adjusted BAU emissions are equivalent to BAU emissions. Table 13 shows the 2019 inventory and legislative-adjusted BAU forecasted emissions from the solid waste sector for 2030 and 2045.

Table 13 2019 Solid Waste Greenhouse Gas Emissions Inventory and Legislative-Adjusted BAU Forecasts (MTCO₂e/year)

Source	2019	2030	2045
Community-Generated Solid Waste	22,397	29,483	36,211

Notes: Totals may not sum exactly due to independent rounding. BAU = business-as-usual; MTCO₂e/year = metric tons of carbon dioxide equivalent per year.

Source: Forecasts prepared by Ascent Environmental in 2022.

2.1.4 Water Supply

Between 2019 and 2045, water supply emissions from community activities in the city would be reduced to zero by 2030 onward due to SMUD's 2030 Zero Carbon Plan. Table 14 summarizes the scaling factor and legislative reduction used to forecast water supply emissions.

Table 14 Water Supply Forecast Methods and Legislative Reductions by Source

Source	Forecast Methods	
	Scale Factor	Applied Legislative Reductions
Water Consumption	Population growth.	Assumes electricity use for extraction, conveyance, distribution, and treatment follow the 2030 goal of carbon-free electricity.

Source: Forecasts prepared by Ascent Environmental in 2022.

Table 15 shows the 2019 inventory and legislative-adjusted BAU forecasted emissions from the water supply sector for 2030 and 2045.

Table 15 2019 Water Supply Greenhouse Gas Emissions Inventory and Legislative-Adjusted BAU Forecasts (MTCO₂e/year)

Source	2019	2030	2045
Water Supply	9,070	0	0

Notes: BAU = business-as-usual; MTCO₂e/year = metric tons of carbon dioxide equivalent per year.

Source: Forecasts prepared by Ascent Environmental in 2022.

2.1.5 Wastewater Treatment

Between 2019 and 2045, wastewater treatment emissions from the community would increase by 62 percent from 5,690 to 9,200 MTCO₂e per year, accounting for overall population growth of 62 percent over the same time.

Wastewater treatment-related emissions are generated from centralized wastewater treatment plants (WWTPs). Table 16 shows the 2019 inventory and legislative-adjusted BAU forecasted emissions from wastewater treatment sources for 2030 and 2045.

Table 16 2019 Wastewater Treatment Greenhouse Gas Emissions Inventory and Legislative-Adjusted BAU Forecasts (MTCO₂e/year)

Source	2019	2030	2045
Centralized WWTPs	5,690	7,490	9,200

Notes: BAU = business-as-usual; MTCO₂e/year = metric tons of carbon dioxide equivalent per year.

Source: Forecasts prepared by Ascent Environmental in 2022.

2.1.6 Discussion

As discussed above, the community legislative-adjusted BAU emissions would decrease by 22 percent between 2019 and 2045. This is a result of reductions that would be achieved from several regional, State, and federal legislative actions including:

- ▶ 100 percent of electricity from zero carbon sources by 2030;
- ▶ improved building energy efficiency through compliance with Title 24 standards (75 percent energy reduction for residential, 53 percent for nonresidential); and
- ▶ reductions in on-road vehicle emissions factors forecasted in EMFAC2021 and off-road vehicle and equipment emissions factors forecasted in OFFROAD2021.

From 2030 to 2045, new legislative actions that would affect emissions are anticipated to be adopted by the State and federal government; however, because information regarding these regulatory changes is currently unavailable or not final, emissions reductions from future potential legislative actions are not quantified in this memorandum. Without future legislative actions and despite growth in the city, emissions would decline from 2019 through 2045. Additional reductions could occur in the future due to State and/or federal actions requiring improvements in vehicle and equipment fuel economy and increased share of electric vehicle and equipment options, which would be reflected in future updates to the EMFAC2021 and OFFROAD2021 models. Other previous legislative actions would also continue to apply in the future and ultimately outpace growth in population and employment. Where new State regulations or programs are imminent and reasonably foreseeable, they can be incorporated as complementary actions to locally based GHG reduction measures.

3 REDUCTION TARGETS

3.1 STATEWIDE GREENHOUSE GAS REDUCTION TARGETS AND GOALS

As directed in AB 32, SB 32, and AB 1279, the State aims to reduce annual GHG emissions to:

- ▶ 1990 levels by 2020;
- ▶ 40 percent below 1990 levels by 2030; and
- ▶ Net zero emissions with at least an 85 percent reduction from 1990 levels for anthropogenic sources

Signed on September 16, 2022, AB 1279, the California Climate Crisis Act, established a statewide goal to achieve net zero emissions as soon as possible, and no later than 2045, and achieve net negative emissions thereafter, and to ensure that by 2045, statewide anthropogenic greenhouse gas emissions are reduced to at least 85 percent below 1990 levels..

The City aims to reduce its fair-share of communitywide emissions in proportion to the State's targets and goals. Community emissions levels from 1990 are not available, which is the case for most local jurisdictions in California. Thus, community GHG reduction targets for the City's CAP were developed relative to the 2019 community emissions inventory, consistent with guidance provided by CARB. The methodology used to calculate the City's emissions reduction targets is described below.

3.2 COMMUNITY GREENHOUSE GAS EMISSIONS REDUCTION TARGETS

Based on a review of the 2017 Scoping Plan and the 2022 Scoping Plan and an understanding of activities occurring within the city, the City has direct or indirect jurisdiction over activities that generate emissions and contribute to reductions in four of the eight emissions sectors included in the 2017 Scoping Plan and the 2022 Scoping Plan: residential and commercial, electric power, recycling and waste, and transportation. The City has limited influence over high GWP gases, and industrial activities in the city are limited. Lastly, while facilities regulated under Cap-and-Trade do exist within city boundaries, the State is responsible for achieving emissions reductions from these sources, and the City has limited ability to influence Cap-and-Trade facilities' GHG emissions. Therefore, by excluding these sectors under this approach, community GHG reduction targets have been established in proportion with statewide reductions for all sectors relevant to City jurisdiction to the extent feasible using available data. This target setting approach is consistent with the California Supreme Court decision in *Center for Biological Diversity v. California Department of Fish and Wildlife and Newhall Land and Farming* (2015) 62 Cal.4th 204, which determined that the approach of assessing a project's consistency with statewide emissions reduction goals must include a "reasoned explanation based on substantial evidence" that links the project's emission to the statewide GHG reduction goals.

The City kicked off the project in 2021 after which the City prepared GHG emissions inventories and forecasts and set GHG reduction targets. CARB's 2017 Scoping Plan was the adopted statewide Plan at the time the targets were developed and hence was used for setting the City's 2030 target and developing emissions reduction strategies and measures that meet the 2030 target. The City's 2045 goal has been developed using the 2022 Scoping Plan (adopted in December 2022) in response to the statewide 2045 GHG reduction goal established in AB 1279. The following sections detail the methodology for setting the City's 2030 target and 2045 goal:

2030 Emissions Reduction Target

The first step in determining community targets is to compare the State's GHG inventories for 1990 and 2019 (i.e., the City's baseline inventory year) for the four relevant sectors. According to the inventories available from CARB using the 2017 Scoping Plan, statewide emissions from the relevant sectors were approximately 431 million MTCO_{2e} (MMTCO_{2e}) in 1990 and 418 MMTCO_{2e} in 2019 (CARB 2021) (note: sector-specific emissions totals and reductions reflect rounding). Thus, 2019 statewide emissions were approximately 13 MMTCO_{2e} (3 percent) lower than the 1990 level and the State's 2020 GHG target (i.e., reduce emissions to 1990 levels by 2020).

According to the 2017 Scoping Plan, statewide emissions from sectors relevant to the City's inventory must be reduced to 311 MMTCO_{2e} by 2020 for the State to achieve its 2020 target. CARB's statewide inventory reports 2019 emissions levels of 278 MMTCO_{2e} for these sectors, which demonstrates the achievement of the 2020 target.

According to the 2017 Scoping Plan, statewide emissions from the sectors relevant to the City's inventory must be reduced to 179 MMTCO_{2e} by 2030 for the State to achieve its 2030 target. This represents an emissions reduction of approximately 99 MMTCO_{2e}, or 36 percent, by 2030, relative to 2019 levels of 278 MMTCO_{2e}.

2045 Emissions Reduction Goal

The first step in determining community targets is to compare the State's GHG inventories for 1990 and 2019 (i.e., the City's baseline inventory year) for the four relevant sectors. According to the inventories available from CARB using the 2022 Scoping Plan, statewide emissions from the relevant sectors were approximately 438 million MTCO_{2e} (MMTCO_{2e}) in 1990 and 418 MMTCO_{2e} in 2019 (CARB 2021) (note: sector-specific emissions totals and reductions reflect rounding). Thus, 2019 statewide emissions were approximately 20 MMTCO_{2e} (5 percent) lower than the 1990 level and the State's 2020 GHG target (i.e., reduce emissions to 1990 levels by 2020).

According to the 2022 Scoping Plan, statewide emissions from sectors relevant to the City's inventory must be reduced to 311 MMTCO₂e by 2020 for the State to achieve its 2020 target. CARB's statewide inventory reports 2019 emissions levels of 278 MMTCO₂e for these sectors, which demonstrates the achievement of the 2020 target.

According to the 2022 Scoping Plan, statewide emissions from the sectors relevant to the City's inventory must be reduced to 53 MMTCO₂e by 2045 for the State to achieve its 2045 goal. This represents an emissions reduction of approximately 330 MMTCO₂e, or 81 percent, by 2030, relative to 2019 levels of 278 MMTCO₂e.

Consistent with State targets and goals and considering relevant emissions sectors, the City's community GHG reduction targets are as follows:

- ▶ 2030 target: 36 percent below 2019 levels (438,283 MTCO₂e); and
- ▶ 2045 target: 81 percent below 2019 levels (129,252 MTCO₂e)

Table 17 shows how the City's targets were derived based on adjusted statewide GHG emissions data and projections and summarizes the City's legislative-adjusted BAU forecasts and targets for 2030 and 2045.

Table 17 Rancho Cordova GHG Emissions Reduction Targets and Legislative-Adjusted BAU Summary

Source	2019	2030	2045
2017 Scoping Plan Emissions Limit (MMTCO ₂ e)	NA	259	NA
Adjusted 2017 Scoping Plan Emissions Limit ¹ (MMTCO ₂ e)	NA	179	NA
2022 Scoping Plan Emissions Limit (MMTCO ₂ e)	NA	NA	66
Adjusted 2022 Scoping Plan Emissions Limit ¹ (MMTCO ₂ e)	NA	NA	53
Statewide Target Percent Reduction from 2019 Levels	NA	36%	85%
Baseline Emissions and Legislative-Adjusted BAU Forecast (MTCO ₂ e)	679,706	515,352	529,788
Target Percent Reduction Below Baseline (%)	NA	36%	81%
Target Annual Emissions (MTCO ₂ e)	NA	438,283	129,252
Reduction Needed to Meet Target (MTCO ₂ e)	NA	77,070	400,536

Notes: BAU = business-as-usual; GHG = greenhouse gases; MTCO₂e = metric tons of carbon dioxide equivalent; MMTCO₂e = million metric tons of carbon dioxide equivalent; NA = not available; 2017 Scoping Plan = California's 2017 Climate Change Scoping Plan.

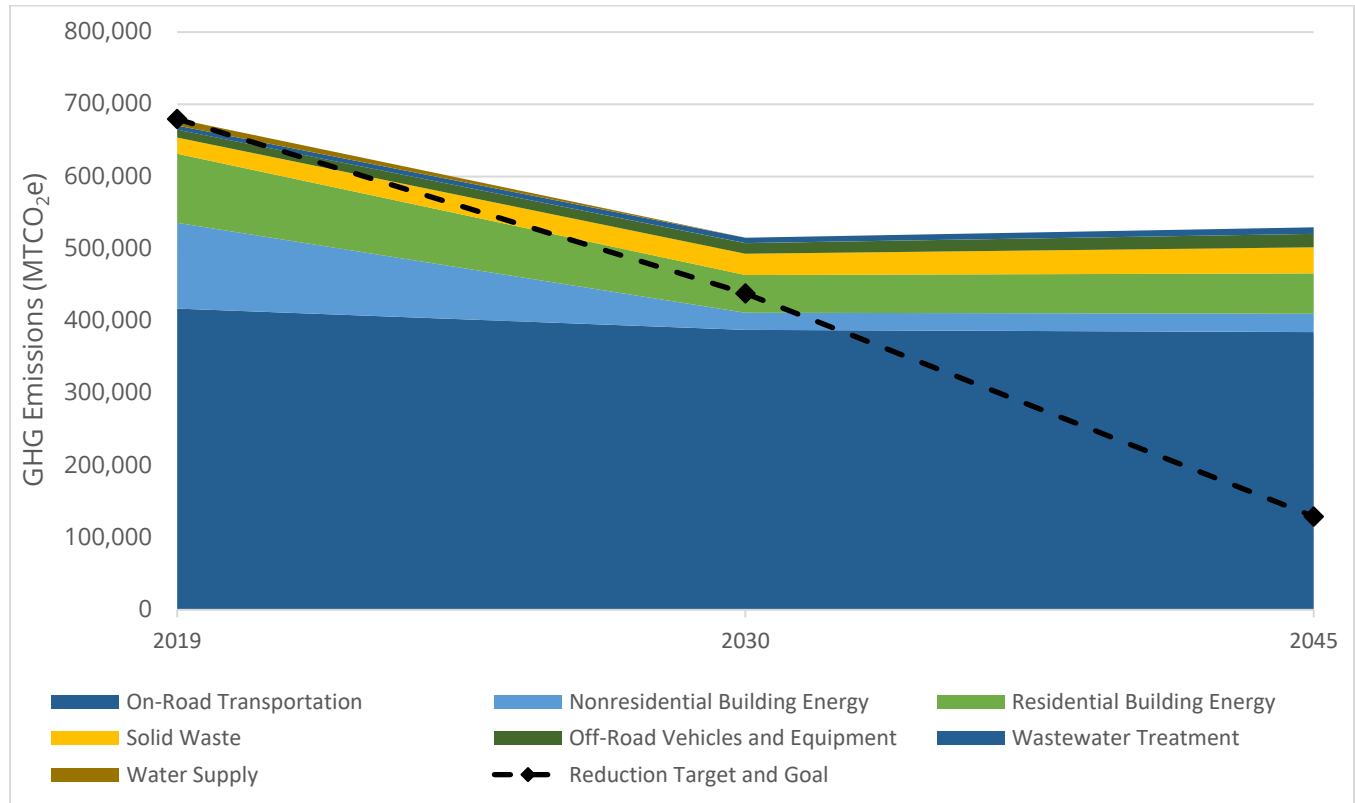
¹ Excludes agriculture, high GWP, industrial, and cap-and-trade sectors because they are not relevant to the City's inventory.

Source: CARB 2017; Ascent Environmental 2022.

Figure 3 below depicts the 2019 baseline and legislative-adjusted BAU GHG emissions forecasts by sector, as distinguished by the colored wedges. The sum of the wedges represents the anticipated annual GHG emissions each year. Each wedge shows how an emissions sector is expected to contribute to the community-wide GHG inventory over time. The black line indicates the City's GHG reduction target for 2030 and 2045 relative to the City's 2019 GHG inventory, consistent with guidance provided by CARB.

The City's 2030 GHG reduction target would be 36 percent below 2019 levels (438,283 MTCO₂e), and 81 percent below 2019 levels (129,252 MTCO₂e) by 2045. The space between the trajectory of the black line and the top of the colored wedges represents the "gap" in emissions that will need to be addressed through local actions for the City to meet its future GHG reduction targets. These emissions reductions are in addition to anticipated reductions provided

by legislative actions at the State and federal levels. Supporting information and detailed calculation results are included in Attachment A.



Source: Ascent Environmental 2022

Figure 3 Rancho Cordova Legislative-Adjusted Business-as-Usual Forecast Emissions by Sector and 2030 Emission Reduction Target and 2045 Emission Reduction Goal

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Appendix D

Greenhouse Gas Reduction Target Worksheet

2045 Goal**California GHG Emissions Inventory (by scoping plan sector)**

Included Emissions 2019	
Agriculture	31.8
Commercial and	43.8
Electric Power	58.8
High GWP	20.6
Industrial	88.2
Recycling and	8.9
Transportation	166.1

Source: CARB 2021. California GHG Emissions for 2000 to 2019 (2021 Edition). <https://www.arb.ca.gov/cc/inventory/data/data.htm>

CARB Scoping Plan Emissions Targets by Sector

CARB GHG Inventory			2045 Target Ranges
Sectors	1990	2019	2022 Scoping Plan Scenario
Agriculture	26	32	14
Residential and Co	44	44	4
Electric Power	108	59	31
High GWP	3	21	9
Industrial	98	88	18
Recycling and Was	7	9	8
Transportation	152	166	10
Cap-and-Trade Program			0
CDR			-80
Natural and Worki	-7	26	-30
Total	431	444	-15

Source: California PATHWAYS Model Outputs, Energy & Environmental Economics, May 02, 2022

Natural and Working Lands data for the California Air Resources Board's 2022 Scoping Plan Update, CARB, May 10th, 2022

Applicable Emission Sectors

Emission Sectors	Applicable to Rancho Cordova?
Agriculture	No
Residential and Co	Yes
Electric Power	Yes
High GWP	No
Industrial	No
Recycling and Was	Yes
Transportation	Yes
Cap and Trade	No

GHG Reduction Targets

Milestone Year	All Sectors		Selected Sectors	
	Statewide Existing and Target Emissions (MMTCO ₂ e)	Target Percent Reduction from 2019	Statewide Existing and Target Emissions (MMTCO ₂ e)	Target Percent Reduction from 2019
1990	438	NA		
2019	418	NA	278	
2020	438	-5%	311	-12%
2045	66	85%	53	81%

Notes: CARB statewide inventory current through 2019. 2040 target interpolated between 2030 target and 2045 goal under AB32, SB32, and EO B-55-18.

Source: CARB 2021. California GHG Emissions for 2000 to 2019 (2021 Edition). <https://www.arb.ca.gov/cc/inventory/data/data.htm>

Rancho Cordova Target Emissions and Target Percent Reduction from 2019 Emissions Levels		
	Target Emissions	Target Percent Reduction from 2019
2019	679,706	--
2045	129,252	81%

2030 Target

California GHG Emissions Inventory (by scoping plan sector)

Included Emissions	2019
Agriculture	31.8
Commercial	43.8
Electric Power	58.8
High GWP	20.6
Industrial	88.2
Recycling and W	8.9
Transportation	166.1

Source: CARB 2021. California GHG Emissions for 2000 to 2019 (2021 Edition). <https://www.arb.ca.gov/cc/inventor>.

CARB Scoping Plan Emissions Targets by Sector

CARB GHG Inventory			2030 Scoping Plan Range
Sectors	1990	2019	
Agriculture	26	32	24
Residential and Commercial	44	44	38
Electric Power	108	59	30
High GWP	3	21	8
Industrial	98	88	83
Recycling and W	7	9	8
Transportation	152	166	103
Cap-and-Trade	n/a	n/a	-34
Natural and Wetlands	-7		
Total	431	418	260

Source: 2017 Climate Change Scoping Plan. Table 3.

https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf

Note: the Scoping Plan-reported emissions by sector reflect rounding.

Applicable Emission Sectors

Emission Sector	Applicable to Rancho Cordova?
Agriculture	No
Residential and Commercial	Yes
Electric Power	Yes
High GWP	No
Industrial	No
Recycling and W	Yes
Transportation	Yes
Cap and Trade	No

GHG Reduction Targets

Milestone Year	All Sectors		Selected Sectors	
	Statewide Existing and Target Emissions (MMTCO ₂ e)	Target Percent Reduction from 2019	Statewide Existing and Target Emissions (MMTCO ₂ e)	Target Percent Reduction from 2019
1990	431	NA		
2019	418	NA	278	
2020	431	-3%	311	-12%
2030	259	38%	179	36%

Notes: CARB statewide inventory current through 2019. 2040 target interpolated between 2030 target and 2045 goal under AB32, SB32, and EO B-55-18.

Source: CARB 2021. California GHG Emissions for 2000 to 2019 (2021 Edition). <https://www.arb.ca.gov/cc/inventor>.

Rancho Cordova Target Emissions and Target Percent Reduction from 2019 Emissions Levels		
	Target Emissions	Target Percent Reduction from 2019
2019	679,706	--
2030	438,283	36%

Appendix E

Greenhouse Gas Reduction Strategies and Measures Worksheet

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Communitywide Greenhouse Gas Emissions Reduction Measures Quantification Sheet						
Summary Sheet						
Strategy Code and Title	Measure Code	Measure Title	GHG Reduction Potential in 2030 (MTCO2e)	GHG Reduction Potential in 2045 (MTCO2e)	Percent of Total Reductions in 2030	Percent of Total Reductions in 2045
Getting To, From, and Around the City (On-road Transportation Sector)						
Strategy Transportation-1. Support development of walkable, interconnected neighborhoods, villages, and districts	Transportation-1.1	Enforce the City's Transportation Impact Guidelines , which require developers to include features in their projects that decrease the amount of driving alone and encourage people to make trips by walking, biking , or using public transit	6,669	17,134	8%	6%
	Transportation-1.2	Reduce or eliminate requirements to provide a minimum number of off-street parking spaces in new development projects	NA	NA	NA	NA
	Transportation-1.3	Improve street connectivity , for example by providing walkways at the ends of existing cul-de-sacs, or requiring walkable street systems in new developments	NA	NA	NA	NA
	Transportation-1.4	Limit the number of drive-through businesses	NA	NA	NA	NA
Strategy Transportation-2. Make walking and biking safe and attractive for people of all ages and abilities	Transportation-2.1	Update Bike and Pedestrian Master Plans to increase the number of low-stress bikeways and walkways that connect homes to destinations	11,536	12,755	14%	4%
	Transportation-2.2	Install roundabouts to control traffic at intersections, instead of stop signs or traffic signals	NA	NA	NA	NA
	Transportation-2.3	Provide temporary or permanent car-free zones or "slow streets" in specified areas, for example, individual blocks or residential streets	NA	NA	NA	NA
	Transportation-2.4	Install measures to reduce vehicle speeds and calm traffic on city streets	NA	NA	NA	NA
Strategy Transportation-3. Provide transit options that are accessible, reliable, and convenient	Transportation-3.1	Increase the frequency of SacRT bus, CordoVan service, and/or light rail service, or extend service to cover new areas or times of day	5,768	10,204	7%	3%
	Transportation-3.2	Implement Transit-Supportive Roadway Treatments (for example, transit signal priority, bus-only signal phases, queue jumps, curb extensions to speed passenger loading, and dedicated bus lanes)				
	Transportation-3.3	Provide discounted or fare-free transit service (could be universal or targeted to specific areas and/or populations, for example, youth under 18)				
	Transportation-3.4	Expand the SmaRT Ride area and convert the shuttles to electric shuttles				
Strategy Transportation-4. Reduce drive alone vehicle trips	Transportation-4.1	Implement a Commuter Trip Reduction Program (CTR) in which companies provide employees with services, infrastructure, and incentives for not driving alone to work and instead ridesharing, taking transit, biking, walking, or teleworking	3,845	6,803	5%	2%
	Transportation-4.2	Implement an Electric Vehicle Carshare Program in which vehicles are available for users on-demand for short-term rentals	NA	NA	NA	NA
	Transportation-4.3	Implement a bikeshare/scooter share program in which conventional or electric powered bikes or scooters are available to users on-demand for short-term rentals	NA	NA	NA	NA
	Transportation-4.4	Provide Community-Based Travel Planning (CBTP) to households in the city in which trained travel advisors visit households to provide them with customized information, incentives , and support to encourage use of transportation options other than driving alone	NA	NA	NA	NA
Strategy Transportation-5. Transition to electric and zero emission vehicles	Transportation-5.1	Install EV chargers in new residential, commercial, and industrial projects	26,997	171,334	34%	56%
	Transportation-5.2	Install publicly accessible EV chargers on existing private property				
	Transportation-5.3	Install EV chargers on public property				
	Transportation-5.4	Electrify loading docks and/or require idling-reduction systems	NA	NA	NA	NA
	Transportation-5.5	Limit new gasoline/diesel fueling stations	NA	NA	NA	NA
Using Energy in Homes and Businesses (Building Energy Sector)						
Strategy Energy-1a. Increase energy efficiency and electrification in existing residential buildings	Energy-1.1	Retrofit existing residential buildings to improve energy efficiency and reduce natural gas consumption for end uses like space and water heating, clothes drying, cooking	9,667	29,002	12%	9%
Strategy Energy-1b. Increase energy efficiency and electrification in existing nonresidential buildings	Energy-1.2	Retrofit existing nonresidential buildings to improve energy efficiency and reduce natural gas consumption for end uses like space and water heating, clothes drying, cooking.	2,077	9,969	3%	3%
Strategy Energy-2a. Increase energy efficiency and electrification in new residential buildings	Energy-2.1	Require new residential development to be all-electric, zero net energy (ZNE) buildings (where the amount of energy used in a year equals the amount of energy generated on the site)	1,411	5,097	2%	2%
Energy-2b. Increase energy efficiency and electrification in new nonresidential buildings	Energy-2.2	Require new nonresidential development to achieve energy efficiency above minimum State building code requirements (CAL Green Tier 2)	428	1,545	0%	1%
Using Equipment for Landscaping and Construction (Off-Road Vehicle and Equipment Sector)						
Strategy Offroad-1. Transition to electric and zero emissions technologies for landscaping equipment	Offroad-1.1	Replace existing gasoline and diesel-powered landscaping equipment with electric or zero emission alternatives	83	138	0%	0%
	Offroad-1.2	Convert new landscaping equipment to electric or zero-emission alternatives	46	123	0%	0%
Strategy Offroad-2. Transition to electric and zero emissions technologies for construction equipment	Offroad-2.1	Increase electrification and use of alternative fuels in construction projects	1,681	9,248	2%	3%
	Offroad-2.2	Reduce construction vehicle idling	NA	NA	NA	NA
Using Water and Disposing of Waste at Homes and Businesses (Water and Solid Waste Sectors)						
Strategy Water-1. Conserve water	Water-1.1	Reduce indoor water use in existing and new buildings	0	0	NA	NA
	Water-1.2	Reduce outdoor water use for landscaping and irrigation in existing and new developments	0	0	NA	NA
Strategy Solid Waste-1. Avoid disposal of organic waste in landfills	Solid Waste-1.1	Increase recovery of edible food waste	8,845	32,590	11%	11%
	Solid Waste-1.2	Eliminate disposal of organic waste in landfills (food waste, yard waste)				
Planting and Managing Trees (Carbon Sequestration Sector)						
Strategy Carbon Sequestration-1. Remove emissions from the atmosphere	Carbon Storage-1.1	Increase the number of trees in the city, through new plantings and management of existing trees	441	1,042	1%	0%
Total Reductions from City Measures			79,628	307,625		
Legislative-Adjusted BAU Forecast Emissions (without CAP measures)			515,352	529,788		
Target Percent Reduction below 2019 Levels			36%	81%		
Target Annual Emissions			438,283	129,252		
Reductions Needed to Achieve Target			77,070	400,536		
Legislative-Adjusted BAU Forecast Emissions with CAP Measures			435,724	222,163		
Gap Needed to Achieve Target*			-2559	92,911		
Percent of Target Achieved			103%	77%		

Notes: NA = not applicable (non-quantified measure; supportive of quantified measures).
* Negative numbers indicate target has been achieved with a surplus of emissions reductions; positive values indicate an emissions reduction gap still exists.

Strategy Code and Title	Measure Code	Measure Title	GHG Reduction Potential in 2030 (MTCO2e)	GHG Reduction Potential in 2045 (MTCO2e)	Percent of Total Reductions in 2030	Percent of Total Reductions in 2045	Quantification Approach
Getting To, From, and Around the City (On-road Transportation Sector)							
Strategy Transportation-1. Support development of walkable, interconnected neighborhoods, villages, and districts	Transportation-1.1	Enforce the City's Transportation Impact Guidelines , which require developers to include features in their projects that decrease the amount of driving alone and encourage people to make trips by walking, biking , or using public transit	6,669	17,134	8%	6%	Assumes a 10% reduction in new passenger VMT and 15% reduction in commercial VMT by 2030, and a 15% reduction in both passenger and commercial VMT by 2045. All reductions from new VMT that would be achieved from other measures are assumed to be captured under this measure. "New VMT" refers to forecasted VMT growth between 2019 and the target years.
	Transportation-1.2	Reduce or eliminate requirements to provide a minimum number of off-street parking spaces in new development projects	NA	NA	NA	NA	Non-quantified measure.
	Transportation-1.3	Improve street connectivity , for example by providing walkways at the ends of existing cul-de-sacs, or requiring walkable street systems in new developments	NA	NA	NA	NA	Non-quantified measure.
	Transportation-1.4	Limit the number of drive-through businesses	NA	NA	NA	NA	Non-quantified measure.
Strategy Transportation-2. Make walking and biking safe and attractive for people of all ages and abilities	Transportation-2.1	Update Bike and Pedestrian Master Plans to increase the number of low-stress bikeways and walkways that connect homes to destinations	11,536	12,755	14%	4%	Assumes a 6% reduction in existing (2019) passenger VMT by 2030 and 7.5% by 2045.
	Transportation-2.2	Install roundabouts to control traffic at intersections, instead of stop signs or traffic signals	NA	NA	NA	NA	Non-quantified measure.
	Transportation-2.3	Provide temporary or permanent car-free zones or "slow streets" in specified areas, for example, individual blocks or residential streets	NA	NA	NA	NA	Non-quantified measure.
	Transportation-2.4	Install measures to reduce vehicle speeds and calm traffic on city streets	NA	NA	NA	NA	Non-quantified measure.
Strategy Transportation-3. Provide transit options that are accessible, reliable, and convenient	Transportation-3.1	Increase the frequency of SacRT bus, CordoVan service, and/or light rail service, or extend service to cover new areas or times of day	5,768	10,204	7%	3%	Assumes a 3% reduction in existing (2019) passenger VMT by 2030 and 6% by 2045. Grouped all measures together based on CAPCOA transit-related measures (maximum transit-related emissions reductions from increased frequency, expanded coverage, reduced fare, rapid transit -- 15% reduction).
	Transportation-3.2	Implement Transit-Supportive Roadway Treatments (for example, transit signal priority, bus-only signal phases, queue jumps, curb extensions to speed passenger loading, and dedicated bus lanes)					
	Transportation-3.3	Provide discounted or fare-free transit service (could be universal or targeted to specific areas and/or populations, for example, youth under 18)					
	Transportation-3.4	Expand the Smart Ride area and convert the shuttles to electric shuttles					
Strategy Transportation-4. Reduce drive alone vehicle trips	Transportation-4.1	Implement a Commuter Trip Reduction Program (CTR) in which companies provide employees with services, infrastructure, and incentives for not driving alone to work and instead ridesharing, taking transit, biking, walking, or teleworking	3,845	6,803	5%	2%	Assumes a 2% reduction in existing (2019) passenger VMT by 2030 and 4% by 2045.
	Transportation-4.2	Implement an Electric Vehicle Carshare Program in which vehicles are available for users on-demand for short-term rentals	NA	NA	NA	NA	Reductions captured in EV measures (Transportation-5.1 - 5.3).
	Transportation-4.3	Implement a bikeshare/scooter share program in which conventional or electric powered bikes or scooters are available to users on-demand for short-term rentals	NA	NA	NA	NA	Non-quantified measure (negligible reductions).
	Transportation-4.4	Provide Community-Based Travel Planning (CBTP) to households in the city in which trained travel advisors visit households to provide them with customized information, incentives , and support to encourage use of transportation options other than driving alone	NA	NA	NA	NA	Reductions from this measure are reflected in Transportation-4.1
Strategy Transportation-5. Transition to electric and zero emission vehicles	Transportation-5.1	Install EV chargers in new residential, commercial, and industrial projects	26,997	171,334	34%	56%	Quantified using EMFAC projections and statewide EV targets under the 2020 Mobile Source Strategy and AB 2172.
	Transportation-5.2	Install publicly accessible EV chargers on existing private property					
	Transportation-5.3	Install EV chargers on public property					
	Transportation-5.4	Electrify loading docks and/or require idling-reduction systems	NA	NA	NA	NA	Non-quantified measure.
	Transportation-5.5	Limit new gasoline/diesel fueling stations	NA	NA	NA	NA	Non-quantified measure.

Transportation-1.1			
Enforce the City's Transportation Impact Guidelines, which require developers to include features in their projects that decrease the amount of driving alone and encourage people to make trips by walking, biking, or using public transit	2019	2030	2045
10% reduction in new project-generated VMT from implementation of the City's VMT Thresholds of Significance for Development Projects			
Annual passenger vehicle miles traveled (VMT)	705,862,131	822,688,562	1,004,017,191
New passenger VMT		116,826,431	298,155,061
Percent VMT reduction from SB 743		10%	15%
Reduced passenger VMT from SB 743		11,682,643	44,723,259
Passenger vehicle emissions factor (MTCO ₂ e/mile)		0.000272	0.000241
GHG reductions from new passenger vehicles (MTCO₂e)		3,182	10,775
Annual commercial vehicle miles traveled (VMT)	213,356,667	248,669,088	303,478,188
New commercial VMT		35,312,421	90,121,520
Percent VMT reduction from SB 743		15%	15%
Reduced commercial VMT from SB 743		5,296,863	13,518,228
Commercial vehicle emissions factor (MTCO ₂ e/mile)		0.000658	0.000470
GHG reductions from new commercial vehicles (MTCO₂e)		3,487	6,359
GHG Reductions from Transportation-1.1 (MTCO₂e)		6,669	17,134
Sources:			
City of Rancho Cordova Transportation Impact Guidelines			

Transportation-2.1

Update Bike and Pedestrian Master Plans to increase the number of low-stress bikeways and walkways that connect homes to destinations

2019

2030

2045

Increased active transportation

Annual existing passenger vehicle miles traveled (VMT)

705,862,131

705,862,131

705,862,131

Percent reduction in existing citywide passenger VMT from comprehensive active transportation improvements [1]

6.0%

7.5%

Passenger VMT reduction

42,351,728

52,939,660

Passenger vehicle emissions factor (MTCO₂e/mile)

0.000272

0.000241

GHG reductions from existing passenger vehicles (MTCO₂e)

11,536

12,755

Sources:

[1] CAPCOA. 2021. GHG Handbook. Available:

https://www.airquality.org/ClimateChange/Documents/Final%20Handbook_AB434.pdf.

T-18 Pedestrian Network Improvement, T-19 Bike Facility/Boulevard, and T-20 Expand Bikeway Network (maximum neighborhood design-related emissions reduction = 7.5% reduction)

Bicycle Master Plan (2016)

Develop continuous, convenient, and family friendly bikeway network.

Ensure new development extends the bike network to all neighborhoods and attractors.

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

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

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

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

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

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

Table 4-1: Proposed Bikeway Network Mileage by Class

Path Type	Existing	Proposed	Total
Class I Paths	13.9	77	90.9
Class II Bike Lanes	14.7	12.5	27.2
Class III Bike Routes	2.4	3.2	5.6
Class III Bike Boulevards	0	14.5	14.5
Class IV Protected Bikeways	0	3.6	3.6
Total	31	110.8	141.8

<https://www.cityofranchocordova.org/home/showpublisheddocument/11416/635996042085130000>

Transportation-3.1, Transportation-3.2, Transportation-3.3, Transportation-3.4			
Increase the frequency of SacRT bus, CordoVan service, and/or light rail service, or extend service to cover new areas or times of day. Implement Transit-Supportive Roadway Treatments (e.g., transit signal priority, bus-only signal phases, queue jumps, curb extensions to speed passenger loading, and dedicated bus lane). Provide discounted or fare-free bus service (could be citywide or targeted to specific areas and/or populations, e.g., youth under 18). Expand the SmarT Ride area and convert the shuttles to electric shuttles	2019	2030	2045
Comprehensive transit system improvements			
Annual existing passenger vehicle miles traveled (VMT)	705,862,131	705,862,131	705,862,131
Percent reduction in existing citywide passenger VMT from comprehensive transit improvements [1] [2] [3]		3.0%	6.0%
Passenger VMT reduction		21,175,864	42,351,728
Passenger vehicle emissions factor (MTCO2e/mile)		0.000272	0.000241
GHG reductions from existing passenger vehicles (MTCO2e)		5,768	10,204
Sources:			
[1] Mozingo. 2021. Zero-Carbon Buildings in California: A Feasibility Study. The Center for Resource Efficient Communities and the Center for the Built Environment, UC Berkeley. (5.8% to 14.8% reduction)			
[2] CAPCOA. 2021. GHG Handbook. Available: https://www.airquality.org/ClimateChange/Documents/Final%20Handbook_AB434.pdf . T-25 Extend Coverage/Hours, T-26 Increase Frequency, T-27 Roadway Treatments, T-28 Rapid Transit, and T-29: Reduce Transit Fares (maximum transit-related emissions reduction = 15% reduction)			
[3] Handy, S. et al. (2013). Impacts of Transit Service Strategies on Passenger Vehicle Use and Greenhouse Gas Emissions - Policy Brief and Technical Background Document. California Air Resources Board. Retrieved from: https://arb.ca.gov/cc/sb375/policies/policies.htm . (0.5% to 10.5% reduction)			

Transportation-4.1			
Implement a Commuter Trip Reduction Program (CTR) in which companies provide employees with services, infrastructure, and incentives for not driving alone to work and instead ridesharing, taking transit, biking, walking, or teleworking	2019	2030	2045
Passenger VMT reductions from CTR Program			
Annual existing passenger vehicle miles traveled (VMT)	705,862,131	705,862,131	705,862,131
Percent reduction in existing citywide passenger VMT from CTR Program (voluntary and mandatory programs estimated 4% and 26%) [1]		2.0%	4.0%
Passenger VMT reduction		14,117,243	28,234,485
Passenger vehicle emissions factor (MTCO2e/mile)		0.000272	0.000241
GHG reductions from existing passenger vehicles (MTCO2e)		3,845	6,803
Sources:			
[1] CAPCOA. 2021. GHG Handbook. Available: https://www.airquality.org/ClimateChange/Documents/Final%20Handbook_AB434.pdf . TR-5 Implement Voluntary CTR Program and TR-6 Implement Mandatory CTR Program. (Note: Scale of Application for these measure is Project/Site, with a reduction of 4-26%. Maximum reduction for Plan/Community is 2.3%.)			

Transportation-5.1, Transportation-5.2, Transportation-5.3			
Install EV chargers in new residential, commercial, and industrial projects; Install publicly accessible EV chargers on existing private property; Install EV chargers on public property	2019	2030	2045
Statewide Light-Duty EV Forecasts and Targets			
Statewide Light Duty Population [1]	26,905,738	27,823,204	30,102,489
Statewide Light Duty EV population [1]	301,382	1,413,449	2,333,152
Statewide Light Duty EV Population Target under EO N-79-20 (5 million baseline scenario, 8 million high scenario) [2]		5,000,000	25,587,116
Target Percent EVs in Passenger Vehicles Statewide		18%	85%
Target Percent EVs in Passenger Vehicles for Rancho Cordova		18%	85%
EMFAC2021 Forecasts			
Light Duty eVMT in Sacramento County [1]		757,645,077	1,174,264,221
Light Duty VMT in Sacramento County [1]		13,097,501,302	14,315,240,607
Percent eVMT in Sacramento County		5.8%	8.2%
Forecasted eVMT in Rancho Cordova			
Rancho Cordova Passenger VMT after reduction from other measures		733,361,084	835,768,059
Forecasted eVMT in Rancho Cordova		42,422,398	68,557,180
Target eVMT in Rancho Cordova		131,789,474	710,402,850
Additional eVMT needed to meet State Targets		89,367,076	641,845,670
Additional GHG emissions from EV charger use			
Additional eVMT needed to meet State Targets		89,367,076	641,845,670
Average Efficiency of EV LDV (kWh/100-mi) [3]		34	34
Charged amount (kWh)		3,005,236,404	21,583,988,989
Electricity emissions factor (MTCO ₂ e/MWh)		0	0
Additional GHG emissions from EVs (MTCO ₂ e)		-	-
Emissions from Equivalent Gasoline/Diesel Vehicles			
Additional eVMT needed to meet State Targets		89,367,076	641,845,670
Avg emissions factor for non-electric light-duty vehicles (MTCO ₂ e/mi)		0.000302089	0.000266939
Equivalent GHG emissions avoided from increased EV chargers (MTCO ₂ e)		26,997	171,334
Sources:			
[1] EMFAC 2021. (Note: EMFAC 2021 does not account for statewide EV targets under EO N-79-20.)			
[2] Assembly Bill 2127 Electric Vehicle Charging Infrastructure Assessment (Staff Report). January 2021.			
[3] https://www.driveclean.ca.gov/pev/Charging.php			
Notes			
16 public charging stations (https://chargehub.com/en/countries/united-states/california/rancho-cordova.html)			
70 total stations (https://www.plugshare.com/directory/us/california/rancho-cordova)			
	2019	2030	2045
Rancho Cordova Passenger VMT	705,862,131	822,688,562	1,004,017,191
Sac County Passenger VMT (EMFAC)	11,549,499,458	13,097,501,302	14,315,240,607
Percent Rancho Cordova	6.11%	6.28%	7.01%
Sac County Increase in EV Population Needed		202,817	1,073,091
Rancho Cordova EV Population Needed		12,739	75,263
Rancho Cordova Existing EVs		500	500
Statewide Chargers Needed to Support 5mil ZEV by 2030		755,157	
Statewide Chargers Needed to Support 8mil ZEV by 2030		1,228,880	
Percent Difference		163%	
Sacramento County Chargers Needed to Support 8mil ZEV by 2030		39,633	
Sacramento County Chargers Needed to Support 5mil ZEV by 2030		24,355	
Rancho Cordova Chargers Needed to Support 5mil ZEV by 2030		1,530	

Strategy Code and Title	Measure Code	Measure Title	GHG Reduction Potential in 2030 (MTCO2e)	GHG Reduction Potential in 2045 (MTCO2e)	Percent of Total Reductions in 2030	Percent of Total Reductions in 2045	Quantification Approach
Using Energy in Homes and Businesses (Building Energy Sector)							
Strategy Energy-1a. Increase energy efficiency and electrification in existing residential buildings	Energy-1.1	Retrofit existing residential buildings to improve energy efficiency and reduce natural gas consumption for end uses like space and water heating, clothes drying, cooking	9,667	29,002	12%	9%	Assumes a 20% reduction in existing residential natural gas by 2030 and 60% reduction by 2045.
Strategy Energy-1b. Increase energy efficiency and electrification in existing nonresidential buildings	Energy-1.2	Retrofit existing nonresidential buildings to improve energy efficiency and reduce natural gas consumption for end uses like space and water heating, clothes drying, cooking.	2,077	9,969	3%	3%	Assumes a 13% reduction in existing nonresidential natural gas by 2030 amd 48% reduction by 2045.
Strategy Energy-2a. Increase energy efficiency and electrification in new residential buildings	Energy-2.1	Require new residential development to be all-electric, zero net energy (ZNE) buildings (where the amount of energy used in a year equals the amount of energy generated on the site)	1,411	5,097	2%	2%	Assumes a 100% reduction in new residential natural gas starting in 2026.
Energy-2b Increase energy efficiency and electrification in new nonresidential buildings	Energy-2.2	Require new nonresidential development to achieve energy efficiency above minimum State building code requirements (CAL Green Tier 2)	428	1,545	0%	1%	CAL Green Tier 2: 30% reduction in new nonresidential energy use starting in 2026.

Energy-1.1			
Retrofit existing residential buildings to improve energy efficiency and reduce natural gas consumption for end uses like space and water heating, clothes drying, cooking	2019	2030	2045
Electrification in existing residential buildings			
Existing residential buildings natural gas usage (therms)	9,082,624	9,082,624	9,082,624
Target electrification rate for existing residential buildings (natural gas) [1]		20%	60%
Reduced natural gas usage (therms)		1,816,525	5,449,574
Natural gas emissions factor (MTCO ₂ e/therm)		0.005322	0.005322
GHG reductions from existing residential buildings natural gas savings (MTCO₂e)		9,667	29,002
Additional electricity use and emissions			
Assumed average efficiency of natural gas heating [2] [3]		78%	78%
Assumed average efficiency of electric heating [4]		100%	100%
kWh per therm conversion		29.3	29.3
Total therms offset from natural gas heating use (therms)		1,816,525	9,082,624
Total electricity needed to offset natural gas heating (MWh)		41,515	207,574
Electricity emissions factor (MTCO ₂ e/MWh)		0	0
Additional GHG emissions from electricity use (MTCO ₂ e)		0	0
GHG Reductions from Energy-1.1 (MTCO₂e)		9,667	29,002
Sources:			
[1] Mazingo. 2021. Zero-Carbon Buildings in California: A Feasibility Study. Available: https://crec.berkeley.edu/uploads/16RD004_CRECE_ZCB_Final_Report_w__Appendices_(1).pdf			
[2] https://www.energy.gov/sites/prod/files/2014/05/f15/fupwg_may2014_new_gas_technologies.pdf			
[3] https://www.aceee.org/sites/default/files/publications/researchreports/a1602.pdf			
[4] U.S. DOE. 2021. Electric Resistance Heating. Available: https://www.energy.gov/energysaver/home-heating-systems/electric-resistance-heating#:~:text=Electric%20resistance%20heating%20is%20100,the%20fuel's%20energy%20into%20electricity.			
Total Housing Units	20,000		
Percent retrofitted by 2030	4000		
Percent retrofitted by 2045	12000		

Energy-1.2			
Retrofit existing nonresidential buildings to improve energy efficiency and reduce natural gas consumption for end uses like space and water heating, clothes drying, cooking.	2019	2030	2045
Electrification in existing nonresidential buildings			
Existing nonresidential buildings natural gas usage (therms)	3,902,601	3,902,601	3,902,601
Target electrification rate for existing nonresidential buildings (natural gas) [1]		10%	48%
Reduced natural gas usage (therms)		390,260	1,873,248
Natural gas emissions factor (MTCO ₂ e/therm)		0.005322	0.005322
GHG reductions from existing nonresidential buildings natural gas savings (MTCO₂e)		2,077	9,969
Additional electricity use and emissions			
Assumed average efficiency of natural gas heating [2] [3]		78%	78%
Assumed average efficiency of electric heating [4]		100%	100%
kWh per therm conversion		29.3	29.3
Total therms offset from natural gas heating use (therms)		390,260	3,902,601
Total electricity needed to offset natural gas heating (MWh)		8,919	89,190
Electricity emissions factor (MTCO ₂ e/MWh)		0	0
Additional GHG emissions from electricity use (MTCO ₂ e)		0	0
GHG Reductions from Energy-1.2 (MTCO₂e)		2,077	9,969
Sources:			
[1] Mozingo. 2021. Zero-Carbon Buildings in California: A Feasibility Study. Available: https://crec.berkeley.edu/uploads/16RD004_CRECE_ZCB_Final_Report_w_Appendices_(1).pdf			
[2] https://www.energy.gov/sites/prod/files/2014/05/f15/fupwg_may2014_new_gas_technologies.pdf			
[3] https://www.aceee.org/sites/default/files/publications/researchreports/a1602.pdf			
[4] U.S. DOE. 2021. Electric Resistance Heating. Available: https://www.energy.gov/energysaver/home-heating-systems/electric-resistance-heating#:~:text=Electric%20resistance%20heating%20is%20100,the%20fuel's%20energy%20into%20electricity.			

Energy-2.1				
Require new residential development to be all-electric, zero net energy (ZNE) buildings (where the amount of energy used in a year equals the amount of energy generated on the site)	2019	2026	2030	2045
All-electric new residential development				
Annual residential natural gas usage with legislative reductions (therms)	9,082,624	9,546,705	9,811,893	10,504,366
New natural gas usage (therms)		464,081	729,269	1,421,742
Reduced residential natural gas usage from all-electric new residential development starting in 2026 (therms)			265,189	957,662
Natural gas emissions factor (MTCO ₂ e/therm)			0.005322	0.005322
GHG reductions from new residential buildings natural gas savings (MTCO₂e)			1,411	5,097
Additional electricity use and emissions				
Assumed average efficiency of natural gas heating [1] [2]			78%	78%
Assumed average efficiency of electric heating [3]			100%	100%
kWh per therm conversion			29.3	29.3
Total therms offset from natural gas heating use (therms)			265,189	10,504,366
Total electricity needed to offset natural gas heating (MWh)			6,061	240,067
Electricity emissions factor (MTCO ₂ e/MWh)			0	0
Additional GHG emissions from electricity use (MTCO ₂ e)			0	0
GHG Reductions from Energy-2.1 (MTCO₂e)			1,411	5,097
Sources:				
[1] https://www.energy.gov/sites/prod/files/2014/05/f15/fupwg_may2014_new_gas_technologies.pdf				
[2] https://www.aceee.org/sites/default/files/publications/researchreports/a1602.pdf				
[3] U.S. DOE. 2021. Electric Resistance Heating. Available: https://www.energy.gov/energysaver/home-heating-systems/electric-resistance-heating#:~:text=Electric%20resistance%20heating%20is%20100,the%20fuel's%20energy%20into%20electricity.				

Energy-2.2				
Require new nonresidential development to achieve energy efficiency above minimum State building code requirements (CAL Green Tier 2)	2019	2026	2030	2045
Efficient new nonresidential development - CAL Green Tier 2				
Annual nonresidential natural gas usage with legislative reductions (therms)	9,082,624	9,546,705	9,811,893	10,504,366
New natural gas usage (therms)		464,081	729,269	1,421,742
Annual nonresidential electricity usage with legislative reductions (kWh)	416,664,459	439,785,444	452,997,435	486,192,548
New electricity usage (kWh)		23,120,985	36,332,976	69,528,089
Annual nonresidential diesel usage with legislative reductions (gal)	92,209	97,326	100,250	107,596
New diesel usage (gal)		5,117	8,041	15,387
Reduction in new energy use from CAL Green Tier 2 compared to Title 24			30%	30%
Reduced natural gas usage from new nonresidential development starting in 2026 (therms)			79,557	287,299
Reduced electricity usage from new nonresidential development starting in 2026 (therms)			1,981,799	6,961,066
Reduced diesel usage from new nonresidential development starting in 2026 (therms)			439	1,541
Natural gas emissions factor (MTCO2e/therm)			0.005322	0.005322
Electricity emissions factor (MTCO2e/MWh)			0	0
Diesel emissions factor (MTCO2e/gal)			0.010229	0.010229
GHG reductions from new nonresidential buildings energy savings (MTCO2e)			428	1,545
Additional electricity use and emissions				
Assumed average efficiency of natural gas heating [1] [2]			78%	78%
Assumed average efficiency of electric heating [3]			100%	100%
kWh per therm conversion			29.3	29.3
Total therms offset from natural gas heating use (therms)			79,557	10,504,366
Total electricity needed to offset natural gas heating (MWh)			1,818	240,067
Electricity emissions factor (MTCO2e/MWh)			0	0
Additional GHG emissions from electricity use (MTCO2e)			0	0
GHG Reductions from Additional GHG emissions from electricity use (MTCO2e) (MTCO2e)			428	1,545
Sources:				
[1] https://www.energy.gov/sites/prod/files/2014/05/f15/fupwg_may2014_new_gas_technologies.pdf				
[2] https://www.aceee.org/sites/default/files/publications/researchreports/a1602.pdf				
[3] U.S. DOE. 2021. Electric Resistance Heating. Available: https://www.energy.gov/energysaver/home-heating-systems/electric-resistance-				

Strategy Code and Title	Measure Code	Measure Title	GHG Reduction Potential in 2030 (MTCO2e)	GHG Reduction Potential in 2045 (MTCO2e)	Percent of Total Reductions in 2030	Percent of Total Reductions in 2045	Quantification Approach
Using Equipment for Landscaping and Construction (Off-Road Vehicle and Equipment Sector)							
Strategy Offroad-1. Transition to electric and zero emissions technologies for landscaping equipment	Offroad-1.1	Replace existing gasoline and diesel-powered landscaping equipment with electric or zero emission alternatives	83	138	0%	0%	Assumes a 30% electrification rate of existing fossil fuel landscaping equipment by 2030, and 100% by 2045. Assumes a 30% renewable diesel/alternative fuels conversion rate by 2030.
	Offroad-1.2	Convert new landscaping equipment to electric or zero-emission alternatives	46	123	0%	0%	Assumes 100% of new landscaping equipment are zero-emission by 2024. Consistent with CARB's SORE regulations.
Strategy Offroad-2. Transition to electric and zero emissions technologies for construction equipment	Offroad-2.1	Increase electrification and use of alternative fuels in construction projects	1,681	9,248	2%	3%	Assumes a 10% electrification rate of existing fossil fuel construction equipment by 2030, and 50% by 2045. Assumes a 10% renewable diesel/alternative fuels conversion rate by 2030, and 40% by 2045. Assumes a 10% reduction in diesel generator use by 2030 and a 60% reduction by 2045.
	Offroad-2.2	Reduce construction vehicle idling	NA	NA	NA	NA	Non-quantified measure.

Offroad-1.1			
Replace existing gasoline and diesel-powered landscaping equipment with electric or zero emission alternatives	2019	2030	2045
Electric landscaping equipment			
Existing landscaping equipment emissions (MTCO ₂ e)	138	138	138
Target electrification rate for existing landscaping equipment [1]		30%	100%
Reduced landscaping emissions (MTCO ₂ e)		41	138
GHG reductions from electric landscaping equipment (MTCO₂e)		41	138
Renewable diesel or other alternative fuels landscaping equipment			
Existing landscaping equipment emissions (MTCO ₂ e)	138	138	138
Target renewable diesel/alternative fuels rate for existing landscaping equipment [1]		30%	0%
Reduced landscaping emissions (MTCO ₂ e)		41	0
GHG reductions from renewable diesel landscaping equipment (MTCO₂e)		41	-
GHG Reductions from Offroad-1.1 (MTCO₂e)		83	138
Sources:			
[1] California Air Resources Board. 2021. 2021 SORE Rulemaking Staff Report. Available: https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2021/sore21/isor.pdf			

Offroad-1.2				
Convert new landscaping equipment to electric or zero-emission alternatives	2019	2023	2030	2045
Zero-emission new landscaping equipment starting in 2024				
Landscaping equipment emissions (MTCO2e)	138	164	211	287
New landscaping equipment emissions (MTCO2e)		26	73	150
New landscaping equipment emissions starting in 2024 (MTCO2e)			46	123
Percent of new landscaping equipment that is zero-emission [1]			100%	100%
Reduced landscaping emissions (MTCO2e)			46	123
GHG Reductions from Offroad-1.2 (MTCO2e)			46	123
Sources:				
[1] California Air Resources Board. 2021. CARB approves updated regulations requiring most new small off-road engines be zero emission by 2024. Available: https://ww2.arb.ca.gov/news/carb-approves-updated-regulations-requiring-most-new-small-road-engines-be-zero-emission-2024				

Offroad-2.1			
	2019	2030	2045
Increase electrification and use of altertive fuels in construction projects			
Electric construction equipment			
Construction emissions (MTCO2e)	5,350	7,500	9,675
Target electrification rate for construction equipment		10%	50%
Reduced construction equipment emissions (MTCO2e)		750	4,837
GHG reductions from electric construction equipment (MTCO2e)		750	4,837
Alternatively fueled construction equipment			
Construction emissions (MTCO2e)	5,350	7,500	9,675
Target renewable diesel or other alternative fuels rate for construction equipment		10%	40%
Reduced construction equipment emissions (MTCO2e)		750	3,870
GHG reductions from alternatively fueled construction equipment (MTCO2e)		750	3,870
Renewable diesel and other clean generator alternatives			
Dwelling Units	28,926	38,574	47,780
Employees	61,991	73,604	84,213
SQFT per employee (for average office space)	200	200	200
Total Commercial Office SQFT	12,398,275	14,720,777	16,842,698
CalEEMod Results for Construction-related generators used to construct new single family homes and commercial office space			
CalEEMod Inputs	2019-2030	2030-2045	
Single Family Homes (Dwelling Unit)		9,648	9,206
Office Park (sqft)		2,322,502	2,121,921
Adjusted down to account for 33 acre limitation in CalEEMod 2020.4.0			
Single Family Homes (Dwelling Unit)		102	97
Office Park (sqft)		24,447	22,336
Adjustment Factor		95	95
Total Reported Construction Generator Emissions (MTCO2e)		209	142
Annual Reported Construction Generators Emissions (MTCO2e)		19	9
Readjusted Annual Construction Generator Emissions (MTCO2e)		1,808	901
Target reduction in diesel generator use from renewable diesel or other clean alternatives		10%	60%
GHG reductions from renewable diesel or other clean generators (MTCO2e)		181	541
GHG Reductions from Offroad-2.1 (MTCO2e)		1,681	9,248
Sources:			
[1] CAPCOA. 2021. GHG Handbook. Available: https://www.airquality.org/ClimateChange/Documents/Final%20Handbook_AB434.pdf . C-1-A Use Electric or Hybrid Powered Equipment and C-1-B Use Cleaner-Fuel Equipment			
[2] CARB OFFROAD 2021 (Sacramento County 2019)			

Strategy Code and Title	Measure Code	Measure Title	GHG Reduction Potential in 2030 (MTCO2e)	GHG Reduction Potential in 2045 (MTCO2e)	Percent of Total Reductions in 2030	Percent of Total Reductions in 2045	Quantification Approach
Using Water and Disposing of Waste at Homes and Businesses (Water and Solid Waste Sectors)							
Strategy Solid Waste-1. Avoid disposal of organic waste in landfills	Solid Waste-1.1	Increase recovery of edible food waste	8,845	32,590	11%	11%	Assumes a 30% reduction in landfill disposed waste compared to 2019 by 2030, and a 90% reduction by 2045.
	Solid Waste-1.2	Eliminate disposal of organic waste in landfills (food waste, yard waste)					

Solid Waste-1.1, Solid Waste-1.2			
Increase recovery of edible food waste; Elimite disposal of organic waste in landfills (food waste, yard waste)	2019	2030	2045
Achieve Zero Waste (i.e., 90% reduction below 2019 levels) by 2045			
Solid waste emissions (MTCO2e)	22,397	29,483	36,211
Percent reduction in landfill disposed waste compared to 2019		30%	90%
Reduced solid waste emissions (MTCO2e)		8,845	32,590
GHG Reductions from Solid Waste-1.1, Solid Waste-1.2 (MTCO2e)		8,845	32,590
Sources:			
Senate Bill 1383			
	2030	2045	
Tons of waste	78,276	96,139	
Reduced tons of waste	23,483	86,525	

Strategy Code and Title	Measure Code	Measure Title	GHG Reduction Potential in 2030 (MTCO2e)	GHG Reduction Potential in 2045 (MTCO2e)	Percent of Total Reductions in 2030	Percent of Total Reductions in 2045	Quantification Approach
Using Water and Disposing of Waste at Homes and Businesses (Water and Solid Waste Sectors)							
Strategy Water-1. Conserve water	Water-1.1	Reduce indoor water use in existing and new buildings	0	0	NA	NA	Annual reduction of 15,000 acre-feet (AF) of indoor water usage by 2030 and 28,000 AF by 2045.
	Water-1.2	Reduce outdoor water use for landscaping and irrigation in existing and new developments	0	0	NA	NA	Annual reduction of 15,000 AF of outdoor water usage by 2030 and 29,000 AF by 2045.

Water-1.1			
Reduce indoor water use in existing and new buildings	2019	2030	2045
Water use reduction in existing buildings			
Total existing water use (AF)	65,645	65,645	65,645
Total existing water-related electricity use (MWh)	38,926	38,926	38,926
Assumed percentage of indoor water use [1] [2]	60%	60%	60%
Indoor water use in existing buildings (AF)	39,387	39,387	39,387
Indoor water-related electricity use in existing buildings (MWh)	23,355	23,355	23,355
Percent reduction in indoor water use in existing buildings [1] [2] [3]		25%	40%
Reduction in indoor water use in existing buildings (AF)		9,847	15,755
Reduction in indoor water-related electricity use in existing buildings (MWh)		5,839	9,342
Electricity emissions factor (MTCO ₂ e/MWh)		0	0
Reduced indoor water emissions from existing buildings (MTCO ₂ e)		0	0
Water use reduction in new buildings			
Total water use (AF)	65,645	86,412	106,132
Total water-related electricity use (MWh)	38,926	51,240	62,934
Total water use in new buildings (AF)		20,767	40,487
Total water-related electricity use in new buildings (MWh)		12,315	24,008
Assumed percentage of indoor water use [1] [2]	60%	60%	60%
Indoor water use in new buildings (AF)		12,460	24,292
Indoor water-related electricity use in new buildings (MWh)		7,389	14,405
Percent reduction in indoor water use in new buildings [1] [2] [3] [4]		40%	50%
Reduction in indoor water use in new buildings (AF)		4,984	12,146
Reduction in indoor water-related electricity use in new buildings (MWh)		2,956	7,202
Electricity emissions factor (MTCO ₂ e/MWh)		0	0
Reduced indoor water emissions from new buildings (MTCO ₂ e)		0	0
GHG Reductions from Water-1.1 (MTCO₂e)		0	0
Sources:			
[1] Pacific Institute and Natural Resources Defense Council. 2014. Urban Water Conservation and Efficiency Potential in California. Available: https://pacinst.org/wp-content/uploads/2014/06/ca-water-urban.pdf			

[2] U.S. Environmental Protection Agency. 2022. WaterSense - Statistics and Facts. Available: <https://www.epa.gov/watersense/statistics-and-facts>

[3] CAPCOA. 2010. Quantifying Greenhouse Gas Mitigation Measures. WUW-1. Available: <http://www.capcoa.org/wp-content/uploads/downloads/2010/09/CAPCOA-Quantification-Report-9-14-Final.pdf>

WUW-1: 20% for residential and 31% for nonresidential low-flow fixtures. Assuming increase for ultra-low-flow, especially in new development

[4] U.S. Environmental Protection Agency. 2017. Water-Smart Landscapes -Start with WaterSense. Available: <https://www.epa.gov/sites/default/files/2017-01/documents/ws-outdoor-water-efficient-landscaping.pdf>

Water-1.2			
Reduce outdoor water use for landscaping and irrigation in existing and new developments	2019	2030	2045
Outdoor water use reduction in existing buildings			
Total existing water use (AF)	65,645	65,645	65,645
Total existing water-related electricity use (MWh)	38,926	38,926	38,926
Assumed percentage of outdoor water use [1] [2]	40%	40%	40%
Outdoor water use in existing buildings (AF)	26,258	26,258	26,258
Outdoor water-related electricity use in existing buildings (MWh)	15,570	15,570	15,570
Percent reduction in outdoor water use in existing buildings [1] [2] [3] [4]		40%	60%
Reduction in outdoor water use in existing buildings (AF)		10,503	15,755
Reduction in outdoor water-related electricity use in existing buildings (MWh)		6,228	9,342
Electricity emissions factor (MTCO ₂ e/MWh)		0	0
Reduced outdoor water emissions from existing buildings (MTCO ₂ e)		0	0
Outdoor water use reduction in new buildings			
Total water use (AF)	65,645	86,412	106,132
Total water-related electricity use (MWh)	38,926	51,240	62,934
Total water use in new buildings (AF)		20,767	40,487
Total water-related electricity use in new buildings (MWh)		12,315	24,008
Assumed percentage of outdoor water use [1] [2]	40%	40%	40%
Outdoor water use in new buildings (AF)		8,307	16,195
Outdoor water-related electricity use in new buildings (MWh)		4,926	9,603
Percent reduction in outdoor water use in new buildings [1] [2] [3] [4]		50%	80%
Reduction in outdoor water use in new buildings (AF)		4,153	12,956
Reduction in outdoor water-related electricity use in new buildings (MWh)		2,463	7,683
Electricity emissions factor (MTCO ₂ e/MWh)		0	0
Reduced outdoor water emissions from new buildings (MTCO ₂ e)		0	0
GHG Reductions from Water-1.2 (MTCO₂e)		0	0
Sources:			
[1] Pacific Institute and Natural Resources Defense Council. 2014. Urban Water Conservation and Efficiency Potential in California. Available: https://pacinst.org/wp-content/uploads/2014/06/ca-water-urban.pdf			
[2] U.S. Environmental Protection Agency. 2022. WaterSense - Statistics and Facts. Available: https://www.epa.gov/watersense/statistics-and-facts			
[3] CAPCOA. 2010. Quantifying Greenhouse Gas Mitigation Measures. WUW-2 through WUW-6. Available: http://www.capcoa.org/wp-content/uploads/downloads/2010/09/CAPCOA-Quantification-Report-9-14-Final.pdf			
[4] U.S. Environmental Protection Agency. 2017. Water-Smart Landscapes -Start with WaterSense. Available: https://www.epa.gov/sites/default/files/2017-01/documents/ws-outdoor-water-efficient-landscaping.pdf			

Strategy Code and Title	Measure Code	Measure Title	GHG Reduction Potential in 2030 (MTCO2e)	GHG Reduction Potential in 2045 (MTCO2e)	Percent of Total Reductions in 2030	Percent of Total Reductions in 2045	
Planting and Managing Trees (Carbon Sequestration Sector)							
Strategy Carbon Sequestration-1. Remove emissions from the atmosphere	Carbon Storage-1.1	Increase the number of trees in the city, through new plantings and management of existing trees	441	1,042	1%	0%	Assumed 750 new residential trees and 750 new City-managed trees planted every year. Used existing (2019) tree inventory and carbon sequestration data from the City's 2022 Urban Forest Master Plan.

Carbon Storage-1.1			
Increase the number of trees in the city, through new plantings and management of existing trees	2019	2030	2045
Planting new trees			
Existing trees [1]	3,910		
Annual carbon sequestration from existing trees (metric tons carbon/year) [1]	29		
Conversion factor for carbon to carbon dioxide (ratio of molecular weights = 44/12)	3.67		
Annual carbon sequestration per tree (MTCO2e/tree/year)	0.02673		
New residential trees per year [1]	750		
New City-managed trees per year [1]	750		
Total new trees [1]		16,500	39,000
Increased carbon sequestration from new trees (MTCO2e)		441	1,042
GHG Reductions from Carbon Storage-1.1 (MTCO2e)		441	1,042
Sources:			
[1] City of Rancho Cordova. 2022. Rancho Cordova Urban Forest Master Plan. Available: https://www.cityofranhocordova.org/home/showpublisheddocument/18231/637880482211700000			

Appendix F

Vulnerability Assessment (Technical Memorandum)



455 Capitol Mall, Suite 300
Sacramento, CA 95814
916.444.7301

Date: October 11, 2021
To: Stefan Heisler
From: Kai Lord-Farmer, Dan Krekelberg, and Honey Walters (Ascent Environmental)
Subject: City of Rancho Cordova Climate Action Plan - Vulnerability Assessment

1 INTRODUCTION

Global climate change is projected to exacerbate the impacts of certain hazards that the City of Rancho Cordova (City) is already exposed to under current conditions. These hazards include indirect impacts from wildfires and effects on air quality, extreme heat, heat wave events, long-term drought, and flooding. While many of these hazards have existed historically for the City, the frequency and intensity of these hazards will increase as a result of global climate change. This Vulnerability Assessment (VA) serves to identify and analyze impacts of climate change that will most directly affect the City. The VA includes a climate change vulnerability assessment and serves to inform development of adaptation strategies by analyzing the City's exposure to existing hazards, sensitivity to these hazards, potential climate-related impacts from these hazards, and the City's existing capacity to prepare and adapt for these impacts, known as adaptive capacity.

1.1 CLIMATE CHANGE MITIGATION AND ADAPTATION

The effects of climate change are already being experienced today. The combustion of fossil fuels, among other human activities, since the Industrial Revolution in the 19th century has introduced greenhouse gases (GHGs) into the atmosphere at an accelerated pace, intensifying the greenhouse effect and leading to a trend of warming of the Earth's climate, known as global climate change or global warming. Climate change has more recently become a priority on an international, national, and local scale as recent climate data reveal more extreme weather patterns, increased average global temperatures, and the rapid melting of the Earth's Arctic and Antarctic poles and glaciers.

The Intergovernmental Panel on Climate Change (IPCC), the international body charged with compiling and interpreting the data surrounding climate change, estimates that global average temperatures will increase by 3.7 degrees Celsius (°C) (6.7 to 8.6 degrees Fahrenheit [°F]) by the end of the century unless additional efforts to reduce GHG emissions are made (IPCC 2014). A more recent IPCC report indicates that average global temperatures will likely increase by 1.5 °C (2.7 °F) between 2030 and 2052 if global GHG emissions continue their current rate (IPCC 2018). There is consensus among the scientific community that a 1.5 °C (2.7 °F) rise in global temperatures will likely cause catastrophic environmental disasters in certain locations including extreme heat, sea-level rise, and more severe and damaging precipitation events. These changes to Earth's climate would contribute to more frequent storms and flooding, the displacement of coastal and tropical populations, food and water insecurity, catastrophic wildfire events, economic hardships, loss of biological resources, increased spread of vector-borne diseases, and degraded ambient air quality (IPCC 2018).

In August 2021, IPCC released the Six Assessment report which assess scientific, technical, and socio-economic information concerning climate change. In this report, the IPCC states that observed increases in GHG concentrations in the atmosphere since around the year 1750 are unequivocally caused by human activities. As a result, Each of the last four decades has been successively warmer than any decade that preceded it since 1850 (IPCC 2021). The findings of highlight key new insights into the importance of global climate tipping points, thresholds in the global climate (e.g., global temperatures) that, when exceeded, can lead to large changes in the state of the climate system with one impact rapidly leading to a series of cascading events.

The Six Assessment report contain the body's strongest warnings yet on the causes and impacts of climate change. Importantly, the report notes that, in terms of solutions, "We need transformational change operating on processes and behaviors at all levels: individual, communities, business, institutions and governments. We must redefine our way of life and consumption (IPCC 2021)."

Efforts that focus on reducing the sources of climate change are termed climate change mitigation, GHG mitigation, or climate action. Efforts to reduce harm from the effects of a changing climate, are referred to as climate adaptation and resilience. Figure 1 illustrates the relationship between these two approaches. State law requires communities to address climate change mitigation in local planning and environmental review processes and climate adaptation in local long-range planning processes, such as general plans (CalOES 2020). Included below is a summary of the State requirements to address climate adaptation as part of the local planning process.

- ▶ **Senate Bill 379** – This bill requires all cities and counties to include climate adaptation and resiliency strategies in the next update of their General Plans beginning January 1, 2017. The update must include:
 - A vulnerability assessment that identifies the risks that climate change poses to the local jurisdiction and the geographic areas at risk from climate change impacts;
 - A set of adaptation and resilience goals, policies, and objectives based on the information specified in the climate vulnerability assessment for the protection of the community; and
 - A set of feasible implementation measures designed to carry out the goals, policies, and objectives identified pursuant to the adaptation objectives
- ▶ **Assembly Bill 747** – Requires the safety elements for cities and counties to be reviewed and updated as necessary to identify evacuation routes and their capacity, safety, and viability under a range of emergency scenarios upon the next revision of a local hazard mitigation plan on or after January 1, 2022, or beginning on or before January 1, 2022 if a local jurisdiction has not adopted a local hazard mitigation plan.
- ▶ **Senate Bill 99** - This bill requires cities and counties, upon the next revision of the housing element on or after January 1, 2020, to review and update the safety element to include information identifying residential developments in hazard areas that do not have at least 2 emergency evacuation routes.
- ▶ **Senate Bill 1035** – This bill requires cities and counties to revise the safety element upon each revision of the housing element or local hazard mitigation plan, but not less than once every 8 years, to identify new information relating to flood and fire hazards and climate adaptation and resiliency strategies applicable to the city or county that was not available during the previous revision of the safety element.



Source: CalOES 2020, adapted by Ascent Environmental in 2021.

Figure 1 Relationship Between Climate Mitigation and Adaptation

1.2 GUIDANCE DOCUMENTS

This section provides a summary of the guidance documents and resources that were used to help develop the VA.

California Adaptation Planning Guide

The most recent version of the California Adaptation Planning Guide (APG) was released in March 2020. This guidance builds upon the first iteration of the APG released in 2012. The APG was developed by the California Office of Emergency Services (CalOES) and California Natural Resources Agency (CNRA). The APG provides guidance to local governments for adaptation and climate change resiliency planning. The APG includes a step-by-step process that communities may use to help plan for the impacts of climate change. The APG is designed to be flexible and guide communities through an adaptation planning process that is best suited for their needs (CalOES 2020).

California's Fourth Climate Assessment

CNRA, the Governor's Office of Planning and Research (OPR), and the California Energy Commission (CEC) prepared California's Fourth Climate Change Assessment (Climate Assessment) in 2018. The Climate Assessment was designed to address critical information gaps that decisionmakers at the State, regional, and local levels need to close to protect and build the resilience of people, infrastructure, natural systems, working lands, and waterways from climate-related impacts. The Climate Assessment also includes regional reports which analyze and discuss the impacts to

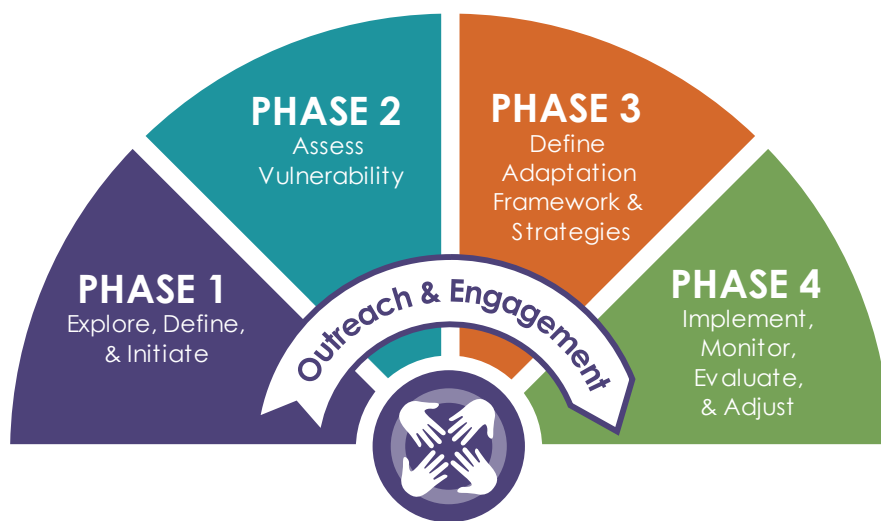
specific regions in the state. The regional report for the City and County is the California's Fourth Climate Change Assessment Sacramento Valley Region Report (Regional Report). The Climate Assessment and Regional Report are referenced throughout this VA to provide information regarding regional climate change impacts.

Safeguarding California Plan

Alongside the update to the Climate Assessment, CNRA released the Safeguarding California Plan in 2018 which provides a roadmap for State government action to build climate resilience. The Safeguarding California Plan identifies actions the State government will take to protect communities, infrastructure, services, and the natural environment from climate change impacts and includes strategies for use as local examples for climate adaptation.

1.3 ADAPTATION PLANNING PROCESS

The APG provides guidance for communities throughout the state in planning for and adapting to the impacts of climate change. The APG includes a four-phase process, illustrated in Figure 2 which allows communities to assess their specific climate vulnerabilities and provides guidance on developing strategies to reduce climate change-related risks and prepare for current and future impacts of climate change.



Source: CalOES 2020, adapted by Ascent Environmental in 2021.

Figure 2 Adaptation Planning Process

- ▶ **Phase 1, "Explore, Define, and Initiate,"** includes scoping and defining the adaptation planning effort. Phase 1 also involves identifying key roles and stakeholders in the local government and throughout the community to contribute to the planning process. Potential climate change effects and important physical, social, and natural assets in the community are identified for further analysis.
- ▶ **Phase 2, "Assess Vulnerability,"** includes an analysis of potential climate change impacts and adaptive capacity to determine the vulnerability of populations, natural resources, and community assets. The vulnerability assessment is composed of four steps: exposure, sensitivity and potential impacts, adaptive capacity, and vulnerability scoring. Phase 2 also integrates stakeholder and public input to provide a comprehensive assessment of the community's sensitivity to climate change and its ability to adapt.

- ▶ **Phase 3, “Define Adaptation Framework and Strategies,”** focuses on creating an adaptation framework and developing adaptation strategies based on the results of the vulnerability assessment. Adaptation strategies identify how the community will address the potential for harm based on the community’s resources, goals, values, needs, and regional context. Community input is needed to prioritize adaptation strategies, identify co-benefits of strategies, and determine implementation steps.
- ▶ **Phase 4, “Implement, Monitor, Evaluate, and Adjust,”** the adaptation framework is implemented, consistently monitored, evaluated, and adjusted based on continual learning, feedback, or triggers. The adaptation planning process is intended to be cyclical in nature. Adaptation goals and strategies will be included in the City’s CAP which will contain a chapter that enumerates implementation planning policies. This section of the CAP will guide the implementation, monitoring, and evaluation of the adaptation policies.

The ultimate goal of the adaptation planning process is to improve community resilience in the face of a changing climate. A resilient community is one that is prepared for current and future hazardous conditions and experiences less harm when a disaster happens. Resilient communities can prepare for and recover from hazards with an understanding that the climate is going to continue to change in predictable and unforeseen ways. Ongoing learning and monitoring of strategy implementation allow for adjustments to be made in response to new information and opportunities.

2 VULNERABILITY ASSESSMENT

This section provides a comprehensive assessment of the City’s vulnerabilities to climate change. It identifies and characterizes the climate-related hazards and other climate effects that are anticipated to affect the City. The vulnerability assessment follows the process outlined in Phase 2 of the APG and is composed of the following four steps:

Exposure: The purpose of this step is to understand existing hazards within the City and how changes in climate variables (e.g., average temperature, precipitation) are projected to affect these hazards. Existing hazards that can be worsened by the effects of climate change are identified and described, based on historical data from sources such as the City’s Local Hazard Mitigation Plan.

Sensitivity and Potential Impacts: This step identifies a list of population groups and community assets that are sensitive to localized climate impacts. Climate-related hazards (e.g., flooding, wildfire) are generally projected to increase in severity, with the potential for climate change to generate new impacts that communities have not experienced historically. Using historical data, research from regional and State reports on climate impacts, and input from stakeholders, this step seeks to understand how sensitive populations and assets may be affected by climate impacts. Each hazard included in the VA is analyzed and given a qualitative score based on the criteria listed below in Table 1.

Table 1 Potential Impact Scoring

Score	Potential Impact
Low	Impact is unlikely based on projected exposure; would result in minor consequences to public health, safety, and/or other metrics of concern.
Medium	Impact is somewhat likely based on projected exposure; would result in some consequences to public health, safety, and/or other metrics of concern.
High	Impact is highly likely based on projected exposure; would result in substantial consequences to public health, safety, and/or other metrics of concern.

Source: CalOES 2020.

Adaptive Capacity: The City, partner agencies, and regional organizations (e.g., Sacramento County, Sacramento Area Council of Governments) have already taken steps to build resilience and protect sensitive populations and assets from existing hazards. A full summary of partner agencies and regional organizations and their climate adaptation-

related work is included in Section 2.6 “Adaptive Capacity”. Thus, the purpose of this step is to identify the City’s and partner agencies’ current capacity to address future climate impacts, referred to as adaptive capacity. The ability of the City to adapt to each of the identified climate impacts is determined through a review of existing plans, policies, and programs, and through stakeholder engagement. Adaptive capacity ratings are described in Table 2.

Table 1 Potential Impact and Adaptive Capacity Scoring

Score	Adaptive Capacity
Low	The population or asset lacks capability to manage climate impact; major changes would be required.
Medium	The population or asset has some capacity to manage climate impact; some changes would be required.
High	The population or asset has high capacity to manage climate impact; minimal to no changes are required.

Source: CalOES 2020.

Vulnerability Scoring: This step determines the City’s priority climate vulnerabilities through a scoring process. Vulnerability scores are based on several factors including the severity of projected climate impacts, how sensitive certain populations and assets are to anticipated climate impacts, and whether sufficient adaptive capacity exists to manage future climate impacts. Table 3 presents the rubric used to determine the overall vulnerability scores based on the ratings for potential impacts and adaptive capacity.

Table 3 Vulnerability Scoring

		Vulnerability Score		
Potential Impacts	High	3	4	5
	Medium	2	3	4
	Low	1	2	3
		High	Medium	Low
		Adaptive Capacity		

Source: CalOES 2020.

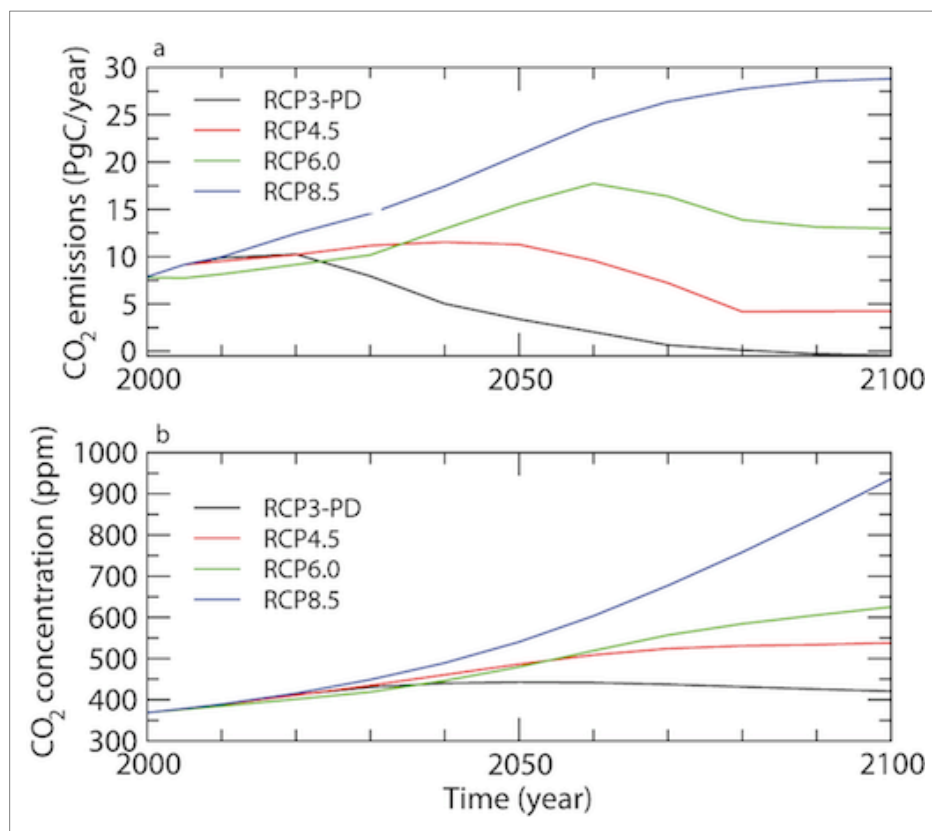
The vulnerability assessment helps the City understand which climate vulnerabilities are most urgent and should be prioritized during the adaptation strategy development phase as well as during strategy implementation.

Climate Change Impact Modeling and Projections

According to the work of IPCC and research conducted by the State alongside partner agencies and organizations, climate change is already affecting and will continue to affect the physical environment throughout California, including the City. To identify the local impacts of climate change in California, the CEC, and the University of California, Berkeley Geospatial Innovation Facility developed the scenario planning tool Cal-Adapt. The Cal-Adapt tool uses global climate simulation model data downscaled to a local and regional resolution to identify localized impacts from various climate metrics. Developers of the Cal-Adapt tool selected four priority global climate models to include in projections provided in the tool. This analysis uses the average of these four models to identify changes in temperature and extreme heat events.

The projected effects of climate change over the next century will vary depending on global GHG emissions trends. The Cal-Adapt tool includes global climate simulation model data from two emissions scenarios, known as Representative Concentration Pathways (RCPs), that were used in the IPCC’s Fifth Assessment Report. The RCPs represent scenarios that estimate the level of global GHG emissions through 2099. The RCP scenarios used in the Cal-Adapt tool are the RCP 8.5 (High Emissions) scenario, which represents a business-as-usual future emissions scenario that would result in atmospheric CO₂ concentrations exceeding 900 parts per million (ppm) by 2100, and the RCP 4.5 (Medium Emissions) scenario, which represents a lower GHG emissions future and likely the best-case scenario for

climate impacts, under which GHG emissions would peak in 2040 and then decline through the rest of the century, resulting in a CO₂ concentration of about 550 ppm by 2100. The RCP trends assumed in the analysis are illustrated in Figure 3. The emissions scenarios depend on global GHG emissions trends in the future and the efficacy of global GHG reduction strategies proposed by the international community. Because the efficacy of the GHG reduction strategies and the likelihood that a certain RCP scenario will occur are uncertain, a discussion of both emissions scenarios and their subsequent impacts are included in this analysis.



Notes: CO₂= carbon dioxide; ppm = parts per million; PgC = one billion metric tons of carbon;
RCP = Representative Concentration Pathway.

Source: Goosse et al. 2010.

Figure 3 Representative Concentration Pathway Used in Global Climate Modeling

The State's *Adaptation Planning Guide 2.0* (CalOES 2020) provides guidance on choosing appropriate RCP scenarios to be included in the analysis. For analysis of impacts through 2050, the draft *Adaptation Planning Guide 2.0* suggests using a conservative approach based on the High Emissions scenario, but notes that impacts by 2050 under the Medium and High Emissions scenarios will vary based on local context.

The Cal-Adapt tool provides data on projected changes in annual average temperature and changes in the frequency and severity of extreme heat events. This analysis uses Cal-Adapt data to evaluate increases in annual average maximum temperatures, as well as shifts in the duration and frequency of extreme heat events in the future. The analysis also identifies at what point over the next approximately 80 years (2021–2099) changes in temperature and extreme heat events will begin to occur and at what magnitude. This exposure analysis uses the following time periods to analyze changes in climate variables under the Medium Emissions scenario for the near-term and midterm periods and Medium and High Emissions scenarios for the long-term period. The time periods are established as 30-year time intervals to gather accurate data on average changes in the climate, which is typically measured over 30-

year time periods or longer. This results in overlap among some time periods. Due to annual fluctuations in climate variables, climate data on shorter time periods may be less accurate and not reflect long-term averages (NOAA 2018). The three time periods are:

- ▶ near-term (2021–2050),
- ▶ midterm (2040–2070), and
- ▶ long-term (2070–2099).

2.1 COMMUNITY OVERVIEW

The City covers approximately 34.8 square miles of land, the majority of which historically consisted of flat grassland and oak woodlands. The City is generally bordered by the American River to the north, Hazel Ave and the boundary of the 100-year floodplain for the Consumnes River on the east, Jackson Highway on the south, and Bradshaw Road on the west.

Population Overview

The U.S. Census bureau estimates the City's population to be 75,086 persons as of July 2019 (U.S. Census Bureau 2021). Table 4 illustrates the City's demographics by sex, race, and age according to the U.S. Census. As shown, the majority of residents identify as white with those identifying as Hispanic being the second largest demographic group. In terms of youth and elderly populations, 42 percent of City residents are either under 18 years or over 65 years old, populations at increased risk from climate-related hazards. The City is highly educated: 88 percent of the population over 25 years old has at least a high school degree, and 29 percent of the population over 25 years old has a bachelor's degree or higher (U.S. Census Bureau 2021).

Table 4 City Demographics by Sex, Race, and Age

Demographic Characteristics	City of Rancho Cordova	Sacramento County
Population	47,459	1,552,058
Male	48%	49%
Female	52%	51%
White alone	42%	44%
Hispanic or Latino	23%	39%
Asian alone	14%	16%
Two or more races	9%	6%
Black or African American alone	10%	9%
American Indian and Alaska Native alone	0.4%	0.4%
Persons under 18 years	28%	23%
Between 18 and 64 years	59%	62%
Persons 65 years and older	13%	14%

Source: U.S. Census Bureau 2021.

2.2 TEMPERATURE AND EXTREME HEAT ANALYSIS

Existing and Future Temperatures and Extreme Heat

The City has a mediterranean climate characterized by mild winters and hot, dry summers. The wet season runs from October through April, though there is occasional light rainfall in the summer months. The annual temperature mean is 61.1 °F, with monthly means ranging from 45.8°F in December to 75.4 °F in July. Summer high temperatures are often moderated by the “delta breeze”: which comes through the Sacramento-San Joaquin River Delta from the San Francisco Bay. The City experiences temperatures in excess of 100°F during the summer and fall months, reaching daily maximum temperatures of 105-115°F (Sacramento County 2021).

As discussed in *California's Fourth Climate Change Assessment Sacramento Valley Region Report*, changes in temperature and extreme heat events in northern California are anticipated to affect the Sacramento Valley Region (boundary defined in the Regional Report) (OPR et al. 2018). Changes for the Sacramento Valley region include more warming in the summer than the winter (with July–September increases of 2.7°F–10.8°F) and greater warming inland than in coastal regions (by as much as 7.2°F) (Pierce et al. 2018). Table 5 provides a summary of the projected temperature increases over the century for the City.

Future Changes in Temperature and Extreme Heat

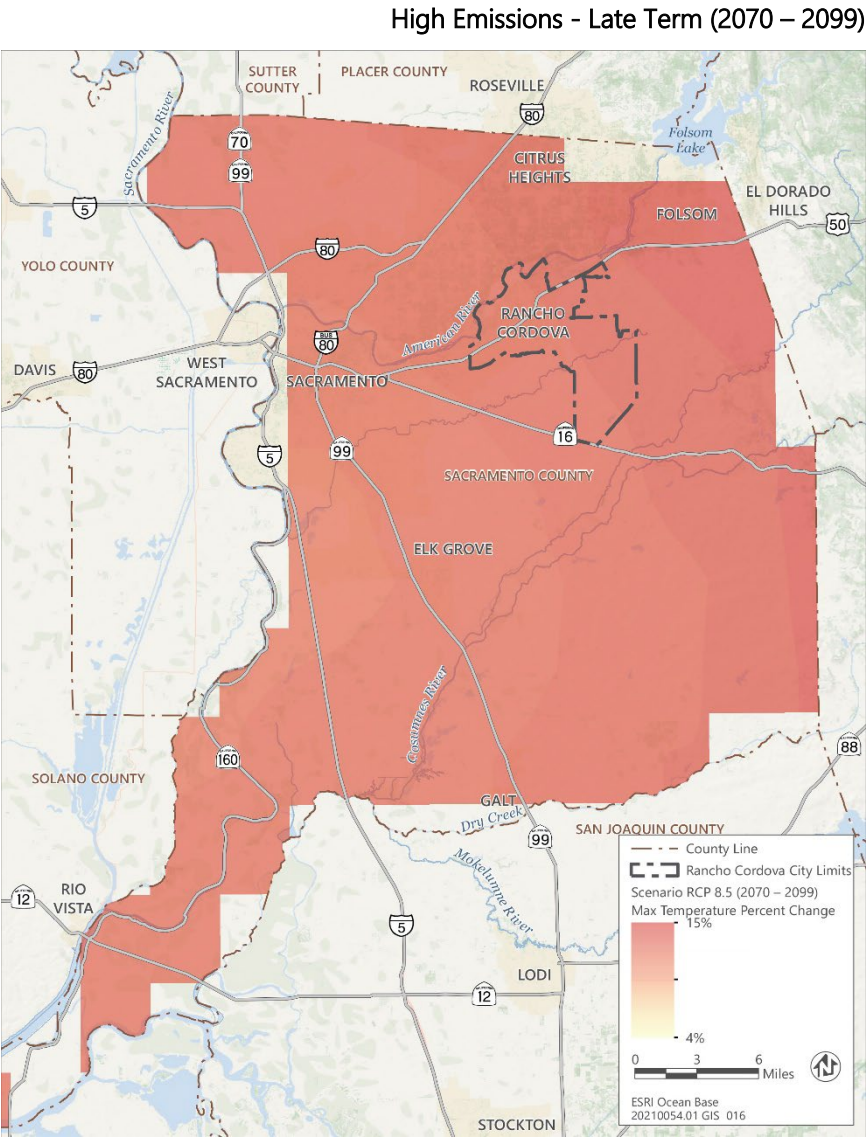
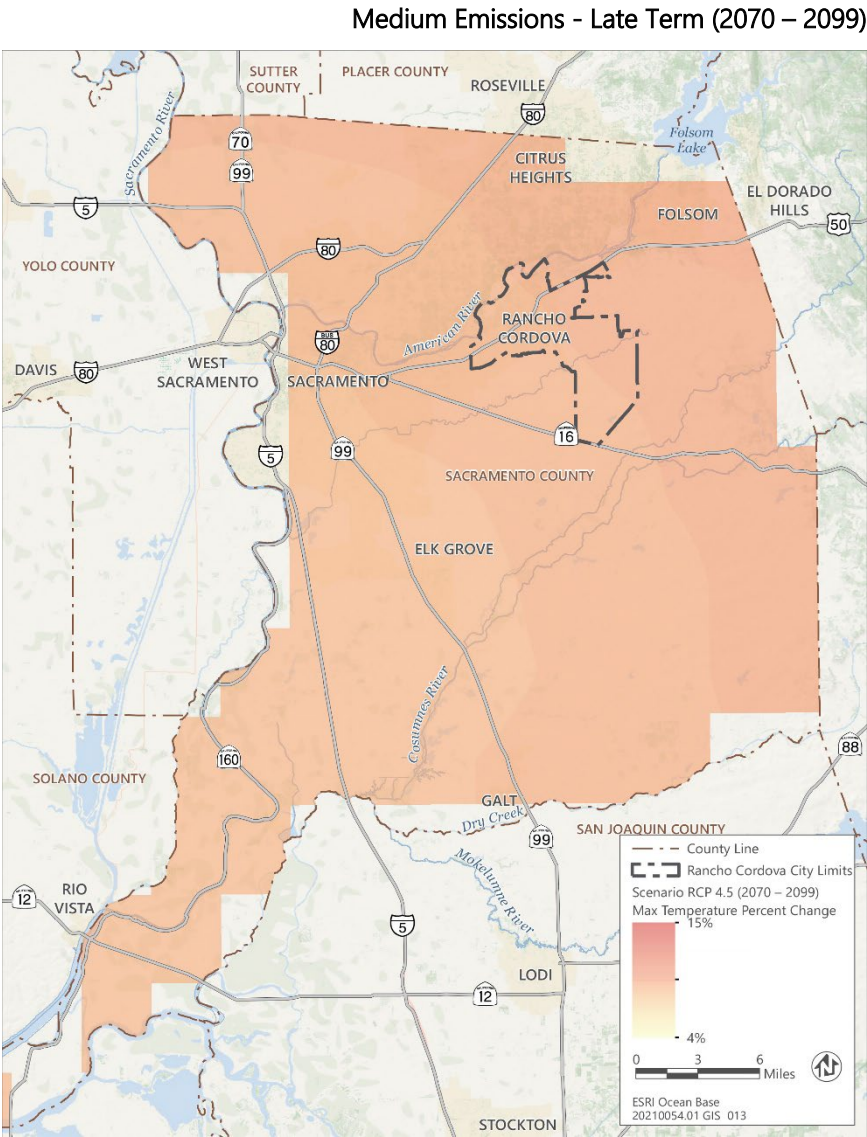
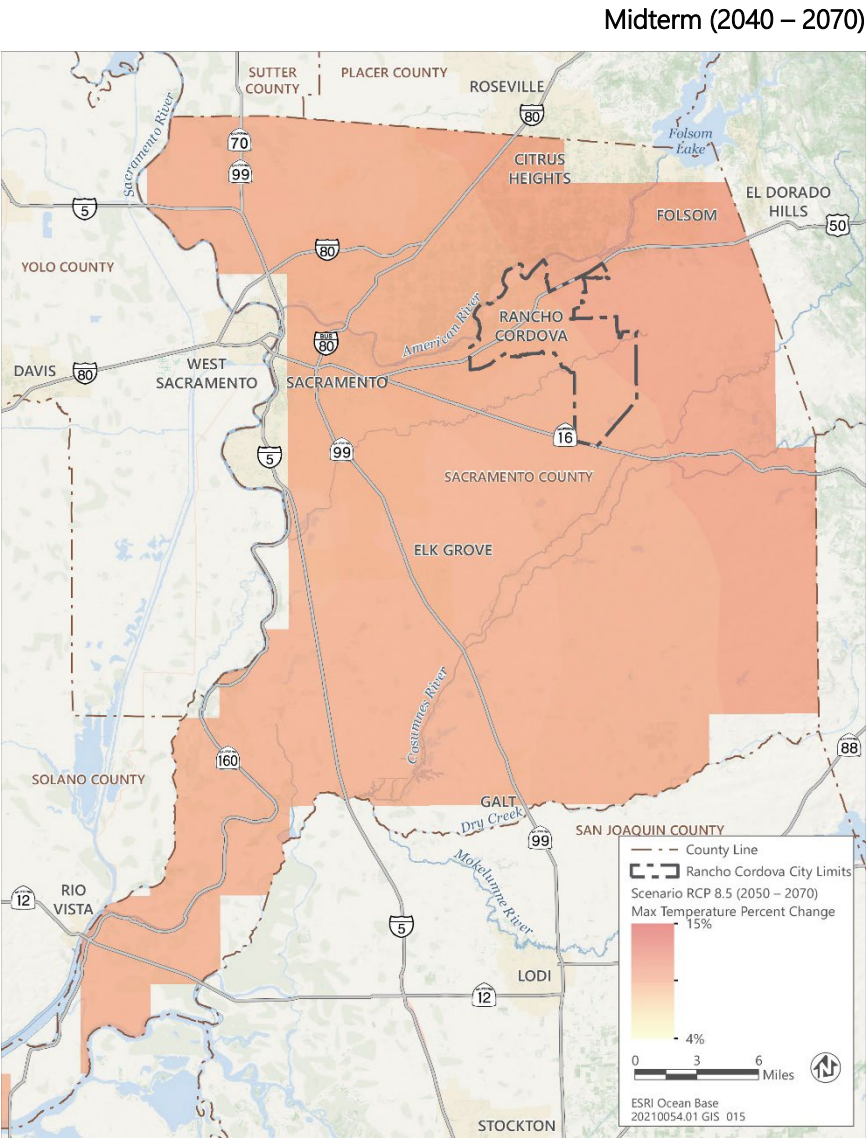
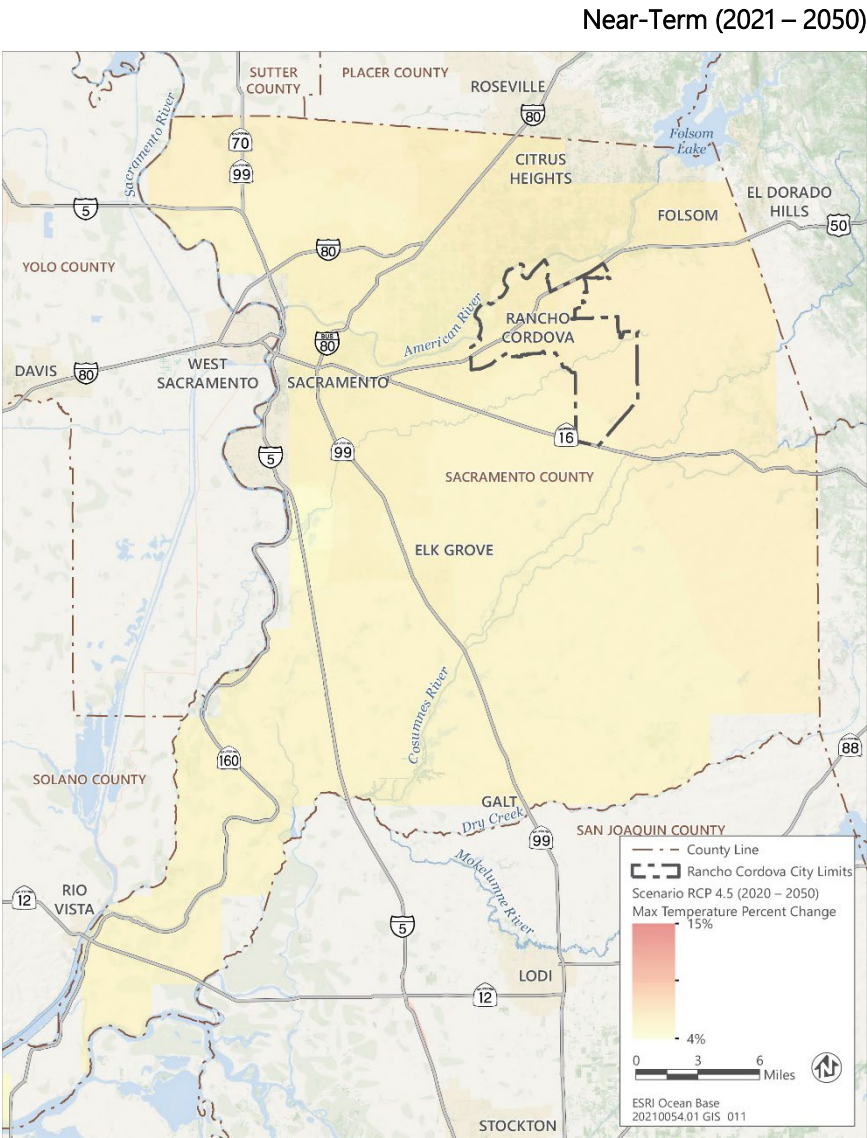
As shown in Table 5, both annual maximum and minimum are projected to increase throughout the 21st century. The average annual maximum temperature in the City is projected to increase approximately six percent from 74.2°F historically (1961-1990) to 78.3°F in the near-term and increase approximately eight percent to 79.8°F in the midterm. The average annual maximum temperature is projected to increase eight to 12 percent to 80.2°F and 83.1°F in the late-century period under the medium and high emissions scenarios, respectively. The average annual minimum temperature in the City is projected to increase approximately five percent from 49.3°F historically (1961-1990) to 52.9°F in the near-term and increase approximately six percent to 54.1°F in the midterm. In the late-century period, average annual minimum temperature is projected to increase between seven and 11 percent to 54.3°F and 57.7°F under the medium and high emissions scenarios, respectively (CEC 2021a). Increased temperatures in the City will influence secondary climate effects, including extreme heat events, wildfire, and drought. Figure 4 below illustrate the changes in annual average maximum temperature in the City and the County, highlighting the variability in temperature increases across the County throughout the 21st century.

Table 5 Changes in Average Annual Temperature in the City of Rancho Cordova

Geography	Average Annual Temperature	Historic Average Annual Temperature (1961-1990)	Near-Term (2021-2050)	Midterm (2040-2070)	Late-Century (2070-2099)	
					Medium Emissions	High Emissions
City of Rancho Cordova	Maximum Temperature (°F)	74.2	78.3	79.8	80.2	83.1
	Minimum Temperature (°F)	49.3	52.9	54.1	54.3	57.7

Notes: °F = degrees Fahrenheit.

Source: CEC 2021a.



Source: Data downloaded from CEC and DWR in 2019.

Figure 4 Sacramento County Annual Average Maximum Temperature through 2099

Along with increases in annual average temperature, the City is anticipated to experience increases in the average number of extreme heat days per year, as well as increases in the frequency and duration of heat wave events. Based on the parameters set in Cal-Adapt and for the purposes of this analysis, an extreme heat day is defined as a day between April and October with a maximum temperature of 103.6°F or above. This threshold was chosen because it is the 98th percentile of historic maximum temperature for days in the historic period (1961–1990), meaning 98 percent of all recorded temperatures in this period were below 103.6°F. This is also the recommended threshold by the Extreme Heat tool in Cal-Adapt. For the purposes of this analysis, a heat wave event is defined as a series of 4 or more days above 103.6°F. Table 6 illustrates the projected changes in extreme heat events. In the historic period, the maximum duration of days above 103.6°F is 2.5 days, which does not qualify as a heat wave based on the heat wave threshold used. By the midterm period, the City will experience heat wave events that qualify based on the established threshold.

Table 6 **Changes in Extreme Heat in the City of Rancho Cordova**

Extreme Heat Event	Extreme Heat Event Metric	Historic (1961-1990)	Near-Term (2021-2050)	Midterm (2040-2070)	Late-Century (2070-2099)	
					Medium Emissions	High Emissions
Extreme heat days	Days above 103.6°F	4	19	32	29	48
Heat wave events	4-day period above 103.6°F	0.2	1.4	4.8	4.0	7.8
Heat wave duration	Consecutive days above 103.6°F	2.5	6.3	7.2	8.5	14.2

Notes: °F = degrees Fahrenheit.

Source: CEC 2021a.

As shown in Table 6, while heat waves have historically been infrequent in the City, with a historical average of less than one heat wave annually, climate change is expected to increase the frequency of heat waves. Under the high emissions scenario, the City is projected to still experience 19 extreme heat days in the near-term and 32 extreme heat days annually in the mid-term. By the late-century, the City will experience 29 extreme heat days per year under the medium emissions scenario and 48 extreme heat days per year under the high emissions scenarios.

In terms of heat wave events, the City is projected to experience approximately 1.4 heat waves per year in the near-term and 4.8 heat wave events in the midterm. By the late-century, the City is projected to experience 4 heat waves per year under the medium emissions scenario and 7.8 heat waves per year under the high emissions scenarios. The average number of days in the longest stretch of consecutive extreme heat days per year is also projected to increase.

Historically, the longest stretch of consecutive extreme heat days lasted for an average duration of approximately two-and-a-half days. The longest stretch of consecutive extreme heat days is projected to increase significantly to 6.3 days in the near-term period and 7.2 days by the midterm period. By late-century, the duration is projected to increase to a maximum length of 8.5 days under the medium emissions scenario and 14.2 days under the high emissions scenario (CEC 2021b). The timing of extreme heat days is also projected to change over the 21st century with more extreme heat days and heat wave events occurring earlier in the year (April through May) and more severe events occurring in the historically hot months of September and October (CEC 2021b).

Extreme Heat Sensitivity and Impacts

This section provides an overview of the anticipated impacts on the City from the increases in temperature and extreme heat, discussed above, and subsequent secondary impacts. The impact discussion is organized around the three analysis time periods.

Based on the information included in the exposure analysis, the impact analysis is intended to identify and describe impacts on the City's built environment, vulnerable populations, and community functions anticipated to result from temperature increases and increases in the frequency and severity of extreme heat events. To help better understand

how and when these impacts will occur, a series of threshold indicators are used to assess how various aspects of the City's normal functions are affected when temperature-related thresholds are exceeded.

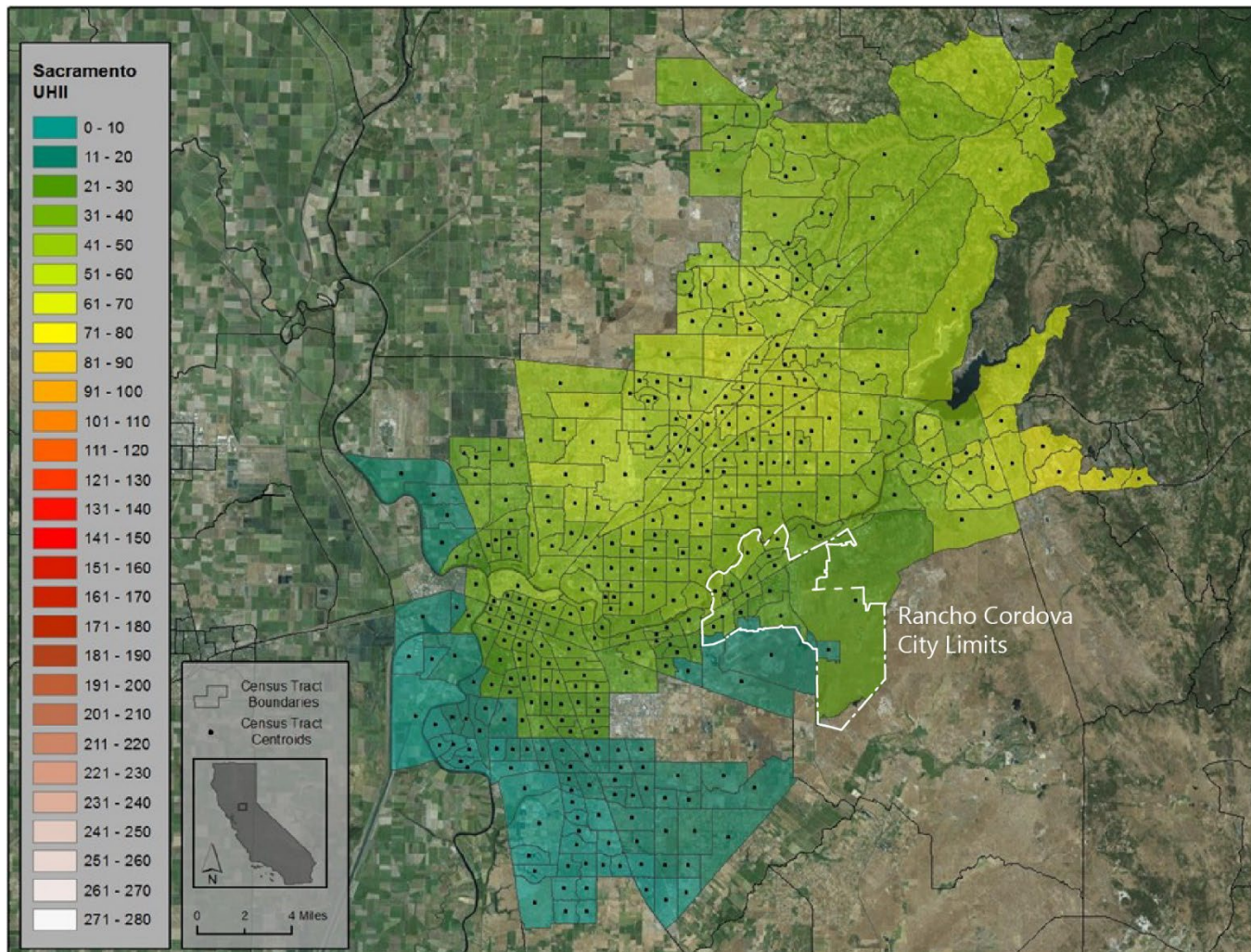
Existing Heat Sensitivities and Urban Heat Island Effect

Although the City's mediterranean climate includes high temperatures during summer and fall months, the City's urban land use patterns can intensify periods of extreme heat through the "urban heat island" (UHI) effect. The UHI effect is generally understood as the phenomenon of urban areas being significantly warmer than surrounding rural areas because of human activity and land use patterns in the built environment. Several factors contribute to the effect, with the primary cause being changes in land surfaces (EPA 2008). The albedo of a surface is the measure of the surface's ability to reflect or absorb solar radiation, with darker surfaces having a lower albedo and absorbing more solar radiation. As urban areas develop over time, resulting in the development of more land surfaces with low albedos (e.g., asphalt pavement, dark building surfaces), more solar radiation is absorbed in these materials causing increased ambient temperatures and warmer nighttime temperatures. Another factor contributing to the UHI effect is the loss of evapotranspiration in urban areas. Evapotranspiration, the movement of water to the air from sources such as the soil, plants, and bodies of water, reduces ambient air temperatures (EPA 2008). As cities grow and often reduce the extent of available vegetation that contributes to evapotranspiration, UHI effects are exacerbated. Additionally, waste heat from human activities involving machinery (e.g., vehicle traffic, using air conditioning, industrial activity) can also contribute to the UHI effect, with excess heat absorbed by surrounding surfaces (Sailor 2011; Zhu et al. 2017).

Sensitive Land Uses

Land use patterns and the design of the built environment in urban areas play a large role in an area's exposure to the UHI effect (Stone and Rodgers 2001; Solecki et al. 2005). Urban land uses with large, paved areas, low albedo, and less vegetation (e.g., commercial, industrial uses) tend to be subject to the UHI effect and have higher nearby ambient temperatures. Conversely, land uses with smaller percentages of paved surfaces and abundant vegetation (e.g., parks) tend to have lower average temperatures compared to other portions of urban areas. A study looking at the relationship between land use patterns and the UHI effect in Toronto, Canada found a statistically significant difference between average maximum temperatures for commercial and resource/industrial land uses and other surrounding land uses. The study also found the average low temperatures for parks, recreational land, and water bodies to be lower than those for surrounding land uses, likely because of increased evapotranspiration (Rinner and Hussain 2011). Additionally, areas that have higher concentrations of commercial and industrial land uses clustered together can have increased ambient and surface temperatures, with temperatures increasing relative to the size of these areas (Rinner and Hussain 2011). Increased temperatures in areas with concentrations of commercial and industrial land uses can also result in secondary impacts, including increased cooling demand for buildings, pavement deterioration, decreased air quality, and reduced stormwater quality from above-average-temperature runoff entering natural waterways and nearby ecosystems (Rinner and Hussain 2011).

The California Environmental Protection Agency has developed a UHI index (UHII) to assess the severity of the UHI effect in various urban areas throughout the state. The scores are based on the temperature difference over time between urban census tracts and nearby upwind rural reference points to demonstrate the relative difference in temperature caused by the urban environment (CalEPA 2019). Figure 5 shows the UHII effect for the County by census tract.



Source: CalEPA 2019.

Figure 5 Urban Heat Island Index for Sacramento County

As shown in Figure 5, compared to other urban areas in County, census tracts in the City being affected by the UHI effect but not as severely as other areas in the County. As discussed above, a number of factors contribute to the UHI effect. Factors that could be contributing to the City's relatively low UHII score include the presence of rural land uses surrounding the City, particularly to the south and east of the City's more urban areas. As the City continues to grow, developing medium and high-density transit-oriented land use patterns will be an important part of helping the City achieve its greenhouse gas emissions reduction targets included in the City's CAP. However, as this growth occurs, it is also important to consider how new development may contribute to the UHI effect and include strategies to mitigate the UHI effect from new development in the City.

Transportation System Heat Sensitivities

Transportation systems are designed and constructed to withstand certain variabilities in weather and temperature based on observations of historical weather trends for specific climate regions (Li et al. 2011). The performance of transportation assets may begin to decline when the severity of extreme heat periods exceeds historical ranges, for example, rail buckling at temperatures above 111°F. The characteristics of extreme heat events will affect different transportation assets differently. Provided below is a summary of the quantitative and qualitative thresholds used to assess the impacts of climate change on the City's transportation system. These thresholds were applied to the specific geography of the City using Cal-Adapt data and are presented in Table 7.

Pavement Deterioration

The effect of temperature on the performance and integrity of pavement depends on a variety of factors, including material type (asphalt versus concrete), the albedo of the material, details specific to the material mixing and placement, and soils and materials in the subbase of the roadway (Harvey et al. 2000). The performance of pavement also is dependent on the traffic volumes and types of vehicles using the roadway (Harvey et al. 2000). Based on the City's Standard Construction Specifications, based on Sacramento County Standards (Sacramento County 2016), roadways in the City use a binder within the asphalt mix with a Performance Grade of 64-16 means that roadways using this binder can withstand 7 consecutive days of pavement temperatures up to 64°C (147°F), after which point the heat can result in rutting along high-volume roadways and cause considerable safety issues. Based on guidance in the FHWA's *Vulnerability Assessment and Adaptation Framework* (FHWA 2017), this pavement temperature threshold can be translated into an ambient air temperature of 111°F. The UHI effect can increase ambient temperatures between 1.8°F and 5.4°F in urban areas compared to surrounding rural areas. Because the Cal-Adapt tool does not account for the added effects of the UHI effect in its projections, this analysis is conservative in setting a threshold for pavement impacts. As a result, the threshold used for widespread impacts on pavement in the City is a 7-day consecutive heat wave with a maximum daily temperature of 108°F. The analysis in roadways using this threshold is included below in Section 2.4.2.

Rail Buckling

During periods of extreme heat, rail lines can expand and result in "buckling" in which tracks come out of alignment, resulting in serious safety issue. However, the risk of buckling is managed by designing the rail neutral temperature at 95-110°F (35-45°C), with tracks designed and fit into infrastructure that assumes operations at those temperatures could occur (OFCM 2002, Transportation Research Board and National Research Council 2008). For this analysis, the threshold for increased risk from rail buckling is days in which the maximum daily temperature is 111°F or above.

Public Transportation Operations and Bridges

Research has found that when daily maximum temperatures reach 100°F, air conditioning units in buses are placed under increased stress and risk of failure (Cambridge Systematics 2015). For this analysis, the threshold for public transportation is days per year with maximum temperatures above 100°F.

Additionally, research indicates that bridges are at increased risk from thermal expansion during periods above 100°F. While bridges are designed to expand during periods of extreme heat, projected increases in extreme heat events could go beyond design criteria, resulting in cracking and crushing of the roadway deck, as well as increased maintenance costs (Transportation Research Board and National Research Council 2008). The number of days above 100°F is also used as a threshold to determine impacts on bridges (Zimmerman 1996).

Heat Sensitive Populations

Certain vulnerable populations in urban areas are particularly vulnerable to extreme heat and related hazards. Vulnerable populations include persons over the age of 65, infants and children, individuals with chronic health conditions (e.g., cardiovascular disease, asthma), low-income populations, athletes, and outdoor workers (CDC 2019). Increased temperatures have been reported to cause heat stroke, heat exhaustion, heat syncope, and heat cramps, with certain vulnerable populations at increased probability of experiencing these effects (Kovats and Hajat 2008). Extreme heat can also worsen air quality, quickening the production of ozone in areas with increased concentrations of ozone precursors (i.e., oxides of nitrogen [NO_x] and reactive organic gases [ROG]) (Knowlton et al. 2004). This is of particular concern to the City because the Sacramento Valley Air Basin has high concentrations of ROG and NO_x emissions and is currently in nonattainment status for California ambient air quality standards for ozone (SMAQMD 2017).

Alongside populations with health sensitivities, residents with specific sociodemographic characteristics are at increased sensitivity to extreme heat events (CDC 2019). Research has found that low-income residents spend a larger proportion of their income on utilities, including electricity use for cooling, with these residents being disproportionately affected during extreme heat events (Voelkel et al. 2018). Additionally, research has found that low-income neighborhoods can often have less tree coverage and park space, further contributing to the disproportionate impact on low-income residents (Zhu and Zhang 2008). Unhoused individuals are also at increased risk from extreme heat events with, generally, less access to places to cool off and healthcare resources during these

events. Additionally, decreased access to transportation services can further increase exposure and health risks from extreme heat events for the unhoused community (Ramin and Svoboda 2009).

Unlike thresholds for transportation assets, heat-related thresholds for populations in an urban area vary widely and depend on a number of factors, including the sensitivity of specific populations to heat (e.g., elderly, children). For this analysis, the California Heat Assessment Tool (CHAT) was used to identify how Heat Health Events (HHE) would increase in the future. An HHE, for the purposes of the tool, is defined as any event that results in negative public health impacts, regardless of the absolute temperature. The tool includes unique HHE threshold for locations throughout the state, specific to the climate and the historical sensitivity of people in that area to past extreme heat events. For this analysis, the CHAT tool and the projected increase in HHEs in the City is used as the threshold for this sensitivity. The heat wave event threshold, defined as a 4-day consecutive period with daily maximum temperatures above 103.1°F, is also used to identify various impacts from heat wave events.

Buildings and Energy Use

Changes in annual average temperature and extreme heat events are likely to effect buildings primarily through changes in energy use as well as disproportionate impacts on individuals residing in units that do not have air conditioning. Cal-Adapt provides data on the shifts in Cooling Degree Days and Heating Degree Days, which are measurements used to assess the energy demand needed for cooling and heating buildings in different climate zones throughout California. A degree day does not equate to a single day of the year but rather compares the mean (the average of the high and low) outdoor temperatures recorded for a location to a standard temperature (i.e., 65°F). For example, if the average temperature for a day is 80°F, the day has 15 Cooling Degree Days ($80 - 65 = 15$). Degree days are used in the State's Title 24 Building Energy Efficiency Standards to help design the energy demand needed for heating and cooling in the various climate zones throughout the state. To illustrate how climate change is likely to affect energy demand for heating and cooling in the future, Table 7 includes the relative shift in Cooling Degree Days and Heating Degree Days in the City through 2099.

Table 7 Summary of Potential Heat Impacts by Impact Area through 2099

Impact Area	Impact Type	Threshold Criterion	Historic (1961–1990)	Near Term (2021–2050)	Midterm (2040–2070)	Medium Emissions Long Term (2070–2099)	High Emissions Long Term (2070–2099)	Threshold Source
Built Environment impacts	Roadways and pavement	7 consecutive days above 108°F	0	0	0.1	0.1	0.5	DOT 2014
	Rail buckling	Days per year with maximum temperature of 111°F	0	2	3	3	9	OFCM 2002
	Bridges and bus operations	Days above 100°F	15	35	44	24	67	Zimmerman 1996, Cambridge Systematics 2015
	Building Energy Use	Percent increase in Cooling Degree Days	n/a	49%	48%	46%	74%	CEC 2021b
		Percent increase in Heating Degree Days	n/a	-25%	-44%	-50%	-81%	CEC 2021b
Vulnerable Population impacts	Heat wave events	4-day period above 103.6°F	0.2	1.4	2.5	2.6	5.4	CEC 2021b
	Heat wave duration	Consecutive days above 103.6°F	2.5	6.3	6.9	8.5	14.2	CEC 2021b
	Heat Health Events (HHE)	Range of potential HHEs per year	n/a	2.9	3.9	4.2	4.8	CEC 2018a

Note: NA = not available.

Source: See sources in "Threshold Source" column of table.

Near Term (2021-2050)

As shown in Table 7, during the near-term period, extended periods (7 consecutive days) of temperatures reaching above 108° would be unlikely; therefore, there would not be widespread impacts from pavement deterioration in the City. The City has experienced buckling of sidewalks due to extreme heat conditions, prompting repairs to avoid tripping hazards. As extreme heat continues to increase in severity and frequency in the future, this impact is likely to increase as well. Increased risk to rail from extreme heat days will increase slightly, with only 3 days over 111°F. However, there will be continued increases in risk from thermal expansion of bridges, with increases in days above 100°F from 15 historically to 44 during this period. An increase in the number of days above 100°F will also place increased stress on buses and their air conditioning systems, as well as result in potential declines in bus ridership because of the discomfort. During this period, the number of Cooling Degree Days will increase approximately 49 percent increase over historic levels, placing more demand on the electricity grid during heat wave events and increase electricity bills for residents. Conversely, the number of Heating Degree Days will decrease by approximately 25 percent and reduce energy demand for heating, resulting in cost savings for residents and businesses cooler months during those months. City staff have noted that extreme heat events have already begun to affect the homeless population in the City, prompting the need for cooling center to house the City's homeless population and other vulnerable populations. As extreme heat events continue to increase in frequency and severity, these impacts are likely to become more pronounced and demand for cooling centers as well as emergency services will increase.

During the near-term period, the City will also experience approximately 2.9 HHEs per year, with increased risk to populations particularly vulnerable to extreme heat, as discussed above. The frequency of extreme heat events will increase to 1.4 on average per year with the maximum duration of events increasing to 6.3 days during this period. These events will increase the risk of public health impacts on vulnerable populations and could result in increased burden on low-income residents because of the increased energy demand for cooling (Calkins et al. 2016).

Midterm (2040-2070)

During the midterm period, there would likely not be any extended periods (7 consecutive days) above 108°F during this period; therefore, there would not be widespread impacts from pavement deterioration in the City. Increased risk to rail from extreme heat days will be relatively minor, with only 2 days over 111°F. However, there will be noticeable increases in risk from thermal expansion of bridges, with increases in days above 100°F from 15 historically to 35 during this period. An increase in the number of days above 100°F will also place increased stress on buses and their air conditioning systems, as well as result in potential declines in bus ridership because of the discomfort. During this period, the number of Cooling Degree Days will increase approximately 49 percent increase over historic levels, placing more demand on the electricity grid during heat wave events and increase electricity bills for residents. Conversely, the number of Heating Degree Days will decrease by approximately 44 percent over historic levels and reduce energy demand for heating, resulting in cost savings for residents and businesses cooler months during those months.

During the near-term period, the City will also experience approximately 3.9 HHEs per year, with increased risk to populations particularly vulnerable to extreme heat. The frequency of extreme heat events will continue to increase to 2.5 on average per year with the maximum duration of events increasing to 6.9 days. These events will increase the risk of public health impacts on vulnerable populations and continue to disproportionately burden low-income residents because of the increased energy demand for cooling (Calkins et al. 2016).

Long Term (2070-2099)

During the long-term period, increases in the duration and frequency of heat wave events will place increased stress on transportation assets and could result in subsequent impacts on community functions. By this period, under the High Emissions scenario, there would be an average of 0.5 events per year with extended periods (7 consecutive days) above 108°F. There would be only 0.1 events per year under the Low Emissions scenario for this period. As discussed in Section 2.4.1, these events will result in much larger impacts on the performance of pavements in the City. Extensive rutting could occur, particularly on high-volume roadways, including Folsom Boulevard, Sunrise Boulevard, and International Drive, as well as on Caltrans facilities (i.e., SR-50).

During this period, there would be significant risk to rail infrastructure from extreme heat days, with approximately 9 days over 111°F per year under the High Emissions scenario, likely affecting Regional Transit light rail service when these events do occur. Risk of impacts on bridges from thermal expansion will also increase considerably, with the number of days above 100°F per year increasing from 12 historically to 24 under the Low Emissions scenario and 67 days under the High Emissions scenario. During the long-term period, the City will experience between 4.2 and 4.8 HHEs depending on future emissions, with increased risk to vulnerable populations. The increased frequency of HHEs will likely place increased demand on emergency services and emergency care facilities and could result in economic consequences from impacts on public health and work productivity (Paterson et al. 2014). The frequency and duration of heat wave events will increase considerably during this period, with the maximum duration of events increasing to 14.2 days under the high emissions scenario. These events will increase public health impacts on vulnerable populations, with increased levels of risk for elderly and youth populations, as well as individuals with chronic health conditions (Voelkel et al. 2018). By the end of the century, the number of Cooling Degree days will increase approximately 74 percent, under the high emissions scenario, resulting in more than 3 months of the year requiring increased energy demand for cooling. By this period, the number of Heating Degree Days will decrease by approximately 81 percent under the High Emissions scenario by 2099. Increases in energy demand for cooling during this period will also have larger impacts on the electricity grid, with increased stress on and risks to electricity generation facilities and transmission lines (DOE 2016).

Potential Impact Score

Based on this analysis, the potential impact score for Temperature and Extreme Heat is **High**.

2.3 PRECIPITATION AND FLOODING ANALYSIS

Existing and Future Flooding Conditions

Scientists, engineers, and planners all use a specific system to measure and plan for certain sizes of storm events and flood impacts associated with these events. These events are measured by the probability that they are likely to occur in a given year. The phrase “100-year storm,” for example, refers to a storm event with a 1-in-100 or one percent chance of occurring in any given year. The size and other aspects of these storms are identified to characterize the nature of the events based on historic data. The metrics are then used to plan and design stormwater management systems that can cope with storm events of these sizes. The Federal Emergency Management Agency (FEMA) uses certain larger storm events (i.e., 100-, 500-year storms) to identify flood hazard areas in the United States. FEMA administers flood insurance based on location and extent of impacts from these storm events, which influences land use patterns and development in cities. The following metrics are used in this analysis to discuss storm events and are included in projections from the Cal-Adapt tool:

- ▶ **Intensity**—The amount of rainfall that occurs over a certain period (e.g., 1 hour, 24 hours, 5 days) during storm events of different sizes (e.g., 100-year storm event, 2-year storm event)
- ▶ **Duration**—The longest stretch of consecutive days during a water year (October through September) with rainfall above a certain threshold
- ▶ **Count**—The number of days during a water year (October through September) with rainfall over a certain period (e.g., 1 hour, 24 hours, 5 days) above a certain threshold
- ▶ **Timing**—The timing during the year in which rainfall events exceeding a certain threshold occur

The City's *Local Hazard Mitigation Plan* (LHMP), which was developed as an annex to the *Sacramento County Local Hazard Mitigation Plan* which is currently being updated with the public draft of the document available, includes summary of the existing natural and manmade hazards affecting the City have been analyzed to assess current risks levels for each hazard (Sacramento County 2021). The LHMP provides details on the planning process, risk assessment, and mitigation strategies for the City to address specific hazards including large flooding events and flood related hazards.

Historically, flooding from large storm events is a significant problem in the County and the City. Historically, the City has been at risk to flooding primarily during the winter and spring months when river systems in the County swell with heavy rainfall and snowmelt runoff. The City also experiences flooding challenges in the Morrison Creek watershed as well as obstructions to peak storm flow management with the Folsom South Canal which runs north-south through the City.

Storm floodwaters are typically managed by the City's stormwater management system, which is able to collect and divert stormwater runoff from smaller storm events. However, extended heavy rains result in floodwaters that exceed normal high-water boundaries and cause damage. Major surface waters in the vicinity of the City include the American River, Folsom Reservoir, and Lake Natomas to the north. Other surface waters within the City include the Folsom South Canal, Cordova Creek, Deer Creek, and the Morrison Creek Stream Group (Morrison, Laguna, Elder, Gerber, Unionhouse, Florin, Buffalo, and Frye Creek, as well as Rebel Hill Ditch) which generally flow in a southwesterly direction southeast of the City. The topography within the City includes gently rolling terrain, such as that found in the eastern Great Central Valley interrupted by numerous seasonal creeks and streams. These creeks and streams are largely ephemeral and intermittent, which is typical of areas that experience dry summers and cool, wet winters, as in this part of the Central Valley.

The County and City have a large number of large-scale flooding events resulting in Federal and State disaster declarations. Table 8 includes a list of state and federal disaster declarations for the County since 1950.

Table 8 Changes in Average Annual Precipitation and 5-Year Storm Event in Sacramento County

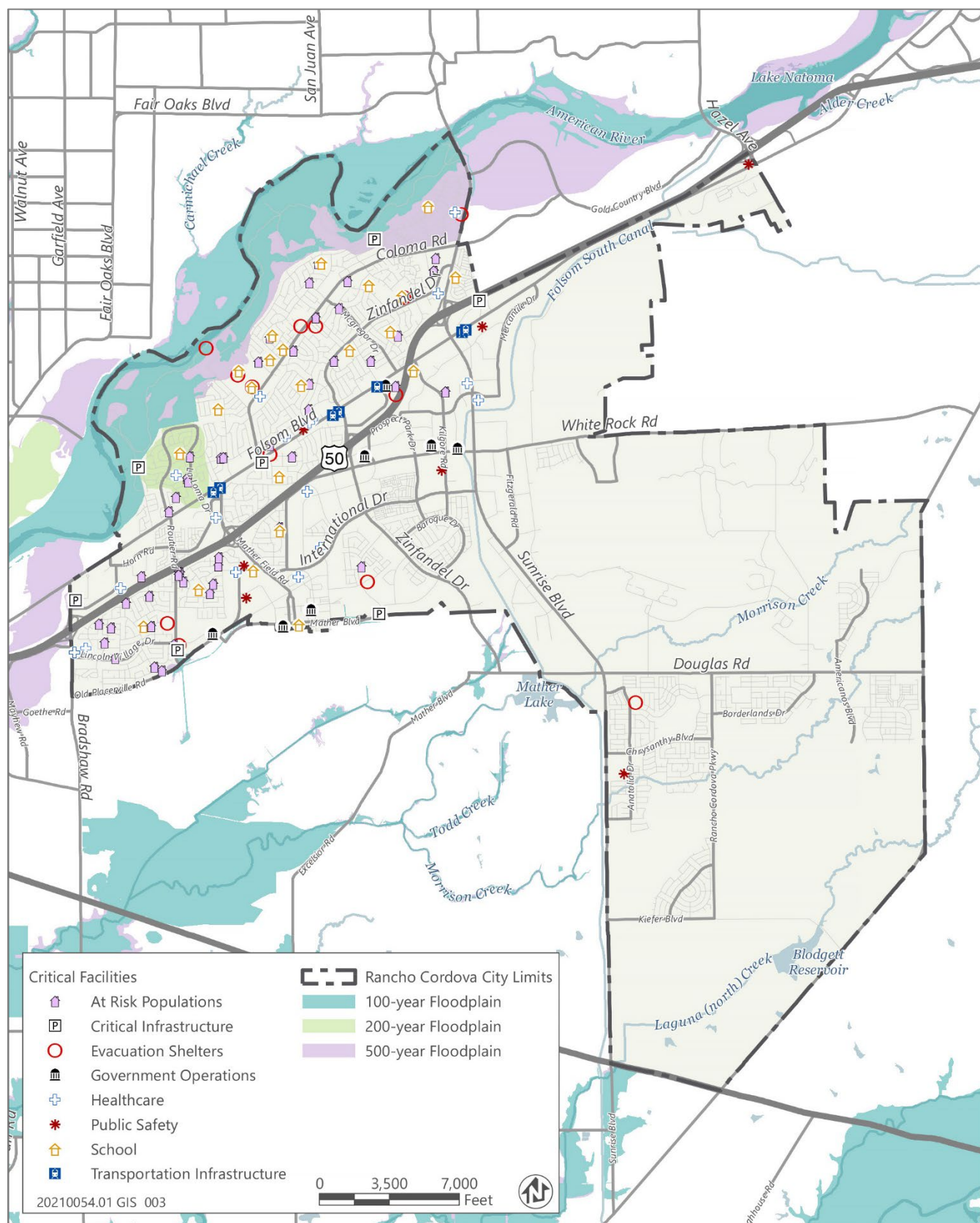
Type of Hazard Event	Federal Declarations		State Declarations	
	Count	Years	Count	Years
Flood (including heavy rains and storms)	19	1950, 1955, 1958 (twice), 1963, 1969, 1982 (twice), 1983, 1986, 1995 (twice), 1996, 1997, 1998, 2008, 2017 (three times)	14	1955, 1958, 1964, 1969, 1983, 1986, 1995 (twice), 1997, 1998, 2006, 2017 (three times)

Source: Sacramento County 2021.

As shown in Figure 6, small portions of the City are located within the FEMA floodplains for the 100- and 500-year storm events. Figure 6 also includes areas within the 200-year flood zone which were mapped as part of the City's GP updated process and used to comply with the requirements of Senate Bill (SB) 5, which requires cities in the Sacramento-San Joaquin Valley area to assess risk-levels and provide increased flood protection for properties in the 200-year floodplain. As shown in Figure 6, the northern boundary of the City is located along the American River, with this area of the City at the highest risk from flooding.

Based on information in the City's LHMP, there are 58 properties located in the 100-year flood zone valued at a total of \$21.6 million. As part SB 5, jurisdictions in the Sacramento-San Joaquin Valley are required to identify properties located in the the 100- and 200-year floodplains and implement development standards that prohibit new development in the 200-year floodplain unless the property achieves an Urban Level of Flood Protection (ULOP), defined in SB 5. To satisfy the requirements of ULOP, the City has developed a 200-yr floodplain map based on the proposed Folsom Dam improvements by the US Army Corps of Engineers. These improvements include the Joint Federal Project to improve the dam spillway and the future dam raise to increase flood storage. In conjunction with the new 200-yr map, the City has made changes to its General Plan and zoning code that will guide development within the 200-yr ULOP.

As illustrated in Figure 6, the 500-year floodplain also impacts the northern portions of the City along the American River with 118 residential parcels located within this zone. The City has one critical facility located in the 100-year flood zone, six critical facilities in the 200-year flood zone, and 5 critical facilities in the 500-year flood zone. While portions of the City are within the 100- and 500-year flood zones, there have been no historical insurance claims for flood losses in the City (Sacramento County 2021).



Source: Sacramento County 2021 and data provided by City of Rancho Cordova staff.

Figure 6 Flood Zones and Critical Facilities in the City of Rancho Cordova

As shown in Table 9, there are several areas in the City with various land uses in the 100- and 500-year flood zone. As discussed above, the presence of the Laguna West Levee System near the Laguna West neighborhood is protecting 2,073 parcels from the 100-year flood event. Parcels located in the 100-year flood zone are located in flood zone areas surrounding Laguna Creek and Deer Creek. Alongside an analysis of land uses at risk of flooding, the City's LHMP also analyzed the number of essential service facilities, and at-risk populations that are located within the 100- and 500-year flood zones. Table 9 summarizes the number and type of critical facilities located within the 100- and 500-year flood zones.

Table 9 City of Rancho Cordova Properties by Land Use in FEMA Flood Zones

Land Use	100-Year Flood Zone	500-Year Flood Zone
Residential	19	1,118
Retail/Commercial	0	3
Office	0	2
Industrial	0	0
Care/Health	0	0
Church/Welfare	0	2
Recreational	1	0
Miscellaneous	35	11
Public/Utilities	0	2
Vacant	3	2
Total	58	1,145

Note: FEMA = Federal Emergency Management Agency.

Source: Sacramento County 2021.

Future Changes in Precipitation Patterns and Flooding

As discussed in the *Fourth Climate Change Assessment Sacramento Valley Report*, changes in precipitation patterns in northern California are anticipated to affect the Sacramento Valley region as well as adjacent regional watersheds which affect the Sacramento Valley (OPR et al. 2018). Projected shifts include increases in the intensity of large storms events, which could compromise the performance of the Sacramento Valley and Central Valley flood management systems (Pierce et al. 2018). Based on California's location next to the Pacific Ocean, the state is exposed to the atmospheric river phenomenon, a narrow corridor of concentrated moisture in the atmosphere. California is subject to precipitation from an atmospheric river that transports water vapor from as far south as Hawaii to the state. The presence of the atmospheric river contributes to the frequency of "wet years" in the state, when there is an above-average number of atmospheric river storms and above-average annual precipitation. While research indicates that the frequency of large storms events does increase in these wet years, the most severe flooding from atmospheric rivers may not be in wet years (Swain et al. 2018). The largest flooding impacts are caused by persistent storm sequences on sub-seasonal timescales (i.e., short time periods, typically 2 weeks to 3 months), which bring a significant fraction of annual average precipitation over a brief period. These are storms events similar to the Great Flood events of 1861–1862 which caused widespread damage throughout northern California (Swain et al. 2016). Based on current climate modeling, the frequency of these large storm sequences over short timeframes is projected to increase noticeably under the High Emissions scenario. It is estimated that a storm similar in magnitude to the Great Flood events is more likely than not to occur at least once between 2018 and 2060 (Swain et al. 2018). A storm of this size would likely compromise large portions of the flood control systems in the Sacramento and the Central Valleys (Swain et al. 2018).

Regional changes in precipitation over the century will subsequently result in local changes in both annual precipitation and changes in the characteristics of storm events in the City and the County more broadly. Table 10 includes the projected precipitation changes in the County through 2099. The precipitation changes included in Table 10 are illustrated in Figure 7.

Table 10 Sacramento County Precipitation Change (Historic to 2099)

Geographic Area	Historic (1961–1990)	Change in Annual Mean Precipitation (Inches)			
		Near Term (2021–2050)	Midterm (2040–2070)	Late-Century	
				Medium Emissions (2070–2099)	High Emissions (2070–2099)
Sacramento County	18.3	20.1	20.2	20.3	22.1
Percent Change from Historic Period	NA	10%	10%	11%	21%

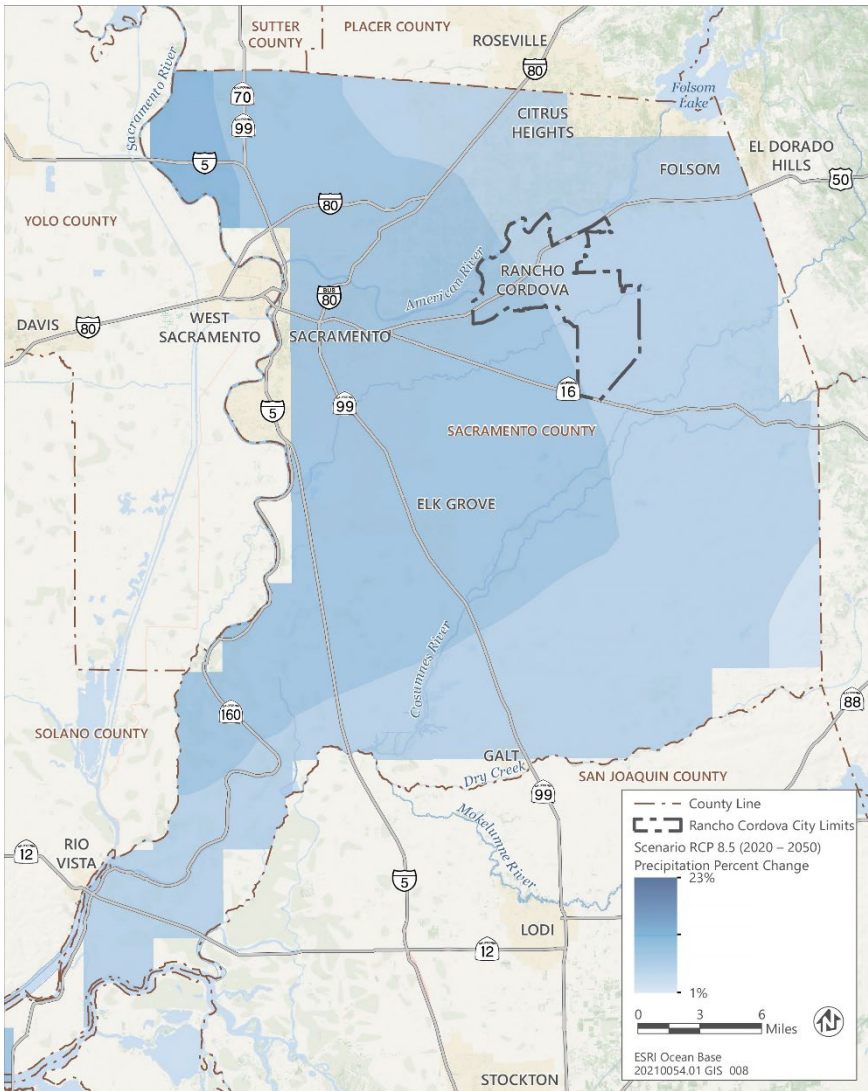
Note: NA = not available.

Source: CEC 2021a.

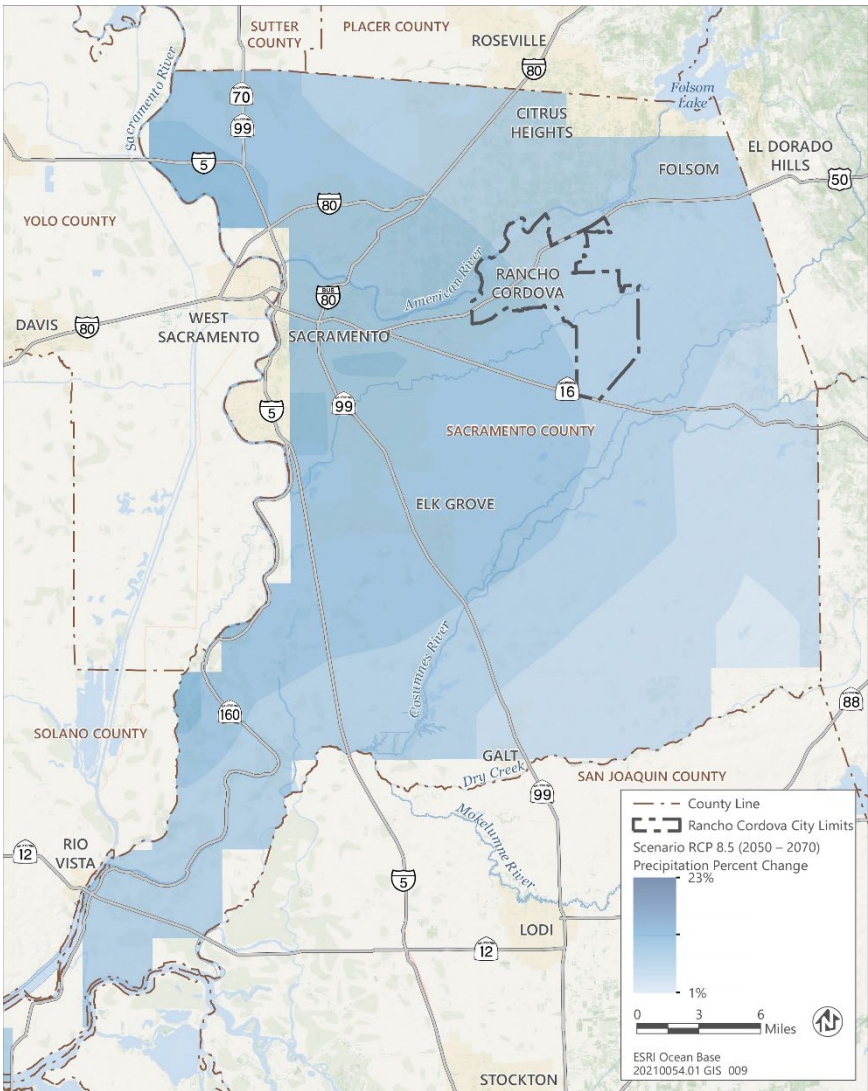
As shown in Table 10, annual precipitation in the County is estimated to increase between 11 and 21 percent by 2099 under the medium and high emissions scenarios, respectively. As noted in the *Fourth Climate Change Assessment Sacramento Valley Report*, although annual precipitation is anticipated to increase in the region, California's climate oscillates between extremely dry and extremely wet periods with annual precipitation varying widely from year to year. Climate change is anticipated to exacerbate these seasonal extremes with dry periods becoming dryer and wet periods becoming wetter (OPR et al. 2018). As a result, the frequency and severity of large storm events are anticipated to increase as well. These oscillations between extremely dry and extremely wet periods, which have occurred historically in the state, are anticipated to become more severe with rapid shifts from dry to wet periods known as "whiplash events" (Swain et al. 2016). As Swain et al. note in their research, the recent 2012–2016 drought followed by the 2016–2017 flood events throughout the state serve as a good example of the type of whiplash events that will occur more frequently over the next century. These types of events are estimated to increase by approximately 25 percent in northern California, with increases in frequency occurring largely after 2050 (Swain et al. 2016).

Although annual precipitation is anticipated to increase in the City over the coming decades, the majority of the increase in precipitation is likely to occur during extreme precipitation events (Swain et al. 2018). As a result, it is important to understand how these shifts in extreme precipitation events will affect the City and regional watersheds which affect the stormwater management system and larger waterways within the City, though they begin outside the City boundaries. The Cal-Adapt Extreme Precipitation Event tool provides information on how the characteristics of extreme precipitation events will change over the century, including the ability to analyze changes at the watershed level.

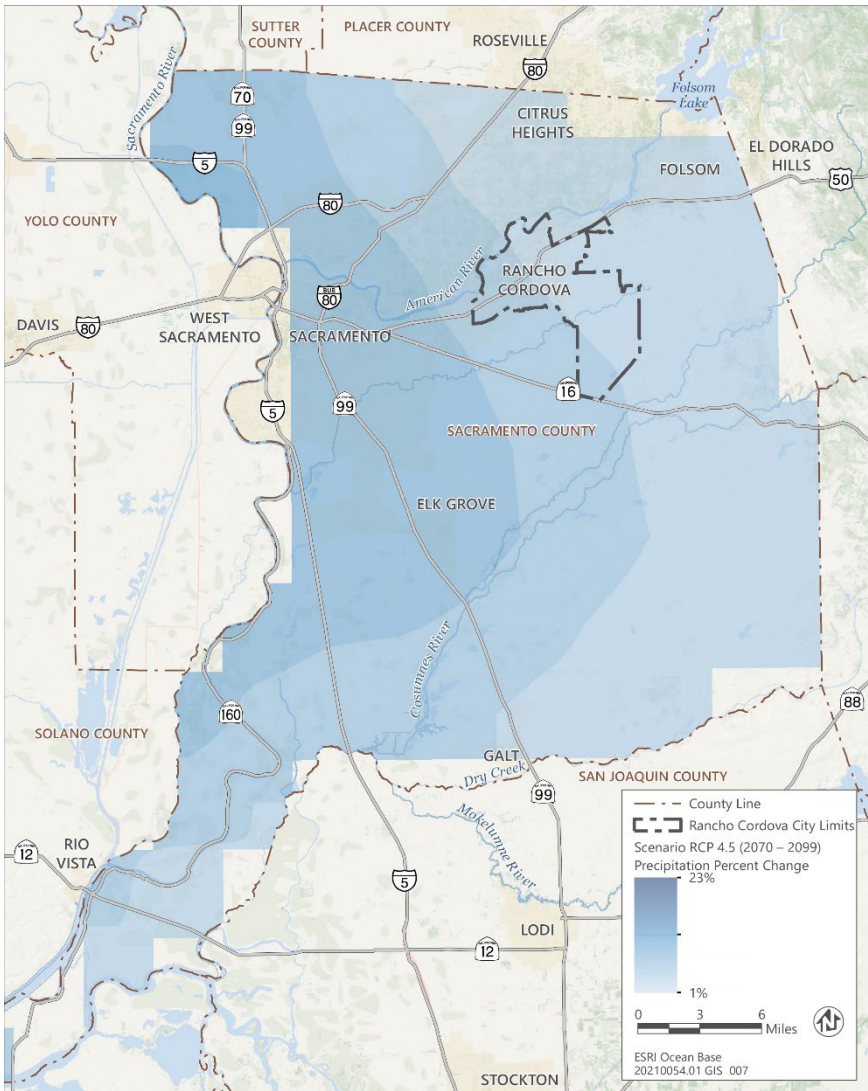
Near-Term (2021 – 2050)



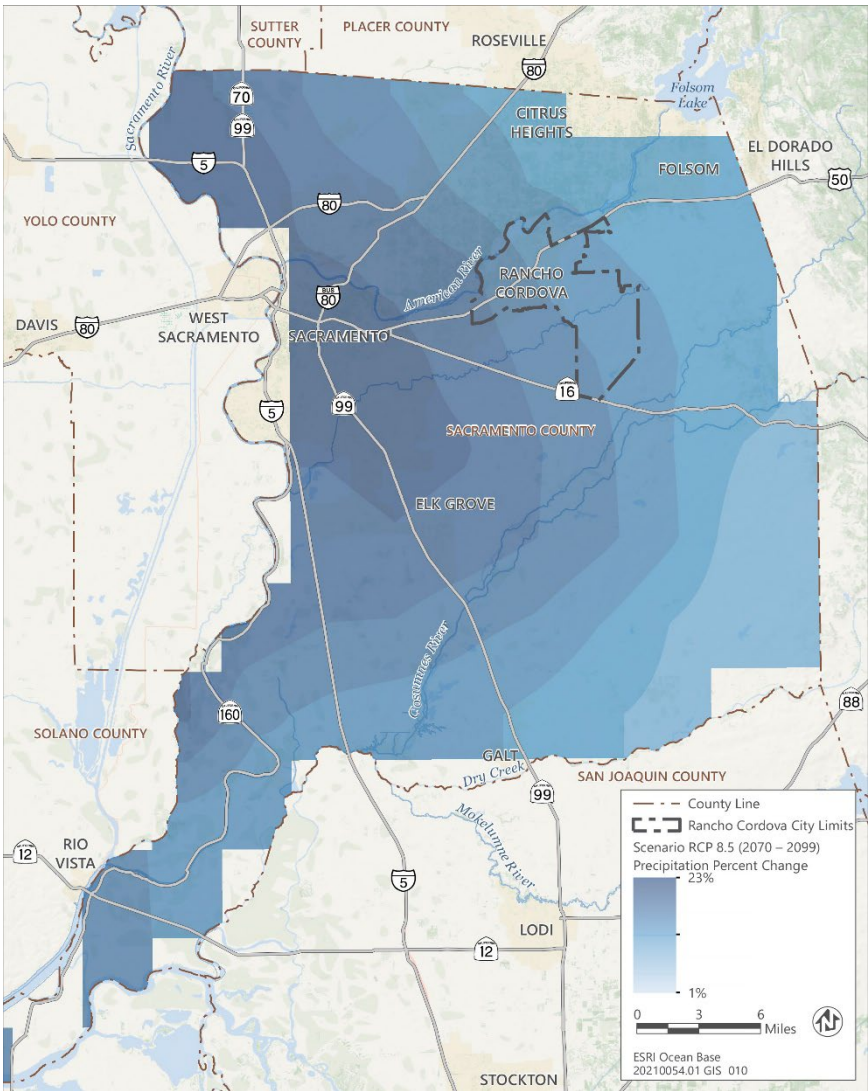
Midterm (2040 – 2070)



Medium Emissions - Long Term (2070 – 2099)



High Emissions - Long Term (2070 – 2099)



Source: Data downloaded from CEC and DWR in 2021.

Figure 7 Sacramento County Annual Average Precipitation through 2099

The characteristics of extreme precipitation events are what are most commonly used to model and design urban stormwater management systems to ensure the system can withstand the rainfall and stormwater runoff that occurs during these events. For the purpose of this analysis, the specific storm events chosen are consistent with three size storm events used to design the City's stormwater management system and are included in the *Sacramento County Drainage Manual*. These include the 2-, 10-, and 100-year storm events for rainfall over a 24-hour period. Table 11 summarizes the changes in amount of rainfall projected to occur in American River watershed, the main watershed affecting the City for the 2-, 10-, and 100-year storm events through 2099 under the high emissions scenario.

Table 11 Changes in Rainfall During Extreme Precipitation Events

Watershed	Storm Event Size	Historic (1961–1990)	Change in 24-Hour Rainfall Period (Inches) for 100-Year Storm Event			
			Midterm (2035–2064)	Percent Change (Historic to 2064)	Long-term (2070–2099)	Percent Change (Historic to 2099)
American River Watershed	100	7.1	4.8	-32%	6.3	-11%
	10	3.5	2.9	-17%	3.5	0%
	2	2.1	2.0	4%	2.3	9%

Notes: This table shows estimated intensity (Return Level) of Extreme Precipitation events, which are exceeded on average once every 2, 10, and 100 years (Return Period). Extreme Precipitation events, defined here, are days during a water year (October through September) with 1-day rainfall totals above an extreme threshold set for each of the watersheds, which is based on the lowest annual maximum storm intensity in historic records.

Source: CEC 2021a.

As shown in Table 11, by midcentury, the American River watershed is projected to experience decreases in rainfall during the 100- and 10-year storm event and a slight increase in the 2-year storm event. By late century, the watershed will experience an 11 percent decrease in the intensity of the 100-year storm event, no change in the 10-year storm event, and a more nine percent increase in the 2-year storm events. Climate change is also projected to increase frequency and maximum duration of larger precipitation events. For the American River watershed, there is projected to be slight increase in number of larger precipitation events from five events historically by the late-century period. The maximum durations of these events will also increase from two days historically to 2.3 days by the late-century period.

Future Flood Impacts

Stormwater Drainage System

In current practice, the stormwater management systems in urban areas are modeled to manage large storm events based on characteristics of rainfall specific to the region from observed historical data. These characteristics in the intensity, duration, and frequency (IDF) of extreme precipitation events. These characteristics are described using IDF curves which are used to design various components of urban drainage systems including pipes, culverts, waterway channels, and detention ponds. Because climate change is anticipated to shift precipitation patterns during storm events, these changes could impact the performance of urban stormwater management systems (CEC 2018b). Increases or changes in the IDF curve can impact the integrity of stormwater infrastructure, particularly natural and engineered slopes such as levees (CEC 2018b). Based on current design standards, the City's drainage system has been designed based on the 2-, 10-, and 100-year storm events. Consistent with these standards, the primary sensitivity threshold for this precipitation and flooding impacts is the exceedance of the historic intensities of the 2-, 10-, and 100-year storm event for the 24-hour period. This threshold is developed from the understanding that the City's current stormwater management and flood protection system is designed based on historic observations for the size of flood events. If these historic storm intensities are exceeded, this would likely begin to disrupt, deteriorate, damage, or generally affect the performance of the City's stormwater management and flood protection systems (CEC 2018b). The analysis also considers the magnitude of the increase above the historic storm levels in the severity of the impacts that may occur.

Based on projections included in the Table 11 above, the City is not projected to experience larger increase in the size of these storm events and, therefore, not likely experience widespread flooding impacts from frequent but smaller storm events in the future. The small increases in the frequency and maximum duration of storm events are also not likely to have an impact on the City's stormwater management system.

Large Storm Events and Flood Protection

For this analysis the FEMA floodplain for the 100-year storm event is used as the sensitivity threshold for large storm events. Specifically, for future scenarios in which the intensity of the 100-year storm events is exceeded, parcels and roadways within these floodplains are seen to be at increased risk from large storm events. Based on information in Table 11, the City is not projected to experience increases in the intensity of the 100-year storm event and, therefore would likely not experience widespread flooding impacts from less frequent but larger storm events based on the Cal-Adapt data. However, as discussed above, California does experiment Atmospheric River events The presence of that contribute to the frequency of "wet years" in the state. While research indicates that the frequency of large storms events does increase in these wet years, the largest flooding impacts are caused by persistent storm sequences on sub-seasonal timescales (i.e., short time periods, typically 2 weeks to 3 months), which bring a significant fraction of annual average precipitation over a brief period (Swain et al. 2018). As noted in the *Fourth Climate Change Assessment Sacramento Valley Report*, climate change is projected to increase the intensity of "wet years" when they do occur and would likely have significant impacts on the County as well as the City.

Levee System Impacts

Increases in precipitation and particularly in the intensity and frequency of extreme precipitations due to climate change will have impacts on the integrity of levee systems (Jasim et al. 2017). Shifts in the IDF curve, particularly during multi-day events, can increase the risk of levee failure. A study which modeled the impacts of projected changes in IDF curves on the Elkhorn Levee in the County found that the probability of levee failure could increase between 3 and 12 percent during projected extreme precipitation events under the high emissions scenario when compared to the baseline scenario. Levee systems, particularly systems not maintained through the Federally protected levee system, are subject to other factors which can comprise their structural integrity including land subsidence and climatic conditions, which will be exacerbated by climate change (Jasim et al. 2017). The combination of land subsidence and specific climatic conditions including drought and severe flooding can further threaten the structural integrity of these aging levees (Robinson and Vahedifard 2016). There are currently two levees in the City which protect residential neighborhoods: Cordova Meadows Levee and Sunriver Levee. Based on the research referenced above, these levee systems will be at increased risk of failure due to increasingly intense storm events as well as increases in the frequency of these events.

Potential Impact Score

Based on this analysis, the potential impact score for Precipitation and Flooding is **High**.

2.4 DROUGHT AND WATER SUPPLY ANALYSIS

Existing and Future Drought Conditions

Long-term drought can have environmental, agricultural, health, economic, and social consequences. The County, along with larger areas of California, experiences periods of long-term drought that stress the ecosystem and water supplies; and subsequently, impact agriculture, public health, and the economy. The City relies on regional water supplies with the three primary water purveyors providing services within the City's planning area: Sacramento County Water Agency; Golden State Water Company; and California-American Water Company. The City's water supply is currently provided by a combination of ground and surface water resources. As discussed in the Natural Resources Chapter of the City's General Plan, future water supplies will be provided from a variety of sources, including: water from the Central Valley Project; appropriate water supplies; water transfer supplies; groundwater;

recycled water; surface water from the American River; SMUD transfer water; and Aerojet replacement water due to contamination of the portion of the City's groundwater resources (City of Rancho Cordova 2006).

As noted in Appendix C – Water Supply Evaluation of the City's General Plan (City of Rancho Cordova 2006), it is likely that adequate water supplies would be available to meet the City's water demands associated with buildout of its current corporate limits. However, based on total known future supplies there would be a supply shortfall of approximately 51,089 acre feet per year to meet the City's total planning area demands. This shortfall would occur if development exceeded the total amount associated with buildout of the City's corporate boundaries. If water supplies are not available to meet buildout water demands, the City would either need to stop approving new growth within its jurisdiction, or collaborate with regional water purveyors to investigate potential future water supply options within the context of the regional water supply planning environment (City of Rancho Cordova 2006). Additionally, the Water Supply Evaluation conducted as part of the City's General Plan does not consider future changes in water supply due to climate change. This analysis does not include a comprehensive assessment of the City's water demand and available supply but rather focuses on how future changes in precipitation, temperature, and drought conditions in the County are likely to affect the City overall.

Future Changes in Precipitation Patterns and Flooding

The City and larger Sacramento region are expected to experience slight overall increases in average annual precipitation in the long-term. However, projections show the Sacramento region will experience increased variability and volatility in precipitation events, such as droughts. California has a highly variable climate that is susceptible to prolonged periods of drought, and recent research suggests that extended drought occurrence (a "mega-drought") could become more pervasive in future decades (CEC 2021c). As discussed above in Section 2.3, precipitation patterns in California oscillate between extremely dry and wet periods. Climate change is anticipated to exacerbate these seasonal extremes with dry periods becoming dryer and wet periods becoming wetter (OPR et al. 2018). With the increased severity of oscillation between wet and dry periods and precipitation occurring over more intense but shorter periods in the year, this will reduce opportunities for groundwater recharge which ideally occurs during prolonged wet periods allowing for soil infiltration, deeper percolation, and the resulting groundwater recharge. While a unique long-term drought scenario would likely affect the City's overall water supply management practices, there is the potential for there still to be above average wet years within a long-term drought, as shown in Figure 8. These above average wet years have the potential to replenish water supplies in the City's reservoirs and help mitigate the impacts of long-term drought.

A substantial portion of the water resources supplied to the Sacramento region originates as rainfall and runoff from snowpack in the northern Sierra Nevada mountains and the surrounding foothills. Cal-Adapt uses data to model an extended drought scenario for all of California from 2051 to 2070. For this analysis, the extended drought scenario for El Dorado County rather than just the boundaries of the City, with tributaries in El Dorado County (i.e., the north fork and south fork of the American River) providing key water resources (e.g., Folsom Lake) to the Sacramento region. Due to increases in climate variability and rising temperatures, the state has already seen signs of decreased snowmelt in Northern California. Annual snowpack in the Sierra Nevada is expected to decline by as much as 33 percent by mid-century and 66 percent by the end of the century, relative to historic baseline snowpack (OPR et al. 2018). Further, rising temperatures have caused snowpack to melt faster and earlier in the year. These changes in snowmelt timing and streamflow availability will challenge local and regional water supply availability (OPR et al. 2018). Inadequate rainfall and reduced snowpack will result in decreased runoff to the reservoirs that supply water to the City, which will lead to less available water and more frequent water shortages.

As shown in Figure 8, El Dorado County's observed historical (1961-1990) average annual precipitation accumulation (i.e., rainfall and snowpack runoff) is 43.6 inches. Under the anticipated drought scenario between 2051 and 2070, the County's average annual rainfall accumulation would decrease to 37 inches (CEC 2021c), resulting in an approximately 15 percent decrease in annual average rainfall over a 20-year period.

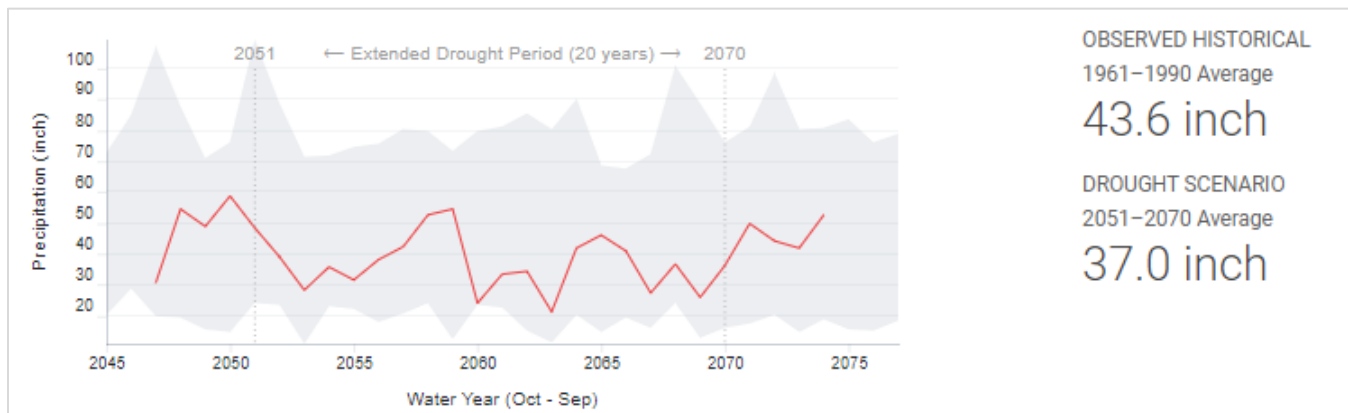


Figure 8 El Dorado County Long-Term Drought Scenario (2051-2070)

Source: CEC 2021c.

Drought Impacts

In the event of a severe and sustained drought lasting multiple years, water supplies provided to the City could be severely affected and result in the need for increased water conservation efforts to be implemented by jurisdictions in the Sacramento region. City residents may be encouraged to reduce household water demand, which may limit certain activities such as landscape irrigation. Each water purveyor that provides water resources to the City has an Urban Water Management Plan (UWMP), which includes a Drought Contingency Plan with specific actions to reduce overall water use by customers. The California Public Utilities Commission sets the rates and service terms for water utilities every three years after an exhaustive review, as required by state law. As a result, a long-term drought scenario would likely not result in rapid or unforeseen increases water costs for residents and businesses.

Droughts create cascading effects on community functions that may worsen in the future. The associated risks include adverse impacts on timber harvesting, reduction in native habitat and overall ecological function, increased forest fuels for wildfire, and economic consequences associated with decreases in tourism and recreation. More intense future droughts affecting the region could result in decreasing recreation opportunities on and surrounding Folsom Lake. Decreased recreation could have a direct impact on City business revenue from pass through visitors. Increased episodes of drought and increased water demand could result in water shortages for the region, endangering residents and ecological systems (e.g., flood control or sensitive habitat, recreational areas). Drought, as slow-moving disaster, can affect mental health if occurring over many years (Vins et al. 2015). While increasingly frequent and prolonged droughts directly affect residents, the built environment will not experience substantial direct impacts associated with this climate-related hazard.

A lack of soil moisture during long-term droughts can increase dust particle concentration, which can include harmful fungal spores and viruses, including Valley Fever (coccidioidomycosis) (OPR et al. 2018). The California Department of Public Health has highlighted the Sacramento Valley as a high-risk area for valley fever (OPR et al. 2018). Valley fever is found in disturbed, dry soil particles that must be inhaled. Symptoms of Valley Fever include chest pain, exhaustion, fever, coughing, joint and muscle pain, and difficulty breathing. Certain populations including pregnant women, the elderly, African, and Filipino Americans are particularly vulnerable to the severe cases of the disease (Brown et al. 2013).

Potential Impact Score

Based on this analysis, the potential impact score for Drought and Water Supply is **Medium**.

2.5 WILDFIRE ANALYSIS

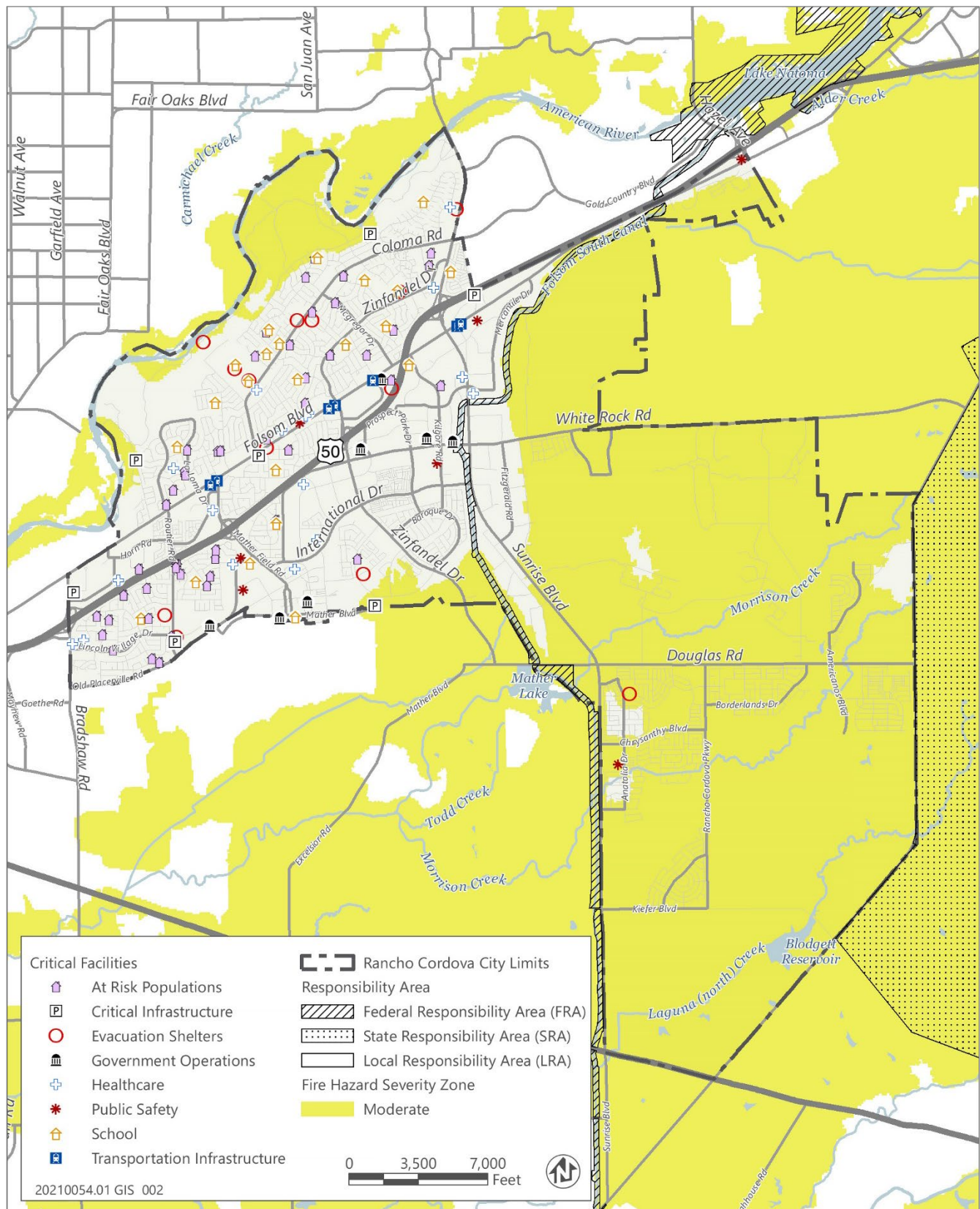
Existing and Future Wildfire Conditions

Wildfire behavior is dependent on several factors that, when identified and assessed, can help determine future wildfire characteristics. The three factors listed below contribute significantly to wildfire behavior and can be used to identify wildfire hazard areas:

- ▶ **Topography:** An area's terrain and land slopes affect its susceptibility to wildfire spread. Both fire intensity and rate of spread increase as slope increases because heat from a fire tends to rise through convection. The arrangement of vegetation throughout a hillside can also contribute to increased fire activity on slopes.
- ▶ **Fuel:** Fuel is the material that feeds a fire and is a key factor in wildfire behavior. Fuel is generally classified by type and by volume. Fuel sources are diverse and can include dead tree leaves, twigs, and branches of dead, standing trees; live trees; brush; and cured grasses. Buildings and other structures, such as homes and other associated combustibles, are also considered a fuel source.
- ▶ **Weather:** Components such as temperature, relative humidity, wind, and occurrence of lightning affect the potential for wildfire. High temperatures and low relative humidity dry out fuels that feed wildfires, creating a situation where fuel will ignite more readily and burn more intensely. Thus, during periods of drought, the threat of wildfire increases. Wind is one of the most significant weather factors in the spread of wildfires. The greater a wind, the faster a fire will spread and the more intense it will be.

The California Department of Forestry and Fire Protection (CAL FIRE) maps areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors. These zones, referred to as Fire Hazard Severity Zones (FHSZ), are represented as Very High, High, or Moderate. The classification of a zone as a Moderate, High, or Very High FHSZ is based on a combination of how a fire would behave and the probability that flames and embers would threaten buildings. Wildfire risk is also determined by several factors, such as wind speeds, drought conditions, available wildfire fuel (i.e., dry vegetation), past wildfire suppression activity, and expanding wildland-urban interface (WUI) (i.e., places in and around forests, grasslands, shrub lands, and other natural areas) (Westerling 2018). Impacts from grass and brushfires in the City could result in evacuations of portions of the City as well as loss of property and impacts to critical facilities.

Based on data included in the City's LHMP Annex shown in Figure 9, large portions of the eastern and southern portions of the City are located in areas designated as Moderate FHSZ. Given the City's location and urban setting, there is relatively low risk of impacts from wildfires relative to areas northeast of the City in El Dorado and Amador County; however, the City is at increased threat of grass and brushfires. Although the majority of the City's developed areas are at lower fire risk, the City does include a few key areas with increased fire risk in undeveloped recreation areas along the American River. As a recreation area, there are limited roadways within these areas, making fire equipment access difficult. While threatened by fire risk along the American River, residents are also at risk from health impacts from poor air quality associated with wildfire smoke. Poor air quality can be generated in the City from wildfires occurring throughout northern California as has been experienced in recent years.



Source: Sacramento County 2021 and data provided by City staff.

Figure 9 Fire Hazard Severity Zones and Critical Facilities in the City of Rancho Cordova

Future Wildfire Risk

Increased Wildfire Risk in the Sacramento Valley

Climate change effects, including increased temperatures and changes to precipitation patterns, will exacerbate many of the factors that contribute to wildfire risk. Increased variability in precipitation may lead to wetter winters and increased vegetative growth in the spring, and longer and hotter summer periods will lead to the drying of vegetative growth and ultimately result in a greater amount of fuel for fires. This has already been seen across the state in recent years, with the area burned by wildfires increasing in parallel with rising air temperatures (OEHHA 2018). These factors, combined with intense wind conditions, cause fires to spread rapidly and irregularly, making it difficult to predict fires' paths and effectively deploy fire suppression forces.

Relative humidity is also an important fire-related weather factor; as humidity levels drop, the dry air causes vegetation moisture levels to decrease, which consequently increases the likelihood that plant material will ignite and burn. With an increase in hotter and drier landscapes, humidity levels may continue to drop and result in higher fuel levels, increasing the risk of wildfire (Schwartz et al., 2015).

Cal-Adapt provides projections for future annual mean hectares burned within the Sacramento Valley region, as defined in the California Fourth Assessment Report, when wildfires do occur. Because the City is not directly threatened by large-scale wildfires but is likely to be impacted by regional effects such as wildfire smoke, this analysis focuses on the Sacramento Valley region. As shown in Table 12, the total area burned annually by wildfire within the Sacramento Valley region is expected increase from the historic (1961-1990) annual average of 20,956 hectares to 23,942 hectares in the near-term and increase further in the midterm to 28,759 hectares. In the long-term, average annual area burned in the region is projected to increase to 31,670 hectares and to 41,784 hectares under the low and high emissions scenarios, respectively (CEC 2021e).

Table 12 Changes in Annual Average Area Burned in the Sacramento Valley Region

Average Annual Area Burned	Historic Modeled (1961-1990)	Near-Term (2021-2050)	Midterm (2035-2064)	Long-Term (2070-2099)	
				Low Emissions	High Emissions
Average Annual Area Burned (hectares)	20,956	23,942	28,759	31,670	41,784

Notes: Observed historical average annual area burned data was not available from Cal-Adapt; the modeled historical average annual area burned data under the low emissions scenario was available and used as proxy data.

Source: CEC 2021e.

Wildfire Impact Analysis

Increased temperatures and changes in precipitation patterns associated with climate change will lead to reduced moisture content in vegetation and soils during dry years. These conditions are expected to increase the amount of area burned by wildfires that will occur predominantly outside of the City boundaries but may have secondary impacts on the City from wildfire smoke, disruptions to transportation behavior, or the increased prevalence of Public Safety Power Shutoffs (PSPS).

Regional wildfires threaten energy generation and transmission infrastructure and have the capacity to damage facilities, create maintenance costs, and reduce transmission line efficiency (CAL FIRE 2020). Grid-supplied as well as locally generated electricity, which is the primary source of power for residences in the City, is provided by the Sacramento Municipal Utilities District (SMUD). Regional communications infrastructure can also be affected by wildfires, which is often located in remote locations, such as mountaintops, resulting in significant threat from wildfire. Regional wildfires may also generate impacts on transportation behavior in the City during emergency evacuation events. This could include potential route diversion and increases in traffic congestion due to road closures from wildfire impacts or post-wildfire runoff or landslide affected roadways. While fire causes relatively insignificant direct impact on roads and highways, cracking and degradation of pavement is not uncommon.

Although the City is not at a high risk from the direct impacts of wildfires, the City's location within the Sacramento Valley makes it susceptible to impacts of smoke from wildfires in the Sierra Nevada mountains and the coastal mountain ranges of northern California. Community public health factors that can increase the impacts of wildfire smoke include the prevalence of asthma in children and adults; chronic obstructive pulmonary disease; hypertension; diabetes; obesity; and percent of population 65 years of age and older. Additionally, socioeconomic characteristics such as poverty rates, educational achievement, and unemployment rates have all been linked to the increased prevalence of underlying health conditions including depression, obesity, hypertension, and diabetes, making populations in the City with these characteristics more vulnerable to wildfire smoke impacts (Kivimäki et al. 2020). Exposure to wildfire smoke, particularly exposure by vulnerable populations, can result in worsening of respiratory symptoms, increased rates of cardiorespiratory emergency visits, hospitalizations, and even death (Rappold et al. 2017). Increased annual average temperatures and the subsequent increase in the frequency and severity of wildfires in northern California are anticipated to result in impacts from wildfire smoke on the City's population and vulnerable populations in particular (OPR et al. 2018).

Specific populations including linguistically isolated households, senior citizens, and individuals with disabilities or those experiencing homelessness are particularly vulnerable during evacuation events, if wildfire evacuations were to occur in the City. Impacts affecting these populations include inability to access or receive and/or understand warning messages and evacuation notices, limited ability to evacuate due to lack of mobility, limited situational understanding from cognitive conditions, and reliance on medication or treatment devices. Wildfires in the larger Sacramento region can also result in secondary impacts affecting populations. A major consequence of wildfires is post-fire flooding and debris flow. The risk of floods and debris flows after fires increases due to vegetation loss and soil exposure. These flows are a risk to life because they can occur with little warning and can exert great force on objects in their path.

Public Safety Power Shutoffs

Due to a number of recent large-scale wildfires in Northern California caused by electricity infrastructure exposed to extreme heat and high-winds, utilities have begun to implement PSPS to avoid wildfire risk. PSPS events can result in communities experiencing no electricity for multiple days and prevent individuals from using prescribed medications and treatments that rely on electricity or refrigeration. PSPS events can also result in impacts to commerce and economic losses, particularly for businesses that rely on refrigeration such as grocery stores. Hazards such as landslides, wildfires, and flooding can also affect underground natural gas pipelines, exposing and/or damaging these pipelines. The damage resulting from climate change-related hazards on electricity and natural gas infrastructure can have a greater impact on disadvantaged populations, particularly communities that are low-income or individuals who have limited mobility or lack the financial means to make repairs to their property.

Major wildfires often result in the damage to transportation infrastructure and/or closure of roadways. Combined with reduced visibility from wildfire smoke, this leads to a disruption in normal transportation networks and accessibility. Congestion that starts during a mass evacuation can lead to additional traffic management problems, which can result in delays to emergency response, evacuation, and logistical support.

Potential Impact Score

Based on this analysis, the potential impact score for Wildfire is **Medium**.

2.6 ADAPTIVE CAPACITY

This section analyzes the City's current capacity to address and adapt projected increase in severity and frequency of climate-related hazards. The City and regional agencies have established plans, policies, and programs that address climate change impacts. These efforts, however, do not comprehensively identify strategies that will be taken by local and regional governments to address the full scope and magnitude of potential climate impacts. Climate change will increase the frequency and severity of climate-related hazards in the future, requiring updates to emergency response, land use planning, and strategic partnerships. A summary of the regional and local planning efforts to adapt to climate change and climate-related hazards are presented below.

Existing State and Regional Planning Efforts

California Department of Transportation

The Climate Change Branch in the California Department of Transportation (Caltrans) Division of Transportation Planning is responsible for overseeing the development, coordination, and implementation of climate change policies in all aspects of the Department's decision making. In 2013, Caltrans completed its first report intended to help reduce GHG emissions and adapt the State's transportation system to prepare for the impacts of climate change (Caltrans 2013), which includes a series of strategies to reduce the risk from various climate change impacts, including increasingly intense precipitation events.

Strategies outlined in the report include using vegetation to prevent erosion along roadways, assessing and resizing culverts to accommodate increased precipitation, coordinating with local jurisdictions regarding route closures as well as pursuing individual projects included in the Caltrans District Vulnerability Assessments. In 2019, Caltrans completed the District 3 Vulnerability Assessment which provides an overview of potential climate impacts to the district's portion of the State Highway System. The District 3 Vulnerability Assessment is part of a larger adaptation process undertaken by Caltrans to assess risk to Caltrans assets in the district and prioritize adaptation strategies from various climate impacts. The District 3 Vulnerability Assessment includes projected climate change exposure from precipitation change, flooding, temperature change, wildfire, storm surge, and sea level rise.

Sacramento Area Council of Governments

The Sacramento Area Council of Governments (SACOG) is the Metropolitan Planning Organization for the six-county Sacramento region including the 22 cities within El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba Counties. SACOG develops the region's long-range transportation plan which guides transportation and land use planning in the region. In 2015, SACOG adopted the Sacramento Region Transportation Climate Adaptation Plan to address how potential climate change impacts affect the region's transportation infrastructure. The plan highlights key impacts from climate change that could occur on the Sacramento region's transportation system in the future as well as a guiding action plan for future adaptation planning and implementation.

Sacramento County

The County completed a vulnerability assessment in 2015 that assessed the projected changes associated with climate change in the County (including the City of Rancho Cordova), including impacts from changes in precipitation patterns and increased flooding. The assessment highlighted the unique vulnerabilities of the County to climate change including projected increases in the frequency, intensity, and duration of extreme storm events as well as projected regional temperature increases leading to earlier and more rapid melting of the Sierra Nevada snowpack and subsequent increases in flow rate of surface waters in the County (Sacramento County 2021).

The County is currently working to conduct a study looking at current and future precipitation trends in the County under the influence of climate change. This work will inform an update to the County's Drainage Manual better prepare for future changes in precipitation. The County Drainage Manual is used by incorporated cities in the County to design and build drainage and stormwater infrastructure and inform development standards.

Sacramento Public Department of Health Services

As a division of the Sacramento County Department of Health Services, Sacramento County Public Health works to promote, protect, and ensure conditions for optimal health and public safety for residents and communities in the County. As part of its work in helping prevent health impacts from extreme heat, Sacramento County Public Health conducts community education related to public health and emergency preparedness. It also has developed plans with the Sacramento Office of Emergency Services on wildfire smoke and response plans. Sacramento County Public Health has also begun to research the impacts of climate change using available tools specific to extreme heat and public health.

Sacramento Office of Emergency Services

The Sacramento County Office of Emergency Services (Sacramento OES) provides support and resources for emergency preparedness through its Sacramento Ready Program and operates the county's Emergency Alerts Notification System. Sacramento, Yolo, and Placer County residents can use the Citizen Opt-In portal to receive critical and time-sensitive alerts regarding flooding, levee failures, severe weather, disaster events, unexpected road closures, missing persons, and evacuations of buildings or neighborhoods in specific geographic locations. Sacramento OES coordinates with police and fire departments in the incorporated cities in the county for emergency planning and responses purposes. In regard to heat-related events, Sacramento OES focuses on the immediate effects of events; near-term risks from these events, particularly fires, droughts, and air pollution. Sacramento OES also maintains the County's Emergency Operation Plan, which includes protocols for emergency operations during extreme heat events. Sacramento OES also develops and updates planning documents, including the County's *Evacuation Plan*, *Emergency Operations Plan*, *Mass Care and Shelter Plan*, and the County's LHMP and Annexes including the City. The City's Annex in the LHMP includes climate change as a hazard and discusses how climate change will impact other hazards in the City, rating the likelihood of occurrence high and vulnerability to climate change as high.

Sacramento Metropolitan Fire District

The Sacramento Metropolitan Fire District (SMFD) provides fire protection services, fire suppression, inspection, plan checking, emergency transportation and medical services, public education, advanced life support, and rescue services to the City as well as the unincorporated portions of the Planning Area and southern the County. SMFD encompasses approximately 417 square miles in the southern portion of the County and includes both urban and rural areas. SMFD is the largest district in the County and the seventh largest local fire agency in the State of California. SMFD has 42 fire stations with approximately 673 paid personnel on its staff. The District includes 39 engine companies, 5 truck companies, 12 medic transportation units, 8 historical fire apparatus, 5 crash/rescue units, and various watercraft response units. In the City's General Plan Planning Area, SMFD currently has seven fire stations.

Sacramento Metropolitan Air Quality Management District

The Sacramento Metropolitan Air Quality Management District (SMAQMD) is the agency responsible for monitoring air pollution in the Sacramento Valley Air Basin and for developing and administering programs to reduce air pollution levels below the health-based standards established by the State and Federal governments. SMAQMD is working to develop a UHI model to help identify sensitivities in the district to extreme heat and climate change, as well as develop and model the effects of mitigation strategies (e.g., green roofs, cool pavements). SMAQMD is also working to develop an update to the California Emissions Estimator Model and hopes to include an element to the tool that provides quantification of the benefits of climate adaptation strategies. The agency also works to provide funding from Assembly Bill 617 for the Clean Cars for All program, which provides increased access to electric vehicles for low-income residents. As part of the Plan development process, representatives from SMAQMD participated in the Heat Working Group and provided input on the development of this white paper.

Sacramento Municipal Utility District

SMUD is a publicly owned utility that provides electricity to the County and small portions of Placer County. In regard to climate change, SMUD has developed a sustainable communities program focusing on disadvantaged communities, as well as its Climate Readiness Assessment and Action Plan (SMUD 2016), which is intended to help the utility to adapt to and address climate change through community engagement, enterprise programs, capital projects, and operational initiatives. SMUD also works with the Sacramento Tree Foundation to operate the Sacramento Shade Program, which provides landscape assessments and free shade trees to SMUD customers. SMUD also operates Living Future Project Accelerator, which emphasizes sustainable commercial and residential building practices, and is beginning to work toward a land-based carbon storage program.

Sacramento Tree Foundation

The Sacramento Tree Foundation is a nonprofit organization that empowers people to plant, protect, and learn about trees in the Sacramento region. The organization has several programs that support its mission and provide services to cities and residents in the Sacramento region:

- ▶ **Sacramento Shade Program** – This program, in partnership with SMUD, provides free landscape assessments and up to 10 free shade trees that provide a host of benefits to the residents and the surrounding neighborhoods. The organization’s work with SMUD emphasizes planting locations and tree varieties that reflect SMUD’s goals for carbon sequestration.
- ▶ **NeighborWoods Program** – This program provides support to communities throughout the Sacramento region by offering expertise, training, tools, and advice to plant and protect trees in their neighborhoods.
- ▶ **Urban Wood Rescue Program** - This program works to preserve useful life of the trees by providing logging and milling services for trees which have reached the end of their life. This lumber is then sold, providing a second life for the trees while capturing carbon sequestered during their lifetime.

The organization also conducts community outreach campaigns, utilizing door to door canvassing and community meetings to promote the benefits of the urban forest.

Existing Local Planning Efforts

City of Rancho Cordova

In 2006, the City adopted its first General Plan. The General Plan includes a Safety Element which includes goals, policies, and actions to address a set of safety issues in the City including traffic hazards, airport safety, neighborhood policing, and flooding. The following list of Goals and corresponding policies in the Safety Element help address and mitigate impacts from climate-related hazards.

GOAL S.2: Reduce the possibility of a flooding or drainage issue causing loss of life or damage to property.

- ▶ **Policy S.2.1:** Support and encourage efforts to limit and reduce the potential for community flooding from the Cosumnes or American Rivers.
- ▶ **Policy S.2.2:** Manage the risk of flooding by discouraging new development located in an area that is likely to flood.
- ▶ **Policy S.2.3:** Discourage the creation of new parcels when the presence of easements, floodplain, marsh, or riparian habitat, and/or other features would leave insufficient land to build and operate structures. This policy shall not apply to open space lots specifically created for dedication to the City or another appropriate party for habitat protection, flood control, drainage, or wetland maintenance.
- ▶ **Policy S.2.4:** Ensure that adequate drainage exists for both existing and new development.

GOAL S.9: Reduce the probability of fire damage to all the City’s structures.

- ▶ **Policy S.9.1:** Cooperate with the Sacramento Metropolitan Fire District (SMFD) to reduce fire hazards, assist in fire suppression, and ensure efficient emergency medical response.
- ▶ **Policy S.9.2:** Provide infill development with adequate off-site improvements to meet onsite fire flow requirements.
- ▶ **Policy S.9.3:** Consider establishing mitigation fees to fund adequate fire protection and emergency medical response facilities, if such fees are critical and necessary to meet the facility funding needs of SMFD and existing methods of financing are inadequate.

The City also has regulations within the Municipal Code, specifically, Chapter 23.716 "Landscaping," that provides guidance for landscaping and tree planting requirements for new development in the City. Title 19, "Trees," of the Municipal Code provides regulations regarding the preservation of public trees of local importance and mitigation of tree loss.

The City adopted their Emergency Operations Plan (EOP) in 2018. The EOP describes how the jurisdiction will manage and coordinate resources and personnel responding to emergency situations. It detailed information covering Emergency Operations Center procedures, documentation and reference and support information and includes response protocols for a comprehensive set of emergency situations including climate-related hazard events including flooding, wildland fire, and extreme heat. The document is continually evolving as the City grows with recommendations for improvement solicited and carefully considered for future revisions.

City of Rancho Cordova Public Works Department

The City's Public Works Department supports important activities and functions within the City, which have an impact on UHI, including designing, constructing, operating, and maintaining the City's road network and drainage systems. The Public Works Department is also responsible for the maintenance of roadways in the City as well as the the City's Capital Improvements Program, which includes developing, upgrading and implementing the City's *Capital Improvements Program 5-Year Plan* – a list of improvement projects for various components of City operations.

City of Rancho Cordova Police Department

The Rancho Cordova Police Department is contracted through the Sacramento County Sheriff's Department to provide patrol, traffic enforcement, investigations, and administrative services to the City. Portions of the General Plan Planning Area outside the current City limits are within the Sacramento County Sheriff Department's jurisdictional boundaries.

Summary of Adaptive Capacity

Table 13 evaluates the specific climate change effects covered under each of the plans and reports discussed above. As shown in Table 13, multiple planning efforts have been made to address the climate change-related impacts that are expected to impact the City. Mitigation and adaptation measures for hazards including flooding, storms and extreme weather events, and wildfires and severe wind have been relatively well documented in assessments prepared previously. Other climate change hazards including impacts on human health, drought and available water supply, extreme heat and heat waves, landslides, and sea-level rise are noted in various regional planning efforts. However, these efforts do not analyze regional climate change effects consistently while developing adaptation strategies. Most of the policies provided in existing plans are broad-based strategies to reduce risk from climate change. Thus, it is important to note that specific and targeted policies should be developed to address the resilience of the most vulnerable populations and assets in the City.

Table 13 Adaptive Capacity in Existing Plans and Reports

Plan or Report	Climate Change Hazard			
	Extreme Heat Events	Extreme Precipitation and Flooding	Drought and Water Supply	Wildfires
Sacramento County LHMP Annex	✓	✓	✓	✓
City's General Plan		✓	✓	✓
California's Fourth Climate Change Assessment Sacramento Valley Regional Report	✓	✓	✓	✓
Caltrans Climate Change Vulnerability Assessment District 3	✓	✓		✓
City Water Purveyor's Urban Water Management Plans		✓		
City's Emergency Operations Plan		✓	✓	✓

Source: Data compiled by Ascent Environmental in 2021.

Adaptive Capacity Scoring by Hazard

Based on a combination of the adaptation initiatives outlined in these documents and additional adaptive efforts that have been pursued, the City's adaptive capacity for each climate change effect can be rated Low, Medium, or High. High adaptive capacity indicates that sufficient measures are already in place to address the points of sensitivity and impacts associated with climate change, while a low rating indicates a community is unprepared and requires major changes to address hazards (CalOES 2020).

Increased Temperatures and Extreme Heat

Adaptive Capacity Rating: Low

The City does not generate its own electricity and may not be in a position to protect vulnerable populations from the impacts that will be caused by rising temperatures and a drastic increase in the number of extreme heat events. As rising temperatures and extreme heat lead to more frequent electricity outages, the lack of backup power sources for residents and business will expose more residents to risk of health impacts associated with extreme heat. While the LHMP does include extreme heat as a hazard, relevant information is limited. Impacts associated with increases in temperatures and extreme heat events are the largest potential impact for the City. This means that although the City may be adequately prepared to address extreme heat events currently, the vulnerabilities faced by the City including impacts to youth, seniors, and homeless populations as well as impacts on energy demand and services are likely to exceed to City's current capacity.

For these reasons, the adaptive capacity ranking for increased temperatures and extreme heat is Low.

Increased Wildfire Risk

Adaptive Capacity Rating: High

The County, State and regional agencies, and other partners are implementing a diverse array of policies and programs that address the design of structures, fire safety, community preparedness, and emergency response, decreasing the City's overall vulnerability to the threat of wildfire. However, as the threat of wildfire increases both locally and regionally, the City, in coordination with federal, state, and local agencies, will need to continue to adapt to projected impacts from wildfire. While the City is at relatively low risk from direct wildfire impacts, the affects from regional wildfires on the City through secondary impacts such as wildfire smoke and regional transportation route disruptions will continue to affect the City. Because these impacts have been increasing in intensity and severity in recent years and are somewhat novel, the City will need to make moderate changes to expand its capacity to address these types of impacts.

For these reasons, the adaptive capacity associated with wildfire is high.

Increased Extreme Precipitation and Flooding

Adaptive Capacity Rating: Medium

The City has adequately assessed its flood risk through the LHMP and other planning documents. The City and stakeholders have developed, adopted, and enforced several policies and programs that will serve to mitigate impacts from increasingly frequent floods in the future. While the City's populations and assets are not severely threatened by floods as identified in the LHMP, the City, the County and other regional and local agencies can continue to implement policies and programs that reduce the risks associated with significant flooding events. As noted in Section 2.3, the risk of a large-scale storm event similar to the Great Flood events of 1861–1862 is more likely than not occur at least once by 2060. This means that although the City is adequately prepared to address flooding events currently, an event such as this would result in widescale impacts on the City and potentially affect Folsom Dam.

Therefore, the adaptive capacity associated with increased extreme precipitation and flooding is medium.

Drought and Water Supply

Adaptive Capacity Rating: Medium

The City understands that a reliable water supply is essential. Each water purveyors that provide water resource so the City have UWMPs and Drought Contingency Plans, which will assist in building resilience to future drought conditions. The City is still somewhat vulnerable to these climate-related hazards, particularly in terms of the economic and related impacts (irrigation of recreation fields, constraints on future housing development) of generally dryer conditions, interannual precipitation variability, and reduced snowpack. These climate change effects will pose risks to tourism-related businesses that rely on pass-by visitors to Folsom Lake and the surrounding recreation areas when long-term droughts do occur.

Based on the reasons stated above, the adaptive capacity ranking for drought, water supply, and reduced snowpack is medium.

2.7 VULNERABILITY SCORING

The City's vulnerability to each identified climate change impact is assessed based on the magnitude of risk posed to populations and assets, and any existing measures in place to mitigate these impacts. Potential impacts and adaptive capacity are rated on a qualitative scale from Low to High based on guidance from the APG. A description of each qualitative rating for both factors is provided in Table 14.

Table 14 Potential Impact and Adaptive Capacity Scoring

Score	Potential Impact	Adaptive Capacity
Low	Impact is unlikely based on projected exposure; would result in minor consequences to public health, safety, and/or other metrics of concern.	The population or asset lacks capability to manage climate impact; major changes would be required.
Medium	Impact is somewhat likely based on projected exposure; would result in some consequences to public health, safety, and/or other metrics of concern.	The population or asset has some capacity to manage climate impact; some changes would be required.
High	Impact is highly likely based on projected exposure; would result in substantial consequences to public health, safety, and/or other metrics of concern.	The population or asset has high capacity to manage climate impact; minimal to no changes are required.

Source: CalOES 2020

After rating potential impacts and adaptive capacity, an overall vulnerability score is determined for each climate change impact. This scoring can help the City understand which effects pose the greatest threats and should be prioritized in future planning efforts. Table 15 presents the rubric used to determine the overall vulnerability scores based on the ratings for potential impacts and adaptive capacity.

Table 15 Vulnerability Scoring

		Vulnerability Score		
Potential Impacts	High	3	4	5
	Medium	2	3	4
	Low	1	2	3
		High	Medium	Low
		Adaptive Capacity		

Source: CalOES 2020.

Vulnerability scoring for each climate change effect identified and evaluated in Sections 2.2 through 2.6 is included in Table 16 below. The table shows that increased temperatures and extreme heat is assigned a vulnerability rating of 5 and therefore should be a high priority for the City. Impacts from increased precipitation and flooding was scored as a 4 while drought and water supply risks was assigned a vulnerability score of 3. These climate change effects are likely to have significant impacts on the City's populations, built environment, and community functions in the near-term, and although a variety of adaptive efforts related to both climate change effects are in place and underway, the magnitude of the risks posed by these hazards contributes to high vulnerability in the City. Increased wildfire risk is characterized as having a vulnerability rating of 2. This climate change effect will likely have lower priority impacts on the City and is currently being addressed adequately based on existing conditions, but additional adaptation and resilience planning will be required in the future to mitigate impacts and protect the City.

Table 16 Vulnerability Scoring Summary

Climate Change Effect	Vulnerability Score		
	Vulnerability Score		
	Adaptive Capacity	Potential Impact	Vulnerability
Temperature and Extreme Heat	Low	High	5
Precipitation and Flooding	Medium	High	4
Drought and Water Supply	Medium	Medium	3
Wildfire	High	Medium	2

Source: CalOES 2020; adapted by Ascent Environmental in 2021.

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Appendix G

List of Potential Funding Options

List of Potential Funding Options for CAAP Implementation		
Funding Option	Description	Potential CAAP Implementation
Sacramento Municipal Utility District (SMUD) Residential Rebates	SMUD provides residential rebates and special promotions for energy efficient appliances and products including induction cooktops/ranges, heat pump water heater upgrades, ENERGY STAR® clothes washers and refrigerators, smart thermostats, heating, ventilation, and air conditioning (HVAC) replacement with a heat pump, smart lighting starter kits, energy savings kits, power strips, LED bulbs, faucet aerators, showerheads, water conservation kits, smart sprinkler controllers, and drip irrigation retrofit kits. SMUD also offers residents a discounted electric rate to support EV charging, funding for home EV charging equipment and installation, and a managed EV charging program to support vehicle charging when demand is low.	Building Energy Sector; Water Sector; On-Road Transportation Sector
Sacramento Municipal Utility District (SMUD) Business Rebates	SMUD provides business rebates for lighting, refrigeration, and heating or cooling (HVAC) systems through several different rebate programs, including a program specific to multifamily residential properties. It also provides electric vehicle (EV) programs for commercial vehicles and EV charging, an electric forklift incentive pilot program, and SMUD eFuel SM Services to assess, design, construct and maintain electric vehicle chargers for commercial customers interested in business/fleet electric vehicles and charging, workplace employee charging or multi-family tenant charging.	Building Energy Sector; On-Road Transportation Sector; Off Road Vehicles and Equipment Sector
DOE Energy Efficiency and Conservation Block Grant (EECBG) Program	Part of the DOE's State and Community Energy Program (SCEP), the EECBG program provides formula grants to local governments to implement strategies to reduce fossil fuel emissions, decrease total energy use, and improve energy efficiency. The funds will consist a two-year budget period for local governments. Rancho Cordova's allocation is \$138,900.	Building Energy Sector
California Energy Commission 1 Percent Interest Rate Loans	The California Energy Commission offers 1 percent loans for local jurisdictions to conduct projects with proven energy savings at municipal facilities.	Building Energy Sector
California Lending for Energy and Environmental Needs (CLEEN)	This funding source, as a program of California Infrastructure and Economic Development Bank, provides direct public financing to municipalities, universities, schools, and hospitals to help meet the state's goals for GHG reductions, water conservation, and environmental preservation.	Building Energy Sector
California Energy Commission Electric Program Investment Charge Program (EPIC)	The EPIC program provides more than \$130 million annually in grants to both public agencies and private entities for the development and deployment of renewable energy, clean electric building and transportation, energy resilience, and advanced grid technologies in to accelerate the transformation of the electricity sector.	Building Energy Sector
GRID Alternatives	GRID Alternatives is a nonprofit organization that provides no-cost solar installations to low-income residents and provides assistance for communities in developing multifamily and community-scale solar installations. The organization also provides hands-on job training for volunteers interested in employment in the solar industry.	Building Energy Sector

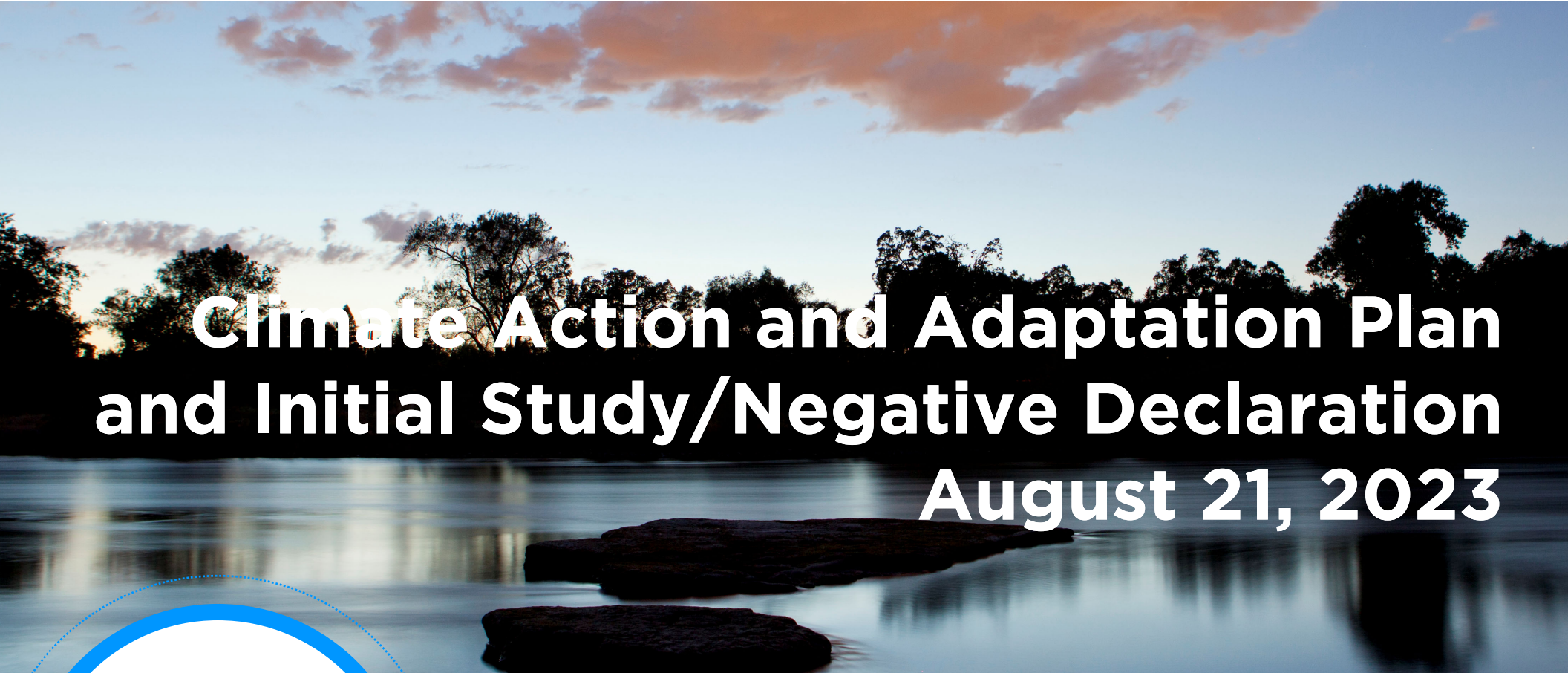
List of Potential Funding Options for CAAP Implementation		
Funding Option	Description	Potential CAAP Implementation
California Department of Community Services and Development, Low-Income Weatherization Program	Administered by the California Department of Community Services and Development, the Low-Income Weatherization Program provides low-income households with solar photovoltaic (PV) systems and energy efficiency upgrades at no cost to residents. The program is designed with the primary goal of reducing GHG emissions by saving energy and generating clean renewable energy while reducing energy costs for low-income single-family households and multi-family affordable housing.	Building Energy Sector
Building Initiative for Low-Emissions Development (BUILD) Program	The CA Energy Commission's Building Initiative for Low-Emissions Development (BUILD) Program is designed to provide technical assistance and incentives for new all-electric low-income residential buildings that reduce GHG emissions.	Building Energy Sector
Federal Inflation Reduction Act (IRA) of 2022	The IRA invests nearly \$400 billion in Energy Security and Climate Change programs over the next ten years. This includes rebates and tax credits for energy efficiency, renewable energy, and clean vehicle purchases, as well as funding for clean power infrastructure and climate resiliency.	Building Energy Sector
HUD Community Development Block Grant (CDBG) Program	The HUD CDBG Program supports community development activities to build stronger and more resilient communities. Activities may address needs such as infrastructure, economic development projects, public facilities installation, community centers, housing rehabilitation, public services, clearance/acquisition, microenterprise assistance, code enforcement, and homeowner assistance.	Building Energy Sector
Federal Infrastructure Investment and Jobs Act, aka Bipartisan Infrastructure Law (BIL) or "Building a Better America"	The U.S. Department of Transportation announced the availability of nearly \$3 billion in competitive grant funding for surface transportation projects that were included in the infrastructure law. The grants can fund projects too large or complex for traditional funding programs like multijurisdictional and multimodal projects. The BIL also invests in clean energy by modernizing the power grid, weatherize and upgrade homes, schools, and businesses to make them cleaner and more affordable, and in the creation of new programs to support the development of clean energy technology. It will also invest in broadband infrastructure development to provide access to reliable high-speed internet.	On-road Transportation Sector; Building Energy Sector
Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants	The U.S. Department of Transportation is offering \$1.5 billion in grant funding through the RAISE discretionary grant program. The program uses a merit-based process to select projects that will build and repair critical pieces of freight and passenger transportation networks.	On-road Transportation Sector
Caltrans Active Transportation Planning Program	This program provides competitive planning grants for jurisdictions working on planning projects to increase the proportion of trips accomplished by biking and walking and reduce community-wide vehicle miles traveled.	On-road Transportation Sector

List of Potential Funding Options for CAAP Implementation		
Funding Option	Description	Potential CAAP Implementation
Caltrans Transportation Planning Grant Program	The Transportation Planning Grant Program provides competitive planning grants to help local jurisdictions in a variety of transportation planning efforts including development and implementation of regional transportation plans. The program also helps address multimodal transportation deficiencies with a focus on transit and support planning actions that advance climate adaptation efforts for local transportation systems.	On-road Transportation Sector
Caltrans Clean California Local Grant Program	The Clean California Local Grant Program provides competitive grants to projects that beautify and improve local roads, parks, pathways, and transit centers. Cycle 2 of grants includes up to \$100 million in funding.	On-road Transportation Sector; Natural and Urban landscapes
California Clean Vehicle Rebate Project (CVRP)	This California Air Resources Board program provides rebates for the purchase or lease of a new, eligible zero-emission or plug-in hybrid vehicle. As of February 28, 2023, increased rebate amounts have been updated to \$7,500 for battery electric and fuel cell electric vehicles and \$6,500 for plug-in hybrid vehicles.	On-road Transportation Sector
Strategic Growth Council Affordable Housing and Sustainable Communities Program	This program, administered by the California Department of Housing and Community Development, funds land use, housing, transportation, and land preservation projects that support infill and compact development and reduce GHG emissions. Funds are available in the form of loans and/or grants in two kinds of project areas: Transit-Oriented Development Project Areas and Integrated Connectivity Project Areas.	On-road Transportation Sector
SB 2 Planning Grant Program	This planning grant program provides financial and technical assistance to local governments to update planning documents and zoning ordinances, including general plans, community plans, specific plans, sustainable communities strategies, and local coastal programs, to streamline housing production. The program does not use a competitive process to award funds. All localities that meet the eligibility requirements outlined in the grant application receive funding.	On-road Transportation Sector
Volkswagen (VW) Environmental Mitigation Trust	The VW Environmental Mitigation Trust provides about \$423 million for California to mitigate the excess nitrogen oxide emissions by funding specified eligible actions focused mostly on “scrap and replace” projects for the heavy-duty sector, including on-road freight trucks, transit and shuttle buses, school buses, forklifts and port cargo handling equipment, commercial marine vessels, and freight switcher locomotives.	On-road Transportation Sector; Off-Road Vehicles and Equipment Sector
California Air Resources Board Carl Moyer Memorial Air Quality Standards Attainment Program	The Carl Moyer Program provides grant funds towards the replacement of old, high-polluting vehicles, engines, and equipment, with new technologies that are cleaner than required or earlier than required by rules and regulations. The Sacramento Metropolitan Air Quality Management District implements this program in the Sacramento region.	On-road Transportation Sector; Off-Road Vehicles and Equipment Sector

List of Potential Funding Options for CAAP Implementation		
Funding Option	Description	Potential CAAP Implementation
CalRecycle Food Waste Prevention and Rescue Grant Program	The purpose of this competitive grant program is to reduce overall GHG emissions by establishing new or expanding existing food waste prevention projects (source reduction or food rescue for people) in California to reduce the amount of food being disposed of in landfills.	Solid Waste Sector
CalRecycle Local Enforcement Agency Grant Program	CalRecycle administers a non-competitive grant program to assist local enforcement agencies with their solid waste facilities permit and inspection program.	Solid Waste Sector
California Department of Water Resources Water Grant and Loans	The California Department of Water Resources provides a number of grant and loan programs that support integrated watershed management. These funds can be used to address issues such as groundwater sustainability, drought, and water supply reliability. Programs include the Small Communities Drought Relief Program, the Riverine Stewardship Program, Delta Levees Special Flood Control Projects Program, and the LandFlex Program.	Water Sector
CivicSpark Program	The CivicSpark Program supports sustainability-focused research, planning, and implementation projects throughout California by providing public agencies and other organizations with high-quality capacity-building support. This 11-month AmeriCorps program employs highly motivated emerging sustainability professionals.	Green Economy; Public Participation & Engagement
Regional Early Action Planning (REAP)	REAP allows councils of governments and other regional entities to collaborate on projects that have a broader regional impact on housing. The grant funding helps regional entities and governments facilitate local housing production that will assist local governments in meeting their Regional Housing Need Allocation.	On-road Transportation Sector
Sustainable Transportation Equity Project (STEP)	STEP is a new transportation equity pilot that aims to address community residents' transportation needs, increase access to key destinations, and reduce greenhouse gas emissions by funding planning, clean transportation, and supporting projects. STEP's overarching purpose is to increase transportation equity in disadvantaged and low-income communities throughout California via two types of grants: Planning and Capacity Building Grants and Implementation Grants. Within these two grant types, CARB currently has up to \$22 million available.	On-road Transportation Sector
Infrastructure State Revolving Fund (ISRF)	The California Infrastructure and Economic Development Bank provides loans to local governments for infrastructure and economic development. ISRF has financed projects that are vital to communities throughout the state such as city and county street highway improvements, wastewater treatment plant construction and upgrades, and educational and cultural facilities.	On-road Transportation Sector; Buildings and Energy sector; Water and Wastewater Sector; Solid Waste Sector

List of Potential Funding Options for CAAP Implementation		
Funding Option	Description	Potential CAAP Implementation
CAL FIRE's Grant Programs	CAL FIRE provides a number of grant programs such as the wildfire prevention grant program, the business and workforce development through wood products and bioenergy program, the California forest improvement program, the forest health program, the forest health research program, forest legacy program, and the urban and community forestry program. Funding and application dates can be found on their website https://www.fire.ca.gov/grants/ .	Adaptation
OPR Regional Resilience Planning and Implementation Grant Program (RRGP)	The ICARP Regional Resilience Planning and Implementation Grant Program (Regional Resilience Grant Program, or RRGP) will fund local public entities, California Native American Tribes, and Community-Based Organizations that are planning and implementing projects that advance climate resilience and respond to the greatest climate risks in their regions. Over multiple funding rounds, the RRGP will invest \$125 million into regions advancing resilience and responding to their regions' greatest climate risks through three major activities: capacity building, planning (including identifying climate resilience priorities), and project implementation. The first grant cycle will invest \$21.3 million. At least \$12.5 million of that total will be for regions planning for climate adaptation and developing action plans that prioritize projects or actions addressing the greatest climate risks facing a region, particularly in the most vulnerable communities. Grants will be made available both competitively and on a formula basis. Application period begins in Spring 2023.	Adaptation
SGC Transformative Climate Communities (TCC)	The Transformative Climate Communities (TCC) Program funds development and infrastructure projects that achieve major environmental, health, and economic benefits in California's most disadvantaged communities. More info here: Transformative Climate Communities: Community-led transformation for a sustainable California	All sectors
SGC Community Assistance for Climate Equity (CACE)	The SGC's CACE Program provides technical assistance and capacity building services to help under-resourced communities foster successful climate projects. Within CACE, the Boost Program supports under-resourced local governments in building capacity, optimizing existing resources, strengthening community partnerships, and transforming their approach to address and fund climate activities.	All sectors
SGC Community Resilience Centers (CRC) Grants Program	SGC's CRC program will fund new construction and upgrades of neighborhood-level resilience centers to provide shelter and resources during climate and other emergencies. The program will also fund year-round services and ongoing programming that build overall community resilience. More info here: Community Resilience Centers Program: Strengthening community resilience in neighborhoods across California	Adaptation

List of Potential Funding Options for CAAP Implementation		
Funding Option	Description	Potential CAAP Implementation
Climate Resilience Districts Act (Senate Bill 852)	Senate Bill 852 (Dodd, 2022) established the “Climate Resilience District”. This is a new public financing tool available to cities, counties, and special districts to undertake projects and programs to address climate change including wildfire, sea level rise, extreme heat and cold, drought, flooding, and related issues. The districts can be formed by one or public agencies and, once created, can raise revenue through tax increment funding, voter-approved supplemental property taxes, property benefit assessments, or fees.	Adaptation
CA Climate & Energy Collaborative (CCEC) Funding Resources	The CCEC provides several helpful resources to support funding for implementation of local climate and energy initiatives. These include a “How to Guide: Ways to Get Funded” resource that outlines both internal and external funding best practices (see Ways to get Funded – California Climate and Energy Collaborative (eecoordinator.info), as well as a regularly-updated list of current and upcoming funding opportunities with links (see Funding Resources – California Climate and Energy Collaborative (eecoordinator.info).	
California Grants Portal	The California Grants Portal (a project by the California State Library) is a one-stop destination to find all grants and loans offered on a competitive or first-come basis by California state agencies. See: Home - California Grants Portal	



Climate Action and Adaptation Plan and Initial Study/Negative Declaration August 21, 2023



CityOfRanchoCordova.org

Agenda for this Item

Goals for Tonight

1. Update City Council on amendments made to the CAAP since the draft presentation on May 1, 2023
2. Present the Initial Study/Negative Declaration (IS/ND) for adoption
3. Present the Final Draft Climate Action and Adaptation Plan (CAAP) for adoption

Background and Context

June, 2020 Local Early Action Planning Grant Discussion and Housing Workshop

- Council expressed interest, and staff applied for grant funding, to prepare a Climate Action Plan

March 1, 2021 Climate Action Plan Scoping Discussion

- Council directed staff to move forward with a CEQA Qualified Climate Action and Adaptation Plan

July 1, 2021 Contract executed with Ascent Environmental, Inc.

- Ascent selected through RFP, contract executed, and CAAP preparation began

April 12, 2023 Draft CAAP presented to the Planning Commission

- Staff received comments from the Planning Commission on the Draft CAAP

May 1, 2023 Draft CAAP presented to the City Council

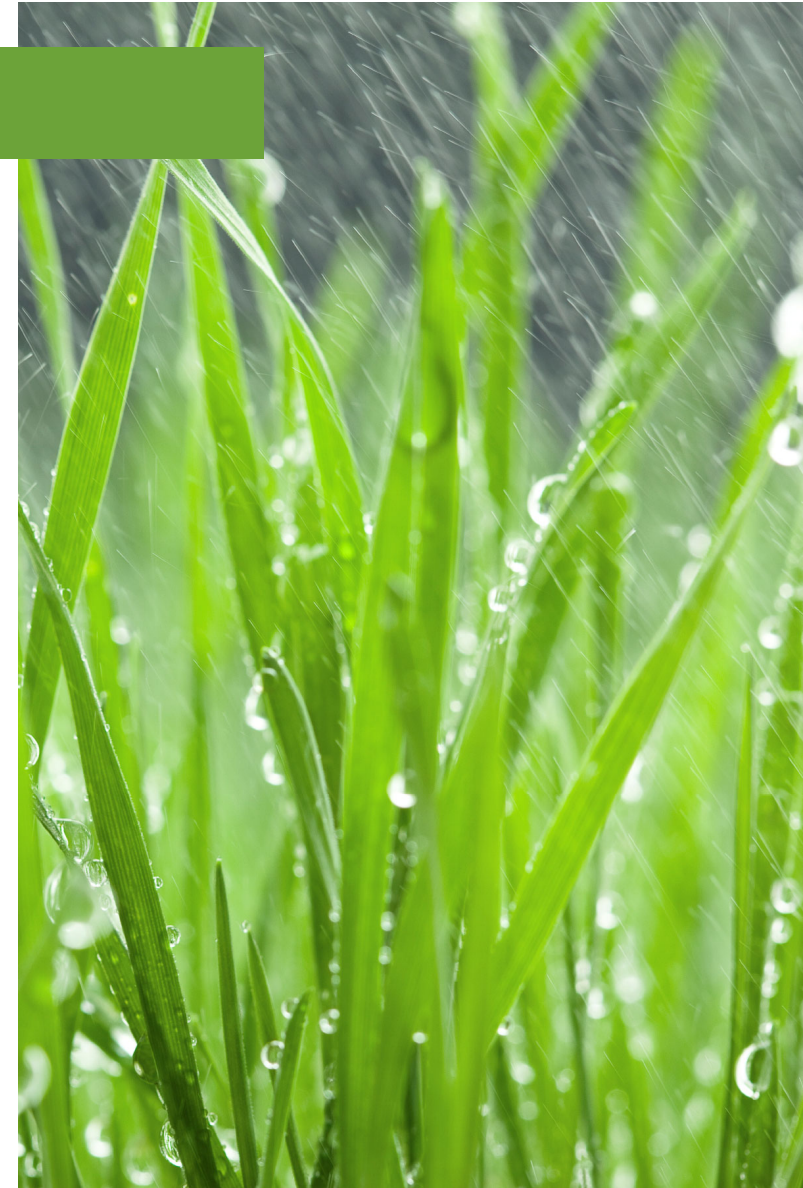
- Staff received comments from the City Council on the Draft CAAP

August 21, 2023 Goals for Tonight

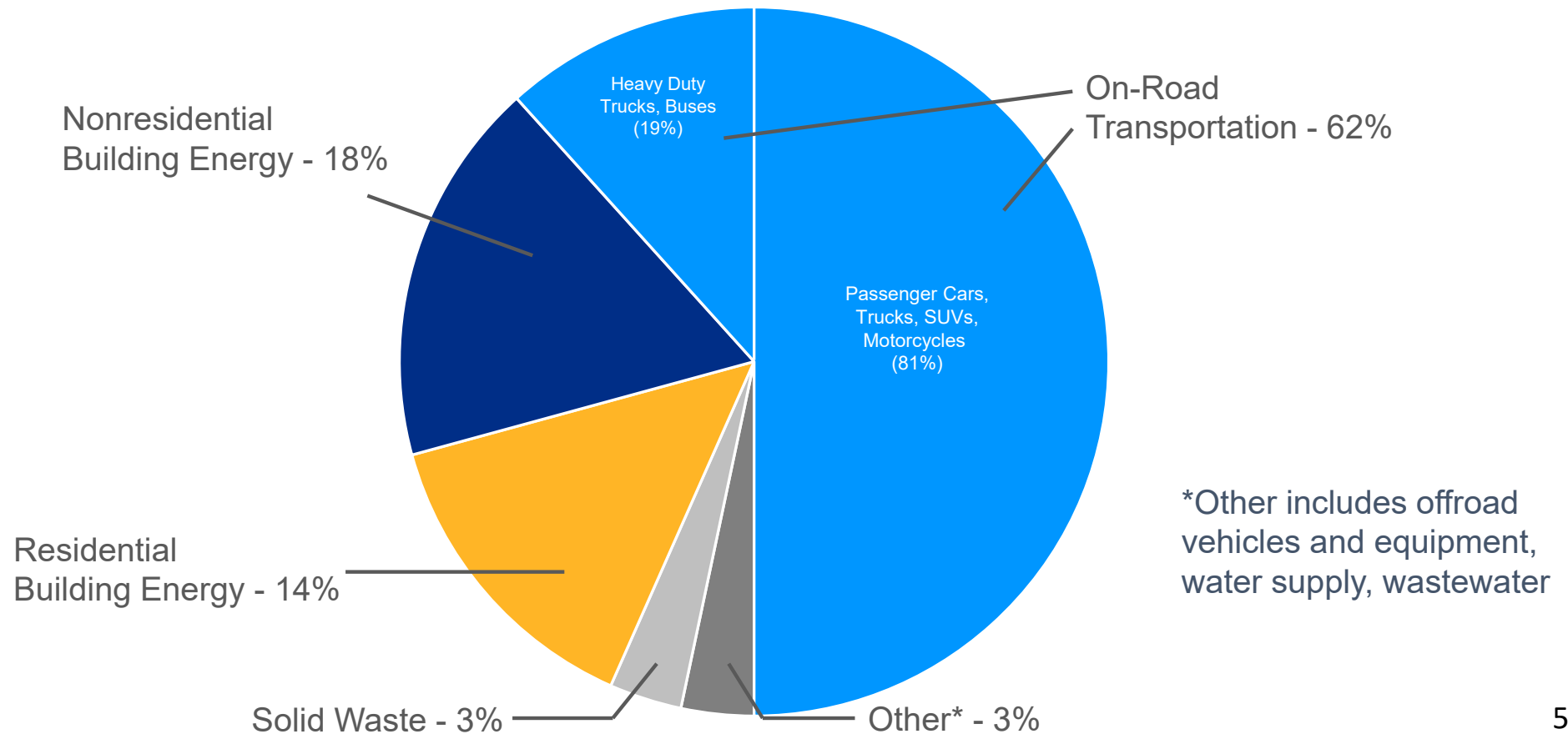
- Present updates made in the Final Draft CAAP
- Consider adoption of the Final Draft CAAP

City Objectives for the CAAP

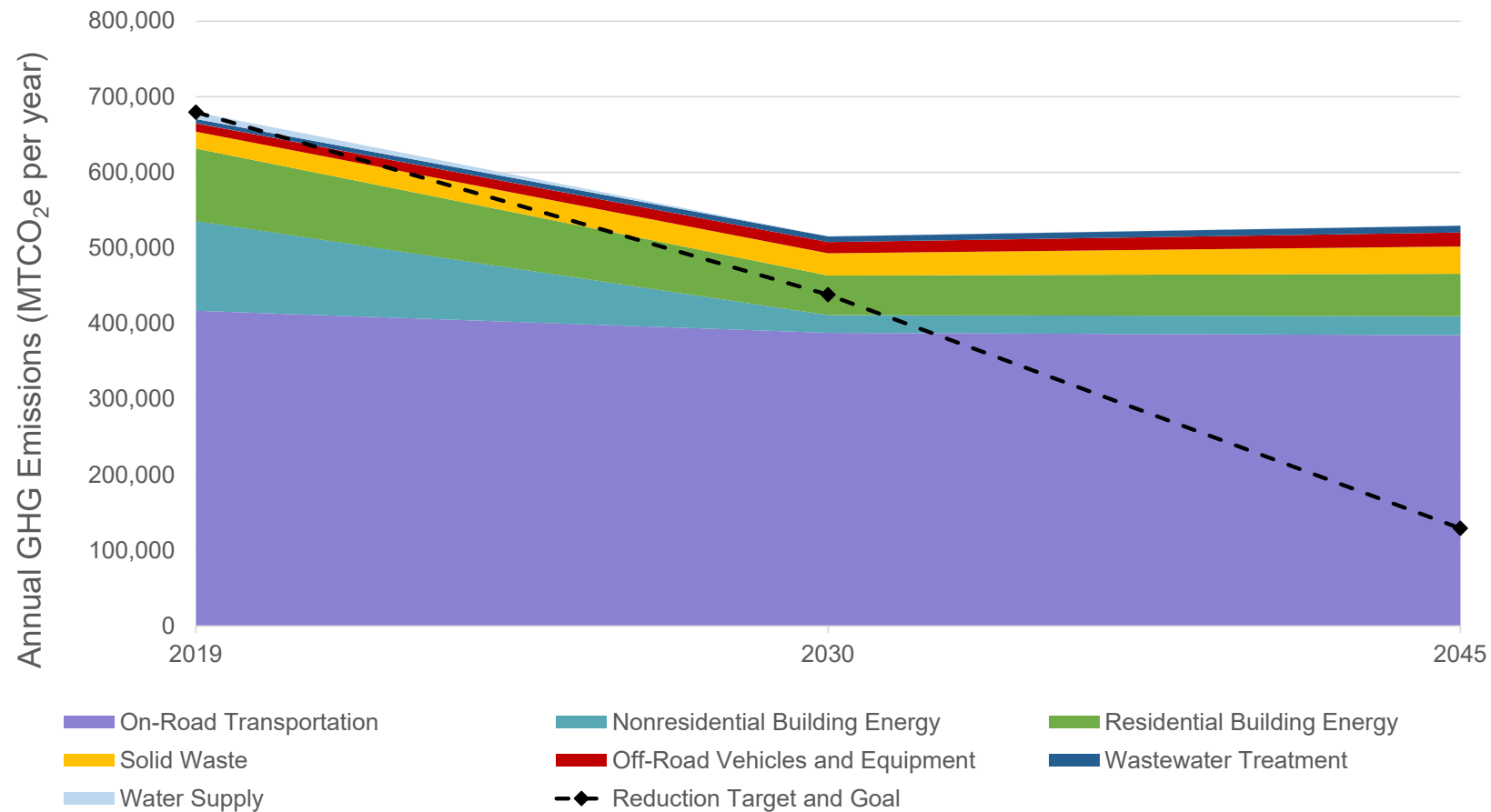
- Reduce city's fair-share of climate change-causing emissions
- Increase resilience to existing and future climate hazards
- Establish City-wide strategy and guide future decision making
- Include elements required for a "CEQA qualified" plan in order to:
 - Streamline the environmental process for new development
 - Standardize actions to reduce emissions across new development
 - Support affordable housing production to meet market demand
- Attract and secure grant funds for CAAP activities and synergistic city objectives



Greenhouse Gas Emissions Inventory

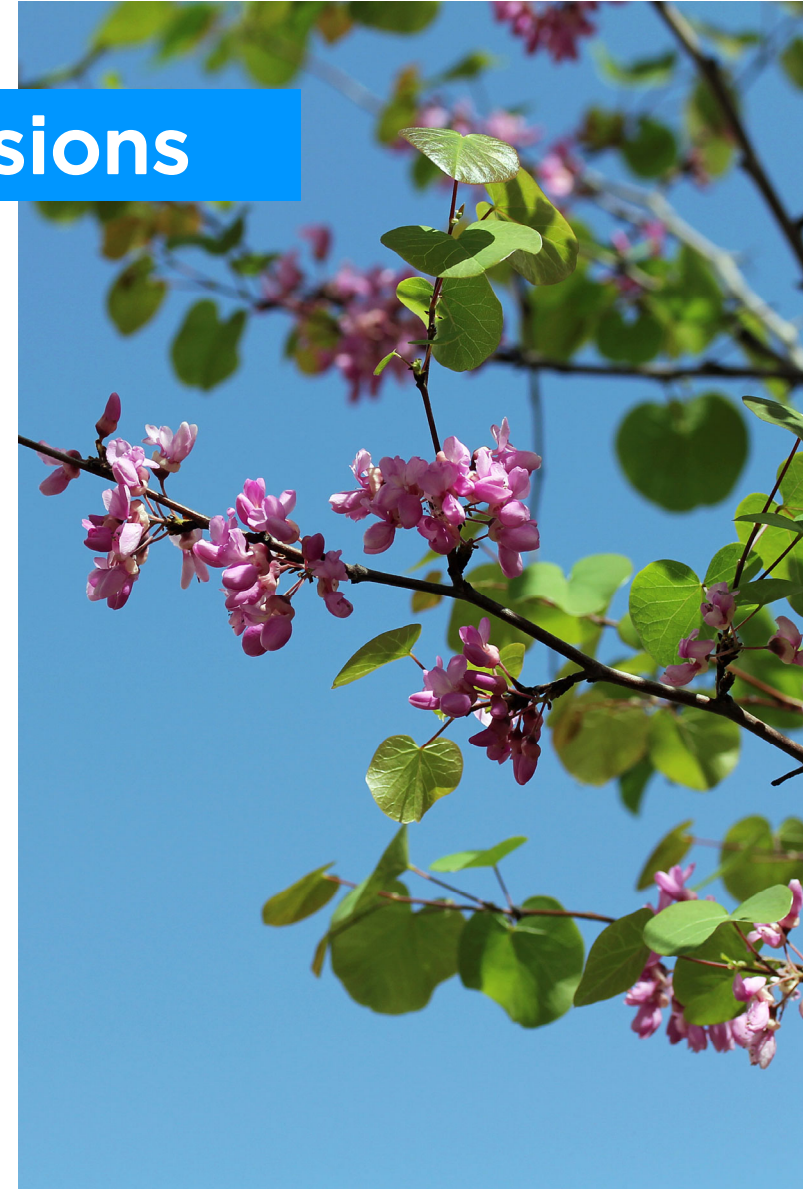


Future Emissions 2030 Target and 2045 Goal



Measures to Reduce GHG Emissions

- Achieve 2030 target of 36% below 2019 levels
- Make substantial progress toward 2045 goal (81% below 1990 levels) by reducing GHGs 67% below 2019 levels
- Primary focus on transportation and building energy measures as well as solid waste
 - Transportation 69% of all reductions in 2030
 - Building Energy 17% of all reductions in 2030
 - Solid Waste 11% of all reductions in 2030



Updates Made to the Final Draft CAAP

- **City Fleet** transition to EVs can begin in the near term and continue as leased vehicles are retired
- **Transition of gas to electric appliances point-of-sale requirement removed** and replaced with a point-of-replacement alternative
- **Inclusion of alternative fuels**, including hydrogen, added to the transportation strategies
- **Highlighting local amenities such as the American River** included in the narratives
- **Enumeration of supporting actions** for ease of reference

CAAP Implementation

- **Annual or biannual implementation plan along with budget process considering:**
 - current progress
 - availability of grant funding
 - city priorities
 - partnerships with outside agencies
- **Monitoring report every 2 years**
- **GHG Inventory and CAAP update every 5 years**
- **Costs to implement**
 - Private market and macro-economic trends
 - Policies and ordinances
 - Federal, state and local grants
 - City programs and incentives



Grant Opportunities

- **Federal** nearly \$100 billion through IRA and IIJA & ongoing programs
 - Environmental Protection Agency
 - Department of Energy
 - United States Department of Agriculture
 - Department of Housing and Urban Development
 - Others
- **State** ~\$1 billion through GGRF and 2021 State Climate budget
 - California Climate Investments
 - Office of Planning and Research
 - Strategic Growth Council
 - California Air Resources Board
- **Local**
 - SMUD
 - Sacramento Metropolitan Air Quality Management District



CEQA Initial Study/Negative Declaration

- An Initial Study (IS) analyzing potential environmental impacts was conducted for the project and a Negative Declaration (ND) prepared pursuant to CEQA requirements
- The IS shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment
- IS/ND was released for a 30-day public review period on June 2, 2023
- Four letters were received by staff in response to the IS/ND during the public review period
- In response to these comments, no changes that materially affect the analysis or conclusions were made, therefore no recirculation is required pursuant to CEQA Guidelines Section 15088.5
- None of the comments received affect the adequacy of the IS/ND to address the proposed project
- Staff recommends adoption of the IS/ND to meet CEQA requirements

Staff Recommendation and Next Steps

Staff Recommendation

1. Adopt the resolution to adopt the Initial Study/Negative Declaration
2. Adopt the resolution to adopt the Climate Action and Adaptation Plan

Next Steps

- If adopted, staff will develop an implementation strategy and begin to apply for available grant opportunities
- Staff will return to the City Council as needed to receive direction on implementation of CAAP measures
- Monitoring Reports will be prepared every 2 years
- GHG Inventory and Plan Update will be conducted every 5 years

Are there any additional questions for staff?

MEMORANDUM



ITEM 11.3.

DATE: August 21, 2023

TO: Honorable Mayor and Council Members

FROM: Albert Stricker, Public Works Director
Dalia Fadl, Principal Engineer

SUBJECT: **AN ORDINANCE ADDING CHAPTER 16.96 FLOODPLAIN MANAGEMENT ORDINANCE; AND AMENDING TITLE 3 REVENUE AND TAXATION, CHAPTER 3.60 PURCHASING SYSTEM, CHAPTER 3.70 INFORMAL BIDDING PROCEDURES; TITLE 6 HEALTH AND SANITATION, CHAPTER 6.20 SOLID WASTE MANAGEMENT, CHAPTER 6.21 BUSINESS AND MULTIFAMILY RECYCLING AND ORGANICS RECYCLING; TITLE 10 VEHICLES AND TRAFFIC; TITLE 12 STREETS AND SIDEWALKS; TITLE 15 WATER AND SEWERS, CHAPTER 15.10 STORM DRAINAGE FEE, CHAPTER 15.12 STORMWATER MANAGEMENT AND DISCHARGE CONTROL; TITLE 16 BUILDINGS AND CONSTRUCTION, CHAPTER 16.44 LAND GRADING AND EROSION CONTROL, CHAPTER 16.84 DEVELOPMENT IMPACT FEES TO FINANCE THE COST OF TRANSPORTATION FACILITIES**

RECOMMENDATION

Waive the first reading and introduce the Ordinance.

RESULT OF RECOMMENDED ACTION

Approval of the Ordinance would amend Title 3 Revenue and Taxation, Title 6 Health and Sanitation, Title 10 Vehicles and Traffic, Title 12 Streets and Sidewalks, Title 15 Water and Sewer, and Title 16 Building and Construction. The Ordinance would also adopt Chapter 16.96 Floodplain Management Ordinance, which will allow the City to continue participating in the National Flood Insurance Program as required by FEMA and the State Department of Water Resources.

BACKGROUND

Periodically, amendments to the Municipal Code are necessary to provide clarification, to be consistent with customary practice or comply with changes in State and Federal laws. In the past, various titles of the code have routinely been amended for these reasons, and to align with the latest State and Federal regulations.

ANALYSIS

Attachment 4 includes all draft amendments, shown in track changes. Draft amendments are shown with track changes, with new draft language underlined and language proposed for removal with strikethroughs. Only those chapters and/or sections with proposed changes are included in the attached documents as excerpts from the Rancho Cordova Municipal Code. A summary of the changes is provided below. As a note, Attachment 2 includes all the amendments in a non-track change format. This is provided as an exhibit to the Ordinance. Attachment 3 is the new Floodplain Management Ordinance (Chapter 16.96) required by FEMA to keep the City in compliance with the requirements of the National Flood Insurance Program.

Title 3 Revenues and Taxation

Chapter 3.60 Purchasing System

Currently the limitation for the purchasing agent (\$100,000) is called out at the beginning of the chapter under 3.60.030(A). In the proposed amendment, subsequent sections addressing purchasing authority within the chapter are referenced to 3.60.030(A) rather than restating the amount.

Chapter 3.70 Informal Bidding Procedures

The City's Informal Bidding Procedures detail informal bidding thresholds for public projects. The updates would clarify and revise language in Chapter 3.70 to align with the latest revisions to the state's informal bidding thresholds.

Title 6 Health and Sanitation

Chapter 6.20 Solid Waste Management

The purpose of this chapter is to provide for the uniform regulation of residential and commercial solid waste collection, removal, and transportation within the geographical area of the city. The revisions would update Chapter 6.20 to align with the requirements of the Statewide mandatory Organic Recycling Program (SB 1383).

Chapter 6.21 Business and Multifamily Recycling and Organics Recycling

The purpose of this chapter is to provide a mechanism to require the implementation of recycling programs and organics recycling programs for covered generators within the city. The revisions would update multiple sections of Chapter 6.21 to align with the requirements of the Statewide mandatory Organic Recycling Program (SB 1383).

Title 10 Vehicles and Traffic

The current language in this chapter sets forth various procedures and standards related to traffic, pedestrian and bike traffic, and speed limits within the city. The revisions would clarify and update language in Title 10. In addition, the list of one-way streets (Section 10.44) is not needed and has been deleted as part of this update.

Title 12 Streets and Sidewalks

The current language in this chapter sets forth various procedures and standards related to street and sidewalk improvements within the city. The revisions would clarify and update language in Title 12.

Title 15 Water and Sewers

Chapter 15.10 Storm Drainage Fee

The current language in this chapter sets forth the provisions and standards for the establishment and administration of fees related to the operation and maintenance of the city's storm drainage system. The revisions would update Chapter 15.10 to replace references to the County of Sacramento, with the City of Rancho Cordova as the lead agency for operating and maintaining the city's storm drainage system.

Chapter 15.12 Stormwater Management and Discharge Control

The current language in this chapter sets forth the provisions for compliance with the city's Municipal Stormwater Permit within the city. The revisions would update Chapter 15.12 to align with the requirements of the latest Municipal Stormwater Permit and the Federal Clean Water Act regulations, as required by the State of CA.

Title 16 Buildings and Construction

Chapter 16.44 Land Grading and Erosion Control

The current language in this chapter sets forth the provisions and standards for compliance with the grading and erosion and sediment control requirements within the city. The revisions would update Chapter 16.44 to clarify language and increase the fine for repeat offenders. The proposed fine is \$100 per day for first violation, and \$500 per day for second or subsequent violations.

Chapter 16.84 Development Impact Fees to Finance the Cost of Transportation Facilities

The current language in this chapter sets forth the provisions and standards for the establishment and administration of the Transportation Impact Fee within the city. The revisions would update Chapter 16.84 to reference the latest nexus study and update fee categories.

Chapter 16.96 Floodplain Management (New Chapter)

A floodplain management ordinance is a set of regulations and guidelines implemented to mitigate the impact of flooding by restricting certain activities and requiring mitigation measures in flood-prone areas, aiming to protect public safety and reduce damage during flood events. If development within a floodplain is permitted, the ordinance requires mitigation such as technical studies, demonstration of no-net loss in flood storage, and minimum floor elevations. The proposed floodplain ordinance only applies if a project is approved to be built in the floodplain.

The City of Rancho Cordova currently implements the Sacramento County Floodplain Management Ordinance. In a recent audit by the California Department of Water Resources, the state required that the city adopt its own ordinance to comply with State and Federal guidelines, and to continue to participate in the National Flood Insurance Program, which provides flood insurance within Federal Emergency Management Agency (FEMA) mapped floodplains.

Adoption of this chapter will replace the city's reliance on the County of Sacramento's Floodplain Ordinances and allow the City to continue participating in the National Flood Insurance Program. The ordinance does not significantly change the city's processes in regulating floodplains and will not alter the current city review and approval processes for development in the floodplain. The proposed ordinance uses the latest language from California Department of Water Resources and FEMA.

Implementation of the floodplain ordinance will apply to all flood-prone areas in the city,

including FEMA floodplain areas. The majority of the FEMA floodplain areas within the city lie along the American River. The current effective FEMA base flood elevations in that area do not reflect good work done by the US Army Corps of Engineers in adding a spillway to Folsom Dam which significantly reduces high flows on the American River. Sacramento Area Flood Control Agency (SAFCA) submitted revised modeling information to FEMA requesting the adjustment of the base flood elevation to account for changes in operations at the Folsom Dam, and downstream levee certification efforts in the City and County of Sacramento. Once approved, the revised FEMA maps will show a reduction in the base flood elevation for floodplain areas within FEMA flood zones in the city. The approved, but not yet mapped American River base flood elevation will be several feet lower than what is currently mapped. It is anticipated that the FEMA maps will not reflect the revised flood elevations for a number of years. The city, as a co-applicant in this effort, is receiving periodic updates from FEMA.

The addition of the proposed floodplain management ordinance (chapter 16.96) will meet General Plan Policy S.2.1.2, which requires the city to participate in the National Flood Insurance Program by updating the floodplain management ordinance as necessary to help reduce future flood damage.

The proposed floodplain management ordinance does not supersede more restrictive General Plan policies. The ordinance specifically states in section 16.96.010-9 that "these regulations are not intended to repeal, abrogate or impair any existing ordinances including land development regulations, subdivision regulations, zoning ordinances, general plan policies, stormwater management regulations, or building codes, nor any existing easements, covenants, or deed restrictions. In the event of an overlap or conflict between these regulations and any other ordinance, code, regulation, easement, covenant, or deed restriction, the more restrictive shall govern". This would include, without limitations, other provisions of the General Plan that address development in the floodplain, such as Policy S.2.2 that discusses discouraging and precluding development in the floodplain, unless otherwise approved by the city's floodplain administrator based on site-specific mitigation. General Plan Policy S.2.2, and the subsequent action items are listed below for reference:

- *Policy S.2.2 - Manage the risk of flooding by discouraging new development located in an area that is likely to flood.*
 - *Action S.2.2.1 - Disapprove new projects that would result in new or increased flooding impacts on adjoining parcels or upstream and downstream areas, unless it can be shown that the existing drainage facilities are being improved to mitigate such impacts.*
 - *Action S.2.2.2 - Preclude development within the 100-year floodplain, as determined by the most recent floodplain mapping available from the Federal Emergency Management Agency (FEMA) or other acceptable source, unless otherwise approved by the City floodplain administrator based on site-specific mitigation.*
 - *Action S.2.2.3 - On flood-prone parcels, locate development on portions of the site that are not subject to flooding, consistent with other policies of this General Plan or provide an approved grading plan showing no-net-loss of floodplain storage.*
 - *Action S.2.2.4 - Require every residential lot to have buildable area sufficient to accommodate a residence and associated structures outside the 100-year and 200- year floodplain. Discourage the use of fill to create buildable area within the 100- year floodplain, except in extreme circumstances consistent with all other*

applicable policies and regulations, and after review to determine potential impacts on wildlife, habitat, and flooding on other parcels.

- *Action S.2.2.5 - Require vehicular access to the buildable area of all parcels to be at or above the ten-year floodplain elevation.*
- *Action S.2.2.6 - Preclude the creation of lots whose access will be inundated by flows resulting from a ten-year or greater storm event. Bridges or similar structures may be used to provide access over creeks or inundated areas, subject to applicable local, state, and federal regulations.*
- *Action S.2.2.7 - Discourage additional crossings of natural creeks in order to reduce potential flooding and access problems, except as needed to provide roadway and trail connections and preserve natural resource areas.*
- *Action S.2.2.8 – Regulate new and modified bridge structures that will cause an increase in water surface elevations of the 100-year floodplain and 200-year floodplains.*

Per FEMA, consequences of not adopting the new floodplain management ordinance include:

1. No resident will be able to purchase a flood insurance policy.
2. Existing flood insurance policies will not be renewed.
3. No Federal grants or loans for development may be made in identified flood hazard areas under programs administered by Federal agencies such as HUD, EPA, and SBA.
4. No Federal disaster assistance may be provided to repair insurable buildings located in identified flood hazard areas for damage caused by a flood.
5. No Federal mortgage insurance or loan guarantees may be provided in identified flood hazard areas.

On August 7th, 2023, the above information was presented to City Council, at which time staff heard public comments and received Council input. Staff performed additional analysis of CEQA exemptions and confirmed that the proposed ordinance is exempt from CEQA, for reasons including the following:

- Implementation of the ordinance would not differ substantially from implementation of the County ordinance, as currently applied. Therefore, it can be seen with certainty that there is no possibility that adoption of this ordinance will have a significant effect on the environment.
- This ordinance is also exempt from CEQA pursuant to CEQA Guidelines Sections 15307 and 15308. The proposed ordinance regulates development within the floodplain in order to promote public health, safety, and general welfare in conjunction with maintenance, preservation, and restoration of floodplains for local creeks and the American River.

In addition, City staff analyzed the proposed ordinance and added clarifications, including:

- Added the following to Chapter 16.96, Section 1 "Recitals": The City, FEMA, and the Central Valley Flood Protection Board have jurisdiction over projects along the American River Parkway. For proposed projects in this area, the most stringent floor elevation requirement applies.
- Revised Section Sec.16.96.030-2 by adding the underlined verbiage: The Floodplain Administrator is authorized to waive the submission of site plans, construction

documents, and other data that are required by these regulations but that are not required to be prepared by a qualified CA Licensed Land Surveyor or Civil Engineer, such as installation of a water heater, backyard awning, and other minor building improvements or permits, when it is found that the nature of the proposed development is such that the review of such submissions is not necessary to ascertain compliance with these regulations.

ENVIRONMENTAL ANALYSIS

CEQA requires analysis of agency approvals of discretionary “projects.” A “project,” under CEQA, is defined as “the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment.” (CEQA Guidelines, § 15378.) As reflected in State CEQA Guideline 15061 (b) (3), an activity is not subject to CEQA, “where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment...” The proposed amendments are not a “project” within the meaning of CEQA because the amendments seek to further regulate or clarify uses that are already present in the City or provide consistency with State law and no significant expansion of these activities can reasonably be anticipated to occur. Because no expansion of uses or activities is reasonably anticipated, no possibility exists that the ordinance will result in a significant effect on the environment. Thus, the proposed ordinance is not subject to the requirements of CEQA. However, in the event that adoption of the ordinance is considered a CEQA project, it would nonetheless qualify for categorical exemptions as set forth below.

CEQA Guidelines Section 15061(b)(3) states that a project is exempt from CEQA “where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment.” The approval of the code amendments set forth in the proposed ordinance does not approve any physical development and it would not result in a direct or indirect physical changes in the environment. Any specific development projects that may result from these changes will be subject to environmental review. The proposed amendments are consistent with the City’s General Plan. For these reasons, the proposed amendments would not have the potential to result in individually or cumulatively significant effects on the environment and these Municipal Code amendments are exempt from review under CEQA and no further environmental review is necessary.

FISCAL IMPACT AND FUNDING SOURCE

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

ATTACHMENT(S)

1. Ordinance
2. Exhibit A to the Ordinance - Revised Title 3,6,10,12,15,16
3. Exhibit B to the Ordinance -Floodplain Management Ordinance
4. Track Changes
5. Public Works Code Updates Presentation

CITY OF RANCHO CORDOVA

ORDINANCE NO. XX-2023

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA, STATE OF CALIFORNIA, ADDING CHAPTER 16.96 FLOODPLAIN MANAGEMENT ORDINANCE; AMENDING TITLE 3 REVENUE AND TAXATION, CHAPTER 3.60 PURCHASING SYSTEM, CHAPTER 3.70 INFORMAL BIDDING PROCEDURES; TITLE 6 HEALTH AND SANITATION, CHAPTER 6.20 SOLID WASTE MANAGEMENT, CHAPTER 6.21 BUSINESS AND MULTIFAMILY RECYCLING AND ORGANICS RECYCLING; TITLE 10 VEHICLES AND TRAFFIC; TITLE 12 STREETS AND SIDEWALKS; TITLE 15 WATER AND SEWERS, CHAPTER 15.10 STORM DRAINAGE FEE, CHAPTER 15.12 STORMWATER MANAGEMENT AND DISCHARGE CONTROL; TITLE 16 BUILDINGS AND CONSTRUCTION, CHAPTER 16.44 LAND GRADING AND EROSION CONTROL, CHAPTER 16.84 DEVELOPMENT IMPACT FEES TO FINANCE THE COST OF TRANSPORTATION FACILITIES

THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA DOES ORDAIN AS FOLLOWS:

Section 1. Purpose and Declarations.

WHEREAS, the Legislature of the State of California has, in Government Code Sections 65302, 65560, and 65800, conferred upon local governments the authority to adopt regulations designed to promote the public health, safety, and general welfare of its citizenry; and

WHEREAS, the Federal Emergency Management Agency has identified special flood hazard areas within the boundaries of **the City of Rancho Cordova** and such areas may be subject to periodic inundation which may result in loss of life and property, health and safety hazards, disruption of commerce and governmental services, extraordinary public expenditures for flood protection and relief, and impairment of the tax base, all of which adversely affect the public health, safety and general welfare; and

WHEREAS, the **City of Rancho Cordova** was accepted for participation in the National Flood Insurance Program on 09/15/2004 and the **City Council** desires to continue to meet the requirements of Title 44 Code of Federal Regulations, Parts 59 and 60, necessary for such participation; and

WHEREAS, the City currently utilizes the County of Sacramento Floodplain Ordinance, which was adopted by reference by Resolution No. 75-2004; and

WHEREAS, the County of Sacramento Floodplain Ordinance regulates uses, procedures for, and standards of development in the floodplain; and

WHEREAS, the proposed ordinance seeks to regulate the same uses, procedures, and standards of development that the County of Sacramento Floodplain Ordinance, therefore only regulates uses that are already present in the City, regardless of their explicit codification in the Rancho Cordova Municipal Code; and

WHEREAS, pursuant to the California Health and Safety Code, Division 13, Part 1.5 and Part 2.5, the City of Rancho Cordova is required to administer and enforce the *California Building Standards Code*, and such building codes contain certain provisions that apply to the design and construction of buildings and structures in flood hazard areas; and

WHEREAS, the City acknowledges that there are multiple entities holding jurisdiction over the floodplain, including state and federal agencies; and

WHEREAS, the City, by adopting this ordinance, does not intend to supersede or conflict with any existing applicable laws, resolutions, codes and regulations of governmental agencies, including federal, state, municipal and local governing bodies having jurisdiction over the scope of the floodplain; and

WHEREAS, in the event that this ordinance conflicts with any existing applicable laws, resolutions, codes and regulations; the most stringent requirement shall apply; and

WHEREAS, the City, FEMA, and the Central Valley Flood Protection Board have jurisdiction over projects along the American River Parkway. For proposed projects in this area, the most stringent floor elevation requirement applies.

WHEREAS, the City conducts periodic updates of the provisions of the Rancho Cordova Municipal Code (RCMC) to ensure compliance with current laws, changes in local policy, consistency with adopted plans and programs, clarify ambiguities, address changing market conditions, reflect best practices, and to address issues or concerns with current regulations; and

WHEREAS, Chapter 3.60 Purchasing System of the Municipal Code, sets forth the City's purchasing system requirements. The Ordinance would revise multiple sections of Chapter 3.60. Currently the limitation for the purchasing agent is called out earlier in the chapter under 3.60.030(A). In the proposed amendment, subsequent sections addressing purchasing authority within the chapter are referenced to 3.60.030(A) rather than restating the amount. That will facilitate more efficient updates in the future if the purchasing limit amount is revised; and

WHEREAS, Chapter 3.70 Informal Bidding Procedures of the Municipal Code, sets forth the informal bidding procedures for public projects in the City. The Ordinance would revise language in multiple sections of Chapter 3.70 to align with the latest revisions to the Uniform Public Construction Cost Accounting Act's informal bidding thresholds; and

WHEREAS, Chapter 6.20 Solid Waste Management of the Municipal Code, sets forth residential and commercial solid waste requirements within the City. The Ordinance would revise multiple sections of Chapter 6.20 to align with the requirements of the Statewide mandatory Organic Recycling Program (SB 1383); and

WHEREAS, Chapter 6.21 Business and Multifamily Recycling and Organics Recycling of the Municipal Code, sets forth a mechanism to require the implementation of recycling programs and organics recycling programs for covered generators within the City. The Ordinance would revise multiple sections of Chapter 6.21 to align with the requirements of the Statewide mandatory Organic Recycling Program (SB 1383); and

WHEREAS, Title 10 Vehicles and Traffic of the Municipal Code, sets forth various procedures and standards related to traffic, pedestrian and bike mobility, and speed limits within the City. The Ordinance would clarify and update language in Title 10. In addition, the list of one-way streets (Section 10.44) is not needed and has been deleted as part of this update; and

WHEREAS, Title 12 Streets and Sidewalks of the Municipal Code, sets forth various procedures and standards related to street and sidewalk improvements within the City. The Ordinance would clarify and update language in Title 12; and

WHEREAS, Chapter 15.10 Storm Drainage Fee of the Municipal Code, sets forth the provisions and standards for establishment and administration of fees related to operation and maintenance of the City's storm drainage system. The Ordinance would revise multiple sections of Chapter 15.10 to replace references to the County of Sacramento, with the City of Rancho Cordova as the lead agency for operating and maintaining the City's storm drainage system; and

WHEREAS, Chapter 15.12 Stormwater Management and Discharge Control of the Municipal Code, sets forth the provisions for compliance with the City's Municipal Stormwater Permit within the City. The Ordinance would revise multiple sections of Chapter 15.12 to align with the requirements of the latest Municipal Stormwater Permit and Clean Water Act regulations, as required by the State of CA; and

WHEREAS, Chapter 16.44 Land Grading and Erosion Control of the Municipal Code, sets forth the provisions and standards for compliance with the grading and erosion and sediment control requirements within the City. The Ordinance would revise multiple sections of Chapter 16.44 to clarify language, emphasize compliance with the County of Sacramento Improvement Standards and Construction Specifications, increase the fine for repeat offenders. The proposed fine is \$100 per day for first violation, and \$500 per day for second or subsequent violations; and

WHEREAS, Chapter 16.84 Development Impact Fees to Finance the Cost of Transportation Facilities of the Municipal Code, sets forth the provisions and standards for establishment and administration of the Transportation Impact Fee within the City. The Ordinance would revise multiple sections of Chapter 16.84 to reference the latest nexus study and update fee categories; and

WHEREAS, on August 21, 2023, the City Council held a properly noticed public hearing for this Ordinance and considered all oral and written testimony.

Section 2: Findings. This Ordinance is adopted pursuant to the following findings:

- A. To date, the City of Rancho Cordova has relied upon Sacramento County's Floodplain Management Ordinance.
- B. The City of Rancho Cordova was accepted for participation in the National Flood Insurance Program ("Program"). In consultation with the Federal Emergency Management Agency and the California Department of Water Resources, in order to continue participation in the Program, the City of Rancho Cordova has been advised to adopt its own floodplain management ordinance based upon the identification of certain special flood hazard areas within the boundaries of the City of Rancho Cordova.

- C. There are certain sections of the California Building Standards Code that apply to the design and construction of buildings and structures in flood hazard areas. For consistency with administering the California Building Standards Code, the City finds it is in the public interest to adopt floodplain management regulations that are coordinated and consistent with the California Building Standards Code.
- D. This Ordinance repeals and replaces the following ordinance(s) and regulation(s): SCC NO.SZC-2016-0023
- E. **CEQA Compliance.** CEQA requires analysis of agency approvals of discretionary “projects.” A “project,” under CEQA, is defined as “the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment.” (CEQA Guidelines, § 15378.) As reflected in State CEQA Guideline 15061(b)(3), an activity is not subject to CEQA, “[w]here it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment...” The proposed amendments are not a “project” within the meaning of CEQA because the amendments seek to provide clarification of uses, standards and/or enforcement procedures, address inconsistencies between definitions, delete text that is no longer necessary. Because no expansion of uses or activities is reasonably anticipated, no possibility exists that the ordinance will result in a significant effect on the environment. Thus, the proposed ordinance is not subject to the requirements of CEQA. However, in the event that adoption of the ordinance is considered a CEQA project, it would nonetheless qualify for categorical exemptions as set forth below.

CEQA Guidelines Section 15061(b)(3) provides that CEQA only applies to projects that have the potential for causing a significant effect on the environment and where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA. The intent of the proposed Ordinance is to promote public health, safety and welfare and minimize losses from flooding. The City currently relies upon the Sacramento County floodplain management ordinance. The proposed ordinance does not differ substantially from the County ordinance but is tailored for conditions within the City as opposed to County-wide conditions. The proposed ordinance does not change any uses or allow development that would otherwise not currently be allowed. The proposed ordinance is intended to promote public health, safety, and general welfare and to minimize public and private losses due to flood conditions in specific flood hazard areas. Implementation of the ordinance would not differ substantially from implementation of the County ordinance, as currently applied. Therefore, it can be seen with certainty that there is no possibility that adoption of this ordinance, amending existing sections to the City’s Municipal Code to align with state and federal guidelines, will have a significant effect on the environment. Consequently, adoption of the Floodplain Management Ordinance is exempt from CEQA.

In addition, this ordinance is exempt from CEQA pursuant to CEQA Guidelines Section 15307 which exempts actions taken by regulatory agencies as authorized by state law or local ordinance to assure the maintenance, restoration, or enhancement of a natural resource where the regulatory process involves procedures for protection of the environment. The proposed ordinance regulates development within the floodplain in order to promote public health, safety, and general welfare in conjunction with maintenance, preservation, and restoration of floodplains for local creeks and the American River.

This ordinance is also exempt from CEQA pursuant to CEQA Guidelines Section 15308 which exempts actions taken by regulatory agencies as authorized by state or local ordinance to assure the maintenance, restoration, enhancement, or protection of the environment. The proposed ordinance regulates development within the floodplain in order to promote public health, safety, and general welfare in conjunction with maintenance, preservation, and restoration of floodplains for local creeks and the American River.

- F. The proposed amendment is consistent with the General Plan.** The attached Municipal Code Amendments ("Amendment") are consistent with the General Plan. The amendments would provide standards and/or enforcement procedures, address inconsistencies, delete text that is no longer necessary or provide clarifying language for enforcement.
- G. The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or welfare of the City.** The attached amendments would provide standards and/or enforcement procedures, address inconsistencies, delete text that is no longer necessary, or provide clarifying language for enforcement. None of these proposed amendments will be detrimental to the public interest, health, safety, convenience, or welfare of the City.
- H. The proposed amendments are internally consistent with other applicable provisions in this Municipal Code.** The Amendments have been reviewed for consistency with the entirety of the Municipal Code and is consistent with other applicable provisions of the Municipal Code.

Section 3. Amendments to Title 3 Revenue and Taxation, Title 6 Health and Sanitation, Title 10 Vehicles and Traffic, Title 12 Streets and Sidewalks , Title 15 Water and Sewer, and Title 16 Building and Construction

The City Council hereby adopts the proposed amendments to Title 3 Revenue and Taxation, Title 6 Health and Sanitation, Title 10 Vehicles and Traffic, Title 12 Streets and Sidewalks , Title 15 Water and Sewer, and Title 16 Building and Construction, as shown and incorporated in **Exhibit A** to this Ordinance.

The City Council adds the following sections to the Rancho Cordova Municipal Code:
CHAPTER 16.96– FLOODPLAIN MANAGEMENT ORDINANCE

The City Council hereby adopts Chapter 16.96 Floodplain Management Ordinance, as shown and incorporated in **Exhibit B** to this Ordinance.

Section 4. 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 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 5. Effective Date

Within fifteen (15) days after adoption, a Summary of this Ordinance shall be published once in the Grapevine Independent, or the Sacramento Bee, a newspaper of general circulation printed and published in Sacramento County and circulated in the City of Rancho Cordova, in accordance with Government Code Section 36933. This Ordinance shall take effect and be enforced thirty (30) days after its adoption.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 21st day of August, 2023 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Linda Budge, Mayor

ATTEST:

Stacy Leitner, CMC
City Clerk

5436172.1

ITEM 11.3.

Rancho Cordova Municipal Code
Chapter 3.60 PURCHASING SYSTEM

ATTACHMENT 2 Exhibit A to the Ordinance

Page 1/3

Chapter 3.60

PURCHASING SYSTEM

Sections:

- 3.60.010 Adoption of purchasing system.
- 3.60.020 Purchasing agent designated.
- 3.60.030 Limitations of purchasing agent.
- 3.60.040 Purchase procedures.
- 3.60.050 Purchase orders.
- 3.60.060 Availability of sufficient funds.
- 3.60.070 Multiyear contracts.
- 3.60.080 Splitting purchase and projects prohibited.
- 3.60.090 Inspection and review.
- 3.60.100 Surplus supplies and equipment.
- 3.60.110 Public projects.
- 3.60.120 Exemptions.

3.60.010 Adoption of purchasing system.

A purchasing system is adopted in order to:

- A. Establish efficient procedures for the purchase of supplies, services and equipment;
- B. Secure supplies, services and equipment at cost commensurate with the level of quality required;
- C. Exercise financial control over purchases; and
- D. Clearly define authority for the purchasing function. [Ord. 9-2012 § 1].

3.60.020 Purchasing agent designated.

The city manager is designated as the city's purchasing agent and shall be responsible for the purchase of all supplies, services and equipment for all departments and divisions of the city. The city manager may delegate all or a portion of the purchasing duties to any city staff member. In accordance with the limitations imposed by RCMC 3.60.030, the purchasing agent shall have the authority to:

- A. Purchase or contract for supplies, services and equipment required by the city in accordance with purchasing procedures outlined in this chapter;
- B. Negotiate and recommend execution of contracts for the purchase of supplies, services and equipment;
- C. Act to procure for the city the necessary quality in supplies, services, and equipment at the lowest cost to the city;
- D. Prepare and recommend to the city council revisions and amendments to the purchasing rules;
- E. Establish and maintain such forms as reasonably necessary to the operation of purchasing guidelines;
- F. Supervise the inspection of all supplies, services, and equipment purchased to ensure conformance with specifications;
- G. Recommend the sale or disposal of all supplies and equipment which cannot be used by the city, or which have become unsuitable for city use;
- H. Maintain records necessary for the efficient acquisition of supplies, equipment and services; and
- I. Award contracts for public projects and approve change orders to contracts for public projects in accordance with the provisions of this chapter. [Ord. 9-2012 § 1].

3.60.030 Limitations of purchasing agent.

A. Unless otherwise directed by the city council, the city manager shall have authority to purchase supplies, services and equipment, and approve and execute payment of all warrants in the amount of \$100,000 or less, on an annual basis; drawn upon the city treasury without presentation to the city council, except as provided for in RCMC 3.60.110 and 3.60.120. The purchase of supplies, services, public contracts, equipment, and payment of warrants in excess of \$100,000, on an annual basis, which have not been authorized pursuant to a specific contract or other instrument previously approved by the city council, shall be presented to the city council for approval.

B. The city manager shall have the authority to extend or renew contracts, previously approved by the city council, for the purchase of supplies, services, and equipment, so long as no other amendments to the terms of the applicable contract are made, without city council approval. [Ord. 1-2014 § 2; Ord. 9-2012 § 1].

3.60.040 Purchase procedures.

A. Except as otherwise provided in RCMC 3.60.110 and 3.60.120, the purchasing agent or designee shall secure favorable pricing for the procurement of supplies, equipment, and nonprofessional services. This shall include obtaining at least three bids based upon identical specifications from different vendors prior to purchasing supplies, equipment and nonprofessional services costing over \$20,000. Bids may be received by informal price checking, in writing, in person, or via the telephone and shall be documented and maintained in a file with the final awarded contract. The competitive bidding procedures as described in Section 20161 et seq. of the Public Contract Code may be utilized when not otherwise required, at the discretion of the purchasing agent or designee. Award shall be made to the vendor offering the lowest acceptable bid. This requirement shall not apply to the purchase of supplies and equipment for which less than three vendors exist.

B. The purchase of professional services, such as architectural, landscape architectural, engineering, environmental, land surveying, legal, financial consultants or construction project management contractors shall be made on the basis of demonstrated competence and on the professional qualifications necessary for the satisfactory performance of the services required.

C. Without complying with the bidding requirements contained in this section, the purchasing agent may participate in, sponsor, conduct or administer a cooperative purchasing agreement for the procurement of any supplies, equipment, and services with one or more public entities in accordance with an agreement entered into between the participants. Such cooperative purchasing may include, but is not limited to, joint or multiparty contracts between public entities and open-ended state public procurement unit contracts which are made available to the city. [Ord. 9-2012 § 1].

3.60.050 Purchase orders.

All purchases requiring a contract shall be documented by a purchase order prepared by the purchasing agent or designee. [Ord. 9-2012 § 1].

3.60.060 Availability of sufficient funds.

No purchase order shall be issued until it has been ascertained that there is to the credit of the department of the city for whose benefit such purchase is to be made a sufficient unappropriated balance in excess of all unpaid obligations to defray the amount of the purchase order. [Ord. 9-2012 § 1].

3.60.070 Multiyear contracts.

A contract for equipment, supplies or services may be entered into for any period of time deemed to be in the best interest of the city; provided, that the term of the contract and renewal provisions are included in the contract. Adequate funds must be available to fulfill the first fiscal year's obligation at the time of contract execution. Appropriations for subsequent years are subject to authorization by the city council. The purchasing agent shall have the authority to enter into multiyear contracts pursuant to this section in amounts not to exceed \$100,000 on an annual basis. [Ord. 9-2012 § 1].

3.60.080 Splitting purchase and projects prohibited.

It shall be unlawful to split or separate into smaller purchases or projects any purchase or project for the purpose of evading the provisions of this chapter or the provisions of the Public Contract Code requiring competitive bidding. [Ord. 9-2012 § 1].

ITEM 11.3.**Exhibit A to the Ordinance**

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Chapter 3.60 PURCHASING SYSTEM

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3.60.090 Inspection and review.

The purchasing agent or designee shall require the inspection of supplies and equipment delivered, and contractual services performed, to determine their conformance with the specifications and requirements set forth in the order or contract as applicable. [Ord. 9-2012 § 1].

3.60.100 Surplus supplies and equipment.

At such times as determined by the purchasing agent, reports shall be prepared showing all supplies and equipment which are no longer used or which have become obsolete or worn out. The purchasing agent shall have the authority to sell, trade or exchange all said supplies and equipment. Any such sales shall be in accordance with RCMC 3.60.040(A). [Ord. 9-2012 § 1].

3.60.110 Public projects.

A. The provisions contained in Section 20161 et seq. of the Public Contract Code establish contract procedures that the city is required to follow for public projects, where the expenditure required for the public project exceeds the limit set by Section 20162 of the Public Contract Code. The term “public project” is defined by Section 20161 of the Public Contract Code as the following: (1) a project for the erection, improvement, painting, or repair of public buildings and works; (2) work in or about streams, bays, waterfronts, embankments, or other work for protection against overflow; (3) street or sewer work except maintenance or repair; and (4) furnishing supplies or materials for any such project, including maintenance or repair of streets or sewers. The definition of public project contained in Section 20161 of the Public Contract Code provided above may be amended from time to time by the state Legislature and such amendments shall be incorporated herein.

1. Subsection (A) of this section shall not apply in instances where the city elects to follow the alternative procedures established in Chapter 3.70 RCMC under the Uniform Public Construction Cost Accounting Act.

B. The city manager shall have the authority to award contracts for public projects in the amount specified in RCMC 3.60.030 (A) or less. Contracts for public projects in excess of the current amount specified in RCMC 3.60.030 (A) shall be awarded by the city council.

C. The city manager shall have authority to approve change orders for public project contracts up to a cumulative and final contract amount as specified in RCMC 3.60.030 (A). For contracts over the current maximum amount as specified in RCMC 3.60.030 (A), the city manager shall have authority to approve change orders up to a cumulative total of 10 percent of the latest city council approved contract amount. Change orders which exceed these amounts shall be presented to the city council for approval. [Ord. 24-2016 § 2; Ord. 9-2012 § 1].

3.60.120 Exemptions.

A. Emergencies. The bidding requirements for supplies, services and equipment contained in this chapter may be dispensed with when an emergency exists involving a sudden, unexpected occurrence or discovery of a condition or circumstance that poses a clear and imminent danger requiring immediate action to prevent or mitigate the loss or impairment of life, health, property, or essential public services. In such an emergency the purchasing agent may procure supplies, services and equipment in an amount greater than the current amount specified in RCMC 3.60.030 (A); provided, that any such procurement be reported to the city council at the next city council meeting. The procurement of supplies, services and equipment pursuant to this chapter shall not extend beyond the period of the emergency. Notwithstanding the foregoing, Section 22050 of the Public Contract Code shall apply to expenditures made for public projects in an emergency.

B. Grants. Notwithstanding the foregoing, any contract which is paid with grant monies shall strictly adhere to those purchasing provisions set forth in the applicable grant agreement and pursuant to any applicable state or federal law or regulation. [Ord. 9-2012 § 1].

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Chapter 3.70

INFORMAL BIDDING PROCEDURES

Sections:

[3.70.010 Uniform Public Construction Cost Accounting Act.](#)

[3.70.020 Definitions.](#)

[3.70.030 Methods for bidding – Size of project.](#)

[3.70.040 Informal bidding procedures.](#)

[3.70.050 Award of contract.](#)

3.70.010 Uniform Public Construction Cost Accounting Act.

The City Council elects to become subject to the **Uniform Public Construction Cost Accounting Act**, **Public Contract Code Section 22000** et seq., and to establish informal bidding procedures for **public** projects. [Ord. 24-2016 § 3].

3.70.020 Definitions.

A. “Commission” means the California **Uniform Construction Cost Accounting Commission** under **Public Contract Code Section 22010** et seq.

B. “**Public project**” means a project defined in Section **22002** of the **Public Contract Code**, as that section may be amended or renumbered from time to time. Pursuant to Section 22002, “**public project**” means any of the following:

1. Construction, reconstruction, erection, alteration, renovation, improvement, demolition, and repair work involving any **publicly** owned, leased, or operated facility.

2. Painting or repainting of any **publicly** owned, leased, or operated facility.

3. In the case of a **publicly** owned utility system, “**public project**” shall include only the construction, erection, improvement, or repair of dams, reservoirs, power plants, and electrical transmission lines of 230,000 volts and higher.

4. “**Public project**” does not include maintenance work. For purposes of this section, “maintenance work” includes all of the following:

a. Routine, recurring, and usual work for the preservation or protection of any **publicly** owned or **publicly** operated facility for its intended purposes.

b. Minor repainting.

c. Resurfacing of streets and highways at less than one inch.

d. Landscape maintenance, including mowing, watering, trimming, pruning, planting, replacement of plants, and servicing of irrigation and sprinkler systems.

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e. Work performed to keep, operate, and maintain **publicly** owned water, power, or waste disposal systems, including, but not limited to, dams, reservoirs, power plants, and electrical transmission lines of 230,000 volts and higher. [Ord. 24-2016 § 3].

3.70.030 Methods for bidding – Size of project.

A. A **public** project up to the greater of \$60,000 or the amount authorized by Article 3, Chapter 2 of Part 3 of Division 2, Section [22032](#)(a) of the Public Contract Code as amended, may be performed by City force account, by negotiated contract, or by purchase order, or the city may elect to follow the informal bidding procedures prescribed in RCMC [3.70.040](#) and California Contract Code Section 22034.

B. A **public** project greater than \$60,000 (or the amount authorized by Article 3, Chapter 2 of Part 3 of Division 2, Section [22032](#)(a) of the Public Contract Code) and less than or equal to the greater of \$200,000 or maximum amount authorized in Article 3, Chapter 2 of Part 3 of Division 2, Section [22032](#)(b) of the Public Contract Code as amended, the City may elect to follow informal bid procedures, as established in RCMC [3.70.040](#) and California Contract Code Section 22034.

C. A **public** project of more than \$200,000 (or otherwise in amounts authorized by Article 3, Chapter 2 of Part 3 of Division 2, Section [22032](#)(c) of the Public Contract Code as amended) shall, except as otherwise provided in this chapter, be let to contract by formal bidding procedure in accordance with all applicable provisions of the California **Public** Contract Code, and RCMC 3.60.110.

D. Emergencies. In compliance with **Public** Contract Code Sections [22035](#) and [22050](#), in cases of emergency when repair or replacements are necessary, the City Council may proceed at once to replace or repair any **public** facility without adopting plans, specifications, strain sheets, or working details, or by giving notice for bids. [Ord. 24-2016 § 3].

3.70.040 Informal bidding procedures.

A. Mailing of Notice. Where a **public** project of \$200,000 (or otherwise in amounts authorized by Article 3, Chapter 2 of Part 3 of Division 2, Section [22032](#)(b) of the Public Contract Code) or less is to be performed, the City Manager or designee shall mail a written notice inviting informal bids to (1) all contractors for the category of work to be bid as shown on the contractors list developed in accordance with subsection (D) of this section and/or (2) all construction trade journals designated by the Commission under **Public** Contract Code Section [22036](#). Additional contractors and construction trade journals may be notified at the discretion of the City Manager or designee.

B. Timing of Notice. All notices shall be mailed not less than 10 calendar days before bids are due.

C. Contents of Notice. The notice inviting bids shall describe the project in general terms, set forth how to obtain more detailed information about the project, state the time and place for submission of bid, and whether any bonds will be required.

D. Qualified Contractors List - Informal Bidding List. The City Manager or designee(s) shall develop and maintain a list of qualified contractors identified according to categories which comply with Section [22034](#) of the **Public** Contract Code and criteria adopted by the Commission.

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E. No Qualified Contractors. If there is no list of qualified contractors for the particular category of work to be performed, the notice inviting bids shall be sent only to the construction trade journals specified by the Commission.

F. If the product or service is proprietary in nature such that it can be obtained only from a certain contractor or contractors, the notice inviting bids may be sent exclusively to such contractor or contractors.

G. It shall be unlawful to split or separate into smaller work orders or projects any project for the purpose of evading the provisions of this chapter requiring work to be done by contract after competitive bidding. [Ord. 24-2016 § 3].

3.70.050 Award of contract.

A. The City Manager shall have the authority to award contracts for **public** projects up to the amount authorized in RCMC 3.60.030 (A). Contracts for **public** projects in excess of the amount authorized in RCMC 3.60.030 (A), shall be awarded by the City Council.

B. If all bids received on a **public** project under this procedure set forth in this section are in excess of \$200,000 (or the current maximum amount authorized by Article 3, Chapter 2 of Part 3 of Division 2, Section [2203](#)4(d) of the Public Contract Code), the City Council may award the contract at \$212,500 (or the current maximum amount authorized by Article 3, Chapter 2 of Part 3 of Division 2, Section [2203](#)4(d) of the Public Contract Code) or less to the lowest responsible bidder if the City Council determines by adopting a resolution by at least four-fifths vote that the City's original **cost** estimate was reasonable. [Ord. 24-2016 § 3].

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Chapter 6.20 SOLID WASTE MANAGEMENT

Sections:

- 6.20.010 Purpose and declarations.
- 6.20.020 Definitions.
- 6.20.030 Collection or transportation prohibited.
- 6.20.035 Mandatory service.
- 6.20.040 Public agency exemption.
- 6.20.045 Mandatory service exemption.
- 6.20.050 Franchise requirement.
- 6.20.055 Exempt collection or transportation.
- 6.20.060 City council authority to grant franchise.
- 6.20.070 Franchise terms and conditions.
- 6.20.080 Application for commercial or residential franchise.
- 6.20.090 Commercial franchise application review process.
- 6.20.095 Residential franchise application review process.
- 6.20.100 Appeal upon denial of award.
- 6.20.110 Awarding of franchise.
- 6.20.120 Requirements for franchise effectiveness.
- 6.20.130 Franchise fees.
- 6.20.140 Recycling facility reporting requirements.
- 6.20.150 Restrictions on franchisees.
- 6.20.160 Medical waste.
- 6.20.170 Enforcement.
- 6.20.180 Abatement proceedings.
- 6.20.190 Notices.
- 6.20.200 On-site storage.
- 6.20.210 Solid waste disposal restrictions.
- 6.20.220 Use of containers.
- 6.20.230 Rules and regulations.
- 6.20.240 Vehicle inspection.
- 6.20.250 Vehicle requirements.
- 6.20.260 Covered load requirement.
- 6.20.270 Rights reserved to city.
- 6.20.280 Other franchise provisions.
- 6.20.290 Criminal penalties for violations.
- 6.20.300 Civil penalties for violations.
- 6.20.310 Settlement process.
- 6.20.320 Hearing officer.
- 6.20.330 Appeals.
- 6.20.340 Appeal hearing.

6.20.010 Purpose and declarations.

A. It is hereby declared and determined that the business of collecting and subsequently transporting, transferring, disposing and/or recycling of residential and commercial solid waste generated, kept or accumulated within the incorporated limits of the city of Rancho Cordova affects the health, safety, public welfare and quality of life of the inhabitants of the city. The city further declares that the business of collecting and disposing of residential and commercial solid waste is a public service and should be regulated by the city to ensure reliability and adequacy of service. The use of any public street or public property in connection with such business is of great concern to the city and should be regulated by the city. Therefore, it is the purpose of this chapter to provide such regulation.

The city further declares that residential collection service will be most efficient, and at a lower cost, when collection routes provide door-to-door service uninterrupted by competition in the same area; and that exclusive residential collection services allow for energy conservation in fuel consumed by collection equipment, for the reduction of traffic congestion on roads and streets, and for fewer adverse effects on public streets and rights-of-way due to less truck traffic.

B. It is the further purpose of this chapter to regulate such business in order to ensure its orderly operation and to minimize the adverse effects it may have on the local environment. It is also the purpose of this chapter, aside and apart from regulation, to require compensation for the value of the franchise issued by the city.

C. It is the further purpose of this chapter to provide for the uniform regulation of residential and commercial solid waste collection, removal and transportation within the geographical area of the city.

D. The city hereby elects to have the grant of franchises governed by this chapter, and any ordinances amendatory thereof, and these provisions shall constitute the exclusive procedure applicable to the granting of franchises for the conduct of the business of collecting, transporting or disposing of residential and commercial solid waste. [Ord. 17-2020 § 3 (Exh A)].

6.20.020 Definitions.

Unless the context otherwise requires, the definitions set forth in this section shall govern the interpretation of this chapter.

A. "City" means the city of Rancho Cordova.

B. "City council" means the city council of the city of Rancho Cordova.

C. "City clerk" means the city clerk of the city of Rancho Cordova.

D. "City engineer" means the engineer of the city of Rancho Cordova.

E. "City limits" means the territorial jurisdiction of the city of Rancho Cordova.

F. "Collection" means the act of picking up and removing solid waste or recyclable material at the place of waste generation.

G. "Commercial hauler" means any person who loads, collects, hauls, or transports commercial solid waste for a fee by use of any means, including, but not limited to, a dumpster truck; roll-off truck; a side-load, front-load, or rear-load garbage truck; or a trailer.

H. "Commercial solid waste" means all solid waste, as defined in this chapter, that is generated by and at commercial and industrial sources, multifamily residential property, and construction and demolition activities that is collected by a commercial hauler.

I. "Franchise" or "commercial franchise" means a commercial solid waste and recyclables collection franchise issued under the provisions of this chapter to a commercial hauler within the city.

J. "Franchisee" means a person or entity holding a franchise issued pursuant to this chapter.

"Garbage" means those elements of the Solid Waste stream designated for the "Garbage Container", and excludes hazardous waste, materials designated for the "Organics Container" or "Recycling Container" or materials which have been separated for reuse.

"Garbage Container" has the same meaning as "Gray Container" in 14 CCR Section 18982(a)(28) and shall be used for the purpose of storage and collection of Garbage.

L. "Materials recovery facility" or "MRF" means any facility designed, operated, and legally permitted for the purpose of receiving, sorting, processing, storing, or preparing recyclable materials for sale and which has obtained and maintains a valid permit(s) to accept, process or store recyclable materials. This definition shall apply only within the framework of materials recovery facility services and reporting of this chapter.

M. "Multifamily residential property" means five or more individual living units located on a single parcel of land and any mobile home park located within the city.

Organics Container” has the same meaning as “Green Container” in 14 CCR Section 18982(a)(29) and shall be used for the purpose of storage and collection of Source Separated Organic Waste designated for Compost processing, including Food Waste and landscape and pruning waste accepted in the City’s Organic Waste Collection program, and other organic materials as determined by the City as acceptable for the Organics Container

“Organic Waste” or “Organic Recyclable Material” means Solid Waste containing material originated from living organisms and their metabolic waste products, including but not limited to Food Scraps, food soiled paper, green material, landscape and pruning waste, organic textiles and carpets, lumber, wood, paper products, printing and writing paper, manure, biosolids, digestate, and sludges or as otherwise defined in 14 CCR Section 18982(a)(46). Organic Waste does not include Rigid Compostable Plastic. N. “Person” means an individual, firm, limited liability company, association, partnership, industry, public or private corporation, or any other entity whatsoever.

O. “Police chief” means the chief of police of the city of Rancho Cordova.

P. “Public works director” means the public works director of the city of Rancho Cordova, California.

Q. “Recycling” means the process of collecting, sorting, cleansing, treating and reconstituting materials that would otherwise become solid waste and returning them for use or reuse in the form of raw materials for new, used or reconstituted products which meet the quality standard necessary to be used in the marketplace. “Recycling” does not include transformation as defined in Section 40201 of the Public Resources Code.

R. “Recycling facilities” means those facilities or operations that receive, process, and transfer to market recyclable materials that have been source separated from the solid waste stream.

S. “Recyclable material” or “recyclables” means materials that have been separated from the solid waste stream prior to disposal for the purpose of returning them for use or reuse in the form of raw materials for new, used or reconstituted products which meet the quality standard necessary to be used in the marketplace, and that are not landfilled. Recyclable material or recyclables includes those materials that can be placed in the Recycling Container including but not limited to, glass and plastic bottles, aluminum, tin and steel cans, metals, unsoiled paper products, printing and writing paper, and cardboard, and any other items as determined by the City.

“Recycling Container” has the same meaning as “Blue Container” in 14 CCR Section 18982.2(a)(5) and shall be used for the purpose of storage and collection of source separated Recyclable Materials.

T. “Removal” means the act of taking solid wastes or recyclable materials from the place of generation.

U. “Residential dwelling unit” means an individual living unit in a single-family dwelling, condominium, townhouse, mobile home, duplex (two units), triplex (three units), fourplex (four units) or building of four or less total individual living units intended for, or capable of being utilized for, residential living other than a hotel or motel.

V. “Residential hauler” means any person who loads, collects, hauls, or transports residential solid waste for a fee by use of any means, including, but not limited to, a dumpster truck; roll-off truck; a side-load, front-load, or rear-load garbage truck; or a trailer.

W. “Residential solid waste” means all solid waste, as defined in this chapter, that is generated by and at a residential dwelling unit.

X. “Residential franchise” means a residential solid waste collection franchise issued under the provisions of this chapter to a residential hauler within the city.

Y. “Solid waste” means all putrescible and nonputrescible solid, semisolid, and liquid wastes, including garbage, trash, refuse, paper, rubbish, ashes, industrial wastes, construction and demolition debris, discarded home and industrial appliances, dewatered, treated or chemically fixed sewage sludge which is not hazardous waste, manure, vegetable or animal solid and semi-solid wastes, and other discarded solid and semi-solid wastes. “Solid waste” does not include hazardous waste or low-level radioactive waste regulated under Chapter 7.6 (commencing with Section

25800) of Division 20 of the Health and Safety Code, or medical waste. “Solid waste” includes recyclable materials set out for separate collection for the purposes of recycling, and that are not landfilled.

Z. “Source separate” or “source separated” means the process of removing recyclable materials from solid waste for the purpose of recycling.

AA. “Treated medical waste” means medical waste as defined in subsection (a) of Section 25023.5 of the Health and Safety Code.

BB. “Construction and demolition debris” means used or discarded materials resulting from construction, renovation, remodeling, repair or demolition operations on any pavement, house, commercial building, or other structure and such other materials as may be removed during the normal cleanup process of such construction, renovation, remodeling, repair, or demolition operations. This includes mixed construction and demolition debris and source separated recyclable construction and demolition material. [Ord. 17-2020 § 3 (Exh A)].

6.20.030 Collection or transportation prohibited.

Except as authorized by RCMC 6.20.040 and 6.20.050, it shall be unlawful for any person to engage in the business of collecting, removing or transporting residential or commercial solid waste, or otherwise organizing, directing, sponsoring, brokering or causing the collection, removal or transportation of commercial residential or solid waste within the city without possessing a valid franchise or valid residential franchise granted by the city. [Ord. 17-2020 § 3 (Exh A)].

6.20.035 Mandatory service.

Except as otherwise expressly provided by this chapter, the owner, tenant, or occupant of every improved parcel (parcel with one or more business and/or residential buildings approved for occupancy) located within the city shall subscribe to garbage container, recycling container and organics container collection service from a residential or commercial franchisee operating pursuant to this chapter. Each business (DBA) and/or residential building with a separate address and each separate business unit and each separate residential unit (under separate rental agreement) with a common address located on such parcel shall subscribe to such a three container waste collection service. The owner, tenant or occupant of a parcel with a residential dwelling unit shall subscribe to a collection service from a residential franchisee operating according to this chapter. The owner, tenant, or occupant of a parcel with a commercial or multifamily property shall subscribe to a three container collection service from a commercial franchisee operating according to this chapter. The owner, tenant or occupant shall comply with the relevant sections of this chapter, state law and local ordinances; and pay for the collection and disposal of such containers, unless a Commercial Business Owner receives an exemption or waiver as provided in RCMC 6.21. 140 Subscription to such required service does not preclude Single Family Residents or Commercial Businesses from self-hauling their own waste in their own vehicles if they meet the self-haul requirements of this chapter.

6.20.040 Public agency exemption.

The provisions of RCMC 6.20.035 shall not be applicable to the United States, the state of California, the county, a city, a special district or any other local public agency with respect to the accumulation, collection or transportation of refuse resulting from operations of such agency. [Ord. 17-2020 § 3 (Exh A)].

6.20.050 Franchise requirement.

It is unlawful for any person to engage in the business of collecting, transporting or disposing of residential or commercial solid waste kept, accumulated or generated in the city, or to engage in the business of soliciting accounts or invoicing customers for residential or commercial solid waste service in the city unless:

A. A commercial franchise or residential franchise therefor has first been granted pursuant to the provisions of this chapter and such franchise is in full force and effect and a written franchise agreement therefor has been executed between such person and the city and such agreement is in full force and effect. [Ord. 17-2020 § 3 (Exh A)].

6.20.055 Exempt collection or transportation.

The following persons shall be authorized to organize, direct or sponsor the collection, removal or transportation of residential or commercial solid waste within the city, or collect, remove or transport such solid waste, without a franchise or a residential franchise:

A. The United States, the state of California, a city, a special district or other local public agency, or any employee or member of the Armed Forces thereof, or any individual or employee of such individual who has entered into a contract for solid waste collection with a federal or state agency, when collecting or transporting solid waste produced by operation of the public entity under a system of solid waste collection and transportation operated and maintained by the public agency;

B. The owner, operator or occupant or employee of a farm or ranch consisting of five acres or more, when transporting for off-site disposal solid waste accumulated as a result of operation of the farm or ranch;

C. An owner or occupant of a residential or multifamily residential property, when collecting or transporting recyclable materials and/or organic recyclable materials, not containing garbage, from his or her residential premises to a lawful point of disposal;

D. A residential construction contractor, commercial or residential gardener and those engaged in the business of cleaning residential, commercial and multifamily residential properties and employees thereof, when collecting or transporting solid waste consisting of by-products of the services provided to a lawful disposal location;

E. A person or employee thereof, when collecting or transporting dead animals, bones, meat scraps or food waste resulting from food processing plants for tallow or fertilizer, or other waste material to be used as raw material in manufacturing, or solid waste that is collected without charging a fee to the customer for purposes of salvage; provided, that such persons shall reuse or recycle or cause to be reused or recycled all materials collected, and shall not transport or arrange for the transport of any collected materials to a disposal site;

F. An operator or employee thereof of one or more industrial plants which are under single ownership, when collecting or transporting wastes which cannot be handled by standard solid waste collection equipment or which involve significant health, operating or handling hazards, including but not limited to rice hulls, tomato pulp, chemical residues, explosives, and other toxic, noxious or hazardous substances; provided, that all such wastes shall be deposited at an appropriate disposal area permitted pursuant to California State solid or hazardous waste management standards.

Any transportation of solid waste authorized by this section shall be conducted in strict compliance with any and all requirements of this chapter relating to transportation and any regulations issued hereunder;

G. Any person collecting or transporting hazardous waste, medical waste and designated waste, as defined in law, regardless of its source;

H. Any person collecting or transporting by-products of sewage treatment, including sludge, sludge ash, grit, and screenings;

I. Any person collecting or transporting residue or nonprocessable waste from a solid waste management facility, including material recovery, composting, and transformation facilities;

J. Municipal corporations and other governmental agencies using their own vehicles engaged in the collection, transportation, or disposal of solid waste within the city; and

K. Any commercial edible food recovery organization collecting edible food from commercial establishments resulting in the recovery and redistribution of edible food for consumption. [Ord. 17-2020 § 3 (Exh A)].

6.20.060 City council authority to grant franchise.

A. The city council may and is hereby empowered to grant to a qualified applicant a nonexclusive franchise to engage in the business of collecting, transporting or disposing of commercial solid waste, accumulated or generated in the city, or to delegate the authority, by resolution, to the public works director, and/or his or her designee, to grant the franchise.

B. The city council may and is hereby empowered to grant to a qualified applicant an exclusive residential franchise to engage in the business of collecting, transporting or disposing of residential solid waste and recyclable materials kept, accumulated or generated in the city, or to delegate the authority, by resolution, to the public works director,

and/or his or her designee, to grant the franchise according to the procedures set forth in RCMC 6.20.080 and 6.20.095.

C. The city council may grant a commercial franchise or a residential franchise to an applicant based on compliance with this chapter. Any grant of a commercial franchise or a residential franchise by the city council may be subject to such terms, conditions, rules, regulations, restrictions, and limitations as the city council deems necessary to protect the public health, safety, or welfare.

D. The city council hereby empowers and grants to the public works director, and/or his or her designee, the authority to administer and negotiate nonsubstantive changes to the commercial franchise and residential franchise agreements. The city council may delegate authority by resolution to the public works director, and/or his or her designee, to administer, negotiate and execute franchise agreements. [Ord. 17-2020 § 3 (Exh A)].

6.20.070 Franchise terms and conditions.

A. All franchises and residential franchises shall be subject to the terms and conditions specified in this chapter, in the franchise agreement and in all other applicable federal, state and local laws and regulations.

B. In granting any franchise or residential franchise, the city council may prescribe such other additional terms and conditions, not in conflict with this chapter, as in the judgment of the city council are in the public interest.

C. Each franchisee shall provide residential or commercial solid waste collection, removal, recycling, and transportation services consistent with the provisions of this chapter, the terms and conditions of the franchise issued to the franchisee, and any applicable federal, state, or local statute, ordinance, rule or regulation.

D. Each franchisee shall provide services without undue interruptions caused by mechanical failures or other inadequacies of equipment and shall utilize equipment in quantities and of an age and quality adequate for the provisions of reliable service and to provide preventive and repair maintenance of such equipment sufficient to ensure reliability. [Ord. 17-2020 § 3 (Exh A)].

6.20.080 Application for commercial or residential franchise.

A. All applications for commercial or residential franchises pursuant to this chapter shall be in writing and shall be filed with the public works director, and/or his or her designee.

B. Each application for a commercial or residential franchise from a company that has never held a commercial or residential franchise in the city shall be submitted by the applicant on a form provided by the public works director, and/or his or her designee. The application shall contain all attachments with the following information:

1. Identification.

- a. The name and address of the applicant.
- b. Business address and telephone number of the applicant.
- c. Address where all vehicles and operating equipment used within the city will be kept.
- d. If the applicant is a partnership, the applicant shall include the name and address of each partner, general, limited or otherwise, owning more than 10 percent ownership in the partnership and their percentage of ownership.
- e. If the applicant is a corporation, the application shall state the names and addresses of the corporation's directors, date and place of incorporation, main offices, major stockholders and associates, and the names and addresses of the parent and subsidiary companies.
- f. If the applicant is an affiliate or a franchised operation of another corporation (not to be confused in this instance with a solid waste franchisee of the city), the applicant shall list the names and addresses of the parent or subsidiary companies, together with a description of their business interests and/or ownership.

g. If the applicant is a joint venture or other combination of persons and corporations, identify separately the names and addresses of each member of the joint venture or combined effort, together with their percentage interest.

2. Business Operations. The names of the executive, operational and financial managers to be used in connection with the solid waste collection services, together with documentation that such persons and the applicant have sufficient experience in solid waste handling to perform solid waste collection services in the city.

a. Attestation that books and accounts of all revenue and income arising out of its operations will be kept in a manner that conforms to generally accepted accounting principles.

b. A statement that the applicant shall obtain insurance prior to commencing business subject to the franchise agreement.

c. A statement that the applicant shall maintain and report on a timely basis all operational information and data elements reasonably required by the city to comply with its reporting requirements such as those established under AB 939, and as defined in the franchise agreement.

d. A complete listing and explanation of any civil or criminal rulings or judgments in excess of \$5,000, or convictions against applicant, any of applicant's partners, major stockholders, corporate directors or parent or subsidiary companies, occurring within the last five years. Applicants that are subject to the periodic reporting requirements of Section 13(a) of the Securities Exchange Act may, in lieu of the information required by this subsection, submit the information reported pursuant to 17 CFR 229.103 (Legal proceedings) and 229.403 (Security ownership of certain beneficial owners and management) on the most recent form 10-K filed by the applicant with the Securities and Exchange Commission.

3. Facilities and Equipment.

a. A description of all vehicles and equipment that the applicant owns, has control of, or intends to acquire for the collection, transportation, or disposal of commercial waste in the city and which are subject to the provisions of the franchise agreement. A statement as to whether said vehicles and equipment are self-unloading and equipped with audible automatic backup warning devices. The minimum vehicle description for existing vehicles shall include Vehicle Identification Number (VIN) and license plate number.

b. Evidence demonstrating that the applicant owns or will have access to suitable facilities for keeping vehicles and equipment clean and in good repair, and that the applicant owns or will have access to reasonable office and billing facilities.

c. Evidence demonstrating that the applicant owns or will have the legally enforceable right to use at least two collection vehicles, the bodies of which are closed, leak-resistant, and constructed for the purpose of solid waste collection, transportation, and disposal. In the alternative, for the purposes of this provision, an applicant may demonstrate by the evidence that they service and transport open-top roll-off boxes for the collection, transportation, and disposal of nonputrescible waste and/or roll-off compaction boxes which are closed, leak-resistant, and are constructed for the purpose of solid waste collection, transportation, and disposal.

4. Financial Resources. Applicant shall provide proof satisfactory to the public works director, and/or his or her designee, that the applicant has adequate financial resources to conduct commercial solid waste collection services.

5. Diversion Plans. Each franchisee shall submit a diversion plan with their franchise application. The diversion plan shall provide a detailed description of how the franchisee intends to divert recyclable materials from commercial solid waste in order to assist the city in meeting the city's AB 939 reporting requirements.

6. Application for Police Chief Review.

a. The city may request that the police chief review each franchise application prior to the city issuing a franchise. The public works director, and/or his or her designee, may refer all franchise applications or renewals pursuant to this chapter to the police chief who, in conjunction with city staff, shall make such investigation of the applicant as the police chief deems necessary in order to determine whether the applicant's character or the business responsibility of the firm the applicant represents is satisfactory. The requirements of this section apply to all pending or future applications or proposals for issuance or renewal of such franchise pursuant to this chapter. The police chief's investigation may include, but is not limited to, obtaining the fingerprints and a photograph of the applicant, or any other person connected with the firm which the applicant represents, and the obtaining of reports from the state and federal law enforcement agencies and reports from any other appropriate sources.

b. If requested to review an application, the police chief shall evaluate each franchise application or proposal to determine whether the operation of the business which the applicant or party submitting the proposal represents would involve an unreasonable risk to the health, safety or general welfare of the public. In making such a determination, the police chief shall consider the character of the applicant or party submitting the proposal and each director, officer, manager and other person who exercises policy control over the operations of the applicant or proponent, the business responsibility of the firm which the applicant or party submitting the proposal represents, and the manner in which the firm intends to conduct its business.

c. The police chief shall notify the public works director, and/or his or her designee, of the results of the investigation conducted pursuant to this section. If the police chief recommends disapproval of the application or proposal, the reasons for disapproval shall be specified in writing. The police chief shall forward a copy of the statement of reasons to the public works director, and/or his or her designee, and shall provide a copy to the applicant or party submitting the application.

7. Other.

a. Any other evidence that demonstrates that the applicant is able to render collection and subsequent transportation and/or disposal services in accordance with applicable federal, state and local statutes.

b. Such additional information as may be reasonably requested by the public works director, and/or his or her designee.

c. During the application or proposal period and during the full term of any franchise, all information contained in the franchise application shall be kept up to date by the applicant who shall file a new verified statement within 48 hours of any change indicating in detail the nature of any change in the information.

C. Each application for a commercial or residential franchise from a company holding a valid, current commercial or residential franchise which is set to expire shall be submitted by the applicant on a form provided by the public works director, and/or his or her designee. The application shall include all attachments required by the public works director, and/or his or her designee.

D. The application shall be signed by the person applying for the commercial or residential solid waste and recyclables collection franchise or, in the case of a partnership or corporation, by a person authorized to bind the partnership or corporation. [Ord. 17-2020 § 3 (Exh A)].

6.20.090 Commercial franchise application review process.

A. The city council may award franchises for the collection of commercial solid waste within the city to applicants meeting all of the qualifications of this chapter.

B. Applicants may submit their completed application for a commercial franchise, as provided in RCMC 6.20.080, to the public works director, and/or his or her designee, for review and consideration at any time. The public works director, and/or his or her designee, shall review such submittals and either make a recommendation to the city council to award such franchise or notify applicant of denial within 60 days of receiving a completed application.

C. The public works director, and/or his or her designee, shall take into consideration all components of the completed application, including but not limited to:

1. The ability of the applicant to meet all terms of the agreement;
2. Any history of civil or criminal convictions that may compromise the public's interests; and
3. The completeness, accuracy, and validity of the application.

The public works director, and/or his or her designee, shall also have the authority to verify independently any and all statements made and implied in the application. The public works director, and/or his or her designee, may also request clarification from applicant of any or all elements of the submitted application.

D. After the 60-day review period, the public works director, and/or his or her designee, shall either:

1. Deny an award and notify the applicant in writing of the reasons why the award was denied; or
2. Recommend to the city council that a franchise be awarded.

E. Upon concurrence with a positive recommendation, the city council will award the franchise or will delegate authority to the public works director, and/or his or her designee, to award the franchise within a reasonable period of time. The public works director, and/or his or her designee, will notify applicant in writing of an award. [Ord. 17-2020 § 3 (Exh A)].

6.20.095 Residential franchise application review process.

A. The city council may award an exclusive franchise for the collection of residential solid waste and recyclables within the city to an applicant meeting all of the qualifications of this chapter.

B. Applicants may submit their completed application for a residential franchise, as provided in RCMC 6.20.080, to the public works director, and/or his or her designee, for review and consideration when the city has noticed its desire to receive such applications and according to the deadlines set forth by such notice. The public works director, and/or his or her designee, shall review applications and either make a recommendation to the city council to award such franchise or notify applicant of denial within 60 days of receiving a completed application.

C. The public works director, and/or his or her designee, shall take into consideration all components of the completed application, including but not limited to:

1. The ability of the applicant to meet all terms of the agreement;
2. Any history of civil or criminal convictions that may compromise the public's interests;
3. The completeness, accuracy, and validity of the application; and
4. The applicant's ability to provide the most efficient and cost-effective collection service to city residents while minimizing the adverse effects of such service on the residents, city streets and rights-of-way, and the environment.

The public works director, and/or his or her designee, shall also have the authority to verify independently any and all statements made and implied in the application. The public works director, and/or his or her designee, may also request clarification from applicant of any or all elements of the submitted application.

D. After the 60-day review period, the public works director, and/or his or her designee, shall either:

1. Deny an award and notify the applicant in writing of the reasons why the award was denied; or
2. Recommend to the city council that a franchise be awarded to a particular applicant; or

3. Recommend to the city council a group of finalists from which the city council may select an applicant to award an exclusive franchise to.

E. Upon concurrence with a positive recommendation, the city council will award the franchise or will delegate authority to the public works director, and/or his or her designee, to award the franchise within a reasonable period of time. The public works director, and/or his or her designee, will notify applicant in writing of an award. [Ord. 17-2020 § 3 (Exh A)].

6.20.100 Appeal upon denial of award.

A. Within 30 days of written notification of award denial or within 60 days of the public works director, and/or his or her designee's failure to act on the commercial or residential franchise application, the applicant has the right to meet with the public works director, and/or his or her designee, to review the items cited in the written notice and provide any additional evidence to support an award. Within 15 days of such meeting, the public works director, and/or his or her designee, will make a final, written determination of the application, based on the reviews of additional evidence, together with the original application. The public works director, and/or his or her designee, will send a copy of all final, written determinations, including reasons for denial, if any, to both applicant and the city council.

B. Applicant may, within 10 days after receiving the public works director, and/or his or her designee's final denial, request a public hearing before the city council by submitting to the city clerk a written petition for an appeal hearing. If a public hearing is requested, the city clerk shall set the matter for hearing at the next regularly scheduled city council meeting or any later date as agreed upon by the applicant and clerk of the city council. At such hearing, applicant may present evidence in writing and through testimony of its employees and others relevant to the application. During such hearing, the city council may demand from the applicant such additional information as the city council may deem relevant and necessary. Standard rules of evidence are not in effect at such public hearing, and the applicant shall have the burden of proof to show facts demonstrating that the applicant does in fact meet the requirements of this chapter. Any hearing may be continued or adjourned to a stated time and place without the giving of further notice. The city council will provide applicant with a written explanation of its determination on the application within 30 days of such hearing. The city council's decision is final.

C. If the term of an applicant's existing franchise expires while the application is under city review, the city council or the public works director, and/or his or her designee, may administratively extend the term for such period of time as is required to complete the appeal process. [Ord. 17-2020 § 3 (Exh A)].

6.20.110 Awarding of franchise.

A. A commercial or residential franchise shall become effective only once the applicant and the city have signed a written agreement, and upon applicant's satisfying all of the requirements and conditions set forth in both this chapter and the franchise agreement.

B. The franchisee must provide to the city copies of all required certificates of insurance, and bonds as may be enumerated in the franchise agreement and this chapter. Should franchisee fail to maintain all such insurance and bonding requirements, uninterrupted for the term of the agreement, the city will immediately suspend or terminate the commercial or residential franchise.

C. If the franchisee's description of vehicles and equipment, as required under RCMC 6.20.080, has changed between the application date and the effective date of the franchise agreement, franchisee must submit to the public works director, and/or his or her designee, an amended description, including all identification elements required under RCMC 6.20.080, prior to commencing services authorized in the agreement. [Ord. 17-2020 § 3 (Exh A)].

6.20.120 Requirements for franchise effectiveness.

A franchise granted pursuant to this chapter shall not become effective unless and until all of the following requirements have been satisfied:

A. The ordinance granting the residential or commercial franchise, or the resolution granting the public works director, and/or his or her designee, the authority to grant the franchise, is effective.

B. The applicant and the city have executed a franchise agreement.

C. Within 20 days from the date of adoption of the ordinance granting the commercial or residential franchise, or within 20 days of the date of adoption of the resolution delegating authority to the public works director, and/or his or her designee, to grant the franchise, the applicant to whom a franchise has been granted has filed with the city clerk evidence of compliance with the insurance requirements specified in the franchise agreement. [Ord. 17-2020 § 3 (Exh A)].

6.20.130 Franchise fees.

A. Each person engaging in the business of collecting, transporting or disposing of commercial or residential solid waste accumulated or generated in the city shall pay a franchise fee to the city. The city council shall set the franchise fee by resolution, or shall delegate the authority to set the franchise fee to the city manager.

B. The payment of franchise fees to the city pursuant to this section shall be in addition to any license fee or business tax prescribed by any local jurisdictions for the same period.

C. Commercial and residential solid waste franchise fees shall be payable on all gross collection revenues by a franchisee from its commercial or residential solid waste collection customers located within the city. The franchise fee shall be calculated based on gross collection revenues prior to franchisee imposing the franchise fee on its customers. Nonexclusive franchisees shall also pay franchise fees on revenues received from federal and state government entities within the city.

D. Franchise fees shall be payable by any person providing commercial or residential solid waste services within the city after the effective date of the ordinance codified in this chapter, even where no franchise has been granted. [Ord. 17-2020 § 3 (Exh A)].

6.20.140 Recycling facility reporting requirements.

A. All recycling facilities within the city shall provide bi-annual written reports to the public works director, and/or his or her designee, due 45 days after the close of the six-month reporting period, and including the following information for the previous six months:

1. The total aggregate tonnage of recyclable material received from generators located within the city;
2. The aggregate tonnage of recyclable material received from waste management and recycling operations in the city;
3. The aggregate tonnage of recyclable material received from franchises operating within the city; and
4. The total aggregate amount of residuals generated at the facility and disposed of at a permitted solid waste disposal facility, expressed as a percentage of total tonnage received.

B. To the extent permitted by the California Public Records Act, any report or other information required by this chapter shall be deemed confidential and shall not be subject to public disclosure except for aggregate totals for all facilities.

C. Recycling facilities receiving only scrap metals, agricultural waste, inert materials, and/or discarded, white-coated major appliances that are not normally disposed of and thus cannot be counted towards the state's diversion requirements are exempt from the reporting requirements of this chapter. [Ord. 17-2020 § 3 (Exh A)].

6.20.150 Restrictions on franchisees.

The following restrictions shall be applicable to franchisees:

A. Except to meet the two-truck requirement of RCMC 6.20.080(B)(3)(c), no franchisee shall, by contract, subcontract, or otherwise, share with another franchisee any office space associated with operations under a franchise.

B. No franchisee, by contract, express understanding or indirectly, shall, in cooperation with another franchisee, divide, segregate or apportion any territory within the city for the purpose of restricting competition within a particular territory.

C. No franchisee shall, directly or indirectly, enter into any contract, express understanding or other transaction with another franchisee for the purpose of fixing customer rates or charges or otherwise maintaining rates or charges at a particular level.

D. No franchisee or any director, officer, partner, joint venturer, sole proprietor or corporate owner thereof shall be a controlling shareholder of, be a partner, joint venturer or sole proprietor, owner, have any other interest in or be employed by another franchisee. No franchisee which is owned in whole or in part by a corporation shall be effectively controlled by a person or entity by virtue of that person or entity's ownership of shares in the corporation, if the same person or entity otherwise controls another franchisee. The sole remedy for violation of the provisions of this subsection shall be revocation or refusal to renew a franchise.

E. Each franchisee shall provide to the public works director, and/or his or her designee, such information as the public works director, and/or his or her designee, determines is reasonably necessary to facilitate effective administration of the franchise under the provisions of this chapter. Diversion information may be provided consistent with the framework for materials recovery facility (MRF) services and reporting of RCMC 6.20.140.

F. Notwithstanding any other provisions of this chapter, it shall be allowable for a franchisee having an interest in a materials recovery facility (MRF) to provide a reporting service, a solid waste processing service to another franchisee consistent with the framework for MRF services and reporting of RCMC 6.20.140. [Ord. 17-2020 § 3 (Exh A)].

6.20.160 Medical waste.

A. Commercial franchisees shall not be required to divert treated medical waste.

B. No treated medical waste from commercial or residential solid waste generators shall be delivered by a permittee to a materials recovery facility for the purpose of recycling. [Ord. 17-2020 § 3 (Exh A)].

6.20.170 Enforcement.

Except as otherwise expressly provided, the provisions of this chapter shall be administered and enforced within the city by the public works director, and/or his or her designee, or other staff and enforcement officials designated by the public works director, and/or his or her designee. [Ord. 17-2020 § 3 (Exh A)].

6.20.180 Abatement proceedings.

Any operation or activity contrary to the provisions of this chapter or a franchise agreement, including the terms and conditions of any franchise, is unlawful and shall constitute a public nuisance. The public works director, and/or his or her designee, is authorized to commence in the name of the city actions or proceedings to abate and enjoin any such operation or activity. [Ord. 17-2020 § 3 (Exh A)].

6.20.190 Notices.

A. Whenever a provision of this chapter authorizes or requires a public hearing to be conducted by the city council, notice of the time, date, place and purpose of the hearing shall be published at least once not later than 10 calendar days in advance of the date of such hearing in a newspaper of general circulation which is published within the city, and shall be served upon each franchisee who is affected by such hearing.

B. Any written notice or other communication to a franchisee which is authorized or required by this chapter shall be deemed served and effective for all purposes when deposited in the United States mail, postage prepaid, and addressed to the latest address of the franchisee shown in the city records pertaining to the franchise. [Ord. 17-2020 § 3 (Exh A)].

6.20.200 On-site storage.

Every owner, tenant or occupant of a residential dwelling unit or multifamily residential property and every owner, operator or keeper of any business with a fixed location in the city which generates solid waste shall provide and at all times keep within an enclosure, or conveniently located near an enclosure or building, water-tight containers for garbage and suitable containers for recyclable materials and organic recyclable materials, and shall cause to be deposited in such containers, and not elsewhere, all solid waste which accumulates on the premises. The containers shall have tightly fitted covers and shall not leak or permit the escape of odors. Notwithstanding the requirements of this section, generators shall not be required to set out or store recyclable materials and/or organic recyclable

materials together with garbage and generators shall be allowed to appropriately store recyclable materials and/or organic recyclable materials for collection separate from garbage. It shall be unlawful for any person to fail to comply with the requirements of this section. Containers shall be clearly identified with the name of the franchisee. [Ord. 17-2020 § 3 (Exh A)].

6.20.210 Solid waste disposal restrictions.

A. It shall be unlawful for any franchisee to do any of the following:

1. To operate or have an interest in a solid waste disposal site, other than a transfer, receiving and/or processing station, within the city;
2. To operate a solid waste disposal area in the city; or
3. To dump any solid waste upon, or permit the same to fall upon, any property, road or highway other than the areas designated by this chapter for the disposal or dumping of solid waste.

B. It shall be unlawful for any person to dump, deposit, or release any solid waste in or on any public or private property, including streets, sidewalks, gutters, highways, or easements, except when acting in accordance with the solid waste collection regulations set forth in this chapter. [Ord. 17-2020 § 3 (Exh A)].

6.20.220 Use of containers.

No person other than a customer who has contracted for service with a franchisee, or a person with such customer's consent, shall deposit solid waste into a solid waste bin, drop box or compactor placed in the city by a franchisee for the purpose of receiving solid waste. [Ord. 17-2020 § 3 (Exh A)].

6.20.230 Rules and regulations.

A. The collection and subsequent transportation and disposal of commercial solid waste within the city is under the supervision of the public works director, and/or his or her designee, who shall have the power to promulgate rules and regulations regulating such collection and subsequent transportation and disposal, including but not limited to:

1. Commercial solid waste generation, storage, recycling, recovery, accumulation, collection, removal, transportation and disposal;
2. The manner in which commercial solid waste collection services are provided;
3. Types of commercial solid waste and vehicles used therefor;
4. The operation and maintenance of sanitary methods of commercial solid waste disposal;
5. Reporting requirements for recycling facilities.

B. A copy of said rules and regulations and all amendments thereto shall be sent by registered or certified mail, postage prepaid, to all affected franchisees addressed to their last place of business. To the extent not otherwise provided by law, it shall be unlawful for a franchisee to collect and subsequently transport or dispose of commercial solid waste contrary to any regulation, order, permit or requirement promulgated by the public works director, and/or his or her designee.

C. All such rules and regulations shall be consistent with the provisions of this chapter and shall be effective on the thirtieth day following the filing of any such rules and regulations with the city clerk.

D. Any person who asserts that he or she is aggrieved by the terms or application of a regulation issued pursuant to this section may appeal the issuance of such regulation by filing a written notice of appeal with the city clerk. The notice of appeal shall specifically identify the regulation or regulations from which the appeal is taken and the reasons for the appeal. Upon receipt of such notice, the city clerk shall schedule the appeal for a public hearing by the city council, notice of which shall be given in the manner prescribed by RCMC 6.20.340(A). At the conclusion of the public hearing, the city council shall be vested with jurisdiction to deny the appeal or to rescind or modify the regulation. The city council's determination in this regard shall be final.

E. Any regulation from which an appeal is filed prior to its effective date shall not become effective until the date of a determination by the city council of the appeal. Any regulation from which an appeal is filed on or subsequent to the effective date thereof shall remain in full force and effect during the pendency of the appeal, and any decision that rescinds or modifies the regulation shall apply prospectively.

F. It shall be unlawful and constitute a violation of this chapter for any person to violate or otherwise fail to comply with any rule or regulation issued pursuant to this section. [Ord. 17-2020 § 3 (Exh A)].

6.20.240 Vehicle inspection.

All trucks and containers used in the collection, removal, transportation or storage of commercial solid waste in the city shall be subject to inspection by the city engineer for the purpose of determining whether or not the trucks and containers comply with Title 14, Sections 17341 through 17345 of the California Code of Regulations. [Ord. 17-2020 § 3 (Exh A)].

6.20.250 Vehicle requirements.

The bodies of vehicles used in the collection, removal or transportation of commercial solid waste in the city shall have beds of metal or other impervious material which can be cleaned, and shall otherwise be of a type approved by the city engineer's department adopted pursuant to Title 14, Section 17341.B of the California Code of Regulations. The city engineer shall be authorized to issue administrative regulations pertaining to specifications for vehicles and containers, the cleansing and disinfecting thereof, and other sanitary measures in connection therewith. [Ord. 17-2020 § 3 (Exh A)].

6.20.260 Covered load requirement.

A. All franchisee vehicles and all privately owned or operated vehicles using solid waste disposal facilities in the city shall have their vehicle loads covered, with a tarp or equivalent cover, to ensure protection from littering during transportation from the origin of the trip to any waste disposal facility located in the city.

B. All vehicles hauling materials with the load originating in the city to a waste disposal facility located outside of the city shall have their loads covered while in transit within the city.

C. Every permitted or nonpermitted waste disposal facility located within the city shall post signs notifying the public that it is illegal to haul uncovered loads to the facility. These facilities shall cooperate with the city enforcement staff by providing covered load education and promotion information to their customers to help assure the effectiveness of this chapter. [Ord. 17-2020 § 3 (Exh A)].

6.20.270 Rights reserved to city.

In addition to all other rights reserved to the city under this chapter, the following shall apply:

A. There is hereby reserved to the city every right and power, and the exercise thereof, which is reserved or authorized by any provision of any lawful ordinance or resolution of the city, whether enacted before or after the effective date of the ordinance codified in this chapter.

B. Neither the granting of any franchise nor any provision of any franchise shall constitute a waiver of or a bar to the exercise of any governmental right or power of the city.

C. The franchisee shall have no recourse whatsoever against the city, its officers, employees or agents or any of the city member entities, their officers, employees, or agents for any loss, cost, expense or damage arising out of any provision or requirement of this chapter or of any franchise issued under this chapter or because of the enforcement of this chapter.

D. There is hereby expressly reserved to the city the power and authority to amend any section of this chapter so as to require additional or greater standards on the part of the franchisee and the power and authority to increase the franchise fees to be paid by the franchisee pursuant to RCMC 6.20.130. [Ord. 17-2020 § 3 (Exh A)].

6.20.280 Other franchise provisions.

The city council may expand or contract the scope of franchise agreements over time due to changes in law or interpretations of law. [Ord. 17-2020 § 3 (Exh A)].

6.20.290 Criminal penalties for violations.

The following criminal penalties apply to violations of this chapter:

A. Violation as Misdemeanor. Unless otherwise specified by this chapter, violations of the provisions of this chapter or failure to comply with any of its requirements, including violations of terms and conditions established in connection with franchises issued pursuant to this chapter, shall constitute a misdemeanor.

B. Penalty for Misdemeanor. Unless otherwise specified in this chapter, any person, whether as principal, agent, employee or otherwise, who violates this chapter or fails to comply with any of its requirements shall upon conviction thereof be fined not more than \$1,000 or imprisoned for not more than six months in the county jail, or by both such fine and imprisonment. Each day such violation continues shall be considered a separate offense. Such penalties shall be in addition to any late fees, civil penalties, administrative civil penalties, or other charges payable to the city by a franchisee for the same period of time or for the same violations.

C. Violation as Infraction. Unless otherwise specified by this chapter or the franchise agreement, the following violations by a franchisee are infractions:

1. Delinquent Payment of Franchise Fee. A delinquent payment of a franchise fee that is not received by the city before the first day of the month following the due date established under the franchise agreement is a violation and a separate violation for every month the payment remains delinquent thereafter.

2. Delinquent Payment of Franchise Fee Late Charge. A delinquent payment of a late payment charge and/or interest charges for a late franchise fee payment (under the franchise agreement) that is not received by the city before the first day of the month following the due date is a violation and a separate violation for every month the payment remains delinquent thereafter.

3. Delinquent Payment of Late Report Charge. A delinquent payment of a late charge for a delinquent quarterly report of diversion (under the franchise agreement) that is not received before the first day of the month following the due date is a violation and a separate violation for every month the payment remains delinquent thereafter.

4. Delinquent Payment of Audit Fee. A delinquent payment of an audit fee (under the franchise agreement) that is not received by the city before the first day of the month following the due date is a violation and a separate violation for every month the payment remains delinquent thereafter.

5. Delinquent Diversion Report. A delinquent quarterly report of diversion (under the franchise agreement) that is not received by the city before the first day of the third month following the end of the quarter reporting is a violation and a separate violation for every month the report remains delinquent thereafter.

6. Incomplete Diversion Report. If a quarterly report of diversion (under the franchise agreement) that is received by the city is incomplete, the inadequacy must be remedied or corrected by the franchisee before the first day of the third month following the end of the quarter or it is a violation and a separate violation for every month the report remains incomplete thereafter. A complete quarterly report of diversion includes all information as may be required by the public works director, and/or his or her designee. Partial quarterly reports of diversion will be considered incomplete.

D. Penalty for Infraction. Unless otherwise specified by this chapter or in the franchise agreement, an infraction is punishable by a fine not exceeding \$200.00 for a first violation of any offense under subsection (C) of this section within the preceding 12-month period; a fine of \$500.00 for a second violation of the same offense under subsection (C) of this section within the preceding 12-month period; and a fine of \$1,000 for each additional violation of the same offense under subsection (C) of this section within the preceding 12-month period. The public works director, and/or his or her designee, or the city attorney shall also have the discretion to elevate any infraction under subsection (C) of this section to a misdemeanor, punishable under subsection (B) of this section. Such penalties shall

be in addition to any late fees, civil penalties, administrative civil penalties, or other charges payable to the city by a franchisee for the same period of time or for the same violation.

E. Separate Remedies. Each civil, criminal, or administrative civil penalty imposed pursuant to this chapter for any separate violation shall be separate from, and in addition to, any other provision of law and does not supersede or limit any and all other legal remedies and penalties, civil, administrative or criminal, which may be applicable under other laws. [Ord. 17-2020 § 3 (Exh A)].

6.20.300 Civil penalties for violations.

The following administrative civil penalties apply to violations of this chapter:

A. Administrative Civil Penalties. In addition to any other remedies provided by this chapter, any person who violates any provision of this chapter shall be liable for an administrative civil penalty to be imposed by the public works director, and/or his or her designee. The amount of the penalty shall not be more than \$1,000 for each day of violation. Any person who knowingly violates any provision of this chapter, after reasonable notice of the violation, is liable for an administrative civil penalty of not more than \$1,000 for each day of violation. In determining the civil, criminal, and administrative civil penalties imposed pursuant to this chapter, all relevant circumstances shall be considered, including but not limited to the extent of harm or potential harm caused by the violation, the nature of the violation and the period of time over which it occurred, the frequency of past violations, and the corrective action, if any, taken by the violator.

B. Administrative Civil Penalty Procedure.

1. Notice of Violation. The public works director, and/or his or her designee, shall notify the violator in writing of the time within which an alleged violation must be remedied or corrected. The notice shall provide that an administrative civil penalty will be imposed if the continuing violation is not remedied or corrected within the time stated.

2. Notice of Penalty and Opportunity for Hearing. Notice of any administrative civil penalty shall set forth the alleged acts or failures to act that constitute a basis for liability and the amount of the proposed administrative civil penalty. The notice of administrative civil penalty shall be served by personal service or certified mail and shall inform the person so served that the administrative civil penalty imposed may be administratively reviewed by a city-designated hearing officer before it is enforced if a request for hearing is timely filed. The notice shall also specify the procedure for requesting a hearing before the hearing officer.

3. Administrative Review. If a person desires administrative review of the administrative civil penalty imposed by the public works director, and/or his or her designee, he or she shall request a hearing by timely filing a written request pursuant to the provisions of RCMC 6.20.330. The written request for an appeal must be accompanied by an administrative hearing fee, as established by the city council. Any such appeal shall be in writing, shall state the specific reasons therefor and grounds asserted for relief, and shall be filed with the public works director, and/or his or her designee, not later than 15 calendar days after the date of service of any such decision. A hearing shall be conducted by the hearing officer pursuant to RCMC 6.20.340 unless the person has waived the right to a hearing or has entered into a settlement agreement with the public works director, and/or his or her designee. A person waives the right to a hearing by so stating in writing or by failure to file with the public works director, and/or his or her designee, a written request for hearing within 15 days after service of the notice of opportunity for hearing.

4. Effective Date. Where the person has waived the right to a hearing or where the person has entered into a settlement agreement, the administrative civil penalty shall not be subject to review by any court, the hearing authority, or any other agency and shall be effective 15 days after notice of the penalty is served. Where a hearing has been held, the penalty shall be effective 20 days after the decision of the hearing authority becomes final.

5. Judicial Review. The manner of contesting the final order of the hearing officer concerning any administrative civil penalty is governed by Section 53069.4 of the Government Code, or any successor provision thereto. Service of the notice of appeal authorized by Section 53069.4 of the Government Code upon the city shall be by service upon the city clerk.

6. Payment of Costs of Enforcement/Collection. In addition to any penalty, sanction, fine or imprisonment, each person who violates this chapter shall be required to pay any and all expenses of enforcement including costs necessary to bring the person into compliance with this chapter. In addition to all remedies contained herein, the city may pursue all reasonable and legal means in collecting those sums authorized and due.

7. Collection. Payment of the penalty shall be made within 30 days from when the penalty became effective. In addition to all remedies herein contained, the city may pursue all reasonable and legal means in collecting administrative civil penalties. [Ord. 17-2020 § 3 (Exh A)].

6.20.310 Settlement process.

The public works director, and/or his or her designee, may adopt a written settlement agreement process for the settlement of violations of this chapter, which shall take into consideration the penalty factors set forth in RCMC 6.20.300. [Ord. 17-2020 § 3 (Exh A)].

6.20.320 Hearing officer.

Whenever the term “hearing officer” is utilized in this chapter, it shall be deemed to refer to one or more qualified persons assigned the responsibility of conducting a hearing by the city manager. [Ord. 17-2020 § 3 (Exh A)].

6.20.330 Appeals.

Any decision of the public works director, and/or his or her designee, may be appealed to a hearing officer appointed by the city manager. Any such appeal shall be in writing, shall state the specific reasons therefor and grounds asserted for relief, and shall be filed with the public works director, and/or his or her designee, not later than 15 days after the date of service of any such decision. If an appeal is not filed within the time or in the manner prescribed above, the right to review of the action against which complaint is made shall be deemed to have been waived. [Ord. 17-2020 § 3 (Exh A)].

6.20.340 Appeal hearing.

A. Not later than 30 days following the date of filing an appeal within the time and in the manner prescribed by RCMC 6.20.330, the hearing officer shall conduct a hearing for the purpose of determining whether the appeal should be granted. Written notice of the time, date and place of the hearing shall be mailed to the appellant not later than 10 days preceding the date of the hearing.

B. The provisions of the California Administrative Procedure Act (commencing at Section 11500 of the Government Code) shall not be applicable to such hearings; nor shall formal rules of evidence in civil or criminal judicial proceedings be so applicable. Testimony shall be given under oath, and the parties to the hearing shall have the right to cross-examine witnesses. Any relevant evidence shall be admitted if it is the type of evidence upon which responsible persons are accustomed to rely in the conduct of serious affairs, regardless of the existence of any common law or statutory rules which make improper the admission of such evidence over objection in civil actions in courts of competent jurisdiction in this state. Hearsay evidence may be admitted for the purpose of supplementing or explaining any direct evidence but shall not be sufficient in itself to support a finding unless it would be admissible over objection in civil actions. The rules of privilege shall be effective to the same extent that they are now or hereafter may be recognized in civil actions. Irrelevant and unduly repetitious evidence shall be excluded.

1. Record. A record of the entire hearing proceedings shall be made by either a certified court reporter or tape recorder operated by the hearing officer. A transcript of the proceedings shall be made available to all parties upon request and upon payment of the fee prescribed therefor. Such fees may be established and revised from time to time by the city council.

2. Scope. Only those matters or issues specifically raised by the appellant(s) in the written appeal shall be considered in the hearing on appeal.

3. Oaths and Certification. The hearing officer has the power to administer oaths and affirmations and to certify official acts.

4. Oral Evidence. Oral evidence shall only be taken on oath or affirmation.

5. Rights of Parties. Each party shall have the right to call and examine witnesses, to introduce exhibits, to cross-examine opposing witnesses on any matter relevant to the issues of the hearing even though the matter was not raised in the direct examination, to impeach any witness regardless of which party first called him or her to testify, to present rebuttal evidence and to represent himself or herself or to be represented by anyone of his or her choice who is lawfully permitted to do so. No appellant shall be required to testify without his or her consent.

6. At the conclusion of the hearing, the hearing authority shall prepare a written decision that either grants or conditionally grants or denies the appeal, and contains findings of fact and conclusions. Notice of the written decision, including a copy thereof, shall be filed with the public works director, and/or his or her designee, and served not later than 30 days following the date on which the hearing is closed on the appellant and on other persons who appeared at the hearing and requested a copy. Service shall be by personal delivery or certified mail.

C. City and appellant shall jointly pay for the costs of the hearing. [Ord. 17-2020 § 3 (Exh A)].

Chapter 6.21 BUSINESS AND MULTIFAMILY RECYCLING AND ORGANICS RECYCLING

Sections:

- 6.21.010 Purpose and declarations.
- 6.21.020 Definitions.
- 6.21.030 Threshold for covered generators.
- 6.21.040 Requirements for covered generators.
- 6.21.050 Special requirements.
- 6.21.060 Designation of recyclable materials and organic recyclable materials.
- 6.21.070 Ownership of recyclable materials and organic recyclable materials.
- 6.21.080 Requirements for franchised waste haulers.
- 6.21.090 Requirements for service agreements.
- 6.21.100 Process for addressing covered generator noncompliance.
- 6.21.110 Requirements for multifamily residential properties.
- 6.21.120 Requirements for self-hauling.
- 6.21.125 SB 1383 regulatory compliance.
- 6.21.130 Reporting.
- 6.21.140 Exemptions from recycling standards.
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- 6.21.160 Rights reserved to city.
- 6.21.170 Administration and costs.
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- 6.21.190 Implementation and enforcement.
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- 6.21.250 Delivery of notice or order.
- 6.21.260 Administrative appeals.
- 6.21.270 Hearing officer.
- 6.21.280 Hearing procedure.
- 6.21.290 Form and contents of decision – Finality of decision.
- 6.21.300 Procedures for collection of administrative civil penalty.
- 6.21.310 Actions not prohibited.
- 6.21.320 Penalties.

6.21.010 Purpose and declarations.

A. It is the intent and purpose of this chapter to promote recycling and organics recycling by:

1. Requiring covered generators in the city of Rancho Cordova to keep recyclable materials separate from all other garbage for recycling;
2. Requiring covered generators in the city of Rancho Cordova to keep organic recyclable materials separate from all other garbage for organics recycling;
3. Requiring covered generators to provide city-approved signs and labeled containers for the storage and collection of recyclable materials and organic recyclable materials;
4. Requiring covered generators to self-haul recyclable materials and/or organic recyclable materials with written approval from the public works director, and/or his or her designee, or enter into a written service agreement for the collection and subsequent delivery of recyclable materials and organic recyclable materials to a recycling facility; and

5. Prohibiting the collection of garbage to covered generators that are not subscribed to recyclable material and organic recyclable material collection services with the same franchised waste hauler or who have not received written approval from the public works director, and/or his or her designee, for an exemption or waiver.

B. It is further the purpose of this chapter to provide a mechanism to require the implementation of recycling programs and organics recycling programs for covered generators within the city to thereby enable the city to meet and maintain the 50 percent waste diversion requirements set forth in Section 41780(a)(2) of the California Public Resources Code. [Ord. 17-2020 § 4 (Exh B)].

6.21.020 Definitions.

A. “AB 341” means the California Jobs and Recycling Act of 2011 (Chapter 476, Statutes of 2011 [Chesbro, AB 341]), also commonly referred to as “AB 341,” as amended, supplemented, superseded, and replaced from time to time.

B. “AB 827” means the Solid Waste: Commercial and Organic Waste: Recycling Bins Act of 2019.

C. “AB 1826” means the Organic Waste Recycling Act of 2014 (Chapter 727, Statutes of 2014 modifying Division 30 of the California Public Resources Code), also commonly referred to as “AB 1826,” as amended, supplemented, superseded, and replaced from time to time.

D. “Alternative compliance and exemption form” means the form provided by the public works director, and/or his or her designee, on which a covered generator may request an exemption or waiver from the recycling and organics materials collection requirements.

F. “City” means the city of Rancho Cordova, California.

G. “Collection” means the act of picking up and removing garbage, recyclable materials or organic recyclable materials at the place of generation.

H. “Commercial hauler” or “hauler” means any person who collects, hauls, or transports commercial garbage, recyclables and/or organics for a fee by use of any means, including, but not limited to, a dumpster truck, roll-off truck, a side-load, front-load, or rear-load garbage truck, or a trailer.

I. “Commercial solid waste” means all solid waste as defined in subsection (GG) of this section that is generated by and at commercial and industrial sources, multifamily residential properties, and construction and demolition activities that is collected by a commercial hauler.

“Commercial Business” or “Commercial” means a firm, partnership, proprietorship, joint-stock company, corporation, or association, whether for-profit or nonprofit, strip mall, industrial facility, or a Multi-Family Residential Dwelling, or as otherwise defined in 14 CCR Section 18982(a)(6). A Multi-Family Residential Dwelling that consists of fewer than five (5) units is not a Commercial Business for purposes of implementing this chapter.

“Commercial Edible Food Generator” includes a Tier One or a Tier Two Commercial Edible Food Generator as defined in 14 CCR Section 18982(a)(73) and (a)(74).

J. “Covered generator” means all single family, commercial businesses and multifamily residential properties (which are a type of Commercial Business for the purposes of implementing this chapter). The public works director, and/or his or her designee, shall specify the minimum weekly solid waste collection service threshold that defines covered generators for the purposes of this chapter and shall include such designation in the commercial franchise agreement and shall also be designated in RCMC.

6.21.030, “Threshold for Single Family, Commercial Business and Multifamily Property Generators” . A covered generator may include a single family, business or multifamily residential property owner or generator and is dependent on whomever executes a contract(s) for solid waste, recycling, and organics recycling removal and collection services.

K. “Customer” means a single family, business or multifamily residential property owner or generator who contracts for solid waste removal services and enters into a service agreement with a franchised waste hauler. Where several

businesses or multifamily residential properties share garbage containers and service, “customer” refers only to the party who enters into a contract for garbage, recycling and organic collection services.

L. “Designated green materials” (or “green materials”) means materials that are required to be separated from garbage and designated recyclable materials prior to disposal and returned for use or reuse in the form of raw materials for new, used or reconstituted products. Green materials include, but are not limited to: yard trimmings, grass, weeds, leaves, branches, dead plants, brush, tree trimmings, dead trees, small wood pieces and other types of organic yard waste. Green material excludes food scraps and paper contaminated with food scraps.

M. “Designated organic recyclable materials” (or “organic recyclable materials”) means materials that are required to be separated from garbage and designated recyclable materials prior to disposal and returned for use or reuse in the form of raw materials for new, used or reconstituted products. Organic recyclable materials include, but are not limited to: yard trimmings and food scraps such as green trimmings, grass, weeds, leaves, prunings, branches, dead plants, brush, tree trimmings, dead trees, small wood pieces, other types of organic yard waste, vegetable waste, fruit waste, dairy waste, meat waste, fish waste, paper products and food-soiled paper products and/or as otherwise specified by the public works director and/or his or her designee.

N. “Designated recyclable materials” (or “recyclable materials”) means materials that are required to be separated from garbage and designated organic recyclable materials prior to disposal and returned for use or reuse in the form of raw materials for new, used or reconstituted products. Recyclable materials include, but are not limited to: clean cardboard, paper, plastic, scrap metal, beverage containers, and clean (untreated and unpainted) wood.

O. “Designee” means a person or entity that the City Manager or Public Works Director designates, contracts with, or otherwise arranges to carry out any of the Jurisdiction’s responsibilities of this chapter authorized by 14 CCR Section 18981.2. A Designee may be a government employee or entity, a private entity, a Franchised Collector, or a combination of those entities.

P. “Edible Food” means food intended for human consumption, or as otherwise defined in 14 CCR Section 18982(a)(18). For the purposes of this chapter or as otherwise defined in 14 CCR Section 18982(a)(18), “Edible Food” is not Solid Waste if it is recovered and not discarded. Nothing in this chapter or in 14 CCR, Division 7, Chapter 12 requires or authorizes the recovery of Edible Food that does not meet the food safety requirements of the California Retail Food Code.

Q. “Food Recovery Organization” means an entity that engages in the collection or receipt of Edible Food from Commercial Edible Food Generators and distributes that Edible Food to the public for Food Recovery either directly or through other entities or as otherwise defined in 14 CCR Section 18982(a)(25), including, but not limited to:

- A food bank as defined in Section 113783 of the Health and Safety Code;
- A nonprofit charitable organization as defined in Section 113841 of the Health and Safety Code; and,
- A nonprofit charitable temporary food facility as defined in Section 113842 of the Health and Safety Code.

R. “Food Recovery Service” means a person or entity that collects and transports Edible Food from a Commercial Edible Food Generator to a Food Recovery Organization or other entities for Food Recovery, or as otherwise defined in 14 CCR Section 18982(a)(26). A Food Recovery Service is not a Commercial Edible Food Generator for the purposes of this chapter and implementation of 14 CCR, Division 7, Chapter 12 pursuant to 14 CCR Section 18982(a)(7).

S. “Food Scraps” means all edible or inedible food such as, but not limited to, fruits, vegetables, meat, poultry, seafood, shellfish, bones, rice, beans, pasta, bread, cheese, coffee grounds, and eggshells. Food Scraps excludes fats, oils, and grease when such materials are Source Separated from other Food Scraps.

T. “Food Service Provider” means an entity primarily engaged in providing food services to institutional, governmental, Commercial, or industrial locations of others based on contractual arrangements with these types of organizations, or as otherwise defined in 14 CCR Section 18982(a)(27).

U. “Food Waste” means Food Scraps and food soiled paper.

V. “Franchise” or “commercial franchise” means a commercial garbage, organics and recyclables collection franchise issued to a commercial hauler by the city of Rancho Cordova.

W. “Franchisee” or “franchised waste hauler” means a person or entity holding a commercial or residential franchise issued by the city pursuant to Chapter 6.20 RCMC.

X. “Garbage” means those elements of the Solid Waste stream designated for the “Garbage Container”, and excludes hazardous waste, Excluded Waste, materials designated for the “Organics Container” or “Recycling Container” or materials which have been separated for reuse.

Note: The distinction between garbage and solid waste is that solid waste includes garbage, recyclable materials, and organic recyclable materials while “garbage” does not.

Y. “Garbage Container” has the same meaning as “Gray Container” in 14 CCR Section 18982(a)(28) and shall be used for the purpose of storage and collection of Garbage.

Z. “Generator” means each single family, business or multifamily residential property that is responsible for the initial creation of Garbage, Organic Waste or Recyclable Materials

AA. “Grocery Store” means a store primarily engaged in the retail sale of canned food; dry goods; fresh fruits and vegetables; fresh meats, fish, and poultry; and any area that is not separately owned within the store where the food is prepared and served, including a bakery, deli, and meat and seafood departments, or as otherwise defined in 14 CCR Section 18982(a)(30).

BB. “Multifamily residential property” means five or more individual living units located on a single parcel of land and any mobile home park located within the city.

CC. “National contracts” means contracts between waste management companies and multi-sited waste-generating companies that operate currently throughout the United States, in more than one state.

DD. “Organics Container” has the same meaning as “Green Container” in 14 CCR Section 18982(a)(29) and shall be used for the purpose of storage and collection of Source Separated Organic Recyclable Material designated for Compost processing, including Food Waste and landscape and pruning waste accepted in the City’s Organic Waste Collection program, and other organic materials as determined by the City as acceptable for the Organics Container

EE. “Organic Waste or Organic Recyclable Material” means Solid Waste containing material originated from living organisms and their metabolic waste products, including but not limited to food, Food Scraps, food soiled paper, green material, landscape and pruning waste, organic textiles and carpets, lumber, wood, paper products, printing and writing paper, manure, biosolids, digestate, and sludges or as otherwise defined in 14 CCR Section 18982(a)(46). Organic Waste does not include Rigid Compostable Plastic.

FF. “Organic Waste Generator” means a person or entity that is responsible for the initial creation of Organic Recyclable Material, or as otherwise defined in 14 CCR Section 18982(a)(48).

GG. “Owner” means the person who owns a business or multifamily residential property. An owner may also be a generator.

HH. “Person” means an individual, firm, limited liability company, association, partnership, industry, public or private corporation, or any other entity whatsoever.

II. “Public works director” means the public works director of the city of Rancho Cordova, California.

JJ. “Recycling” means the process of collecting, sorting, cleansing, treating and reconstituting materials that would otherwise become garbage and returning them for use or reuse in the form of raw materials for new, used or reconstituted products which meet the quality standard necessary to be used in the marketplace. Recycling does not

include transformation as defined in Section 40201 of the California Public Resources Code. The term “recycling” may be used to include source separated materials.

KK. “Recycling facility” means those facilities or operations that receive, process, and transfer to market recyclable materials or organic recyclable materials that have been source separated from the solid waste stream.

LL. “Recyclable material” or “recyclables” means materials that have been separated from the solid waste stream prior to disposal for the purpose of returning them for use or reuse in the form of raw materials for new, used or reconstituted products which meet the quality standard necessary to be used in the marketplace, and that are not landfilled. Recyclable material or recyclables includes those materials that can be placed in the Recycling Container including but not limited to, glass and plastic bottles, aluminum, tin and steel cans, metals, unsoiled paper products, printing and writing paper, and cardboard, and any other items as determined by the City.

MM. “Recyclable materials container” or “Recycling Container” has the same meaning as “Blue Container” in 14 CCR Section 18982(a)(5) and shall be used for the purpose of storage and collection of source separated Recyclable Materials.

NN. “Recycling plan” means the plan to be presented to all covered generators by their franchised waste hauler to document understanding of the requirements of this chapter and record the selected compliance option for each designated recyclable material or each designated organic recyclable material.

OO. “Removal” means the act of taking garbage, recyclable materials, or organic recyclable materials from the place of generation.

PP. “SB 1383” means the Short-Lived Climate Pollutants: Methane Emissions: Dairy and Livestock: Organic Waste: Landfills Act of 2016. Article 4 Title 14, Division 4, Chapter 12 of the California Code of Regulations.

QQ. “Single-Family” means, of, from, or pertaining to any residential premises with fewer than five (5) units for the purposes of implementing this chapter.

RR. “Self-haul,” when used in reference to a covered generator, means a covered generator, or employee designated by the covered generator, who collects, transports and hauls recyclable materials and/or organic recyclable materials from the business or multifamily residential property in a vehicle owned by either an employee or the entity to a recycling facility rather than hiring a franchised waste hauler to perform this function. Self-hauler also includes a person who back-hauls waste.

1. “Back-haul” means generating and transporting organic waste to a destination owned and operated by the generator using the generator’s own employees and equipment.

SS. “Service agreement” means a written agreement between a franchised waste hauler and a covered generator concerning the collection of designated recyclable materials and/or designated organic recyclable materials.

TT. “Solid waste” means all putrescible and nonputrescible solid, semisolid, and liquid wastes, including garbage, trash, refuse, paper, rubbish, ashes, industrial wastes, demolition and construction wastes, discarded home and industrial appliances, dewatered, treated or chemically fixed sewage sludge which is not hazardous waste, manure, vegetable or animal solid and semisolid wastes, and other discarded solid and semisolid wastes. “Solid waste” does not include hazardous waste or low-level radioactive waste regulated under Chapter 7.6 (commencing with Section 25800) of Division 20 of the California Health and Safety Code, or medical waste. “Solid waste” includes recyclable materials or organic recyclable materials set out for separate collection for the purposes of recycling and that are not landfilled.

WW. “Source separate” or “source separated” means the process of removing recyclable materials and/or organic recyclable materials from garbage for the purpose of recycling and/or organics recycling.

XX. “Subcontract” is a contract assigning some of the obligations of a contract to a third party.

YY. Tier 1 and Tier 2 Commercial Edible Food Covered Generators.

1. “Tier one Commercial Edible Food Generator” means a Commercial Edible Food Generator that is one of the following:

- a. Supermarket. “Supermarket” means a full-line, self-service retail store with gross annual sales of \$2,000,000, or more, and which sells a line of dry grocery, canned goods, or nonfood items and some perishable items.
- b. Grocery Store with a total facility size equal to or greater than 10,000 square feet.
- c. Food Service Provider
- d. Food Distributor. “Food Distributor” means a company that distributes food to entities including, but not limited to, supermarkets and grocery stores.
- e. Wholesale Food Vendor. “Wholesale Food Vendor” means a business or establishment engaged in the merchant wholesale distribution of food, where food (including fruits and vegetables) is received, shipped, stored, prepared for distribution to a retailer, warehouse, distributor, or other destination.

2. “Tier two Commercial Edible Food Generator” means a Commercial Edible Food Generator that is one of the following:

- a. Restaurant with 250 or more seats, or a total facility size equal to or greater than 5,000 square feet. “Restaurant” means an establishment primarily engaged in the retail sale of food and drinks for on-premises or immediate consumption.
- b. Hotel with an on-site food facility and 200 or more rooms. “Hotel” has the same meaning as in Section 17210(a) of the Business and Professions code.
- c. Health Facility with an on-site food facility and 100 or more beds. “Health Facility” has the same meaning as in Section 1250 of the Health and Safety Code.
- d. Large Venue. “Large Venue” means a permanent venue facility that annually seats or serves an average of more than 2,000 individuals within the grounds of the facility per day of operation of the venue facility. For the purposes of this chapter, a venue facility includes, but is not limited to, a public, nonprofit, or privately owned or operated stadium, amphitheater, arena, hall, amusement park, conference or civic center, zoo, aquarium, airport, racetrack, horse track, performing arts center, fairground, museum, theater, or other public attraction facility. For the purposes of this chapter, a site under common ownership or control that includes more than one large venue that is contiguous with other large venues in the site, is a single large venue.
- e. Large Event. “Large Event” means an event, including, but not limited to, a sporting event or a flea market, that charges an admission price, or is operated by a local agency, and serves an average of more than 2,000 individuals per day of operation of the event, at a location that includes, but is not limited to, a public, nonprofit, or privately owned park, parking lot, golf course, street system, or other open space when being used for an event.
- f. A state agency with a cafeteria with 250 or more seats or a total cafeteria facility size equal to or greater than 5,000 square feet.
- g. A Local Education Agency with an on-site food facility. “Local Education Agency” means a school district, charter school, or county office of education that is not subject to the control of city or county regulations related to solid waste. [Ord. 17-2020 § 4 (Exh B)].

6.21.030 Threshold for Single Family, Commercial Business and Multifamily Property Generators.

A. Recycling Requirements. All single family, commercial business and multifamily residential property generators, and any other covered generators as defined in state law, must subscribe to a sufficient number of recyclable material containers to adequately store all source separated recyclable materials generated in connection with the residence or business between the times designated for collection from a franchised waste hauler unless

they receive alternative compliance and exemption from the city as provided for in RCMC 6.21.040. The City shall have the right to review the number and size of such containers to evaluate the adequacy of capacity provided for each type of collection service and to require additional or larger containers (or additional service days) and to review the separation and containment of materials. Generators shall adjust service levels for their collection services as requested by the City in order to meet the standards set forth in this chapter.

B. **Organics Recycling Requirements.** All single family, commercial business and multifamily residential property generators, and any other covered generators as defined in state law, must subscribe to a sufficient number of recyclable material containers to adequately store all source separated organic recyclable materials generated in connection with the residence or business between the times designated for collection and receive an adequate level of organic waste collection services from a franchised waste hauler unless they receive written approval of an alternative compliance and exemption from the city as provided for in RCMC 6.21.040. The City shall have the right to review the number and size of such containers to evaluate the adequacy of capacity provided for each type of collection service and to require additional or larger containers (or additional service days) and to review the separation and containment of materials. Generators shall adjust service levels for their collection services as requested by the City in order to meet the standards set forth in this chapter.

6.21.035 Education and Outreach Requirements for Commercial Business Owners and Multi-family Owners.

All Commercial Business Owners are required to:

- A. Excluding Multi-Family Residential Dwellings, to the extent practical through education, training, inspection, and/or other measures, prohibit employees from placing materials in a container not designated for those materials per the Recycling Container, Organics Container, and Garbage Container collection service.
- B. Excluding Multi-Family Residential Dwellings, periodically inspect Recycling Containers, Organics Containers, and Garbage Containers for contamination and inform employees if containers are contaminated and of the requirements to keep contaminants out of those containers.
- C. Including Multi-Family Residential Dwellings, annually provide information to employees, contractors, tenants, building residents, and customers about Organic Waste Recovery requirements and about proper sorting of Organic Waste and Recyclable Materials. A copy of such instructions shall be provided to the Public Works Director or Designee, upon request.
- D. Including Multi-Family Residential Dwellings, provide information before or within fourteen (14) days of new occupation of the Premises to new tenants and no less than fourteen (14) days before tenants move out of the Premises, unless a tenant does not provide fourteen (14) or more days' notice to before moving out, that describes requirements to keep Organics Container Organic Waste and Recyclable Materials separate from each other and from Garbage, the location of containers, and the rules governing their use at the Premises.
- E. Including Multi-Family Residential Dwellings, prominently post and maintain one or more signs where Recyclable Materials and/or Organic Waste are collected and/or stored that set forth what materials are required to be Source Separated, in addition to collection procedures for such materials.

6.21.040 Additional Requirements for covered generators.

A. Any covered generator that does not subscribe to garbage, recyclable material, and organic waste collection services with the same franchised waste hauler is required to complete an "alternative compliance and exemption form" and have that form approved by the city in writing as a condition of receiving garbage collection service from a franchised waste hauler.

B. Each covered generator shall be responsible for ensuring and demonstrating its compliance with the following requirements:

1. Source separate designated recyclable materials and designated organic recyclable materials from garbage;

2. Provide a basic level of recycling and organics recycling services that includes, at a minimum, the collection of designated recyclable materials and/or designated organic recyclable materials;

3. Enter into a service agreement with the same franchised waste hauler for the collection of designated recyclable materials and designated organic recyclable materials; and

4. Complete and retain, on site, if applicable, the approved alternative compliance and exemption form, certifying that recycling and/or organic collection services are being provided by a franchised waste hauler if that franchised waste hauler is not also providing garbage service or certifying and receiving written approval from the public works director, and/or his or her designee, that all self-hauling activities will be completed in accordance with provisions in RCMC 6.21.120.

C. Multi family property owners shall provide for recyclable materials containers for designated recyclable and organic materials in multifamily residential rental units and in maintenance and work areas where recyclable materials may be collected and/or stored.

D. Each covered generator under AB 827, and all other applicable state law, shall provide recyclable materials containers for designated recyclable and organic materials where customers have access to the business. Each covered generator shall prominently post and maintain one or more signs where designated recyclable materials and/or designated organic recyclable materials are collected and/or stored that set forth what materials are required to be source separated in addition to collection procedures for such materials.

F. Commercial Business Owners and Multifamily Property Owners shall ensure that designated recyclable materials and/or designated organic recyclable materials generated at their site will be taken only to a recycling facility and not to a landfill for disposal by complying with all requirements under this chapter.

G. The service agreement, alternative compliance and exemption form, and/or other documents pertaining to this chapter, shall be available for inspection by the public works director, and/or his or her designee, at the principal location of the covered generator during normal business hours.

H. Nothing in this chapter shall abridge the right of any covered generator, or any other person, to sell or exchange at fair market value its own recyclable materials or organic recyclable materials which are source separated for reuse and recycling or organics recycling.

I. No franchised waste hauler shall be held liable for the failure of its customers to comply with such regulations.

J. No covered generator shall be liable for the failure of their franchised waste hauler to deliver designated recyclable materials or designated organic recyclable materials to a recycling or processing facility. [Ord. 17-2020 § 4 (Exh B)].

6.21.050 Special requirements.

In addition to any and all requirements that apply to the recycling and/or organics recycling of designated recyclable materials and/or designated organic recyclable materials throughout the city above, collection service received or provided in the city shall be subject to the following additional special requirements:

A. No recycling, automatic lift containers or bins within the collection area of the city shall be placed or located in such a manner that blocks or impedes passage through an alley or through any doorway of any building adjoining an alley, notwithstanding that such building may be abandoned or otherwise out of use.

B. Compliance with the above special requirements shall be the sole responsibility of the covered generator. [Ord. 17-2020 § 4 (Exh B)].

6.21.060 Designation of recyclable materials and organic recyclable materials.

Designated recyclable materials and/or designated organic recyclable materials shall be source separated from garbage before collection, removal, transportation or disposal pursuant to this chapter. The public works director, and/or his or her designee, shall specify designated recyclable materials and organic recyclable materials that must be source separated by all covered generators pursuant to RCMC 6.21.040. The specifications for designated

recyclable materials and designated organic recyclable materials shall consider materials market conditions and the availability of a cost-effective system for recycling such materials. [Ord. 17-2020 § 4 (Exh B)].

6.21.070 Ownership of recyclable materials and organic recyclable materials.

A. All designated recyclable materials and designated organic recyclable materials placed in automatic lift containers, bins or roll-off bins shall be considered owned by and be the responsibility of the franchised waste hauler. No person shall collect designated recyclable materials or designated organic recyclable materials placed in automatic lift containers, bins or roll-off bins for recyclable materials or organic recyclable materials by customers without permission from the franchised waste hauler.

B. Except as authorized by RCMC 6.21.120, Requirements for self-hauling, it shall be unlawful for any person to engage in the business of collecting, removing or transporting, or to otherwise organize, direct or sponsor the collection, removal or transportation of designated recyclable materials or designated organic recyclable materials who is not a franchised waste hauler. [Ord. 17-2020 § 4 (Exh B)].

6.21.080 Requirements for franchised waste haulers.

A. Commercial waste haulers shall be franchised pursuant to the provisions of Chapter 6.20 RCMC, and such franchise shall be in full force and effect.

B. Franchised waste haulers shall offer collection service and automatic lift containers, bins or roll-off bins for designated recyclable materials and designated organic recyclable materials sufficient to accommodate the quantity and types of designated recyclable materials and designated organic recyclable materials to all its garbage customers.

C. Franchised waste haulers shall equip and provide automatic lift containers, bins and roll-off bins for designated recyclable materials and designated organic recyclable materials with locks and/or other suitable features to prevent theft of recyclable materials and organic recyclable materials.

D. Franchised waste haulers may subcontract for collection of designated recyclable material and/or designated organic recyclable materials, so long as the subcontractor holds a current franchise.

E. Franchised waste haulers shall conduct all activities in accordance with all applicable state and local laws and best management practices. Vehicles, equipment and containers shall be kept in a clean and well-maintained condition.

F. Franchised waste haulers shall not take a customer's designated recyclable materials or designated organic recyclable materials to a landfill or other disposal site, but to a recycling facility.

G. Franchised waste haulers, upon request, shall provide the public works director, and/or his or her designee, with a copy of a service agreement, recycling plan, alternative compliance and exemption form, or other document (e.g., receipt from a recycling facility) demonstrating that the covered generator's designated recyclable materials and/or designated organic recyclable materials are being taken to a recycling facility. The service agreement, recycling plan, alternative compliance and exemption form, or other documents shall be available for inspection by the public works director, and/or his or her designee, at the franchised waste haulers' place of business during normal business hours.

H. City staff may audit all franchised waste haulers' records.

I. Franchised waste haulers shall not provide garbage collection services to a business or multifamily residential property covered generator unless that business or multifamily property covered generator is also receiving both recyclable material and organics recyclable material collection services from the same franchised waste hauler providing garbage service; or

1. Unless the franchise waste hauler has received a completed alternative compliance and exemption form from the business or multifamily residential covered generator; and

2. The city has received and provided the covered generator with written approval of its alternative compliance and exemption form request and notified the franchised waste hauler in writing of any such approval.

J. Franchised waste haulers are required to submit all completed alternative compliance and exemption forms to the city for review which will be due on the tenth of each month for the previous reporting month.

K. Franchised waste haulers are required to maintain a list of any and all businesses and multifamily properties that the franchised hauler is providing garbage collection services to but is not also providing recycling and organic collection services (non full-service account list). Franchised haulers shall provide a current non full-service account list to the city, which will be due on the tenth of each month for the previous reporting month.

L. Franchised waste hauler shall be required to meet full compliance with requirements pursuant to RCMC 6.21.090 by a date set by the public works director and/or his or her designee. Franchised waste hauler shall receive written notification of such terms. [Ord. 17-2020 § 4 (Exh B)].

M. Franchised hauler shall meet the following requirements and standards in connection with collection of Organic Waste and Recyclables:

1. Through written notice or written report to the City, Franchised hauler shall annually identify the facilities to which they will transport Organic Waste including facilities for Source Separated Recyclable Materials and Source Separated Organic Waste.
2. Transport Source Separated Recyclable Materials to a facility that recycles those materials and transport Source Separated Organic Waste to a facility, operation, activity, or property that recovers Organic Waste as defined in 14 CCR, Division 7, Chapter 12, Article 2.
3. Obtain approval from the City to haul Organic Waste, unless it is transporting Source Separated Organic Waste to a Community Composting site or lawfully transporting C&D in a manner that complies with 14 CCR Section 18989.1.

6.21.090 Requirements for service agreements.

A. Franchised waste haulers shall execute a written service agreement with all covered generators as required in RCMC 6.21.040 before the franchised waste hauler begins to collect garbage and/or designated recyclable materials and/or designated organic recyclable materials.

B. Service agreements shall incorporate, but are not limited to, the following terms and conditions:

1. Be clearly labeled as a service agreement.
2. Describe the garbage and/or recyclable material and/or organics recyclable material collection services to be provided by the franchised waste hauler and the cost for providing such services to the customer.
3. Clearly state the initial term and renewal terms.
4. Include the condition, as applicable, that the franchised waste hauler cannot provide garbage collection services to a covered generator unless:
 - a. The business or multifamily property covered generator is also receiving both recyclable materials and organics recyclable waste collection services from the franchised waste hauler; or
 - b. The city has received and provided the covered generator with written approval of its alternative compliance and exemption form request.
5. May contain automatic renewal for successive periods of no longer than one year, unless either party gives written notice of termination by certified or registered mail at least 60 days prior to the termination date of the current agreement.
6. May be amended as mutually agreed upon by the customer and the franchised waste hauler.

7. Customers are to receive a written notice of price increases not less than 30 days prior to the effective date of such price increase.
8. Franchised waste haulers shall respond to customer inquiries regarding the service agreement within 30 days.
9. Include language stating that collection containers will be removed from the property of a customer within 30 days of final termination of services to the customer.
10. Not require customers to pay over three months' liquidated damages during the renewal term and over six months' liquidated damages during the initial term of the service agreement.
11. Not require a customer to give a franchised waste hauler the exclusive right to provide recycling collection services or the exclusive right to provide organics recyclable material collection services as a condition of a service agreement, unless the customer affirmatively indicates that is its desire.
12. Not require customers to give notice of any offer by a competitor or require customers to give franchised waste haulers the right to respond to such an offer.
13. Franchises must be in full force and effect for the service agreement to be effective.

C. The requirements for service agreements contained in this section shall be incorporated into all new service agreements upon enactment of this chapter. Existing service agreements between a franchised waste hauler and a customer executed before the effective date of the ordinance codified in this chapter shall remain in force for the remainder of the existing contract and shall be governed by the terms and conditions specified in the existing service agreement; provided, that such existing service agreements shall comply, to the extent allowable by law, with the new recycling and organics recycling programs established by this chapter.

D. National contracts or agreements are exempt from the requirements of contract length and renewal terms. [Ord. 17-2020 § 4 (Exh B)].

6.21.100 Process for addressing covered generator noncompliance.

In the event that the franchised waste hauler must stop providing garbage collection service to a covered generator due to the covered generator's noncompliance with this chapter the franchised waste hauler shall take the following steps:

- A. Issue a written "service termination notice" to the noncompliant commercial generator stating that the franchised waste hauler shall terminate garbage collection services within 14 days of providing that service termination notice to the business or multifamily residential property. That "service termination notice" shall clearly state that it is mandatory for the business or multifamily residential property to subscribe to garbage, recyclable material and organic recyclable material collection service as required by RCMC 6.21.040.
- B. Notify the city by email no more than seven business days and no less than two business days before collection service is suspended for all carts, bins and/or containers from the business or multifamily residential property.
- C. Suspend collection service of all carts and/or containers from the business or multifamily residential property that has not complied within 14 days of receiving the service termination notice.
- D. Notify the public works director, and/or his or her designee, in person or by telephone within 24 hours after suspending collection service of all garbage carts and/or containers from the business or multifamily residential property.
- E. Send a follow-up email that has been confirmed by the franchised waste hauler to be received by the public works director, and/or his or her designee, by the end of the next business day the name and address of the covered generator that the franchised waste hauler has suspended collection service of all garbage carts and/or containers to. [Ord. 17-2020 § 4 (Exh B)].

6.21.110 Requirements for multifamily residential properties.

A. Multifamily residential tenants shall be responsible for compliance with the requirement to source separate designated recyclable materials and/or designated organic recyclable materials from garbage pursuant to RCMC 6.21.040(B)(1).

B. No multifamily residential property owner who is a covered generator pursuant to RCMC 6.21.020(J) shall be cited for noncompliance with this chapter as a result of the failure of his or her rental property tenants to source separate designated recyclable materials or designated green materials and/or organic recyclable materials from garbage pursuant to RCMC 6.21.040.

C. Multifamily residential property owners who are covered generators pursuant to RCMC 6.21.020(J) shall be responsible for compliance with RCMC 6.21.030, 6.21.035, and 6.21.040.

D. Every multifamily residential unit shall have a recyclable materials container provided by either the multifamily residential property owner who is a covered generator pursuant to RCMC 6.21.020(J), or by the multifamily tenant as part of their rental agreement. [Ord. 17-2020 § 4 (Exh B)].

6.21.115 Commercial Edible Food Generator Requirements.

A. Tier One Commercial Edible Food Generators must comply with the requirements of this Section commencing January 1, 2022, and Tier Two Commercial Edible Food Generators must comply commencing January 1, 2024, pursuant to 14 CCR Section 18991.3, or such later deadline established by State law or regulations.

B. Large Venue or Large Event operators not providing food services, but allowing for food to be provided by others, shall require Food Facilities, operating at the Large Venue or Large Event to comply with the requirements of this Section, commencing January 1, 2024, or such later deadline established by State law or regulations.

C. Commercial Edible Food Generators shall comply with the following requirements:

- (1) Arrange to safely recover for human consumption the maximum amount of Edible Food that would otherwise be disposed.
- (2) Enter into a contract or other written agreement with Food Recovery Organizations or Food Recovery Services for: (i) the collection for Food Recovery of Edible Food that would otherwise be disposed; or (ii) acceptance of Edible Food that would otherwise be disposed that the Commercial Edible Food Generator self-hauls to the Food Recovery Organization for Food Recovery.
- (3) Use best efforts to abide by all contractual or written agreement requirements specified by the Food Recovery Organization or Food Recovery Service on how Edible Food should be prepared, packaged, labeled, handled, stored, distributed or transported to the Food Recovery Organization or Service.
- (4) Not intentionally donate food that has not been prepared, packaged, handled, stored and/or transported in accordance with the safety requirements of the California Retail Food Code.
- (5) Not intentionally spoil Edible Food that is capable of being recovered by a Food Recovery Organization or a Food Recovery Service.
- (6) Allow the Enforcement Officer to review records upon request, including by providing electronic copies or allowing access to the Premises.
- (7) Keep records that include the following information, or as otherwise specified in 14 CCR Section 18991.4:
 - (a) A list of each Food Recovery Service or Food Recovery Organization that collects or receives its Edible Food pursuant to a contract or written agreement established under 14 CCR Section 18991.3(b).

- (b) A copy of all contracts and written agreements between the Commercial Edible Food Generator and a Food Recovery Service or organization.
- (c) A record of the following information for each of those Food Recovery Services or Food Recovery Organizations:
 - (i) The name, address and contact information of the Food Recovery Service or Food Recovery Organization.
 - (ii) The types of food that will be collected by or self-hauled to the Food Recovery Service or Food Recovery Organization.
 - (iii) The established frequency that food will be collected or self-hauled.
 - (iv) The quantity of food, measured in pounds recovered per month, collected or self-hauled to a Food Recovery Service or Food Recovery Organization for Food Recovery.
- (8) If it has not entered into a contract or written agreement with Food Recovery Organizations or Food Recovery Service, a record that describes (i) its direct donation of Edible Food to end recipients (including employees) and/or (ii) its food waste prevention practices that result in it generating no surplus Edible Food that it can donate.
- (9) Tier One Commercial Edible Food Generators and Tier Two Commercial Edible Food Generators shall provide, upon request, a Food Recovery report to the Enforcement Officer that includes the information in C(7)(c). Entities shall provide the requested information within sixty (60) days of the request.
- D. Nothing in this chapter shall be construed to limit or conflict with (1) the protections provided by the California Good Samaritan Food Donation Act of 2017, the Federal Good Samaritan Act, or share table and school food donation guidance pursuant to Senate Bill 557 of 2017; or (2) otherwise applicable food safety and handling laws and regulations.
- E. Nothing in this chapter prohibits a Commercial Edible Food Generator from donating Edible Food directly to end recipients for consumption, pursuant to Health and Safety Code Section 114432(a).

6.20.116 Food Recovery Organizations and Services Requirements.

- A. Food Recovery Services collecting or receiving Edible Food directly from Commercial Edible Food Generators, via a contract or written agreement established under 14 CCR Section 18991.3(b), shall maintain the following records:
 - (1) The name, address, and contact information for each Commercial Edible Food Generator from which the service collects Edible Food.
 - (2) The quantity in pounds of Edible Food collected from each Commercial Edible Food Generator per month. This may also include the total quantity in pounds of food collected that was spoiled when received from a Commercial Edible Food Generator or otherwise not able to be used to feed people.
 - (3) The quantity in pounds of Edible Food transported to each Food Recovery Organization per month.
 - (4) The name, address, and contact information for each Food Recovery Organization to which the Food Recovery Service transports Edible Food for Food Recovery.

ITEM 11.3.

Exhibit A to the Ordinance

- B. Food Recovery Organizations collecting or receiving Edible Food directly from Commercial Edible Food Generators, via a contract or written agreement established under 14 CCR Section 18991.3(b), shall maintain the following records:
- (1) The name, address, and contact information for each Commercial Edible Food Generator from which the organization receives Edible Food.
 - (2) The quantity in pounds of Edible Food received from each Commercial Edible Food Generator per month. This may also include the total quantity in pounds of food collected that was spoiled when received from a Commercial Edible Food Generator or otherwise not able to be used to feed people.
 - (3) The name, address, and contact information for each Food Recovery Service that the organization receives Edible Food from for Food Recovery.
- C. Food Recovery Organizations and Food Recovery Services that have their primary address physically located in the City and contract with or have written agreements with one or more Commercial Edible Food Generators shall report to the City, or its Enforcement Officer, the total pounds of Edible Food recovered from the Tier One and Tier Two Commercial Edible Food Generators they have established a contract or written agreement with (regardless of whether those Generators are located in the City) according to the following schedule:
- (i) no later than April 31, 2023, and no later than every April 31 thereafter, submit a report covering the period of January 1 to December 31 of the previous calendar year.
- D. In order to support Edible Food Recovery capacity planning assessments and similar studies, Food Recovery Services and Food Recovery Organizations operating in the City shall provide, upon request, information and consultation to the City and/or the County, regarding existing, or proposed new or expanded, Food Recovery capacity in a form that can be provided to or that can be accessed by the County, the City and Commercial Edible Food Generators in the City. A Food Recovery Service or Food Recovery Organization shall respond to such request for information within sixty (60) days, unless a shorter timeframe is otherwise specified.

6.21.120 Requirements for self-hauling.

A. A covered generator may haul or transport designated recyclable materials and/or designated organic recyclable materials generated and collected at its business or multifamily residential property to a recycling facility that diverts material from disposal, rather than hiring a franchised waste hauler, only if an owner, generator or employee of the entity completes this activity by utilizing a vehicle owned by either an employee or the entity has also submitted an alternative compliance form to the city and received written approval for self-hauling activities.

Self haulers must Source Separate their Recyclable Materials and Organic Waste generated on-site from Solid Waste in a manner consistent with this section or haul Organic Waste to a High Diversion Organic Waste Processing Facility.

Self haulers must haul their Source Separated Recyclable Materials to a facility that recovers those materials; and haul their Source Separated Organic Waste to a Solid Waste facility, operation, activity, or property that processes or recovers Source Separated Organic Waste or to a High Diversion Organic Waste Processing Facility; and haul their Garbage to a fully permitted Solid Waste facility.

B. Business and multifamily covered generators pursuant to RCMC 6.21.020(J) that self-haul or transport designated recyclable materials and/or designated organic recyclable materials shall follow established provisions pursuant to RCMC 6.21.040(A) and 14 CCR Section 18988.3.

C. A covered generator that self-hauls or transports designated recyclable materials and/or designated organic recyclable materials collected at its business or multifamily residential property to a recycling facility without the utilization of a franchised waste hauler must complete and retain on site an approved alternative compliance and

exemption form certifying all self-hauling activities will be completed in accordance with the provisions of all applicable laws or regulations of this chapter and 14 CCR Section 18988.3. The alternative compliance and exemption form shall be made available to the public works director, and/or his or her designee, upon request. At a minimum, the covered generator shall provide the following information on the alternative compliance and exemption form and also keep records containing the following information.

1. The name, address and telephone number of the covered generator that is signing the self-haul form.
2. A list of the types of recyclable materials and/or organic recyclable materials being self-hauled.
3. Delivery receipts and weight tickets from the entity accepting the waste.
4. The amount of material in cubic yards or tons transported by the Generator to each entity.
 - (a) If the material is transported to an entity that does not have scales on-site or employs scales incapable of weighing the Self-Hauler's vehicle in a manner that allows it to determine the weight of materials received, the Self-Hauler is not required to record the weight of material but shall keep a record of the entities that received the Organic Waste.
- 5.. For each type of recyclable material and/or organic recyclable material, the amount that is being taken from the business and multifamily residential property to a recycling facility quarterly.
6. The name and address of the recycling facility(ies).
7. A written statement signed by the business or multifamily residential property owner or generator certifying that the owner or generator agrees to comply with the requirements of this chapter.

D. The public works director, and/or his or her designee, may restrict or prohibit self-hauling by a person if the public works director, and/or his or her designee, determines, after providing 30 days' written notice and an opportunity for a hearing, that the person's self-hauling activities violate the provisions of this chapter or any other applicable law or regulation.

E. Self-Haulers, which are Commercial Businesses including Multi-Family Residential Dwellings, shall keep records of the amount of Organic Waste delivered to each Solid Waste facility, operation, activity, or property that processes or recovers Organic Waste for a minimum of five (5) years; this record shall be subject to inspection by the City.

F. Self-Haulers that are Commercial Businesses including Multi-Family Residential Dwellings shall provide these records, upon request, to the Public Works Director or Designee. Self-Haulers shall provide the requested information within sixty (60) days.

G. Landscapers, who self-haul Organic Waste generated at a customer's site, must also meet the requirements in this section.

H. A Single-Family Organic Waste Generator that self-hauls Organic Waste is not required to record or report this information.

I. The public works director, and/or his or her designee, will notify the covered generator that self-hauls if the alternative compliance and exemption form has been approved within 14 days of receiving the submitted request. [Ord. 17-2020 § 4 (Exh B)].

6.21.125 SB 1383 regulatory compliance.

Organic waste generators, franchised waste haulers, and all other entities subject to the requirements of SB 1383 shall fully comply with all applicable SB 1383 regulatory requirements or be subject to the penalties as prescribed in Section 18997.2 of SB 1383 or RCMC 6.21.230 as determined by the public works director and/or his or her designee. [Ord. 17-2020 § 4 (Exh B)].

6.21.130 Reporting.

A. Franchised waste haulers' failure to file the reports required by this chapter or by the franchise agreement shall constitute cause for termination or suspension of its franchise pursuant to Chapter 6.20 RCMC.

B. Unless otherwise required by the franchise agreement, self-haulers shall prepare quarterly reports to be kept on site identifying, at a minimum, the following:

1. The recyclable materials and organic recyclable materials tonnage collected and removed within the city region during the previous quarter.
2. The location of the recycling facility(ies) to which the recyclable materials and organic recyclable materials were taken during the previous quarter.

C. Unless otherwise required by the franchise agreement, franchised waste haulers shall prepare quarterly reports as designated by the public works director and/or his or her designee.

D. Unless otherwise required by the franchise agreement, franchised waste haulers shall prepare monthly reports as required pursuant to RCMC 6.21.080(J) and (K).

E. The public works director, and/or his or her designee, shall provide and establish guidelines, forms and other appropriate materials to assist franchised waste haulers and self-haulers in preparing the reports required by this chapter. [Ord. 17-2020 § 4 (Exh B)].

6.21.140 Exemptions from recycling standards.

A. Notwithstanding any other provision herein, a covered generator shall not be required to source separate recyclable materials and/or organic recyclable materials if the business or multifamily residential property, owner or generator, demonstrates to the public works director, and/or his or her designee, that there is no collection service or other system available for recycling such material.

B. Notwithstanding any other provision herein, a covered generator shall be exempt from the recycling and/or organics recycling requirements in RCMC 6.21.040 if all of the generators on the owner's business or multifamily residential property are exempt from or not required to comply with the provisions of RCMC 6.21.040, or if designated recyclable materials and/or designated organic recyclable materials are not being generated by any activities occurring on the covered generator's property. Documentation to that effect will be required as described in C.2 and 3.

C. Covered commercial and multi-family generators may be exempted by the public works director, and/or his or her designee, if it is determined through a site visit or other means of verification:

1. That the premises lacks adequate space for any of the recycling or organic waste containers. If the public works director and/or his or her designee determines that it is feasible for recycling and/or organic collection containers to be placed on site or shared with an adjoining generator, the covered generator will be responsible for compliance with this chapter; The commercial or multi-family generator requesting an exemption must provide documentation with the application for an exemption that the premises lacks adequate space for Recycling Containers and/or Organics Containers, which shall include documentation from its licensed contractor, licensed architect, licensed engineer, or other person authorized by the public works director and/or his or her designee.
2. That the covered generator's total solid waste generation is two cubic yards or more per week and organic waste subject to collection in a blue recycling container or green organics container comprises less than 20 gallons per week of the covered generator's solid waste; or
3. That the covered generator's total solid collection service is less than two cubic yards per week and total organic waste generation subject to collection in a blue container or green container is less than 10 gallons per week of the covered generator's total solid waste.

D. Covered generators may be exempted by the public works director, and/or his or her designee, from the regulatory requirements of AB 341, AB 1826 and/or SB 1383, or any other applicable state law; provided, that the

business or multifamily residential property covered generator has submitted an alternative compliance and exemption form with the requested documentation to the city and the city has provided the covered generator with written approval of its exemption request.

E. City-issued exemptions from the regulatory requirements of AB 341, AB 1826 and/or SB 1383, or any other applicable state law, shall be valid for no more than two years unless the city authorizes an extension of that two-year waiver period.

F. The following persons shall automatically be exempt from the requirements of this chapter:

1. The United States, state of California, a city, a county, a special district or other local public agency, or any employee or member of the armed forces thereof, when collecting or transporting designated recyclable materials produced by operation of the public entity under a system of recyclable materials collection and transportation operated and maintained by the public agency within the city region as specified herein and in Chapter 6.20 RCMC.
2. Municipal corporations and other governmental agencies using their own vehicles and employees engaged in the collection, transportation or disposal of designated recyclable materials within the city. [Ord. 17-2020 § 4 (Exh B)].

6.21.150 City rules and regulations.

A. The public works director, and/or his or her designee, is authorized to make and enforce administrative rules and regulations governing recycling and organics recycling at businesses and multifamily residential properties, and all related activities including recycling and commercial solid waste generation, storage, recovery, accumulation, collection, removal, transportation and disposal; the manner in which commercial garbage, recycling and organics recycling services are provided; types of commercial garbage, organics and recycling containers and vehicles used for the operation and maintenance of sanitary methods of commercial garbage, recycling and organics recycling disposal; reporting requirements for franchised waste haulers and self-haulers; and for the effective administration of this chapter. All such rules and regulations shall be consistent with the provisions of the city code and shall be effective on the thirtieth day following the filing of any such rules and regulations with the city clerk.

B. The city council may, and is hereby empowered to, grant to a qualified applicant a nonexclusive franchise to engage in the business of collecting, transporting or disposing of commercial garbage, recyclable materials or organic recyclable materials kept, accumulated or generated in the city region.

C. The city council may grant a franchise based on compliance with this chapter. Any grant of a franchise by the city council may be subject to such terms, conditions, rules, regulations, restrictions, and limitations, as the city council deems necessary to protect the public health, safety, or welfare.

D. The city council hereby empowers and grants to the public works director, and/or his or her designee, the authority to grant commercial nonexclusive collection service agreements (commercial nonexclusive franchisees) to franchised waste haulers, to specify designated recyclable materials and designated organic recyclable materials and make administrative rules and regulations governing covered generators.

E. The city council hereby empowers and grants to the public works director, and/or his or her designee, the authority to administer, implement and enforce this chapter and administrative rules and regulations governing business and multifamily residential property recycling and organics recycling thereafter.

F. It shall be unlawful and constitute a violation of this chapter for any person to violate or otherwise fail to comply with any rule or regulation issued pursuant to this chapter. [Ord. 17-2020 § 4 (Exh B)].

6.21.160 Rights reserved to city.

In addition to all other rights reserved to the city, the following shall apply:

A. There is hereby reserved to the city every right and power, and the exercise thereof, which is reserved or authorized by any provision of any lawful code, title or resolution of the city, whether enacted before or after the effective date of the ordinance codified in this chapter.

B. Neither the granting of any franchise, nor any provision of any franchise, shall constitute a waiver of or a bar to exercise of any governmental right or power of the city.

C. The grantee receiving any type of franchise agreement shall have no recourse whatsoever against the city, its officers, employees or agents, or any of the city member entities, their officers, employees, or agents for any loss, cost, expense or damage arising out of any provision or requirement of this chapter because of the enforcement of this chapter.

D. There is hereby expressly reserved to the city the power and authority to amend any section of this chapter so as to require additional or greater standards on the part of the franchised waste hauler, commercial hauler or covered generator. [Ord. 17-2020 § 4 (Exh B)].

6.21.170 Administration and costs.

A. The administration of this chapter is the duty of the public works director and/or his or her designee. The public works director, and/or his or her designee, is authorized and directed by the city council to administer this chapter.

B. Commercial franchise fees will fund administration, implementation and enforcement costs. [Ord. 17-2020 § 4 (Exh B)].

6.21.180 Unlawful acts.

A. It shall be unlawful to combine designated recyclable materials and organic recyclable materials with garbage. Failure of covered generators to source separate designated recyclable materials or organic recyclable materials for recycling or organics recycling is a violation of this chapter.

B. It shall be unlawful for franchised waste haulers to commingle materials in garbage bins or carts with materials in recycling bins or carts in one collection vehicle.

C. It shall be the responsibility of the covered generator whose garbage was not removed because it contained designated recyclable materials to properly separate designated recyclable materials from the uncollected solid waste for proper recycling. Allowing such unseparated garbage to accumulate will be considered a violation of this chapter. [Ord. 17-2020 § 4 (Exh B)].

6.21.190 Implementation and enforcement.

The implementation and enforcement of this chapter is the duty of the public works director, and/or his or her designee, of the city's department of public works. The public works director, and/or his or her designee, is authorized and directed by the city council to implement and enforce this chapter. [Ord. 17-2020 § 4 (Exh B)].

6.21.200 Posting of notices.

A. The public works director, and/or his or her designee, may post notices on automatic lift containers, bins and roll-off bins that are used for garbage collection and the collection of designated recyclable materials, and the collection of designated organic recyclable materials, within the city if the owner of the automatic lift containers, bins and roll-off bins is in violation of this chapter, including, but not limited to, any regulation, franchise requirement, permit, information request, order, variance, or other requirement that the public works director, and/or his or her designee, is authorized to enforce or implement pursuant to this chapter.

B. A notice shall remain on automatic lift containers, bins and roll-off bins that are used for garbage collection within the city so long as the owner of the automatic lift containers, bins and roll-off bins is in violation of this chapter. The notice shall be posted on the automatic lift container, bin, and/or roll-off bin so as to be clearly visible to the general public and include all of the following information:

1. The date the notice was posted on the container.
2. The address or location of the property, including the identification of any dwelling unit, room number, apartment number, business or multifamily residential property.
3. The name and contact telephone number of the agency posting the notice on the property.
4. The city code section that has been violated.

5. A statement that it is unlawful for any person to engage in the business of collecting, transporting or disposing of commercial garbage kept, accumulated or generated in the city, or to engage in the business of soliciting accounts or invoicing customers for commercial garbage service in the city unless a franchise has first been granted pursuant to the provisions of this chapter and such a franchise is in full force and effect.

C. A statement that a person violating the posted notice is subject to criminal penalties pursuant to city code and administrative civil penalties in an amount of up to \$1,000 per day for each violation.

D. A statement that a person disturbing or destroying the posted notice is subject to administrative civil penalties in an amount of up to \$1,000, in addition to any other remedies provided by this chapter. [Ord. 17-2020 § 4 (Exh B)].

6.21.210 Notice of violation.

The public works director, and/or his or her designee, may issue a notice of violation to any person found to be in violation of a provision of this chapter, including, but not limited to, any regulation, franchise requirement, permit, information request, order, variance, or other requirement that the public works director and/or his or her designee, is authorized to enforce or implement pursuant to this chapter. Issuance of a notice of violation may also result in the issuance of a notice of administrative enforcement order pursuant to this chapter. [Ord. 17-2020 § 4 (Exh B)].

6.21.220 Notice of violation – Content.

A. In addition to any other content, a notice of violation shall contain the following elements:

1. A statement of the public works director, and/or his or her designee, that indicates a violation has occurred.
2. A citation of the provisions of this chapter, including any regulation, franchise requirement, permit, information request, order, variance, or other requirement that has been violated.
3. A date by which any person must be in compliance with this chapter including any regulation, franchise requirement, permit, information request, order, variance, or other requirement, or a date by which an action plan must be submitted by the person to propose a means and timeframe by which to correct violations. The public works director, and/or his or her designee, may extend the compliance date when good cause exists for such an extension.
4. Notification that continued noncompliance may result in additional enforcement action being taken against the business, facility, or any responsible persons.
5. Notification that the city may recover any costs incurred by the city as a result of the violation.
6. Notification that a violation of this chapter may result in an administrative civil penalty or in criminal penalties.
7. Notification that the correction of any alleged violation(s) within the specified deadline date(s) will not necessarily prevent the public works director, and/or his or her designee, from issuing an administrative enforcement order and imposing administrative civil penalties relating to the alleged violation(s).

B. In addition to any other content, a notice of violation may establish required corrective actions, including the following:

1. Terms, conditions, and requirements reasonably related to the provisions of this chapter, including the following:
 - a. Cessation of prohibited actions.
 - b. Correction of prohibited conditions.
 - c. A requirement for submittal of a written action plan for achieving and maintaining compliance with this chapter.
 - d. Reporting requirements to demonstrate ongoing compliance.

2. A requirement that the person receiving same shall submit written certification to the public works director, and/or his or her designee, that the necessary corrective actions have been completed. As appropriate for the type of correction action taken, the notice of violation may require documentation that substantiates the certification, including but not limited to receipts, contracts, or photographs.

3. Any other terms or conditions reasonably calculated to prevent additional violations of this chapter.

C. An administrative enforcement order may be issued separately, but only after issuance of a notice of violation, or in combination with a notice and order, for the same violations or set of related violations. [Ord. 17-2020 § 4 (Exh B)].

6.21.230 Administrative enforcement order.

A. If the public works director, and/or his or her designee, determines that a person, covered generator, or franchised waste hauler has committed or is committing a violation of any provision of this chapter, the public works director, and/or his or her designee, may issue an administrative enforcement order, after issuing a notice of violation or, in combination with a notice of violation, requiring that the violation be corrected and imposing an administrative penalty.

B. Pursuant to this chapter, the violator shall be liable for a penalty of not more than \$1,000 for each day on which each violation occurs and/or continues. [Ord. 17-2020 § 4 (Exh B)].

6.21.240 Administrative enforcement order – Content.

A. In addition to any other content, an administrative enforcement order shall contain the following elements:

1. A statement of the public works director, and/or his or her designee, that indicates a violation has occurred.
2. A citation of the provision of this chapter including any regulation, franchise requirement, permit, information request, order, variance, or other requirement that has been violated.
3. A date by which any person must be in compliance with this chapter, or a date by which an action plan must be submitted by the person to propose a means and timeframe by which to correct violations. The public works director, and/or his or her designee, may extend the compliance date when good cause exists for such an extension.
4. Notification that continued noncompliance may result in additional enforcement action being taken against the business, facility, or any responsible persons.
5. Notification that the city may recover any costs incurred by the city as a result of the violation.
6. Notification as to whether an administrative civil penalty is imposed and the terms and conditions of payment, if any. In establishing the penalty amount, the public works director, and/or his or her designee, shall take into consideration:
 - a. The nature, circumstances, extent, and gravity of the violation.
 - b. The violator's past and present efforts towards compliant behavior.
 - c. The violator's ability to pay the penalty.
 - d. The deterrent effect that the imposition of the penalty would have on both the violator and the regulated community.
7. Notification that the correction of any alleged violation(s) within the specified deadline date(s) will not necessarily prevent the public works director, and/or his or her designee, from issuing an administrative enforcement order and imposing administrative civil penalties relating to the alleged violation(s).
8. Notification that the recipient has a right to a hearing on the matter as set forth in RCMC 6.21.280 to appeal any findings or required corrective actions established by the public works director and/or his or her designee.

9. Notification of procedures for requesting a hearing established according to RCMC 6.21.260.

B. In addition to any other content, an administrative enforcement order may establish required corrective actions, including the following:

1. Terms, conditions, and requirements reasonably related to the provisions of this chapter, including the following:
 - a. Cessation of prohibited actions.
 - b. Correction of prohibited conditions.
 - c. A requirement for submittal of a written action plan for achieving and maintaining compliance with this chapter.
 - d. Reporting requirements to demonstrate ongoing compliance.
2. A requirement that the person receiving same shall submit written certification to the public works director, and/or his or her designee, that the necessary corrective actions have been completed. As appropriate for the type of correction action taken, the notice of violation may require documentation that substantiates the certification, including, but not limited to, receipts, contracts, or photographs.
3. Any other terms or conditions reasonably calculated to prevent additional or ongoing violations of this chapter.

C. A notice of violation or an administrative enforcement order may be issued separately or in combination with another notice or order for the same violations or set of related violations. [Ord. 17-2020 § 4 (Exh B)].

6.21.250 Delivery of notice or order.

Any notice of violation, permit revocation, administrative enforcement order or other enforcement action pursuant to the requirements of this chapter shall be subject to the following requirements:

- A. Delivery shall be deemed complete upon either personal delivery to the recipient or by certified mail.
- B. Where the recipient of the notice or order is the owner of the premises, the address for notice or order shall be the address from the most recently issued equalized assessment roll for the premises.
- C. Where the owner or occupant of any premises cannot be located after reasonable efforts of the public works director, and/or his or her designee, the notice or order shall be deemed delivered after posting on the premises for a period of 10 business days. [Ord. 17-2020 § 4 (Exh B)].

6.21.260 Administrative appeals.

- A. Hearing Request. Any person, owner or operator served with a notice of violation or an administrative enforcement order issued pursuant to this chapter may contest the order on the basis that there was no violation of this chapter or that he or she is not the responsible party. To contest the order, the person shall submit a request for hearing form to the city within 15 days from the date of the administrative enforcement order. Directions on how to obtain the request form will be provided on the order.
- B. Filing Fee. The completed request must be submitted together with a filing fee, established and amended from time to time by the public works director, and/or his or her designee, based on actual expense to conduct the hearing by the hearing officer.
- C. Notice of Hearing. The person, owner or operator requesting the hearing shall be notified of the time and place set for the hearing at least 10 days before the date of the hearing.
- D. Additional Reports. If the public works director, and/or his or her designee, submits an additional written report concerning the administrative enforcement order to the hearing officer for consideration at the hearing, then a copy

of this report also shall be provided to the person requesting the hearing at least five days before the date of the hearing. [Ord. 17-2020 § 4 (Exh B)].

6.21.270 Hearing officer.

Pursuant to RCMC 1.05.200, a hearing officer will be assigned the responsibility of conducting a hearing by the city manager. The city manager shall be authorized to assign hearing responsibilities from time to time to any person or persons, qualified by training or experience, whom the city manager may appoint, employ or who are retained by contract to conduct such hearings. [Ord. 17-2020 § 4 (Exh B)].

6.21.280 Hearing procedure.

A. Setting the Hearing. A hearing before the hearing officer shall be set for a date that is not less than 15 days nor more than 60 days from the date that the request for hearing is filed. The person requesting the hearing shall be notified of the time and place set for the hearing as soon as it is set, and at least 10 days before the hearing. If the public works director, and/or his or her designee, submits a written report concerning the notice or order to the hearing officer for consideration at the hearing, then a copy of the report shall be served on the person requesting the hearing at least five days before the hearing. No hearing shall be held unless the filing fee has been paid in advance under RCMC 6.21.260(B).

B. Failure to Appear. The failure of the person requesting the hearing to appear at the hearing shall constitute a forfeiture of the fine and a failure to exhaust his or her administrative remedies.

C. At the Hearing. The administrative enforcement order and any additional report submitted by the public works director, and/or his or her designee, shall constitute prima facie evidence of the respective facts contained in those documents. At the hearing, the party contesting the citation shall be given the opportunity to testify and to present evidence concerning the citation.

D. Continuances. The hearing officer may continue the hearing and may request additional information from the public works director, and/or his or her designee, or the person receiving the administrative enforcement order before issuing the decision. [Ord. 17-2020 § 4 (Exh B)].

6.21.290 Form and contents of decision – Finality of decision.

A. Following the hearing, the hearing officer shall issue an order in writing no later than 30 days from the date of the hearing, unless the time is waived by the parties. The order shall contain findings of fact and rationale appropriate to the violation and result, and a resolution of the essential issues raised, including the following:

1. Confirmation or denial of the occurrence of violations of this chapter that are alleged by the public works director and/or his or her designee.
2. Confirmation or rejection of any administrative civil penalty sought by the public works director, and/or his or her designee, and establishment of the monetary amount of any administrative civil penalty to be enforced.
3. Confirmation, amendment, or rejection of required corrective actions related to compliance with this chapter that are imposed by the public works director, and/or his or her designee, but only if those requirements are appealed by the person.

B. The hearing officer's order shall uphold required corrective actions if the person fails to show clear and convincing evidence that the required corrective actions are unreasonable or unnecessary for achieving or demonstrating ongoing compliance with this chapter. The hearing officer's order may amend or reject required corrective actions; provided, that compliance with this chapter will be achieved.

C. The hearing officer's order shall inform the person that failure to comply with the hearing officer's order shall constitute a misdemeanor and is subject to additional enforcement action, including criminal penalties and additional civil and administrative penalties.

D. The hearing officer's order shall inform the person that the time and manner by which a person may file a challenge to the hearing officer's order is governed by Section 53069.4 of the California Government Code or any successor provision thereto.

E. The order issued by the hearing officer pursuant to this chapter shall be effective upon issuance. The decision of the hearing officer is final and may not be appealed. [Ord. 17-2020 § 4 (Exh B)].

6.21.300 Procedures for collection of administrative civil penalty.

A. Any administrative penalty due shall be paid to the city within 30 days after the hearing officer's decision is issued. If the penalty is not timely paid, the public works director, and/or his or her designee, may pursue all reasonable and legal means in collecting those sums authorized and due.

B. All administrative civil penalties collected from actions brought pursuant to this chapter shall be paid to the public works director, and/or his or her designee, enforcing this chapter, and shall be deposited into a special account that shall be expended to fund the activities of the department to implement the applicable provisions of this chapter. [Ord. 17-2020 § 4 (Exh B)].

6.21.310 Actions not prohibited.

This chapter does not do any of the following:

A. Otherwise affect the authority of the public works director, and/or his or her designee, to take any other action authorized by any other provision of law.

B. Restrict the power of a city attorney, district attorney, or the Attorney General to bring, in the name of the people of California, any criminal proceeding otherwise authorized by law.

C. Prevent the public works director, and/or his or her designee, from cooperating with, or participating in, proceedings specified in subsection (B) of this section. [Ord. 17-2020 § 4 (Exh B)].

6.21.320 Penalties.

In addition to the administrative penalties imposed by RCMC 6.21.230, the city may seek all other legal remedies available under state law and under this code, including, but not limited to, criminal sanctions. [Ord. 17-2020 § 4 (Exh B)].

ITEM 11.3.

Rancho Cordova Municipal Code
Title 10 VEHICLES AND TRAFFIC

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Title 10

VEHICLES AND TRAFFIC

Chapters:

- 10.04 Interpretation**
- 10.08 Definitions**
- 10.12 Enforcement**
- 10.16 Signs and Signals**
- 10.20 Pedestrians and Crosswalks**
- 10.24 Parking Regulations**
- 10.25 Preferential Residential Permit Parking Program**
- 10.30 Human Habitation of Vehicles**
- 10.32 Miscellaneous Driving Rules**
- 10.36 Emergency Vehicles**
- 10.40 Truck Routes**
- 10.41 Interstate Truck Terminals and Access Routes**
- 10.44 One-Way Streets**
- 10.48 Speed Zones**
- 10.50 Reduced Speed Limits on Specific Streets**
- 10.58 Off-Road Vehicles**
- 10.62 Transit and School District Loading Zones**
- 10.64 Trip Reduction Programs**
- 10.66 Regulation of Cruising**
- 10.70 Street Racing**

Code reviser's note: The various statutory provisions relating to vehicles and traffic appear in the Vehicle Code.

ITEM 11.3.

Rancho Cordova Municipal Code
Chapter 10.04 INTERPRETATION

Chapter 10.04**INTERPRETATION**

Sections:

- 10.04.010 Short title.
- 10.04.020 Conviction of violation.
- 10.04.030 Scope.
- 10.04.040 Deputies.
- 10.04.050 Powers of the council.
- 10.04.060 Effect of resolution.
- 10.04.080 Penalty.
- 10.04.090 Minimum penalty.
- 10.04.100 Civil penalties, fines, fees, and charges for parking and related violations.
- 10.04.110 Civil penalty provisions.

10.04.010 Short title.

This title shall be known as, and may be cited as, the traffic ordinance. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 1, 1960].

10.04.020 Conviction of violation.

Any conviction for a misdemeanor under any ordinance repealed by the ordinance codified in this title, which misdemeanor is continued as a public offense by this title, constitutes a conviction under this title for any purpose for which it constituted a conviction under the act repealed. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 3, 1960].

10.04.030 Scope.

Any provision of this title which regulates traffic or delegates the regulation of traffic upon state highways in any way for which the approval of the State Department of Public Works is required by state law shall cease to be operative six months after receipt by the city council of written notice of withdrawal of approval of the State Department of Public Works.

Whenever this title delegates authority to a city officer or authorized action by the city council to regulate traffic upon a state highway in any way which by state law requires the prior approval of the State Department of Public Works, no such officer shall exercise such authority nor shall such action by the city council be effective with respect to any state highway without the prior approval in writing of the State Department of Public Works when and to the extent required by the Vehicle Code. [Ord. 38-2007 § 1 (Exh. 1(G)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 725 § 4, 1961; SCC 703 § 4, 1960].

10.04.040 Deputies.

Whenever, by the provisions of this title, a power is granted to a public officer or a duty imposed upon such officer, the power may be exercised or duty performed by a deputy of the officer or by a person authorized pursuant to law by the officer, unless it is expressly otherwise provided. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 5, 1960].

10.04.050 Powers of the council.

The city council may exercise by resolution any rights, powers or authority granted to it by the provisions of the Vehicle Code where such provisions authorize the council to act by resolution. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 11, 1960].

10.04.060 Effect of resolution.

Any and all resolutions passed and adopted by the council or any administrative order given pursuant to the provisions of this title or pursuant to the provisions of the Vehicle Code affecting any matter covered in this title shall be deemed to be a part of this title and any violations of the provisions of such resolution or order shall be deemed to be a violation of this title to the same extent as if such resolution or order were fully set out herein. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 12, 1960].

10.04.080 Penalty.

Except as provided in RCMC 10.04.100 and 10.04.110, any person violating or failing to comply with any of the provisions of this title shall be deemed guilty of a misdemeanor and upon conviction thereof shall be punishable for the first offense by a fine of not to exceed \$50.00, or by imprisonment in the county jail for a period not exceeding five days; for a second violation within a period of one year by a fine of not to exceed \$100.00, or by imprisonment in the county jail for a period not exceeding 10 days, or by both such fine and imprisonment; for a third and each additional offense committed within one year by a fine of not exceeding \$500.00, or by imprisonment in the county jail for a period of not to exceed six months, or by both such fine and imprisonment. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 0919 § 1, 1993; SCC703 § 14, 1960].

10.04.090 Minimum penalty.

Except as provided in RCMC 10.04.100 and 10.04.110, in any case where a jail sentence is not imposed or where the jail sentence is less than two days, or if the jail sentence is suspended in whole or in part, a fine shall be imposed for a violation of this title in not less than the following amounts:

A. In any case, \$1.00;

B. When it is necessary to issue a notice to the violator, \$2.00;

C. If it is necessary to issue a warrant to bring the violator into court, \$10.00. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 0919 § 2, 1993; SCC 703 § 15, 1960].

10.04.100 Civil penalties, fines, fees, and charges for parking and related violations.

A. Purpose. It is the intention of the city council of Rancho Cordova to provide a procedure pursuant to the authority granted the city council in Sections 40200 and 40203.5 of the California Vehicle Code for the establishment of a schedule of parking penalties for parking and related violations, late payment penalties, administrative fees, and other related charges for parking and related violations under the State of California Vehicle Code, the Rancho Cordova Municipal Code, or under any federal statute or regulation.

B. Procedure for Establishment. Subject to any limitations imposed by state law, the city council shall by resolution establish penalties, fines, fees, and related charges for parking and related violations, late payment violations, administrative fees and any other charges related to the administration of the provisions of Section 40200 et seq. of the California Vehicle Code. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 0919 § 3, 1993].

10.04.110 Civil penalty provisions.

Any person violating or failing to comply with the provisions of RCMC 10.16.050(B), 10.24.010(A), 10.24.010(B), 10.24.010(C), 10.24.010(D), 10.24.010(E), 10.24.030(B), 10.24.040, 10.24.050, 10.24.060, 10.24.070(A), 10.24.070(B), 10.24.070(C), 10.24.070(D), 10.24.070(G), 10.24.070(H), 10.24.080, 10.24.090(D), 10.24.100, 10.24.110, 10.24.120, 10.24.130, 10.24.140, 10.24.160, 10.24.170(B), 10.24.175, 10.24.180, 10.32.050 or 10.32.060 shall be subject to civil penalties, fees, or charges, and procedures as set forth in the resolution adopted by the city council pursuant to RCMC 10.04.100. [Ord. 38-2007 § 1 (Exh. 1(G)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 0919 § 4, 1993].

ITEM 11.3.

Rancho Cordova Municipal Code
Chapter 10.08 DEFINITIONS

Chapter 10.08**DEFINITIONS**

Sections:

- 10.08.010 Words defined in chapter.
- 10.08.020 Words defined in Vehicle Code.
- 10.08.030 Alley.
- 10.08.050 Bus loading zone.
- 10.08.055 City council.
- 10.08.060 Commercial vehicle loading zone.
- 10.08.070 Director.
- 10.08.080 Holidays.
- 10.08.090 Official time standards.
- 10.08.100 Park.
- 10.08.110 Parkway.
- 10.08.120 Passenger loading zone.
- 10.08.130 Taxi stands.
- 10.08.140 Vehicle Code.

10.08.010 Words defined in chapter.

Whenever in this title the words or phrases hereinafter defined are used, they shall have the meanings respectively ascribed to them in this chapter unless the context indicates to the contrary. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 16, 1960].

10.08.020 Words defined in Vehicle Code.

Whenever any words or phrases used in this title are not defined herein, but are now defined in the Vehicle Code, such definitions as now existing are incorporated herein and shall be deemed to apply to such words and phrases as used in this title as though set forth here in full. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 17, 1960].

10.08.030 Alley.

"Alley" means any highway as herein defined, unnamed, and having a width of 20 feet or less. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 18, 1960].

10.08.050 Bus loading zone.

"Bus loading zone" means the space adjacent to the curb or edge of a roadway reserved for the exclusive use of buses during the loading or unloading of passengers. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 20, 1960].

10.08.055 City council.

"City Council" means the City Council of the City of Rancho Cordova. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 19, 1960. Formerly 10.08.040].

10.08.060 Commercial vehicle loading zone.

"Commercial vehicle loading zone" means that space adjacent to a curb reserved for the exclusive use of vehicles during the loading or unloading of passengers and materials marked and designated as hereinafter provided. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 21, 1960].

10.08.070 Director.

"Director" means the City of Rancho Cordova Public Works Director or his or her authorized representative. [Ord. 38-2007 § 1 (Exh. 1(G)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 962 § 1, 1967; SCC 703 § 22, 1960].

10.08.080 Highway.

"Highway" is a way or place of whatever nature, publicly maintained and open to the use of the public for purposes of vehicular travel. Highway includes street.

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Rancho Cordova Municipal Code
Chapter 10.08 DEFINITIONS

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10.08.090 Holidays.

For the purposes of this title, holidays shall be those days designated as legal holidays by the Government Code. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 23, 1960].

10.08.100 Official time standards.

Whenever certain hours are named herein they shall be standard time or daylight saving time as may be in current use in the City. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 24, 1960].

10.08.110 Park.

“Park” means to stop or allow to stand any vehicle, whether occupied or not, otherwise than in obedience to official traffic control devices or by direction of a police officer. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 25, 1960].

10.08.120 Parkway.

“Parkway” means those portions of a Highway other than a roadway or a sidewalk, whether improved or unimproved, primarily intended to serve as the dividing strip between opposing traffic lanes, or between sidewalks and curbs. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 26, 1960].

10.08.130 Passenger loading zone.

“Passenger loading zone” means that space adjacent to a curb reserved for the exclusive use of vehicles during loading and unloading of passengers marked and designated as hereinafter provided. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 27, 1960].

10.08.140 Taxi stands.

“Taxi stands” means that space adjacent to a curb reserved for the exclusive use of taxicab vehicles licensed to operate by transporting people for hire. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 28, 1960].

10.08.150 Vehicle Code.

“Vehicle Code” means the California Vehicle Code. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 29, 1960].

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Rancho Cordova Municipal Code
Chapter 10.12 ENFORCEMENT

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Chapter 10.12

ENFORCEMENT

Sections:

- 10.12.010 Persons riding bicycles or animals.
- 10.12.020 Persons directing traffic restricted.
- 10.12.030 Authority of flagmen to direct traffic.
- 10.12.040 Exemptions.
- 10.12.050 Signs required.
- 10.12.060 Obedience to official traffic control devices.

10.12.010 Persons riding bicycles or animals.

A. Every person riding a bicycle or riding or driving an animal upon a highway shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle by this title, except those provisions which by their very nature can have no application.

B. Notwithstanding the provisions of subsection (A) of this section, any person may ride a bicycle on a sidewalk which is designated by the director as a part of the city bike route system and which is identified for such use by appropriate signs giving notice thereof. A bicyclist using a sidewalk as authorized by this subsection shall yield the right-of-way to any pedestrian using the sidewalk. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 139 § 1, 1973; SCC 703 § 31, 1960].

10.12.020 Persons directing traffic restricted.

No persons other than traffic officers or persons authorized by law shall direct traffic by voice, hand or other signal, except that a person may operate, when and/or as herein provided, a pushbutton signal erected by the provisions of this title. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 31, 1960].

10.12.030 Authority of flagmen to direct traffic.

A person designated as a flagman by a contractor working on the city streets under a permit issued by the City or a City employee designated as a flagman by the director or his representative, during construction or repair of, or in, streets, may direct traffic by use of hand signals or warning flags if the operation of special highway construction equipment, trucks, concrete mixers, mobile cranes or other construction equipment might interfere with the safe movement of traffic. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 32, 1960].

10.12.040 Exemptions.

The provisions of this title regulating the parking and standing of vehicles shall not apply to any vehicle of the police or fire departments, any public or private ambulance or any public utility vehicle which is qualified as an authorized emergency vehicle, when such vehicle mentioned in this section operates in the manner specified in the Vehicle Code in response to emergency calls. The provisions of this title regulating parking or standing vehicles shall not apply to any vehicle belonging to the government or a public utility or its agent while necessarily in use on construction or repair work on or in the public right-of-way. The foregoing exemption shall not, however, protect the driver of any such vehicle from the consequences of his willful disregard of safety of others. [Ord. 38-2007 § 1 (Exh. 1(A)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 33, 1960].

10.12.050 Signs required.

The provisions of this title where signs giving notice of the provision are required shall not be effective until such signs are actually placed by the Director. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 34, 1960].

10.12.060 Obedience to official traffic control devices.

Every person driving a vehicle and every pedestrian shall comply with and obey any indication as set forth in the Vehicle Code presented by any official traffic control device upon any Highway placed under the authority of this title. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 35, 1960].

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Rancho Cordova Municipal Code
Chapter 10.16 SIGNS AND SIGNALS

Chapter 10.16

SIGNS AND SIGNALS

Sections:

- 10.16.010 Authority to install.
- 10.16.020 Traffic signals.
- 10.16.030 Roadway markings.
- 10.16.040 Hours of operation.
- 10.16.050 Parking space markings.
- 10.16.060 Turning markers.
- 10.16.070 Restrictive turn signs.
- 10.16.080 Stop at through street or stop signs.
- 10.16.090 Yield signs.
- 10.16.100 Stop or yield signs removed.
- 10.16.110 Closing streets to vehicular traffic.
- 10.16.120 Temporary suspension of markings.
- 10.16.130 Temporary suspension of weight limits.
- 10.16.140 Obedience to traffic signs.
- 10.16.150 Removal of traffic controls.
- 10.16.160 Removal of unauthorized signs, signals and lights.
- 10.16.170 Regulation of speed by traffic signals.
- 10.16.180 Bicycles on sidewalks.

10.16.010 Authority to install.

The Director is authorized to place and maintain, or cause to be placed and maintained, official traffic control devices when they are required or authorized by state law or ordinances or resolutions of this City. No provisions of the Vehicle Code or this chapter for which signs or markings are required shall be enforced against an alleged violator unless appropriate signs or markings are in place giving notice of such provisions. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 36, 1960].

10.16.020 Traffic signals.

The Director is authorized to install and maintain official traffic signals at those intersections and at other places where conditions are such as to require that the flow of traffic be alternatively interrupted and released in order to prevent or relieve traffic congestion, or to protect life or property from exceptional hazard in accordance with engineering studies. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 37, 1960].

10.16.030 Roadway markings.

A. The Director is authorized to place and maintain distinctive roadway markings as described in the Vehicle Code on those Highways, or parts of Highways, where the volume of traffic or the vertical or other curvature of such the roadway renders it hazardous to drive on the left side of such markings or signs and markings.

B. The Director is authorized to mark centerlines and lane lines upon the surface of the roadway to indicate the course to be traveled by vehicles, and may place signs temporarily indicating lanes to be used by traffic moving in a particular direction, regardless of the centerline of the highway. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 38, 1960].

10.16.040 Hours of operation.

The Director is authorized to determine the hours in which any traffic control device shall be in operation or be in effect except in cases where such hours or days are specified by ordinance or resolution. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 39, 1960].

10.16.050 Parking space markings.

A. The Director is authorized to install and maintain parking space markings to indicate parking space adjacent to the curb where authorized parking is permitted.

B. When such parking space markings are placed in the Highway, subject to other and more restrictive limitations, no vehicle shall be stopped or left standing other than within a single space unless the size or shape of such vehicle makes compliance impossible. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 40, 1960].

10.16.060 Turning markers.

A. The Director is authorized to allocate and indicate more than one lane of traffic from which the driver of vehicles may make right- and/or left-hand turns, and the course to be traveled as so indicated may conform to or be other than as prescribed by statute or ordinance. The director shall place markers, buttons or signs within or adjacent to intersections, indicating the course to be traveled by vehicles turning at such intersections.

B. When authorized markers, buttons or other indications are so placed within or adjacent to an intersection indicating the course to be traveled by vehicles turning thereat, no driver of a vehicle shall disobey the directions of such indications. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 41, 1960].

10.16.070 Restrictive turn signs.

A. The Director is authorized to determine those intersections at which drivers of vehicles shall not make right, left or U turns and those intersections controlled by official traffic control signals where drivers of vehicles may make U turns. The making of such turns may be prohibited between certain hours of any day and permitted at other hours. The Director shall place proper signs at such intersections to indicate the restrictions in force. The signs shall plainly indicate the restrictions in force and the hours in which they are in force, or the signs may be removed when such turns are permitted.

B. The Director is authorized to determine those intersections at which drivers of vehicles shall not make a right or left turn against a stop or red signal, and shall erect proper signs giving notice of the prohibition.

C. The Director is authorized to establish special traffic islands or roadways at intersections where the driver of a vehicle is required to make a left or right turn. The Director shall place markers, buttons or signs within or adjacent to the roadway indicating the course to be traveled by vehicles turning at the intersection.

D. Whenever authorized signs are erected indicating that right, left or U turns are prohibited or are prohibited during certain hours, no driver of a vehicle shall disobey such signs. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 42, 1960].

10.16.080 Stop at through street or stop signs.

A. The Director is authorized to designate certain Highways to be through streets and certain intersections to be stop intersections and any railway grade crossing to be a stop intersection.

B. The Director shall erect and maintain stop signs as provided in the Vehicle Code, whenever he designates and describes any street or portion thereof as a through Highway, or any intersection at which vehicles are required to stop, at one or more entrances thereto, or any railroad grade crossing at which vehicles are required to stop. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 43, 1960].

10.16.090 Yield signs.

A. The director is authorized to designate any intersection to be controlled by yield right-of-way signs.

B. The Director shall erect and maintain yield right-of-way signs as described in the Vehicle Code at such intersections he designates to be controlled by yield right-of-way signs. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 44, 1960].

10.16.100 Stop or yield signs removed.

The Director is authorized to remove stop signs and yield signs on any Highway where the volume of traffic or other engineering study shows that the conditions which require such control no longer exist or where the signs are in conflict with this title notwithstanding any previous resolutions authorizing the signs. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 45, 1960].

10.16.110 Closing streets to vehicular traffic.

A. Whenever the Director finds that any portion of any Highway is no longer needed for vehicular traffic, either permanently or at certain times during the day, or as an emergency measure, he shall place or cause to be placed appropriate signs or barricades, or both, specifying that such portion of the Highway is closed to vehicular traffic at such times, or permanently, as the case may be, pursuant to the provisions of Paragraph (b) of Section 21101 of the Vehicle Code. All signs giving notice of such closing shall conform to provisions of the Vehicle Code.

B. A person shall not operate any vehicle on any portion of the Highway closed to traffic pursuant to this section.

C. The Director is hereby authorized to prohibit or restrict the use of any Highway or portion of any Highway by bicycles or other nonmotorized traffic or by any person operating a motor-driven cycle or motorcycle when that Highway or that portion of Highway has been designated as a riding or hiking trail by the City Council or the Director. The Director shall erect appropriate signs giving notice thereof upon the Highway or riding and hiking trail and approaches thereto. The Director shall determine the location of appropriate signs. It is unlawful for any persons to violate any prohibition or restriction which is established as provided in this subsection. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 931 § 1, 1966; SCC 703 § 46, 1960].

10.16.120 Temporary suspension of markings.

Whenever because of the construction, alteration, repair, or improvement of any Highway or temporary detours or because of other emergency compliance with any provision of this title, including a provision pursuant to any action of the City Council pursuant to this title, a traffic hazard will be created and the Director so finds, he shall either remove or cover up any sign or other traffic marking which informs persons of such provision. While such sign or other marking is removed or covered the effect of such provision is suspended. At the end of such emergency, unless otherwise determined by the City Council, the Director shall replace or uncover such sign or other markings. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 725 § 1, 1961; SCC 703 § 47, 1960].

10.16.130 Temporary suspension of weight limits.

If a weight limit is suspended pursuant to RCMC 10.16.120 and a different weight limit is necessary, the Director shall erect and maintain appropriate signs during the emergency. At the end of the emergency the Director shall remove such temporary signs and uncover and restore the original signs unless the City Council otherwise determines. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 48, 1960].

10.16.140 Obedience to traffic signs.

Every operator and pedestrian shall comply with and obey every instruction appearing on any traffic sign or other marking, which sign or marking has been erected or placed by authority of the City Council or Director. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 49, 1960].

10.16.150 Removal of traffic controls.

The Director is authorized to remove, relocate or discontinue the operation of any traffic control device or curb marking not specifically authorized by state law or ordinance, whenever engineering studies show that the conditions which warrant or require such control no longer exist or where such device is in conflict with the provisions of this title. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 50, 1960].

10.16.160 Removal of unauthorized signs, signals and lights.

The Director shall remove every unofficial sign, signal or device which purports to be or is an imitation of or resembles an official traffic sign or signal, or which attempts to direct the movement of traffic, or which hides from view any official traffic sign or signal, or which in any other respect violates the provisions of Sections 21465 and 21466 of the Vehicle Code. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 51, 1960].

10.16.170 Regulation of speed by traffic signals.

The Director is authorized to regulate the timing of traffic signals so as to permit the movement of traffic in an orderly and safe manner, at speeds or at variance from the speeds otherwise applicable within the City or at intersections, and may erect appropriate signs giving notice thereof. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 52, 1960].

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10.16.180 Bicycles on sidewalks.

The director is authorized to designate sidewalks which may be used by bicyclists as a part of the city bike route system and shall identify such sidewalks with appropriate signs giving notice thereof. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 139 § 2, 1973].

Chapter 10.20**PEDESTRIANS AND CROSSWALKS**

Sections:

- 10.20.010 Crosswalks established.
- 10.20.020 Safety zones.
- 10.20.030 Pedestrians prohibited when.
- 10.20.040 Crossing at right angles.
- 10.20.050 Standing in roadway.

10.20.010 Crosswalks established.

A. The Director is authorized to determine the location of midblock crosswalks, maintain such crosswalks and designate them by appropriate devices or painted marks or signs upon the surface of the roadway.

B. The Director may maintain such other crosswalks and designate them by appropriate devices, painted marks or signs upon the surface of the roadway. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 53, 1960].

10.20.020 Safety zones.

The Director is authorized to install and maintain safety zones at all locations where there is particular danger to pedestrians and may locate and designate the same upon the surface of the roadway by appropriate devices, signs, or marks. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 54, 1960].

10.20.030 Pedestrians prohibited when.

A. The Director may determine when any crosswalk shall not be used by pedestrians and upon making such determination shall cause to be placed and maintained appropriate official traffic control devices. No person shall thereafter walk in any such crosswalk unless indicated otherwise.

B. The Director may determine when any part of a roadway between intersections shall not be crossed by pedestrians and upon making such determination shall cause to be placed and maintained appropriate official traffic control devices. No person shall thereafter cross any part of such roadway, unless indicated otherwise.

C. No person shall stand on any sidewalk in such a manner as to hinder or impede the movement of other pedestrian traffic. No person shall remain on any bridge or overcrossing or approach thereto which is reserved exclusively for pedestrians for a period longer than necessary to walk across the bridge or overcrossing. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 854 § 1, 1964; SCC 725 § 5, 1961; SCC 703 § 55, 1960].

10.20.040 Crossing at right angles.

No pedestrian shall cross a roadway at any place other than by a route at a right angle to the curb or by the shortest route to the opposite curb except in a marked crosswalk. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 56, 1960].

10.20.050 Standing in roadway.

No person shall stand in any roadway other than a safety zone or in a crosswalk if such action interferes with the lawful movement of traffic. This section shall not apply to any public officer, construction worker or employee of a public utility or its agent when necessarily upon a street in line of duty. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 57, 1960].

Chapter 10.24**PARKING REGULATIONS**

Sections:

- 10.24.010 Signs and curb markings.
- 10.24.020 Application of regulations.
- 10.24.030 No parking zones.
- 10.24.040 Parking on narrow streets and at special places.
- 10.24.050 Emergency parking signs.
- 10.24.060 Alleys – Parkways.
- 10.24.070 Parking prohibited when.
- 10.24.075 Prohibition of parking commercial and recreational vehicles on public roadways.
- 10.24.080 One-way streets.
- 10.24.090 Loading zones.
- 10.24.100 Limited-time parking.
- 10.24.110 Continuing violations – Additional offenses.
- 10.24.120 Curb parking – Right-of-way.
- 10.24.130 Parking in intersections.
- 10.24.140 Angle parking.
- 10.24.150 Removal of illegally parked vehicles.
- 10.24.160 Removal of ignition key when parking.
- 10.24.170 Parking on city property.
- 10.24.175 Parking in city parking areas.
- 10.24.180 Parking on private property.

10.24.010 Signs and curb markings.

The Director is authorized, subject to the provisions and limitations of this title, to place and maintain and, when required herein, shall place the following curb markings or signs to indicate parking, standing or stopping regulations, and the curb markings or signs shall have the meanings as herein set forth.

A. Red curb marking means no stopping, standing or parking at any time of any day except as permitted by the Vehicle Code;

B. Yellow curb marking means no stopping, standing or parking between 7:00 a.m. and 6:00 p.m. of any day except holidays and Sundays for any purpose other than the loading or unloading of passengers or materials; provided, that the loading or unloading of passengers shall not consume more than one minute, nor the unloading of materials more than 20 minutes, and such loading or unloading shall be actively carried on during all of that time;

C. White curb marking means no stopping, standing or parking at any time of any day for any purpose other than loading or unloading of passengers and baggage, and shall not exceed five minutes;

D. Green curb marking means no stopping, standing or parking for a period of time longer than 12 or 24 minutes, as designated by signs, at any time between 7:00 a.m. and 6:00 p.m. of any day except holidays and Sundays;

E. Blue curb marking means parking limited exclusively to public agency-owned vehicles specifically used for transportation of physically handicapped persons and for vehicles of physically handicapped persons, which vehicle bears an appropriate identification identifying the vehicle as that of a physically handicapped person. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 400 § 1, 1979; SCC 970 § 1, 1968; SCC 703 § 58, 1960].

10.24.020 Application of regulations.

The provisions of this title imposing regulations on stopping or parking shall not relieve any person from the compliance with other or more restrictive provisions of the Vehicle Code or any City ordinances regulating the standing or parking of vehicles at specified places or at specified times. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 59, 1960].

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10.24.030 No parking zones.

A. The Director is authorized to prohibit stopping, standing or parking on any Highway or may prohibit stopping, standing or parking during certain hours of the day on any Highway.

B. When signs authorized by the provisions of this section are in place, giving notice of the provisions thereof, no person shall stop, stand or park any vehicle contrary to the directions and provisions of such signs. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 60, 1960].

10.24.040 Parking on narrow streets and at special places.

A. The Director is authorized to place signs and marking indicating no parking upon any two-way roadway, when the width of the roadway does not exceed 30 feet.

B. The Director is authorized to sign or mark the following places and, when so signed or marked, no person shall stop, stand or park a vehicle in any of the following places:

1. At any place within 20 feet of a point on the curb immediately opposite a midblock end of a safety zone;
2. At any place within 20 feet of any crosswalk;
3. Within 20 feet of the approach to any traffic signal, boulevard stop sign, or official electric flashing device;
4. At any place where traffic and engineering studies have been made and the director determines that it is necessary in order to eliminate dangerous traffic hazards or to provide for the orderly movement of traffic.

C. When signs authorized by provisions of this section are in place, giving notice of the provisions thereof, no person shall stop, stand or park any vehicle contrary to the directions and provisions of such signs. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 61, 1960].

10.24.050 Emergency parking signs.

A. Whenever the Director shall determine that, in a special situation, traffic congestion is likely to result on any Highway or alley from holding public or private assemblages, gatherings or functions, street construction, maintenance or repair work, or for any other reason, he is authorized to order temporary signs to be erected or posted indicating that the operation, parking or standing of vehicles is prohibited on such streets and alleys. The signs shall remain in place only during the existence of the special situation, and the Director shall cause the signs to be moved promptly thereafter.

B. When signs authorized by provisions of this section are in place, giving notice of the provisions thereof, no person shall stop, stand or park any vehicle contrary to the directions and provisions of such signs. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 62, 1960].

10.24.060 Alleys – Parkways.

A. No person shall park any vehicle in any alley in the City except while actively engaged in loading or unloading passengers, freight or merchandise.

B. No person shall stop, stand or park a vehicle within any parkway. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 63, 1960].

10.24.070 Parking prohibited when.

A. No person shall park a vehicle upon any roadway for the principal purpose of displaying such vehicle for sale.

B. No person who owns or has custody or control of any vehicle shall park or store such vehicle upon any Highway or alley for more than a consecutive period of 72 hours, or move and repark such vehicle on any Highway within 300 feet of the original parking site, unless such vehicle is maintained in an operable condition and driven within the 72 consecutive hours mentioned above.

C. In the event the Highway includes two or more separate roadways and traffic is restricted to one direction upon each roadway, no person shall stop, stand or park a vehicle upon the left-hand side of such one-way roadways.

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D. It is unlawful for any person to have, erect, place, stand or park, wholly or partly within the right-of-way of any City road or Highway, any vehicle, motor vehicle, trailer, semitrailer, wagon, pushcart, stand, structure, or building for the purpose of selling the same or of selling, vending, displaying for sale, or offering for sale, therefrom or therein, any goods, wares, or merchandise, fruit, vegetables, produce, or any other article or thing of value.

E. Any such vehicle, motor vehicle, trailer, semitrailer, wagon, pushcart, stand, structure, or building so had, erected, placed, stood or parked for any such purpose or purposes is hereby declared to be a public nuisance and the removal thereof forthwith from within the right-of-way of any such road or highway by the Director, his engineers or employees is hereby authorized.

F. This title does not prohibit a seller from taking orders or delivering any commodity from any vehicle from that City road or Highway immediately adjacent to the premises of the purchaser.

G. It is unlawful for any person to park, stop or abandon any vehicle within 1,000 feet of any authorized emergency vehicle when such authorized emergency vehicle is actively engaged at the scene of any bombing, act of sabotage, accident, explosion, flood, riot, earthquake, fire or any emergency.

H. No person shall park any motor truck (excepting therefrom any truck commonly known as and referred to as a "pickup truck"), trailer other than a camping trailer or boat trailer, semitrailer, truck tractor or commercial vehicle for more than one hour on any Highway in a residential district or move and repark such vehicle on any Highway in a residential district within 300 feet of the original parking site within any 24-hour period except while loading or unloading property or in connection with and in the aid of the performance of a service to or on a property adjacent to the block in which such vehicle is parked and only for such time in addition to one hour that is reasonably necessary to complete such loading, unloading or service.

I. No person shall park any motor home, trailer coach, travel trailer, truck camper, camping trailer or boat trailer for more than 72 hours on any Highway in a residential district or move and repark such vehicle on any Highway in a residential district within 300 feet of the original parking site within any 72-hour period. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1118 § 1, 1998; SCC 1045 § 1, 1996; SCC 383 § 1, 1979; SCC 838 § 1, 1964; SCC 825 § 2, 1963; SCC 746 § 1, 1961; SCC 703 § 64, 1960].

10.24.075 Prohibition of parking commercial and recreational vehicles on public roadways.

A. No person who owns or has custody or control of any commercial or recreational vehicle shall park or store such vehicle on any public street, Highway or right-of-way within the city limits of the City of Rancho Cordova that is not within a designated heavy industrial zone (M-2 classification), or other areas specifically posted to permit parking or unless otherwise authorized by RCMC 10.24.070(H) or (I).

B. "Commercial or recreational vehicle" includes, but is not limited to, all motorized and nonmotorized tractors, trailers, semi-trailers, vans, trucks, open bed or flat bed pickups, mobile equipment, machinery, motor homes, campers, or other vehicles which meet one or more of the following criteria:

1. Vehicle or load height exceeds seven feet; or
2. Vehicle or load width exceeds seven and one-half feet, as measured from the widest portion of the vehicle or load, but not including mirrors; or
3. Vehicle or load length exceeds 20 feet (in combination with any attached trailers); or
4. Manufacturer's gross vehicle weight rating exceeds 10,000 pounds; or
5. Any nonmotorized vehicle regardless of its height, width, length or weight when it has been detached from a motor vehicle that is capable of towing such vehicle.

C. This section shall not prohibit the parking of commercial and recreational vehicles if they are at the time engaged in any of the following activities:

1. Loading or unloading of persons and/or property; or

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2. Parked in connection with or in the aid of the immediate performance of a service to or on a property in the immediate proximity in which such vehicle is parked; or
3. Parked or left standing to allow the operator respite in the immediate proximity in which such vehicle is parked for a period of not to exceed 30 minutes; or
4. Parked or left standing as a result of a mechanical breakdown so as to allow for the performance of emergency repairs on the vehicle, or while waiting for a tow operator for a period not to exceed two hours; or
5. Parked or left standing as allowed by a permit issued by the city pursuant to established procedures; or
6. Emergency vehicles of any political subdivision of the state of California or of a public utility, while the driver of any such vehicle is engaged in the necessary performance of public emergency duties; or
7. Parking of motor homes, trailer coaches, recreational trailers, truck campers, camping trailers, or boat trailers designed for personal use for less than 72 hours in a residential district.

D. The traffic engineer shall place appropriate signs on all streets, roads or highways, as the traffic engineer may determine will best serve to give notice of this section, indicating the affected residential and commercial streets, roads or highways where commercial vehicle parking is prohibited.

E. Any person violating any of the provisions of this section is guilty of an infraction and upon conviction thereof shall be punished by:

1. A fine not exceeding \$100.00 for a first violation;
2. A fine not exceeding \$200.00 for a second violation within one year;
3. A fine not exceeding \$500.00 for each additional violation within one year. [Ord. 12-2006 § 1].

10.24.080 One-way streets.*

Subject to other and more restrictive limitations, a vehicle may be stopped or parked parallel to and within 18 inches of the left-hand curb, facing in the direction of the traffic movement upon any one-way street, unless signs are in place prohibiting such stopping or standing. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 65, 1960].

* Code reviser's note: See also Chapter 10.44 RCMC.

10.24.090 Loading zones.

A. The Director is authorized to establish bus zones, opposite red curb space, for the loading and unloading of buses, common carriers of passengers and to determine the location and length thereof.

B. The Director is authorized to establish loading zones.

C. The Director is authorized to establish taxi stands.

D. No person shall park and leave standing any vehicle, whether attended or unattended, in any loading zone for a period of time longer than is permitted for such loading zone except as otherwise provided in this title or in a taxi stand except the operator of the taxi. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 66, 1960].

10.24.100 Limited-time parking.

A. The Director is authorized to restrict or prohibit parking in excess of 12 minutes, 24 minutes, one hour or two hours, between 7:00 a.m. and 6:00 p.m. of any day on any Highway.

B. When signs have been posted to give notice of such restriction or prohibition, no person shall park any vehicle and leave the same parked, whether attended or unattended, for a period of time longer than set out on the signs. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 725 § 2, 1961; SCC 703 § 67, 1960].

10.24.110 Continuing violations – Additional offenses.

Every person violating the provisions of RCMC 10.24.090 is guilty of a separate and further violation for each period of time that the vehicle is left so parked, equal to the maximum legal parking time for the particular time zone or parking space as designated in RCMC 10.24.090 or by ordinance adopted setting the maximum legal time. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 68, 1960].

10.24.120 Curb parking – Right-of-way.

For the purpose of this section, a curb parking space shall be an area open for lawful parking alongside or adjacent to a curb, which area is not of sufficient length to permit two or more vehicles to freely move for parking therein at the same time. Any person seeking to park his vehicle in a curb space, whose vehicle arrives at the parking space prior to any vehicle other than his, and who proceeds beyond the space a distance not to exceed 10 feet, measured at the rear bumper, for the purpose of backing his vehicle therein, shall have the right-of-way over any person driving, or attempting to drive, any other vehicle directly into such curb parking space, or who, in any manner, obstructs such curb parking space; and the driver of such other vehicle shall yield the right-of-way to the driver first arrived at the parking space. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 69, 1960].

10.24.130 Parking in intersections.

A person may park a vehicle adjacent to the curb within an intersection if the Director marks the roadway with appropriate signs, markers or buttons as described in RCMC 10.16.050. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 70, 1960].

10.24.140 Angle parking.

At no time shall any person park a vehicle on a Highway at an angle to the roadway except to comply with the directions of a traffic officer. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 71, 1960].

10.24.150 Removal of illegally parked vehicles.

If any person parks a vehicle contrary to the provisions of RCMC 10.24.030 through 10.24.070, 10.24.100 or 10.24.120, the vehicle is determined to be an obstruction to the normal flow of traffic as defined in Section 22651(b) of the Vehicle Code and may be removed from the Highway as provided in Chapter 10 of the Vehicle Code. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 37 § 1, 1971; SCC 703 § 72, 1960].

10.24.160 Removal of ignition key when parking.

Every person who parks a motor vehicle upon any highway shall first lock the ignition, remove the key therefrom and take such key with him unless a licensed operator remains in such motor vehicle, in which case such licensed operator, before leaving the vehicle, shall first lock the ignition, remove the key therefrom, and take the key with him. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 73, 1960].

10.24.170 Parking on City property.

A. Whenever the Director determines that parking or standing of vehicles on City property is prohibited, limited or restricted, the Director shall have the power and authority to order signs to be erected or posted indicating that the parking of vehicles is thus prohibited, limited or restricted.

B. When signs authorized by the provisions of this section are in place, giving notice thereof, no person shall park or stand a vehicle contrary to the directions of the signs, and any vehicle parked in violation of the signs may be towed to the public storage garage at the expense of the owner of the vehicle as provided in Division 11, Chapter 10 of the Vehicle Code. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 240 § 2, 1975; SCC 703 § 74, 1960].

10.24.175 Parking in City parking areas.

A. Notwithstanding any other provision in this code, whenever the Director determines that parking or standing of vehicles in City parking areas under his jurisdiction is prohibited, limited or restricted, the Director shall have the power and authority to order signs to be erected or posted indicating that the parking of vehicles is thus prohibited, limited or restricted.

B. When signs authorized by the provisions of this section are in place, giving notice thereof, no person shall park or stand a vehicle contrary to the directions of the signs, and any vehicle parked in violation of the signs may be towed to the public storage garage at the expense of the owner of the vehicle as provided in Division 11, Chapter 10 of the Vehicle Code, and/or the Director, his or her designees, or a peace officer may issue a citation for illegal parking.

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The Director, his designee or a peace officer shall record on the citation the location the offense was committed, the nature of the violation, the state vehicle license number of the vehicle, the make and year of the vehicle and the time and date of such violation. He shall then issue in writing a citation for illegal parking in the same form and subject to the same procedure provided for by the laws of the state applicable to the traffic violations within the City. [Ord. 38-2007 § 1 (Exh. 1(G)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4].

10.24.180 Parking on private property.

It is unlawful for any person to drive upon or across, to leave standing or cause to be left standing any vehicle upon any privately owned property within the City without the implied or express consent of the owner or person in lawful possession of the property. [Ord. 38-2007 § 1 (Exh. 1(A)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 75, 1960].

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PREFERENTIAL RESIDENTIAL PERMIT PARKING PROGRAM

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- 10.25.010 Purpose.
- 10.25.020 Definitions.
- 10.25.030 Designation of residential permit parking areas.
- 10.25.040 Designation criteria.
- 10.25.050 Designation process.
- 10.25.060 Recommendation of the public works director.
- 10.25.070 Issuance of permits.
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- 10.25.100 Display of permit.
- 10.25.110 Permit parking exemption.
- 10.25.120 Permit term – Application and renewal.
- 10.25.130 Permit fees.
- 10.25.140 Penalty provisions.
- 10.25.150 Applicability to parking control vehicles.
- 10.25.160 Annexation of residential streets to residential permit parking areas.
- 10.25.170 Modifications of restrictions.
- 10.25.180 Deletion of residential streets from residential permit parking areas.

10.25.005 Title.

This chapter shall be known and cited as the “preferential residential permit parking program.” [Ord. 12-2015 § 2].

10.25.010 Purpose.

The purpose of this chapter is to establish a preferential residential permit parking program within the City to assist residents in securing parking in residential areas regularly adversely affected by nonresident parked vehicles. [Ord. 12-2015 § 2].

10.25.020 Definitions.

For the purposes of this chapter, the following definitions shall apply, unless the context clearly indicates otherwise:

“Dwelling unit” means a house, apartment or other residence with an assigned address as used by the U.S. Postal Service or as listed in the county directory.

“Lease” means that a person pays rent or other remuneration for use of a parcel of real property as his or her residence or place of business.

“Motor vehicle” includes an automobile, truck, motorcycle, or other motor-driven form of transportation not in excess of 10,000 pounds gross weight.

“Parking restrictions” means the days, times, and hour limitations imposed on motor vehicles parked in a residential permit parking area pursuant to this chapter.

“Public Works Director” means the Public Works Director of the City of Rancho Cordova with the powers and duties as provided in this title.

“Resident” means a person who dwells in the residential area on a permanent basis.

“Resident permit” means a permit issued by the City of Rancho Cordova for use on a resident vehicle while parked in a residential permit parking area.

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“Resident vehicle” means a motor vehicle owned or under the control of a resident and regularly parked in the residential area in which the resident resides.

“Residential area” means a contiguous or nearly contiguous area where residents dwell and which contains public streets and highways.

“Residential permit parking area” means a residential area designated as herein provided wherein motor vehicles displaying a valid permit as described herein shall be exempt from the parking restrictions or prohibitions established pursuant to this chapter. [Ord. 12-2015 § 2].

10.25.030 Designation of residential permit parking areas.

The City Council may, in its discretion, designate by resolution any residential area as a residential permit parking area in which motor vehicles displaying a valid parking permit may stand or be parked without limitation. Said resolution shall also state the applicable parking restrictions and the fees to be charged upon permit issuance. [Ord. 12-2015 § 2].

10.25.040 Designation criteria.

A. A residential area shall be deemed eligible for consideration as a residential permit parking area if the residential area is adversely affected by nonresident parked vehicles for any extended period during the day or night, on weekends, or during holidays.

B. In determining whether a residential area may be designated as a residential permit parking area, pursuant to RCMC 10.25.050 and 10.25.060, the Public Works Director and the City Council shall take into account factors which include, but are not limited to, the following:

1. The extent of the desire and need of the residents for residential permit parking;
2. The extent to which on-street parking is occupied by motor vehicles during the period proposed for parking restrictions;
3. The extent to which vehicles parking in the area during the period proposed for parking restrictions are commuter vehicles rather than resident vehicles. [Ord. 12-2015 § 2].

10.25.050 Designation process.

A. Persons desiring a residential permit parking program in a residential area shall consult with the Public Works Director to tentatively establish the boundaries of the area proposed for designation.

B. Upon receipt of a petition from a group of neighborhood residents or appropriate neighborhood association indicating that at least 60 percent of the residents are in favor of permit parking in the residential area proposed for designation, the Public Works Director shall evaluate the proposal to determine the appropriate residential permit parking restrictions for the area.

C. Within 30 days of the completion of the Public Works Director’s evaluation to determine appropriate residential permit parking restrictions for the area, the Public Works Director shall notice, as herein provided, a public hearing or hearings on the subject of the proposed residential permit parking area. Said hearing or hearings shall be conducted for the purpose of ascertaining boundaries for the proposed residential permit parking area as well as the appropriate restrictions on parking.

D. Notice of the public hearing or hearings provided for herein shall be mailed generally in the neighborhood, and to those institutions generating a significant volume of nonresident parking in the neighborhood. The notice shall clearly state the purpose of the hearing, the location and boundaries tentatively considered for the proposed residential permit parking area and, if applicable, the approximate permit fee to be charged. During such hearing or hearings, any interested person shall be entitled to appear and be heard.

E. Within 30 days after completion of the public hearing(s) the Public Works Director shall mail out notices to the residents of the proposed residential permit parking area. Said notices shall provide information on the proposed location and boundaries of the area and the proposed residential permit parking restrictions therein. Residents of the

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proposed residential permit parking area may return the notices indicating their support or opposition to the area. [Ord. 12-2015 § 2].

10.25.060 Recommendation of the Public Works Director.

A. Following the designation process described in RCMC 10.25.050, the Public Works Director shall issue a written recommendation to the City Council whether to designate the residential area under consideration as a residential permit parking area within 60 days after the close of public hearings pursuant to RCMC 10.25.050(D). Such recommendation shall be based upon the record of the hearing or hearings, the evaluation performed, the petition submitted, and the returned notices received from the residents indicating support for or opposition to the program.

B. The recommendation of the Public Works Director shall set forth the significant subjects and concerns raised at the public hearing or hearings conducted, the proposed boundaries of the residential permit parking area, the proposed parking restrictions, and the support for the program shown by the returned notices from the residents.

C. If the City Council desires, it will adopt a resolution establishing the program for the area including the boundaries, parking restrictions, fees, if any, and any other applicable provisions.

D. The designation process and designation criteria set forth in this chapter shall also be utilized by the Public Works Director in determining whether to recommend removal of designation as a residential permit parking area from a particular residential area. [Ord. 12-2015 § 2].

10.25.070 Issuance of permits.

A. Parking permits shall be issued by the Public Works Director. Each such permit shall state or reflect the particular residential permit parking area, the license number of the motor vehicle for which it is issued, and any additional information required by the Public Works Director to enforce the provisions of this chapter. No more than one parking permit shall be issued to each motor vehicle for which application is made. The requirements governing the manner in which persons shall qualify for parking permits in each residential permit parking area shall be as established by this chapter.

B. Parking permits may be issued for motor vehicles only upon application of the following persons:

1. A resident of the residential permit parking area who owns a motor vehicle registered with the California Department of Motor Vehicles at the address where the resident lives;
2. A resident of the residential permit parking area who has a leased or possesses a company-owned vehicle which is regularly parked in the area;
3. A person who owns or leases commercial property located in the residential permit parking area and actively engages in business activity within a residential permit parking area. However, no more than one parking permit may be issued for each motor vehicle registered to the business establishment at the address in the designated area;
4. An owner of residential property that is located within the residential permit parking area. [Ord. 12-2015 § 2].

10.25.080 Visitor permits.

The Public Works Director is authorized, upon application, to issue visitor permits to residents and owners or lessees of commercial property located within a residential permit parking area for use by bona fide visitors therein. Such a visitor permit shall have all the rights and privileges of a regular permit, except as provided in RCMC 10.25.130 and 10.25.140. The requirements governing the manner in which persons shall qualify for visitor permits in each residential permit parking area shall be established by this chapter. [Ord. 12-2015 § 2].

10.25.090 Posting of residential permit parking area.

Upon the adoption of the City Council of a resolution designating a residential permit parking area, the Public Works Director shall cause appropriate signs and markings to be erected in the area, indicating prominently thereon the parking and restrictions, prohibitions, and conditions under which permit parking shall be exempt. [Ord. 12-2015 § 2].

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10.25.100 Display of permit.

Residential parking permits shall be affixed to the left rear bumper of the resident's vehicle, hung from an inside rear view mirror or lying flat and clearly visible on the dashboard of the vehicle to which it is assigned.

Visitor parking permit shall be hung from an inside rear view mirror or lying flat and clearly visible on the dashboard of the visitor's vehicle.

Failure to display a current, valid permit shall be prima facie evidence that the citation is valid. [Ord. 12-2015 § 2].

10.25.110 Permit parking exemption.

A resident motor vehicle or nonresident motor vehicle on which is displayed a valid parking permit as provided for herein shall be permitted to park in the residential permit parking area for which the permit has been issued without being limited by parking restrictions established pursuant to this chapter.

Said motor vehicle shall not be exempt, however, from other parking regulations or prohibitions established pursuant to other relevant portions of the Rancho Cordova Municipal Code or Vehicle Code. All other motor vehicles parked within a residential permit parking area shall be subject to the parking restrictions adopted as provided in this chapter as well as the penalties provided for herein.

A residential parking permit shall not guarantee or reserve to the holder thereof an on-street parking space within the designated residential permit parking area. [Ord. 12-2015 § 2].

10.25.120 Permit term – Application and renewal.

Except as provided otherwise herein, each parking permit issued shall be valid for one year or such other period of time as designated by the Public Works Director from the date of issuance. Permits may be renewed annually or for some other period of time as designated by the Public Works Director upon reapplication in the manner required by the Public Works Director. Each application or reapplication for a parking permit shall contain information sufficient to identify the applicant, his or her residence address or address of real property owned or leased within residential permit parking area, the license number of the motor vehicle for which application is made, and such other information that may be deemed relevant by the Public Works Director. [Ord. 12-2015 § 2].

10.25.130 Permit fees.

The fee, if any, for eligible residents within the residential parking permit area for a residential parking permit or a visitor permit shall be established by resolution of the City Council. [Ord. 12-2015 § 2].

10.25.140 Penalty provisions.

A. It is a violation of this chapter, unless expressly provided to the contrary herein, for any person to park a motor vehicle contrary to the parking restrictions established pursuant hereto. Said violation shall be subject to civil penalty as specified in the resolution by the City Council pursuant to RCMC 10.24.020.

B. It is unlawful and a violation of this chapter for a person to falsely represent himself or herself as eligible for a parking permit or to furnish false information in order to obtain a permit. Said violation shall be punishable by a fine not to exceed \$500.00 or by imprisonment for a period not exceeding six months, or both.

C. It is a violation of this chapter, unless expressly provided to the contrary herein, for a person holding a valid parking permit issued pursuant to this chapter, to permit the use or display of such permit on a motor vehicle other than that for which the permit is issued. Such conduct shall constitute a violation of this chapter both by the person holding the valid parking permit and the person who so uses or displays the permit on a motor vehicle other than that for which it is issued. Said violation shall be subject to civil penalty as specified in the resolution adopted by the City Council pursuant to RCMC 10.24.020.

D. It is a violation of this chapter to use, or allow to be used, a visitor permit for a nonresident commuter who desires to park in the residential parking permit area. Said use of a visitor permit for commuter parking shall constitute a violation of this chapter both by the person to whom the visitor permit was issued and by the registered owner of the vehicle upon which the visitor permit is displayed. Said violation shall be subject to civil penalty as specified in the resolution adopted by the City Council pursuant to RCMC 10.24.020.

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E. It is unlawful and a violation of this chapter for a person to copy, produce or otherwise bring into existence a facsimile or counterfeit parking permit in order to evade parking restrictions applicable in a residential permit parking area. It is also a violation to sell, transfer, exchange or assign any residential, visitor or temporary permit. Upon conviction thereof, the person shall be punishable by a fine not exceeding \$500.00 or be imprisoned for a period not exceeding six months, or both. [Ord. 12-2015 § 2].

10.25.150 Applicability to parking control vehicles.

The provisions of this chapter shall not be construed to prohibit the stopping, standing or parking of parking control vehicles while such vehicles are being used in parking control enforcement; provided, however, that this section shall not supersede provisions of this title which expressly refer to or regulate parking control vehicles.

As used in this section the term “parking control vehicles” means any vehicle used by an authorized official of the City during the enforcement of parking and registration regulations pursuant to the chapters of this code and the California Vehicle Code. [Ord. 12-2015 § 2].

10.25.160 Annexation of residential streets to residential permit parking areas.

Whenever the City Council finds that residential streets adjacent to a residential permit parking area have all-day, on-street parking congestion, then upon recommendation by the Public Works Director, such residential streets may be added by resolution to said residential permit parking area. A petition of 60 percent or more of the residents of said streets with affirmative responses seeking permit parking shall be required prior to implementation of residential permit parking restrictions. [Ord. 12-2015 § 2].

10.25.170 Modifications of restrictions.

On-street parking restrictions within a residential permit parking area may be changed by resolution of the City Council based on recommendation by the Public Works Director. [Ord. 12-2015 § 2].

10.25.180 Deletion of residential streets from residential permit parking areas.

A. The City Council may initiate a proceeding to delete a street from a designated residential permit parking area by adopting a resolution of intention to delete.

B. The resolution shall include:

1. A declaration of intention by the City Council to delete;
2. A description of the street or streets to be deleted; and
3. The date, time and place of a public hearing to consider the proposed deletion.

C. At least 10 days before the hearing, notice of the hearing shall be published in a newspaper of general circulation, posted not more than 200 feet apart along the street or streets proposed for deletion, and mailed to all persons who testified before the City Council at public hearings in which the establishment of the residential parking permit area was considered.

D. At the hearing, the City Council shall take into account the factors specified in RCMC 10.25.040(B). The City Council may adopt a resolution deleting the street or streets described in the resolution of intention. [Ord. 12-2015 § 2].

Chapter 10.30**HUMAN HABITATION OF VEHICLES**

Sections:

- 10.30.010 Purpose.
- 10.30.020 Definitions.
- 10.30.030 Use of vehicles for human habitation prohibited on public property.
- 10.30.040 Use of vehicles for human habitation prohibited on private property – Exception.
- 10.30.050 Penalty.

10.30.010 Purpose.

This chapter is enacted for the purpose of addressing issues of blight, crime, security, disorder and health and sanitation, including the disposal of noxious and harmful matter on city streets and parking areas open to the public. These conditions are principally caused by ongoing, repeated habitation of motor homes, recreational vehicles and other vehicles modified or used for human habitation, as defined in RCMC 10.30.020, without authorized connection to utility services, periodically resulting in the creation of an encampment-like situation. These conditions occur primarily in private commercial parking areas and on public streets within the City, but can also occur in other areas of the City including, but not limited to, private residential lots. [Ord. 13-2004 § 1].

10.30.020 Definitions.

For purposes of this chapter, the following definitions will apply:

“Camper” means a structure designed to be mounted upon a motor vehicle and to provide facilities for human habitation or camping purposes. “Camper” shall include those campers defined as slide-in campers or truck campers under the California Health and Safety Code.

“House car” means a motor vehicle originally designed or permanently or temporarily altered and equipped for human habitation, or to which a camper has been permanently or temporarily attached.

“Human habitation” shall mean the use of a vehicle for dwelling. Evidence of human habitation shall include activities such as sleeping, setting up housekeeping or cooking, and/or any other activity where it reasonably appears, in light of all the circumstances, that a person or persons is using the vehicle as a living accommodation. The use of a vehicle for six or more consecutive hours for eating, resting, recreating and/or sleeping shall per se constitute “human habitation” for purposes of this chapter.

“Recreational vehicle” shall mean a motor home, travel trailer, trailer coach, truck camper, camping trailer or park trailer, as those vehicles are defined in Sections 18010 and 18009.3 of the California Health and Safety Code or other applicable sections of the California Health and Safety Code or California Vehicle Code, and which are designed for human habitation for recreational, emergency, or other occupancy.

“Vehicle” shall mean any device by which any person or property may be propelled, moved, or drawn upon a highway including, but not limited to, a recreational vehicle or house car. [Ord. 13-2004 § 1].

10.30.030 Use of vehicles for human habitation prohibited on public property.

It is unlawful for any person or persons to use a vehicle for human habitation on or in any public street, right-of-way, alleyway, parking area or any other public property, except in a designated public campground, recreational park, or licensed mobile home park. [Ord. 13-2004 § 1].

10.30.040 Use of vehicles for human habitation prohibited on private property – Exception.

A. It is unlawful for any person or persons to use a vehicle for human habitation on any private property within the city limits of Rancho Cordova except for a lawfully operated mobile home trailer park, or other licensed private camping facility.

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B. Notwithstanding subsection (A) of this section, a person shall not be prohibited from occupying, for sleeping purposes only, a recreational vehicle or house car on private residential property within the City limits provided all of the following criteria are satisfied:

1. The person is a bona fide guest of a resident of the City;
2. The person has the written consent of the resident; and
3. The location and use of the recreational vehicle or house car for sleeping purposes is not otherwise in violation of the Rancho Cordova zoning code or other applicable law.

The use of a recreational vehicle or house car under authority of this subsection (B) shall be limited to no more than five days and/or nights, either consecutive or nonconsecutive, within any 90-day period. [Ord. 13-2004 § 1].

10.30.050 Penalty.

A. A violation of this chapter shall be deemed an infraction for a first violation; second and subsequent violations of the same section within a 12-month period may be prosecuted as an infraction or misdemeanor.

B. Any person convicted of an infraction for violating this chapter may be punished by:

1. A fine of not more than \$100.00 for a first violation;
2. A fine of not more than \$200.00 for a second violation of the same section within a 12-month period;
3. A fine of not more than \$500.00 for a third (or subsequent) violation of the same section by the same person within a 12-month period.

C. Any person convicted of a misdemeanor for violating this chapter may be punished by a fine of not more than \$1,000 or by imprisonment in jail for a period of not more than six months or by both fine and imprisonment. [Ord. 13-2004 § 1].

Chapter 10.32**MISCELLANEOUS DRIVING RULES**

Sections:

- 10.32.010 Prohibited acts.
- 10.32.020 Parade permit required.
- 10.32.030 Bus stop in front of driveway.
- 10.32.040 Molesting of traffic-counting devices prohibited.
- 10.32.050 Washing vehicles on highway.
- 10.32.060 Repairing vehicles on highways.
- 10.32.070 Railway gates.
- 10.32.080 Trains not to block crossings.

10.32.010 Prohibited acts.

No person shall drive any vehicle or animal, or do any act, in violation of the following:

- A. Drive through vehicles comprising a funeral procession while they are in motion and when the vehicles in such a procession are specifically designated;
- B. No person riding any bicycle, motorcycle, coaster, roller skates, or any toys or toy vehicles shall attach the same or himself to any moving vehicle upon any roadway and no person driving any vehicle shall permit the same to be done;
- C. Drive within or over any sidewalk area or any parkway except at a driveway;
- D. Drive over or across any new pavement or freshly painted marking when any street barrier, sign or marking is in place warning persons not to drive over or across the same, or when a sign is in place stating that the street, or any portion thereof, is closed;
- E. Drive or operate a vehicle contrary to the directions or provisions of any barrier or sign erected pursuant to the provisions of any ordinance of the City or by any other utility, or by any department of the City or by any public person pursuant to law or contract with the City and no unauthorized person shall move or alter the position of any such barrier or sign;
- F. Drive a vehicle onto or from any freeway except at such entrances and exits as are established by public authority;
- G. Drive a vehicle into an intersection or a marked crosswalk unless there is sufficient space on the other side of the intersection or crosswalk to accommodate the vehicle he is operating without obstructing the passage of other vehicles or pedestrians in such intersection or crosswalks, notwithstanding any official traffic control device or signal indication to proceed;
- H. No tire on any vehicle upon any City street or highway shall have on its periphery any block, stud, flange, cleat, ridge, bead, or any other protuberance of metal or wood which projects beyond the tread of the traction surface of the tire. This subsection does not apply to the following:
 - 1. Tire chains of reasonable size used to prevent skidding when upon wet surfaces or when upon ice or snow.
 - 2. Pneumatic tires which have embedded therein wire not to exceed 0.075 inches in diameter and which are so constructed that under no conditions will the percentage of metal in contact with the roadway exceed five percent of the total tire area in contact with the roadway, except that during the first 1,000 miles of use or operation of any such tire, the metal in contact with the roadway may exceed five percent of the tire area in contact with the roadway, but shall in no event exceed 20 percent of such area.
 - 3. Vehicles operated upon unimproved roadways when necessary in the construction or repair of highways.

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4. Traction engines or tractors when operated under the conditions of a permit first obtained from the Rancho Cordova Department of Public Works. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 972 § 1, 1968; SCC 703 § 76, 1960].

10.32.020 Parade permit required.

No person shall operate a vehicle, or join in, or be a member of any procession, parade or assemblage on any public highway without a permit first having been issued by the Director. No permit shall be valid on an arterial or through highway during the hours of 4:00 p.m. to 6:00 p.m. or during the hours of darkness or between December 10th and December 26th in any year. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 77, 1960].

10.32.030 Bus stop in front of driveway.

A bus engaged as a common carrier may stop to load or unload passengers in front of a driveway. At no time shall the bus so stop for a period longer than is necessary to load or unload passengers. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 78, 1960].

10.32.040 Molesting of traffic-counting devices prohibited.

Unless authorized by the Director, a person shall not move, molest, tamper with, or damage in any way any traffic-counting device which has been located within a highway or adjacent thereto by authority of the Director. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 79, 1960].

10.32.050 Washing vehicles on highway.

A person shall not dust, wipe, wash or otherwise clean, use, or employ any method of dusting, wiping, washing or otherwise cleaning any vehicle or portion thereof while on any highway unless the vehicle is owned by or under the direct control or supervision, for purposes other than such wiping, washing, cleaning, or dusting, of the person doing any of the acts herein enumerated. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 80, 1960].

10.32.060 Repairing vehicles on highways.

A person shall not repair, or make any repairs, or add or install any part or accessory to or on any vehicle while the same is upon any public highway or alley.

The provisions of this section do not prohibit the operator of any vehicle which is disabled while upon any public highway or alley to such extent that it is impossible to avoid stopping from making or causing to be made the repairs necessary to enable the vehicle to be removed from the public highway or alley. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 81, 1960].

10.32.070 Railway gates.

No person shall drive any vehicle around or under any crossing gate or barrier at a railroad grade crossing while the gate or barrier is closed or is being opened or closed. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 82, 1960].

10.32.080 Trains not to block crossings.

It is unlawful for any person to cause or permit any railway train or railway cars, or similar vehicle on rails, to operate or to be operated in such a manner as to prevent the use of any highway for the purpose of travel for a period of time longer than 10 minutes, except that this provision does not apply to railway trains, cars or similar vehicles on rails while blocking or obstructing a crossing because of an accident which requires the operator of a train, car or similar vehicle on rails to stop at or near the scene of the accident. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 972 § 1, 1968; SCC 703 § 83, 1960].

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Chapter 10.36

EMERGENCY VEHICLES

Sections:

- 10.36.010 Definitions.
- 10.36.040 Approaching scene of emergency.
- 10.36.050 Parking near scene of emergency.
- 10.36.060 Assembling near scene of emergency.
- 10.36.070 Exemptions.
- 10.36.080 Penalty for violation.

10.36.010 Definitions.

As used in this chapter, the following words and phrases have the meanings herein set forth:

“Authorized emergency vehicle” means all authorized emergency vehicles as defined in Division 1 of the Vehicle Code.

“Private road or driveway” means a private road or driveway as defined in Section 490 of the Vehicle Code.

“Public highway” means any highway, road, street, way or place open to the use of the public for purposes of vehicular travel.

“Vehicle” means a device in, upon or by which any person or property is or may be propelled, moved or drawn upon a public highway, including a bicycle or such other vehicle of propulsion moved by human power. [Ord. 38-2007 § 1 (Exh. 1(G)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 389 § 1, 1951].

10.36.040 Approaching scene of emergency.

It is unlawful for any person to operate any vehicle upon the public highways or any private road or driveway so as to approach within 1,000 feet of any authorized emergency vehicle when such authorized emergency vehicle is engaged in extinguishing fire or when the authorized emergency vehicle is actively engaged at the scene of any bombing, act of sabotage, accident, explosion, flood, riot, earthquake or any emergency. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 389 § 4, 1951].

10.36.050 Parking near scene of emergency.

It is unlawful for any person to park, stop or abandon any vehicle within 1,000 feet of any authorized emergency vehicle when the authorized emergency vehicle is actively engaged at the scene of any bombing, act of sabotage, accident, explosion, flood, riot, earthquake or any emergency. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 389 § 5, 1951].

10.36.060 Assembling near scene of emergency.

It is unlawful for any person or persons to gather, collect, assemble or congregate within 1,000 feet of the scene of any fire, bombing, act of sabotage, accident, explosion, flood, riot, earthquake or any emergency when any authorized emergency vehicle is actively engaged thereat. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 389 § 6, 1951].

10.36.070 Exemptions.

The provisions of this chapter do not apply to the following persons:

- A. All authorized emergency vehicles, as defined herein, and persons operating the same;
- B. Any person or persons lawfully ordered to do otherwise by any public officer or fireman. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 389 § 7, 1951].

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10.36.080 Penalty for violation.

Any person who violates any provisions of this chapter is guilty of a misdemeanor and upon conviction thereof shall be punished by fine of not exceeding \$300.00 or by imprisonment in the county jail, not exceeding three months, or by both such fine or imprisonment. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 389 § 8, 1951].

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Chapter 10.40 TRUCK ROUTES

Chapter 10.40

TRUCK ROUTES

Sections:

- 10.40.010 Establishing weight limits.
- 10.40.020 Exceptions.
- 10.40.030 Designation.

10.40.010 Establishing weight limits.

The Director is authorized to designate certain highways or parts thereof upon which the operation of commercial vehicles shall be prohibited as follows:

A. On a highway that is unimproved as the word “unimproved” is used in Section 35706 of the Vehicle Code and the nature of the pavement or surface is such that it will be injured if vehicles of over a certain gross weight are permitted to operate thereon; the director shall erect signs specifying the weight which the Director finds should be prohibited;

B. Whenever the Director finds that the use of any street, road, or highway located in the City of Rancho Cordova by any commercial vehicle exceeding a gross weight of 14,000 pounds would not be in the best public interest or would be unsafe, and such street, road, or highway may be limited as to use in accordance with Section 35701 of the Vehicle Code, the Director shall erect appropriate signs;

C. Whenever any structure of a bridge on a highway on which no weight limit has been imposed is such that it is unsafe for the vehicles over a certain weight to use the bridge, and whenever the Director finds that the structure of a bridge on a highway on which a weight limit has been imposed is such that the use of vehicles over a certain weight which is less than the weight limit on such highway would be unsafe, the Director shall erect appropriate weight limit signs at both entrances to such bridges as provided in this title;

D. Wherever the Director finds that the use of any highway by a commercial vehicle exceeding a gross weight of three tons would not be in the best public interest or would be unsafe or would create undue hazards to local traffic, the Director may erect appropriate signs prohibiting commercial vehicles as provided in Section 21100 of the Vehicle Code;

E. The Director may issue a permit for the operation of vehicles on City highways that are in excess of the maximum load or size as specified in the Vehicle Code. The permit shall specify the description of the vehicle and shall be subject to such conditions as are deemed advisable in accordance with prevailing traffic conditions on the highway to be used;

F. When signs are in place giving notice of any of the provisions of this section, no person shall disobey the directions or provisions posted on the sign. [Ord. 38-2007 § 1 (Exh. 1(A), (G)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 84, 1960].

10.40.020 Exceptions.

Nothing in this chapter shall prohibit the operator of any vehicle exceeding the maximum gross weight of three tons coming from a truck route having ingress and egress by direct route to and from restricted streets, when necessary for the purpose of making pickups or deliveries of goods, wares and merchandise from or to any building or structure located on such restricted streets, or for the purpose of delivering materials to be used in the actual and bona fide repair, alteration, remodeling or construction of any building or structure upon such restricted streets for which a building permit has been previously obtained. The provisions of this chapter do not apply to a passenger bus under the jurisdiction of the public utilities commission, or owned by a bus company licensed by the City, or to any vehicle owned by a public utility while necessarily in use in the construction, installation or repair of any public utility or any vehicle owned by the City while necessarily in use in the construction, installation or repair of a City utility or street. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 85, 1960].

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Chapter 10.40 TRUCK ROUTES

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10.40.030 Designation.

The Director is authorized to designate any highway by appropriate signs as a truck route for the movement of vehicles exceeding a maximum gross weight limit of three tons, where in his opinion such designation is required. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 86, 1960].

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Chapter 10.41 INTERSTATE TRUCK TERMINALS
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Chapter 10.41**INTERSTATE TRUCK TERMINALS AND ACCESS ROUTES**

Sections:

- 10.41.010 Authority and application.
- 10.41.020 Fees and costs.
- 10.41.030 Reconstruction.
- 10.41.040 Revocation of route.
- 10.41.050 Prohibition.

10.41.010 Authority and application.

The Director is authorized to designate certain trucking terminals as interstate truck terminals and certain City highways or parts thereof as terminal access routes for interstate trucks, in accordance with Section 35401.5 of the Vehicle Code, as follows:

A. As used in this chapter, “interstate truck” shall mean a combination of vehicles as described in Section 35401.5 of the Vehicle Code and not exceeding the lengths set forth therein, and “terminal” shall have the meaning specified in Section 35401.5 of the Vehicle Code.

B. Any interested person desiring an access route to an interstate truck terminal facility from the federally designated highway system shall submit to the Director an application, on a form as provided by the Director, together with such information as may be required by the Director and appropriate fees.

C. The Director will cause an investigation to be made to ascertain whether or not the proposed terminal facility meets the requirements for an interstate truck terminal. Upon his approval of that designation, he will then determine the capability of the route requested and alternate routes, whether requested or not. Determination of route capability will include, without limitation, a review of adequate turning radius and lane widths of ramps, intersections and highways and general traffic conditions such as sight distance, speed and traffic volumes. No access off a federally designated highway system will be approved without the approval of the State of California Department of Transportation.

D. Should the requested route pass through the City of Rancho Cordova to a terminal located in another jurisdiction, the applicant shall submit proof of compliance with that jurisdiction’s application process. Coordination of the approval of the route through the City will be the responsibility of the entity which controls the terminal’s land use. [Ord. 38-2007 § 1 (Exh. 1(A)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 620 § 1, 1985].

10.41.020 Fees and costs.

A. The applicant shall pay a nonrefundable application fee, as established by the City Council by resolution, sufficient to pay the cost of the review of the interstate truck terminal designation and the review of the proposed and alternate routes.

B. Upon the approval of the terminal designation and route by the City, the applicant shall deposit with the City sufficient funds as estimated by the Director to pay for the purchase and installation of terminal trailblazer signs. Trailblazer signs shall be required at every decision point in the City on the route to the terminal and at intermediate points not closer than one-half mile apart as determined by the Director. Upon completion of the installation of the signs, the actual cost shall be computed and any difference between the actual and the estimated cost shall be billed or refunded to the applicant, whichever the case may be. Any excess due to the City shall be due and payable 30 days after billing and thereafter shall bear interest at the maximum rate permitted by law. No interstate truck terminal or access route may be used for such purpose until such signs as may be required are in place. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 620 § 1, 1985].

10.41.030 Reconstruction.

A. If all feasible routes to a requested interstate truck terminal are found unsatisfactory by the Director, the applicant may request reconstruction to correct the deficiencies identified by the Director. All costs of engineering, construction and inspection will be the responsibility of the applicant. Except when the reconstruction of

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deficiencies is within the jurisdiction of the state of California, the actual construction will be the responsibility of the applicant. When the work is within the jurisdiction of the state of California, it will be under the direction of the state of California.

B. If at any time within five years from the date of completion of the reconstruction by the applicant, should any applicant seek approval of an interstate truck terminal which would use the route upon which such reconstruction was accomplished, any such applicant's fee may be required by the Director to include that applicant's proportionate share of the reconstruction, as determined by the Director, which fee shall be disbursed by the City of Rancho Cordova to the applicant who paid for the reconstruction as well as to any applicant who contributed to the cost of reconstruction under this section. Nothing herein shall require the payment of a proportionate fee if the applicant doing the work failed to file with the director a report documenting the actual cost of the reconstruction work, subject to the approval of the Director. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 620 § 1, 1985].

10.41.040 Revocation of route.

The Director may revoke any approved interstate truck terminal or access route if the terminal or route becomes hazardous for vehicular traffic. Such a hazard includes, but is not limited to, the inability of interstate trucks to negotiate the route or said vehicles causing unsafe driving conditions for other vehicular traffic or pedestrians. If the route designation is revoked within three years after establishment, the City will reimburse the applicant for his actual costs of signing and reconstruction. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 620 § 1, 1985].

10.41.050 Prohibition.

Except as expressly permitted by law, no person shall drive an interstate truck upon any City highway not designated for such purpose. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 620 § 1, 1985].

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Chapter 10.44 ONE-WAY STREETS

Chapter 10.44

ONE-WAY STREETS

Sections:

10.44.010 Signs to be placed.

10.44.020 Violation prohibited.

10.44.010 Signs to be placed.

The director shall place and maintain appropriate signs giving notice of the one-way highway system, and no such regulations shall be effective until the signs are in place. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 88, 1960].

10.44.020 Violation prohibited.

No person shall operate a vehicle in violation of the signs designating one-way streets as herein provided. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 89, 1960].

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Rancho Cordova Municipal Code
Chapter 10.48 SPEED ZONES

Chapter 10.48

SPEED ZONES

Sections:

10.48.010 Speed zones.

10.48.010 Speed zones.

A. The City Council has determined, on the basis of engineering and traffic surveys, that the speed permitted by the Vehicle Code upon certain highways is not in conformance with the safe and efficient operation of vehicles thereon. The prima facie speed limits on such highways or parts of such highways shall be as specified by ordinance when signs are erected giving notice of such limits.

B. All speed zones shall continue in effect as established by SCC Ordinance No. 703, as adopted and amended prior to the adoption of this code. All provisions of SCC Ordinance No. 703 and amendments thereto relating to speed zones shall continue in effect notwithstanding the adoption of this code. The speed zone provisions of SCC Ordinance No. 703 which continue in effect as provided in this section shall be subject to revision by ordinance from time to time pursuant to the Vehicle Code in the same manner as prior to the adoption of this code. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 90, 1960].

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Rancho Cordova Municipal Code
Chapter 10.50 REDUCED SPEED LIMITS ON SPECIFIC
STREETS

Chapter 10.50**REDUCED SPEED LIMITS ON SPECIFIC STREETS**

Sections:

- 10.50.010 Determination and declaration of prima facie speed limits.
- 10.50.020 Prima facie speed limits declared.

10.50.010 Determination and declaration of prima facie speed limits.

The City Council approves and adopts the engineering and traffic surveys dated November 9, 2020, prepared by the City, for the streets and portions thereof set forth therein, copies of which are on file and available for public inspection in the offices of the City Clerk. The city council finds and determines that the surveys were conducted in accordance with the Vehicle Code and methods of conducting engineering and traffic surveys prescribed in the California Department of Transportation and that the survey justifies the speed limits recommended for the streets and portions of streets therein described. The City Council declares these speed limits as prima facie speed limits for the streets or portions thereof, which limits shall be effective when appropriate signs giving notice thereof are erected upon the streets or portions thereof. [Ord. 20-2020 § 2; Ord. 1-2018 § 2; Ord. 13-2015 § 2; Ord. 3-2004 § 1].

10.50.020 Prima facie speed limits declared.

The following prima facie speed limits are established based on prevailing speeds and according to traffic and engineering studies.

A. Baroque Drive:

- 1. Between Zinfandel Drive and Zinfandel Drive, 35 mph;

B. Bear Hollow Drive:

- 1. Between Zinfandel Drive and North Mather Boulevard, 35 mph;

C. Business Park Drive:

- 1. Between Horn Road and Bradshaw Road, 35 mph;

D. Capital Center Drive:

- 1. Between White Rock Road and International Drive, 35 mph;

E. Chase Drive:

- 1. Between Coloma Road and Hagan Park, 25 mph;

F. Chrysanthy Boulevard:

- 1. Between Sunrise Boulevard and eastern terminus of street, 35 mph;

G. Coloma Road:

- 1. Between Folsom Boulevard and Sunrise Boulevard, 40 mph;

H. Data Drive:

- 1. Between International Drive and White Rock Road, 35 mph;

I. Disk Drive:

- 1. Between Data Drive and Prospect Park Drive, 35 mph;

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Chapter 10.50 REDUCED SPEED LIMITS ON SPECIFIC
STREETS

J. Douglas Road:

1. Between Sunrise Boulevard and Rancho Cordova Parkway, 55 mph;
2. Between Rancho Cordova Parkway and Americanos Boulevard, 50 mph;

K. Explorer Drive:

1. Between Lincoln Village Drive to Lincoln Village Drive, 25 mph;

L. Femoyer Street:

1. Between Mather Boulevard and International Drive, 40 mph;

M. Fitzgerald Road:

1. Between White Rock Road and Recycle Road, 35 mph;

N. Folsom Boulevard:

1. Between Horn Road and Routier Road, 45 mph;
2. Between Routier Road and Cordova Lane, 40 mph;
3. Between Cordova Lane and Sunrise Boulevard, 45 mph;
4. Between Sunrise Boulevard and Hazel Avenue, 45 mph;

O. Georgetown Drive:

1. Between Coloma Road and McGregor Drive, 25 mph;

P. Gold Camp Drive:

1. Between Sun Center Drive and Prospect Park Drive, 35 mph;

Q. Gold Canal Drive:

1. Between Sun Center Drive and White Rock Road, 35 mph;

R. Gold Center Drive:

1. Between Zinfandel Drive and Prospect Park Drive, 30 mph;
2. Between Prospect Park Drive (west) and Prospect Park Drive (east), 35 mph;

S. Horn Road:

1. Between Folsom Boulevard and Routier Road, 35 mph;

T. International Drive:

1. Between Mather Field Road and Sunrise Boulevard, 45 mph;

U. Kiefer Boulevard:

1. Between Sunrise Boulevard and Rancho Cordova Parkway, 45 mph;

V. Kilgore Road:

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STREETS

1. Between Folsom Boulevard and White Rock Road, 35 mph;
2. Between White Rock Road and Baroque Way, 40 mph;

W. Lincoln Village:

1. Between Bradshaw Road and Draco Drive, 35 mph;
2. Between Draco Drive and Routier Road, 25 mph;

X. Luyung Drive:

1. Between White Rock Road and Mechanical Drive, 35 mph;

Y. Mather Field Road:

1. Between Peter A McCuen Boulevard and Folsom Boulevard, 45 mph;

Z. McGregor Drive:

1. Between Folsom Boulevard and Coloma Road, 25 mph;

AA. Mills Park Drive:

1. Between Routier Road and Mather Field Road, 35 mph;
2. Between Mather Field Road and White Rock Road, 25 mph;

BB. Mills Station Road:

1. Between Peter A McCuen Boulevard and Folsom Boulevard, 45 mph;
2. Between Mather Field Road and White Rock Road, 25 mph;

CC. Monier Circle:

1. Between Sunrise Boulevard and Sunrise Boulevard, 30 mph;

DD. Old Placerville Road:

1. Between Systems Parkway and Rockingham Drive, 45 mph;

EE. Olson Drive:

1. Between Mills Park Drive and Zinfandel Drive, 25 mph;
2. Between Zinfandel Drive and Folsom Boulevard, 35 mph;

FF. Paseo Drive:

1. Between Folsom Boulevard and Las Casas Way, 25 mph;

GG. Peter A McCuen Boulevard:

1. Mather Boulevard and Femoyer Street, 30 mph;

HH. Prospect Park Drive:

1. Between White Rock Road and White Rock Road, 35 mph;

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STREETS

2. Between White Rock Road and Baroque Way, 35 mph;

II. Quality Drive:

1. Between International Drive and White Rock Road, 35 mph;

JJ. Rancho Cordova Parkway:

1. Between Kiefer Boulevard and Douglas Road, 45 mph;

KK. Recycle Road:

1. Between Sunrise Boulevard and Elks Circle, 30 mph;

LL. Reserve Drive:

1. Between Data Drive and International Drive, 35 mph;

MM. Rockingham Drive:

1. Between Mather Field Road and S. White Rock Road, 25 mph;

2. Between Mather Field Road and Old Placerville Road, 35 mph;

NN. Routier Road:

1. Between Old Placerville Road and Folsom Boulevard, 40 mph;

OO. S. White Rock Road:

1. Between International Drive and White Rock Road, 25 mph;

PP. Sun Center Drive:

1. Between Prospect Park Drive and Sunrise Boulevard, 35 mph;

QQ. Sunrise Boulevard:

1. Between Kiefer Boulevard and Herodian Drive, 50 mph;

2. Between Herodian Drive and White Rock Road, 45 mph;

3. Between White Rock Road and Folsom Boulevard, 45 mph;

4. Between Folsom Boulevard and Coloma Road, 45 mph;

5. Between Coloma Road and city limits, southbound, 45 mph;

RR. Systems Parkway:

1. Between Routier Road and Old Placerville Road, 35 mph;

SS. Trade Center Drive:

1. Between Sun Center Road and Mercantile Road, 30 mph;

TT. Trinity River Drive:

1. Between Coloma Road and Sunrise Boulevard, 30 mph;

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STREETS

UU. Vanguard Drive:

1. Between Explorer Drive and Routier Road, 25 mph;

VV. White Rock Road:

1. Between Mills Station Road and Mills Park Drive, 25 mph;
2. Between S. White Rock Road and Zinfandel Drive, 40 mph;

3. Between Zinfandel Drive and Sunrise Boulevard, 45 mph; WW. Zinfandel Drive:

1. Between Sunrise Boulevard and Folsom Boulevard, 30 mph;
2. Between Folsom Boulevard and White Rock Road, 35 mph;
3. Between White Rock Road and International Drive, 40 mph;
4. Between International Drive and city limits, 45 mph. [Ord. 20-2020 § 3; Ord. 1-2018 § 3; Ord. 13-2015 § 3; Ord. 3-2004 § 2].

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Rancho Cordova Municipal Code
Chapter 10.58 OFF-ROAD VEHICLES

Chapter 10.58

OFF-ROAD VEHICLES

Sections:

- 10.58.010 Permit required.
- 10.58.020 Motor vehicle – Definition.
- 10.58.030 Exemption – Commercially operated facilities.
- 10.58.040 Exemption – Public facilities.
- 10.58.050 Exemption – Sanctioned events.
- 10.58.060 Exemption – Parking areas.
- 10.58.070 Exemptions – Miscellaneous.
- 10.58.080 Operation by permit.
- 10.58.090 Application for permit.
- 10.58.100 Permits – Grounds for denial.
- 10.58.120 Permit conditions.
- 10.58.130 Copies of permit – Possession required.
- 10.58.140 Revocation of permit.
- 10.58.150 Fees – Expiration and renewal.
- 10.58.160 Appeal.
- 10.58.170 Public nuisance prohibited.

10.58.010 Permit required.

No person shall operate or cause to be operated a motor vehicle except upon the streets, highways and thoroughfares specifically established and provided for the operation of such vehicles except when authorized by a permit issued pursuant to this chapter. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 253 § 1 (part), 1975].

10.58.020 Motor vehicle – Definition.

As used in this chapter, “motor vehicle” means any self-propelled device in or upon which any person or property may be moved, excepting a device moved by human power or used exclusively upon stationary rails or tracks. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 253 § 1 (part), 1975].

10.58.030 Exemption – Commercially operated facilities.

This chapter does not apply to any area commercially operated for the purpose of providing facilities wherein motor vehicles can be operated for recreational purposes, if said facilities are duly licensed and permitted under the applicable laws pertaining thereto. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 253 § 1 (part), 1975].

10.58.040 Exemption – Public facilities.

This chapter does not apply to any area which is specifically established by the City or other governmental body or agency for the purpose of allowing motor vehicles to be operated thereon for recreational purposes. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 253 § 1 (part), 1975].

10.58.050 Exemption – Sanctioned events.

This chapter does not apply to any organized racing or competitive event upon a closed course which is conducted under the auspices of a recognized sanctioning body under permit issued by the City. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 253 § 1 (part), 1975].

10.58.060 Exemption – Parking areas.

This chapter does not apply to any area, either publicly or privately owned, designated for the parking or storage of motor vehicles, when the operation of a vehicle on such area is solely for the purposes of ingress thereto and egress therefrom. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 253 § 1 (part), 1975].

10.58.070 Exemptions – Miscellaneous.

This chapter does not apply to any motor vehicle which is:

- A. An implement of husbandry;

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- B. A wheelchair;
- C. A golf cart, when used on a golf course;
- D. Used for any purpose relating to the conduct of a business where said business is conducted;
- E. Owned by the City or other governmental body or agency, and is operated by an employee of the City or other governmental body or agency who is acting within the scope of his employment;
- F. Operated by or under contract with a utility, whether privately or publicly owned;
- G. Used in connection with construction activities for the purposes for which it was designed. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 253 § 1 (part), 1975].

10.58.080 Operation by permit.

Any person possessing a valid permit issued pursuant to this chapter may operate a motor vehicle other than upon the streets, highways and thoroughfares specifically established and provided therefor, provided such operation is in conformance with the terms and conditions of such permit. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 253 § 1 (part), 1975].

10.58.090 Application for permit.

The owner or lessee of any real property within the City, or the agent of either, may apply for a permit to operate one or more motor vehicles on said property when the operation of such vehicles would otherwise be in violation of RCMC 10.58.010 by filing an application with the chief of police. [Ord. 38-2007 § 1 (Exh. 1(A)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 253 § 1 (part), 1975].

10.58.100 Permits – Grounds for denial.

Upon receipt of the application for permit, the chief of police shall grant or deny the permit and shall notify the applicant by mail of such action. A permit may be denied when it appears to the satisfaction of the chief of police that the issuance of the permit would:

- A. Create a condition annoying to adjacent residents;
- B. Create law enforcement problems;
- C. Endanger the health, safety or welfare of persons in the area. [Ord. 38-2007 § 1 (Exh. 1(A)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 253 § 1 (part), 1975].

10.58.120 Permit conditions.

A permit may be issued subject to conditions regulating one or more of the following:

- A. Hours of operation of motor vehicles;
- B. Maximum number of motor vehicles which may be operated at any one time;
- C. Type of motor vehicles which may be operated;
- D. Any other reasonable condition required under the circumstances. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 253 § 1 (part), 1975].

10.58.130 Copies of permit – Possession required.

A. When a permit is issued, the chief of police shall issue in connection therewith a number of copies of such permit to the applicant, who shall give a copy of such permit to each person operating a motor vehicle on the premises for which the permit is issued.

B. The maximum number of copies of the permit given the applicant shall not exceed the maximum number of motor vehicles which may be operated on the premises at any one time, if such number has been determined pursuant to RCMC 10.58.120.

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C. No person shall operate a motor vehicle on the premises for which the permit is issued unless he has in his immediate possession a copy of such permit and shall display the same upon demand to any duly authorized law enforcement officer. [Ord. 38-2007 § 1 (Exh. 1(A)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 253 § 1 (part), 1975].

10.58.140 Revocation of permit.

A permit issued pursuant to this chapter may be revoked when it appears to the satisfaction of the chief of police that one or more of the following conditions exist:

A. The person to whom the permit was issued has failed to abide by the conditions of such permit;

B. A person operating a motor vehicle by permission of the person to whom the permit was issued has failed to abide by the conditions of such permit;

C. False or misleading statements were made by the applicant in securing the permit;

D. Circumstances surrounding the premises for which the permit was issued have changed and the continued operation of motor vehicles on the premises would violate one or more provisions of RCMC 10.58.100. [Ord. 38-2007 § 1 (Exh. 1(A)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 253 § 1 (part), 1975].

10.58.150 Fees – Expiration and renewal.

A. The fee for an initial permit shall be set by resolution of the City Council. The permit shall be nontransferable and shall expire one year after the date of issuance.

B. A permit may be renewed from year to year upon payment of a fee set by resolution of the City Council; provided, however, that the renewal may be granted, conditioned or denied in accordance with the provisions of RCMC 10.58.100 and 10.58.120. [Ord. 38-2007 § 1 (Exh. 1(G)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4].

10.58.160 Appeal.

A. Any applicant for a permit or a permit holder aggrieved by the action of the chief of police pursuant to this chapter may, within 10 days of being notified of such action, appeal the same to the City Council by filing a notice of appeal with the City Clerk.

B. The clerk shall calendar a hearing on the appeal and notify the person filing the appeal of the date, time and place of such hearing.

C. The City Council shall hear such testimony from the concerned parties as may be necessary and shall take such action with regard to the action of the chief of police as it may deem proper. [Ord. 38-2007 § 1 (Exh. 1(A)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 253 § 1 (part), 1975].

10.58.170 Public nuisance prohibited.

Nothing in this chapter is intended to authorize the maintenance of a public nuisance. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 253 § 1 (part), 1975].

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Chapter 10.62 TRANSIT AND SCHOOL DISTRICT
LOADING ZONES

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Chapter 10.62**TRANSIT AND SCHOOL DISTRICT LOADING ZONES**

Sections:

10.62.010 Purpose.

10.62.020 Use of transit loading zones.

10.62.010 Purpose.

Section 22500.5 of the California Vehicle Code authorizes the adoption of a local ordinance to permit an agreement between a transit system operating buses engaged as common carriers and a public school district to permit school buses owned by, or operated for, the said school district to load or unload passengers in spaces designated for the loading or unloading of passengers of the transit system buses. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 569 § 1, 1983].

10.62.020 Use of transit loading zones.

Upon agreement between Regional Transit or other transit system authorized according to law to operate as a common carrier within the City of Rancho Cordova and a public school district, school buses owned by or operated under contract for such public school district may stop for the loading or unloading of passengers alongside any or all curb spaces designated for the loading or unloading of passengers of the transit system buses as provided in Section 22500.5 of the Vehicle Code. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 569 § 1, 1983].

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Rancho Cordova Municipal Code
Chapter 10.64 TRIP REDUCTION PROGRAMS

Chapter 10.64

TRIP REDUCTION PROGRAMS

Sections:

- 10.64.010 Findings.
- 10.64.020 Purpose.
- 10.64.030 Definitions.
- 10.64.040 Permit required.
- 10.64.050 Exceptions.
- 10.64.060 Authority to issue permit.
- 10.64.070 Permit fee.
- 10.64.080 Notification of requirements.
- 10.64.090 Application filing.
- 10.64.100 Application contents.
- 10.64.110 Investigation.
- 10.64.120 Issuance of permit.
- 10.64.130 Term of permit.
- 10.64.140 Trip reduction requirements.
- 10.64.150 Compliance schedule.
- 10.64.160 Appeals.
- 10.64.170 Failure to obtain permit.
- 10.64.180 Violations.

10.64.010 Findings.

The City Council of the City of Rancho Cordova hereby finds and determines that:

- A. The City of Rancho Cordova is projected to experience a significant increase in employment and population growth over the next 20 years, which will result in a projected increase of existing peak hour traffic volumes.
- B. Home-to-work employee commuting generates a significant level of vehicle trips, thereby contributing to traffic congestion, air pollution, and energy consumption problems.
- C. The conventional response to relieving traffic congestion by expanding the capacity of the roadway system is no longer appropriate as the sole solution due to increasing construction and maintenance costs and decreasing revenues for such expenditures.
- D. Ridesharing, transit, and bicycle usage among employees for home-to-work trips are simple and inexpensive alternative means of reducing peak-hour, single-occupant motor vehicle trips. A reduction in such trips can be expected to result in a reduction in traffic congestion, air pollution, and energy consumption impacts related to employment in the City.
- E. While employers have traditionally provided parking facilities to accommodate employee vehicle trips, such employers should also be required to provide programs and incentives to encourage and accommodate ridesharing, transit, bicycle and pedestrian commuting by employees. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 567 § 1, 1983].

10.64.020 Purpose.

The purpose of this chapter is to establish requirements and procedures whereby major employers located in City of Rancho Cordova will develop and implement programs designed to reduce the number of employee vehicle commute trips as part of a broad City of Rancho Cordova program to achieve the following objectives:

- A. Reduce peak-hour traffic circulation and congestion by reducing the number of single-occupant motor vehicle trips associated with home-to-work commuting.

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B. Reduce or delay the need for major transportation facility improvements by making more efficient use of existing facilities.

C. Reduce future air pollution concentrations and strive towards meeting federal ambient air pollution standards by reducing the number of single-occupant motor vehicle trips associated with home-to-work commuting.

D. Reduce the consumption of energy for transportation uses and thereby contribute to the national policy to increase energy self-sufficiency. [Ord. 38-2007 § 1 (Exh. 1(A)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 567 § 1, 1983].

10.64.030 Definitions.

Unless the context indicates otherwise, the following definitions shall govern the meaning of those terms used in this chapter:

“Common business location” means a single building, group of buildings, or group of work stations at a single site or contiguous sites.

“Commuter matching service” means any system, whether by computer, manual, or mapping methods, which matches commuters residing in one common area, working in another common area, and having approximately the same work starting and stopping times.

“Director” means the director of the public works department.

“Employee transportation coordinator” means an employee, tenant, property manager, property owner, or other appropriate person who has been designated to perform various duties related to meeting the transportation needs of employees of a firm, common work location, or other geographic employment area.

“Person” means a sole proprietor, partnership, corporation, unincorporated association, cooperative, joint venture, agency, department, district or other individual or entity, either public or private, carrying on an enterprise or conducting any other activity, whether or not for profit.

“Preferential parking” means a program of selecting, assigning or designating vehicle parking spaces in which priority in the selection, assignment, or designation is given to specific classes of vehicles such that vehicles in that class may be parked in locations considered by the vehicle operator to be the best or most desirable location.

“Regular employee” means any employee who works for a business, firm, agency, or other person for three or more days per week and four or more hours per day. [Ord. 15-2022 § 4 (Exh. A); revised during 2008 codification; Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 0748 § 1, 1988; SCC 567 § 1, 1983].

10.64.040 Permit required.

Except as provided in RCMC 10.64.050, no person shall employ 100 or more persons at a common business location within the City of Rancho Cordova without first applying for and obtaining a trip reduction permit. Said permit must be obtained within 180 days of notification, as described in RCMC 10.64.080.

When a particular person has more than one common business location within the City of Rancho Cordova, each location employing 100 or more persons, that person may apply for and, subject to satisfactorily meeting the requirements of RCMC 10.64.140, may be granted a single trip reduction permit applicable to all business locations described in the approved permit. [Ord. 38-2007 § 1 (Exh. 1(A)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 567 § 1, 1983].

10.64.050 Exceptions.

Notwithstanding any other provisions of this chapter, the following uses and activities shall be specifically exempt from the provisions of this chapter:

A. Persons who employ fewer than 100 persons in the City of Rancho Cordova.

B. Temporary construction activities, including activities performed by engineers, architects, contractors, subcontractors, and construction workers, when such activities are related to the construction, development, or other improvement of real property.

C. Emergency activities in which persons are employed to render aid or other services in the event of an emergency or natural disaster.

D. Other temporary activities which employ persons for a period of less than 90 days. [Ord. 38-2007 § 1 (Exh. 1(A)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 567 § 1, 1983].

10.64.060 Authority to issue permit.

The Director shall be authorized to issue a trip reduction permit based on satisfactory compliance with the requirements of RCMC 10.64.140. The Director shall be authorized to establish reasonable administrative procedures to implement the provisions of this chapter. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 0748 § 2, 1988; SCC 567 § 1, 1983].

10.64.070 Permit fee.

The City Council may, by resolution, and from time to time, prescribe fees for the issuance and renewal of trip reduction permits. Such fees shall be for the sole purpose of defraying costs incurred in the administration of this chapter.

All fees for the issuance and renewal of permits shall be paid at the time of and with the filing of the application with the Director. No application shall be deemed valid or complete until all prescribed fees have been paid. Unless otherwise prescribed, fees shall not be refundable in whole or in part whether or not the permit is issued or approval granted. Nor shall any such fee be refundable in whole or in part if a permittee ceases operating under the permit in advance of expiration of the term thereof. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 567 § 1, 1983].

10.64.080 Notification of requirements.

The Director shall notify, in writing, all persons required by this chapter to obtain a trip reduction permit. Such notification shall be made in a timely manner based on the compliance schedule contained in RCMC 10.64.150 and shall contain at least the following information:

A. A statement that the recipient is required by this chapter to obtain a trip reduction permit.

B. A description of the requirements which the applicant must satisfy to obtain the permit.

C. A description of the procedures to apply for and obtain the permit. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 567 § 1, 1983].

10.64.090 Application filing.

All applications for a trip reduction permit shall be filed with the environmental management department. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 0748 § 3, 1988; SCC 567 § 1, 1983].

10.64.100 Application contents.

The application for a trip reduction permit shall be filed on a form and contain such information as prescribed by the Director. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 567 § 1, 1983].

10.64.110 Investigation.

The Director shall examine the application to determine whether the applicant complies with the requirements contained in RCMC 10.64.140. Inspection of the business location shall be conducted as necessary to determine compliance with said requirements. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 567 § 1, 1983].

10.64.120 Issuance of permit.

The Director shall act upon the application not later than 30 days after the date it is validly filed, unless the applicant has filed a written request with the Director to extend the time in order that the applicant may submit additional information prior to action by the Director.

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The Director shall issue the permit unless (s)he finds, in writing, that the requirements contained in RCMC 10.64.140 have not been met. The Director shall notify the applicant, in writing, of his/her decision to issue or not issue the permit. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 567 § 1, 1983].

10.64.130 Term of permit.

Except as provided herein, all trip reduction permits shall be valid for a period of one year from the date of issuance by the Director. The Director may issue a trip reduction permit which is valid for three years to any person who has continuously maintained a valid trip reduction permit for a period of two years or more. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 567 § 1, 1983].

10.64.140 Trip reduction requirements.

The granting of a trip reduction permit shall be based on satisfactory compliance with the following requirements:

A. Provide all employees on an annual basis, and all new employees upon hiring, with written information on alternative commute modes, including carpooling, vanpooling, public transit, bicycling, and walking to work. Such material shall include information on the benefits of these alternate modes and details regarding their availability to employees in commuting to the work site.

B. Provide all employees on an annual basis, and all new employees upon hiring, with commuter matching services. This service may be provided by the employer or any agency, firm, consultant, or other person.

C. Provide all employees with the services of an on-site employee transportation coordinator.

D. Provide and administer a program of preferential parking for carpool and vanpool vehicles at each work location. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 567 § 1, 1983].

10.64.150 Compliance schedule.

The requirements of this chapter shall be implemented according to the following schedule:

A. Any person who files an application with the City of Rancho Cordova for a new general business license on or after January 1, 1984, shall be required to comply with the provisions of this chapter.

B. Any person who, on or after January 1, 1985, employs 500 or more persons at a common business location shall be required to comply with the provisions of this chapter.

C. Any person who, on or after January 1, 1986, employs 250 or more persons at a common business location shall be required to comply with the provisions of this chapter.

D. Any person who, on or after January 1, 1987, employs 100 or more persons at a common business location shall be required to comply with the provisions of this chapter. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 623 § 1, 1985; SCC 567 § 1, 1983].

10.64.160 Appeals.

Any person may appeal the decision of the Director regarding the issuance of a trip reduction permit to the Rancho Cordova City Council. Such appeal must be made in writing no later than 30 days from the date of written notification by the Director of his/her decision to issue or not to issue the permit pursuant to RCMC 10.64.120. Procedures, hearings, and final action by the City Council shall be as provided in RCMC Title 23, Zoning Code. [Revised during 2008 codification; Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 567 § 1, 1983].

10.64.170 Failure to obtain permit.

Any person who, after proper notification as required herein, fails to apply for a trip reduction permit, and any person who, after making application for a trip reduction permit, employs 100 or more persons without obtaining a trip reduction permit, as required in RCMC 10.64.040, shall be in violation of this chapter. The Director shall notify any such person, in writing, that he/she is in violation of this chapter. The Director shall also notify the City Attorney and request that appropriate legal action be initiated. [Revised during 2008 codification; Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 567 § 1, 1983].

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10.64.180 Violations.

Violation of any of the provisions of this chapter constitutes a misdemeanor. Any person, firm, or corporation, whether as principal, agent, employee, or otherwise, who violates this chapter or fails to comply with any of its requirements shall, upon conviction thereof, be fined not more than \$500.00 or imprisoned for not more than six months in the county jail, or both. Each day such violation continues shall be considered a separate offense. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 567 § 1, 1983].

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Chapter 10.66

REGULATION OF CRUISING

Sections:

- 10.66.010 Cruising prohibited.
- 10.66.020 Cruising defined.
- 10.66.030 Congested traffic defined.
- 10.66.040 Green light cycle defined.
- 10.66.050 Traffic-control point defined.
- 10.66.060 Warning against cruising.
- 10.66.070 Violation of this chapter.
- 10.66.080 Posting of no-cruising zones.

10.66.010 Cruising prohibited.

No person shall engage in the activity known as “cruising,” as defined in this chapter, on the public streets or highways of the City of Rancho Cordova in any area which has been posted as a no-cruising zone. [Ord. 38-2007 § 1 (Exh. 1(A)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 706 § 1, 1987].

10.66.020 Cruising defined.

For purposes of this chapter, “cruising” shall be defined as the repetitive driving of any motor vehicle past a traffic-control point in congested traffic at or near the traffic-control point. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 706 § 1, 1987].

10.66.030 Congested traffic defined.

For the purposes of this chapter, “congested traffic” means traffic on any public street or highway which is delayed to the point that:

A. Motor vehicles cannot move through a 100-yard approach corridor to an intersection controlled by a traffic light within two complete green light cycles where the delay in forward movement is due to the position of other motor vehicles; or

B. Motor vehicles cannot move through a 100-yard approach corridor to an intersection controlled by a traffic light within a five-minute period of time where the delay in forward movement is due to the position of other motor vehicles; or

C. Motor vehicles cannot readily move forward on portions of public streets or highways between intersections because traffic speed has slowed to less than five miles per hour, and the delay in movement is due to the position of other motor vehicles.

The determination that a street or highway is congested shall be made by the ranking peace officer on duty in the affected area. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 706 § 1, 1987].

10.66.040 Green light cycle defined.

For purposes of this chapter, a “green light cycle” shall mean the period commencing upon the switching of a red light to a green light through to the return of a red light. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 706 § 1, 1987].

10.66.050 Traffic-control point defined.

For purposes of this chapter, “traffic-control point” shall mean a location along a public street or highway utilized by a peace officer on duty in the affected area as an observation point in order to monitor traffic conditions for potential violations of this chapter. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 706 § 1, 1987].

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10.66.060 Warning against cruising.

A peace officer may issue a written notice to any person driving any motor vehicle passing a traffic-control point that any subsequent passage past that traffic-control point within the next succeeding four hours shall be a violation of this chapter. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 706 § 1, 1987].

10.66.070 Violation of this chapter.

Any person who, after having received a written notice as described in RCMC 10.66.060, subsequently drives past the same traffic-control point within a four-hour period shall be in violation of this chapter.

The minimum penalty for a first conviction of cruising is a \$100.00 fine; for a second conviction within one year, a \$200.00 fine; for a third or subsequent conviction within one year, a \$250.00 fine. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 706 § 1, 1987].

10.66.080 Posting of no-cruising zones.

A. This chapter will be enforced in any area which has been posted as a no-cruising zone.

B. No-cruising signs shall be posted at the beginning and end of any public street or highway which is a no-cruising zone. The signs shall reference Section 21100(k) of the California Vehicle Code and this chapter. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 706 § 1, 1987].

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Chapter 10.70 STREET RACING

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Chapter 10.70

STREET RACING

Sections:

- 10.70.010 Definitions.
- 10.70.020 Violation.
- 10.70.030 Relevant circumstances to prove a violation.
- 10.70.040 Nonapplicability.
- 10.70.050 Penalty for violation.

10.70.010 Definitions.

For purposes of this chapter, the following definitions shall apply:

“Preparations” for any street race or reckless driving exhibition include, but are not limited to, any of the following acts done for the purpose of the street race or reckless driving exhibition:

1. One or more motor vehicles or persons have arrived at a predetermined location;
2. One or more persons have gathered on, or adjacent to, a public street or highway, or gathered in an off-street parking facility;
3. One or more persons have impeded the free public use of a public street or highway or offstreet parking facility by acts, words or physical barriers;
4. One or more vehicles have lined up with engines running;
5. One or more drivers is revving his or her engine or spinning his or her tires; and/or
6. A person is acting as a race starter.

“Present” means a person is within 200 feet of the site of a street race or reckless driving exhibition, or within 200 feet of the site of the preparations for either of these activities.

“Reckless driving exhibition” means any exhibition of reckless driving described in Section 23103 of the California Vehicle Code.

“Spectator” means a person who is present at a street race or reckless driving exhibition, or the site of the preparations for either of these activities, for the purpose of viewing, observing, watching or witnessing either of these activities without regard to the means by which the person arrived.

“Street race” means any motor vehicle speed contest or motor vehicle exhibition of speed defined or described in Section 23109 of the California Vehicle Code. [Ord. 17-2005 § 1].

10.70.020 Violation.

A. It shall be unlawful for any person to be a spectator at a street race or reckless driving exhibition conducted on a public street or highway or offstreet parking facility.

B. It shall be unlawful for any person to be a spectator at the location of preparations for a street race or reckless driving exhibition conducted on a public street or highway or off-street parking facility.

C. Nothing in this section prohibits law enforcement officers or their agents who are acting in the course of their official duties from being spectators at a street race or reckless driving exhibition or spectators at the location of preparations for either of these activities. [Ord. 17-2005 § 1].

10.70.030 Relevant circumstances to prove a violation.

To prove a violation of this chapter, admissible evidence may include, but is not limited to, any of the following:

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- A. The time of day;
- B. The nature and description of the scene;
- C. The number of people gathered at the scene;
- D. The location of the person charged in relation to any person or group present at the scene;
- E. The number and description of motor vehicles at the scene;
- F. Whether vehicles gathered at the scene are engaged in vehicular stunts and maneuvers; and/or
- G. Whether the individual charged has previously participated in or aided and abetted in a street race. [Ord. 17-2005 § 1].

10.70.040 Nonapplicability.

This chapter does not prohibit members of law enforcement, the medical profession or any other legitimate service provider from being present at a street race or a reckless driving exhibition while in the course of their official duties. [Ord. 17-2005 § 1].

10.70.050 Penalty for violation.

A violation of this chapter shall constitute a misdemeanor. The penalty for a first violation is a \$500.00 fine or imprisonment not to exceed six months, or both. The penalty for each additional violation within one year is a \$1,000 fine or imprisonment not to exceed six months, or both. [Ord. 17-2005 § 1].

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Title 12 STREETS AND SIDEWALKS

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Title 12

STREETS AND SIDEWALKS

Chapters:

- 12.01 Definitions**
- 12.03 Street Improvements**
- 12.08 Construction in Streets**
- 12.09 Street Trench Fee**
- 12.12 Obstruction of Corners**
- 12.16 House Numbers on Curbs**
- 12.20 Underground Utility Districts**
- 12.24 Street Numbering System**

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Chapter 12.01 DEFINITIONS

Chapter 12.01

DEFINITIONS

Sections:

12.01.010	Generally.
12.01.020	Arterial.
12.01.030	City.
12.01.040	Department.
12.01.050	Director.
12.01.060	Expressway.
12.01.070	Freeway.
12.01.080	Frontage road.
12.01.090	Major addition.
12.01.100	Street, city.
12.01.110	Street improvement.
12.01.120	Thoroughfare.

12.01.010 Generally.

All words used in the singular include the plural, and the plural the singular; each gender includes the other and any tense includes the other tenses unless the context requires otherwise. “Shall” is mandatory and “may” is permissive. The word “includes” shall not limit a term to the specific examples, but is intended to extend its meaning to all other instances or circumstances of like kind or character. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 192 § 4 (part), 1975].

12.01.020 Arterial.

“Arterial” means a highway as shown on the general plan of the City constructed consistent with City Standards for street design. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 225 § 1, 1975; SCC 192 § 4 (part), 1975].

12.01.030 City.

“City” means the city of Rancho Cordova. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 192 § 4 (part), 1975].

12.01.040 Department.

“Department” means the Department of Public Works of the City. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 192 § 4 (part), 1975].

12.01.050 Director.

“Director” means the Director of the Department of Public Works or his designated representative. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 192 § 4 (part), 1975].

12.01.060 Expressway.

“Expressway” means a highway in respect to which the owners of abutting lands have no right or easement of access to or from their abutting lands or in respect to which such owners have only limited or restricted right or easement of access. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 192 § (part), 1975].

12.01.070 Freeway.

“Freeway” means a highway as established pursuant to Section 23.5 of the Streets and Highways Code. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 192 § (part), 1975].

12.01.080 Frontage road.

“Frontage road” means a street which is approximately parallel to and adjacent to a major thoroughfare, expressway, freeway, or other important traffic facility to which access is limited and which provides access to abutting properties and separation from through and fast traffic. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 192 § 4 (part), 1975].

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12.01.090 Major addition.

“Major addition” includes any of the following: (A) any addition to a residential building or a structure when said addition exceeds 50 percent of the floor area of the existing building; (B) any addition to a commercial or industrial building or structure when said addition exceeds 10 percent of the floor area of the existing building or where any remodeling within such a building or structure will, in the opinion of the Director, result in increased traffic upon the public streets; or (C) where remodeling is undertaken to convert a structure from a residential use to any commercial or industrial use. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1049 § 1, 1996; SCC 311 § 1, 1977; SCC 192 § 4 (part), 1975].

12.01.100 Street, city.

A street, highway, thoroughfare, road, avenue, boulevard, alley, lane, court, circle, drive or way shall not be a City street until and unless said street has been accepted into a street or road system maintained by the City. Streets and roads in public parks, public airports, public schools and similar public grounds shall not be construed to be City streets for the purpose of this chapter. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 192 § 4 (part), 1975].

12.01.110 Street improvement.

“Street improvement” refers to such street work and utilities to be installed or agreed to be installed by a developer on land to be used for public or private streets, highways, ways and easements as are necessary for the general use of the property owners and local neighborhood traffic and drainage needs as condition precedent to the approval and acceptance of the project.

“Street improvement” also refers to such other specific improvements or type of improvements, the installation of which, either by the developer, by public agencies, by private utilities, by any other entity approved by the local agency or by a combination thereof, is necessary or convenient to ensure conformity to or implementation of the general plan of the City. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 192 § 4 (part), 1975].

12.01.120 Thoroughfare.

“Thoroughfare” means a highway as shown on the general plan of the City which has a normal right-of-way width of 110 feet. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 192 § 4 (part), 1975].

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Chapter 12.03 STREET IMPROVEMENTS

Chapter 12.03

STREET IMPROVEMENTS

Sections:

- 12.03.010 Definitions.
- 12.03.020 Requirements.
- 12.03.030 Building permits.
- 12.03.040 Appeals.
- 12.03.050 Time deferments.
- 12.03.060 Notice to install.
- 12.03.070 Security for frontage improvements.
- 12.03.080 Frontage improvement security.
- 12.03.090 Release of improvement security.
- 12.03.095 Calling of security.
- 12.03.110 Filing of plans.
- 12.03.210 Fee structure.
- 12.03.220 Payment.
- 12.03.230 Interest.

12.03.010 Definitions.

“Administrator” means the Public Works Director.

“Chief” means the chief of the building and safety department.

“Commercial property” means all property which is not residential.

“Residential property” means single-family residences and duplexes.

“Street improvement” includes, but is not limited to, streets, curbs, gutters, sidewalks, sanitary sewer facilities, storm drain facilities, water supply facilities, street lighting, and landscaping. [Ord. 38-2007 § 1 (Exh. 1(A), (H)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1049 § 3, 1996; SCC 0939 § 1, 1993; SCC 192 § 5 (part), 1975; SCC 504 § 1, 1982].

12.03.020 Requirements.

A. Street improvements shall be required in conjunction with any construction, grading, or related work, including the construction of structures, buildings, or major additions thereto, on property located adjacent to any City street or on property utilizing any City street for ingress and egress, except that such improvements shall be deferred as described in RCMC 12.03.050 for residential property unless:

1. Street improvements are, in the opinion of the Administrator, necessary for public safety; or
2. Street improvements would complete the extension of improvements already existing on either side of the subject property.

B. The design, location and specifications of necessary street improvements shall conform to the City of Rancho Cordova improvement standards and standard construction specifications, as adopted by the City Council, and as amended from time to time. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1049 § 3, 1996; SCC 192 § 5 (part), 1975; SCC 504 § 2, 1982].

12.03.030 Building permits.

No building permit for any structure or building or major addition to a building or structure shall be issued until a site plan has been approved by the Administrator which shows all street improvements. [Ord. 38-2007 § 1 (Exh. 1(H)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1049 § 3, 1996; SCC 0731 § 1, 1988; SCC 192 § 5 (part), 1975].

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12.03.040 Appeals.

A. The applicant or any interested person adversely affected by any action relating to the provisions of this title may appeal the action by submitting a written notice of appeal with the City Manager within 15 days of the date of the decision. The City Manager or his or her designee shall conduct an informal hearing on the appeal within 15 days of receipt of the notice of appeal.

B. The applicant or any interested person may appeal the decision of the City Manager by filing a notice of appeal with the City Council within 15 days of the date of the decision. Any such notice shall be in writing, signed by the appellant under penalty of perjury. The notice shall include the following information:

1. A complete description of the factual basis for the appeal;
2. The legal basis for the appeal; and
3. The remedy sought by the appellant.

If the appeal is not filed within such time or manner, the right to a review of the action against which complaint is made shall be deemed to have been waived.

C. Not later than 30 days following the date of filing an appeal, the City Council shall conduct a hearing to determine whether street improvements are required. Notice of the date set for hearing shall be mailed to the parties at least 10 calendar days prior to the hearing date.

D. At the hearing, the City Council may hear any oral or documentary evidence that the appellant may offer in addition to the information in the notice of appeal, together with any oral or written information that may be submitted by City representatives in support of the determination that is the subject of the appeal. [Ord. 38-2007 § 1 (Exh. 1(H)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4].

12.03.050 Time deferments.

A. The Administrator may defer the requirement of concurrent construction of improvements for commercial properties, or may accept a cash payment in an amount determined by the Administrator in lieu of improvements, if the Administrator determines that the character of the surrounding neighborhood and the present development thereof does not require the immediate installation and construction of the improvements required by this chapter, as of the time of the construction of the building or structures authorized by the building permit.

B. The Administrator may defer the requirement of concurrent construction of improvements for residential properties if the Administrator determines that immediate installation and construction of the improvements required by this chapter are not required due to the following:

1. A street design has not been defined for the street on which the subject property is situated;
2. Improvements are installed on less than 50 percent of the public street frontage within a one-quarter mile radius of the proposed new structure(s) or major addition(s); or
3. The cost to install street improvements (including but not limited to grading improvements, landscaping and public utility relocation) would be equal to or greater than 20 percent of the fair market value of the proposed new structure(s) or major addition(s). The property owner has the burden of proof as to the cost of installation.

C. For both commercial and residential properties, the deferral shall not be effective until such time as the owner of the property enters into a deferred improvement agreement with the City. The Administrator shall be authorized to execute the agreement on behalf of the City and shall be the agent of the City to perform all acts required of the City respecting the agreement, or its performance, completion or release. The agreement shall be in a form approved by the City Attorney and shall provide all of the following:

1. That the owner install the improvements at his or her own cost;

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2. That installation shall occur at such time as the Administrator determines at his or her sole discretion that the character of the surrounding neighborhood and the development thereof require the installation of the improvements;

3. That if the City is required to install the improvements, all costs thereof shall be borne by the owner, shall be paid immediately and shall be a lien upon the property; except that, in cases of undue hardship as determined by the Administrator, the Administrator shall accept a promissory note and deed of trust in lieu of immediate payment; and

4. Such other provisions as in the opinion of the Administrator and City Attorney are administratively necessary or convenient to carry out the purpose and intent of this chapter. [Revised during 2008 codification; Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1049 § 3, 1996; SCC 0796 § 1, 1990].

12.03.060 Notice to install.

When the Administrator determines pursuant to RCMC 12.03.050 that the installation of the improvements is required, he or she shall give 30 days' notice in writing to the owner or his or her successor in interest to install the required improvements. When the Administrator requires the installation of the improvements, the owner or his or her successor in interest shall comply with the provisions of this chapter relating to the approval of improvement plans for the required improvements. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1049 § 3, 1996].

12.03.070 Security for frontage improvements.

This chapter applies to frontage improvements which are required on the approved plans and which are not covered by the Subdivision Map Act (Division 2, Title 7 of the Government Code) and RCMC Title 22. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1049 § 3, 1996].

12.03.080 Frontage improvement security.

A security in the amount of 100 percent of the total estimated costs of the frontage improvements will be required for all projects to guarantee and warranty that the frontage improvements are completed in a timely manner and in accordance with the approved plans and the City's improvement standards. The security shall guarantee and warranty the work for one year following its completion and acceptance against defective work, labor or materials. The estimate of frontage improvement costs will be approved by the Administrator. The security shall be implemented by means of a frontage improvement agreement between the owner and the City. This agreement shall be executed in behalf of the City by the Administrator. The security shall be in the form of a performance bond or other security acceptable to the Administrator. The security and agreement shall be provided to the City prior to improvement plan approval. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1049 § 3, 1996].

12.03.090 Release of improvement security.

The security furnished by the owner shall be released by the administrator upon satisfactory completion of the frontage improvement work. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1049 § 3, 1996].

12.03.095 Calling of security.

In the event that the frontage improvements are not completed in a timely manner, or if the facilities are occupied before the improvements are complete, or if the project is suspended, or if the facilities are left in a condition that is detrimental to the public health and safety, the city may take action to complete the project or to collect unpaid fees and costs by calling the security. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1049 § 3, 1996].

12.03.110 Filing of plans.

Plans for all required improvements, as well as for all additional improvements to be installed in, over or under any existing or proposed right-of-way, easement or parcel, shall be filed with the Administrator for review.

A. Plans shall be subject to approval by the Administrator prior to the issuance of a building permit for subdivisions and developments not requiring submission of a final subdivision map in accordance with the provisions of RCMC Title 22.

B. The construction of all such improvements as may be approved by the Administrator are subject to his or her inspection to assure compliance with City requirements. The Administrator shall have full jurisdiction over the

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inspection of all such construction. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1049 § 3, 1996; SCC 192 § 5 (part), 1975].

12.03.210 Fee structure.

A fee shall be paid to the City for plan checking, inspection, material testing services and other services performed, or authorized to be performed, by the Administrator. The fee for all on-site and off-site improvement plans shall be the direct cost incurred by the City based on the hourly rate of personnel. This hourly rate shall include all overhead costs. The fee shall include a processing fee equal to one hour's time of appropriate personnel involved, as well as one-year follow-up inspection fee equal to five hours' time of the appropriate personnel involved, rounded to the nearest dollar. [Ord. 38-2007 § 1 (Exh. 1(H)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1147 § 1, 1999; SCC 1049 § 3, 1996; SCC 0792 § 2, 1990; SCC 361 § 1, 1978; SCC 192 § 5 (part), 1975; SCC 464 § 1, 1981].

12.03.220 Payment.

A minimum deposit of \$750.00 shall be paid by the applicant upon submittal of the improvement plans. The balance of the fees charged under RCMC 12.03.210 shall be paid prior to final acceptance of the construction by the Administrator. In the event the actual total charges do not exceed the minimum deposit amount, the City shall reimburse the payer the difference between the deposit amount and the actual total charges. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1049 § 3, 1996; SCC 0827 § 1, 1991; SCC 0792 § 3, 1990; SCC 361 § 2, 1978; SCC 329 § 1, 1978; SCC 192 § 5 (part), 1975; SCC 464 § 2, 1981].

12.03.230 Interest.

Interest of one and one-half percent per accounting period (28-day cycle) compounded each accounting period shall be added to the unpaid balance due to any account payable under RCMC 12.03.220 for any unpaid balance on the account which was not paid within 28 days of the date it was billed. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1049 § 3, 1996; SCC 0792 § 4, 1990; SCC 329 § 2, 1978].

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Chapter 12.08

CONSTRUCTION IN STREETS

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12.08.030	Permit fees.
12.08.040	Filing of plan.
12.08.050	Compliance with permits.
12.08.060	Refilling upon completion.
12.08.070	Deposit.
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12.08.100	Refusal to refill excavation.
12.08.110	Exemptions.
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12.08.130	Emergency excavation.
12.08.140	City liability.
12.08.150	Abatement proceedings.
12.08.160	Penalty and cost of enforcement.

12.08.005 Title.

This chapter shall be known as the construction in streets ordinance. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1101 § 2, 1998].

12.08.010 Definitions.

For purposes of this chapter, “obstruction” shall be defined as any activity or structure, temporary or permanent, encroaching into the road right-of-way excepting utility poles or pole lines placed upon the unimproved portion of the highway.

For purposes of this chapter, “person” includes any individual, firm, partnership, association, corporation, public district or other political subdivision.

For purposes of this chapter, “Road Commissioner” means the Public Works Director. [Ord. 38-2007 § 1 (Exh. 1(H)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1101 § 2, 1998; SCC 421 § 1, 1952].

12.08.020 Permit required.

It is unlawful for any person to lay, construct or maintain any pipes, drain, or conduit across, along or on any street, road or highway in the City, or to make any excavation or cut or obstruction therein for such purposes without first obtaining a permit from the Road Commissioner to do so in the manner herein provided. Every applicant shall state in detail the following information:

A. The location, dimension, purpose, extent and nature thereof;

B. The time during which it is estimated that the excavation or obstruction will exist;

C. Such other information as may be required by the Road Commissioner. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1101 § 2, 1998; SCC 421 § 2, 1952].

12.08.030 Permit fees.

A minimum processing fee of \$75.00 or such other amount as may be established by resolution of the City Council shall be paid for permits prior to permit issuance, except where a continuous billing account has been established. Additional costs incurred by the Rancho Cordova Public Works Department for processing and inspection shall be billed to the permittee on a time and material basis, based upon the prevailing Public Works Department rates in

effect at the time of permit processing. [Ord. 38-2007 § 1 (Exh. 1(H)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1101 § 2, 1998; SCC 421 § 3, 1952].

12.08.040 Filing of plan.

Every applicant for a permit hereunder shall file with the application a plan showing the street or highway in which the proposed excavation will be made, together with the approximate locations and dimensions of the proposed excavations or obstructions. When excavations are made for service connections or for the repair of trouble in conduits or other pipes, or for culverts or drainage pipes under driveways, the Road Commissioner may waive the filing of a plan. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1101 § 2, 1998; SCC 421 § 4, 1952].

12.08.050 Compliance with permits.

Any act done under the authority of a written permit issued pursuant to the provisions of this chapter shall be done in accordance with the terms and conditions of such permit. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1101 § 2, 1998; SCC 421 § 5, 1952].

12.08.060 Refilling upon completion.

Immediately upon completion of the work necessitating the excavation or obstruction permitted by the permit issued hereunder, the permittee shall, at his or her own cost and expense, promptly and in a workmanlike manner refill the excavation or remove the obstruction. All excavations shall be refilled in a manner consistent with then-applicable City standard specifications and the specific terms and conditions contained in the permit. Upon completion of the refilling of the excavation, the Road Commissioner shall require the permittee to resurface that portion of the street or highway damaged by the permittee's excavation or obstruction. The resurfacing shall be done in accordance with the standard specifications prescribed by the City Council for the repair and resurfacing of City streets. [Ord. 38-2007 § 1 (Exh. 1(H)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1101 § 2, 1998; SCC 421 § 6, 1952].

12.08.070 Deposit.

Except as hereinafter provided, the Road Commissioner shall require the applicant to deposit a sum of money sufficient in the opinion of the Road Commissioner to cover the total cost of refilling any excavation and proper restoration of the highway as required hereunder. If the work of refilling the excavation is in accordance with the requirements of RCMC 12.08.060 and the restoration of the highway is completed in accordance with the standards herein prescribed, the deposit shall be returned to the permittee at the expiration of 180 days from the completion of work. If during such time the refilled excavation settles, or if the resurfacing or restoration of the highway disintegrates or develops ruts or holes, the Road Commissioner shall require the permittee to repair or resurface the highway to eliminate all ruts and holes therein. If the permittee fails or refuses to do such work, the Road Commissioner shall do the work required, and pay the cost thereof out of the deposit. If the deposit is insufficient for this purpose the deficiency shall be charged to the permittee. If the permittee fails or refuses to pay such a deficiency upon demand, the City may recover the same by an action in any court of competent jurisdiction. Until the deficiency is paid in full no new permits shall be issued to such permittee. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1101 § 2, 1998; SCC 421 § 7, 1952].

12.08.080 Waiver of deposit.

The Road Commissioner may waive a special deposit whenever in his or her opinion the proposed excavation or obstruction is of a minor nature or other suitable security is provided. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1101 § 2, 1998; SCC 421 § 8, 1952].

12.08.090 General deposit.

In lieu of making a special deposit required by RCMC 12.08.070, the applicant may make and maintain with the Road Commissioner a general deposit in an amount estimated by the Road Commissioner to be sufficient to pay for the cost of any expected repairs occasioned by any excavation or obstruction authorized by any permit issued hereunder to the applicant, but not to exceed \$25,000. The general deposit shall be held and used for the same purposes as the special deposit required herein. The deposit shall be a corporate surety bond or other corporate bond acceptable to the road commissioner, cash, certified check or cashier's check payable to the City; provided, however, the maintenance of a general deposit does not relieve an applicant from making application for every proposed excavation or obstruction, but more than one proposed excavation or obstruction may be included in one application. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1101 § 2, 1998; SCC 421 § 9, 1952].

12.08.100 Refusal to refill excavation.

If the permittee fails or refuses to refill any excavation as required by RCMC 12.08.060 or remove any obstruction which he or she has placed upon the highway or fails and refuses to restore or resurface that portion of the surface of the highway damaged by him or her in accordance with the standards herein prescribed, the Road Commissioner may do such refilling and resurfacing and pay the cost thereof out of the deposit made by the permittee. The deposit shall also be used to maintain the work for a period of 180 days after completion thereof. If the amount of the deposit is not sufficient to cover the cost of the work and the maintenance thereof, the deficiency shall be charged to the permittee. If the permittee fails or refuses to pay the deficiency upon demand, the City may recover the same by an action in any court of competent jurisdiction. Until the deficiency is paid in full no new permits shall be issued to such permittee. In lieu of such deductions the Road Commissioner may bill such person for the amount owed by him or her to the City. If such amount is not paid within 15 days of the rendition of the bill, the Road Commissioner may deduct the amount from the general deposit as herein provided. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1101 § 2, 1998; SCC 421 § 10, 1952].

12.08.110 Exemptions.

No deposit shall be required of any public district, public utility, or political subdivision (as provided in Section 1468 of the California Streets and Highways Code) which is authorized by law to establish or maintain works or facilities in, under or over any public highway, nor shall the application of any such governmental unit be denied except as hereinafter provided. Every such applicant shall be entitled as a matter of right to a permit but shall otherwise be subject to the provisions of this chapter. The Road Commissioner shall have the right to deny a permit to such applicant where the applicant has failed to comply with the provisions of this chapter relating to the refilling of excavations, removing or relocating obstructions or the resurfacing or restoration of any highway, and the maintenance thereof, under any previous permit. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1101 § 2, 1998; SCC 421 § 11, 1952].

12.08.120 Permit nontransferable.

All permits issued hereunder shall be nontransferable and the work authorized by the permit must commence within 30 days of issuance thereof, and must be completed within the time estimated in the application. The Road Commissioner may grant a reasonable extension when the work has been unavoidably delayed without fault of the permittee. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1101 § 2, 1998; SCC 421 § 12, 1952].

12.08.130 Emergency excavation.

Nothing herein contained shall prohibit any person from making such excavation as may be necessary for the preservation of life or property when such necessity arises if the person making the excavation promptly notifies the Road Commissioner of any such action. Any person making such excavation shall refill the excavation in accordance with the standards prescribed by this chapter that would be applicable if a permit was received. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1101 § 2, 1998; SCC 421 § 13, 1952].

12.08.140 City liability.

The issuance of a permit hereunder shall not be construed as imposing any liability upon the City or upon any of its officers or employees by reason of damage or injury to persons or property resulting from any excavation or obstruction authorized by the permit. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1101 § 2, 1998].

12.08.150 Abatement proceedings.

Any activity contrary to the provisions of this chapter or contrary to an encroachment permit or the terms or conditions imposed therein is unlawful and a public nuisance, and the Road Commissioner is authorized to commence in the name of the city actions or proceedings for the abatement and removal and enjoining thereof in the manner provided by law, and shall take such other steps and shall apply to such court or courts as may have jurisdiction to grant such relief as will abate and remove such operation and restrain and enjoin any person, firm or corporation from so operating. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1101 § 2, 1998].

12.08.160 Penalty and cost of enforcement.

A. Any person violating the provisions of this chapter or any encroachment permit issued pursuant to this chapter is guilty of a misdemeanor.

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B. In addition to any other remedies available at law, any person violating the provisions of this chapter or any encroachment permit issued pursuant to this chapter shall be liable to the City for all expenses and damages caused by any such violation.

C. 1. In addition to any other remedies provided by this chapter or state law, there are hereby imposed the following administrative civil penalties for each violation of this chapter or the terms and conditions of any encroachment permit issued pursuant to this chapter:

a. Any person initiating work within the public road right-of-way without obtaining an encroachment permit shall be subject to and responsible for a fine in the amount of \$2,500 for a first violation, \$5,000 for a second violation, or \$10,000 for a third or subsequent violation.

b. Any person in possession of a valid encroachment permit that initiates work within the public road right-of-way, but fails to provide notification for inspection as required by the permit, shall be subject to and responsible for a fine in the amount of \$1,000 for a first violation, \$2,500 for a second violation, or \$5,000 for a third or subsequent violation.

2. Whenever the Road Commissioner determines that an encroachment violates the provisions of this chapter, or the terms and conditions of any encroachment permit issued pursuant to this chapter, the road commissioner shall give written notice of such violation to the alleged violator. The notice shall include the following information:

a. The street address, legal description or other description sufficient to identify the affected property.

b. The penalty imposed as a result of such violation.

c. A statement that the party affected may file a written request for hearing with the Road Commissioner if it objects to imposition of the penalty.

d. A statement that the penalty imposed shall be enforced if the party fails to file a timely written request for a hearing.

3. Notice of any administrative civil penalty shall be served either personally or by mailing a copy of such notice by certified mail, postage prepaid, return receipt requested, to the alleged violator. Service shall be effective for all purposes upon receipt if personally served, or within five days of mailing as herein provided. Proof of service of the notice shall be certified at the time of service by a written declaration under penalty of perjury executed by the person effecting service, declaring the time, date, and manner in which service was made. The declaration, together with any receipt card returned in acknowledgment of receipt by certified mail, shall be affixed to the copy of the notice retained by the Road Commissioner. The failure of a party to receive such notice shall not affect in any manner the validity of any proceedings taken pursuant to this chapter.

4. a. A written request for a hearing must be received by the Road Commissioner within seven days of the effective date of service of the notice. The Road Commissioner shall set a time and date for the hearing and notify the party requesting the hearing in writing of the time, date and place of the hearing. The hearing shall be before a hearing officer designated by the Road Commissioner.

b. The hearing shall be held at the earliest administratively convenient date, taking into consideration the availability of counsel and witnesses. Notice of the date set for hearing shall be mailed to the parties at least 10 calendar days prior to the hearing date. The alleged violator shall be entitled to appear personally, produce evidence, and be represented by counsel. At the hearing, the county shall have the burden of going forward first with evidence in support of the allegations contained in the order imposing penalties and shall have the burden of establishing the facts by a preponderance of the evidence. The hearing officer may administer oaths and take official notice of facts as authorized by law.

c. Oral evidence shall be taken only on oath or affirmation.

d. Each party shall have the following rights: to call and examine witnesses; to introduce exhibits; to cross-examine opposing witnesses on any matter relevant to the issues even though that matter was not

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covered in the direct examination; to impeach any witness regardless of which party first called him or her to testify; and to rebut the evidence against it.

e. The hearing need not be conducted according to technical rules relating to evidence and witnesses. Any relevant evidence shall be admitted if it is the sort of evidence on which responsible persons are accustomed to rely in the conduct of serious affairs, regardless of the existence of any common law or statutory rule which might make improper the admission of such evidence over objection in civil actions. Hearsay evidence may be used for the purpose of supplementing or explaining other evidence but shall not be sufficient in itself to support a finding unless it would be admissible over objection in civil actions. The rules of privilege shall be effective to the extent that they are otherwise required by statute to be recognized at the hearing, and irrelevant and unduly repetitious evidence shall be excluded.

f. The order of the hearing officer shall be in writing resolving the essential issues raised and confirming, amending or rejecting the administrative civil penalty imposed by the Road Commissioner. Procedures concerning notice and service thereof shall be as provided herein.

5. The manner of contesting the final order of the hearing officer concerning any administrative civil penalty is governed by Section 53069.4 of the Government Code, or any successor provision thereto. A copy of the notice of appeal authorized by Section 53069.4 of the Government Code shall be served upon the City Clerk.

D. Each party violating any provision of this chapter or any encroachment permit issued pursuant to this chapter shall be guilty of a separate offense for each and every day on which any such violation is committed, continued, or permitted by any such person.

E. In addition to any penalty, sanction, fine or imprisonment, any person violating the provisions of this chapter or any encroachment permit issued pursuant to this chapter shall be required to pay any and all expenses of enforcement, including those costs necessary to inspect, remove and/or correct the violation. In addition to all remedies herein contained, the City may pursue all reasonable and legal means in collecting those sums authorized and due. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1101 § 2, 1998].

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Chapter 12.09

STREET TRENCH FEE

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- 12.09.010 Title.
- 12.09.020 Definitions.
- 12.09.030 Trench restoration fee.
- 12.09.040 Establishment of fund.
- 12.09.050 Relocation of utilities required by city.
- 12.09.060 Permit violations.
- 12.09.070 Pavement condition index ratings.
- 12.09.080 Pavement life performance warranty.
- 12.09.090 Repair of sunken pavement over excavation.
- 12.09.100 Publicly bid city plans, field changes and blanket permits.
- 12.09.110 Coordination of excavations.
- 12.09.120 Moratorium.
- 12.09.130 Excavation within moratorium period.
- 12.09.140 Joint excavation.
- 12.09.150 Nontransferability of pavement life warranty.
- 12.09.160 Appeal.
- 12.09.170 Severability.

12.09.010 Title.

This chapter shall be known as the street trench fee ordinance. [Ord. 17-2006 § 1; Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4].

12.09.020 Definitions.

For purposes of this chapter, the following definitions apply:

“Applicant” shall mean any owner who has submitted an application for a permit to excavate.

“Chapter” shall mean Chapter 12.09 RCMC.

“City” shall mean the City of Rancho Cordova.

“City street” shall mean any public highway, road, street, avenue, alley, lane, drive, way, place, court or trail which has been accepted, or is hereafter accepted, by the City of Rancho Cordova into the city road system pursuant to Section 1806 of the California Streets and Highways Code.

“Department” shall mean the Public Works Department.

“Director” shall mean the Public Works Director or his or her designee.

“Excavation” shall mean any opening in the paved surface or subsurface of the public right-of-way.

“Facility” or “facilities” shall mean any and all cables, cabinets, ducts, conduits, converters, equipment, drains, handholds, manholes, pipes, pipelines, splice boxes, surface location markers, tunnels, utilities, vaults, wells, and other appurtenances or tangible things that are located or are proposed to be located in the public right-of-way.

“Owner” shall mean any person, including any agency, department, or subdivision of the City, who owns any facility or facilities that are or are proposed to be installed or maintained in the public right-of-way.

“Permit” or “permit to excavate” shall mean a permit to perform an excavation as it has been approved or may be amended or renewed by the Department.

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“Person” shall mean any natural person, corporation, partnership, or any governmental agency, department, or subdivision of the county, or the state of California, or the United States of America.

“Public right-of-way” shall mean the paved area across, along, beneath, in, on, over, under, upon, and within the City streets, as they now exist or hereafter will exist and which are or will be under the permitting jurisdiction of the Public Works Department.

“Resurfacing” shall mean any repaving, overlay, seal or reconstruction which constructs a new pavement surface of greater than one inch thickness over the entire width of the street, excluding crack seals, not including micropaving, Class 1 to 3 slurry seals, cape seals, and chip seals.

“Trench influence area” shall mean an area three feet adjacent to the trench where the excavation occurs for trenches with four feet or greater of cover over the utility facility from the paved surface, and one and one-half feet adjacent to the trench where the excavation occurs for trenches with less than four feet of cover over the utility facility from the paved surface. [Ord. 17-2006 § 1; Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4].

12.09.030 Trench restoration fee.

At the time any permit is issued, improvement plan approved, or work performed that causes an excavation of a paved city street, the applicant shall pay a trench restoration fee in addition to the fee required by the encroachment permit or other administrative fees. The fee shall be in the amount set forth on the trench cut fee schedule established by resolution of the City Council. A trench restoration fee shall not be required for the following excavations:

A. In a City street that the City has scheduled for resurfacing either during the fiscal year (July 1st through June 30th) when the excavation permit is issued or during the immediately following fiscal year;

B. In a City street where the pavement condition index (PCI), as defined by the City’s pavement management system, is less than 25 on the date the excavation permit is issued;

C. For work performed by and for the City Public Works Department;

D. For potholing to verify utility depth or location;

E. Where work will include resurfacing of all or a significant portion of the City street where the excavation is made; provided, that the Director approves the resurfacing;

F. Made for a utility relocation required by the City to accommodate a proper governmental use of a City street;

G. For owners possessing a valid pavement life performance warranty agreement with the City as set forth in RCMC 12.09.080;

H. Trenchless excavations greater than three feet in depth of cover over the utility facility not requiring a significant surface incision greater than industry bore pit standards may be excluded at the discretion of the Director. [Ord. 6-2010 § 7; Ord. 17-2006 § 1; Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4].

12.09.040 Establishment of fund.

All monies paid to the City pursuant to RCMC 12.09.030 shall be deposited in a special fund or funds and shall be expended only for the resurfacing, maintenance, administration, and protection of City streets where excavation has occurred after the effective date of adoption of the ordinance codified in this chapter. [Ord. 17-2006 § 1; Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4].

12.09.050 Relocation of utilities required by City.

No fee or requirement authorized or imposed pursuant to this chapter shall be construed to affect or alter in any way any obligation of public and private utilities with facilities installed in any City street to relocate the facilities at no cost to the City, in the event that relocation is required by the City to accommodate a proper governmental use of the City street. [Ord. 17-2006 § 1; Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4].

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12.09.060 Permit violations.

No person who has violated any provision of this chapter shall be issued an excavation permit, nor shall any contractor or agent apply for or be issued an excavation permit on such person's behalf, until the outstanding violation is corrected or a plan for correction is approved by the director. The foregoing requirement is in addition to any penalty or remedy for violation that may be imposed or sought by the City at law or equity. [Ord. 17-2006 § 1; Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4].

12.09.070 Pavement condition index ratings.

The City shall perform periodic pavement condition surveys of all City streets and determine the pavement condition index (PCI) rating for each street. A PCI rating shall be assigned to discrete blocks of a street. The PCI report shall be made available for public review at the permit counter. [Ord. 17-2006 § 1; Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4].

12.09.080 Pavement life performance warranty.

In lieu of paying a trench restoration fee required by RCMC 12.09.030, an owner who has a valid franchise agreement with the City or is statutorily exempt from franchise requirements shall provide a written pavement life performance warranty in a form acceptable to the City. The warranty shall provide that in the event that subsurface material or pavement over or within the trench influence area becomes depressed, broken, or otherwise fails at any time after the excavation has been completed until such time as the street surface is completely resurfaced with a structural overlay, the owner who performed the trench cut shall repair or restore such condition pursuant to the procedure set forth in RCMC 12.09.090. In the event that an owner who has a valid franchise agreement with the City or is statutorily exempt from franchise requirements fails or refuses to provide a written pavement life performance warranty, such owner shall pay the trench restoration fee set forth in the fee schedule adopted by resolution of City Council. [Ord. 6-2010 § 8; Ord. 17-2006 § 1; Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4].

12.09.090 Repair of sunken pavement over excavation.

If the subsurface material or pavement over or within the trench influence area becomes depressed or broken at any time within two years after the excavation has been completed and accepted and before resurfacing of the City street, where the owner has paid a trench restoration fee pursuant to RCMC 12.09.030, or at any time prior to such time as the street surface is completely resurfaced with a structural overlay, where the owner has provided a pavement life performance warranty pursuant to RCMC 12.09.080, the owner shall, upon written notice from the director, immediately inspect the depressed or broken area to ascertain the cause of the failure. The owner shall make repairs to the installation or backfill and have the pavement restored in the manner and within the time period specified by the Director. Additional inspection permit fees may be imposed as appropriate. A trench restoration fee shall not be charged for work performed under this section. If the pavement is not restored as specified by the Director, unless delayed by conditions beyond the owner's control, the Director may cause the work to be done after giving the owner 24 hours' final notice. The cost thereof, including any inspection costs and administrative overhead incurred by the City, shall be assessed against the owner. The owner shall remain responsible for any future repairs of that portion of pavement over the excavation that was repaired by the City for a period of two years, where the owner has paid a trench restoration fee pursuant to RCMC 12.09.030, or at any time prior to such time as the street surface is completely resurfaced with a structural overlay, where the owner has provided a pavement life performance warranty pursuant to RCMC 12.09.080. [Ord. 17-2006 § 1; Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4].

12.09.100 Publicly bid city plans, field changes and blanket permits.

Publicly bid city plans, field changes that alter the square footage of the trench surface area and blanket permits issued by the Director to any owner to make excavations for utility service connections, for the location of trouble in utility conduits or pipes and for making repairs thereto, or for emergency purposes shall be subject to all fees and requirements of this chapter. The owner shall report the amount of excavation to the permit counter and pay the required fees. Failure to report the excavation and pay the required fees shall be considered a permit violation pursuant to RCMC 12.09.060. [Ord. 17-2006 § 1; Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4].

12.09.110 Coordination of excavations.

Any owner installing facilities providing water, sewer, storm water drainage, gas, electric, communication, video or other utility services in city streets shall participate in the American Public Works Association ("APWA") Utility Committee and prepare a utility master plan, in a format specified by the APWA Utility Committee, that shows all of the owner's planned major utility work in city streets for the upcoming year. Prior to applying for an excavation

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permit, any owner planning to excavate in City streets shall coordinate, to the extent practicable, with other owners to minimize damage to, and avoid undue disruption and interference with, the public use of City streets. [Ord. 17-2006 § 1; Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4].

12.09.120 Moratorium.

Excavation in newly renovated City streets is prohibited for five years after filing of a notice of completion or acceptance of a new street or structural overlay of an entire street except as follows:

- A. Emergency which endangers life or property.
- B. Repair or modification to prevent interruption of essential utility service.
- C. Relocation work that is mandated by City, county, state or federal legislation.
- D. Service for buildings where no other reasonable means of providing service exists, as determined by the Director.
- E. In a City street that the City has scheduled for resurfacing either during the fiscal year (July 1st through June 30th) when the excavation permit is issued or during the immediately following fiscal year and the work takes place prior to the resurfacing.
- F. For potholing to verify utility depth or location.
- G. Trenchless excavations greater than three feet in depth of cover over the utility facility not requiring a significant surface incision greater than industry bore pit standards may be allowed at the discretion of the Director.
- H. Other situations deemed by the Director to be in the best interest of the general public. [Ord. 17-2006 § 1; Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4].

12.09.130 Excavation within moratorium period.

Where a permit is issued to excavate during the five-year period after filing of a notice of completion or acceptance of a new street or structural overlay of an entire street, payment of the trench restoration fee in the fee schedule adopted by resolution of the City Council will be required regardless of whether the owner has executed a pavement life performance warranty. [Ord. 6-2010 § 9; Ord. 17-2006 § 1; Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4].

12.09.140 Joint excavation.

Whenever applicants propose major work in the same block, the department shall condition permits for such work in a manner that maximizes coordination and minimizes the total period of construction. Such work may be conditioned to require the applicants to participate in a single excavation and pay their pro rata share of the work. Applicants may seek a waiver of the joint excavation requirements with respect to a particular excavation. Within 30 calendar days of receipt of a written request for a waiver, the Director shall render a decision upon such a request, taking into account the impact of the proposed excavation on the neighborhood, the applicant's need to provide services to a property or area, facilitating the deployment of new technology as directed pursuant to official City policy, and the public health, safety, welfare, and convenience. [Ord. 17-2006 § 1; Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4].

12.09.150 Nontransferability of pavement life warranty.

Pavement life warranty agreements are not transferable or assignable. [Ord. 17-2006 § 1; Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4].

12.09.160 Appeal.

A person directly and adversely affected by a decision made by the Director pursuant to the provisions of this chapter may appeal the Director's decision by filing a written notice of appeal with the City Manager no later than 10 working days after receiving notice of the Director's decision. The notice of appeal shall set forth the name, mailing address, and telephone number of the person appealing. The notice of appeal shall include or attach a statement describing the action being appealed, setting forth the grounds for the appeal, and describing the action requested of the City Manager. The scope of the appeal shall be limited to the grounds specified in the notice of appeal. No later than 30 days after the filing of a timely notice of appeal, the City Manager shall render a decision on the appeal. The City Manager's decision may affirm, reverse or modify the decision appealed. A copy of the City

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Manager's decision shall be provided to the person appealing at the address shown on the notice of appeal. The City Manager's decision shall be final. [Ord. 17-2006 § 1; Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4].

12.09.170 Severability.

Should any part of this chapter be declared invalid by a court of competent jurisdiction, the remaining provisions of this chapter shall remain in force and effect. [Ord. 17-2006 § 1; Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4].

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Chapter 12.12 OBSTRUCTION OF CORNERS

Chapter 12.12

OBSTRUCTION OF CORNERS

Sections:

- 12.12.010 Obstructions at public street intersections and intersection elbows.
- 12.12.020 Obstructions at private driveways and public streets.
- 12.12.030 Street right-of-way line defined.
- 12.12.040 Exceptions.
- 12.12.050 Enforcement.
- 12.12.060 Scope.

12.12.010 Obstructions at public street intersections and intersection elbows.

It is unlawful to install, set out or maintain or to allow the installation, setting out or maintenance on property at any corner formed by intersecting streets or intersection elbows within the City of Rancho Cordova any sign, hedge, shrubbery, natural growth, fence or other obstruction to the view, higher than two feet, six inches above either the nearest pavement surface or the nearest traveled roadway (where there is no pavement) within that triangular area between the street right-of-way lines and a diagonal line joining points on the street right-of-way lines 20 feet from the point of their intersection or, in the case of rounded corners, the triangular area between the tangents to the curve and a diagonal line joining points on the tangent 20 feet from the point of their intersection. In the case of intersection elbows, 40-foot lengths instead of 20-foot lengths are applicable. The tangents referred to are those at the beginning and at the end of the curve at the corner. [Ord. 38-2007 § 1 (Exh. 1(A)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 0777 § 1, 1989, SCC 399 § 1, 1979; SCC 785 § 1, 1962].

12.12.020 Obstructions at private driveways and public streets.

It is unlawful to set out, install or maintain, or to allow the setting out, installation, or maintenance of any sign, hedge, structure, natural growth, fence, or other obstruction to the view higher than two feet, six inches above the nearest pavement surface (or traveled area where no pavement exists) on property adjacent to any private road or driveway intersecting a public street, within a triangular area formed by the edge of the driveway, the street right-of-way line, and a line connecting two points, one of which is on the right-of-way line 10 feet from the edge of the driveway, and the other of which is on the edge of the driveway 10 feet back of the right-of-way line measured perpendicular to the right-of-way line in a direction away from the street. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 399 § 2, 1979; SCC 1045 § 1, 1969; SCC 785 § 2, 1962].

12.12.030 Street right-of-way line defined.

Where the street right-of-way line is nearer to the centerline of the street than any existing sidewalk, the street right-of-way line shall be assumed to be coincidental with the back edge of the sidewalk for determining the triangular area for which this chapter controls obstructions to visibility. Where there is no sidewalk but the street right-of-way line is nearer to the centerline of the highway than any existing curb and gutter, the street right-of-way line shall be assumed to be coincidental with the back edge of the curb and gutter for determining the triangular area for which this chapter controls obstructions to visibility. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 785 § 3, 1962].

12.12.040 Exceptions.

The foregoing provisions shall not apply to the following:

- A. Permanent buildings;
- B. Public utility poles;
- C. Trees trimmed to the trunk so as to provide a clear open space between pavement grade and a plane six feet higher, pavement grade being defined as either:
 - 1. The nearest pavement surface; or
 - 2. The nearest traveled roadway (where there is no pavement);

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- D. Saplings;
- E. Fences of a type which in no way obstruct vision;
- F. Supporting members of appurtenances to permanent buildings existing on October 31, 1962;
- G. Official signs or signals;
- H. Places where the contour of the ground is such that there can be no cross-visibility at the intersection;
- I. Signs mounted so as to provide a clear, open space (except for supporting members) of 10 feet or more above the ground and whose supports do not constitute an obstruction as defined in RCMC 12.12.020;
- J. Fences as may be required by the Federal Housing Administration or other home mortgage lending agency within subdivision corner lots as defined in RCMC Title 22, which have rear yards contiguous to a highway designated by the Department of Public Works as a major highway with 100 feet of right-of-way, or designated by the Department of Public Works as a major arterial with 80 feet of right-of-way or a frontage road;
- K. Any passenger motor vehicle not to exceed six feet in height parked either temporarily or on display for sale on property zoned other than residential single-family, residential multiple-family or on other residential property. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 811 § 1 (part), 1963; SCC 785 § 4, 1962].

12.12.050 Enforcement.

A. This chapter shall be enforced by the Department of Public Works of the City. The Director of the Department of Public Works or his authorized representative may investigate violations of this chapter, give such notices as may be required to carry out this chapter, and perform such other duties in connection with the enforcement of this chapter as may be appropriate.

B. Remedies. Any obstruction maintained in violation of this chapter may be deemed a public nuisance, and upon failure to abate the same within 15 days after posting upon the premises of a notice to abate the nuisance signed by the public works director, or his authorized representative, and after sending a copy of the notice to abate by registered mail addressed to the owner of record, as shown on the most recent assessment roll of the County of Sacramento, to the address as shown on the assessment roll, the director, or his authorized representative, may enter upon the premises and remove or eliminate the obstruction. In such event, the cost to the City of the abatement of the nuisance shall be a lien upon the premises. The cost of such abatement shall, in addition, be a personal obligation against the owner of the premises upon which the nuisance was maintained, recoverable by the City in an action before any court of competent jurisdiction. [Ord. 38-2007 § 1 (Exh. 1(H)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 0777 § 2, 1989; SCC 785 § 5, 1962].

12.12.060 Scope.

No obstruction to cross-visibility shall be deemed to be excepted from the application of this chapter because of its being in existence at the time of the adoption hereof, unless expressly exempted by the terms of RCMC 12.12.040. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 785 § 7, 1962].

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Chapter 12.16

HOUSE NUMBERS ON CURBS

Sections:

- 12.16.010 Permit required.
- 12.16.020 Other requirements.
- 12.16.030 Applications.
- 12.16.040 Prior approval required.
- 12.16.050 Standards.
- 12.16.060 Liability.
- 12.16.070 Conditions.
- 12.16.080 Employee list.
- 12.16.090 Cancellation.
- 12.16.100 Appeal.
- 12.16.110 Penalty.

12.16.010 Permit required.

It is unlawful for any person to paint or cause to be painted any house numbers on street curbs within the City of Rancho Cordova without a valid permit issued as provided in this chapter. As used in this section, the words “paint” or “cause to be painted” include any means by which house numbers are affixed or applied to a street curb, including but not limited to paint of any kind applied in any manner and decals of any type which are designed to adhere to a street curb. As used in this chapter, “person” means any natural person, firm, association, joint venture, joint stock company, partnership, club, company, corporation, business trust, or organization of any kind. [Revised during 2008 codification; Ord. 38-2007 § 1 (Exh. 1(A)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 174 § 1 (part), 1974].

12.16.020 Other requirements.

No permit shall be issued to any person intending to charge a fee or solicit contributions until he has obtained either a business license or a charitable solicitations permit, or both, in accordance with the requirements of this code, depending upon whether a business license or charitable solicitations permit, or both, are required. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 174 § 1 (part), 1974].

12.16.030 Applications.

To obtain a permit pursuant to the requirements of this chapter, an application shall be filed with the Department of Public Works containing the following information:

- A. The location or area in which the applicant intends to paint house numbers on curbs;
- B. The specific days on which the applicant intends to paint curbs;
- C. Such other relevant information as is determined to be necessary by the Department of Public Works. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 174 § 1 (part), 1974].

12.16.040 Prior approval required.

Prior to painting house numbers, the permit holder shall obtain the written consent of an adult occupant of the abutting property. The form used for obtaining consent shall also specify the exact fee or donation which is expected to be paid. The silence of the occupant or the failure or omission of any occupant to complete or sign the form or to in any other manner indicate consent or refusal to have house numbers painted on the curb shall not constitute consent or in any way be relied on by the permit holder as indicating consent. No person other than an adult occupant who has consented in writing shall have any responsibility for payment of the fee or donation. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 174 § 1 (part), 1974].

12.16.050 Standards.

The Department of Public Works shall establish standards which shall govern the appearance of house numbers on curbs and the manner in which they may be applied, including but not limited to standards relating to the size, color and location of the numbers and the materials used to apply the numbers. The standards shall be provided in writing

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to every person to whom a permit is issued and the permit holder shall sign a copy of the standards which includes a statement indicating that the permit holder has read and understands the standards and will follow them in applying curb numbers. The signed copy shall be retained in the department's files relating to the applicant. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 174 § 1 (part), 1974].

12.16.060 Liability.

The issuance of a permit hereunder shall not be construed as imposing any responsibility or liability on the City or any of its officers or employees for claims for property damage or personal injury in any way arising out of, or relating to, the house number painting activities of the permit holder. It is unlawful for the permit holder to in any way represent or imply to anyone that the permit holder is a representative, or is acting for or on behalf of, the City or any other public agency in offering to paint house numbers on curbs. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 174 § 1 (part), 1974].

12.16.070 Conditions.

The issuance of a permit pursuant to this chapter shall be conditioned on compliance by the applicant with all of the provisions of this chapter and shall be subject to any special conditions which the Department of Public Works determines to be necessary for the purpose of protecting the condition and use of City rights-of-way and the public improvements located thereon and the health, safety and general welfare of the property owners abutting on the rights-of-way on which the applicant intends to paint house numbers. Such special conditions may include, but are not limited to, limits on the hours during which the permit holder may solicit orders and the hours during which the house number painting activity may take place and a permit expiration date which shall be not later than the sixtieth day following the date on which the permit is issued. It is unlawful for the permit holder or any employee or representative of the permit holder to solicit orders or engage in house number painting activities in violation of any such special conditions. Special conditions applicable to a permit shall be specified in writing on the permit or in a written attachment thereto. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 174 § 1 (part), 1974].

12.16.080 Employee list.

Before issuance of any permit, the applicant shall file with the Department of Public Works a list of the names and addresses of all persons who will be in the employ of, or act as representatives of, the permit holder for the purpose of carrying on the activities authorized by the permit. The permit holder shall notify the Department of Public Works in writing of any additions to the list within 72 hours following the addition of any new employee or representative. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 174 § 1 (part), 1974].

12.16.090 Cancellation.

A permit may be cancelled by the Department of Public Works if it is determined that the permit holder, his employees or his representatives have violated any of the requirements of this chapter or have engaged in any other conduct or activity on the basis of which it is determined that the permit should be cancelled for the protection of the public health, safety or general welfare. Notice of cancellation shall be in writing and shall specify the reasons for cancellation. The cancellation shall be effective immediately upon personal delivery to the permit holder or his authorized representative. If reasonable efforts to effect personal delivery are unsuccessful, cancellation shall be effective upon the mailing of the required notice to the permit holder's address as specified in his application. Such mailed notice shall be effective, notwithstanding any change in the permit holder's address, unless the permit holder has notified the Department of Public Works in writing of any such change of address. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 174 § 1 (part), 1974].

12.16.100 Appeal.

The cancellation of a permit as provided in RCMC 12.16.090 shall be final on the expiration of 10 days following the effective date of the revocation unless the permit holder files a written notice of appeal with the Department of Public Works within the 10-day period. The Department of Public Works shall set a time at the earliest administratively convenient date for an appeal conference which shall be attended by the Director of Public Works or his designee at which the permit holder shall be afforded an opportunity to discuss the reasons for the cancellation. The permit holder shall be afforded an opportunity to present information on his behalf in writing or oral form. Not later than the fifth day following the conclusion of such conference, the Department of Public Works shall notify the permit holder of its decision, which shall either be that the cancellation is permanent or modified in some appropriate manner. The decision of the Department of Public Works shall be final. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 174 § 1 (part), 1974].

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12.16.110 Penalty.

Violation of any requirement or prohibition in this chapter is a misdemeanor and is punishable as provided in RCMC 1.01.190. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 174 § 1 (part), 1974].

Chapter 12.20**UNDERGROUND UTILITY DISTRICTS**

Sections:

- 12.20.010 Definitions.
- 12.20.020 Public hearing by city council.
- 12.20.030 City council may designate underground utility districts by resolution.
- 12.20.040 Unlawful acts.
- 12.20.050 Exception, emergency or unusual circumstances.
- 12.20.060 Other exceptions.
- 12.20.070 Notice to property owners and utility companies.
- 12.20.080 Responsibility of utility companies.
- 12.20.090 Responsibility of property owners.
- 12.20.100 Responsibility of city.
- 12.20.110 Extension of time.

12.20.010 Definitions.

Whenever in this chapter the words or phrases hereinafter in this section defined are used, they shall have the respective meanings assigned to them in the following definitions:

“City Council” shall mean the City Council of the City of Rancho Cordova;

“Clerk” shall mean the duly appointed and acting clerk of the City;

“Director of Public Works” shall mean the duly appointed and acting director of public works of the City;

“Person” shall mean and include individuals, firms, corporations, partnerships, and their agents and employees;

“Poles, overhead wires and associated overhead structures” shall mean poles, towers, supports, wires, conductors, guys, stubs, platforms, crossarms, transformers, insulators, cutouts, switches, communication circuits, appliances, attachments and appurtenances located aboveground within a district and used or useful in supplying electric, communication or similar or associated service;

“Underground Utility District” or “District” shall mean that area in the City within which poles, overhead wires, and associated overhead structures are prohibited as such area is described in a resolution adopted pursuant to the provisions of RCMC 12.02.030;

“Utility” shall include all persons or entities supplying electric, communication or similar or associated service by means of electrical materials or devices. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 542 § 1, 1983].

12.20.020 Public hearing by city council.

The City Council may from time to time call public hearings to ascertain whether the public necessity, health, safety or welfare requires the removal of poles, overhead wires and associated overhead structures within designated areas of the City and the underground installation of wires and facilities for supplying electric, communication, or similar or associated service. The Clerk shall notify all affected property owners as shown on the last equalized assessment roll and utilities concerned by mail of the time and place of such hearings at least 10 days prior to the date thereof. Each such hearing shall be open to the public and may be continued from time to time. At each such hearing all persons interested shall be given an opportunity to be heard. The decision of the City Council shall be final and conclusive. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 542 § 1, 1983].

12.20.030 City council may designate underground utility districts by resolution.

If, after any such public hearing, the City Council finds that the public necessity, health, safety or welfare requires such removal and such underground installation within a designated area, the City Council shall, by resolution, declare such designated area an Underground Utility District and order such removal and underground installation. Such resolution shall include a description of the area comprising such District and shall fix the time within which

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such removal and underground installation shall be accomplished and within which affected property owners must be ready to receive underground service. A reasonable time shall be allowed for such removal and underground installation, having due regard for the availability of labor, materials and equipment necessary for such removal and for the installation of such underground facilities as may be occasioned thereby. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 542 § 1, 1983].

12.20.040 Unlawful acts.

Whenever the City Council creates an Underground Utility District and orders the removal of poles, overhead wires and associated overhead structures therein as provided in RCMC 12.20.030, it shall be unlawful for any person or utility to erect, construct, place, keep, maintain, continue, employ or operate poles, overhead wires and associated overhead structures in the district after the date when said overhead facilities are required to be removed by such resolution, except as said overhead facilities may be required to furnish service to an owner or occupant of property prior to the performance by such owner or occupant of the underground work necessary for such owner or occupant to continue to receive utility service as provided in RCMC 12.20.090, and for such reasonable time required to remove said facilities after said work has been performed, and except as otherwise provided in this chapter. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 542 § 1, 1983].

12.20.050 Exception, emergency or unusual circumstances.

Notwithstanding the provisions of this chapter, overhead facilities may be installed and maintained for a period, not to exceed 90 days, without authority of the City Council in order to provide emergency service. The City Council may grant special permission, on such terms as the City Council may deem appropriate, in cases of unusual circumstances, without discrimination as to any person or utility, to erect, construct, install, maintain, use or operate poles, overhead wires and associated overhead structures. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 542 § 1, 1983].

12.20.060 Other exceptions.

This chapter and any resolution adopted pursuant to RCMC 12.20.030 shall, unless otherwise provided in such resolution, not apply to the following types of facilities:

- A. Any City facilities or equipment installed under the supervision and to the satisfaction of the Director of Public Works;
- B. Poles or electroliers used exclusively for street lighting;
- C. Overhead wires (exclusive of supporting structures) crossing any portion of a District within which overhead wires have been prohibited, or connecting to buildings on the perimeter of a District, when such wires originate in an area from which poles, overhead wires and associated overhead structures are not prohibited;
- D. Poles, overhead wires and associated overhead structures used for the transmission of electric energy at nominal voltages in excess of 34,500 volts;
- E. Overhead wires attached to the exterior surface of a building by means of a bracket or other fixture and extending from one location on the building to another location on the same building or to an adjacent building without crossing any public street;
- F. Antennas, associated equipment and supporting structures used by a utility for furnishing communication services;
- G. Equipment appurtenant to underground facilities, such as surface-mounted transformers, pedestal-mounted terminal boxes and meter cabinets, switching cubicles, and concealed ducts;
- H. Temporary poles, overhead wires and associated overhead structures used or to be used in conjunction with construction projects. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 542 § 1, 1983].

12.20.070 Notice to property owners and utility companies.

Within 10 days after the effective date of a resolution adopted pursuant to RCMC 12.20.030, the Clerk shall notify all affected utilities and all persons owning real property within the District created by said resolution of the

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adoption thereof. Said Clerk shall further notify such affected property owners of the necessity that, if they or any person occupying such property desire to continue to receive electric, communication, or similar or associated service, they or such occupant shall provide all necessary facility changes on their premises and rights-of-way so as to receive such service from the lines of the supplying utility or utilities at a new location, subject to applicable rules, regulations and tariffs of the respective utility or utilities.

Notification by the Clerk shall be made by mailing a copy of the resolution adopted pursuant to RCMC 12.20.030, together with a copy of this chapter, to affected property owners as such are shown on the last equalized assessment roll and to the affected utilities. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 542 § 1, 1983].

12.20.080 Responsibility of utility companies.

If underground construction is necessary to provide utility service within a District created by any resolution adopted pursuant to RCMC 12.20.030, the supplying utility shall furnish that portion of the conduits, conductors and associated equipment required to be furnished by it under its applicable rules, regulations and tariffs. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 542 § 1, 1983].

12.20.090 Responsibility of property owners.

Every person owning, operating, leasing, occupying or renting a building or structure within a District shall perform construction and provide that portion of the service connection on his property between the facilities referred to in RCMC 12.20.080 and the termination facility on or within said building or structure being served, all in accordance with applicable rules, regulations and tariffs of the respective utility or utilities. If any property owner, after due notice, refuses to comply within a reasonable time to effect the removal or preparation in accordance with the applicable rules of the utility involved, the City may cause the work to be done and assess the costs of the work against the property, and the assessment shall become a lien against the property. The assessment may be collected at the same time and in the same manner as ordinary county ad valorem taxes are collected, and shall be subject to the same penalties and the same procedure and sale in case of delinquency as provided for these taxes. All laws applicable to the levy, collection, and enforcement of county ad valorem taxes shall be applicable to the assessment. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 0886 § 1, 1992; SCC 542 § 1, 1983].

12.20.100 Responsibility of City.

The City shall remove, at its own expense, all City-owned equipment from all poles required to be removed hereunder in ample time to enable the owner or user of such poles to remove the same within the time specified in the resolution enacted pursuant to RCMC 12.20.030. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 542 § 1, 1983].

12.20.110 Extension of time.

In the event that any act required by this chapter or by a resolution adopted pursuant to RCMC 12.20.030 cannot be performed within the time provided on account of shortage of materials, war, restraint by public authorities, strikes, labor disturbances, civil disobedience, or any other circumstances beyond the control of the actor, then the time within which such act will be accomplished shall be extended for a period equivalent to the time of such limitation. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 542 § 1, 1983].

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Chapter 12.24

STREET NUMBERING SYSTEM

Sections:

- 12.24.010 Purpose.
- 12.24.020 Designating authority.
- 12.24.030 Names.
- 12.24.040 Numbering.
- 12.24.050 Specifications.
- 12.24.060 Application.
- 12.24.070 Penalty.

12.24.010 Purpose.

It is hereby found that the public interest, safety, welfare and convenience require the establishment of a numbering system of street addresses under a uniform plan within the City of Rancho Cordova. For the accomplishment of this objective, there is hereby established a uniform numbering system in order to promote more effective law enforcement, facilitate rapid response to emergency calls for fire suppression, medical, and other purposes, improve the delivery of goods and services, and otherwise promote the economic improvement of the community. [Ord. 38-2007 § 1 (Exh. 1(A)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 673 § 1, 1986].

12.24.020 Designating authority.

Streets within the City of Rancho Cordova shall be named by, and properties abutting such streets and roads shall be assigned numbers by, the Public Works Director pursuant to the standards contained in RCMC 12.24.030 and 12.24.040. [Ord. 38-2007 § 1 (Exh. 1(A), (H)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 673 § 1, 1986].

12.24.030 Names.

The Director shall assign the following name designations within the City of Rancho Cordova:

A. Except as hereinafter provided, the term “street” shall be applied to streets which generally extend in a northerly and southerly direction, regardless of width.

B. Except as otherwise provided, the term “avenue” shall be applied to streets which generally extend in an easterly and westerly direction, regardless of width.

C. Except as hereinafter provided, the term “drive” shall be applied to streets which are 50 feet or greater in width, and are not designated as streets or avenues.

D. The term “way” shall be applied to streets which are 40 feet in width, and are not designated as streets or avenues.

E. The term “road” shall be applied to streets which are 60 feet or greater in width, and are situated in an agricultural zone established pursuant to the city’s zoning code.

F. The terms “court” or “place” shall be applied to streets which terminate in a cul-de-sac, with no intermediate access.

G. The term “circle” shall be applied to streets which begin and terminate in the same street, with no intermediate access.

H. The term “boulevard” shall be applied to streets which are major traffic thoroughfares. [Ord. 38-2007 § 1 (Exh. 1(A), (H)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 673 § 1, 1986].

12.24.040 Numbering.

The Director of Public Works shall assign numbers to properties abutting streets within the City of Rancho Cordova in accordance with the following criteria:

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There is hereby established a baseline for assigning such numbers for the north-south grid, which is the American River. Numbers shall increase in magnitude from the American River in both northerly and southerly directions generally in accordance with the distance from the river.

There is hereby established a baseline for assigning such numbers south of the American River, for an east-west grid, which is the projection of a line that lies 1,320 feet west of the section line common to Sections 4 and 5, Township 5 North, Range 4 East, Mount Diablo Base and Meridian. Numbers shall increase in magnitude from that baseline in both easterly and westerly directions generally in accordance with the distance from the baseline. Numbers lying west of the baseline shall be ascribed a letter "W" as a suffix to the property number.

There is hereby established a baseline for assigning such numbers north of the American River, for an east-west grid, which is the projection of a line that lies 800 feet east of the section line common to Sections 19 and 20, Township 10 North, Range 5 East, Mount Diablo Base and Meridian. Numbers shall increase in magnitude from that baseline in both easterly and westerly directions generally in accordance with the distance from the baseline. Numbers lying west of that baseline shall be ascribed a letter "W" as a suffix to the property number. [Ord. 38-2007 § 1 (Exh. 1(A)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 673 § 1, 1986].

12.24.050 Specifications.

The Director of Public Works shall be authorized to formulate, promulgate and enforce specifications pertaining to the size, color and type of numbers placed upon properties abutting streets within the City of Rancho Cordova, together with standards regulating the numbering of multiple structures upon the same property. Such specifications and standards shall be formulated for the purpose of facilitating the identification and location of structures and land uses by persons searching for same from the streets, eliminating or reducing the necessity for entry of property by persons conducting such searches. [Ord. 38-2007 § 1 (Exh. 1(A)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 673 § 1, 1986].

12.24.060 Application.

Except as hereinafter provided, the standards contained in this chapter shall govern assignment by the Director of Public Works for street designations and numbers pursuant to RCMC 12.24.030 and 12.24.040 for all parcels, lots and streets within the City of Rancho Cordova, including, but not limited to, those established after the date on which the ordinance codified in this chapter becomes effective.

All street designations and property numbers in existence preceding the effective date of the ordinance codified in this chapter which are consistent with the standards prescribed by RCMC 12.24.030 and 12.24.040 shall be deemed to have been designated by the Director of Public Works pursuant to the provisions of this chapter.

The standards for designating streets and assigning numbers established by RCMC 12.24.030 and 12.24.040 shall not be applicable to a particular lot or parcel of land which is not numbered or is numbered in a manner inconsistent with the standards contained in RCMC 12.24.030 and 12.24.040 until 30 days after:

A. The Director of Public Works designates such streets or numbers to such property in accordance with such standards; and

B. The Director of Public Works has mailed written notice of such designation or numbering, postage prepaid, to the record owner and occupant of the property so numbered or which abuts each street so designated. [Ord. 38-2007 § 1 (Exh. 1(A)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 673 § 1, 1986].

12.24.070 Penalty.

It shall be the responsibility of both owners and occupants of property abutting roads within the City of Rancho Cordova to post numbers upon such property in accordance with those designated by the Director of Public Works.

Pursuant to the provisions of Section 36900 of the Government Code, an owner or occupant of property abutting a street within the City of Rancho Cordova who fails, within 10 calendar days following mailing of written notice to do so, to post a number upon such property corresponding to the number designated by the Director of Public Works shall be guilty of an infraction and subject to a fine of \$50.00 for each day or any portion thereof such violation continues. [Ord. 38-2007 § 1 (Exh. 1(A), (H)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 673 § 1, 1986].

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Rancho Cordova Municipal Code
Table A: Special Tax Ordinances

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Table A:
Special Tax Ordinances

13-2003	Sunridge Anatolia Community Facilities District No. 2003-1 special tax (Special)
16-2003	Special tax for police protection for Sunrise Anatolia III Subdivision (Special)
2-2004	Special tax for police protection for Mather East Subdivision (Special)
14-2004	Special tax for police protection for Sunridge Anatolia III Subdivision (Special)
21-2004	Special tax for police protection for Ellenwood Court Unit No. 2 Subdivision (Special)
23-2004	Special tax for police protection for Quick Fit Tire Subdivision (Special)
27-2004	Special tax for police protection for Stone Creek Subdivision (Special)
28-2004	Special tax for police protection for Sunridge Park Subdivision, Village Nos. 2A and 5A and a portion of Unit A (Repealed by 1-2019)
29-2004	Special tax for police protection for Sunridge Park Subdivision, Unit A (Repealed by 1-2019)
30-2004	Special tax for police protection for Sunridge Park Subdivision, Village Nos. 9A and 10A and a portion of Unit A (Repealed by 1-2019)
31-2004	Special tax for police protection for Villages of Zinfandel, Village No. 7 Subdivision (Special)
32-2004	Special tax for police protection for Sunridge Park Subdivision, Village Nos. 1A, 4A, 6, 7, 8A and 11A and a portion of Unit A (Repealed by 1-2019)
33-2004	Special tax for police protection for Sunridge Park Subdivision, Village No. 3 (Repealed by 1-2019)
34-2004	Special tax for police protection for Anatolia I and II Subdivisions (Special)
35-2004	Special tax for police protection for Anatolia I and II Subdivisions (Special)
39-2004	Sunridge Park Area Community Facilities District No. 2004-1 special tax (Special)
40-2004	Special tax area Zone 9 for police protection for North Douglas I and II Subdivision (Repealed by 1-2019)
52-2004	Special tax for police protection for Luyung Drive Phase 4 Subdivision (Special)
57-2004	Special tax for police protection for Anatolia I, Village 2 Subdivision (Special)
58-2004	Special tax for police protection for Anatolia I, Village 5 Subdivision (Special)
59-2004	Special tax for police protection for Anatolia I, Village 6 Subdivision (Special)
60-2004	Special tax for police protection for Anatolia II, Village 10 Subdivision (Special)
61-2004	Special tax for police protection for Anatolia II, Village 11 Subdivision (Special)
62-2004	Special tax for police protection for Anatolia II, Village 13 Subdivision (Special)
63-2004	Special tax for police protection for Anatolia II, Village 14 Subdivision (Special)
64-2004	Special tax for police protection for Anatolia II, Village 16 Subdivision (Special)
65-2004	Special tax for police protection for Kennedy/Mills Station Road Subdivision (Special)

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1-2005	Special tax for police protection for Anatolia II, Lot 8 Subdivision (Special)
10-2005	Special tax for police protection for Capital Village Subdivision (Special)
26-2005	Sunridge North Douglas Community Facilities District No. 2005-1 special tax (Repealed by 6-2015)
31-2005	Special tax for transit-related services for Capital Village Subdivision (Special)
5-2006	Community Facilities District No. 2005-2 special tax (Special)
24-2006	Special tax for police protection for Montelena Subdivision (Repealed by 11-2013)
25-2006	Special tax for police protection for Sunridge Park, Phase II Subdivision, Lots D, E, F, G and 11 (Repealed by 1-2019)
26-2006	Special tax for police protection for Sunridge Park, Phase II Subdivision, Villages 1B, 4C, 4D, 8C and 11B (Repealed by 1-2019)
27-2006	Special tax for police protection for Sunridge Park, Phase II Subdivision, Villages 2B, 5C and 5D (Repealed by 1-2019)
28-2006	Special tax for police protection for Sunridge Park, Phase II Subdivision, Villages 9B and 10B (Repealed by 1-2019)
29-2006	Special tax for police protection for Anatolia IV Subdivision (Repealed by 16-2018)
30-2006	Special tax for police protection for Arista Del Sol Subdivision (Special)
31-2006	Special tax for police protection for Cresleigh Sunridge Subdivision (Repealed by 1-2019)
32-2006	Special tax for police protection for Douglas 98 Subdivision (Repealed by 1-2019)
33-2006	Special tax for police protection for Douglas 103 Subdivision (Special)
37-2006	Special tax for police protection for Tax Zone 2A, Sundance Subdivision (Special)
38-2006	Special tax for police protection for Grant Line 208 Subdivision (Repealed by 1-2019)
3-2007	Special tax for police protection for Gold Flake Court Subdivision (Special)
17-2007	Special tax for police protection for Ellenwood Commons Subdivision (Special)
19-2007	Special tax for transit-related services for Ed Fund office buildings (Special)
21-2007	Special tax for transit-related services for Old Placerville Road Project (Special)
2-2008	Special tax for transit-related services for the Bloodsource Laboratory building (Special)
7-2008	Special tax for transit-related services for the department of Mather office complex buildings (Special)
8-2008	Special tax for transit-related services for the department of environmental management office complex buildings (Special)
17-2008	Special tax for transit-related services for the Sunrise Palms Plaza project (Special)
22-2008	Special tax for transit-related services, for the 3581 Mather Field Road project (Special)
23-2008	Community Facilities District No. 2008-1 special tax (Special)
25-2008	Special tax for transit-related services for the Zinfandel and Sunrise project (Special)
14-2009	Special tax for transit-related services for the Cordova Casino and Restaurant (Special)

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15-2009	Amends Ords. 24-2006, 25-2006, 26-2006, 27-2006, 28-2006, 29-2006, 30-2006, 31-2006, 32-2006, 33-2006, 37-2006, 38-2006 and 3-2007, police tax area zones (Special)
19-2009	Special tax for transit-related services for 11301 Dismantle Court project (Special)
2-2013	Community Facilities District No. 2013-2 special tax (Special)
14-2014	Community Facilities District No. 2014-1 special tax (Special)
15-2014	Community Facilities District No. 2014-2 special tax (Special)
19-2014	Special tax for transit-related services for 3500 Fitzgerald Road Industrial Building project (Special)
6-2015	Sunridge North Douglas Community Facilities District No. 2005-1 special tax; rescinds Ord. 26-2005 (Special)
8-2016	Special tax for transit-related services, APG warehouse project (Special)
23-2016	Special tax for transit-related services, Monier Circle warehouse project (Special)
6-2018	Special tax for transit-related services, Homewood Suites project (Special)
8-2018	Special tax for transit-related services, Superior Self-Storage project (Special)
18-2018	Community Facilities District No. 2018-2 special tax (Special)
19-2018	Community Facilities District No. 2018-1 special tax (Special)
21-2018	Special tax for transit-related services, European Parts Depot project (Special)
2-2019	Special tax for transit-related services, Gold Valley Center project (Special)
10-2019	Special tax for transit-related services, Bradshaw Village project (Special)
12-2020	Community Facilities District No. 2020-1 special tax (Special)
16-2020	Special tax for transit-related services, White Rock Center project (Special)
6-2021	Special tax for transit-related services, Rio del Oro project (Special)
9-2021	Special tax for transit-related services, High Class Motors project (Special)
19-2021	Special tax for transit-related services, Falconer commercial building project (Special)
20-2021	Special tax for transit-related services, express sewer and drain project (Special)
21-2021	Special tax for transit-related services, Ranch project (Special)
23-2021	Ranch Community Facilities District No. 2021-1 special tax (Special)
5-2022	Special tax for transit-related services, Grantline 220 project (Special)
8-2022	Community Facilities District No. 2022-1 special tax (Special)
14-2022	Special tax for transit-related services, Ranch project (Special)

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Table B:
Ordinance Table

This table lists all ordinances. If an ordinance is codified, its location in the code is cited by chapter number at the end of the ordinance description. Ordinance numbers in the text of the code preceded by “SCC” indicate ordinances incorporated in the Sacramento County Code and adopted by the City. Ordinances are codified if they are general, permanent, and/or include penalty provisions for noncompliance. “Not codified” indicates that the ordinance could have been codified but was not for some reason (e.g., superseded by a later ordinance, codified in a separate publication). “Special” means the ordinance was special in nature or for a specific period of time (e.g., budget, annexation, tax levy, street vacation).

1-2003	Adopts all Sacramento County ordinances for a period of 120 days (Expired)
2-2003	Creates city manager position and form of government (2.04)
3-2003	Sales and use tax (3.04)
4-2003	Continues existing Sacramento County Code Chapter 3.08, transient occupancy tax (3.08)
5-2003	Continues one-half of existing Sacramento County documentary transfer tax (3.12)
6-2003	Special gas tax street improvement fund (3.50)
7-2003	Purchasing system (Repealed by 9-2012)
8-2003	Council reimbursement for expenses (2.08)
9-2003	City council member salaries (2.08)
10-2003	Claims against the city (2.38)
11-2003	Consolidates general municipal election with statewide general election (2.42)
12-2003	Sacramento County fees, rates and charges to remain temporarily in effect (Special)
13-2003	Sunridge Anatolia Community Facilities District No. 2003-1 special tax (Tables)
14-2003	Repeals and replaces zoning code Article 7, design review (Zoning Code)
15-2003	Solid waste collection, transportation and disposal (Repealed by 22-2013)
16-2003	Special tax for police protection for Sunrise Anatolia III Subdivision (Tables)
17-2003	Adds zoning code § 101-801; approves RC-03-003 development agreement (Zoning Code)
18-2003	Amends Ch. 2.30, planning commission (2.30)
19-2003	Adopts roadway and transit development fees, park and recreation fee, housing trust fee and Mather Field public facilities financing plan development fee (16.84, 16.87, 16.89, 22.40)
20-2003	Adopts §§ 1.1.110 – 1.1.190, Chs. 3.40, 3.44, 4.02, 4.06, 4.10, 4.14, 4.18, 4.22, 4.23, 4.26, 4.28, 4.29, 4.30, 4.32, 4.34, 4.38, 4.50, 4.54, 4.58, 4.60 and 4.61, Title 5, Chs. 6.04, 6.08, 6.12, 6.16, 6.20, 6.24, 6.28, 6.29, 6.30, 6.32, 6.34, 6.36, 6.50, 6.56, 6.60, 6.64, 6.68, 6.80, 6.82, 6.84, 6.86, 6.87, 6.96, 6.99, 6.110 and 6.120, Title 8, Chs. 9.04, 9.08, 9.12, 9.16, 9.20, 9.28, 9.36, 9.38, 9.40, 9.41, 9.42, 9.44, 9.48, 9.70, 9.74, 9.76, 9.78, 9.80, 9.82, 9.83, 9.92, 9.93, 9.94, 9.96, 9.98 and 9.100, Title 10, Chs. 12.01, 12.03, 12.08, 12.09, 12.12, 12.16, 12.20 and 12.24, Titles 14 and 15, Chs. 16.02, 16.04, 16.08, 16.16, 16.18, 16.20, 16.21, 16.22, 16.23, 16.24, 16.28, 16.32, 16.36, 16.40 and 16.44, Titles 17, 19 and 21, Chs. 22.05, 22.10, 22.15, 22.20, 22.24, 22.25,

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	22.30, 22.50, 22.60, 22.70, 22.80, 22.90, 22.100, 22.110, 22.120, 22.130, 22.140, 22.150, 22.300 and 22.400 of the Sacramento County Code and Titles 1, 2 and 3 of the Sacramento Zoning Code; substitutes city references for Sacramento County references (1.01, 4.14, 4.18, 4.22, 4.23, 4.26, 4.29, 4.30, 4.32, 4.34, 4.38, 4.50, 4.54, 4.58, 4.60, 4.61, 5.04, 5.50, 5.60, 5.64, 5.75, 6.16, 6.24, 6.28, 6.30, 6.32, 6.56, 6.60, 6.64, 6.68, 6.80, 6.84, 6.87, 9.04, 9.08, 9.12, 9.16, 9.20, 9.28, 9.36, 9.38, 9.40, 9.41, 9.44, 9.48, 9.74, 9.78, 9.80, 9.82, 9.83, 9.92, 9.93, 9.94, 9.96, 9.98, 9.100, 10.04, 10.08, 10.12, 10.16, 10.20, 10.24, 10.32, 10.36, 10.40, 10.41, 10.44, 10.48, 10.58, 10.62, 10.64, 10.66, 12.01, 12.03, 12.08, 12.09, 12.12, 12.16, 12.20, 12.24, 14.05, 15.04, 15.05, 15.10, 16.08, 16.16, 16.18, 16.20, 16.22, 16.23, 16.44, 17.12, 19.08, 21.12, 22.05, 22.10, 22.15, 22.20, 22.24, 22.25, 22.30, 22.50, 22.60, 22.70, 22.80, 22.90, 22.100, 22.110, 22.120, 22.130, 22.140, 22.150, 22.160, 22.170, 22.180, 22.300, Zoning Code)
21-2003	Adopts §§ 1.1.110 – 1.1.190, Chs. 3.40, 3.44, 4.02, 4.06, 4.10, 4.14, 4.18, 4.22, 4.23, 4.26, 4.28, 4.29, 4.30, 4.32, 4.34, 4.38, 4.50, 4.54, 4.58, 4.60 and 4.61, Title 5, Chs. 6.04, 6.08, 6.12, 6.16, 6.20, 6.24, 6.28, 6.29, 6.30, 6.32, 6.34, 6.36, 6.50, 6.56, 6.60, 6.64, 6.68, 6.80, 6.82, 6.84, 6.86, 6.87, 6.96, 6.99, 6.110 and 6.120, Title 8, Chs. 9.04, 9.08, 9.12, 9.16, 9.20, 9.28, 9.36, 9.38, 9.40, 9.41, 9.42, 9.44, 9.48, 9.70, 9.74, 9.76, 9.78, 9.80, 9.82, 9.83, 9.92, 9.93, 9.94, 9.96, 9.98 and 9.100, Title 10, Chs. 12.01, 12.03, 12.08, 12.09, 12.12, 12.16, 12.20 and 12.24, Titles 14 and 15, Chs. 16.02, 16.04, 16.08, 16.16, 16.18, 16.20, 16.21, 16.22, 16.23, 16.24, 16.28, 16.32, 16.36, 16.40 and 16.44, Titles 17, 19 and 21, Chs. 22.05, 22.10, 22.15, 22.20, 22.24, 22.25, 22.30, 22.50, 22.60, 22.70, 22.80, 22.90, 22.100, 22.110, 22.120, 22.130, 22.140, 22.150, 22.300 and 22.400 of the Sacramento County Code and Titles 1, 2 and 3 of the Sacramento Zoning Code; substitutes city references for Sacramento County references (1.01, 4.14, 4.18, 4.22, 4.23, 4.26, 4.29, 4.30, 4.32, 4.34, 4.38, 4.50, 4.54, 4.58, 4.60, 4.61, 5.04, 5.50, 5.60, 5.64, 5.75, 6.16, 6.24, 6.28, 6.30, 6.32, 6.56, 6.60, 6.64, 6.68, 6.80, 6.84, 6.87, 9.04, 9.08, 9.12, 9.16, 9.20, 9.28, 9.36, 9.38, 9.40, 9.41, 9.44, 9.48, 9.74, 9.78, 9.80, 9.82, 9.83, 9.92, 9.93, 9.94, 9.96, 9.98, 9.100, 10.04, 10.08, 10.12, 10.16, 10.20, 10.24, 10.32, 10.36, 10.40, 10.41, 10.44, 10.48, 10.58, 10.62, 10.64, 10.66, 12.01, 12.03, 12.08, 12.09, 12.12, 12.16, 12.20, 12.24, 14.05, 15.04, 15.05, 15.10, 16.08, 16.16, 16.18, 16.20, 16.22, 16.23, 16.44, 17.12, 19.08, 21.12, 22.05, 22.10, 22.15, 22.20, 22.24, 22.25, 22.30, 22.50, 22.60, 22.70, 22.80, 22.90, 22.100, 22.110, 22.120, 22.130, 22.140, 22.150, 22.160, 22.170, 22.180, 22.300, Zoning Code)
22-2003	Amends zoning code §§ 301-04.7 and 301-04.8 (Zoning Code)
23-2003	Continues Sacramento County roadway and transit development impact fees (16.87)
24-2003	Amends Ord. 07-2003, purchasing system (Repealed by 9-2012)
25-2003	Continues Sacramento County park and recreation development impact fee (22.40)
26-2003	Continues Sacramento County housing trust development impact fee (16.89)
27-2003	Continues Sacramento County Mather Field public facilities financing plan development impact fee (16.84)
28-2003	Adds Ch. 16.81, off-site roadway mitigation and library facilities development fees (16.81)
29-2003	Rezone (Special)
30-2003	Amends zoning code § 325-51 (Zoning Code)
1-2004	Rezone (Special)
2-2004	Special tax for police protection for Mather East Subdivision (Tables)

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3-2004	Establishes reduced speed limits for specific streets (10.50)
4-2004	Moratorium on sexually oriented businesses; amends zoning code § 325-51 (Zoning Code)
5-2004	Amends § 16.90.030, construction permit fee schedule (Repealed by 6-2010)
6-2004	Adds zoning code § 101-802; approves RC-03-001 development agreement (Zoning Code)
7-2004	Amends Ch. 4.22, cardrooms (4.22)
8-2004	Adds § 1.05.200; amends §§ 4.02.095, 16.18.204 and 16.22.205, hearings (1.05, 16.18, 16.22)
9-2004	(Number not used)
10-2004	Contract with California Public Employees' Retirement System (Special)
11-2004	Adds zoning code Title I, Chapter 10, Art. 11 and Title II, Chapter 35, Art. 11; repeals zoning code Ch. 21.14 (Zoning Code)
12-2004	Amends Ord. 4-2003, transient occupancy tax (3.08)
13-2004	Adds Ch. 10.30, human habitation of vehicles (10.30)
14-2004	Special tax for police protection for Sunridge Anatolia III Subdivision (Tables)
15-2004	Amends Ch. 16.02, administrative code (Repealed by 12-2019)
16-2004	Amends Ch. 16.24, plumbing code (Repealed by 17-2019)
17-2004	Amends Ch. 16.32, mechanical code (Repealed by 20-2019)
18-2004	Amends Ch. 16.28, electrical code (Repealed by 19-2019)
19-2004	Amends Ch. 16.04, building code (Repealed by 13-2019)
20-2004	Amends §§ 16.36.130, 16.36.210, 16.36.220, 16.36.230, 16.36.240, 16.36.250 and 16.36.310, swimming pools (Repealed by 21-2019)
21-2004	Special tax for police protection for Ellenwood Court Unit No. 2 Subdivision (Tables)
22-2004	Repeals and replaces Ch. 20.04, surface mining and reclamation (20.04)
23-2004	Special tax for police protection for Quick Fit Tire Subdivision (Tables)
24-2004	Adds Ch. 16.83, Sunrise Douglas Community Plan Area public facilities development impact fees (16.83)
25-2004	(Number not used)
26-2004	Rezone (Special)
27-2004	Special tax for police protection for Stone Creek Subdivision (Tables)
28-2004	Special tax for police protection for Sunridge Park Subdivision, Village Nos. 2A and 5A and a portion of Unit A (Repealed by 1-2019)
29-2004	Special tax for police protection for Sunridge Park Subdivision, Unit A (Repealed by 1-2019)
30-2004	Special tax for police protection for Sunridge Park Subdivision, Village Nos. 9A and 10A and a portion of Unit A (Repealed by 1-2019)
31-2004	Special tax for police protection for Villages of Zinfandel, Village No. 7 Subdivision (Tables)
32-2004	Special tax for police protection for Sunridge Park Subdivision, Village Nos. 1A, 4A,

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	6, 7, 8A and 11A and a portion of Unit A (Repealed by 1-2019)
33-2004	Special tax for police protection for Sunridge Park Subdivision, Village Nos. 3 (Repealed by 1-2019)
34-2004	Special tax for police protection for Anatolia I and II Subdivisions (Tables)
35-2004	Special tax for police protection for Anatolia I and II Subdivisions (Tables)
36-2004	Extends moratorium on sexually oriented businesses; amends zoning code § 325-51 (Zoning Code)
37-2004	Adds Ch. 16.18, Art. XV, shopping carts (16.18)
38-2004	Adds zoning code §§ 101-803, 101-804, 101-805, 101-806, 101-807, 101-808 and 101-809; approves development agreement with Sunridge and Villages of Zinfandel (Zoning Code)
39-2004	Sunridge Park Area Community Facilities District No. 2004-1 special tax (Tables)
40-2004	Special tax area Zone 9 for police protection for North Douglas I and II Subdivision (Repealed by 1-2019)
41-2004	Repeals and replaces Ch. 15.12, stormwater management and discharge control (15.12)
42-2004	Repeals and replaces Chs. 4.02, 4.06 and 4.10, business licenses (Repealed by 45-2004)
43-2004	(Number not used)
44-2004	Temporary moratorium on medical marijuana dispensaries (Special)
45-2004	Repeals and replaces Chs. 4.02, 4.06 and 4.10, business licenses (4.02, 4.06, 4.10)
46-2004	Amends Ch. 17.12, weed control (17.12)
47-2004	Amends zoning code §§ 110-83 and 110-86(e) (Zoning Code)
48-2004	Extends moratorium on medical marijuana dispensaries (Special)
49-2004	Rezone (Special)
50-2004	Amends §§ 16.18.102, 16.18.201, 16.18.202, 16.18.203, 16.18.204, 16.18.205, 16.18.301, 16.18.401, 16.18.501, 16.18.503, 16.18.512, 16.18.901, 16.18.902, 16.18.903, and 16.18.1001 and substitutes references (16.18)
51-2004	Amends zoning code (Zoning Code)
52-2004	Special tax for police protection for Luyung Drive Phase 4 Subdivision (Tables)
53-2004	Amends §§ 22.40.035 and 22.40.040; repeals and replaces § 22.40.045, park dedication and in-lieu fees (22.40)
54-2004	Adds zoning code § 101-810; approves development agreement for RC-03-002, North Douglas Project (Zoning Code)
55-2004	Redevelopment agency (Repealed by 15-2022)
56-2004	Amends Ch. 2.30, planning commission (2.30)
57-2004	Special tax for police protection for Anatolia I, Village 2 Subdivision (Tables)
58-2004	Special tax for police protection for Anatolia I, Village 5 Subdivision (Tables)
59-2004	Special tax for police protection for Anatolia I, Village 6 Subdivision (Tables)
60-2004	Special tax for police protection for Anatolia II, Village 10 Subdivision (Tables)

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61-2004	Special tax for police protection for Anatolia II, Village 11 Subdivision (Tables)
62-2004	Special tax for police protection for Anatolia II, Village 13 Subdivision (Tables)
63-2004	Special tax for police protection for Anatolia II, Village 14 Subdivision (Tables)
64-2004	Special tax for police protection for Anatolia II, Village 16 Subdivision (Tables)
65-2004	Special tax for police protection for Kennedy/Mills Station Road Subdivision (Tables)
66-2004	Adds zoning code § 101-811; approves development agreement for Anatolia Commons, Project No. RC-04-070 (Zoning Code)
67-2004	Amends Ord. 2-2003, city manager position and form of government, and Ord. 24-2003, purchasing system (2.04)
1-2005	Special tax for police protection for Anatolia II, Lot 8 Subdivision (Tables)
2-2005	(Number not used or adopted)
3-2005	Adds Ch. 4.07, tobacco retailer license (4.07)
4-2005	Amends Ch. 4.54, fireworks (4.54)
5-2005	Amends zoning code § 325-51; temporary moratorium on sexually oriented businesses (Zoning Code)
6-2005	Adds zoning code Ch. 40; rezone (Zoning Code)
7-2005	Adds zoning code § 101-812; approves development agreement for Capital Village Project (Zoning Code)
8-2005	Amends zoning code § 325-51(A); temporary moratorium on sexually oriented businesses (Zoning Code)
9-2005	Rezone (Special)
10-2005	Special tax for police protection for Capital Village Subdivision (Tables)
11-2005	Amends Ch. 16.28, electrical code (Repealed by 19-2019)
12-2005	Rezone (Special)
13-2005	Rezone (Special)
14-2005	Extends moratorium on medical marijuana dispensaries (Special)
15-2005	Rezone (Special)
16-2005	Amends zoning code Title 2, Chapter 15 and Title 3, Chapter 5 (Zoning Code)
17-2005	Adds Ch. 10.70, street racing (10.70)
18-2005	Amends Ch. 9.28, curfew (9.28)
19-2005	Adds zoning code § 101-812; approves development agreement for Capital Village Project (Zoning Code)
20-2005	Amends contract with California Public Employees' Retirement System (Special)
21-2005	Adds § 2.30.130, planning commission compensation (Repealed by 5-2011)
22-2005	Solid waste collection, transportation and disposal (Repealed by 23-2009)
23-2005	(Number not used or adopted)
24-2005	Adds Ch. 16.84, establishment of development impact fees to finance the cost of transportation facilities (16.84)

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25-2005	Amends § 16.18.401, public nuisances (16.18)
26-2005	Sunridge North Douglas Community Facilities District No. 2005-1 special tax (Repealed by 6-2015)
27-2005	Amends zoning code §§ 305-09.6, 305-13.1 and 305-13.2 (Zoning Code)
28-2005	(Number not used or adopted)
29-2005	Amends zoning code § 101-14 (Zoning Code)
30-2005	Adds zoning code § 101-813; approves development agreement for RC-04-096, Sunridge Park Phase II Project (Zoning Code)
31-2005	Special tax for transit-related services for Capital Village Subdivision (Tables)
32-2005	Extends authorization for development impact fees for transportation improvements (16.84)
33-2005	Adds [amends] Ch. 16.84, establishment of development impact fees to finance the cost of transportation facilities (16.84)
34-2005	(Number not used or adopted)
35-2005	Extends authorization for development impact fees for transportation improvements (16.84)
1-2006	Amends zoning code §§ 110-03, 110-06, 115-30, 120-52, 201-04(36), 225-1, 230-13(19), 301-02.1, 301-54, 301-55, 301-55.5, 301-62.5, 301-63, 301-64, 305-09.5, 305-82, 305-221, 315-02, 315-05, 330-07, 335-04, 335-09.5 and 335-11.1; repeals §§ 305-223 and 330-92.5 (Zoning Code)
2-2006	Amends zoning code § 325-51; extends moratorium on sexually oriented businesses (Zoning Code)
3-2006	(Number not used or adopted)
4-2006	(Number not used or adopted)
5-2006	Community Facilities District No. 2005-2 special tax (Tables)
6-2006	Adds [amends] Ch. 16.84, establishment of development impact fees to finance the cost of transportation facilities (16.84)
7-2006	Adds zoning code §§ 101-813, 101-814, 101-815, 101-816 and 101-817; approves development agreement for Sunridge East Projects (Zoning Code)
8-2006	Rezone (Special)
9-2006	Rezone (Special)
10-2006	Adds zoning code § 101-822; approves development agreement for Montelena (Zoning Code)
11-2006	(Number not used or adopted)
12-2006	Adds § 10.24.075, prohibition of parking commercial and recreational vehicles on public roadways (10.24)
13-2006	Amends zoning code § 607-15(45), (46), (47), (48) and (49) (Zoning Code)
14-2006	Amends conditions of approval relating to traffic phasing requirements attached to land use rezoning ordinance SZC 2002-0014 (Special)
15-2006	Amends zoning code §§ 101-801, 101-803, 101-804, 101-805, 101-806, 101-810 and 101-813 (Zoning Code)
16-2006	(Number not used or adopted)

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17-2006	Amends Ch. 12.09, street trench fee (12.09)
18-2006	Rezone (Special)
19-2006	Adds zoning code § 101-818; approves development agreement for Anatolia IV RC 03-023 (Zoning Code)
20-2006	Rezone (Special)
21-2006	Adds zoning code § 101-819; approves development agreement for Cresleigh Homes RC-03-027 (Zoning Code)
22-2006	Adds zoning code § 101-814; approves development agreement for Sundance Project RC-04-122 (Zoning Code)
23-2006	(Number not used or adopted)
24-2006	Special tax for police protection for Montelena Subdivision (Repealed by 11-2013)
25-2006	Special tax for police protection for Sunridge Park, Phase II Subdivision, Lots D, E, F, G and 11 (Repealed by 1-2019)
26-2006	Special tax for police protection for Sunridge Park, Phase II Subdivision, Villages 1B, 4C, 4D, 8C and 11B (Repealed by 1-2019)
27-2006	Special tax for police protection for Sunridge Park, Phase II Subdivision, Villages 2B, 5C and 5D (Repealed by 1-2019)
28-2006	Special tax for police protection for Sunridge Park, Phase II Subdivision, Villages 9B and 10B (Repealed by 1-2019)
29-2006	Special tax for police protection for Anatolia IV Subdivision (Repealed by 16-2018)
30-2006	Special tax for police protection for Arista Del Sol Subdivision (Tables)
31-2006	Special tax for police protection for Cresleigh Sunridge Subdivision (Repealed by 1-2019)
32-2006	Special tax for police protection for Douglas 98 Subdivision (Repealed by 1-2019)
33-2006	Special tax for police protection for Douglas 103 Subdivision (Tables)
34-2006	Adds zoning code § 101-816; approves development agreement for Pulte Homes Corporation, Grant Line 208 Project (Zoning Code)
35-2006	Rezone (Special)
36-2006	Amends zoning code for the Capital Village Special Planning Area (Zoning Code)
37-2006	Special tax for police protection for Tax Zone 2A, Sundance Subdivision (Tables)
38-2006	Special tax for police protection for Grant Line 208 Subdivision (Repealed by 1-2019)
39-2006	Adds zoning code § 101-820; approves development agreement for Anthology at Anatolia, RC-04-157 (Zoning Code)
40-2006	Rezone (Special)
41-2006	Adds zoning code § 101-822; approves development agreement for Preserve at Sunridge, RC-03-052 (Zoning Code)
42-2006	Amends Ord. 4-2003, Section 2 (3.08)
43-2006	Adopts redevelopment plan (Special)
44-2006	Rezone (Special)
45-2006	Adds zoning code § 101-821; approves development agreement for RC-05-190,

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	Trinity Garden Estates (Zoning Code)
46-2006	Amends zoning code relating to the Capital Village Special Planning Area (Zoning Code)
47-2006	Adds Ch. 6.130, protection of children from sexual offenders (Repealed by 16-2014)
48-2006	Adds zoning code § 101-820; approves development agreement for RC-05-148, Ellenwood Condominium Project (Zoning Code)
49-2006	Amends contract with California Public Employees' Retirement System (Special)
50-2006	Rezone (Special)
51-2006	Adds zoning code § 101-825; approves development agreement for RC-05-183, Old Placerville Road Project (Zoning Code)
52-2006	Franchise grant (Special)
53-2006	Franchise grant (Special)
54-2006	Amends § 16.18.205(d), nuisance violations and penalties (16.18)
55-2006	Amends § 6.130.040(a), protection of children from sexual offenders (Repealed by 16-2014)
56-2006	Amends §§ 4.22.015, 4.22.020 and 4.22.145, cardrooms (4.22)
57-2006	Adds zoning code Title 2, Chapter 40, and adopts Folsom Boulevard specific plan (Zoning Code)
58-2006	Temporary moratorium on establishment of new cardrooms (Special)
59-2006	(Number not used or adopted)
60-2006	Amends § 16.18.205(f), nuisance violations and penalties (16.18)
61-2006	(Number not used or adopted)
62-2006	Extends moratorium on establishment of new cardrooms (Special)
1-2007	Temporary moratorium on establishment of new recycling businesses, check cashing businesses, pawn shops, resale shops, smoke shops and tattoo parlors (Special)
2-2007	Approves development agreement amendment for Anatolia III, Village 23 Project (Special)
3-2007	Special tax for police protection for Gold Flake Court Subdivision (Tables)
4-2007	Repeals and replaces Title 8, animals (8.01, 8.02, 8.03, 8.04, 8.05, 8.08, 8.10)
5-2007	Amends zoning code § 325-51; moratorium on sexually oriented businesses (Zoning Code)
6-2007	Extends moratorium on establishment of new recycling businesses, check cashing businesses, pawn shops, resale shops, smoke shops and tattoo parlors (Special)
7-2007	Amends § 16.90.030, residential photovoltaic solar system permit fees (Repealed by 6-2010)
8-2007	Amends zoning code § 325-51; extends moratorium on sexually oriented businesses (Zoning Code)
9-2007	Adds Ch. 6.135, cemetery operation and maintenance (6.135)
10-2007	Amends § 3.40.060(e), telephone user tax (Repealed by 9-2010)
11-2007	Adds Ch. 16.19, maintenance of boarded and vacant buildings (16.19)

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12-2007	Prezone (Special)
13-2007	Adopts program for use of eminent domain (Special)
14-2007	Extends moratorium on establishment of new cardrooms (Special)
15-2007	Amends zoning code Title II, Chapter 40 (Zoning Code)
16-2007	Temporary moratorium on new and existing massage establishments (Special)
17-2007	Special tax for police protection for Ellenwood Commons Subdivision (Tables)
18-2007	(Not adopted)
19-2007	Special tax for transit-related services for Ed Fund office buildings (Tables)
20-2007	Extends moratorium on new and existing massage establishments (Special)
21-2007	Special tax for transit-related services for Old Placerville Road Project (Tables)
22-2007	Amends § 5.50.112(2)(a) and (9), cable television (5.50)
23-2007	Amends Ch. 9.28, curfew (9.28)
24-2007	(Not adopted)
25-2007	Amends development agreement for Montelena (Special)
26-2007	Adds § 16.20.915 and Art. 12, §§ 16.20.1200 – 16.20.1220; amends §§ 16.20.010, 16.20.015, 16.20.100, 16.20.400, 16.20.560, 16.20.600(a) and (b), 16.20.900, 16.20.905 and 16.20.950; repeals §§ 16.20.430 – 16.20.480, housing code (16.20)
27-2007	Extends moratorium on establishment of new recycling businesses, check cashing businesses, pawn shops, resale shops, smoke shops and tattoo parlors (Special)
28-2007	Amends § 4.54.375(b), fireworks general provisions (4.54)
29-2007	Amends Ch. 16.02, administrative code (Repealed by 12-2019)
30-2007	Amends Ch. 16.04, building code (Repealed by 13-2019)
31-2007	Amends Ch. 16.24, plumbing code (Repealed by 17-2019)
32-2007	Amends Ch. 16.28, electrical code (Repealed by 19-2019)
33-2007	Amends Ch. 16.32, mechanical code (Repealed by 20-2019)
34-2007	Amends §§ 16.36.130, 16.36.210, 16.36.220, 16.36.230, 16.36.240, 16.36.250 and 16.36.310, and renames Article III of Ch. 16.36, swimming pools (Repealed by 21-2019)
35-2007	Amends Ch. 17.04, fire code (Repealed by 20-2018)
36-2007	Rezone (Special)
37-2007	Approves development agreement for North Douglas II (Special)
38-2007	Amends §§ 3.40.040(l), 4.02.100, 4.06.085, 4.06.115, 4.26.000, 4.32.005, 4.34.055(e), 4.34.220, 4.38.055, 4.38.090, 4.50.110, 4.50.150, 4.60.020, 5.04.030(c), 5.04.070, 5.04.090, 5.04.100, 5.04.110, 5.04.120, 5.04.390, 5.04.400, 5.04.510, 5.04.640, 5.04.650, 5.64.010, 5.64.040, 5.64.060, 5.64.130, 5.64.170, 5.64.180, 5.75.802, 6.16.010, 6.16.040, 6.56.210, 6.56.220(b)(iii), 6.56.270, 6.56.320, 6.56.370, 6.60.020, 6.64.060, 6.68.090(i), 6.68.145, 9.36.010, 9.36.030, 9.36.057.5, 9.36.059, 9.36.080, 9.36.081, 9.82.060, 9.92.020(b), 9.98.075, 9.100.020, 10.04.030, 10.24.175, 10.36.010, 10.40.010, 10.44.010, 10.58.150, 12.03.010(a), 12.03.030, 12.03.040, 12.03.210, 12.08.010, 12.08.030, 12.08.060, 12.12.050(b), 12.24.020, 12.24.030(e), 12.24.070, 14.05.010, 14.05.410, 16.16.040, 16.18.1002, 16.18.1007, 16.20.100(e),

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	(i) and (j), 16.20.220(f), 16.20.560(d)(1), 16.20.750(a), 16.20.755, 16.20.760, 16.22.300(c), 16.22.500(a), 16.22.501, 16.22.502, 16.40.130, 16.44.020(1), 16.44.130, 16.44.360, 19.04.030(13), 19.04.040, 19.04.050(b), 19.04.060(c), 19.04.070, 19.04.090, 19.04.100(7), 19.04.140, 19.08.020(b), 19.08.040, 19.08.100, 19.08.150, 19.08.160, 19.08.170, 19.08.180, 19.12.040, 19.12.060, 19.12.065, 19.12.070(c), 19.12.160(d), 19.12.200, 19.12.210, 19.12.220, 21.12.070, 22.10.130, 22.10.141, 22.20.017, 22.20.025, 22.20.032, 22.20.045, 22.120.020, 22.120.025, 22.120.030, 22.130.010, 22.130.015, 22.140.010, 22.140.015, and 22.150.010(e); rennumbers Chs. 9.70 to be 22.170, 14.10 to be 22.180 and 21.15 to be 22.160; repeals and replaces § 14.05.430; repeals Ch. 3.44, §§ 4.02.120, 4.50.010, 4.50.060, 4.50.135(d) and 5.64.020(h) and (i), Chs. 6.04, 6.08, 6.12, 6.29, 6.34, 6.36 and 6.50, §§ 6.64.010(d), (e), (f) and (g), 6.64.030, 6.64.040, 6.64.050, 6.64.080, 6.64.090, 6.64.100, 6.64.130 and 6.68.100, Chs. 6.82, 6.96, 6.99, 6.110, 9.42 and 9.76, §§ 10.04.070, 10.04.110, 10.08.070, 10.36.020, 10.36.030, 10.40.040 and 10.58.180, Chs. 10.22, 10.28, 10.42, 10.52 and 10.60, §§ 14.05.300, 14.05.420 and 14.05.440, Ch. 16.21, §§ 19.04.030(3) and (7) and 19.08.020(a), Chs. 21.05 and 21.10, §§ 22.20.030, 22.20.032(b) and (c), 22.20.035, 22.20.038, 22.20.040, 22.20.050, 22.20.055, 22.20.080, and 22.20.085 and Ch. 22.400; updates references in code, specifically Chs. 4.38, 4.50, 5.04, 5.64, 6.16, 6.64, 6.80, 9.36, 10.24, 10.30, 14.05, 16.20, 16.40, 19.12, 21.15 and Title 22 (4.02, 4.06, 4.14, 4.18, 4.23, 4.26, 4.29, 4.30, 4.32, 4.34, 4.38, 4.50, 4.54, 4.58, 4.60, 4.61, 5.04, 5.64, 5.75, 6.16, 6.28, 6.32, 6.56, 6.60, 6.64, 6.68, 6.80, 9.16, 9.36, 9.40, 9.82, 9.83, 9.92, 9.94, 9.96, 9.98, 9.100, 10.04, 10.08, 10.12, 10.24, 10.36, 10.40, 10.41, 10.44, 10.58, 10.64, 10.66, 12.03, 12.08, 12.12, 12.16, 12.24, 14.05, 16.08, 16.16, 16.18, 16.20, 16.22, 16.23, 16.44, 19.08, 21.12, 22.05, 22.10, 22.20, 22.24, 22.30, 22.40, 22.90, 22.110, 22.120, 22.130, 22.140, 22.150, 22.160, 22.170, 22.180, 22.300)
39-2007	(Not adopted)
40-2007	(Not adopted)
41-2007	Amends Ord. 22-2005 § 14, termination or suspension of franchise (Repealed by 23-2009)
42-2007	(Not adopted)
1-2008	Adds Ch. 9.91, social host ordinance (9.91)
2-2008	Special tax for transit-related services for the Bloodsource Laboratory building (Tables)
3-2008	(Not used or adopted)
4-2008	Amends zoning code § 325-51; extends moratorium on sexually oriented businesses (Zoning Code)
5-2008	(Not used or adopted)
6-2008	(Not used or adopted)
7-2008	Special tax for transit-related services for the department of Mather office complex buildings (Tables)
8-2008	Special tax for transit-related services for the department of environmental management office complex buildings (Tables)
9-2008	Amends zoning code Title II, Chs. 25 and 40 and Folsom Boulevard specific plan (Zoning Code)
10-2008	Amends Ch. 4.22, cardrooms (4.22)
11-2008	(Not used or adopted)

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12-2008	(Not used or adopted)
13-2008	Amends Folsom Boulevard specific plan for Folsom Boulevard corridor (Special)
14-2008	Adds §§ 16.83.105 and 16.84.065, temporary deferral of development and impact fee payments (16.83, 16.84)
15-2008	Temporary moratorium on new and existing massage establishments (Special)
16-2008	(Not adopted)
17-2008	Special tax for transit-related services for the Sunrise Palms Plaza project (Tables)
18-2008	(Not adopted)
19-2008	(Not used or adopted)
20-2008	Adds Ch. 6.21, business and multifamily recycling (Repealed by 2-2016)
21-2008	(Not adopted)
22-2008	Special tax for transit-related services for the 3581 Mather Field Road project (Tables)
23-2008	Community Facilities District No. 2008-1 special tax (Tables)
24-2008	Adds Ch. 6.21 [6.22], prohibition against unauthorized entry into waste containers (6.22)
25-2008	Special tax for transit-related services for the Zinfandel and Sunrise project (Special)
26-2008	Adds Ch. 16.17, maintenance of foreclosed property (16.17)
27-2008	Adopts zoning code (23.101, 23.104, 23.107, 23.110, 23.113, 23.116, 23.119, 23.122, 23.125, 23.128, 23.131, 23.134, 23.141, 23.143, 23.146, 23.149, 23.152, 23.155, 23.158, 23.170, 23.173, 23.301, 23.304, 23.307, 23.310, 23.313, 23.316, 23.319, 23.325, 23.501, 23.504, 23.507, 23.510, 23.513, 23.701, 23.704, 23.710, 23.713, 23.716, 23.719, 23.722, 23.725, 23.728, 23.731, 23.734, 23.737, 23.740, 23.743, 23.901, 23.904, 23.907, 23.910, 23.913, 23.916, 23.919, 23.922, 23.1104)
28-2008	Extends moratorium on establishment of new recycling businesses and resale shops (Special)
1-2009	Adds Ch. 16.85, establishment of development impact fees for Measure A transportation improvements (16.85)
2-2009	Adds Art. Vd to Ch. 5.50; amends § 5.50.108, Digital Infrastructure and Video Competition Act (5.50)
3-2009	(Number not used)
4-2009	(Number not used)
5-2009	Amends § 16.81.140, program fee adjustment for Villages of Zinfandel special plan area (16.81)
6-2009	Amends § 16.83.200, program fee adjustment for Sunrise Douglas community plan area (16.83)
7-2009	Amends § 16.84.130, program fee adjustment for transportation impact fees (16.84)
8-2009	Adds §§ 8.01.011, 8.01.012, 8.01.013, 8.01.015, 8.01.016, 8.01.017, 8.01.018, 8.01.019, 8.01.071, 8.01.101, 8.01.110, 8.01.120, 8.01.130, 8.01.140 and 8.03.005; amends § 8.03.060; repeals and replaces Chs. 8.06, 8.07 and 8.09; replaces references in Title 8, animals (8.01, 8.02, 8.03, 8.04, 8.06, 8.07, 8.09)
9-2009	Adds Ch. 4.33; amends §§ 4.06.005, 4.06.065, 4.34.000, 4.34.010, 4.34.055, 4.34.070, 4.34.205, 4.34.210, 4.34.215 and 4.34.220; repeals §§ 4.34.030, 4.34.080,

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	4.34.085, 4.34.095, 4.34.100 and 4.34.105, massage establishments and massage technicians (4.06, 4.34)
10-2009	Amends §§ 16.83.105 and 16.84.065, deferral of development impact fees (16.83, 16.84)
11-2009	Repeals § 16.85.140 (Repealer)
12-2009	Amends Folsom Boulevard specific plan (Special)
13-2009	Amends §§ 4.02.100 and 4.02.105, violations and enforcement (4.02)
14-2009	Special tax for transit-related services for Cordova Casino and Restaurant (Special)
15-2009	Amends Ords. 24-2006, 25-2006, 26-2006, 27-2006, 28-2006, 29-2006, 30-2006, 31-2006, 32-2006, 33-2006, 37-2006, 38-2006 and 3-2007, police tax area zones (Special)
16-2009	(Not adopted)
17-2009	Adds Ch. 9.81, aggressive, intrusive, and unsafe panhandling (9.81)
18-2009	(Not adopted)
19-2009	Special tax for transit-related services for 11301 Dismantle Court project (Special)
20-2009	Resale shop moratorium (Special)
21-2009	(Not adopted)
22-2009	Extends resale shop moratorium (Special)
23-2009	Solid waste regulations; repeals Ords. 22-2005 and 41-2007 (Repealed by 22-2013)
24-2009	Amends Folsom Boulevard specific plan (Special)
25-2009	Amends development agreement, Villages of Zinfandel (Special)
1-2010	Amends § 4.22.115(A), cardrooms (4.22)
2-2010	Amends § 16.90.030(N), construction permit fees (Repealed by 6-2010)
3-2010	Amends § 16.81.140, program fee adjustment for Villages of Zinfandel special plan area (16.81)
4-2010	Amends § 16.83.200, program fee adjustment for Sunrise Douglas community plan area (16.83)
5-2010	Amends § 16.84.130, program fee adjustment for transportation impact fees (16.84)
6-2010	Amends §§ 4.02.100, 4.07.080, 4.07.110, 12.09.030, 12.09.080, 12.09.130, 16.90.010 and 16.90.020; repeals § 16.90.030, fees (4.02, 4.07, 12.09, 16.90)
7-2010	Adds Ch. 23.328; amends Ch. 23.316 and §§ 23.919.060(C)(2)(a) and (f) and 23.1101.020, zoning (23.316, 23.328, 23.919, 23.1104)
8-2010	(Not adopted)
9-2010	Repeals and replaces Ch. 3.40, utility users' tax (3.40)
10-2010	(Not adopted)
11-2010	(Not adopted)
12-2010	(Not adopted)
13-2010	Amends §§ 3.08.020, 3.08.070 and 3.08.160, transient occupancy tax (3.08)
14-2010	Adopts Rio del Oro specific plan (Special)

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15-2010	Amends § 23.322.030(C)(4) and zoning map, Rio del Oro project area (Repealed by 6-2011)
16-2010	Approves development agreement, Rio del Oro project (Special)
17-2010	Adds Ch. 6.90, marijuana cultivation (Repealed by 10-2017)
18-2010	Adds Ch. 3.80, cannabis business tax (3.80)
19-2010	Adds Ch. 3.85, personal cannabis cultivation tax (3.85)
20-2010	Amends Table 23.316-1, industrial zoning (23.316)
21-2010	Adds Ch. 6.140, unattended donation boxes (6.140)
22-2010	Amends Ch. 16.02, administrative code (Repealed by 12-2019)
23-2010	Amends Ch. 16.04, building code (Repealed by 13-2019)
24-2010	Amends Ch. 16.24, plumbing code (Repealed by 17-2019)
25-2010	Amends Ch. 16.28, electrical code (Repealed by 19-2019)
26-2010	Amends Ch. 16.32, mechanical code (Repealed by 20-2019)
27-2010	Amends Ch. 16.36, swimming pool, spa and hot tub code (Repealed by 21-2019)
28-2010	Amends Ch. 17.04, fire code (Repealed by 20-2018)
29-2010	Adds Ch. 16.06, residential code (Repealed by 15-2019)
30-2010	Adds Ch. 16.26, energy code (16.26)
31-2010	Adds Ch. 16.38, green building code (Repealed by 22-2019)
32-2010	Amends §§ 16.83.105 and 16.84.065, development impact fee deferral (16.83, 16.84)
33-2010	Reapproves development agreement, Rio del Oro project (Special)
34-2010	Amends § 3.08.040, transient occupancy tax (3.08)
1-2011	Amends § 16.81.140, program fee adjustment for Villages of Zinfandel special plan area (16.81)
2-2011	Amends § 16.83.200, program fee adjustment for Sunrise Douglas community plan area (16.83)
3-2011	Amends § 16.84.130, program fee adjustment for transportation impact fees (16.84)
4-2011	Amends § 23.313.020(B), commercial mixed-use zoning district (23.313)
5-2011	Amends § 2.30.010; repeals §§ 2.30.020 through 2.30.130, planning commission (2.30)
6-2011	Adds Chs. 23.1000 and 23.1005, special purpose zones and special planning areas; repeals Ch. 23.322 (23.1000, 23.1005)
7-2011	Moratorium on medical marijuana dispensaries (Special)
8-2011	Amends § 4.02.060, business license fees (4.02)
9-2011	Moratorium on medical marijuana dispensaries (Special)
10-2011	(Not adopted)
11-2011	Adopts amendment to Folsom Boulevard specific plan (Special)
12-2011	Amends Title 23, zoning code, and adopts zoning map amendments (23.101, 23.104, 23.107, 23.110, 23.113, 23.116, 23.119, 23.122, 23.125, 23.128, 23.131, 23.134, 23.140, 23.141, 23.143, 23.146, 23.149, 23.152, 23.155, 23.158, 23.170, 23.173,

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	23.301, 23.304, 23.307, 23.310, 23.313, 23.316, 23.319, 23.325, 23.328, 23.701, 23.704, 23.710, 23.713, 23.716, 23.719, 23.722, 23.725, 23.728, 23.731, 23.734, 23.737, 23.740, 23.743, 23.901, 23.904, 23.907, 23.910, 23.913, 23.916, 23.919, 23.922, 23.1104)
13-2011	Rezone (Special)
1-2012	Amends Folsom Boulevard specific plan (Special)
2-2012	Amends Folsom Boulevard specific plan (Special)
3-2012	Amends § 16.81.140, annual program fee adjustment (16.81)
4-2012	Amends § 16.83.200, annual program fee adjustment (16.83)
5-2012	Amends § 16.84.130, annual program fee adjustment (16.84)
6-2012	Adds [amends] §§ 4.22.005, 4.22.105, 4.22.110, 4.22.115, 4.22.125 and 4.22.145; repeals §§ 4.22.165 and 16.17.060, cardrooms (4.22)
7-2012	Adopts amended development agreement for Montelena Project (Repealed by 12-2012)
8-2012	(Not adopted)
9-2012	Amends § 2.04.110; repeals and replaces Ch. 3.60, purchasing system (2.04, 3.60)
10-2012	Moratorium on medical marijuana dispensaries (Special)
11-2012	Repeals and replaces Ch. 6.120; repeals § 16.18.903, abatement of graffiti (6.120)
12-2012	Adopts amended development agreement for Montelena Project; repeals Ord. 7-2012 (Special)
13-2012	(Not adopted)
14-2012	Adds Ch. 3.90, cardroom tax (3.90)
15-2012	Repeals §§ 4.22.020(C) and 4.22.115(B), cardrooms (4.22)
16-2012	Amends Ch. 23.743, signs (23.743)
17-2012	(Not adopted)
18-2012	Adds § 23.731.080(I), electric fences (23.731)
19-2012	Adds § 16.20.221; amends §§ 16.20.015(B), 16.20.1100, 16.20.1115, 16.20.1120, 16.20.1130, 16.20.1135, 16.20.1200(A) and 16.20.1205, and footnote to Art. XI title; repeals §§ 16.20.1105 and 16.20.1150, housing code (16.20)
20-2012	Franchise grant (Special)
21-2012	(Not adopted)
22-2012	Amends §§ 6.21.010, 6.21.020, 6.21.030(A), 6.21.140 and 6.21.150(A); repeals and replaces Ch. 6.20, solid waste management and recycling (Repealed by 17-2020)
23-2012	Amends § 23.743.150, digital freeway signs overlay (23.743)
1-2013	(Not adopted)
2-2013	Community Facilities District No. 2013-2 special tax (Tables)
3-2013	Amends Ch. 16.84, development impact fees to finance the cost of transportation facilities (16.84)
4-2013	Amends § 4.22.115, cardrooms (4.22)
5-2013	Moratorium on computer gaming and Internet access businesses (Special)

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6-2013	Amends Folsom Boulevard specific plan (Special)
7-2013	Amends §§ 16.83.065, 16.83.105 and 16.83.120(C); repeals § 16.83.140(G), public facilities development fees (16.83)
8-2013	Amends §§ 16.81.050 and 16.81.090; repeals § 16.81.110(A), off-site roadway mitigation and library facilities development fees (16.81)
9-2013	Adds Ch. 16.92, construction and demolition debris (Repealed by 3-2016)
10-2013	Extends moratorium on computer gaming and Internet access businesses (Special)
11-2013	Repeals Ord. 24-2006, special tax for police protection for Montelena Subdivision (Repealer)
12-2013	Amends § 9.36.061, park regulations (9.36)
13-2013	Amends §§ 6.20.130, 6.20.150, 6.20.230, 6.20.270, 6.20.290, 6.20.300, 6.20.310 and 6.20.340, solid waste management; adds §§ 23.113.040 and 23.113.050; amends §§ 23.104.030, 23.110.020, 23.110.040, 23.110.150, 23.113.020, 23.113.030, 23.116.010, 23.119.030, 23.131.040, 23.134.060, 23.140.030, 23.140.050, 23.141.030, 23.152.060, 23.164.040, 23.167.020, 23.167.050, 23.170.040, 23.173.080, 23.301.020, 23.301.030, 23.325.050, 23.325.080, 23.704.040, 23.713.080, 23.716.060, 23.719.110, 23.719.120, 23.722.050, 23.725.040, 23.731.030, 23.731.050, 23.731.060, 23.731.070, 23.731.080, 23.734.030, 23.734.050, 23.901.030, 23.904.020, 23.907.020, 23.907.030, 23.913.030, 23.919.060, 23.1101.020 and 23.1104.020, zoning (23.104, 23.110, 23.113, 23.116, 23.119, 23.131, 23.134, 23.140, 23.141, 23.152, 23.170, 23.173, 23.301, 23.325, 23.704, 23.713, 23.716, 23.719, 23.722, 23.725, 23.731, 23.734, 23.901, 23.904, 23.907, 23.913, 23.919, 23.1104)
14-2013	Amends § 23.1000.030(C)(6), Mather Field special planning area (23.1000)
15-2013	Adds Chs. 9.102 and 23.925; amends §§ 4.06.085 and 23.1101.020, medical marijuana dispensaries (4.06, 9.102, 23.925, 23.1104)
16-2013	Adds Ch. 9.102; amends § 4.06.085, medical marijuana dispensaries (4.06, 9.102)
17-2013	Adds Ch. 23.925; amends § 23.1101.020, medical marijuana dispensaries (23.925, 23.1104)
18-2013	Amends § 23.325.020, convention overlay district (23.325)
19-2013	Amends § 23.325.020, convention overlay district; amends Folsom Boulevard specific plan (23.325)
20-2013	Adds Ch. 16.03, safety assessment placards (16.03)
21-2013	Moratorium on medical marijuana dispensaries (Special)
22-2013	Amends Ch. 16.02, uniform administrative code (Repealed by 12-2019)
23-2013	Amends development agreement for Montelena (Special)
24-2013	Approves development agreement amendment for Anatolia III project (Special)
25-2013	Amends §§ 23.158.030(A) and (D), development agreements (23.158)
26-2013	Approves development agreement amendment for Douglas 98 Project (Special)
27-2013	(Number not used)
28-2013	Approves development agreement amendment for Anatolia III project (Special)
29-2013	Rezones parcels within Sunridge planning area (Special)
30-2013	Adds Ch. 8.11; amends Table 23.310-1, keeping of backyard hens (8.11, 23.310)

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31-2013	Amends Ch. 16.02, uniform administrative code (Repealed by 12-2019)
32-2013	Amends Ch. 16.04, building code (Repealed by 13-2019)
33-2013	Amends Ch. 16.06, residential code (Repealed by 15-2019)
34-2013	Amends Ch. 16.24, plumbing code (Repealed by 17-2019)
35-2013	Amends Ch. 16.26, energy code (16.26)
36-2013	Amends Ch. 16.28, electrical code (Repealed by 19-2019)
37-2013	Amends Ch. 16.32, mechanical code (Repealed by 20-2019)
38-2013	Amends Ch. 16.36, swimming pools (Repealed by 21-2019)
39-2013	Amends Ch. 16.38, green building code (Repealed by 22-2019)
40-2013	Amends Title 17, fire prevention (17.12)
41-2013	Adopts SunCreek specific plan (Special)
42-2013	Approves development agreements for SunCreek project (Special)
43-2013	Amends §§ 1.01.190, 6.60.020, 6.90.070, 6.120.020(H) and 8.04.050, title of Ch. 9.80 and §§ 9.80.010, 9.80.040 and 16.18.205(D), code enforcement (1.01, 6.60, 6.120, 8.04, 9.80, 16.18)
44-2013	Amends Folsom Boulevard specific plan and zoning map (Special)
1-2014	Adds § 2.04.115; amends § 2.38.020; repeals § 3.60.030(C), authority to settle third party disputes (2.04, 2.38, 3.60)
2-2014	Amends Sacramento County Zoning Code Ordinance 2002-0014, collection of fees for Sunridge Specific Plan Area (Special)
3-2014	Amends Sacramento County Zoning Code Ordinance 2002-0015 to eliminate certain fee requirements for Sunridge Specific Plan Area (Special)
4-2014	Amends § 16.81.140, annual program fee adjustment (16.81)
5-2014	Amends § 16.83.200, annual program fee adjustment (16.83)
6-2014	Moratorium on computer gaming and Internet access businesses (Special)
7-2014	Adds Ch. 15.11, annual storm water utility fee (15.11)
8-2014	Moratorium on private smokers' lounges, e-cigarette lounges, vapor bars and hookah bars (Special)
9-2014	Adds §§ 6.84.024 and 6.84.041; amends §§ 6.84.045 and 6.86.040, electronic cigarettes and smoking devices (6.84)
10-2014	Approves development agreement for Sunridge Lot J project (Special)
11-2014	Extends moratorium on private smokers' lounges, e-cigarette lounges, vapor bars and hookah bars (Special)
12-2014	Amends Chs. 23.119 and 23.743, signs (23.119, 23.743)
13-2014	Amends § 4.07.030, Ch. 6.84 and § 23.1101.020, smoking (4.07, 6.84, 23.1104)
14-2014	Community Facilities District No. 2014-1 special tax (Tables)
15-2014	Community Facilities District No. 2014-2 special tax (Tables)
16-2014	Repeals Ch. 6.130, protection of children from sexual offenders (Repealer)
17-2014	Adds §§ 9.81.030(D) – (H) and 9.81.050; amends §§ 9.81.010(C) – (E), 9.81.020 and

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	9.81.040, prohibition against aggressive, intrusive and unsafe panhandling (9.81)
18-2014	Approves development agreement amendment for Sunridge North Douglas project (Special)
19-2014	Special tax for transit-related services for 3500 Fitzgerald Road Industrial Building project (Tables)
20-2014	Adds §§ 8.08.050, 8.08.060, 8.08.070, 8.08.080 and 8.08.090; amends §§ 8.01.110, 8.03.010, 8.04.030, 8.06.030(M)(3), 8.07.015, 8.07.040, 8.07.045, 8.07.060(D), 8.09.020, 8.09.030, 8.09.050(A) and 8.09.130(F)(1), (H), (I) and (J)(1), animals (8.01, 8.03, 8.04, 8.06, 8.07, 8.08, 8.09)
21-2014	Adds Ch. 3.05, transactions and use tax (3.05)
22-2014	Adds Art. XVI to Ch. 16.18, repeat nuisance service calls (16.18)
23-2014	Adds § 23.325.090, overlay zoning districts (23.325)
24-2014	Approves development agreement amendment for Arista del Sol project (Special)
25-2014	Moratorium on establishments serving alcohol for on-site consumption within 500 feet of adult businesses (Special)
26-2014	Extends moratorium on establishments serving alcohol for on-site consumption within 500 feet of adult businesses (Special)
27-2014	Adds § 1.01.200; amends §§ 16.18.1001, 16.18.1424, 16.19.100(B), 16.20.700(D), 16.20.750, 16.22.419(B), 16.22.500 and 23.173.100; repeals §§ 16.18.1002 – 16.18.1007, 16.20.755 and 16.22.501 – 16.22.505, special assessments and liens (1.01, 16.18, 16.19, 16.20, 16.22, 23.173)
28-2014	Approves development agreement amendment for Anatolia IV project (Special)
29-2014	Amends Folsom Boulevard specific plan (Special)
1-2015	Amends Ch. 6.90 and Table 23.310-1, marijuana cultivation (23.310)
2-2015	Approves rezone and development agreement amendment (Special)
3-2015	Amends § 16.84.065, temporary deferral for payments of transportation impact fees (16.84)
4-2015	Extends moratorium on private smokers' lounges, e-cigarette lounges, vapor bars and hookah bars (Special)
5-2015	Adopts development agreement amendment for Capital Village special planning area (Special)
6-2015	Sunridge North Douglas Community Facilities District No. 2005-1 special tax; rescinds Ord. 26-2005 (Tables)
7-2015	Rezone and Douglas 103 development agreement amendment (Special)
8-2015	Amends Tables 23.313-1 and 23.316-1 and § 23.1101.020, zoning; amends Folsom Boulevard specific plan (23.313, 23.316, 23.1104)
9-2015	Approves development agreement amendment for Rio Del Oro project (Special)
10-2015	Adds Ch. 16.07, expedited permit process for small residential rooftop solar energy systems (16.07)
11-2015	Amends Table 23.325-1, grocery stores in convention overlay zone (23.325)
12-2015	Adds Ch. 10.25, preferential residential permit parking program (10.25)
13-2015	Amends §§ 10.50.010 and 10.50.020, reduced speed limits on specific streets (10.50)

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14-2015	(Not adopted)
15-2015	Amends Tables 23.313-1 and 23.316-1 and § 23.919.060(C), zoning (23.313, 23.316, 23.919)
16-2015	Amends Capital Village special planning area handbooks (Special)
17-2015	Approves development agreement amendment for Capital Village special planning area (Special)
1-2016	Adds §§ 6.84.040(B) [6.84.030(B)] and 23.919.100; amends Tables 23.313-1 and 23.316-1 and §§ 23.919.010(A) and 23.1101.020, zoning (6.84, 23.313, 23.316, 23.919, 23.1104)
2-2016	Repeals and replaces Ch. 6.21, business and multifamily recycling and organics recycling (Repealed by 17-2020)
3-2016	Repeals and replaces Ch. 16.92, construction and demolition debris reduction, reuse and recycling (16.92)
4-2016	Amends §§ 16.83.105 and 16.84.065, deferral of development impact fees (16.83, 16.84)
5-2016	Rezone, Villages of Zinfandel special planning area (Special)
6-2016	Amends development agreement, Villages of Zinfandel (Special)
7-2016	Adds §§ 22.10.111, 22.10.112, 22.10.141.1; amends §§ 19.12.050, 22.25.010, 22.110.070, 23.158.040, 23.158.050 and 23.325.040, 200-year floodplain (22.10, 22.25, 22.110, 23.158, 23.325)
8-2016	Special tax for transit-related services for APG warehouse project (Tables)
9-2016	Adopts amended Rio Del Oro specific plan (Special)
10-2016	Approves amended Rio Del Oro development agreements (Special)
11-2016	Repeals and replaces Ch. 4.33, massage/massage businesses (4.33)
12-2016	Amends Ch. 16.02, uniform administrative code (Repealed by 12-2019)
13-2016	Amends Ch. 16.04, building code (Repealed by 13-2019)
14-2016	Amends Ch. 16.06, residential code (Repealed by 15-2019)
15-2016	Amends Ch. 16.24, plumbing code (Repealed by 17-2019)
16-2016	Amends Ch. 16.26, energy code (16.26)
17-2016	Amends Ch. 16.28, electrical code (Repealed by 19-2019)
18-2016	Amends Ch. 16.32, mechanical code (Repealed by 20-2019)
19-2016	Amends Ch. 16.36, swimming pools (Repealed by 21-2019)
20-2016	Amends Ch. 16.38, green building code (Repealed by 22-2019)
21-2016	Amends Ch. 16.40, moving buildings (Repealed by 23-2019)
22-2016	(Not adopted)
23-2016	Special tax for transit-related services for Monier Circle warehouse project (Tables)
24-2016	Adds Ch. 3.70; amends § 3.60.110(A), public projects (3.60, 3.70)
1-2017	Amends Table 23.325-1 in § 23.325.020, card rooms (23.325)
2-2017	Amends Folsom Boulevard specific plan (Special)

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3-2017	Amends Ch. 23.313, mixed-use zoning districts (23.313)
4-2017	Adds Ch. 8.12; amends Articles 1, 3, 5, 7, 9 and 11 of Title 23, beekeeping, zoning (8.12, 23.101, 23.104, 23.107, 23.110, 23.113, 23.116, 23.119, 23.122, 23.125, 23.128, 23.131, 23.134, 23.140, 23.141, 23.143, 23.146, 23.149, 23.152, 23.155, 23.158, 23.170, 23.173, 23.301, 23.304, 23.307, 23.310, 23.313, 23.316, 23.319, 23.325, 23.328, 23.501, 23.504, 23.507, 23.510, 23.513, 23.701, 23.704, 23.710, 23.713, 23.716, 23.719, 23.722, 23.725, 23.728, 23.731, 23.734, 23.737, 23.740, 23.743, 23.901, 23.904, 23.907, 23.910, 23.913, 23.915, 23.916, 23.919, 23.922, 23.925, 23.1104)
5-2017	Amends §§ 4.33.040, 4.33.060 and Tables 23.313-1 and 23.316-1, massage establishments (4.33, 23.313, 23.316)
6-2017	(Not adopted)
7-2017	Adds Ch. 16.09, expedited permit process for electric vehicle charging stations (16.09)
8-2017	Amends § 6.120.140, graffiti abatement (6.120)
9-2017	Adds Art. XVII to Ch. 16.18, property maintenance code (16.18)
10-2017	Amends Table 23.310-1; repeals and replaces Ch. 6.90, cannabis cultivation (6.90, 23.310)
11-2017	Approves development agreement amendment for Sundance project (Special)
12-2017	Repeals and replaces Chs. 19.04 and 19.12, tree preservation and protection (19.04, 19.12)
1-2018	Amends §§ 10.50.010 and 10.50.020, reduced speed limits on specific streets (10.50)
2-2018	Approves development agreement amendment for Douglas 98 project (Special)
3-2018	Amends zoning map (Special)
4-2018	Adds Figure 23.716-3 [23.716-2a] and § 23.913.050; amends § 23.107.020(A), Tables 23.313-1, 23.316-1, 23.316-2, 23.325-1, § 23.704.030, Table 23.719-1, § 23.719.130(C), Ch. 23.728, §§ 23.743.050, 23.743.065(B), 23.1104.040 and 23.1104.050, zoning (23.107, 23.313, 23.316, 23.325, 23.704, 23.716, 23.719, 23.728, 23.743, 23.913, 23.1104)
5-2018	Adds Ch. 16.86; amends § 16.87.010(A), transit development impact fees for transit improvements (16.86, 16.87)
6-2018	Special tax for transit-related services for Homewood Suites project (Tables)
7-2018	Amends § 23.719.130, off-street RV, trailer and vessel parking for private residences (23.719)
8-2018	Special tax for transit-related services for Superior Self-Storage project (Tables)
9-2018	Amends §§ 20.04.060(I) and 23.325.040(F)(1), FEMA flood insurance map effective date (20.04, 23.325)
10-2018	Amends § 23.901.080, family day care (large) (Repealed by 1-2020)
11-2018	Amends Ch. 23.907, utility, transportation, and communication uses (23.907)
12-2018	Adopts fourth amendment to development agreement for Montelena project (Special)
13-2018	Adopts third amendment to development agreement for Douglas 98 project (Special)
14-2018	Adopts second amendment to development agreement for Grantline 208 project (Special)

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15-2018	Amends §§ 6.56.130, 6.56.160, 23.140.020, Tables 23.313-1, 23.316-1, §§ 23.719.130 and 23.1104.040, zoning (6.56, 23.140, 23.313, 23.316, 23.719, 23.1104)
16-2018	Repeals Ord. 29-2006, special tax for police protection for Anatolia IV Subdivision (Repealer)
17-2018	Amends Ch. 4.26, Table 23.313-1 and Folsom Boulevard specific plan; repeals Ch. 4.28, bingo (4.26, 23.313)
18-2018	Community Facilities District No. 2018-2 special tax (Tables)
19-2018	Community Facilities District No. 2018-1 special tax (Tables)
20-2018	Repeals and replaces Ch. 17.04, fire code (Repealed by 24-2019)
21-2018	Special tax for transit-related services for European Parts Depot project (Tables)
22-2018	Adopts first amendment to development agreement for Anthology at Anatolia project (Special)
23-2018	Adds Ch. 16.94, aquatic resources protection (16.94)
24-2018	Adds Ch. 22.45, South Sacramento Habitat Conservation Plan mitigation fees (22.45)
1-2019	Repeals Ords. 28-2004, 29-2004, 30-2004, 32-2004, 33-2004, 40-2004, 25-2006, 26-2006, 27-2006, 28-2006, 31-2006, 32-2006 and 38-2006, special police tax areas (Repealer)
2-2019	Special tax for transit-related services for Gold Valley Center project (Tables)
3-2019	Amends §§ 4.29.030, Tables 23.313-1 [23.310-1] 23.313-1, 23.316-1, 23.719-1, §§ 23.728.020, 23.734.030, 23.922.030(B) and 23.1104.040; amends and rennumbers §§ 6.68.230 as 6.68.190 and 6.68.240 as 6.68.200; repeals §§ 6.68.190 through 6.68.220, bingo suppliers, noise control, zoning (4.29, 6.68, 23.310, 23.313, 23.316, 23.719, 23.728, 23.734, 23.922, 23.1104)
4-2019	Amends §§ 4.54.000 – 4.54.020, street businesses (4.54)
5-2019	Amends Tables 23.313-1, 23.316-1, 23.319-1, §§ 23.716.070(C)(4), 23.731.050 and 23.922.030(B), zoning (23.313, 23.316, 23.319, 23.716, 23.731, 23.922)
6-2019	Amends Villages of Zinfandel special planning area (Special)
7-2019	Approves development agreement, Bradshaw Village subdivision (Special)
8-2019	Amends §§ 16.83.105 and 16.84.065, deferral of development impact fees (16.83, 16.84)
9-2019	Adds Ch. 9.84, personal property storage on public property (9.84)
10-2019	Special tax for transit-related services for Bradshaw Village project (Tables)
11-2019	Reapproves amended development agreement, Rio Del Oro project (Special)
12-2019	Repeals and replaces Ch. 16.02, administrative code (Repealed by 16-2022)
13-2019	Repeals and replaces Ch. 16.04, building code (Repealed by 17-2022)
14-2019	Adds Ch. 16.05, historical building code (16.05)
15-2019	Repeals and replaces Ch. 16.06, residential building code (Repealed by 19-2022)
16-2019	Adds Ch. 16.10, existing building code (16.10)
17-2019	Repeals and replaces Ch. 16.24, plumbing code (Repealed by 21-2022)
18-2019	Adds [amends] Ch. 16.26, energy code (16.26)
19-2019	Repeals and replaces Ch. 16.28, electrical code (Repealed by 23-2022)

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20-2019	Repeals and replaces Ch. 16.32, mechanical code (Repealed by 24-2022)
21-2019	Repeals and replaces Ch. 16.36, swimming pool and spa code (Repealed by 25-2022)
22-2019	Repeals and replaces Ch. 16.38, green building code (Repealed by 26-2022)
23-2019	Repeals and replaces Ch. 16.40, moving buildings (Repealed by 27-2022)
24-2019	Repeals and replaces Ch. 17.04, fire code (Repealed by 28-2022)
25-2019	Adds Ch. 23.930, tenant protection (Expired)
1-2020	Amends Tables 23.310-1, 23.313-1, §§ 23.728.030(C) and 23.731.070; repeals § 23.901.080, zoning (23.310, 23.313, 23.728, 23.731)
2-2020	Amends §§ 22.40.035(B) and (C), calculating area of land dedication (22.40)
3-2020	Rezone (Special)
4-2020	Approves development agreement, ranch special planning area project (Special)
5-2020	Adds § 16.18.1703(Y), boats, recreational vehicles and trailers (16.18)
6-2020	Urgency ordinance adding Ch. 16.21, temporary moratorium on eviction of residential tenants (Not codified)
7-2020	Urgency ordinance adding Ch. 4.56, temporary moratorium on eviction of commercial tenants (Not codified)
8-2020	Adds Ch. 16.21, temporary moratorium on eviction of residential tenants (16.21)
9-2020	Adds Ch. 4.56, temporary moratorium on eviction of commercial tenants (4.56)
10-2020	Amends Arts. XI and XII of Ch. 16.20; repeals Art. VIII of Ch. 16.20, housing code (16.20)
11-2020	Amends §§ 6.56.130, 16.18.1702(I) – (R), 16.18.1703, 16.18.1704, Table 23.316-1, §§ 23.325.070, 23.719.130, 23.731.060 and 23.901.030, abandoned vehicles, nuisance, zoning (6.56, 16.18, 23.316, 23.325, 23.719, 23.731, 23.901)
12-2020	Community Facilities District No. 2020-1 special tax (Tables)
13-2020	Amends Suncreek specific plan (Special)
14-2020	Amends §§ 6.84.020 and 6.84.040, regulation of smoking (6.84)
15-2020	Adds Ch. 16.95, storm drainage impact fee program (16.95)
16-2020	Special tax for transit-related services, White Rock Center project (Tables)
17-2020	Repeals and replaces Chs. 6.20 and 6.21, solid waste management, business and multifamily recycling and organics recycling (6.20, 6.21)
18-2020	Adds Ch. 3.06, Rancho Cordova relief and recovery 2020 transactions and use tax (3.06)
19-2020	Repeals § 6.86.110, purchase of tobacco products by minors prohibited (Repealer)
20-2020	Amends §§ 10.50.010 and 10.50.020, reduced speed limits on specific streets (10.50)
1-2021	Amends §§ 23.313.030, 23.743.150(A) and (B) and 23.1104.040, zoning (23.313, 23.743, 23.1104)
2-2021	Amends development agreement for Montelena (Special)
3-2021	Amends the Ranch special planning area (Special)
4-2021	Amends development agreement, the Ranch (Special)

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5-2021	Urgency ordinance establishing temporary limit on third-party delivery service fees (Not codified)
6-2021	Special tax for transit-related services, Rio del Oro project (Tables)
7-2021	Adds § 8.07.065; amends §§ 8.01.110, 8.01.120, 8.07.040, 8.07.055 and 8.07.060, potentially dangerous and vicious animals (8.01, 8.07)
8-2021	Adds Ch. 23.902; amends §§ 23.316.030 and 23.1104.040, zoning (23.316, 23.902, 23.1104)
9-2021	Special tax for transit-related services, High Class Motors project (Tables)
10-2021	Amends §§ 16.83.040 and 16.83.070, Sunrise Douglas community plan funds (16.83)
11-2021	Amends §§ 23.313.030 and 23.325.020, zoning (23.313, 23.325)
12-2021	Amends SunCreek specific plan (Special)
13-2021	Adds § 4.54.305, fireworks host liability (4.54)
14-2021	Amends development agreement for Montelena Villages (Special)
15-2021	Adds §§ 16.81.010(E), 16.81.120(E) and 16.81.130(E); amends §§ 16.81.020 through 16.81.040 and 16.81.070; repeals §§ 16.81.080 through 16.81.100, 16.81.110(B) and 16.81.140, development fees to finance cost of off-site roadway mitigation and library facilities (16.81)
16-2021	Amends development agreement, Rio Del Oro project (Special)
17-2021	Adds Chs. 23.137 and 23.707; amends Chs. 23.104, 23.110, 23.141, 23.710 and § 23.901.060, zoning (23.104, 23.110, 23.137, 23.141, 23.707, 23.710, 23.901)
18-2021	Cancels development agreement, Preserve at Sunridge project (Special)
19-2021	Special tax for transit-related services, Falconer commercial building project (Tables)
20-2021	Special tax for transit-related services, express sewer and drain project (Tables)
21-2021	Special tax for transit-related services, The Ranch project (Tables)
22-2021	Amends Chs. 2.30, 23.104 and 23.110, planning commission (2.30, 23.104, 23.110)
23-2021	Community Facilities District No. 2021-1 special tax (Tables)
1-2022	Amends Chs. 23.128, 23.307, 23.310, 23.313, 23.316, 23.719, § 23.743.085, Ch. 23.901 and § 23.1104.040, zoning (23.128, 23.307, 23.310, 23.313, 23.316, 23.719, 23.743, 23.901, 23.1104)
2-2022	Amends Ch. 2.30, planning commission (2.30)
3-2022	Moratorium on electronic cigarette retailers, electronic cigarette lounges and vapor bars (Special)
4-2022	Extends moratorium on electronic cigarette retailers, electronic cigarette lounges and vapor bars (Special)
5-2022	Special tax for transit-related services, Grantline 220 project (Tables)
6-2022	Rezone (Special)
7-2022	Approves development agreement (Special)
8-2022	Community Facilities District No. 2022-1 special tax (Tables)
9-2022	Adds Ch. 16.82, SunCreek specific plan development impact fees (16.82)
10-2022	Amends Ch. 4.07, §§ 6.84.020 and 23.919.100; repeals Ch. 6.86, tobacco sales and use (4.07, 6.84, 23.919)

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11-2022	Approves amendments to development agreements and reapproves development agreement for SunCreek project (Special)
12-2022	Amends §§ 16.18.205, 16.18.503, 17.12.020, 23.313.030, Ch. 23.325, 23.1104.040 and Folsom Boulevard specific plan, nuisance, weed control, zoning (16.18, 17.12, 23.313, 23.1104)
13-2022	Adds Ch. 9.85, protection of critical infrastructure and wildfire risk areas (9.85)
14-2022	Special tax for transit-related services, Ranch project (Special)
15-2022	Amends §§ 2.30.010, 4.10.155, Ch. 6.90, §§ 10.64.030, 16.95.070(A), 21.12.010, 21.12.020(A) and (B), 21.12.025, 21.12.030, 21.12.040, 21.12.045, 21.12.050, 21.12.055, 21.12.075, 22.10.060, 22.10.075, 22.20.076, 22.25.010, 22.30.015, 22.40.005, 22.50.010, 22.110.035, 22.110.065 and Ch. 23.104; repeals Ch. 2.34, housekeeping ordinance (2.30, 4.10, 6.90, 10.64, 16.95, 21.12, 22.10, 22.20, 22.25, 22.30, 22.40, 22.50, 22.110, 23.104)
16-2022	Repeals and replaces Ch. 16.02, administrative code (16.02)
17-2022	Repeals and replaces Ch. 16.04, building code (16.04)
18-2022	Adds [amends] Ch. 16.05, historical building code (16.05)
19-2022	Repeals and replaces Ch. 16.06, residential building code (16.06)
20-2022	Adds [amends] Ch. 16.10, existing building code (16.10)
21-2022	Repeals and replaces Ch. 16.24, plumbing code (16.24)
22-2022	Adds [amends] Ch. 16.26, energy code (16.26)
23-2022	Repeals and replaces Ch. 16.28, electrical code (16.28)
24-2022	Repeals and replaces Ch. 16.32, mechanical code (16.32)
25-2022	Repeals and replaces Ch. 16.36, swimming pool and spa code (16.36)
26-2022	Repeals and replaces Ch. 16.38, green building code (16.38)
27-2022	Repeals and replaces Ch. 16.40, moving buildings (16.40)
28-2022	Repeals and replaces Ch. 17.04, fire code (17.04)
29-2022	Amends §§ 5.50.104 and 5.50.112, cable television commission (5.50)

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**Chapter 15.10 STORM
DRAINAGE FEE**

Sections:

15.10.010 Purpose.

15.10.020 Findings.

15.10.030 Definitions.

15.10.040 Levy of charge for storm drainage services.

15.10.050 Reduction in charge.

15.10.060 Billing procedure.

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15.10.080 Collection of fees with general taxes.

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15.10.120 Operative date.

15.10.130 Severability.

15.10.010 Purpose.

The purpose of this chapter is to establish a mechanism for funding the operation and maintenance of the City storm drainage system in order that storm and surface waters may be properly drained and controlled so that the health, safety and welfare of the city and its inhabitants may be safeguarded and protected. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 0985 § 1, 1995].

15.10.020 Findings.

The City Council hereby finds as follows:

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- A. The City maintains a system of storm and surface water management facilities within the City, including but not limited to inlets, conduits, manholes, channels, ditches, drainage easements, retention and detention basins, infiltration facilities, overland release corridors, pump stations, and other components as well as natural waterways.
- B. Those elements of the City's storm and surface water management system that provide for the collection, storage, treatment, and conveyance of storm drainage are of benefit and provide services to all developed property within the City.
- C. The cost of operating and maintaining the storm drainage management system, including necessary repairs, should, to the extent practicable, be allocated in relationship to the benefits enjoyed and services received therefrom.
- D. Erosion and the discharge of nutrients, metals, oil, grease, and other substances into and through the storm drainage system results in a degradation in water quality if not properly managed.
- E. The public health, safety and welfare are adversely affected by poor water quality and flooding resulting from inadequate storm drainage management practices.
- F. The storm drainage management practices necessary to protect water quality are largely established by federal and state statutes, regulations and permitting requirements.
- G. Real property either uses or benefits from the presence and operation of the storm drainage management system.
- H. The use of the storm drainage system is dependent on factors that influence runoff, including land use and impervious area.
- I. The City has the authority under Section [5471](#) of the Health and Safety Code to prescribe, revise and collect fees, tolls, rates, rentals and other charges for facilities and services furnished by it in connection with its storm drainage system.
- J. The Legislature, through the adoption of Section [5471](#) of the Health and Safety Code, has specifically authorized the City to provide storm drainage services as a utility function for which service charges may be levied.
- K. Storm drainage services are currently provided by the City and funded through a combination of property tax revenue and benefit assessments.

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L. Benefit assessments are an undesirable revenue mechanism because of the significant lag-time between the time that the assessments are approved and the time that they are received as part of the real property tax collection and allocation process. This lag-time creates the need to include a component in the assessment to provide a reserve for dry period financing purposes.

M. A fee to fund storm drainage services offers a reliable and consistent source of revenue that is locally controlled and independent of the vagaries of the state of California's budget process. [Ord. 212003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 0985 § 1, 1995].

15.10.030 Definitions.

The meanings ascribed to the terms set forth in this section shall govern the interpretation of this chapter.

"Administrative charge" means the charge imposed by the City's consolidated utility billing service for the actual cost of billing for, and collection of, storm drainage service fees.

"City" means the City of Rancho Cordova.

"City storm drainage system" means the system of storm and surface water management facilities, including but not limited to inlets, conduits, manholes, channels, ditches, drainage easements, retention and detention basins, infiltration facilities, overland release corridors, pump stations and other components as well as natural waterways within the City that are either owned or operated by the City.

"Commercial/office use" means the use of any developed parcel for any of the following or similar purposes: offices, wholesale or retail sales, establishments, or the provision of personal, professional or business services, including, but not limited to, retail stores, shopping centers, restaurants, service stations, car washes, vehicle, boat and trailer sales lots, parking lots, automobile repair and service facilities, auction yards, advertising offices, nurseries, general offices, financial service facilities, medical and dental offices, clinics and laboratories, and veterinary offices, clinics and hospitals.

"Developed parcel" means any parcel of land altered from its natural state by the construction, creation, or addition of impervious area.

"Engineer" means the City's Public Works Director or their designee.

"Equivalent contributing parcel area" means the calculated area which, when multiplied by the impervious factor for the parcel's use classification, yields the parcel's measured impervious area.

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“Exempt use” means the use of any public or undeveloped property and the use of any other parcel for any of the following purposes: agricultural land used for crops or pasture, aquatic farms, orchards, City-maintained drainage ditches, property within a floodplain recognized by the City on which improvements are prohibited, and levees.

“Fiscal year” means the annual period beginning July 1st and ending June 30th.

“Impervious area” means the total area of a parcel of property covered by an impervious surface.

“Impervious factor (IF)” means a factor which represents the percentage of impervious area on a parcel which consists of a numerical value that is calculated on the basis of generally accepted engineering standards, review and application of such standards to local conditions, and statistics compiled by measuring impervious areas depicted on aerial photographs of real property.

“Impervious surface” means a surface covering or pavement of a developed parcel of land that prevents the land's natural ability to absorb and infiltrate rainfall/stormwater. Impervious surfaces include, but are not limited to: roof tops, walkways, patios, driveways, parking lots, storage areas, impervious concrete and asphalt, and any other continuous watertight pavement or covering. Landscaped soil and pervious pavement, including pavers with pervious openings and seams, underlain with pervious soil or pervious storage material, such as a gravel layer sufficient to hold the specified volume of rainfall runoff are not impervious surfaces.

“Industrial use” means the use of any developed parcel for any of the following or similar purposes: to manufacture, fabricate, process or package products, to process or store food or chemical products, or for storage or warehousing purposes, including, but not limited to, processing, fabrication and assembly plants, warehouses, wrecking yards, aerospace facilities, truck and other transportation terminals, building materials storage, bakeries, canneries, wineries, creameries, meat and frozen food processing facilities, meat packing plants, slaughter yards, inspection and weighing stations, airports, railroads and railroad spurs, wells, electrical substations, water or sewage treatment plants, and ministorage facilities.

“Institutional use” means the use of any developed parcel for any of the following or similar purposes: hospitals, nursing facilities, residential care facilities, retirement homes, day nurseries, mortuaries, churches, and schools.

“Low impervious development use” means the use of any developed parcel for any of the following or similar purposes: golf courses, surface mines, cemeteries, marinas, and sports fields.

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“Multifamily residential use” means the use of any developed parcel for any of the following or similar purposes: triplexes, fourplexes, apartments, mobile home parks, hotels, boarding and rooming houses, fraternity and sorority houses, motels, the common areas of condominiums and planned unit developments, and bed and breakfast inns.

“Parcel” means the smallest separately segregated lot, unit or plot of real property having an identified owner, boundaries, and surface area which is documented for property tax purposes and given a tax lot number by the county assessor.

“Parcel area” means the square footage of a parcel measured or estimated using the outside boundary dimensions in feet in order to obtain the total square footage without regard for any topographic features of the enclosed surface.

“Person” means any individual, firm, company, association, society, partnership, corporation, organization, group or public agency.

“Public agency” means the United States or any department or agency thereof, the state of California or any department or agency thereof, a city, a county, and any district or other local authority or public body of or within this state.

“Public property” means any property owned by a public agency.

“Residential dwelling unit” means any residential premises designed to house a single family.

“Single-family residential use” means the use of any developed parcel for any of the following or similar purposes: single-family residences, condominiums and planned unit developments, row houses, halfplexes, duplexes, and mobile homes located on individually owned parcels.

“Street” means any public highway, road, street, avenue, way, alley or right-of-way.

“Undeveloped use” means any parcel that has not been altered from its natural state, as evidenced by a complete lack of impervious surface.

“Unit service charge (USC)” means the cost of storm drainage services attributable to storm drainage from one square foot of impervious area.

“Use code” means the six-digit alphanumeric code assigned by the County Assessor’s Office to every parcel within the City.

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“User” means the owner of a parcel of real property that is charged for storm drainage services.

15.10.040 Levy of charge for storm drainage services.

- A. There is hereby levied by the City on all parcels in the Stormwater Utility Zone 1 and Stormwater Utility Zone 2 areas, other than those classified as an exempt use, a storm drainage service fee to be calculated as set forth in this section.
- B. Any parcel classified as a single-family residential use shall pay a monthly charge which shall be calculated as follows: the administrative charge + (USC x 3,500 x phase-in multiplier x each residential dwelling unit) = monthly charge.
- C. All parcels other than those parcels classified as an exempt or single-family residential use shall pay a monthly charge that shall be calculated as follows: the administrative charge + (parcel area x USC x IF x phase-in multiplier) = monthly charge.
- D. The impervious factors (IF) to be used in the calculation set forth in subsection (C) of this section shall be based on the following table:

Bill Category	Impervious Factor
Commercial/office	0.80
Industrial	0.70
Multifamily residential	0.60
Institutional	0.50
Low impervious development	0.10

- E. The phase-in multiplier for all parcels to be used in the calculations in subsections (B) and (C) of this section shall be:

Phase-In Multiplier, Effective:

Oct. 1, 1996	Oct. 1, 1997	Oct. 1, 1998
0.50	0.75	1.0

- F. The unit service charge (USC) to be used in the calculation set forth in subsections (B) and (C) of this section shall be as follows: effective October 1, 1996, it shall be \$0.001583 per square foot of

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impervious area. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1046 § 1, 1996; SCC 1026 § 1, 1996; SCC 0985 § 1, 1995].

15.10.050 Reduction in charge.

A. The owner of any parcel subject to the storm drainage fee, other than parcels classified as a single-family residential use, may file an application with the Public Works Director to have the fee levied on such parcel reduced by means of one of the following mechanisms:

1. By designing, constructing and maintaining at the owner's expense storm drainage detention facilities approved by the Public Works Director; or
2. Demonstrating to the satisfaction of the Public Works Director that less than five percent of the parcel area drains into a City storm drainage system.

B. After receipt and review of the application, the Public Works Director shall either deny any reduction in the fee or approve a reduced fee calculated pursuant to subsection (C) of this section. The Public Works Director, in approving any reduction in the otherwise applicable fee, may attach reasonable conditions to any such approval. If the applicant is dissatisfied with the action of the Public Works Director, he may file a petition pursuant to RCMC [15.10.100](#).

C. Any storm drainage facilities constructed by a parcel owner pursuant to this section shall meet the standards set forth in the City's improvement standards. Upon approval of any reduction in the otherwise applicable fee pursuant to this section, the revised fee shall be calculated on the basis of the equivalent contributing parcel area. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 0985 § 1, 1995].

15.10.060 Billing procedure.

A. The storm drainage fee shall be billed to all users no less frequently than a bimonthly basis. The bill is due and payable on presentation and shall become delinquent 45 days after for a bimonthly billing, or 21 days after for a monthly billing after the date of billing. The storm drainage fee shall be billed as part of the City's consolidated utility billing service.

B. The storm drainage service fee billing shall be based on the use of the parcel as determined by the Public Works Director. For each parcel of property there shall be only one unit for purposes of billing for storm drainage services. In no case shall a parcel be divided into smaller units for billing purposes.

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- C. The storm drainage service fee shall be billed to the owner of record of the parcel, to the successor in interest of such person, or to such person's single designee if approved by the Public Works Director. All requests to bill a party other than the owner of record must be made in writing to the Public Works Director by both the owner of record and the party to be billed. The Public Works Director may approve or deny such requests at his sole discretion. The Public Works Director shall notify the owner of record if the billing is changed to comply with such a request and the owner of record shall remain liable for any delinquent fees.
- D. The opening bills shall be based on current parcel numbers, square footage and use codes on record in the county assessor's office, unless the Public Works Director determines that the actual use of the parcel is different than the use reflected in the use codes in which case the billing shall be based on the actual use of the parcel.
- E. Any adjustment of charges may be initiated by either the Public Works Director or by the owner of a parcel subject to the storm drainage service fee. If the Public Works Director denies any adjustment proposed by an owner or an owner objects to an adjustment proposed by the Public Works Director, any adjustment shall be made pursuant to the procedure set forth in RCMC [15.10.100](#). Any debit adjustments shall be added to the charge in the succeeding billing period. Any credit adjustments shall first be credited against the previous balance and then any remaining credit shall be applied to subsequent bimonthly charges. No debits or credits shall be made for any period more than three years prior to the date that an adjustment is proposed by the Public Works Director or requested by the owner of record pursuant to RCMC [15.10.100](#).
- F. Any delinquent storm drainage fee shall incur an added penalty charge of 10 percent of the amount that is delinquent. The delinquent amount, including the 10 percent penalty charge, shall thereafter incur an added penalty charge of one and one-half percent per month until paid or placed on the annual property tax bill. If collected with property taxes, the total amount delinquent, plus all penalties, shall incur an additional 10 percent lien penalty. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1214 § 1, 2002; SCC 0985 § 1, 1995].
- 15.10.070 Lien.**
- A. The City shall notify the assessee shown on the latest equalized assessment roll whenever delinquent and unpaid fees which would become a lien on the parcel pursuant to subsection (B) of this section remain delinquent and unpaid for 60 days.
- B. The storm drainage service fee and any penalties levied pursuant to this chapter shall constitute a lien upon the parcel subject to the fee, as provided for in Section [5473.11](#) of the Health

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and Safety Code, if the fee remains delinquent for a period of 60 days and the City has notified the assessee of the parcel shown on the latest equalized assessment roll of the delinquent fees and the lien provided by this section.

C. The lien provided herein shall have no force or effect until a certificate specifying the amount of the unpaid fees is recorded with the county recorder. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 0985 § 1, 1995].

15.10.080 Collection of fee with general taxes.

Any delinquent storm drainage service fees and penalties may be collected on the tax roll in the same manner and at the same time as the county's ad valorem property taxes. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 0985 § 1, 1995].

15.10.090 Administration and enforcement.

The engineer shall be responsible for the administration and enforcement of the provisions of this chapter. The engineer shall have the authority to adopt rules and regulations not inconsistent with the provisions of this chapter for purposes of carrying out and enforcing the payment, collection and remittance of the fee herein levied. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 0985 § 1, 1995].

15.10.100 Administrative appeal.

A. Any owner who disputes the amount of the storm drainage service fee charged to his parcel, the classification of the property in terms of its use, any adjustment proposed by the Public Works Director, or any other determination affecting the property made by or on behalf of the City pursuant to this chapter may petition the engineer for a hearing with regard to any such issue. The engineer may conduct such hearing himself or may designate an employee of the Public Works agency to conduct such hearing on his behalf. Any such petition may only be filed once in connection with the issue or issues presented in the petition, except upon a showing of changed circumstances sufficient to justify the filing of such additional petition.

B. Any such petition shall be in writing, signed by the owner under penalty of perjury and filed with the engineer. The petition shall include the following information:

1. A complete description of the factual basis for the appeal;
2. The legal basis for the appeal; and
3. The remedy sought by the appellant.

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Within 10 days after receipt of the petition, the engineer shall mail written notice to the appellant of the date, time and place of the scheduled hearing.

C. At the hearing, the engineer or designated hearing officer may hear any oral or documentary evidence that the appellant may offer in addition to the information in the petition, together with any oral or written information that may be submitted by City representatives in support of the determination that is the subject of the appeal. Within 30 days after the conclusion of the hearing, the engineer or the designated hearing officer shall make and serve by mail written findings of fact based upon all relevant information presented in the petition or at the hearing, shall make a determination of issues based upon such findings and, if appropriate, an order setting forth an appropriate remedy subject to the limitations set forth in RCMC [15.10.060](#)(E). The determination of the engineer or designated hearing officer shall be final. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 0985 § 1, 1995].

15.10.110 Deposit of collections.

There is hereby created in the City treasury a special revenue fund to be known as the "City Storm Drainage Service Fee Fund." All storm drainage service fee revenue collected by the City shall be deposited in such fund. The revenue deposited in such fund shall be used only for the acquisition, construction, reconstruction, maintenance, permitting, and operation of City storm drainage facilities. [Ord. 212003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 0985 § 1, 1995].

15.10.120 Operative date.

Notwithstanding the effective date of this chapter, the storm drainage service fee levied in RCMC [15.10.040](#) shall be operative as of July 1, 1995. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 0985 § 1, 1995].

15.10.130 Severability.

If any section, subsection, subdivision, paragraph, sentence, clause or phrase of this chapter or any part thereof is for any reason held to be invalid, such invalidity shall not affect the validity of the remaining portion of this chapter or any part thereof. The City Council hereby declares that it would have passed each section, subsection, subdivision, paragraph, sentence, clause and phrase thereof, irrespective of the fact that any one or more sections, subsections, subdivisions, paragraphs, sentences, clauses or phrases be declared invalid. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 0985 § 1, 1995].

ITEM 11.3.**Exhibit A to the Ordinance**

Disclaimer: The City Clerk's Office has the official version of the Rancho Cordova Municipal Code. Users should contact the City Clerk's Office for ordinances passed subsequent to the ordinance cited above.

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Chapter 15.12
STORMWATER MANAGEMENT AND DISCHARGE CONTROL

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Article I. General Provisions**15.12.010 Findings.**

A. The Federal Clean Water Act provides for the regulation and reduction of pollutants discharged into the waters of the United States by extending National Pollutant Discharge Elimination System (NPDES) requirements to stormwater and urban runoff discharges into the City's municipal separate storm sewer system (MS4).

B. The State Water Resources Control Board ("State Water Board") is the state water pollution control agency for all purposes of the Federal Clean Water Act pursuant to Section 13160 of the California Water Code. The State Water Board is authorized by the United States Environmental Protection Agency (EPA) to administer the NPDES program within the state. The Porter-Cologne Water Quality Control Act (Water Code section 13000 et seq.) provides authority for the State NPDES program, including provisions to issue NPDES permits and Waste Discharge Requirements (WDR's) to regulate discharges of stormwater to the waters of the state.

C. Stormwater flows from individual properties to the City's MS4 and then ultimately to the Waters of the United States.

D. The City of Rancho Cordova, the County of Sacramento and the cities of Citrus Heights, Elk Grove, Folsom, Galt, and Sacramento are subject to the waste discharge requirements of the National Pollutant Discharge Elimination System (NPDES) Permit And Waste Discharge Requirements General Permit For Discharges From Municipal Separate Storm Sewer Systems (Order R5-2016-0040, NPDES No. CA0085324) (Municipal Stormwater Permit), under which the City and Sacramento County are co-permittees. As co-permittee with Sacramento County, the City is required to possess the necessary legal authority, and to implement appropriate procedures, to regulate the entry of pollutants and non-stormwater discharges into the City's MS4.

E. The City's Municipal Stormwater Permit requires the City effectively prohibit non-stormwater discharges into the MS4 except as otherwise allowed by the permit or permitted by federal law. The Municipal Stormwater Permit and this chapter require regular compliance inspections and enforcement at certain commercial and industrial facilities, as defined by the permit.

F. The City Council finds in this regard that the provisions of this chapter are necessary to provide the City with the legal authority necessary to implement and otherwise comply with the requirements of its Municipal Stormwater Permit and to protect the waters of the state for the benefit of its people and the environment. [Ord. 41-2004 § 2].

15.12.020 Purpose and intent.

A. This chapter is adopted pursuant to Article XI, Section [7](#) of the California Constitution, which authorizes the City to exercise its police power to protect and promote the public health, safety, and general welfare. While stormwater runoff is one step in the natural cycle of water, human activities, including, but not limited to, agriculture, construction, and the operation of an urban infrastructure, may result in undesirable discharges of pollutants and certain sediments. Such discharges may accumulate in local drainage channels and waterways may eventually be deposited in the waters of the United States. The purpose of this chapter is to protect and enhance the water quality of watercourses, water bodies and wetlands within the City in a manner consistent with the Federal Clean Water Act, the Porter-Cologne Water Quality Control Act, and Municipal Discharge Permit No.CAS0085324, Order R5-2016-0040, together with all subsequent amendments and renewals, by controlling the contribution of urban pollutants to stormwater runoff which enters the City's stormwater conveyance system.

B. It is the intent of the City Council in adopting this chapter to provide the City with the legal authority to accomplish the following goals:

1. To benefit the people and environment of the City of Rancho Cordova by protecting water quality in Waters of the United States and Waters of the State;
2. To reduce the discharge of pollutants in stormwater to the maximum extent practicable;
3. To effectively prohibit non-stormwater discharges into the City's stormwater conveyance system;
4. To comply with the requirements of the Federal Clean Water Act, the Porter-Cologne Water Quality Control Act and NPDES Municipal Stormwater Discharge Permit No.CAS0085324, and Order R5-2016-0040, together with all subsequent amendments and renewals as they apply to the discharge of pollutants into and from the City's MS4;
5. To fully implement the City's comprehensive annual Work Plans as approved by the Regional Water Quality Control Board (Regional Water Board);
6. To protect the physical integrity and function of the City's MS4 from the effects of pollutants and materials other than stormwater;
7. To prevent the contamination of groundwater as a result of urban stormwater runoff;

8. To protect the health and safety of maintenance personnel and the public who may be exposed to pollutants in the city's MS4;
9. To provide for the recovery of regulatory costs incurred by the City in the implementation of its comprehensive Stormwater Quality Improvement Program, including, but not limited to, enforcement activities, compliance assistance, inspections, investigations, sampling, and monitoring; and
10. To establish appropriate enforcement procedures and penalties for violations of the provisions of this chapter. [Ord. 41-2004 § 2].

15.12.030 Definitions.

Any term(s) defined in the Federal Clean Water Act, as amended, and/or defined in the regulations for the stormwater discharge permitting program issued by the Environmental Protection Agency, as amended, and which are not specifically defined in this chapter shall, when used in the chapter, have the same meaning as set forth in said act or regulation.

As used in this chapter, the following words and phrases shall have the meanings set forth below unless the context clearly indicates otherwise:

"Administrator" means the City's Public Works Director or another City official designated by the City Manager to administer the City's Stormwater Program.

"Best management practices (BMP)" means schedules of activities, prohibition of practices, general good housekeeping practices, pollution prevention and educational practices, maintenance procedures, and other management practices to prevent or reduce to the maximum extent practicable, the discharge of pollutants directly or indirectly to waters of the United States. BMPs shall also be defined to include structural controls, treatment controls, training requirements, operating procedures, and practices to control site runoff, spillage, leaks, sludge or waste disposal, and drainage from raw materials storage.

"City Council" or "Council" means the City Council of the City of Rancho Cordova.

"City" means the City of Rancho Cordova.

"City stormwater conveyance system" means those public and natural facilities within the City, which are operated, maintained or controlled by the City, by which stormwater may be conveyed to Waters of the United States or Waters of the State, including, but not limited to, any roads with drainage systems, municipal streets,

catch basins, water quality basins, detention basins, constructed wetlands, natural and artificial channels, stream beds, gullies, curbs, gutters, ditches, sumps, pumping stations, and storm drains. The City's stormwater conveyance system includes natural creeks and small streams which are also defined as receiving waters by the Municipal Stormwater Permit, but does not include the American River.

"County" means County of Sacramento.

"Discharge" means the release or placement of any material into the City's stormwater conveyance system, including, but not limited to, stormwater, wastewater, solid materials, liquids, hazardous waste, raw materials, debris, litter, or any other substance.

"Discharger" means any person, business, construction project, or entity that discharges, or causes to discharge, either directly or indirectly, stormwater or any other material into the City's MS4.

"Hydromodification" means the changes in the natural watershed hydrologic processes and runoff characteristics (e.g., interception, infiltration, overland flow, and groundwater flow) caused by urbanization or other land use changes that result in increased stream flows and sediment transport. In addition, alteration of stream and river channels, such as stream channelization, concrete lining, installation of dams and water impoundments, and excessive streambank and shoreline erosion are also considered hydromodification, due to their disruption of natural watershed hydrologic processes. For the purposes of this Chapter, "hydromodification" refers to ecologically significant modification of a watershed's natural hydrograph, characterized by increased volume, velocity, rate, duration, and/or overall energy.

"Hydromodification control" means measures to mitigate artificial acceleration of natural erosion and sedimentation processes within the receiving waters through attenuation, infiltration, and dispersion of additional runoff created by impervious surfaces and earthwork compaction to prevent or reduce to the maximum extent practicable the discharge of pollutants directly or indirectly to waters of the United States.

"Illicit connection" means any physical connection to the City's stormwater conveyance system which is not permitted pursuant to a valid NPDES permit and/or expressly authorized by the City.

"Illicit Discharge" means any discharge to the MS4 that is not composed entirely of stormwater, except discharges pursuant to a NPDES permit and non-storm water discharges, such as those resulting from firefighting activities [40 CFR 122.26(b)(2)].

“Implementing agency” means the agency or department designated by the City Manager to enforce the provisions of this chapter with respect to a particular program, site, facility, or industry category.

“Industry or industrial activity” means any service, business, enterprise, or any other activity conducted by any person or entity for monetary gain or other compensation or in support of or promotion of such activity. This term shall also mean any similar activity conducted by a non-profit corporation as defined by the State of California.

“Low impact development” (LID) means a stormwater management and land development strategy that emphasizes conservation and the use of on-site natural features integrated with engineered, small-scale hydrologic controls to more closely reflect pre-project hydrologic functions. LID includes land development strategies that emphasize conservation and the use of on-site natural features integrated with engineered, small-scale hydrologic controls to more closely reflect pre-project hydrologic functions.

“LID Strategies” include retention practices that do not allow runoff, such as infiltration, rainwater harvesting and use, and evapotranspiration.

“Material” means any substance, including, but not limited to, raw materials, finished products, garbage and debris, lawn clippings, leaves and other vegetation, biological and fecal waste, sediment and sludge, oil and grease, gasoline, paints, solvents, cleaners and any fluid or solid containing chemicals.

“Municipal Stormwater Permit” means NPDES Permit No. CAS0085324, together with all subsequent amendments and renewal, issued by the Regional Water Board to Sacramento County and the cities of Rancho Cordova, Citrus Heights, Elk Grove, Folsom, Galt, and Sacramento.

“National Pollution Discharge Elimination System permit” or “NPDES permit” means a permit issued by either the Regional Water Board or the State Water Resources Control Board pursuant to Chapter 5.5 (commencing with Section [13370](#)) of Division 7 of the California Water Code or the United States Environmental Protection Agency to control discharges from point sources to Waters of the United States.

“Non-stormwater discharge” means any discharge to the City’s MS4 or directly to the natural surface waters which did not originate from storm events and snow melt, but essentially resulted from human activities, or materials or processes under a person’s control. Non-stormwater discharges include but are not limited to discharges of: (1) water that has been used by a person or entity for any purpose such as cleaning, rinsing, cooling, irrigation, aquaculture, recreation, cooking, and industrial processes; (2) water or wastewater that

originates or flows from equipment, valves, piping, hoses, containers, tanks, or other man-made apparatus; or
(3) any discharge of materials or wastes other than water.

“Person” means any individual, firm, company, society, organization, partnership, public agency, trust, estate, cooperative association, joint venture, business entity or other similar entity, or the agent, employee, or representative of any of the above.

“Pollutant” means any contaminant or other substance which, as determined by the Administrator, is discharged or has a reasonable potential to be discharged in sufficient quantities or concentrations to cause exceedance of receiving water limitations defined in the Municipal Stormwater Permit, or any successor section, or otherwise cause a violation of the Municipal Stormwater Permit. Pollutant may include, but is not limited to, solid waste, sewage, garbage, medical waste, wrecked or discarded equipment, radioactive material, dredged soil, rock, sand, industrial waste, feces, fecal coliform, fecal streptococcus, enterococcus, volatile organic carbon, surfactants, oil and grease, petroleum hydrocarbon, organic solvents, metals, phenols, pesticides, nutrients, suspended or settleable solids, materials causing an increase in biochemical or chemical oxygen or total organic carbon, substances which alter pH, and those pollutants defined in Section 1362(6) of the Federal Clean Water Act.

“Potential user” means any person or entity who by nature of the enterprise, activity, or industry in which such person or entity is engaged, or by the use, possession, or ownership of specified types of equipment, is determined by the administrator to generate or have the capacity to generate wastes or wastewater which have significant potential to be discharged to the City MS4.

“Premises” means any building, lot, parcel or land, or portion thereof, whether improved or unimproved.

“Prohibited discharge” means any non-stormwater discharge to the City MS4 or directly to receiving waters, which is not otherwise specifically authorized by this chapter, the Regional Water Quality Control Board, state, or federal law, or an NPDES permit.

“Receiving water limitations” means those restrictions defined and listed in Section IV. of the City’s Municipal Stormwater Permit (NPDES Permit No. CAS0085324) or any successor permit.

“Receiving waters” means surface bodies of water, as defined by the Municipal Stormwater Permit, including, but not limited to, creeks and rivers, which serve as discharge points for the City’s MS4.

“Regional Water Board” means the California Regional Water Quality Control Board, Central Valley Region.

“Significant redevelopment” means the creation or addition of at least 5,000 square feet of impervious surfaces on an already developed site. Significant redevelopment includes, but is not limited to, expansion of a building footprint, or replacement of a structure; replacement of impervious surface that is not part of a routine maintenance activity and land-disturbing activities related to structural or impervious surfaces.

“Specific performance requirements” means standards adopted by the City that define required conditions or results regarding the elimination of non-stormwater discharges or the control of pollutants in stormwater from specified sources.

“State Construction General Permit” means the State Water Resources Control Board’s Order No. 99-08-DWQ superseded by Order No. 2010-2014 National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS000021 Waste Discharge Requirements (WDRS) for Discharges of Stormwater Runoff Associated with Construction Activity, and any successor documents.

“State Industrial General Permit” means the State Water Resources Control Board’s Order No. 97-03-DWQ and Order No. 2014-0057 National Pollutant Discharge Elimination System General Permit No. CAS000001, Waste Discharge Requirements for Discharges of Stormwater Associated with Industrial Activities Excluding Construction Activities, and any successor documents.

“Stormwater” means surface runoff and drainage resulting from storm events and snow melt.

“Subject activity” means any industrial activity which is determined by the Administrator to discharge or have the potential to discharge pollutants into stormwater or non-stormwater in quantities or concentrations which may cause exceedance of receiving water limitations.

“Threatened prohibited non-stormwater discharge” means any condition or activity which does not currently result in a prohibited discharge but is nevertheless determined by the Administrator to be a condition which results in a substantial likelihood of a future prohibited non-stormwater discharge.

“User” means any person who discharges, or causes to discharge, either directly or indirectly, stormwater or any other material into the City’s MS4.

“Waters of the United States” means any surface water or groundwater, including saline waters within the boundaries of the State. [40 CFR 120.2(a)].

15.12.035 Construction.

The provisions of this chapter shall be construed to assure consistency with the requirements of the Federal Clean Water Act and any acts amendatory thereof or supplementary thereto, applicable implementing regulations, and NPDES Municipal Stormwater Discharge Permit No.CAS0085324, and Order R5-2016-0040, together with all subsequent amendments and renewals. In the event of a conflict between this chapter and any federal or state law, regulation, order or permit, the requirement which establishes the higher standard for public health and safety shall govern. [Ord. 41-2004 § 2].

15.12.040 Applicability.

The provisions of this chapter shall be applicable to all dischargers and potential dischargers located within the City and all users that discharge either directly or indirectly into the City's MS4. This chapter shall also apply, within the City, to non-stormwater discharges made directly to American River or local creeks and channels. This chapter shall not be applicable to entities located outside of the City if their stormwater or non-stormwater discharge enters a stormwater conveyance facility owned or operated by another public agency which is subject to a valid NPDES permit for discharges from a municipal separate storm sewer system prior to entering the downstream conveyance system.

This chapter shall apply to facilities subject to and in compliance with the State General Construction Activity Storm Water Permit and/or the City's Erosion and Sediment Control Ordinance, City Grading Permit, Building Permit, or any other instrument of the City that establishes pollutant control provisions for construction sites.

This chapter shall not apply to activities conducted by or facilities operated by the state of California or by agencies of the federal government. [Ord. 41-2004 § 2].

15.12.050 Regulatory consistency.

The provisions of this chapter shall take precedence over and are controlling with respect to any conflicting or inconsistent provisions in this code. [Ord. 41-2004 § 2].

15.12.060 Compliance disclaimer.

Compliance by any person or entity with the provisions of this chapter shall not preclude the need to comply with other local, state, or federal statutory or regulatory requirements relating to the control of pollutant discharges or protection of stormwater quality, or both. [Ord. 41-2004 § 2].

15.12.070 Severability.

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If any section, subsection, subdivision, paragraph, sentence, clause, or phrase of this chapter is for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining sections, subsections, subdivisions, paragraphs, sentences, clauses, or phrases of this chapter. The Council hereby declares that it would have adopted this chapter and each section, subsection, subdivision, paragraph, sentence, clause, or phrase thereof without regard to whether any other section, subsection, subdivision, paragraph, sentence, clause, or phrase of this chapter would subsequently be declared to be invalid or unconstitutional. [Ord. 41-2004 § 2].

15.12.080 Administration.

Except as otherwise provided herein, the Administrator shall be responsible for the administration, implementation, and enforcement of the provisions of this chapter. Any powers granted to, or duties imposed upon the Administrator may be delegated by the Administrator to other City employees or, upon the approval of the Council, to employees of other public agencies. [Ord. 41-2004 § 2].

15.12.090 Disclaimer of liability.

The degree of protection required by this chapter is considered reasonable for regulatory purposes and is based on scientific, engineering, and other relevant technical considerations. The standards set forth herein are minimum standards and this chapter does not imply that compliance will ensure that there will be no unauthorized discharge of pollutants into the Waters of the United States. This chapter shall not create liability on the part of the City or any officer or employee thereof for any damages that result from reliance on this chapter, or any administrative decision lawfully made thereunder. [Ord. 41-2004 § 2].

Article II. Prohibited Non-Stormwater Discharges**15.12.100 Prohibited non-stormwater discharge.**

Except as provided in RCMC 15.12.110, it shall be unlawful for any person to make or cause to be made any non-stormwater discharge indirectly or directly to the City receiving waters. [Ord. 41-2004 § 2]

15.12.110 Exceptions to non-stormwater discharge prohibition.

The following discharges to the MS4 are exempt from the otherwise applicable discharge prohibition set forth in RCMC [15.12.100](#):

A. Any discharge regulated under an NPDES permit issued to the discharger and administered by the state pursuant to Chapter 5.5 of Division 7 of the California Water Code; provided, that any such discharge is in compliance with all requirements of the NPDES permit and all other applicable laws and regulations.

B. Any discharge from any of the following activities; provided, that any such discharge does not cause or contribute to the violation of any receiving water limitation as determined by the Administrator:

1. Water line flushing;
2. Landscape irrigation;
3. Diverted stream flows;
4. Rising ground waters;
5. Uncontaminated groundwater infiltration (as defined in 40 CFR 35.2005(b)(20)) to separate storm sewers;
6. Uncontaminated pumped groundwater;
7. Discharges from potable water sources;
8. Foundation drains;
9. Air conditioning condensate;
10. Irrigation water;
11. Springs;
12. Water from crawlspace pumps;
13. Footing drains;
14. Lawn watering;
15. Individual residential car washing;
16. Flows from riparian habitats and wetlands;
17. Dechlorinated/dibrominated swimming pool/spa discharges;
18. Street wash water; and

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19. Essential Non-Emergency and Emergency Firefighting Activities.

C. Any discharges which the Administrator, the City Public Works Director, or the Regional Water Board determines in writing are necessary for the protection of public health or safety.

D. Additional categories of non-stormwater discharges which do not cause or contribute to the violation of any receiving water limitation may be excepted from the otherwise applicable prohibition by the Administrator upon approval of the executive officer of the Regional Water Board, as provided in the Municipal Stormwater Permit, and all subsequent amendments and renewals. [Ord. 41-2004 § 2].

15.12.120 Exception to otherwise applicable exemptions.

Notwithstanding the exemptions provided for in RCMC [15.12.110](#), if the Regional Water Board or the Administrator determines that a discharge which is otherwise exempt from the prohibition on discharges causes or significantly contributes to the violation of any receiving water limitation or results in the conveyance of significant quantities of pollutants to surface waters, or is otherwise a danger to public health or safety, the administrator may give written notice to the owner or operator of the facility that the discharge exception shall not apply to the discharge at issue following expiration of the 30-day period commencing upon delivery of the notice. Upon expiration of such 30-day period, any such discharge shall be unlawful. Upon finding that any continuance of the discharge poses an immediate significant threat to the environment or to public health and safety, the Administrator may waive the 30-day waiting period and require immediate cessation of the discharge. [Ord. 41-2004 § 2].

15.12.130 General discharge prohibition.

It shall be unlawful for any person to discharge, or cause to be discharged, any material to the City's stormwater conveyance system which results in, or contributes to, a violation of the Municipal Stormwater Permit. [Ord. 41-2004 § 2].

15.12.140 Threatened prohibited non-stormwater discharge.

It shall be unlawful for any person to maintain, or cause to be maintained, a threatened prohibited non-stormwater discharge after having received notice of the administrator's determination as to the existence of a threatened prohibited non-stormwater discharge. This section may be enforced pursuant to Article V of this chapter. [Ord. 41-2004 § 2].

15.12.150 Illicit connections prohibited.

A. It shall be unlawful for any person or entity to establish, use or maintain, or cause to establish, use or maintain, any illicit connection. Illicit connections shall be subject to removal and abatement by the City pursuant to Chapter [16.02](#) RCMC.

B. The prohibition set forth in subsection (A) of this section shall apply to illicit connections in existence at the time that the ordinance codified in this chapter becomes effective. Upon the effective date of the ordinance codified in this chapter, any person or entity who maintains an illicit connection shall have 30 days from the effective date of the ordinance codified in this chapter to disconnect and discontinue use of such connection. Notwithstanding the provisions of this section, any person who maintains an illicit connection, as defined in RCMC [15.12.030](#), may apply to the Administrator to continue the connection subject to applicable City standards. [Ord. 41-2004 § 2].

15.12.160 Negligence or intent not required.

A violation of the provisions of this article shall occur irrespective of the negligence or intent of the violator to construct, maintain, operate, or utilize an illicit connection or to cause, allow or facilitate any prohibited discharge. [Ord. 41-2004 § 2].

Article III. Reduction of Pollutants in Stormwater**15.12.200 General requirements.**

A. The Administrator may designate as subject activities those industrial activities which are identified as potential sources of discharges of pollutants to the City MS4.

B. Any person whom the Administrator determines is conducting any subject activity shall reduce the discharge of pollutants from those activities through the implementation of BMPs in accordance with RCMC [15.12.260](#).

C. The Administrator shall conduct a notification and comment process for designations or determinations made pursuant to subsection (A) of this section.

D. Any determination made by the Administrator pursuant to subsection (B) of this section shall be subject to the provisions for the adoption of regulations set forth in RCMC [15.12.250](#). [Ord. 41-2004 § 2].

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15.12.210 Containment and notification of spills.

A. Any person or entity owning or occupying a premise, or conducting any activity, that has knowledge of any stormwater discharge or threatened prohibited non-stormwater discharge from the premises or activity to the City's stormwater conveyance system shall immediately take all reasonable actions to contain and otherwise minimize any such discharge.

B. The Administrator may designate types of industries where the owner or operator of the industry shall be required to notify the Administrator or the implementing agency within 24 hours of the discovery of an actual discharge into the City's stormwater conveyance system.

C. For any discharge subject to the reporting requirements of Sections [13271](#) and [13272](#) of the California Water Code, notification in compliance therewith shall constitute sufficient notification for the purposes of this section. [Ord. 41-2004 § 2].

15.12.220 Reduction of trash discharge.

New development and significant redevelopment projects in the City are required to incorporate trash capture measures. The Amendments to the Water Quality Control Plan for the Ocean Waters of California to Control Trash and Part 1 Trash Provisions of the Water Quality Control Plan for Inland Surface Waters, Enclosed Bays, and Estuaries of California (Trash Amendments) were adopted on April 7, 2015. The Trash Amendments established a statewide water quality objective for trash to control trash down to 5 mm, and implementation provisions using a land-use based compliance approach that targets high trash generating areas.

The Trash Amendments focus on structural and institutional program controls at high trash generating areas within municipalities. The Trash Amendments identified five priority land use (PLU) areas for trash control:

- High density residential (10 units or more);
- Industrial;
- Commercial;
- Mixed urban; and
- Public transportation stations.

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New development and redevelopment projects classified as priority land uses are required to incorporate Full Capture Systems. The Trash Amendments define these systems as:

“A treatment control, or series of treatment controls, including but not limited to, a multi-benefit project or a low-impact development control that traps all particles that are 5 mm or greater, and has a design treatment capacity that is either:

- *Not less than the peak flow rate, Q, resulting from a one-year, one-hour, storm in the subdrainage area, or*
- *Appropriately sized to, and designed to carry at least the same flows as, the corresponding storm drain.”*

15.12.230 Construction sites with building permits.

Any person or entity owning or operating a construction site for which a building permit has been issued shall implement BMPs to control the discharge of pollutants to the maximum extent practicable and eliminate non-stormwater discharges that are not in compliance with an NPDES Permit. See RCMC Chapter 16 for more details. (SCC 1280 § 2, 2004)

15.12.240 Post construction requirements for new development and significant redevelopment.

A. The Administrator shall be authorized to establish specified performance requirements and requirements for BMPs as appropriate to minimize the long-term, post construction discharge of stormwater pollutants from new development or significant redevelopment, to implement the development standards plan, and to comply with the requirements associated with the development standards in the Municipal Stormwater Permit. The requirements for new development or redevelopment may include but are not limited to performance standards, source control measures, treatment control measures, hydromodification management measures, low impact development measures, operational BMPs, building material specifications or limitations, site design requirements, signage and marking, and associated maintenance programs or schedules.

B. Requirements established pursuant to subsection (A) of this section may be included in development standards, building codes, building permits, conditions of development, or any other appropriate instrument administered by the City. (SCC 1280 § 2, 2004).

15.12.250 Best management practices.

A. The Administrator may adopt regulations for specified subject activities. Such regulations shall describe best management practices which, if implemented by persons or entities conducting such specified activities, shall satisfy the requirements of RCMC [15.12.200](#).

B. Persons or entities conducting subject activities may implement BMPs not contained in the adopted regulations to satisfy the requirement of RCMC [15.12.200](#) through either of the following mechanisms:

1. By submitting and receiving prior written approval for the alternative BMPs from the administrator if he or she determines that the proposed alternative BMPs provide a level of protection from stormwater discharges equivalent to the BMPs contained in the regulations adopted pursuant to subsection (A) of this section; or
2. By implementing alternative BMPs which provide a level of protection from stormwater discharges equivalent to the BMPs contained in the regulations adopted pursuant to subsection (A) of this section.

C. Any alternative BMPs implemented pursuant to subsection (B)(2) of this section shall be subject to review and approval by the administrator as part of the inspection procedures set forth in Article IV of this chapter. If a person or entity conducting subject activities implements alternative BMPs without the prior written approval of the administrator and subsequently receives written notice from the administrator that the alternatives BMPs do not provide the required equivalent level of protection from stormwater discharges, the continued implementation of such alternative BMPs shall be deemed to be a violation of the requirements of RCMC [15.12.200](#)(B) as of the date of delivery of such notice unless it is ultimately determined pursuant to an administrative appeal pursuant to RCMC [15.12.440](#) that the alternative BMPs provide the required equivalent level of protection from stormwater discharges.

D. Any facility that it is in compliance with its state or federal NPDES permit for stormwater discharges for that facility shall be deemed to have met the requirements of RCMC [15.12.200](#)(B).

E. The Administrator shall develop regulations for determining when BMPs have been successfully implemented. [Ord. 41-2004 § 2].

15.12.260 Best management practice maintenance requirements.

The Administrator may require a property owner to execute a maintenance agreement for any post construction stormwater quality measure to ensure continued compliance with specified performance requirements. This requirement will apply to measures required by the City or measures that were voluntarily installed. A

maintenance agreement may be required when the Administrator determines that proper maintenance is necessary to protect public safety, health, infrastructure, or the environment, or to otherwise meet the purposes of this chapter. Maintenance requirements established pursuant to this subsection must be appropriate for the site conditions and design of the proposed measures. (SCC 1295 § 6, 2005; SCC 1280 § 2, 2004)

15.12.270 Administrative rules and regulations.

A. The Administrator shall have the authority to promulgate regulations for the implementation of this chapter. Prior to the Administrator's initiation of any proposed regulations, the Administrator shall submit such proposal to the City Council for its approval.

B. All regulations promulgated by the Administrator shall be consistent with the provisions of this chapter. Any such regulations, or amendments thereof, shall be filed with the City Clerk. The clerk shall cause announcement of said rules or regulations to be published in a newspaper of general circulation within 10 calendar days. Such announcements shall provide a reasonable summary of the content of the rule. In addition, the administrator shall make a reasonable effort to identify, notify, and provide copies to any industries which are specifically designated by the Administrator as subject to a rule or regulation. However, neither the failure of the Administrator to provide such notice nor the failure to receive individual notice shall exempt an industry from that rule or regulation. No regulations promulgated by the Administrator, or amendments thereto, shall be enforced or become effective until 30 calendar days following the date on which notification of the regulations is published.

C. Any person or entity who asserts that they are aggrieved by the terms or application of a regulation issued pursuant to this section may appeal the issuance of such regulation by filing a written notice of appeal with the City Clerk. The notice of appeal shall specifically identify the regulation or regulations from which the appeal is taken and the reasons for the appeal. Upon receipt of such notice, the City Clerk shall schedule the appeal for a public hearing by the council. At the conclusion of the public hearing the council shall be vested with jurisdiction to deny the appeal or to rescind or modify the regulation. The Council's determination of this matter shall be final.

D. Any regulation from which an appeal is filed prior to its effective date shall not become effective until the date of a determination by the council of the appeal. Any regulation from which an appeal is filed on or subsequent to the effective date thereof shall remain in full force and effect during the pendency of the appeal, and any decision which rescinds or modifies the regulation shall apply prospectively. [Ord. 41-2004 § 2].

Article IV. Inspection and Monitoring**15.12.300 Scope of inspections.**

A. Prior to commencing any inspection authorized pursuant to this section, the Administrator shall obtain the consent of the owner or occupant of the premises, or an administrative inspection warrant. Routine or area inspections shall be based upon such reasonable selection processes as may be deemed necessary to carry out the objectives of this chapter, including, but not limited to, random sampling, sampling in areas with evidence of stormwater contamination, illicit connections, discharge of non-stormwater to the City MS4 or similar factors.

B. The Administrator may enter upon private property to investigate the source of any discharge to any public street, inlet, gutter, storm drain or the City's stormwater conveyance system. Routine or area inspections shall be based upon such reasonable selection processes as may be deemed necessary to carry out the objectives of this chapter, including, but not limited to, random sampling, sampling in areas with evidence of stormwater contamination, illicit connections, discharge of non-stormwater to the City MS4 or similar factors.

C. The Administrator may enter upon private property for the purpose of verifying compliance with the provisions of this chapter, including, but not limited to, the following:

1. Identifying products produced, processes conducted, chemicals used, and materials stored on or contained within the property;
2. Identifying point(s) of discharge of all wastewater, process water systems, pollutants, and other discharges from the property;
3. Investigating the natural slope of the premises, including drainage patterns and artificial conveyance systems;
4. Establishing the location of all points of discharge from the property, whether by surface runoff or through a storm drain;
5. Locating any illicit connection or the source of any prohibited non-stormwater discharge; and
6. Evaluating implementation of BMPs.

D. For purposes of verifying compliance with the provisions of this chapter, the Administrator may inspect any vehicle, truck, trailer, tank truck or other mobile equipment, or any stationary equipment, which may reasonably

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be believed to be used by the business for business-related activities and to be associated with industrial sources of pollutants or with non-stormwater discharges.

E. The Administrator may inspect all records of the owner or occupant of any premises relating to chemicals or processes presently or previously occurring on site, including materials and/or chemical inventories, facilities maps or schematics or diagrams, material safety data sheets, hazardous waste manifests, business plans, pollution prevention plans, state general permits, monitoring program plans or any other records relating to illicit connections, prohibited discharges or the potential discharge of pollutants to the City MS4. In addition, the Administrator may require the owner or occupant to furnish within a reasonable time period, copies of all such records listed in this section.

F. The Administrator may inspect, sample, and test any area runoff, soils area (including any groundwater testing), process discharge, materials within any waste storage area (including any container contents), and/or treatment system discharge for the purpose of determining the potential for the contribution of pollutants to the City MS4. The Administrator may investigate the integrity and layout of all storm drain and sanitary sewer systems or other pipelines on the premises using appropriate tests, including, but not limited to, smoke and dye tests or video surveys. The Administrator may take photographs or videotape, make measurements or drawings, and create any other record reasonably necessary to document conditions on the premises.

G. The Administrator may erect and maintain monitoring and sampling devices for measuring any discharge or potential source of discharge to the City MS4. [Ord. 41-2004 § 2].

15.12.310 Fees.

The administrator shall collect such fees as may be authorized by the City Council, to provide for the recovery of regulatory costs, including routine inspections and other regulatory functions associated with this chapter. Failure of any person or entity to pay required fees within the time period set in the policy established by the Administrator shall be a violation of this chapter. There shall be no fee assessed to appeal the determination that a person or entity conducts any subject activity. Any such fees shall be established by resolution of the City Council and shall be in accordance with all other applicable legal requirements. [Ord. 41-2004 § 2].

Article V. Enforcement**15.12.400 Notice of noncompliance.**

A. The Administrator may issue a Notice and Order to any of the following:

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1. The owner or occupant of any premises, or to any premises requiring abatement of conditions on the premises that cause or may cause a prohibited discharge in violation of this chapter;
2. Any person or entity who fails to implement BMP's in accordance with RCMC 15.12.200 (B);
3. Any person or entity responsible for a prohibited discharge or maintenance of a threatened prohibited non-stormwater discharge;
4. Any person or entity who fails to comply with the Trash Amendment requirements;
5. Any person or entity who fails to comply with the Post Construction Stormwater Control Measures;
6. Any or entity person responsible for an illicit connection; and
7. Any person or entity responsible for any other violation of this chapter.

B. The notice and order shall be delivered in accordance with RCMC [15.12.430](#).

C. The notice of noncompliance shall identify the provision of this chapter that has been violated. The notice of noncompliance shall state that continued noncompliance may result in additional enforcement actions, including the recovery of any costs incurred by the city or, where applicable, the county.

15.12.410 Administrative compliance orders.

A. The Administrator may issue an administrative compliance order. The administrative compliance order shall be delivered in accordance with RCMC [15.12.430](#). The administrative compliance order may be issued to any of the following:

1. The owner or occupant of any premises requiring abatement of conditions on the premises that cause or may cause a prohibited discharge in violation of this chapter.
2. A person or entity who fails to implement BMPs in accordance with RCMC [15.12.200](#)(B).
3. Any person or entity responsible for a prohibited discharge or maintenance of a threatened prohibited discharge.

B. An administrative compliance order may include the following terms and conditions:

1. Specific steps and time schedules for compliance as reasonably necessary to prevent threatened or future unauthorized discharges, including, but not limited to, the threat of any prohibited discharge from any pond, pit, well, surface impoundment, holding or storage area.

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2. Specific requirements for containment, cleanup, removal, storage, or proper disposal of any material having the potential to contribute pollutants to stormwater runoff.
3. Specific requirements for the installation of overhead covering.
4. Any terms or conditions reasonably calculated to prevent continued or threatened violations of this chapter.
5. Any other measures necessary or appropriate to fully implement BMPs in accordance with RCMC [15.12.200](#)(B). [Ord. 41-2004 § 2].

15.12.420 Cease and desist orders.

- A. The Administrator may issue a cease and desist order, delivered in accordance with RCMC 15.12.430 if he or she determines that a violation in this chapter constitutes an immediate threat to public health or safety, including by way of illustration and not limitation, significant harm to human or aquatic life or to the City stormwater conveyance system or natural surface waters, may result in an order to immediately cease and desist all activities causing such immediate threat. The Administrator may issue a cease and desist order to any person or entity to immediately cease any activity that may lead to a violation of receiving water limitations.
- B. A cease and desist order shall direct the owner or occupant of any premises subject to this chapter, or any person or entity named therein which is subject to this chapter: (1) to immediately discontinue all or specified prohibited conditions or discharges to the City stormwater conveyance system, natural surface waters, or otherwise, until such time as abatement actions sufficient in the determination of the Administrator have been satisfactorily effected and so confirmed by written amendment to said cease and desist order; (2) immediately discontinue any other violation of this chapter; and (3) clean up the area affected by the violation.
- C. Any cease and desist order may be appealed pursuant to the administrative appeals process of this chapter;(Section 15.12.440) provided, however, the cease and desist order shall remain in effect pending final determination thereof. Nothing shall limit the Administrator's authority to continue enforcement actions under a pending cease and desist order, including modifying a cease and desist order consistent with the purpose and intent of this chapter.
- D. Any cease and desist order shall be cumulative and not exclusive of any other remedies in this chapter and as provided by law.

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E. A cease and desist order shall inform the discharger of the Administrator's authority and intent to conduct abatement of the violation or threatened violation according to Section [15.12.450](#), if the discharger fails to comply with the requirements of the cease and desist order within the specified time frame.

F. If the discharger fails to comply with a cease-and-desist order within the time specified in the order, the Administrator may conduct abatement of the violation according to Section [15.12.450](#).

G. Nothing in this section requires the Administrator to issue a cease and desist order before conducting summary abatement as provided under Section [15.12.450](#). (SCC 1295 § 12, 2005; SCC 1280 § 2, 2004).

15.12.430 Delivery of notice.

Any notice of noncompliance, administrative compliance order, cease and desist order, or other enforcement order pursuant to the requirements of this chapter shall be subject to the following requirements:

A. The notice shall state that the recipient has a right to appeal the matter as set forth in RCMC [15.12.440](#).

B. The notice shall state that the recipient or the property owner, or both, may be liable for all enforcement costs incurred by the City or, where applicable, the county, in correcting the violation.

C. Delivery shall be deemed complete upon either personal delivery to the recipient or deposit in the U.S. Mail, postage prepaid, for first class delivery.

D. Where the recipient of the notice is the owner of the property, the address for notice shall be the address from the most recently issued equalized assessment roll for the property.

E. Where the owner or occupant of any premises cannot be located after reasonable efforts of the administrator, the notice shall be deemed delivered after posting on the premises for a period of 10 business days. [Ord. 41-2004 § 2].

15.12.440 Enforcement Actions

A. In addition to any other content, a notice and order, or a cease and desist order shall contain the following elements:

1. The street address and assessor's parcel number or such other legal description sufficient for identification of the premises responsible for the violation.
2. A statement of the Administrator's findings that indicates a violation has occurred.

3. A citation of the provision of this chapter that has been violated.
4. A date by which any person or entity must be in compliance with this chapter, or a date by which an action plan must be submitted by the person or entity to propose a means and time frame by which to correct violations. The Administrator may extend the compliance date when good cause exists for such an extension.
5. Notification that continued non-compliance may result in additional enforcement action being taken against the business, facility, or any responsible persons or entities.
6. Notification that the City may recover any costs incurred by the City as a result of the violation.
7. Notification that a violation of this chapter may result in an administrative civil penalty of up to five thousand dollars (\$5,000.00) per violation for each day that the violation occurs, or in a criminal penalties.
8. Notification that the recipient has a right to a hearing on the matter as set forth in Section [15.12.540](#) of this chapter, to determine the enforcement of any administrative civil penalty sought by the Administrator, or to appeal any findings or required corrective actions established by the Administrator.
9. Notification of hearing dates, appeal deadlines, and procedures for requesting a hearing established according to Section [15.12.540](#) of this chapter.

B. In addition to any other content, a notice and order or a cease-and-desist order, or a notice of administrative civil penalty may establish required corrective actions, including the following:

1. Terms, conditions, and requirements reasonably related to the provisions of this chapter, including the following:
 - a. Cessation of illicit discharges.
 - b. Correction of prohibited conditions.
 - c. Requirement for submittal of a written action plan for achieving and maintaining compliance with this chapter. The Administrator may require the action plan to address specific items, including the following:
 - I. Specific time schedules for compliance.
 - II. Description of BMPs that will be implemented for containment, cleanup, removal, storage, or proper disposal of any material having the potential to contribute pollutants to stormwater runoff.
 - III. Identification of persons or entities responsible for compliance with this chapter.
 - d. Reporting requirements to demonstrate ongoing compliance.

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2. A requirement that the person or entity receiving any notice pursuant to this section shall submit written certification to the administrator that the necessary corrective actions have been completed. As appropriate for the type of correction action taken, the notice of violation may require documentation that substantiates the certification, including but not limited to receipts, contracts, or photographs.

3. Any other terms or conditions reasonably necessary to prevent additional or on-going violations of this chapter.

C. A notice and order, a cease-and-desist order, or a notice of administrative civil penalty may be issued separately or in combination with another notice or order for the same violations or set of related violations. (SCC 1295 § 13, 2005; SCC 1280 § 2, 2004)

15.12.450 Administrative appeals.

A. Except as set forth in subsection (C) of this section, any person or entity receiving: (1) a designation as a person or entity who conducts subject activities; (2) a notice and order; or (3) who is otherwise subject to an adverse determination pursuant to this chapter may appeal the matter by requesting an administrative hearing before a hearing officer appointed by the council.

B. Any person or entity appealing a notice and order, designation as a person or entity who conducts subject activities or other adverse determination shall file, within 30 days of receipt of notice thereof, a written request for an administrative hearing, accompanied by an administrative hearing fee as established by resolution of the city council, with the Administrator. A hearing on the matter shall thereafter be held before a hearing officer within 45 days of the filing of the written request unless, in the reasonable discretion of the hearing officer and pursuant to a request by the appealing party, a continuance of the hearing is granted.

C. An administrative hearing on the issuance of a cease and desist order or following an emergency abatement action shall be held within five (5) business days following the issuance of the order or the action of abatement, unless the hearing or the time requirement for the hearing is waived in writing by the party subject to the cease-and-desist order or the emergency abatement. A request for an administrative hearing shall not be required from the person or entity subject to the cease-and-desist order or the emergency abatement.

D. The Administrator shall appear in support of the notice, order, designation, determination or emergency abatement action and the appealing party shall appear in support of the withdrawal of the notice, order, designation, determination or in opposition to the emergency abatement action. The City shall have the burden of supporting any enforcement or other action by a preponderance of the evidence. Each party shall have the

right to present testimony and other documentary evidence as necessary for the appropriate presentation of the case.

E. Except in the case of a proceeding to determine the validity of a cease-and-desist order or a hearing following an emergency abatement, the final decision of the hearing officer shall be issued within 10 business days of the conclusion of the hearing and shall be delivered by first class mail, postage prepaid, to the appealing party. In the case of a proceeding to determine the validity of a cease-and-desist order or a hearing following an emergency abatement, the final decision of the hearing officer shall be issued within five business days following the conclusion of the hearing. The final decision shall include notice that any legal challenge to the final decision shall be made pursuant to the provisions of Sections [1094.5](#) and [1094.6](#) of the California Code of Civil Procedure and shall be commenced within 90 days following the final decision. Any administrative hearing fee paid by a prevailing party shall be refunded. [Ord. 41-2004 § 2].

15.12.460 Nuisance and abatement.

A. Any condition in violation of the provisions of this chapter, including, but not limited to, the maintenance or use of any illicit connection or the occurrence of any prohibited discharge, shall constitute a threat to the public health, safety and welfare and is declared and deemed to be a public nuisance.

B. At the request of the Administrator, the City may seek a court order to enjoin or abate the nuisance, or both. Prior to seeking any court order to enjoin or abate a nuisance or threatened nuisance, the Administrator shall provide notice of the proposed injunction or abatement to the owner and occupant, if any, of the premises where the nuisance or threatened nuisance is occurring.

C. At the request of the Administrator, the City may seek an abatement warrant or other appropriate judicial authorization to enter the premises where any nuisance or threatened nuisance is occurring and to abate the condition and restore the area.

D. In the event the nuisance constitutes an imminent danger to public safety or the environment, the administrator may enter the premises from which the nuisance emanates, abate the nuisance and restore any property affected by the nuisance without prior notice to or consent from the owner or occupant thereof and without judicial warrant.

1. An imminent danger shall include, but is not limited to, exigent circumstances created by the dispersal of pollutants, where such pollutants present a significant and immediate threat to the public safety or the environment.

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2. Notwithstanding the authority of the City to conduct an emergency abatement action, an administrative hearing pursuant to RCMC [15.12.440](#) shall follow the emergency abatement action. [Ord. 41-2004 § 2].

15.12.470 Administrative civil penalties.

A. In addition to any other remedies provided by this chapter, there is hereby imposed an administrative civil penalty of up to \$5,000 for each violation of this chapter. Notice of any administrative civil penalty shall be served and proof of service shall be made in the same manner as provided in RCMC [15.12.430](#).

The notice shall provide that any administrative civil penalty imposed shall be administratively reviewed by a hearing officer before it is enforced. When violation of this chapter pertains to a continuing violation that does not create an immediate danger to health or safety, as determined by the Administrator, the violator shall be provided with a reasonable time to correct or otherwise remedy the violation prior to imposition of the penalty. The administrator shall determine and notify the violator of the time within which the violator must correct or remedy the violation. The notice shall provide that an administrative civil penalty will be imposed if the continuing violation is not remedied or corrected within the time stated.

B. Enforcement of the administrative civil penalty imposed by the Administrator shall be by written order issued by the hearing officer following notice and an opportunity for hearing.

Procedures concerning notice, conduct of the hearing, and service shall be as provided in RCMC [15.12.440](#).

The order of the hearing officer concerning the administrative civil penalty shall be in writing, resolving the essential issues raised and confirming, amending, or rejecting the administrative civil penalty imposed by the Administrator. In reaching a decision concerning any administrative civil penalty, the hearing officer shall be guided by factors including, but not limited to, the danger to public health, safety and welfare represented by the violation, recidivism, and any economic benefit associated with noncompliance.

C. The manner of contesting the final order of the hearing officer concerning any administrative civil penalty is governed by Section [53069.4](#) of the California Government Code, or any successor provision thereto. Service of the notice of appeal authorized by Section [53069.4](#) of the Government Code on the City shall be served upon the City Clerk. [Ord. 41-2004 § 2].

15.12.480 Criminal penalties.

A. Any person who negligently or knowingly violates any provision of this chapter, undertakes to conceal any violation of this chapter, continues any violation of this chapter after notice thereof, fails to implement BMPs in accordance with RCMC [15.12.200](#)(B) or fails to comply with a specified requirement or a provision of a City stormwater permit shall be guilty of a misdemeanor and upon conviction thereof be fined not more than \$1,000 or imprisoned for not more than six months in the county jail, or both.

B. Each day in which a violation occurs and each separate failure to comply with either a separate provision of this chapter, an administrative compliance order, a cease and desist order, or failure to implement BMPs in accordance with RCMC [15.12.200](#)(B) shall constitute a separate violation of this chapter punishable by fines or sentences in accordance herewith.

C. The Administrator may authorize specifically designated City employees to issue citations for misdemeanor violations of this chapter pursuant to Section [836.5](#) of the Penal Code. [Ord. 41-2004 § 2].

15.12.490 Miscellaneous enforcement provisions.

A. Each and every remedy available for the enforcement of this chapter shall be nonexclusive and it is within the discretion of the Administrator to seek cumulative remedies. The remedies available to the City pursuant to the provisions of this chapter shall not limit the right of the City or any law enforcement agency to seek any other legal or equitable remedy that may be available to it.

B. The Administrator may request the City to file a civil action in a court of competent jurisdiction seeking an injunction against any threatened or continuing noncompliance with the provisions of this chapter. Any temporary, preliminary or permanent injunction issued pursuant to this subsection may include an order for reimbursement to the City of all costs incurred in enforcing this chapter, including, but not limited to, costs of inspection, investigation and monitoring, the costs of abatement undertaken at the expense of the City, costs relating to the restoration of the environment, and any other costs or expenses authorized by law.

C. The Administrator may request the City to file an action for civil damages in a court of competent jurisdiction seeking recovery of any of the following:

1. All costs incurred in the enforcement of this chapter, including, but not limited to, costs relating to investigation, sampling, monitoring, inspection, administrative expenses, all other expenses authorized by law and consequential damages.

2. All costs incurred in mitigating harm to the environment or reducing the threat to human health.

3. Damages for irreparable harm to the environment.

D. The City is authorized to file actions for civil damages resulting from any trespass or nuisance occurring on public property or to the City stormwater conveyance system from any violation of this chapter where such violation has caused damage, contamination or harm to the environment, public property, or the City stormwater conveyance system.

E. Each day in which a violation occurs and each separate failure to implement BMPs in accordance with RCMC [15.12.200](#)(B) or to comply with either a separate provision of this chapter, an administrative compliance order, or a cease and desist order shall constitute a separate violation of this chapter punishable by administrative penalties in accordance with this chapter. [Ord. 41-2004 § 2].

Article VI. Recovery of Costs of Abatement

15.12.500 Costs of abatement – Confirmation.

A. When proceedings under this chapter result in the correction of a violation of this chapter or in a final determination that a violation exists after the date specified in any notice issued pursuant to the provisions of this chapter, the costs of such proceedings incurred by the City may be assessed against the property. Such costs may include, but are not limited to, those incurred in inspecting property, publication, mailing and posting of notices, conducting hearings, processing appeals and pursuing any judicial action. It is the purpose of this section to allow the assessment against property of costs of proceedings if a violation is corrected in any manner.

B. The Administrator shall keep an account of the administrative and other costs of abatement and clean up and shall submit to the council for confirmation an itemized written report showing such costs and their proposed assessment to the respective properties. The report shall be filed with the City Clerk no later than 15 calendar days in advance of the confirmation hearing required below.

C. Upon receipt of the report, the City Clerk shall schedule a public hearing to receive protests and confirm the report. A statement of the proposed assessment and notice of the time, date, and place of the hearing, together with reference to the report on file with the clerk, shall be mailed to the owner or owners of each parcel of property proposed to be assessed shown on the last equalized assessment roll available on the date of mailing of the notice or any other address or addresses ascertained to be more accurate. Such notice shall be mailed

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no later than 15 calendar days in advance of the hearing. Notice of the time, date, and place of the public hearing by the council shall be published once in a newspaper of general circulation published within the City.

With respect to each property proposed to be assessed for which the name of the owner or owners is not shown on the last equalized assessment roll or no address for an owner is shown on the last equalized assessment roll, the notice shall show the name or names of the owner or owners, if such name or names are shown on the last equalized assessment roll, the assessor's parcel number, the street address of the property, if the property has an address and the address is known to the Administrator, the name of the street or road upon which such property abuts, if the property abuts upon a street or road, the amount of the proposed assessment and reference to the report on file with the clerk. Such publication shall be made not later than 15 calendar days in advance of the hearing.

D. At the time fixed for receiving and considering the report, the City Council shall conduct a public hearing and shall receive and consider any objections from members of the general public or property owners liable to be assessed for the abatement. Written protests or objections shall specify the date, hour, and description of the subject property under hearing. The Council may continue the hearing and delegate to the City Manager or his designee the responsibility of hearing individual protests and submitting a recommendation with respect thereto; provided, that the Council provides an opportunity for individual consideration of each project upon receipt of the recommendation by the City Manager or their designee. The Council may modify the report if it is deemed necessary. The council shall then confirm the report by motion or resolution. [Ord. 41-2004 § 2].

15.12.510 Costs – Assessments.

A. If the costs as confirmed are not paid within 30 days of the date of mailing of the notice or date of publication pursuant to RCMC [15.12.500](#), such costs shall be assessed against the parcel of land pursuant to Section [25845](#) of the California Government Code, and shall be transmitted to the tax collector for collection and shall be subject to the same penalties and the same procedures and sale in case of delinquency as provided for ad valorem taxes.

B. If, subsequent to the mailing of the notice of noncompliance and prior to transmittal of the notice of unpaid costs to the tax collector for collection as set forth in subsection (A) of this section, the property subject to the notice of noncompliance is sold or title otherwise transferred to a bona fide purchaser, said costs shall be the responsibility of the owner of record as of the date the said notice of noncompliance was placed in the United States Postal System or posted on the property.

ITEM 11.3.**Exhibit A to the Ordinance**

C. In addition to assessing the unpaid costs as provided in subsection (A) of this section, the tax collector or his designated representative may pursue any remedy provided by law for collection of the unpaid costs. [Ord. 41-2004 § 2].

15.12.520 Treble costs.

Pursuant to Section [25845.5](#) of the California Government Code, upon entry of a second or subsequent civil or criminal judgment within a two-year period finding that an owner is responsible for a condition in violation of this chapter that may be abated pursuant to Section [25845](#) of the Government Code, a court may order the owner to pay treble the costs of abatement. [Ord. 41-2004 § 2].

15.12.530 Hearing of protests.

Upon the day and hour fixed for the hearing, the City Council shall hear and pass upon the report of the Administrator together with any such protests or objections. The Council may make such revision, correction or modification of the report or the charge as it may deem just, and in the event the Council is satisfied with correctness of the charge, the report of the Administrator (as submitted or as revised, corrected or modified) together with the charge, shall be confirmed or rejected. The decision of the Council on the report and the charge and on all objections or protests shall be final and conclusive. [Ord. 41-2004 § 2].

15.12.540 Assessment for summary abatement.

Where the charge to be made is the result of summary abatement pursuant to RCMC [15.12.460](#)(C), the City Council may determine whether or not the action to abate was proper, and may confirm the charge or not as it may deem proper. [Ord. 41-2004 § 2].

15.12.550 Time for contest of assessment.

The validity of any assessment made under the provisions of this chapter shall not be contested in any action or proceeding unless the same is commenced within 30 days after the assessment is ordered to be placed upon the assessment roll as provided herein. [Ord. 41-2004 § 2].

15.12.560 Filing copy of report with City Clerk.

A certified copy of the assessment shall be filed with the City Clerk on or before August 1st of each fiscal year. The descriptions of the parcels reported shall be those used for the same parcels on the map books of the county assessor for the current fiscal year. [Ord. 41-2004 § 2].

Article VII. Commercial and Industrial Facilities**15.12.600 Purpose and intent.**

The purpose of this article is to provide for tracking, inspection, and enforcement of the City's stormwater ordinance with respect to commercial and industrial facilities within the City as required by the Mermit. [Ord. 17-2016 §5, eff. 9-23-2016; Ord. 7-2009 §3, eff. 5-1-2009; Ord. 26-2004 §3, eff. 8-18-2004]

15.12.610 Delegation of authority to County Environmental Management Department (EMD).

A. Subject to an agreement approved by the City Council under which the County of Sacramento shall assume responsibility for tracking, inspecting, and enforcing the City's stormwater ordinance at certain commercial and industrial facilities specified in the municipal stormwater permit, the City hereby authorizes and delegates to the County of Sacramento the authority to enforce the city's stormwater ordinance at certain commercial and industrial facilities specified in the municipal stormwater permit, and the term "Administrator," as used in this chapter, shall also mean the Director of the Sacramento County Environmental Management Department and his or her designees.

B. Any administrative or civil enforcement by the Director of the Sacramento County EMD or his or her designees of any provision of this chapter under this article shall be governed by and conducted pursuant to Chapter 15.12 of the RCMC.

C. Sacramento County may establish and collect from commercial and industrial facilities located within the city such fees as may be necessary to cover the actual costs incurred by Sacramento County to include these facilities in its commercial and industrial compliance program; provided, that the fees are established and collected in accordance with the provisions of the agreement and all applicable legal requirements.

D. The authority delegated to Sacramento County under this article is limited to that necessary to allow the Director of the County EMD to track, inspect, and ensure compliance with the city's stormwater ordinance at commercial and industrial facilities as required under the municipal stormwater permit and in accordance with any agreement between the City of Rancho Cordova and Sacramento County EMD. [Ord. 17-2016 §6, eff. 9-23-2016; Ord. 7-2009 §3, eff. 5-1-2009; Ord. 26-2004 §3, eff. 8-18-2004]

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Chapter 16.44

LAND GRADING AND EROSION CONTROL

Sections:

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16.44.010 Purpose. SHARE

It is the intent of the City Council in enacting this chapter to minimize damage to surrounding properties and public rights-of-way, the degradation of the water quality of watercourses, and the disruption of natural or City-authorized drainage flows caused by the activities of clearing and grubbing, grading, filling and excavating of land, and sediment and pollutant runoff from other construction-related activities, and to comply with the provisions of the City's National Pollutant

Discharge Elimination System (NPDES) permit No. CA0082597, issued by the California Regional Water Quality Control Board (Regional Board).

These goals will be achieved by establishing administrative procedures, minimum standards of review, and implementation and enforcement procedures for controlling erosion, sedimentation and other pollutant runoff, including construction debris and hazardous substances used on construction sites, and the disruption of existing drainage and related environmental damage caused by the aforementioned activities. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.020 Definitions.

 SHARE

As used in this chapter, the following words and phrases shall have the meanings given in this section:

“Administrator” means the City’s Public Works Director or his or her designated representative(s).

“Applicant” means any person or entity who submits an application for a permit pursuant to this chapter.

“City” means the city of Rancho Cordova.

“City specifications” means the City improvement standards, City standard construction specifications and other standards included in applicable City ordinances, regulations and manuals, as amended from time to time.

“Civil engineer” means a professional engineer in the branch of civil engineering holding a valid certificate of registration issued by the state of California.

“Clearing and grubbing” means moving or removing by manual or mechanical means trees, vegetation and/or the top four inches or greater of soil.

“Compaction” means the act of compacting or consolidating soil and rock material to a specified density, and the resulting compacted state of the material.

“Construction site” means any land area on which the activity of clearing and grubbing, grading, excavating, or filling is occurring.

“Engineering geology” means the application of geologic knowledge and principles in the investigation and evaluation of naturally occurring rock and soil for use in the design of civil works.

“Environmental coordinator” means the City official designated by the City Manager to prepare and process environmental documents.

“Erosion” means the transport of the ground surface or soil as a result of the movement of wind or water.

“Erosion control measures” means seeding, mulching, vegetative buffer strips, sod, plastic covering, burlap covering, watering and other measures which control the movement of the ground surface or soil.

“Grade” means the elevation of the ground surface as measured from a known vertical control.

“Grading” includes the act or result of digging, excavating, transporting, spreading, depositing, filling, compacting, settling, or shaping of land surfaces and slopes, and other operations performed by or controlled by human activity involving the physical movement of rock or soil.

“Hazardous substances” means those materials listed in Title [40](#) of the Code of Federal Regulations ([40](#) CFR) Part 117 and/or [40](#) CFR Part [302](#).

“National Pollutant Discharge Elimination System (NPDES)” means the national program for issuing, modifying, revoking and reissuing, terminating, monitoring and enforcing permits, and imposing and enforcing pretreatment requirements under Sections 307, 402, 318, and 405 of the Clean Water Act.

“Permittee” means the applicant in whose name a valid permit is issued pursuant to this chapter and the applicant’s agents, employees and designated representative(s).

“Person” means any individual, corporation, partnership, association of any type, public agency or any other legal entity.

“Pollutants” is as defined in Title [40](#) CFR § [122.2](#).

“Runoff” means surface runoff and drainage related to storm events, snow melt, street washwaters related to street cleaning or maintenance and other waters associated with construction activity which are or may be introduced into the municipal separate storm sewer system.

“Sediment” means soil or earth material deposited by water.

“Sediment control measures” means dikes, sediment detention traps, sediment detention basins, filters, fences, barriers, swales, berms, drains, check dams, and other measures which control the deposit of soil or earth material.

“Site” means a parcel or parcels of real property owned by one or more than one person on which activity regulated by this chapter is occurring or is proposed to occur.

“Slope” means an inclined ground surface the inclination of which is expressed as a percent.

“Structure” means anything constructed or erected which requires location on the ground or attached to something having location on the ground.

“Watercourse” means a river, stream, creek, basin, lake, pond, waterway, or channel, natural or manmade, having a defined bed and banks. Whenever a watercourse consists of an ordinary channel, and in addition thereto, an overflow channel, the watercourse shall be deemed to include all property lying between the banks of the overflow channel.

“Wetlands” means those areas that are inundated or saturated by surface or groundwater at a frequency sufficient to support, and that under normal circumstances do support, a prevalence of

vegetation typically adapted for life in saturated soil conditions, such as swamps, bogs and marshes. [Ord. 38-2007 § 1 (Exh. 1(A), (J)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.030 Delegation. SHARE

Whenever in this chapter an authority or power is vested in or a duty is imposed upon an officer or official, an employee subordinate to the officer or official to whom an appropriate delegation has been made shall be entitled to exercise the power or authority and perform the duty. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.040 Administration. SHARE

Except as otherwise provided, the Administrator is responsible for administering this chapter and grading and erosion control permits, and is authorized from time to time to promulgate and enforce rules or regulations consistent with and necessary to implement the purposes, intent and express terms of this chapter.

Any rules or regulations promulgated by the Administrator, or amendments thereof, shall be filed with the City Clerk. The clerk shall cause said rules or regulations to be published in a newspaper of general circulation within 10 calendar days. No rules or regulations promulgated by the Administrator, or amendments thereof, shall be enforced or become effective until 30 calendar days following the date on which the rules or regulations are published. Any Person shall have 15 days after the date of publication in which to file an appeal in accordance with the provisions of RCMC [16.44.300](#). [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.050 Permits required. SHARE

Except as provided by RCMC [16.44.060](#), [16.44.065](#) or [16.44.070](#), a grading and erosion control permit shall be required to (A) grade, fill, excavate, store or dispose of 350 cubic yards or more of soil or earthly material or (B) clear and grub one acre or greater of land within the City. A separate permit is required for work on each site unless sites are contiguous, have the same ownership, and are included in the approved plan. Any determination by the Administrator as to whether a permit is required may be appealed pursuant to the provisions of RCMC [16.44.300](#). [Ord. 38-2007 § 1 (Exh. 1(A)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.060 Permits not required. SHARE

A. A grading and erosion control permit shall not be required to:

1. Grade, fill, excavate, store or dispose of less than 350 cubic yards of soil or earthly material; or
2. Clear and grub less than one acre of land within the City; or
3. For the grading, filling, excavating, storing, disposing, or clearing and grubbing for:

ITEM 11.3.

- a. Swimming pools, basements, or footings of structures if authorized by a valid building permit;
- b. Underground utilities;
- c. Mining or quarry operations, if a use permit has been granted by the City;
- d. Refuse disposal sites operated by a governmental agency;
- e. The production of planted agricultural crops.

B. Notwithstanding the provisions of subsection (A) of this section exempting specified activities from the otherwise applicable permit requirements, the activities described in subsection (A) of this section shall be subject to the standards and requirements of this chapter. Any building permit issued in connection with the activities described in subsection (A) of this section or in connection with any building permit issued for a single-family residence on an individual lot may be conditioned on compliance with the standards and requirements of this chapter. Any inspections required pursuant to this chapter or any other chapter of this title shall include a determination of compliance with the purposes of this chapter. [Ord. 38-2007 § 1 (Exh. 1(A)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.065 Exemptions. SHARE

A grading and erosion control permit shall not be required for, and the provisions of this chapter shall not apply to, grading, filling, excavating, storing, disposing, or clearing and grubbing for situations where, in the determination of the Administrator, there is a clear and imminent danger to life or property, or threat of loss of services for which there is an overriding public concern. The Administrator may, at the time of granting such exemption, impose conditions in accordance with RCMC [16.44.170](#), including, but not limited to, the requirement for the posting of security. Such exemption must be requested from the Administrator and approved in writing prior to the commencement of any activity regulated by this chapter. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995].

16.44.070 Improvement plans. SHARE

Where an improvement plan is being processed in conjunction with either an approved tentative, parcel, or final map, or a development plan is being processed in accordance with the provisions of RCMC Title [12](#), such plan shall also be considered as a request to undertake those activities regulated by this chapter. Such plans shall be reviewed and approved, conditionally approved or denied in accordance with the applicable City and county standards and requirements set forth in this chapter and other applicable City and county improvement standards and specifications. For an approved tentative, parcel, or final map, or development plan, any submitted improvement plans shall include provisions to require compliance with the City and county improvement standards, and requirements of this chapter. If an improvement plan is approved, then a grading and erosion control permit shall not be required. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.080 Application contents. SHARE

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The application for a grading and erosion control permit shall be filed in the office of the Administrator, and submitted on a form with information prescribed by the Administrator, including the following:

- A. The name, address and telephone number of the applicant and the applicant's engineer;
- B. The address and parcel number of the location for which the permit is sought;
- C. A copy of all entitlements granted for the property by the City, including conditions of approval and the environmental documentation;
- D. A copy of all required state and federal permits;
- E. Plans conforming with the requirements of RCMC [16.44.090](#);
- F. Specifications conforming with the requirements of RCMC [16.44.100](#), if required by the Administrator;
- G. Security conforming with the requirements of RCMC [16.44.110](#);
- H. Right of entry conforming with the requirements of RCMC [16.44.120](#);
- I. Fees conforming with the requirements of RCMC [16.44.130](#);
- J. Other information as may be required by the Administrator. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.090 Plans. SHARE

Plans shall be prepared by a civil engineer in conformance with City and county specifications and shall include the following:

- A. A vicinity map indicating the site location and significant geographic features;
- B. A site delineation map indicating boundary lines of the property and each lot or parcel into which the site is proposed to be divided;
- C. The location of on-site and surrounding watercourses and wetlands, existing and proposed drainage systems, and drainage area boundaries and acreages. Additional hydrologic analysis shall be provided as required by the Administrator;
- D. The location of existing and proposed roads and structures on the site and on adjacent property;
- E. Accurate contours at two-foot intervals for slopes up to 10 percent and five-foot intervals for slopes over 10 percent showing topography of existing ground and locations of existing vegetation, including all oak trees, all other trees over six inches in diameter measured at four and one-half feet above the ground, groves of trees, and natural features such as rock outcroppings. Spot elevations will be required where relatively flat conditions exist. The spot elevations or contour lines shall be extended off site for a minimum distance of 50 feet, or 100 feet in flat terrain;

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F. Elevations, location, extent and slope of all proposed grading shown by contours, cross-sections or other means, and location of any disposal areas, fills or other special features to be included in the work;

G. A statement of the quantity of material to be excavated, the quantity of material to be filled, whether such excavation or fill is permanent or temporary, and the amount of such material to be imported to or exported from the site;

H. A delineation of the area to be cleared and grubbed;

I. A statement of the estimated starting date, grading completion date, and when site improvements will be completed;

J. The location, implementation schedule, and maintenance schedule of all erosion control measures and sediment control measures to be implemented or constructed prior to, during or after the proposed activity;

K. A description of measures designed to control dust and stabilize the construction site road and entrance;

L. A description of the location and methods of storage and disposal of construction materials;

M. Any additional plans required by the administrator. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.100 Specifications. SHARE

When required by the Administrator, the following information shall be prepared and signed by a civil engineer, and submitted with the application for a grading and erosion control permit:

A. Preparation of natural ground to occur prior to placement of fill, including provisions for removal of organic or deleterious materials;

B. Quality control of native or imported fill material;

C. Degree of compaction;

D. Gradient of cut and fill slopes;

E. Geotechnical engineering or engineering geology reports used in the development of the above information. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.110 Security. SHARE

A. Prior to issuance of the permit, the applicant shall provide security in an amount estimated by the Administrator to be the cost for stabilizing the activity site if the site is abandoned or work is stopped during the performance of the activity described in the permit. The security shall be one of the following, subject to the approval of the Administrator:

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Exhibit A to the Ordinance

1. Bond or bonds by one or more duly authorized corporate sureties.
2. A deposit, either with the City or a responsible escrow agent or trust company, at the option of the City, of money or negotiable bonds of the kind approved for securing deposits of public monies.
3. An instrument of credit from an agency of the state, federal or local government when an agency of the state, federal, or local government provides at least 20 percent of the financing for the project, or from one or more financial institutions subject to regulation by the state or federal government and pledging that the funds necessary are on deposit and guaranteed for payment, or a letter of credit by such financial institution.

B. The security shall be released to the permittee upon either:

1. Issuance of a certificate of completion, provided no administrative or legal action against such security has been commenced prior to that date and the permittee has complied with the provisions of RCMC [16.44.260](#); or
2. Voluntary relinquishment of the permit by the holder thereof to the City, provided no administrative or legal action against such security has been commenced prior to that date and the permittee has complied with the provisions of RCMC [16.44.250](#). [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.120 Right of entry. SHARE

Whenever any portion of the work requires entry onto adjacent property for any reason, the applicant shall obtain the written consent of the adjacent property owner or his authorized representative, and shall file a copy of said consent with the administrator before a permit for such work may be issued. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.130 Permit fees. SHARE

A fee shall be paid by the applicant to the City for plan checking and review, materials testing, site inspections, processing, issuance and other services performed by the administrator in connection with the investigation of an application for, and administration of, a grading and erosion control permit. The fees for these services shall be in the amount of the actual costs incurred by the City based on the hourly rate of the personnel performing the services, including all overhead costs, and as determined by the Administrator.

A minimum deposit of \$750.00 shall be paid by the applicant at the time of and with the filing of the application with the Administrator. In the event the accrued costs exceed the initial deposit, the City shall submit a monthly bill to the applicant for the amount owing as of the date on the bill. Interest of one and one-half percent per billing period (28-day cycle) compounded each billing period shall be added to the unpaid balance due to any amount which has not been paid in full within 28 days from the date on the bill.

The administrator shall not perform any services for an applicant if an amount owing is not paid within 28 days, until such time that all amounts owing and interest thereon are paid in full. The balance of fees owing shall be paid in full prior to final inspection. In the event the actual costs do not exceed the minimum deposit amount, the City shall reimburse the applicant the difference between

the deposit amount and the actual total charges. [Ord. 38-2007 § 1 (Exh. 1(J)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.140 Environmental review.

Grading and erosion control permits, and amendments thereto, are subject to the requirements of the California Environmental Quality Act (CEQA). The applicant shall furnish a copy of the application to the environmental coordinator for preparation and processing of the appropriate environmental documents. The Administrator is authorized to hold public hearings on negative declarations, draft environmental impact reports and final environmental impact reports prepared on applications for grading and erosion control permits, for the purposes of receiving comments from the public. The administrator shall not approve a grading and erosion control permit prior to considering the applicable environmental document and complying with the requirements of CEQA and the City procedures for preparation and processing of environmental documents. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.150 Application review.

The Administrator shall review and approve, conditionally approve or deny grading and erosion control permit applications and improvement plans in accordance with the provisions of this chapter. Grading and erosion control permit applications and improvement plans shall be issued or approved unless the Administrator finds in writing that:

- A. The applicant has failed to provide sufficient or adequate plans, information or other data necessary to allow determinations respecting compliance with the provisions of this chapter or City specifications;
- B. The environmental review has not been completed, other provisions of this code or of state law pertaining to environmental review have not been satisfied, or the activity will have significant adverse environmental impacts which cannot be substantially mitigated. Where the activity will have significant adverse impacts, the Administrator may approve the permit in accordance with the provisions of this chapter, RCMC Title [20](#), and the California Environmental Quality Act of 1970;
- C. The proposed activity will violate provisions of this chapter, City specifications, or state or federal laws, and such violation cannot be resolved by the imposition of conditions pursuant to RCMC [16.44.170](#);
- D. The proposed activity will adversely affect surrounding properties and public rights-of-way, the water quality of watercourses, and existing drainage. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.160 Contents of permit.

The grading and erosion control permit shall include but not be limited to a complete description of the activity for which it is issued, the property for which it is issued, the date of issuance and the date of expiration, and a description of any and all conditions upon which the permit has been issued. The permit shall be kept at the site during the activity for which the permit was issued. A grading and erosion control permit authorizes the permittee to undertake only that activity described in the permit and only on the property for which the permit is issued. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.170 Conditions.

The Administrator may at the time of issuance of the grading and erosion control permit impose such conditions as are necessary to ensure compliance with this chapter, City and county improvement standards and specifications, City floodplain ordinance, or state or federal laws. Such conditions shall be reasonably related to the public needs created by the proposed activity. Conditions to mitigate environmental impacts of the activity may also be imposed by the Administrator. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.180 Procedure for imposition.

Any condition imposed pursuant to the provisions of RCMC [16.44.170](#) shall be embodied, together with the reasons therefor, in the permit and served upon the applicant or permittee. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.190 Term.

A grading and erosion control permit shall be effective on the date of issuance, and shall remain in force for one year, unless suspended or revoked by the Administrator, or voluntarily relinquished by the permittee. Before the expiration of a permit, a permittee may apply for an extension of time in which to complete the activity. One extension of not more than one year may be granted by the Administrator. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.200 Transferability.

A grading and erosion control permit shall not be transferable or assignable from one person to another, unless approved by the Administrator and the person to whom the permit is to be transferred agrees to comply with the requirements of the original permit and to any conditions imposed therein. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.210 Denial of permit.

The Administrator shall deny an application for a grading and erosion control permit if any of the findings in RCMC [16.44.150](#) are made. Notice shall be served on the applicant, in writing, with the reasons stated therefor, pursuant to the provisions of RCMC [16.44.340](#). [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.220 Amendment of permit.

Any proposed changes in the activity authorized by the permit shall be submitted to the Administrator for review. The permittee shall not undertake or allow activity to occur which does not conform with the plans or conditions of the original permit, unless approved by the Administrator. The Administrator shall review any proposed changes in the same manner and pursuant to the same standards as the original application. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.230 Request for inspection.

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Exhibit A to the Ordinance

A. Requests for inspection of any site subject to the provisions of this chapter shall be made to the Administrator within at least two full business days in advance of the desired day of inspection at the following phases of activity.

1. When the site has been cleared of vegetation and unapproved fill, and scarified, benched, or otherwise prepared and before any fill is placed; and the erosion control and sediment control measures to be implemented in this phase have been placed;
2. When approximate final elevations have been established; drainage terraces, swales and other drainage devices have been graded and are ready for paving; berms have been installed at the top of slopes; and the erosion control and sediment control measures to be implemented in this phase have been placed;
3. When work has been completed; slope planting established and irrigation systems installed, if required; and the erosion control and sediment control measures to be implemented in this phase have been placed.

B. The Administrator, upon inspection of the site, shall notify the person or permittee:

1. That the phase of work inspected is approved; or
2. What deficiencies, corrections or other work needs to be completed before approval of that phase. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.240 Reports. SHARE

Notification to the Administrator shall be required within 24 hours following the failure of authorized measures to prevent erosion or sediment from leaving the construction site, the deposit of debris or material on adjoining property or public rights-of-way, or the interference with any existing watercourses or drainage facilities. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.250 Cessation of work. SHARE

If activity is ceased on site for any reason for a period in excess of 15 calendar days, and before the activity being conducted under the permit is completed, all necessary steps shall be taken to prevent damage through erosion or sedimentation to adjoining properties or to the public rights-of-way or to any natural or artificial drainage facilities or watercourses. The premises shall also be graded to blend into the adjacent terrain. The Administrator shall be notified as soon as possible, but no later than 15 calendar days after the cessation of work. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.260 Completion of work. SHARE

After completion of work in accordance with and conforming with an approved permit and delivery to the City of record plans and a grading plan as finally implemented, and payment of all fees, the Administrator shall issue a certificate of completion. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.270 Inspection.

The administrator may enter and inspect property for which a grading and erosion control permit has been applied to determine applicability or compliance with this chapter, City and county improvement standards or specifications. The Administrator may also inspect any and all property on which grading, filling, clearing and grubbing or excavating activities are occurring. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.280 Grounds for suspension and revocation.

A grading and erosion control permit may be suspended if:

- A. The physical state of the property differs from the descriptions, plans or information furnished to the Administrator in the permit application;
- B. The activity does not conform to the approved plans, grades, conditions or terms of the permit;
- C. The activity is in violation of this chapter, City specifications, or state or federal laws;
- D. Any reports required to be submitted to the Administrator have not been submitted; or
- E. Any of the information contained in reports submitted to the Administrator is in error. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.290 Method of suspension or revocation.

The Administrator may suspend or revoke a grading and erosion control permit by issuing a notice of suspension or revocation, stating the reasons therefor, and serving same upon the permittee. Upon suspension or revocation of a permit, in accordance with the provisions of this section, the permittee shall immediately cause all grading, filling, excavating, storing, disposing or clearing and grubbing to cease until written authorization is received from the administrator to proceed with the activity.

The permittee shall have 15 calendar days after the date of service of the suspension or revocation in which to file an appeal in accordance with the provisions of RCMC [16.44.300](#). If such an appeal is filed, the suspension or revocation shall remain in force and be effective until a final decision on the appeal is issued by the City Council.

If the Administrator suspends a permit, such permit may either be reinstated or revoked by the Administrator, depending upon whether the permittee corrects the grounds stated for the suspension in the notice issued by the Administrator. If the permittee fails to remedy the grounds for suspension within a time period specified by the Administrator, but in no event later than 60 calendar days, the Administrator shall revoke the permit. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.300 Appeals.

If the applicant for a grading and erosion control permit, the permittee, or other person whose property rights may be affected is dissatisfied with any determination made by the Administrator, such person may appeal to the City Council. Any such appeal shall be in writing, shall state the

specific reasons therefor and grounds asserted for relief, and shall be filed with the City Clerk not later than 15 calendar days after the date of the action being appealed. If an appeal is not filed within the time or in the manner prescribed above, the right to review of the action against which the complaint is made shall be deemed to have been waived. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.310 Appeal fee. SHARE

The City Council shall by resolution adopt and, from time to time, amend a fee for the filing of appeals. Such fee shall be for the sole purpose of defraying costs incurred for the administration of appeals. The fee for an appeal shall be paid at the time of and with the filing of an appeal. No appeal shall be deemed valid unless the prescribed fee has been paid. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.320 Appeal hearings. SHARE

After the filing of an appeal within the time and in the manner prescribed by RCMC [16.44.300](#), the City Council shall conduct a hearing for the purpose of determining whether the appeal should be granted. Written notice of the time, date and place of the hearing shall be served upon the administrator and the appellant not later than 10 days preceding the date of the hearing. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.330 Actions on appeals. SHARE

The City Council shall review the entire proceeding or proceedings relating to the act or decision being appealed, de novo, and may make any order it deems just and equitable, including the granting of a grading and erosion control permit. Any hearing may be continued from time to time.

At the conclusion of the hearing, the City Council shall prepare a written decision which either grants or denies the appeal, and contains findings of fact and conclusions. The written decision, including a copy thereof, shall be filed with the City Clerk. The clerk shall serve such decision on the applicant or permittee and the Administrator. The decision of the City Council shall become final upon the date of filing and service with respect to any appeal. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.340 Notices. SHARE

Any notice authorized or required by this chapter shall be deemed to have been filed, served and effective for all purposes on the date when it is personally delivered in writing to the party to whom it is directed or deposited in the United States Mail, first class, postage prepaid, and addressed to the party to whom it is directed.

Whenever a provision in this chapter requires a public hearing to be conducted, notice of the time, date, place and purpose of the hearing shall be published at least once not later than 10 calendar days in advance of the date of commencement of the hearing in a newspaper of general circulation which is published within the city. The same type of notice shall also be served on each permittee whose permit may be affected by the action taken at the conclusion of the hearing. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.350 Action against and release of security. SHARE

A. The Administrator may commence action against the security provided by a permittee if:

1. The permittee ceases activities on site prior to completion of work without complying with the provisions of RCMC [16.44.250](#);
2. The permittee fails to comply with the terms of the permit;
3. The activity has caused or is threatening to cause damage or injury to persons, property or the environment.

B. The monies so obtained shall be used solely to finance remedial work undertaken by the City or a private contractor under contract to the City, and to reimburse the City for any administrative costs and expenses incurred in remedying the situation, including attorneys' fees and legal costs incurred in any necessary action to obtain the security. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.360 Violations. SHARE

Except as otherwise specifically provided, pursuant to the provisions of Section 36900 of the Government Code, violation of any of the provisions contained in this chapter shall constitute an infraction subject to a fine of \$100.00 for each day (first violation), \$500.00 for each day (second or subsequent violations), or any portion thereof if a violation continues.

Violation of any of the provisions of this chapter following notice to the permittee by the Administrator advising of the violation and ordering a cessation thereof shall, pursuant to the provisions of RCMC [1.01.190](#), constitute a misdemeanor.

Violation of any of the provisions of this chapter may be remedied by injunction or other civil proceeding commenced in the name of the City pursuant to direction by the City Council. [Ord. 38-2007 § 1 (Exh. 1(J)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.370 Laws not enforced. SHARE

There are many ordinances and other laws applicable to activities permitted under this chapter which are not sought to be enforced under this permitting process. Such laws include, but are not limited to, building, floodplain management, and land development measures. The issuance of a grading and erosion control permit shall not be deemed to constitute a representation that the activity so permitted or the property upon which such activity is occurring complies with such other ordinances or other laws. Nor shall the existence of such an unrevoked permit be deemed to preclude any criminal or civil remedy for violation of such other ordinances or laws. The possession of a grading and erosion control permit shall not be deemed to relieve the holder of the requirement to apply for or obtain any other license or permit required by ordinance or statute. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

Chapter 16.84

DEVELOPMENT IMPACT FEES TO FINANCE THE COST OF TRANSPORTATION FACILITIES

Sections:

- 16.84.010 Purpose.
- 16.84.020 Definitions.
- 16.84.030 Establishment and administration of the City of Rancho Cordova transportation fund.
- 16.84.040 Establishment and administration of the City of Rancho Cordova transportation administration fund.
- 16.84.050 Imposition of transportation impact fee.
- 16.84.060 Payment of transportation impact fees.
- 16.84.065 Payment of transportation impact fee – Deferral.
- 16.84.070 Adoption of the transportation system capital improvement plan and compliance with priority list of City of Rancho Cordova transportation impact fee program.
- 16.84.080 Establishment of transportation impact fees and creation of areas.
- 16.84.090 Calculation of transportation impact fee.
- 16.84.100 Establishment of costs per unit for land uses within the City of Rancho Cordova.
- 16.84.110 Credit for construction of transportation facilities.
- 16.84.120 Reimbursement for construction of transportation projects in advance of the transportation system development impact fee program priority list schedule.
- 16.84.130 Annual program fee adjustment.
- 16.84.140 Alternative method and compliance with other laws.

Prior legislation: Ords. 19-2003, 27-2003, 32-2005 and 35-2005.

16.84.010 Purpose.

A. The general plan of the City of Rancho Cordova requires that areas chosen for urban expansion shall be capable of being provided, within a reasonable period of time, with an adequate level of public facilities including, but not limited to, roadway facilities and transit facilities.

B. The general plan further requires the preparation of a plan that identifies a mechanism for financing those facilities necessary to serve urban development in areas designated for urban expansion. The general plan also contains additional policies for supporting funding and use of developer dedications, development fees, and other means to pay for an acceptable level of transportation facilities.

C. The purpose of this chapter is to implement the general plan requirements set forth in subsections (A) and (B) of this section and to use the authority in Article XI, Section 7 of the California Constitution by imposing development fees to fund the cost of certain transportation facilities, the need for which is directly or indirectly generated by the type and extent of development proposed in the City of Rancho Cordova on which the fees will be imposed.

D. It is the further purpose of this chapter to require that adequate provision is made for developer-financed public facilities within the City of Rancho Cordova as a condition to any rezoning and prior to approval of certain permits within the City. [Ord. 3-2013 § 1; Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

16.84.020 Definitions.

“Areas” means those geographic areas established for public facilities financing purposes within the City of Rancho Cordova as depicted in the nexus study for the transportation development impact fee program. A detailed map of each area is depicted in the nexus study and is on file with the City Public Works Department, and such maps are incorporated by reference herein.

“Building permit” means the permit issued or required for residential development, nonresidential development, commercial development, or other development within the City, pursuant to and as further defined by the City of Rancho Cordova building code.

“City” means the City of Rancho Cordova.

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“City of Rancho Cordova transportation administration fund” means that special interest-bearing trust fund established pursuant to RCMC 16.84.040.

“City of Rancho Cordova transportation fund” means that special interest-bearing trust fund established pursuant to RCMC 16.84.030.

“Commercial development” means buildings constructed for the purpose of occupancy by retail, services, and other principally nonoffice businesses located on sites zoned SC shopping center, LC limited commercial, TC travel commercial, AC auto commercial, or GC general commercial in accord with the City of Rancho Cordova zoning code or designated commercial or commercial mixed use (CMU). For purposes of this chapter, residential dwellings constructed on sites designated CMU or another commercial zone pursuant to the zoning code are residential development rather than commercial development.

“Costs” means amounts spent, or authorized to be spent, in connection with the planning, financing, acquisition and development of a public facility or infrastructure including, without limitation, the costs of land, construction and inspection, engineering, administration, and consulting fees.

“Council” or “City Council” means the City Council of the City of Rancho Cordova.

“Department” means the City of Rancho Cordova Public Works Department.

“Development impact fee” or “transportation development impact fee” or “transportation impact fee” means the fee levied by this chapter and due upon the approval of one or more building permits.

“Development unit” means a dwelling unit, for residential development, or square foot of building floor area, for nonresidential development.

“Director” means the Director of the Rancho Cordova Public Works Department.

“Facilities” means those public facilities designated in the Rancho Cordova transportation capital improvement plan and transportation development impact fee program.

“Fee resolution” means the resolution and fee schedule adopted by the City Council, as may be amended from time to time, that approves the amount of the transportation development impact fees.

“Improvement plan” means the site plan of property proposed for development showing all required improvements that must be approved by the Rancho Cordova Public Works Department pursuant to Chapter 12.03 RCMC prior to the issuance of a building permit for the property.

“Land use category” means detached dwelling units, attached dwelling units, multifamily, commercial, office, or industrial/manufacturing uses as further defined in the fee resolution.

“Multifamily residential units” means all units within a structure that have five or more units, all of which are offered for rent to the general public, or all units within a structure that have five or more attached units that (1) are available for sale to individual owners, and (2) have living areas less than or equal to 1,200 square feet.

“Nonresidential development” means a subdivision map, parcel map, or permit for the original construction, grading or installation of buildings other than single-family detached homes, single-family attached homes, duplexes, townhomes, condominiums, apartments, manufactured homes and mobile homes, or improvements thereto. Nonresidential development includes commercial development. Typically, nonresidential development consists of buildings to be occupied by retail, service, or other commercial businesses or by offices as regulated by the City of Rancho Cordova zoning code, but may also include buildings for use by churches, day care centers, private schools, and other institutional uses. Mixed-use buildings consisting of both dwelling units and commercial and/or office areas will have the respective building areas treated as either residential development or nonresidential development for purposes of this chapter.

“Office development” means buildings constructed for the purpose of occupancy by principally business and professional office uses located on sites zoned BP business and professional office in accord with the City of Rancho Cordova zoning code or designated commercial or CMU commercial mixed use.

“Planning Director” means the Planning Director of the City of Rancho Cordova.

“Priority list” means those facilities included in the transportation capital improvement plan and transportation development impact fee program, as identified in order of priority by the Director, to avoid substantial congestion levels on key roadways.

“Program fee per development unit” means the development impact fee per development unit for a particular category of facilities. Such program fees, identified in the fee resolution, were established using an allocation of transportation system costs, as identified in the transportation capital improvement plan and development impact fee program, and dwelling unit equivalents (DUEs) based on land use categories identified in the nexus study developed for the transportation development impact fee program.

“Programmed cost” means the estimated cost of constructing a facility based upon the unit costs for each construction item plus fixed percentages for engineering, permits and construction contingency as set forth in the city of Rancho Cordova transportation development impact fee program and its public facilities project cost estimates, as periodically updated and adopted by resolution of the Council.

“Residential development” means a subdivision map, parcel map, or permit for the original construction, grading or installation of dwelling units for residential use including detached and attached housing for owner or rental occupancy. For purposes of this chapter, residential development includes construction of or improvements to buildings or portions of buildings consisting of dwelling units constructed on sites designated CMU or another commercial zone. Institutional uses or other nonhousing development allowed by special use permit to be constructed on sites zoned for residential use are nonresidential development for purposes of this chapter.

“Single-family attached residential development” means all units within a structure that have two to four attached units, whether such units are offered for rent or for sale to individual owners, and all units within a structure that has five or more attached units that (1) are available for sale to individual owners, and (2) have a living area greater than 1,200 square feet.

“Single-family detached residential development” includes all single-family detached residential units.

“Transportation capital improvement plan” means the projects identified and the cost estimates prepared, and as may be updated, for the transportation system facilities identified in the general plan circulation element and on the roadway sizing diagram within the City limits that are needed to meet traffic demands as identified in the nexus study.

“Transportation development impact fee program” or “transportation impact fee” means the fee schedule, including any amendments thereto, adopted by resolution by the council for financing of designated public facilities to serve the City of Rancho Cordova, including, but not limited to, a designation of those facilities to be constructed with the development impact fees collected pursuant to this chapter, the priority list (“priority list”) for commencement of construction, the estimated cost of construction of the facilities and the total number of dwelling unit equivalents within each area of the City of Rancho Cordova as established. [Ord. 3-2013 § 1; Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

16.84.030 Establishment and administration of the City of Rancho Cordova transportation fund.

A. There is hereby created by the department of finance in the City treasury a special interest-bearing trust fund entitled the City of Rancho Cordova transportation fund. All amounts collected from transportation impact fees from Area 1 and Area 2 pursuant to this chapter shall be placed in said fund and shall be expended by the City of Rancho Cordova or its successor agency solely to pay the costs identified in the transportation capital improvement plan and/or development impact fee program and nexus study.

B. The transportation fund shall be administered by the Director. [Ord. 3-2013 § 1; Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

16.84.040 Establishment and administration of the City of Rancho Cordova transportation administration fund.

A. There is hereby created by the department of finance in the city treasury a special interest-bearing trust fund entitled the city of Rancho Cordova transportation administration fund. All administration fees collected from Area 1 and Area 2 pursuant to this chapter shall be placed in said fund and shall be expended by the City of Rancho Cordova or its successor agency solely to pay the costs associated with administering the City of Rancho Cordova transportation impact fee program.

B. Commencing with the updated nexus study adopted February 7, 2022, administrative costs are incorporated into the transportation development impact fee. The administrative portion of the transportation development impact fee shall be expended by the City of Rancho Cordova or its successor agency solely to pay the costs associated with administering the transportation development impact fee program.

C. The transportation administration fund shall be administered by the Director. [Ord. 3-2013 § 1; Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

16.84.050 Imposition of transportation impact fee.

No change in a land use zoning designation shall be approved within the City of Rancho Cordova unless payment of the transportation impact fees established by this chapter is required of the property owner as a condition of such approval. No building permit shall be approved for property within the City of Rancho Cordova unless the development fees for that property are paid as required by this chapter. [Ord. 3-2013 § 1; Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

16.84.060 Payment of transportation impact fees.

The transportation impact fees imposed pursuant to this chapter shall be paid by the property owner to the department, in an amount calculated pursuant to RCMC 16.84.100. The fees shall be calculated upon the approval of subdivision maps and shall be paid upon issuance of building permits. For projects that are subject to building permits, but not subdivision map approval, the fees shall be both calculated and paid upon issuance of the building permits. [Ord. 3-2013 § 1; Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

16.84.065 Payment of transportation impact fee – Deferral.

Notwithstanding any other requirement in RCMC 16.84.060, due to the continued effects of the nationwide slowdown in the housing market and the city's desire to encourage quality development, the city manager, or his/her designee, shall have the authority to consider and approve requests to defer payment of development impact fees imposed pursuant to this chapter to the earlier of 24 hours prior to scheduling a final inspection, issuance of a temporary or final certificate of occupancy, or one year from the date the deferral is approved. [Ord. 8-2019 § 2; Ord. 4-2016 § 2; Ord. 3-2015 § 2; Ord. 3-2013 § 1; Ord. 32-2010 § 3; Ord. 10-2009 § 3; Ord. 14-2008 § 2].

16.84.070 Adoption of the transportation system capital improvement plan and compliance with priority list of City of Rancho Cordova transportation impact fee program.

A. The Council shall by resolution adopt the City of Rancho Cordova transportation capital improvement plan of the City of Rancho Cordova transportation system development impact fee program. The Council shall review the transportation capital improvement plan not less than annually and may amend it by resolution at its discretion.

B. With the exception of facilities approved by the Director for construction by a property owner pursuant to RCMC 16.84.120, all facilities shall be funded in accordance with the Priority List established for the City of Rancho Cordova transportation development impact fee program. [Ord. 3-2013 § 1; Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

16.84.080 Establishment of transportation impact fees and creation of areas.

A. A separate transportation impact fee is hereby established for each of the following categories:

1. New development area transportation fee;
2. Infill area transportation fee;

B. There are hereby created two initial areas of the City of Rancho Cordova, as shown in the nexus study for the transportation development impact fee program and incorporated herein by reference.

C. Future areas of the transportation development impact fee program may be created as additional public facilities financing plans are implemented for remaining undeveloped areas outside of the City of Rancho Cordova that may be annexed to the City in the future. [Ord. 3-2013 § 1; Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

16.84.090 Establishment of costs per unit for land uses within the City of Rancho Cordova.

A. Fees per unit for various land uses identified in the fee resolution were established using an allocation of transportation system costs as identified in the transportation system capital improvement plan and total additional trip miles based on land use categories identified in the nexus study developed for the transportation impact fee program.

B. For specific land uses not identified in the fee resolution, the cost per dwelling unit equivalent established by the nexus study and the trip generation rates established by the Institute of Traffic Engineers or equivalent method shall be used to calculate the fee per dwelling unit. [Ord. 3-2013 § 1; Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

16.84.100 Calculation of transportation impact fee.

A. For residential development, the transportation impact fee shall be calculated by multiplying the number of units per land use category by a per unit cost as identified in the transportation impact fee program and fee resolution.

B. For nonresidential development, the transportation impact fee shall be calculated by multiplying the number of building square feet per land use category by a per square foot cost as identified in the transportation development impact fee program and fee resolution.

C. For the purpose of calculating the transportation impact fee for land use categories not specifically named in the transportation impact fee program and fee resolution, the planning director is hereby authorized to determine the land use category that corresponds most directly to the land use in question. Alternatively, the Planning Director can determine that no land use category adequately corresponds, and request the Public Works Director to determine the transportation impact fee. Said transportation impact fee will be determined using the applicable trip generation factors as found in the Institute of Transportation Engineers Trip Generation Manual or equivalent method.

D. For the purpose of calculating the regional fee, the regional fee shall be calculated as the difference between the transportation impact fee for Area 1 or Area 2 (depending on the location of the property at issue) and the transportation component of the specific plan fee, if any. If no specific plan fee exists, then the regional fee and the transportation impact fee are equivalent.

E. The transportation impact fees shall be paid by the property owner in the amount as calculated pursuant to subsections (A), (B), (C) and (D) of this section for the categories of facilities established by RCMC 16.84.080, and shall include an additional administrative fee per building permit which will be calculated as provided in the transportation development impact fee program nexus study.

F. For the purpose of calculating transportation impact fees pursuant to subsections (A), (B), (C), and (D) of this section for properties with an approved use permit which significantly changes the underlying use of the site or properties within a special planning area, the director is hereby authorized to determine the per-unit or per-square-foot costs for each fee category that corresponds most directly to the use and density.

G. For the purpose of calculating transportation impact fees pursuant to subsections (A), (B), (C), and (D) of this section for building permits for land use categories not specifically named in this chapter or the transportation development impact fee program, the Director is hereby authorized to determine the per-unit or per-square-foot costs for each fee category that corresponds most directly to the use and density. [Ord. 3-2013 § 1; Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

16.84.110 Credit for construction of transportation facilities.

A. Upon application by the property owner or his authorized agent, the Director may authorize the construction of any transportation facilities, or portions thereof, in order of priority as designated on the priority list for the

transportation development impact fee program in lieu of all, or a portion of, the transportation impact fee required by this chapter. If so authorized, the credit toward transportation impact fees, excluding the administrative fee, to be provided to the property owner for such in-lieu construction shall be equal to 80 percent of the programmed cost of the facility, as set forth in the transportation system development impact fee program in effect at the time when the in-lieu construction is so authorized, including, but not limited to, unit prices, quantities and project descriptions. Prior to credit being given and/or issuance of any of the approvals set forth in RCMC 16.84.060 (e.g., approvals of building permits, subdivisions or zoning amendments), the construction of any facility authorized by this section must either be accepted by the Department, or the property owner must post security for the complete performance of the construction in a form acceptable to the Director and the City Attorney.

B. Upon acceptance of the completed facility and after reconciliation of the final facility costs, the remaining 20 percent of the programmed cost as designated in the transportation system development impact fee program may be issued as a credit balance to the property owner that may be utilized within the City of Rancho Cordova as determined by the Director.

C. Where the amount of the credit is less than the amount of the transportation impact fee otherwise applicable to the development in question, the property owner must pay to the City the difference in accordance with RCMC 16.84.060.

D. Where the amount of the credit is greater than the amount of the transportation impact fee, the property owner shall be paid the difference only from the applicable transportation fund within a reasonable time after the project is accepted by the Department pursuant to RCMC 16.84.120 in order of priority on the priority list in the transportation system development impact fee program when funds are available.

E. Where a facility is proposed for construction by the property owner, the Director at his discretion may either (1) provide the property owner with a credit pursuant to this section, or (2) enter into a reimbursement agreement with the property owner pursuant to RCMC 16.84.120. [Ord. 3-2013 § 1; Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

16.84.120 Reimbursement for construction of transportation projects in advance of the transportation system development impact fee program priority list schedule.

A. Upon application by the property owner or his authorized agent, the Director may enter into a reimbursement agreement authorizing the construction of any transportation facilities, or portions thereof, designated in the transportation system development impact fee program. In addition to the requirements of subsection (D) of this section, the agreement shall set forth the amount to be reimbursed, the time and manner in which payments are to be made, and shall state that reimbursement by the City will only be made from the applicable transportation fund when funds are available.

B. The amount of reimbursement shall be the actual cost of the facility up to the programmed cost of the facility as set forth in the transportation system development impact fee program in effect at the time the construction contract is awarded for that specific facility. The time of reimbursement shall be the end of the fiscal year in which the facility is scheduled for construction, based on the priority list in the transportation system development impact fee program, or as different timing is otherwise authorized by the Director.

C. By entering into a reimbursement agreement, a property owner is not relieved of the obligation to pay the transportation impact fees in the manner and amount specified by this chapter.

D. If the Director enters into an agreement authorized by subsection (A) of this section, or credit agreement as authorized by RCMC 16.84.110(C), the agreement shall provide that:

1. The general fund of the City is not liable for payment of any obligations arising from the agreement;
2. The credit or taxing power of the City is not pledged for the payment of any obligations arising from the agreement;
3. The landowner shall not compel the exercise of the City taxing power or the forfeiture of any of its property to satisfy any obligations arising from the agreement; and

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4. The obligation arising from the agreement is not a debt of the city, nor a legal or equitable pledge, charge, lien, or encumbrance, upon any of its property, or upon any of its income, receipts, or revenues, and is payable only from the transportation impact fees deposited in the applicable transportation fund.

E. The property owner or his authorized agent shall apply for reimbursement as set forth in subsections (A), (B), (C) and (D) of this section no later than four years after the transportation project is constructed and accepted. The property owner shall waive the right of reimbursement for construction costs payable under this section when the reimbursement is not applied for within said four-year limitation. [Ord. 3-2013 § 1; Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

16.84.130 Annual program fee adjustment.

Commencing January 1, 2014, and thereafter each year no later than January 15th, the finance director, or his or her designee, shall authorize the adjustment of the program fee per development unit for each type of development in each fee category, which shall be adjusted according to the methodology described in the transportation development impact fee program nexus study.

The estimated cost of the facilities used in the transportation system capital improvement program and for calculating credits and reimbursements pursuant to RCMC 16.84.110 and 16.84.120 shall be adjusted annually using the same adjustment factor. [Ord. 3-2013 § 1; Ord. 5-2012 § 1; Ord. 3-2011 § 1; Ord. 5-2010 § 1; Ord. 7-2009 § 1; Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

16.84.140 Alternative method and compliance with other laws.

A. This chapter is intended to establish a supplemental method for funding the cost of certain facilities the need for which is expected to be generated by the level and type of development proposed in the City. Except as provided in Section 4 of the ordinance codified in this chapter (continuance in effect of roadway and transit development fees established by Sacramento County), the provisions of this chapter shall not be construed to limit the power of the Council to impose any other fees or exactions or to continue to impose existing ones on development within the City, but shall be in addition to any other fees, exactions or other requirements that the City is authorized to impose, or has previously imposed, as a condition of approving plans, rezonings or other entitlements within the City pursuant to state and local laws. In particular, individual property owners shall remain obligated to fund, construct, and/or dedicate the improvements, public facilities and/or pay other exactions authorized or required by, but not limited to: (1) the City Public Works Department improvement standards; (2) the Sacramento County municipal services agency improvement standards; (3) the Quimby Act (Section 66477 et seq. of the Government Code) and implementing ordinances (Chapter 22.40 RCMC); (4) school impact fees (Section 65970 et seq. of the Government Code) and implementing ordinances; and (5) Sacramento County drainage fees (county water agency Ordinance No. 1). Any credits or repayments pursuant to RCMC 16.84.110 and 16.84.120 shall not include credits or repayment for the funding, construction or dedications described in this section.

B. The construction of facilities by a private owner pursuant to RCMC 16.84.110 and 16.84.120 shall be performed and contracted for only as required by law, including, but not limited to, compliance with the Department's improvement standards and requirements for public works, if applicable to the particular facility. [Ord. 3-2013 § 1; Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

ORDINANCE NO. XX-XX

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA, CALIFORNIA, AMENDING TITLE 16 OF THE RANCHO CORDOVA MUNICIPAL CODE TO REPEAL SACRAMENTO COUNTY CODE (SCC) FLOODPLAIN MANAGEMENT ORDINANCE NO.SZC-2016-0023; TO ADOPT CHAPTER 16.96; TO ADOPT FLOOD HAZARD MAPS; TO DESIGNATE A FLOODPLAIN ADMINISTRATOR; AND FLOODPLAIN MANAGEMENT REQUIREMENTS FOR CITY OF RANCHO CORDOVA

THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA DOES ORDAIN
AS FOLLOWS:

SECTION 1. Recitals.

WHEREAS, the Legislature of the State of California has, in Government Code Sections 65302, 65560, and 65800, conferred upon local governments the authority to adopt regulations designed to promote the public health, safety, and general welfare of its citizenry; and

WHEREAS, the Federal Emergency Management Agency has identified special flood hazard areas within the boundaries of **the City of Rancho Cordova** and such areas may be subject to periodic inundation which may result in loss of life and property, health and safety hazards, disruption of commerce and governmental services, extraordinary public expenditures for flood protection and relief, and impairment of the tax base, all of which adversely affect the public health, safety and general welfare; and

WHEREAS, the **City of Rancho Cordova** was accepted for participation in the National Flood Insurance Program on 09/15/2004 **and** the **City Council** desires to continue to meet the requirements of Title 44 Code of Federal Regulations, Parts 59 and 60, necessary for such participation; and

WHEREAS, the City currently utilizes the County of Sacramento Floodplain Ordinance, which was adopted by reference by Resolution No. 75-2004; and

WHEREAS, the County of Sacramento Floodplain Ordinance regulates uses, procedures for, and standards of development in the floodplain; and

WHEREAS, the proposed ordinance seeks to regulate the same uses, procedures, and standards of development that the County of Sacramento Floodplain Ordinance, therefore only regulates uses that are already present in the City, regardless of their explicit codification in the Rancho Cordova Municipal Code; and **WHEREAS**, pursuant to the California Health and Safety Code, Division 13, Part 1.5 and Part 2.5, the City of Rancho Cordova is required to administer and enforce the *California Building Standards Code*, and such building codes contain certain provisions that apply to the design and construction of buildings and structures in flood hazard areas.

WHEREAS, the City acknowledges that there are multiple entities holding jurisdiction over the floodplain, including state and federal agencies; and

WHEREAS, the City, by adopting this ordinance, does not intend to supersede or conflict with any existing applicable laws, resolutions, codes and regulations of governmental agencies, including federal, state, municipal and local governing bodies having jurisdiction over the scope of the floodplain; and

WHEREAS, in the event that this ordinance conflicts with any existing applicable laws, resolutions, codes and regulations; the most stringent requirement shall apply; and

WHEREAS, the City, FEMA, and the Central Valley Flood Protection Board have jurisdiction over projects along the American River Parkway. For proposed projects in this area, the most stringent floor elevation requirement applies.

SECTION 2. Findings.

This Ordinance is adopted pursuant to the following findings:

A. To date, the City of Rancho Cordova has relied upon Sacramento County's Floodplain Management Ordinance.

B. The City of Rancho Cordova was accepted for participation in the National Flood Insurance Program ("Program"). In consultation with the Federal Emergency Management Agency and the California Department of Water Resources, in order to continue participation in the Program, the City of Rancho Cordova has been advised to adopt its own floodplain management ordinance based upon the identification of certain special flood hazard areas within the boundaries of the City of Rancho Cordova.

C. There are certain sections of the California Building Standards Code that apply to the design and construction of buildings and structures in flood hazard areas. For consistency with administering the California Building Standards Code, the City finds it is in the public interest to adopt floodplain management regulations that are coordinated and consistent with the California Building Standards Code.

D. This Ordinance repeals and replaces the following ordinance(s) and regulation(s): SCC NO.SZC-2016-0023

E. **CEQA Compliance.** CEQA requires analysis of agency approvals of discretionary "projects." A "project," under CEQA, is defined as "the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment." (CEQA Guidelines, § 15378.) As reflected in State CEQA Guideline 15061 (b) (3), an activity is not subject to CEQA, "[where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment..." The proposed amendments are not a "project" within the meaning of CEQA because the amendments seek to provide clarification of uses, standards and/or enforcement procedures, address inconsistencies between definitions, delete text that is no longer necessary. Because no expansion of uses or activities is reasonably anticipated, no possibility exists that the ordinance will result in a significant effect on the environment. Thus, the proposed ordinance is not subject to the requirements of CEQA. However, in the event that adoption of the ordinance is considered a CEQA project, it would nonetheless qualify for categorical exemptions as set forth below.

CEQA Guidelines Section 15061(b)(3) provides that CEQA only applies to projects that have

the potential for causing a significant effect on the environment and where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA. The intent of the proposed Ordinance is to promote public health, safety and welfare and minimize losses from flooding. The City currently relies upon the Sacramento County floodplain management ordinance. The proposed ordinance does not differ substantially from the County ordinance but is tailored for conditions within the City as opposed to County-wide conditions. The proposed ordinance does not change any uses or allow development that would otherwise not currently be allowed. The proposed ordinance is intended to promote public health, safety, and general welfare and to minimize public and private losses due to flood conditions in specific flood hazard areas. Implementation of the ordinance would not differ substantially from implementation of the County ordinance, as currently applied. Therefore, it can be seen with certainty that there is no possibility that adoption of this ordinance, amending existing sections to the City's Municipal Code to align with state and federal guidelines, will have a significant effect on the environment. Consequently, adoption of the Floodplain Management Ordinance is exempt from CEQA.

In addition, this ordinance is exempt from CEQA pursuant to CEQA Guidelines Section 15307 which exempts actions taken by regulatory agencies as authorized by state law or local ordinance to assure the maintenance, restoration, or enhancement of a natural resource where the regulatory process involves procedures for protection of the environment. The proposed ordinance regulates development within the floodplain in order to promote public health, safety, and general welfare in conjunction with maintenance, preservation, and restoration of floodplains for local creeks and the American River.

This ordinance is also exempt from CEQA pursuant to CEQA Guidelines Section 15308 which exempts actions taken by regulatory agencies as authorized by state or local ordinance to assure the maintenance, restoration, enhancement, or protection of the environment. The proposed ordinance regulates development within the floodplain in order to promote public health, safety, and general welfare in conjunction with maintenance, preservation, and restoration of floodplains for local creeks and the American River.

F. **The proposed amendment is consistent with the General Plan.** The attached Municipal Code Amendments ("Amendment") are consistent with the General Plan. The amendments would provide standards and/or enforcement procedures, address inconsistencies, delete text that is no longer necessary or provide clarifying language for enforcement.

G. **The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or welfare of the City.** The attached amendments would provide standards and/or enforcement procedures, address inconsistencies, delete text that is no longer necessary, or provide clarifying language for enforcement. None of these proposed amendments will be detrimental to the public interest, health, safety, convenience, or welfare of the City.

H. **The proposed amendments are internally consistent with other applicable provisions in this Municipal Code.** The Amendments have been reviewed for consistency with the entirety of the Municipal Code and is consistent with other applicable provisions of the Municipal Code.

SECTION 3. Repeal of SCC NO. SZC-2016-0023 and insert RCMC Chapter 16.96.

The City Council amends the Rancho Cordova Municipal Code by repealing Rancho Cordova Municipal Code Sections and Ordinance No. 75-2004 that adopted SCC NO. SZC-206-0023.

SECTION 4. Adoption of Floodplain Management Ordinance.

The City Council adds the following sections to the Rancho Cordova Municipal Code:

CHAPTER 16.96– FLOODPLAIN MANAGEMENT

PART I. – SCOPE AND ADMINISTRATION

ARTICLE 16.96.010 GENERAL PROVISIONS

Sec. 16.96.010-1. - Title. These regulations, in combination with the flood provisions of California Code of Regulations Title 24, the *California Building Standards Code* (hereinafter “building codes,” consisting of the Part 2 (building), Part 2.5 (residential), Part 10 (existing building), and related codes, shall be known as the *Floodplain Management Regulations of the City of Rancho Cordova* (hereinafter “these regulations”).

Sec. 16.96.010-2. - Statutory authority. The legislature of the State of California has, in Government Code Sections 65302, 65560, and 65800, conferred upon local governments the authority to adopt regulations designed to promote the public health, safety, and general welfare of its citizenry.

Sec. 16.96.010-3. - Scope. The provisions of these regulations, in combination with the flood provisions of the building codes, shall apply to all proposed development entirely or partially in flood hazard areas established in Section 16.96.020-2 of these regulations.

Sec. 16.96.010-4. – Purposes and objectives. The purposes and objectives of these regulations and the flood load and flood resistant construction requirements of the building codes are to promote the public health, safety and general welfare and to minimize public and private losses due to flood conditions in specific flood hazard areas through the establishment of comprehensive regulations for management of flood hazard areas, designed to:

- (1) Minimize unnecessary disruption of commerce, access and public service during times of flooding.
- (2) Require the use of appropriate construction practices in order to prevent or minimize future flood damage.
- (3) Manage the alteration of natural floodplains, stream channels and shorelines to minimize the impact of development on the natural and beneficial functions of the floodplain.
- (4) Manage filling, grading, dredging, mining, paving, excavation, drilling operations, storage of equipment or materials, and other development which may increase flood damage or erosion potential.
- (5) Prevent or regulate the construction of flood barriers which will divert floodwater or increase flood hazards.
- (6) Contribute to improved construction techniques in the floodplain.

- (7) Minimize damage to public and private facilities and utilities.
- (8) Help maintain a stable tax base by providing for the sound use and development of flood hazard areas.
- (9) Minimize the need for rescue and relief efforts associated with flooding.
- (10) Ensure that property owners, occupants, and potential owners are aware of property located in flood hazard areas.
- (11) Minimize the need for future expenditure of public funds for flood control projects and response to and recovery from flood events.
- (12) Meet the requirements of the National Flood Insurance Program for community participation as set forth in Title 44 Code of Federal Regulations, Section 59.22.

Sec. 16.96.010-5. - Coordination with California Building Standards Code. Pursuant to the requirement established in California Health and Safety Code, Division 13, Part 1.5 and Part 2.5 that **the City of Rancho Cordova** administer and enforce the California Building Standards Code, the **City Council of the City of Rancho Cordova** hereby acknowledges that the building codes contain certain provisions that apply to the design and construction of buildings and structures in flood hazard areas. Therefore, these regulations are intended to be administered and enforced in conjunction with the building codes.

Sec. 16.96.010-6. - Warning. The degree of flood protection required by these regulations and the building codes is considered reasonable for regulatory purposes and is based on scientific and engineering considerations. Larger floods can and will occur. Flood heights may be increased by man-made or natural causes. Enforcement of these regulations and the building codes does not imply that land outside the special flood hazard areas, or that uses permitted within such flood hazard areas, will be free from flooding or flood damage. The flood hazard areas and base flood elevations contained in the Flood Insurance Study and shown on Flood Insurance Rate Maps ([Flood Maps | FEMA.gov](#)) and the requirements of Title 44 Code of Federal Regulations, Sections 59 and 60 may be revised by the Federal Emergency Management Agency, requiring the City of Rancho Cordova to revise these regulations to remain eligible for participation in the National Flood Insurance Program. No guaranty of vested use, existing use, or future use is implied or expressed by compliance with these regulations.

Sec. 16.96.010-7. - Disclaimer of liability. These regulations shall not create liability on the part of **the City Council**, any officer, employee, or agent thereof, the State of California, or the Federal Emergency Management Agency, for any flood damage that results from reliance on these regulations or any administrative decision lawfully made hereunder. The Public Works Director of the City of Rancho Cordova or his/her designee charged with the enforcement of these regulations, while acting in his or her capacity for the City of Rancho Cordova, in good faith and without malice in the discharge of the duties required by these regulations or other pertinent law or ordinance, shall not thereby be rendered liable personally and is hereby relieved from personal liability for any damage accruing to persons or property as a result of any act or by reason of an act or omission in the discharge of official duties. Any suit instituted against an officer, employee, or agent, because of an act performed by that officer, employee, or agent in the lawful discharge of duties and under the provisions of these regulations shall be defended by counsel selected by the City until the final termination of the proceedings. The Public Works Director or his/her designee charged with the enforcement of these regulations shall not be

liable for cost in any action, suit or proceeding that is instituted in pursuance of the provisions of these regulations.

Sec. 16.96.010-8. - Other laws. The provisions of these regulations shall not be deemed to nullify any provisions of local, State or federal law.

Sec. 16.96.010-9. - Abrogation and greater restrictions. These regulations supersede any ordinance in effect in flood hazard areas. However, these regulations are not intended to repeal, abrogate or impair any existing ordinances including land development regulations, subdivision regulations, zoning ordinances, general plan policies, stormwater management regulations, or building codes, nor any existing easements, covenants, or deed restrictions. In the event of an overlap or conflict between these regulations and any other ordinance, code, regulation, easement, covenant, or deed restriction, the more restrictive shall govern.

ARTICLE 16.96.020 APPLICABILITY

Sec. 16.96.020-1. - General applicability. These regulations, in conjunction with the building codes, provide minimum requirements for development located in flood hazard areas, including the subdivision of land; filling, grading and other site improvements; installation of utilities; installation, placement and replacement of manufactured homes; placement of recreational vehicles; installation of tanks; temporary structures and temporary or permanent storage; utility and miscellaneous Group U buildings and structures; certain building work exempt from permit under the building codes; and flood control projects.

Sec. 16.96.020-2. - Establishment of flood hazard areas. The Flood Insurance Study (FIS) for **Sacramento County**, California and Incorporated Areas dated August 16, 2012, and all subsequent amendments and revisions, and the accompanying Flood Insurance Rate Maps (FIRM), and all subsequent amendments and revisions to such maps, are hereby adopted by reference as a part of these regulations and serve as the basis for establishing flood hazard areas. Where the building code establishes flood hazard areas, such areas are established by this section. Additional maps and studies, when specifically adopted, supplement the FIS and FIRMs to establish additional flood hazard areas. Maps and studies that establish flood hazard areas are on file at the **FEMA Flood Map Service Center**, <https://msc.fema.gov/portal/home>.

Sec. 16.96.020-3. - Interpretation. In the interpretation and application of these regulations, all provisions shall be:

- (1) Considered as minimum requirements.
- (2) Liberally construed in favor of the governing body.
- (3) Deemed neither to limit nor repeal any other powers granted under state statutes.

ARTICLE 16.96.030 DUTIES AND POWERS OF THE FLOODPLAIN ADMINISTRATOR

Sec. 16.96.030-1. - Designation. The City of Rancho Cordova Public Works Director is designated the Floodplain Administrator. The Floodplain Administrator shall have the authority to delegate performance of certain duties to other employees.

Sec. 16.96.030-2. - General authority. The Floodplain Administrator is authorized and directed to administer and enforce these regulations. The Floodplain Administrator shall have the

authority to render interpretations of these regulations and to establish policies and procedures in order to clarify the application of its provisions. Such interpretations, policies and procedures shall be consistent with the intent and purpose of these regulations and the flood provisions of the building code and shall not have the effect of waiving specific requirements without the granting of a variance pursuant to Article 16.96.070 of these regulations. The Floodplain Administrator is authorized to waive the submission of site plans, construction documents, and other data that are required by these regulations but that are not required to be prepared by a qualified California (CA) Licensed Land Surveyor or Civil Engineer, such as installation of a water heater, backyard awning, and other minor building improvements or permits, when it is found that the nature of the proposed development is such that the review of such submissions is not necessary to ascertain compliance with these regulations.

Sec. 16.96.030-3. - Coordination. The Floodplain Administrator shall coordinate with and provide comments to the City's Chief Building Official to administer and enforce the flood provisions of the building code and to ensure compliance with the applicable provisions of these regulations. The Floodplain Administrator and the Chief Building Official have the authority to establish written procedures for reviewing applications and conducting inspections for buildings and for administering and documenting determinations of substantial improvement and substantial damage made pursuant to Section 16.96.030-5 of these regulations.

Sec. 16.96.030-4. - Duties. The Floodplain Administrator, in coordination with other pertinent City departments, shall:

- (1) Review all permit applications and plans to determine whether proposed development is located in flood hazard areas.
- (2) Review all applications and plans for development in flood hazard areas for compliance with these regulations.
- (3) Review, in coordination with the Chief Building Official, required design certifications and documentation of elevations specified by the building code to determine that such certifications and documentations are complete.
- (4) Review applications and plans for modification of any existing development in flood hazard areas for compliance with these regulations.
- (5) Require development in flood hazard areas to be reasonably safe from flooding and to be designed and constructed with methods, practices and materials that minimize flood damage.
- (6) Interpret flood hazard area boundaries and provide available flood elevation and flood hazard information.
- (7) Determine whether additional flood hazard data shall be obtained from other sources or developed by the applicant.
- (8) Complete the appropriate section of the Department of Housing and Community Development Floodplain Ordinance Compliance Certification for Manufactured Home/Mobil home Installations when submitted by applicants.
- (9) Review requests submitted to the Chief Building Official seeking approval to modify the

strict application of the flood load and flood resistant construction requirements of the building code, to determine whether such requests require consideration as a variance pursuant to Article 16.96.070 of these regulations.

- (10) Coordinate with the Chief Building Official and others to identify and investigate damaged buildings located in flood hazard areas and inform owners of the requirement to obtain permits for repairs.
- (11) Require applicants who submit hydrologic and hydraulic engineering analyses to support permit applications to submit to FEMA the data and information necessary to maintain the Flood Insurance Rate Maps when the analyses indicate changes in base flood elevations, flood hazard area boundaries, or floodway designations; such submissions shall be made within 6 months of such data becoming available.
- (12) Require applicants who propose alteration of a watercourse to notify adjacent communities and the NFIP State Coordinating Agency, and to submit copies of such notifications to the Federal Emergency Management Agency (FEMA).
- (13) Inspect development in accordance with Article 16.96.060 of these regulations and inspect flood hazard areas to determine when development is undertaken without issuance of permits.
- (14) Prepare comments and recommendations for consideration when applicants seek variances for development other than buildings in accordance with Article 16.96.070 of these regulations.
- (15) Cite violations in accordance with Article 16.96.080 of these regulations.
- (16) Notify FEMA when the corporate boundaries of the **City of Rancho Cordova** have been modified and provide a map and legal description of the changes in the corporate boundaries.

Sec. 16.96.030-5. - Substantial improvement and substantial damage determinations. For applications for building permits to improve buildings and structures, including alterations, movement, enlargement, replacement, repair, additions, rehabilitations, renovations, substantial improvements, repairs of substantial damage, and any other improvement of or work on such buildings and structures, the Floodplain Administrator, in coordination with the Chief Building Official, shall:

- (1) Estimate the market value or require the applicant to obtain an appraisal of the market value prepared by a qualified independent appraiser, of the building or structure before the start of construction of the proposed work; in the case of repair, the market value of the building or structure shall be the market value before the damage occurred and before any repairs are made.
- (2) Compare the cost to perform the improvement, the cost to repair the damaged building to its pre-damaged condition, or the combined costs of improvements and repairs, when applicable, to the market value of the building or structure.
- (3) Determine and document whether the proposed work constitutes substantial improvement or repair of substantial damage.

- (4) Notify the applicant when it is determined that the work constitutes substantial improvement or repair of substantial damage and that compliance with the flood resistant construction requirements of the building code is required and notify the applicant when it is determined that work does not constitute substantial improvement or repair of substantial damage.

Sec. 16.96.030-6. - Department records. In addition to the requirements of the building code and these regulations, and regardless of any limitation on the period required for retention of public records, the Floodplain Administrator shall maintain and permanently keep and make available for public inspection all records that are necessary for the administration of these regulations and the flood provisions of the building codes, including Flood Insurance Studies and Flood Insurance Rate Maps; documents from FEMA that amend or revise FIRMs; records of issuance of permits and denial of permits; determinations of whether proposed work constitutes substantial improvement or repair of substantial damage; required certifications and documentation specified by the building codes and these regulations; notifications to adjacent communities, FEMA, and the State related to alterations of watercourses; assurance that the flood carrying capacity of altered waterways will be maintained; documentation related to variances, including justification for issuance or denial; and records of enforcement actions taken pursuant to these regulations and the flood resistant provisions of the building codes.

ARTICLE 16.96.040 PERMITS FOR FLOODPLAIN DEVELOPMENT

Sec. 16.96.040-1. - Permits required. Any person, owner or authorized agent who intends to conduct any development in a flood hazard area shall first make an application to the Floodplain Administrator and shall obtain the required permit for floodplain development. No permit shall be issued until compliance with the requirements of these regulations and all other applicable codes and regulations has been satisfied. No building permit shall be issued based on Conditional Letters of Map Revision issued by FEMA. Depending on the nature and extent of proposed development that includes a building or structure, the Floodplain Administrator may determine a permit for floodplain development is required in addition to a building permit.

Sec. 16.96.040-2. - Application for permit. The applicant shall file an application in writing on a form furnished by the Floodplain Administrator. The information provided shall:

- (1) Identify and describe the development to be covered by the permit.
- (2) Describe the land on which the proposed development is to be conducted by legal description, street address or similar description that will readily identify and definitely locate the site.
- (3) Indicate the use and occupancy for which the proposed development is intended.
- (4) Be accompanied by a site plan and construction documents as specified in Article 16.96.050 of these regulations, including grading, excavation and filling plans and other information deemed appropriate by the Floodplain Administrator.
- (5) State the valuation of the proposed work.
- (6) Be signed by the applicant or the applicant's authorized agent.
- (7) Include such other data and information required by the Floodplain Administrator to

demonstrate compliance with these regulations.

A fee shall be paid by the applicant to the City of Rancho Cordova for plan checking and review, site inspections, processing, issuance and other services performed by the Floodplain Administrator in connection with the review of an application for a Floodplain Management Permit. The fees for these services shall be in the amount of the actual costs incurred by the City of Rancho Cordova based on the hourly rate of the personnel performing the services, including all overhead costs, and as determined by the Building and Safety Division and adopted by resolution of the City Council. The permit fees shall be paid in advance at the time the floodplain management activity is requested and those fees will be adjusted each January. No services(s) will be performed for an applicant until the applicant has paid the estimated fees attributable to such service(s). If the service(s) are greater than the estimated fee, the applicant shall pay the balance of any fees and interest owed prior to issuance of a permit.

Sec. 16.96.040-3. - Validity of permit. The issuance of a permit for floodplain development under these regulations or the building codes shall not be construed to be a permit for, or approval of, any violation of these regulations, the building code, or any other ordinance of the community. The issuance of a permit for floodplain development based on submitted documents and information shall not prevent the Floodplain Administrator from requiring the correction of errors and omissions. The Floodplain Administrator is authorized to prevent occupancy or use of a structure or site which is in violation of these regulations.

Sec. 16.96.040-4. - Other permits required. The applicant shall obtain all other required state and federal permits prior to initiating work authorized by these regulations and shall provide documentation of such permits to the Floodplain Administrator. Such permits include but are not limited to the California State Water Resources Control Board for activities that affect wetlands and alter surface water flows, in conjunction with the U.S. Army Corps of Engineers; Section 404 of the Clean Water Act.

Sec. 16.96.040-5. - Expiration. A permit for floodplain development shall become invalid when the proposed development is not commenced within 180 days after its issuance, or when the work authorized is suspended or abandoned for a period of 180 days after the work commences. Extensions shall be requested in writing and justifiable cause demonstrated. The Floodplain Administrator is authorized to grant, in writing, one or more extensions of time, for periods not more than 180 days each unless FEMA has issued notification of revision to the Flood Insurance Rate Study and Flood Insurance Rate Maps that alter the flood hazard area or floodway boundaries, flood zones, or base flood elevations, in which case the permit is invalid.

Sec. 16.96.040-6. - Suspension or revocation. The Floodplain Administrator is authorized to suspend or revoke a permit for floodplain development issued under these regulations wherever the permit is issued in error or on the basis of incorrect, inaccurate or incomplete information, or in violation of these regulations or any ordinance or code of this community.

Sec. 16.96.040-7. - Appeals of decisions. When it is alleged there is an error in any decision or determination made by the Floodplain Administrator in the interpretation or enforcement of these regulations, such decision or determination may be appealed to the City Manager, and/or the City Council by filing a written appeal setting forth the reasons of the appeal. Any appeal shall follow the procedures set forth in Rancho Cordova Municipal Code Section 16.44.300.

ARTICLE 16.96.050 SITE PLANS AND CONSTRUCTION DOCUMENTS

Sec. 16.96.050-1. - Information for development in flood hazard areas. The site plan or construction documents for any development subject to the requirements of these regulations shall be drawn to scale and shall include, as applicable to the proposed development:

- (1) Delineation of flood hazard areas; floodway boundaries and flood zone(s); base flood elevation(s); ground elevations; proposed filling, grading, and excavation; and drainage patterns and facilities when necessary for review of the proposed development.
- (2) Where base flood elevations or floodway data are not included on the FIRM or in the Flood Insurance Study, they shall be established in accordance with Section 16.96.050-2 or Section 16.96.050-3 of these regulations.
- (3) Where the parcel on which the proposed development will take place will have more than 50 lots or is larger than 5 acres and base flood elevations are not included on the FIRM or in the Flood Insurance Study, such elevations shall be established in accordance with Section 16.96.050-2 of these regulations.
- (4) Location of the proposed activity and proposed structures; locations of water supply, sanitary sewer, and other utilities; and locations of existing buildings and structures.
- (5) Location, extent, amount, and proposed final grades of any filling, grading, or excavation.
- (6) Where the placement of fill is proposed, the amount, type, and source of fill material; compaction specifications; a description of the intended purpose of the fill areas; and evidence that the proposed fill areas are the minimum necessary to achieve the intended purpose. If a site is filled above the base flood elevation, then buildings constructed within special or local flood hazard areas must be constructed on compacted fill in accordance with the Construction Specifications or at least 90% density per ASTM-01557 (known as Modified Proctor) and extending at least five feet beyond the building foundation walls before dropping below the base flood elevation and shall include appropriate protection from erosion and scour.
- (7) Existing and proposed alignment of any proposed alteration of a watercourse.

Sec. 16.96.050-2. - Information in flood hazard areas without base flood elevations (approximate Zone A). Where flood hazard areas are delineated on the FIRM and base flood elevation data have not been provided, the Floodplain Administrator is authorized to:

- (1) Require the applicant to include base flood elevation data prepared by a qualified CA Licensed Civil Engineer in accordance with currently accepted engineering practices. Such analyses shall be performed and sealed by a qualified CA Licensed Civil Engineer. Studies, analyses and computations shall be submitted in sufficient detail to allow review and approval by the Floodplain Administrator. The accuracy of data submitted for such determination shall be the responsibility of the applicant.
- (2) Obtain, review, and provide to applicants base flood elevation and floodway data available from a federal or state agency or other source or require the applicant to obtain and use base flood elevation and floodway data available from a federal or state agency or other source.

- (3) Where base flood elevation and floodway data are not available from another source, where the available data are deemed by the Floodplain Administrator to not reasonably reflect flooding conditions, or where the available data are known to be scientifically or technically incorrect or otherwise inadequate:

- (a) Require the applicant to include base flood elevation data in accordance with Section 16.96.050-2(1) of these regulations; or
- (b) Specify that the base flood elevation is 1.5 feet above the highest adjacent grade at the location of the development, provided there is no evidence indicating flood depths have been or may be greater than two (2) feet.

- (4) Where the base flood elevation data are to be used to support a request for a Letter of Map Change from FEMA, advise the applicant that the analyses shall be prepared by a qualified CA Licensed Civil Engineer in a format required by FEMA, and that it shall be the responsibility of the applicant to satisfy the submittal requirements and pay the processing fees.

Sec. 16.96.050-3. - Additional analyses and certifications. As applicable to the location and nature of the proposed development activity, and in addition to the requirements of these regulations, the applicant shall have the following analyses signed and sealed by a qualified CA Licensed Civil Engineer for submission with the site plan and construction documents:

- (1) For development activities proposed to be located in a floodway, a floodway encroachment analysis that demonstrates that the encroachment of the proposed development will not cause any increase in base flood elevations; where the applicant proposes to undertake development activities that do increase base flood elevations, the applicant shall submit such analysis to FEMA as specified in Section 16.96.050-4 of these regulations and shall submit the Conditional Letter of Map Revision, when issued by FEMA, with the site plan and construction documents.
- (2) For development activities proposed to be located in a riverine flood hazard area where base flood elevations are included in the Flood Insurance Study or on the FIRM but floodways have not been designated, hydrologic and hydraulic analyses that demonstrate that the cumulative effect of the proposed development, when combined with all other existing and anticipated flood hazard area encroachments, will not increase the base flood elevation at any point within the community. This requirement does not apply in isolated flood hazard areas not connected to a riverine flood hazard area or in flood hazard areas identified as Zone AO or Zone AH.
- (3) For alteration of a watercourse, an engineering analysis prepared in accordance with standard engineering practices that demonstrates the flood-carrying capacity of the altered or relocated portion of the watercourse will not be decreased, and certification that the altered watercourse shall be maintained in a manner which preserves the channel's flood-carrying capacity. The applicant shall submit the analysis to FEMA as specified in Section 16.96.050-4 of these regulations. The applicant shall notify the chief executive officer of adjacent communities and the California Department of Water Resources. The Floodplain Administrator shall maintain a copy of the notification in the permit records and shall submit a copy to FEMA.
- (4) Provide a drainage system report in accordance with the Sacramento County

Improvement Standards with a narrative describing the existing and proposed stormwater management system, including all discharge points, collection, conveyance, overland flow path and stormwater storage facilities.

- (5) Provide a drainage system map including, but not limited to, sub-watershed boundaries and the property's location within the larger watershed, predevelopment, and post-development terrain at 1-foot contour intervals and the location of all existing and proposed drainage features. Applicant shall include a plan of the parcel showing applicable proposed revisions to pre-development and post development surface drainage flows.

Sec. 16.96.050-4. - Submission of additional data. When additional hydrologic, hydraulic or other engineering data, studies, and additional analyses are submitted to support an application, the applicant has the right to seek a Letter of Map Change from FEMA to change the base flood elevations, change floodway boundaries, or change boundaries of flood hazard areas shown on FIRMs, and to submit such data to FEMA for such purposes. The analyses shall be prepared by a qualified CA Licensed Civil Engineer in a format required by FEMA. Submittal requirements and processing fees shall be the responsibility of the applicant. Provided FEMA issues a Conditional Letter of Map Revision, construction of proposed flood control projects and land preparation for development are permitted, including clearing, excavation, grading, and filling. Permits for construction of buildings shall not be issued until the applicant satisfies the FEMA requirements for issuance of a Letter of Map Revision.

ARTICLE 16.96.060 INSPECTIONS

Sec. 16.96.060-1. - Inspections, in general. Development for which a permit for floodplain development is required shall be subject to inspection. Approval as a result of an inspection shall not be construed to be an approval of a violation of the provisions of these regulations or the building code. Inspections presuming to give authority to violate or cancel the provisions of these regulations or the building code or other ordinances shall not be valid.

Sec. 16.96.060-2. - Inspections of development other than buildings and structures. The Floodplain Administrator shall make or cause to be made, inspections of all development other than buildings and structures that is authorized by issuance of a permit for floodplain development under these regulations. The Floodplain Administrator shall inspect flood hazard areas from time to time to determine when development is undertaken without issuance of a permit.

Sec. 16.96.060-3. - Inspections of manufactured homes installations. The Floodplain Administrator shall make or cause to be made, inspections of installation and replacement of manufactured homes in flood hazard areas authorized by issuance of a permit for floodplain development under these regulations. Upon installation of a manufactured home and receipt of the elevation certification, the Floodplain Administrator shall inspect the installation or have the installation inspected.

Sec. 16.96.060-4. - Buildings and structures. The Chief Building Official shall make or cause to be made, inspections for buildings and structures in flood hazard areas authorized by permit, in accordance with the building code:

- (1) **Lowest floor elevation.** Upon placement of the lowest floor, including the basement, and prior to further vertical construction, certification of the elevation required in the

building code shall be prepared by a CA Licensed Land Surveyor or Civil Engineer and submitted to the Chief Building Official.

- (2) **Final inspection.** Prior to the final inspection, certification of the elevation required in the building code shall be prepared by a CA Licensed Land Surveyor or Civil Engineer and submitted to the Chief Building Official.

ARTICLE 16.96.070 VARIANCES

Sec. 16.96.070-1. - Nature of variances. The considerations and conditions for variances set forth in this article are based on the general principle of zoning law that variances pertain to a piece of property and are not personal in nature. A variance may be issued for a parcel of property with physical characteristics so unusual that complying with the requirements of these regulations would create an exceptional hardship to the applicant or the surrounding property owners. The characteristics must be unique to the property and not be shared by adjacent parcels. The unique characteristic must pertain to the land itself, not to the structure, its inhabitants, or the property owners. The issuance of a variance is for floodplain management purposes only. Federal flood insurance premium rates are determined by the National Flood Insurance Program according to actuarial risk and will not be modified by the granting of a variance.

It is the duty of the **City Council** to promote public health, safety and welfare and minimize losses from flooding. This duty is so compelling and the implications of property damage and the cost of insuring a structure built below flood level are so serious that variances from the elevation or other requirements in the building codes should be quite rare. The long-term goal of preventing and reducing flood loss and damage, and minimizing recovery costs, inconvenience, danger, and suffering, can only be met when variances are strictly limited. Therefore, the variance requirements in these regulations are detailed and contain multiple provisions that must be met before a variance can be properly issued. The criteria are designed to screen out those situations in which alternatives other than a variance are more appropriate.

Sec. 16.96.070-2. – Variances; general. The **Planning Commission** shall hear and decide requests for variances from the strict application of these regulations. The standards for variances from these regulations in this Article shall be the only standards for variances applied to floodplain management matters and supersede any other standards for variances found in the Rancho Cordova Municipal Code.

Sec. 16.96.070-3. - Limitations on authority. The **Planning Commission** shall base its determination on technical justifications submitted by applicants, the considerations and conditions set forth in this article, the comments and recommendations of the Floodplain Administrator and Chief Building Official, as applicable, and has the right to attach such conditions to variances as it deems necessary to further the purposes and objectives of these regulations and the building code.

Sec. 16.96.070-4. - Records. The Floodplain Administrator shall maintain a permanent record of all variance actions, including justification for issuance.

Sec. 16.96.070-5. - Historic structures. A variance is authorized to be issued for the repair, improvement, or rehabilitation of a historic structure upon determination that the proposed repair, improvement, or rehabilitation will not preclude the structure's continued designation as a historic structure, and the variance is the minimum necessary to preserve the historic character

and design of the structure. When the proposed work precludes the structure's continued designation as a historic building, a variance shall not be granted and the structure and any repair, improvement, and rehabilitation shall be subject to the requirements of the building code.

Sec. 16.96.070-6. - Restrictions in floodways. A variance shall not be issued for any proposed development in a floodway when any increase in flood levels would result during the base flood discharge, as evidenced by the applicable analyses required in Section 16.96.050-3(1) of these regulations.

Sec. 16.96.070-7. - Functionally dependent uses. A variance is authorized to be issued for the construction or substantial improvement necessary for the conduct of a functionally dependent use provided the criteria in Section 1612 of the building code (CCR Title 24 Part 2) or Section R322 of the residential code (CCR Title 24 Part 2.5) are met, as applicable, and the variance is the minimum necessary to allow the construction or substantial improvement, and that all due consideration has been given to use of methods and materials that minimize flood damages during the base flood and create no additional threats to public safety.

Sec. 16.96.070-8. - Agricultural structures. A variance is authorized to be issued for the construction or substantial improvement of agricultural structures that are not elevated or dry floodproofed, provided the requirements of this section are satisfied and:

- (1) A determination has been made that the proposed agricultural structure:
 - (a) Is used exclusively in connection with the production, harvesting, storage, raising, or drying of agricultural commodities and livestock, or storage of tools or equipment used in connection with these purposes or uses, and will be restricted to such exclusive uses.
 - (b) Has low damage potential.
 - (c) Does not increase risks and pose a danger to public health, safety, and welfare if flooded and contents are released, including but not limited to the effects of flooding on manure storage, livestock confinement operations, liquified natural gas terminals, and production and storage of highly volatile, toxic, or water-reactive materials.
 - (d) Complies with the wet floodproofing construction requirements of Section 16.96.070-8(2), below.
- (2) Wet floodproofing construction requirements.
 - (a) Anchored to resist flotation, collapse, and lateral movement.
 - (b) When enclosed by walls, walls have flood openings that comply with the flood opening requirements of ASCE 24, Chapter 2.
 - (c) Flood damage-resistant materials are used below the base flood elevation.
 - (d) Mechanical, electrical, and utility equipment are elevated above the base flood elevation.

Sec. 16.96.070-9. - Considerations for issuance of variances. In reviewing applications for

ITEM 11.3.

ATTACHMENT 3 Exhibit B to the Ordinance

variances, all technical evaluations, all relevant factors, all other requirements of these regulations and the building code, as applicable, and the following shall be considered:

- (1) The danger that materials and debris may be swept onto other lands resulting in further injury or damage.
- (2) The danger to life and property due to flooding or erosion damage.
- (3) The susceptibility of the proposed development, including contents, to flood damage and the effect of such damage on current and future owners.
- (4) The importance of the services provided by the proposed development to the community.
- (5) The availability of alternate locations for the proposed development that are not subject to flooding or erosion and the necessity of a waterfront location, where applicable.
- (6) The compatibility of the proposed development with existing and anticipated development.
- (7) The relationship of the proposed development to the comprehensive plan and floodplain management program for that area.
- (8) The safety of access to the property in times of flood for ordinary and emergency vehicles.
- (9) The expected heights, velocity, duration, rate of rise and debris and sediment transport of the floodwater and the effects of wave action, if applicable, expected at the site.
- (10) The costs of providing governmental services during and after flood conditions including maintenance and repair of public utilities and facilities such as sewer, gas, electrical and water systems, streets and bridges.

Sec. 16.96.070-10. - Conditions for issuance of variances. Variances shall only be issued upon:

- (1) Submission by the applicant of a showing of good and sufficient cause that the unique characteristics of the size, configuration or topography of the site limit compliance with any provision of these regulations or renders the elevation standards of the building code inappropriate.
- (2) A determination that failure to grant the variance would result in exceptional hardship due to the physical characteristics of the land that render the lot undevelopable.
- (3) A determination that the granting of a variance will not result in increased flood heights, additional threats to public safety, extraordinary public expense, nor create nuisances, cause fraud on or victimization of the public or future property owners, or conflict with existing local laws or ordinances.
- (4) A determination that the variance is the minimum necessary, considering the flood hazard, to afford relief.

- (5) When the request is to allow construction of the lowest floor of a new building or substantial improvement of a building below the base flood elevation, notification to the applicant in writing over the signature of the Floodplain Administrator specifying the difference between the base flood elevation and the proposed elevation of the lowest floor, stating that issuance of a variance to construct below the elevation required in the building code will result in increased premium rates for federal flood insurance up to amounts as high as \$25 for \$100 of insurance coverage, and that such construction below the required elevation increases risks to life and property.

ARTICLE 16.96.080 VIOLATIONS

Sec. 16.96.080-1. - Violations. Any development in any flood hazard area that is being performed without an issued permit or that is in conflict with an issued permit shall be deemed a violation. A building or structure without the documentation of the elevation of the lowest floor, other required design certifications, or other evidence of compliance required by these regulations or the building code, is presumed to be a violation until such time as required documentation is submitted. Violation of the requirements shall constitute a misdemeanor.

Sec. 16.96.080-2. - Authority. The Floodplain Administrator is authorized to serve notices of violation or stop work orders to owners of property involved, to the owner's agent, or to the person or persons doing the work, for development that is not within the scope of the building codes, but is regulated by these regulations and that is determined to be a violation.

Sec. 16.96.080-3. - Unlawful continuance. Any person who shall continue any work after having been served with a notice of violation or a stop work order, except such work as that person is directed to perform to remove or remedy a violation or unsafe condition, shall be subject to penalties as prescribed by law.

PART II. – DEFINITIONS

ARTICLE 16.96.100 DEFINITIONS

Sec. 16.96.100-1. - General. The following words and terms shall, for the purposes of these regulations, have the meanings shown herein. Where terms are not defined in these regulations and are defined in the building code (CCR Title 24 Part 2) and used in the residential code (CCR Title 24 Part 2.5), such terms shall have the meanings ascribed to them in those codes. Where terms are not defined in these regulations or the building code, such terms shall have ordinarily accepted meanings such as the context implies.

Sec. 16.96.100-2. - Definitions

“Accessory Structure” means a structure on the same parcel of property as a principal structure and the use of which is incidental to the use of the principal structure. For floodplain management purposes, the term includes only accessory structures used for parking and storage.

“Agricultural Structure” means a walled and roofed structure used exclusively for agricultural purposes or uses in connection with the production, harvesting, storage, raising, or drying of agricultural commodities and livestock, including aquatic organisms. Structures that house tools or equipment used in connection with these purposes or uses are also considered to have agricultural purposes or uses.

“Alteration of a watercourse” means a dam, impoundment, channel relocation, change in channel alignment, channelization, or change in cross-sectional area of the channel or the channel capacity, or any other form of modification which may alter, impede, retard or change the direction and/or velocity of the riverine flow of water during conditions of the base flood.

“ASCE 24” means the standard *Flood Resistant Design and Construction*, referenced by the building code, developed and published by the American Society of Civil Engineers, Reston, VA. Where cited, ASCE 24 refers to the edition of the standard that is referenced by the building code.

“Base flood” means the flood having a 1-percent chance of being equaled or exceeded in any given year. [Also defined in CCR Title 24 Part 2.]

“Base flood elevation” means the elevation of the base flood, including wave height, relative to the National Geodetic Vertical Datum (NGVD), North American Vertical Datum (NAVD) or other datum specified on the Flood Insurance Rate Map (FIRM). [Also defined in CCR Title 24 Part 2.] **The base flood elevation shall be defined using the National Geodetic Survey Vertical Datum North American Vertical Datum 1988 (NAVD88) used in Sacramento County for floodplain mapping.**

“Basement” means, for the purpose of floodplain management, the portion of a building having its floor subgrade (below ground level) on all sides. [Also defined in CCR Title 24 Part 2.]

“Building code” means California Code of Regulations Title 24, the *California Building Standards Code*, the family of building codes specifically adopted by the State of California and composed of:

- (1) Part 2, applicable to buildings and structures other than dwellings within the scope of this part.
- (2) Part 2.5, applicable to one- and two-family dwellings and townhouses not more than three stories, and accessory structures.
- (3) Part 10, applicable to existing buildings (as defined in that code).
- (4) Other specified codes.

“Design flood” means the flood associated with the greater of the following two areas: [Also defined in CCR Title 24 Part 2.]

- (1) Area with a floodplain subject to a 1-percent or greater chance of flooding in any year.
- (2) Area designated as a flood hazard area on a community’s flood hazard map, or otherwise legally designated.

“Design flood elevation” means the elevation of the “design flood,” including wave height, relative to the datum specified on the community’s legally designated flood hazard map. In areas designated as Zone AO, the design flood elevation shall be the elevation of the highest existing grade of the building’s perimeter plus the depth number (in feet) specified on the flood hazard map.

“Development” means any manmade change to improved or unimproved real estate, including but not limited to, buildings or other structures, temporary structures, temporary or permanent storage of materials, mining, dredging, filling, grading, paving, excavations, drilling operations, flood control projects, and other land-disturbing activities.

“Encroachment” means the placement of fill, excavation, buildings, permanent structures or other development into a flood hazard area which may impede or alter the flow capacity of riverine flood hazard areas.

“Exceptional hardship” means, for the purpose of variances from these regulations or the building code, the exceptional difficulty that would result from a failure to grant a requested variance. Mere economic or financial hardship is not exceptional. Inconvenience, aesthetic considerations, physical handicaps, personal preferences, or the disapproval of one's neighbors do not, as a rule, qualify as exceptional hardships. All of these circumstances can be resolved through other means without granting variances, even when the alternatives are more expensive or require the property owner to build elsewhere or put the parcel to a different use than originally intended.

“Existing manufactured home park or subdivision” means a manufactured home park or subdivision for which the construction of facilities for servicing the lots on which the manufactured homes are to be affixed (including, at a minimum, the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads) was completed before August 16, 2012.

“Expansion to an existing manufactured home park or subdivision” means the preparation of additional sites by the construction of facilities for servicing the lots on which the manufactured homes are to be affixed (including the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads).

“Flood or flooding” means a general and temporary condition of partial or complete inundation of normally dry land from:

- (1) The overflow of inland or tidal waters.
- (2) The unusual and rapid accumulation or runoff of surface waters from any source.
- (3) Mudslides (i.e., mudflows) which are proximately caused by flooding.

“Flood control project” means a dam or barrier designed and constructed to keep water away from or out of a specified area, including but not limited to levees, floodwalls, and channelization.

“Flood damage-resistant materials” means any construction material capable of withstanding direct and prolonged contact with floodwaters without sustaining any damage that requires more than cosmetic repair. [Also defined in CCR Title 24 Part 2.]

“Flood hazard area” means the greater of the following two areas: [Also defined in CCR Title 24 Part 2.]

- (1) The area within a floodplain subject to a 1-percent or greater chance of flooding in any year.

- (2) The area designated as a flood hazard area on the community's flood hazard map, or otherwise legally designated.

"Flood Insurance Rate Map (FIRM)" means an official map of a community on which the Federal Emergency Management Agency (FEMA) has delineated both the special flood hazard areas and the risk premium zones applicable to the community. [Also defined in CCR Title 24 Part 2.]

"Flood Insurance Study" means the official report provided by the Federal Emergency Management Agency containing the Flood Insurance Rate Map (FIRM), the Flood Boundary and Floodway Map (FBFM), the water surface elevation of the base flood and supporting technical data. [Also defined in CCR Title 24 Part 2.]

"Floodplain Administrator" means the Public Works Director of the City of Rancho Cordova, or his/her designee.

"Floodway" means the channel of the river, creek or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. [Also defined in CCR Title 24 Part 2.]

"Fraud or victimization" means, for the purpose of variances from these regulations or the building code, the intentional use of deceit to deprive another of rights or property, making a victim of the deprived person or the public. As it pertains to buildings granted variances to be constructed below the elevation required by the building code, future owners or tenants of such buildings and the community as a whole may bear the burden of increased risk of damage from floods, increased cost of flood insurance, and increased recovery costs, inconvenience, danger, and suffering.

"Functionally dependent use" means a use that cannot perform its intended purpose unless it is located or carried out in close proximity to water, including only docking facilities, port facilities necessary for the loading or unloading of cargo or passengers, and shipbuilding or ship repair facilities. The term does not include long-term storage, manufacture, sales or service facilities.

"Highest adjacent grade" means the highest natural elevation of the ground surface prior to construction next to the proposed walls or foundation of a structure.

"Historic structure" means any structure that is:

- (1) Listed individually in the National Register of Historic Places (a listing maintained by the Department of Interior) or preliminarily determined by the Secretary of the Interior as meeting the requirements for individual listing on the National Register;
- (2) Certified or preliminarily determined by the Secretary of the Interior as contributing to the historical significance of a registered historic district or a district preliminarily determined by the Secretary to qualify as a registered historic district;
- (3) Individually listed on the inventory of historic places maintained by the California Office of Historic Preservation; or

- (4) Individually listed on a local inventory of historic places in communities with historic preservation programs that have been certified by the California Office of Historic Preservation.

“Letter of Map Change (LOMC)” means an official determination issued by FEMA that amends or revises an effective Flood Insurance Rate Map or Flood Insurance Study. Letters of Map Change include:

- (1) Letter of Map Amendment (LOMA): An amendment based on technical data showing that a property was incorrectly included in a designated special flood hazard area. A LOMA amends the current effective Flood Insurance Rate Map and establishes that a specific property, portion of a property, or structure is not located in a special flood hazard area.
- (2) Letter of Map Revision (LOMR): A revision based on technical data that may show changes to flood zones, flood elevations, special flood hazard area boundaries and floodway delineations, and other planimetric features.
- (3) Letter of Map Revision Based on Fill (LOMR-F): A determination that a structure or parcel of land has been elevated by fill above the base flood elevation and is, therefore, no longer located within the special flood hazard area. In order to qualify for this determination, the fill must have been permitted and placed in accordance with these regulations.
- (4) Conditional Letter of Map Revision (CLOMR): A formal review and comment as to whether a proposed flood protection project or other project complies with the minimum NFIP requirements for such projects with respect to delineation of special flood hazard areas. A CLOMR does not revise the effective Flood Insurance Rate Map or Flood Insurance Study; upon submission and approval of certified as-built documentation, a Letter of Map Revision may be issued by FEMA to revise the effective FIRM.

“Light-duty truck” means, as defined in 40 C.F.R. 86.082-2, any motor vehicle rated at 8,500 pounds Gross Vehicular Weight Rating or less which has a vehicular curb weight of 6,000 pounds or less and which has a basic vehicle frontal area of forty-five (45) square feet or less, which is:

- (1) Designed primarily for purposes of transportation of property or is a derivation of such a vehicle; or
- (2) Designed primarily for transportation of persons and has a capacity of more than twelve (12) persons; or
- (3) Available with special features enabling off-street or off-highway operation and use.

“Lowest floor” means the lowest floor of the lowest enclosed area, including basement, but excluding any unfinished or flood-resistant enclosure, usable solely for vehicle parking, building access or limited storage provided that such enclosure is not built so as to render the structure in violation of the non-elevation requirements of the building codes. [Also defined in CCR Title 24 Part 2.]

“Manufactured home” means a structure that is transportable in one or more sections, built on

a permanent chassis, designed for use as a single-family dwelling with or without a permanent foundation when connected to the required utilities, and constructed to the Manufactured Home Construction and Safety Standards promulgated by the U.S. Department of Housing and Urban Development. Also see definitions in Health and Safety Code sections 18000.(a)(2) and 18001.(a). For the purposes of floodplain management, the term also includes mobile homes and recreational vehicles, park trailers, travel trailers and similar transportable structures that are placed on a site for 180 consecutive days or longer.

“Manufactured home park or subdivision” means a parcel (or contiguous parcels) of land divided into two or more manufactured home lots for rent or sale.

“Market value” means the price at which a property will change hands between a willing buyer and a willing seller, neither party being under compulsion to buy or sell and both having reasonable knowledge of relevant facts. As used in these regulations, the term refers to the market value of buildings and structures, excluding the land and other improvements on the parcel. Market value may be established by one of the following methods: (1) Actual Cash Value (replacement cost depreciated for age and quality of construction), (2) tax assessment value adjusted to approximate market value by a factor provided by the Property Appraiser, or (3) a qualified independent appraiser.

“New manufactured home park or subdivision” means a manufactured home park or subdivision for which the construction of facilities for servicing the lots on which the manufactured homes are to be affixed (including at a minimum, the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads) was completed on or after August 16, 2012.

“Nuisance” means that which is injurious to safety or health of an entire community or neighborhood, or any considerable number of persons, or unlawfully obstructs the free passage or use, in the customary manner, of any navigable lake, or river, bay, stream, canal, or basin.

“Permit for floodplain development” means an official document or certificate issued by the community, or other evidence of approval or concurrence, which authorizes performance of specified development activities that are located in flood hazard areas and that are determined to be compliant with these regulations. A grading permit, or approval of improvement plans meet the intent of this definition.

“Recreational vehicle” means a vehicle that is built on a single chassis, 400 square feet (37.16 m²) or less when measured at the largest horizontal projection, designed to be self-propelled or permanently towable by a light-duty truck, and designed primarily not for use as a permanent dwelling but as temporary living quarters for recreational, camping, travel or seasonal use. A recreational vehicle is ready for highway use when it is on its wheels or jacking system, is attached to the site only by quick disconnect type utilities and security devices and has no permanently attached additions. Also see definitions in Health and Safety Code section 18010.

“Riverine” means relating to, formed by, or resembling a river (including tributaries), stream, brook, etc.

“Special flood hazard area (SFHA)” means the land area subject to flood hazards and shown on a Flood Insurance Rate Map or other flood hazard map as Zone A, AE, A1-30, A99, AR, AO, AH, V, VO, VE, or V1-30. [Also defined in CCR Title 24 Part 2.]

“Substantial damage” means damage of any origin sustained by a structure whereby the cost of restoring the structure to its before-damaged condition would equal or exceed 50 percent of the market value of the structure before the damage occurred. [Also defined in CCR Title 24 Part 2.]

“Substantial improvement” means any repair, reconstruction, rehabilitation, alteration, addition or other improvement of a building or structure, the cost of which equals or exceeds 50 percent of the market value of the structure before the improvement or repair is started. When the structure has sustained substantial damage, any repairs are considered substantial improvement regardless of the actual repair work performed. The term does not, however, include either: [Also defined in CCR Title 24 Part 2.]

- (1) Any project for improvement of a building required to correct existing health, sanitary or safety code violations identified by the building official and that are the minimum necessary to assure safe living conditions.
- (2) Any alteration of a historic structure provided that the alteration will not preclude the structure’s continued designation as a historic structure.

“Utility and Miscellaneous Group U” means buildings and structures of an accessory character and miscellaneous structure not classified in any special occupancy, as described in the building code.

“Variance” means a grant of relief from the requirements of these regulations which permits construction in a manner otherwise prohibited and where specific enforcement would result in exceptional hardship.

“Violation” means a development that is not fully compliant with these regulations or the flood provisions of the building code, as applicable.

“Watercourse” means a river, creek, stream, channel or other topographic feature in, on, through, or over which water flows at least periodically.

PART III. – FLOOD RESISTANT DEVELOPMENT

ARTICLE 16.96.200 BUILDINGS AND STRUCTURES

Sec. 16.96.200-1. - Requirements for buildings and structures in flood hazard areas.

Applications for building and structures within the scope of the building code that are proposed in flood hazard areas shall comply with the applicable requirements of the CCR Title 24, Part 2 building code, and local amendments to the building code specified in the City of Rancho Cordova Municipal Code Title 16, Chapter 2, Section 5.

Sec. 16.96.200-2. - Local Technical Amendments to CCR Title 24 Part 2.

CCR Title 24, Part 2, Section 1612.2 is adopted by reference, in addition to adding a new section 1612.2.1 as follows:

1612.2.1 Modification of ASCE 24: Non-Residential Elevation requirements. The minimum floor elevation requirements for new or substantially improved non-residential structures shall be as specified in ASCE 24, the base flood elevation plus 1.5 feet, or

together with attendant utility and sanitary facilities be dry flood-proofed in accordance with FEMA technical bulletin(s) and the following:

- a. Watertight below 1.5 ft above the base flood elevation so that the building walls are substantially impermeable to the passage of water;
- b. Have structural components capable of resisting hydrostatic and hydrodynamic loads including the effects of buoyance; and
- c. Be certified by a registered professional engineer or architect that the standards of this section are satisfied. Such certification shall be provided to the Floodplain Administrator.

CCR Title 24, Part 2.5, Section R322.2.1 is adopted by reference, in addition to the following:

R322.2.1 Residential Elevation requirements.

1. Buildings and structures in flood hazard areas shall have the lowest floors (including basement) elevated to or above the base flood elevation plus **1.5 feet** or the design flood elevation, whichever is higher.
 - a. In areas of shallow flooding (AO Zones), buildings and structures shall have the lowest floor (including basement) elevated at least as high above the highest adjacent grade as the depth number specified in feet on the FIRM plus 1.5 feet, or not less than 3 feet, if a depth number is not specified.
 - b. In Zone A where there is no BFE or depth on the FIRM, elevate at least 1.5 feet above the highest value determined by: the historic high water data interpreted by the Floodplain Administrator; the elevation shown on a City study; the elevation of the floodplain is plotted on the topography map; or the elevation determined using the detailed method from the FEMA publication, FEMA 265, "Managing Floodplain Development in Approximate Zone A Areas – A guide for Obtaining and Developing Base (100-year) Flood Elevations" dated July 1995.
 - c. In Zone AE, Zone AH, and in local flood hazard areas, building pads for slab-on-grade construction shall be at least 1.5 feet above the BFE.
 - d. In Zone AR as established by the effective Flood Insurance Rate Map, the BFE shall be the elevation shown on the FIRM or 3 feet above the highest adjacent grade (before grading occurred), whichever is lower. In areas not designated as developed areas where the AR flood depth is equal to or less than 5 feet above the highest adjacent grade, use the lower of either the AR BFE or the elevation that is 3 feet above the highest adjacent grade; or where the AR flood depth is greater than 5 feet above the highest adjacent grade, use AR BFE.
 - e. In areas affected by dual zones, such as AE or local flood hazard, A-99 regulations or the BFE for the underlying zone, whichever is higher, shall apply.
2. Attached garages for residential buildings shall be constructed at least 1.5 feet above the base flood elevation and all building materials below the residential building floor elevation shall be flood resistant per ASCE 24. Garage space under a house must be elevated at least 1 foot above the base flood elevation.

Sec. 16.96.200-3. – Detached garages and accessory storage structures. Detached garages and accessory storage structures used only for parking or storage must be constructed per the amended CCR Title 24, Part 2.5, Section 101. At the discretion of the Floodplain Administrator, minor detached structures not meeting these requirements may be allowed with

proper venting and an executed and recorded declaration of land use restriction in a form approved by Public Works Director or his/her designee, provided they are constructed at or above the base flood elevation.

Sec. 16.96.200-4. - Utility and Miscellaneous Group U. Utility and miscellaneous Group U includes buildings that are accessory in character and miscellaneous structures not classified in any specific occupancy in the building code, including, but not limited to, agricultural buildings, aircraft hangars (accessory to a one- or two-family residence), carports, fences more than 6 feet (1829 mm) high, grain silos (accessory to a residential occupancy), greenhouses, livestock shelters, private garages, retaining walls, sheds, stables, and towers. In addition to the building code requirements for fire and life safety, the following shall apply to utility and miscellaneous Group U buildings and structures in flood hazard areas:

- (1) New construction and substantial improvement of such buildings and structures shall be anchored to prevent flotation, collapse or lateral movement resulting from flood loads, including the effects of buoyancy, during conditions of the design flood.
- (2) New construction and substantial improvement of such buildings and structures, when fully enclosed by walls, shall be elevated such that the lowest floor, including basement, is elevated to or above the design flood elevation in accordance with ASCE 24 or shall be dry floodproofed in accordance with ASCE 24.
- (3) Unless dry floodproofed, fully enclosed areas below the design flood elevation shall be constructed in accordance with ASCE 24 and limited to parking, storage, and building access.
- (4) When fully enclosed by walls, flood openings shall be installed in accordance with ASCE 24.
- (5) Flood damage-resistant materials shall be used below the design flood elevation.
- (6) Mechanical, plumbing and electrical systems, including plumbing fixtures, shall be located or installed in accordance with ASCE 24.

Sec. 16.96.200-5. – Non-Structural Elevation and Flood-Proofing.

- (1) Any new built-in swimming pool deck, filter, and pump equipment must be elevated at least 1.5-feet above the base flood elevation unless the property owners execute and record a declaration of land use restriction in a form acceptable to.
- (2) For new or substantially improved structures, heating, plumbing fixtures, air conditioning equipment, furnaces, ductwork, electrical panels, solar panels, outlets, switches, fixtures serving new or substantially improved structures shall be at least 1.5-feet above the base flood elevation or the finished floor, whichever is lower or may be flood-protected to 1.5-feet above the base flood elevation.
- (3) New solar panels and appurtenances, except as described in (2) above, shall be elevated or flood-protected safely above the base flood elevation.

ARTICLE 16.96.210 SUBDIVISIONS

Sec. 16.96.210-1. - Minimum requirements. Subdivision proposals in flood hazard areas, including proposals for manufactured home parks and subdivisions, shall be reviewed to determine that:

- (1) Such proposals are consistent with the need to minimize flood damage and will be reasonably safe from flooding.
- (2) All public utilities and facilities, such as sewer, gas, electric, communications, and water systems are located and constructed to minimize or eliminate flood damage in accordance with Section 16.96.220-2 and Section 16.96.220-3 of these regulations, as applicable, and appropriate codes.
- (3) Adequate drainage is provided to reduce exposure to flood hazards; in Zones AH and AO, adequate drainage paths shall be provided to guide floodwater around and away from proposed structures.

Sec. 16.96.210-2. - Subdivision requirements. In addition to the requirements of Section 16.96.220-1 of these regulations, where any portion of proposed subdivisions, including proposals for manufactured home parks and subdivisions, lies within a flood hazard area, the following shall be required:

- (1) The flood hazard area, including floodways, as appropriate, shall be delineated on preliminary subdivision plats.
- (2) Where the subdivision has more than 50 lots or is larger than 5 acres, and base flood elevations are not included in the FIRM, the base flood elevation shall be determined in accordance with Section 16.96.050-2(1) of these regulations.
- (3) When, as part of a proposed subdivision, fill will be placed to support buildings, the fill shall be placed in accordance with the building code and approval of the subdivision shall require submission of as-built elevations for each filled pad certified by a licensed land surveyor or registered civil engineer.

ARTICLE 16.96.220 SITE IMPROVEMENTS, UTILITIES AND LIMITATIONS

Sec. 16.96.220-1. - Minimum requirements. All proposed development in flood hazard areas shall be reviewed to determine that:

- (1) Such proposals are consistent with the need to minimize flood damage and will be reasonably safe from flooding.
- (2) Where the proposed development has more than 50 lots or is larger than 5 acres, and base flood elevations are not included in the FIRM, the base flood elevation shall be determined in accordance with Section 16.96.050-2(1) of these regulations.
- (3) All public utilities and facilities, such as sewer, gas, electric, communications, and water systems are located and constructed to minimize or eliminate flood damage.
- (4) Adequate drainage is provided to reduce exposure to flood hazards; in Zones AH and AO, adequate drainage paths shall be provided to guide floodwater around and away from proposed structures.

Sec. 16.96.220-2. - Sanitary sewer facilities. All new and replaced sanitary sewer facilities, private sewage treatment plants (including all pumping stations and collector systems) and on-site waste disposal systems shall be designed in accordance with Chapter 7, ASCE 24, to minimize or eliminate infiltration of floodwaters into the facilities and discharge from the facilities into flood waters, and impairment of the facilities and systems.

Sec. 16.96.220-3. - Water supply facilities. All new and replaced water supply facilities shall be designed in accordance with the provisions of Chapter 7, ASCE 24, to minimize or eliminate infiltration of floodwaters into the systems.

Sec. 16.96.220-4. - Development in floodways. Development, site improvements and land disturbing activity involving fill or regrading shall not be authorized in the floodway unless the floodway encroachment analysis required in Section 16.96.050-3(1) of these regulations demonstrates the proposed work will not result in any increase in the base flood level during occurrence of the base flood discharge.

Sec. 16.96.220-5. - Limitations on placement of fill. Subject to the limitations of these regulations, fill shall be designed to be stable under conditions of flooding including rapid rise and rapid drawdown of floodwaters, prolonged inundation, and protection against flood-related erosion and scour. In addition to these requirements, when intended to support buildings and structures, fill shall comply with the requirements of the building code. The placement of fill intended to change base flood elevations, change floodway boundaries, or change boundaries of flood hazard areas shown on FIRMs shall be subject to the requirements of Section 16.96.050-4 of these regulations.

ARTICLE 16.96.230 INSTALLATION OF MANUFACTURED HOMES

Sec. 16.96.230-1. - Installation. All manufactured homes installed in flood hazard areas shall be installed by an installer that is licensed pursuant to the Business and Professions Code and shall comply with the requirements of the Department of Housing and Community Development (HCD) if they are located in a mobile home park. Permits from the HCD are required where the HCD is the enforcement agency for installation of manufactured homes. Upon completion of installation and prior to the final inspection by the Floodplain Administrator, the installer shall submit certification of the elevation of the manufactured home, prepared by a licensed land surveyor or registered civil engineer, to the Floodplain Administrator.

Sec. 16.96.230-2. - Foundations. All new and replacement manufactured homes, that are not part of a mobile home park, including substantial improvement of manufactured homes installed in flood hazard areas shall be installed on permanent, reinforced foundations that are designed in accordance with the foundation requirements of Section R322.2 of the residential code (CCR Title 24 Part 2.5) and these regulations.

Sec. 16.96.230-3. - Anchoring. All new and replacement manufactured homes (that are not part of a mobile home park) to be placed or substantially improved in a flood hazard area shall be installed using methods and practices which minimize flood damage and shall be securely anchored to an adequately anchored foundation system to resist flotation, collapse and lateral movement. Methods of anchoring are authorized to include, but are not limited to, use of over-the-top or frame ties to ground anchors. This requirement is in addition to applicable State and local anchoring requirements for resisting wind loads and seismic loads.

Sec. 16.96.230-4. - General elevation requirement. All manufactured homes that are placed,

replaced, or substantially improved on sites located outside of a manufactured home park or subdivision; shall be elevated such that the lowest floor, or bottom of the lowest horizontal member of the lowest floor, as applicable to the flood hazard area, is 1.5 feet above the base flood elevation.

Sec. 16.96.230-5. - Flood damage-resistant materials. Materials below elevated manufactured homes shall comply with the flood-damage resistant materials requirements of Section R322 of the residential code (CCR Title 24 Part 2.5).

Sec. 16.96.230-6. - Enclosures. Fully enclosed areas below elevated manufactured homes shall comply with the enclosed area requirements of Section R322 of the residential code (CCR Title 24 Part 2.5).

Sec. 16.96.230-7. - Protection of mechanical equipment and outside appliances. Mechanical equipment and outside appliances shall be elevated to or above the lowest floor or bottom of the lowest horizontal structural member of the manufactured home, as applicable to the flood hazard area.

Exception. Where such equipment and appliances are designed and installed to prevent water from entering or accumulating within their components and the systems are constructed to resist hydrostatic and hydrodynamic loads and stresses, including the effects of buoyancy, during the occurrence of flooding up to the elevation required by Section 16.96.230, the systems and equipment shall be permitted to be located below that elevation. Electrical wiring systems shall be permitted below the design flood elevation provided they conform to the provisions of NFPA 70 (National Electric Code).

ARTICLE 16.96.240 RECREATIONAL VEHICLES

Sec. 16.96.240-1. - Temporary placement. Recreational vehicles in flood hazard areas, shall be placed on a site for less than 180 consecutive days or shall be fully licensed and ready for highway use. Ready for highway use means the recreational vehicle is on wheels or jacking system, is attached to the site only by quick disconnect type utilities and security devices, and has no permanently attached additions, such as rooms, stairs, decks and porches.

Sec. 16.96.240-2. - Permanent placement. Recreational vehicles that do not meet the limitations in Section 16.96.240-1 for temporary placement shall meet the requirements of Article 16.96.230 for manufactured homes.

ARTICLE 16.96.250 OTHER DEVELOPMENT

Sec. 16.96.250-1. - General requirements for other development. All development, including man-made changes to improved or unimproved real estate for which specific provisions are not specified in these regulations or the building code, shall:

- (1) Be located and constructed to minimize flood damage.
- (2) Meet the limitations of Section 16.96.220-4 of these regulations when located in a regulated floodway.
- (3) Be anchored to prevent flotation, collapse or lateral movement resulting from hydrostatic loads, including the effects of buoyancy, during conditions of the design flood.

- (4) Be constructed of flood damage-resistant materials.
- (5) Have mechanical, plumbing, and electrical systems above the design flood elevation or meet the requirements of ASCE 24, except that minimum electric service required to address life safety and electric code requirements is permitted below the design flood elevation provided it conforms to the provisions of the electrical part of the building code for wet locations.

Sec. 16.96.250-2. - Tanks. Tanks that serve buildings shall comply with the requirements of the building code. Underground and above-ground tanks that serve other purposes shall be designed, constructed, installed and anchored in accordance with ASCE 24. Tank inlets, fill openings, outlets, and vents shall be installed 1-foot above the base flood elevation or fitted with covers designed to prevent the inflow of floodwater and outflow of the contents of the tank during the base flood. Water tanks for agricultural operations may be exempted from this elevated venting requirement per the Floodplain Administrator.

Sec. 16.96.250-3. - Requirements for temporary structures and temporary storage in flood hazard areas. Temporary structures shall be erected for a period of less than 180 days and temporary storage of goods and materials shall be permitted for a period of less than 180 days. Extensions may be granted in accordance with Section 16.96.040-5 of these regulations. In addition, the following apply:

- (1) Temporary structures shall be anchored to prevent flotation, collapse or lateral movement resulting from hydrostatic loads, including the effects of buoyancy, during conditions of the design flood. Fully enclosed temporary structures shall have flood openings that are in accordance with ASCE 24 to allow for the automatic entry and exit of flood waters.
- (2) Temporary stored materials shall not include hazardous materials.
- (3) The requirements of Section 16.96.220-4 of these regulations, when located in floodways.

Sec. 16.96.250-4. - Fences in floodways. Fences in floodways that have the potential to block the passage of floodwaters, such as stockade fences and wire mesh fences, shall meet the limitations of Section 16.96.220-4 of these regulations.

Sec. 16.96.250-5. - Oil derricks. Oil derricks located in flood hazard areas shall be designed in conformance with flood loads required by the building code.

Sec. 16.96.250-6. - Retaining walls, sidewalks and driveways in floodways. Retaining walls and sidewalks and driveways that involve placement of fill in floodways shall meet the limitations of Section 16.96.220-4 of these regulations and the requirements for site grading in Chapter 18 of the building code.

Sec. 16.96.250-7. - Roads and watercourse crossings in floodways. Roads and watercourse crossings that encroach into floodways or riverine waterways with base flood elevations where floodways have not been designated, including roads, bridges, culverts, low-water crossings and similar means for vehicles or pedestrians to travel from one side of a watercourse to the other side shall meet the limitations of Section 16.96.220-4 of these regulations. Alteration of a watercourse that is part of work proposed for a road or watercourse

crossing shall meet the requirements of Section 16.96.050-3(3) of these regulations.

Sec. 16.96.250-8. - Swimming pools. Above-ground swimming pools, on-ground swimming pools, and in-ground swimming pools that involve placement of fill in floodways shall meet the requirement of Section 16.96.220-4 of these regulations.

ARTICLE 16.96.260 FLOOD CONTROL PROJECTS

Sec. 16.96.260-1. - Flood control projects; general. In addition to applicable Federal, State and other local permits, a permit for floodplain development is required for construction of flood control projects. The purpose for the permit is to examine the impact on flood hazard areas, floodways, and base flood elevations shown on the FIRM. Unless otherwise authorized by separate regulations, issuance of this permit does not address the sufficiency of the structural elements of the proposed flood control project. Permits for floodplain development and building permits in areas affected by proposed flood control projects shall not be issued based on Conditional Letters of Map Revision issued by FEMA.

Sec. 16.96.260-2. - Flood control projects; applications. Applications for permits for flood control projects shall include documentation including but not limited to:

- (1) Site plan or document showing the existing topography and the boundaries of the flood hazard areas, floodway boundaries, and base flood elevations shown on the FIRM.
- (2) Site plan or document showing the proposed topography and the proposed changes to the boundaries of the flood hazard areas, floodway boundaries, and base flood elevations.
- (3) The documentation submitted to FEMA for a Conditional Letter of Map Revision (CLOMR) and, if issued, the Conditional Letter of Map Revision. Submittal requirements and processing fees shall be the responsibility of the applicant. A CLOMR is required when a proposed flood control project alters a floodway and results in any increase in the base flood elevations greater than 0.00 feet (vertical), or alters a watercourse, a riverine flood hazard area for which base flood elevations are included in the Flood Insurance Study or on the FIRM and floodways have not been designated and increases base flood elevations more than 1.0 foot.

SECTION 5. APPLICABILITY.

For the purposes of jurisdictional applicability, this ordinance shall apply in the City of Rancho Cordova. This Ordinance shall apply to all applications for development, including building permit applications and subdivision proposals, submitted on or after the effective date of this Ordinance.

SECTION 6. CEQA COMPLIANCE.

Adoption of this Ordinance is exempt from the California Environmental Quality Act ("CEQA") under Section 15061(b)(3) of the CEQA Guidelines, which provides that CEQA only applies to projects that have the potential for causing a significant effect on the environment. It can be seen with certainty that there is no possibility that adoption of this ordinance, amending existing sections to the City's Municipal Code to align with state and federal guidelines, will have a significant effect on the environment. Therefore, adoption of this Ordinance is not subject to

ITEM 11.3.

ATTACHMENT 3 Exhibit B to the Ordinance

CEQA.

SECTION 7. SEVERABILITY.

If any section, subsection, sentence, clause or phrase of this Ordinance is, for any reason, declared by the courts to be unconstitutional or invalid, such decision shall not affect the validity of the ordinance as a whole, or any part thereof, other than the part so declared.

SECTION 8. EFFECTIVE DATE.

Within fifteen (15) days after adoption, a Summary of this Ordinance shall be published once in the Grapevine Independent, or the Sacramento Bee, a newspaper of general circulation printed and published in Sacramento County and circulated in the City of Rancho Cordova, in accordance with Government Code Section 36933. This Ordinance shall take effect and be enforced thirty (30) days after its adoption. **PASSED and ADOPTED** by the City Council of the City of Rancho Cordova on the _____ day of _____ 2023 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Linda Budge, Mayor

ATTEST:

Stacy Leitner, CMC
City Clerk

Chapter 3.60**PURCHASING SYSTEM**

Sections:

- 3.60.010 Adoption of purchasing system.
- 3.60.020 Purchasing agent designated.
- 3.60.030 Limitations of purchasing agent.
- 3.60.040 Purchase procedures.
- 3.60.050 Purchase orders.
- 3.60.060 Availability of sufficient funds.
- 3.60.070 Multiyear contracts.
- 3.60.080 Splitting purchase and projects prohibited.
- 3.60.090 Inspection and review.
- 3.60.100 Surplus supplies and equipment.
- 3.60.110 Public projects.
- 3.60.120 Exemptions.

3.60.010 Adoption of purchasing system.

A purchasing system is adopted in order to:

- A. Establish efficient procedures for the purchase of supplies, services and equipment;
- B. Secure supplies, services and equipment at cost commensurate with the level of quality required;
- C. Exercise financial control over purchases; and
- D. Clearly define authority for the purchasing function. [Ord. 9-2012 § 1].

3.60.020 Purchasing agent designated.

The city manager is designated as the city's purchasing agent and shall be responsible for the purchase of all supplies, services and equipment for all departments and divisions of the city. The city manager may delegate all or a portion of the purchasing duties to any city staff member. In accordance with the limitations imposed by RCMC 3.60.030, the purchasing agent shall have the authority to:

- A. Purchase or contract for supplies, services and equipment required by the city in accordance with purchasing procedures outlined in this chapter;
- B. Negotiate and recommend execution of contracts for the purchase of supplies, services and equipment;
- C. Act to procure for the city the necessary quality in supplies, services, and equipment at the lowest cost to the city;
- D. Prepare and recommend to the city council revisions and amendments to the purchasing rules;
- E. Establish and maintain such forms as reasonably necessary to the operation of purchasing guidelines;
- F. Supervise the inspection of all supplies, services, and equipment purchased to ensure conformance with specifications;
- G. Recommend the sale or disposal of all supplies and equipment which cannot be used by the city, or which have become unsuitable for city use;
- H. Maintain records necessary for the efficient acquisition of supplies, equipment and services; and
- I. Award contracts for public projects and approve change orders to contracts for public projects in accordance with the provisions of this chapter. [Ord. 9-2012 § 1].

3.60.030 Limitations of purchasing agent.

A. Unless otherwise directed by the city council, the city manager shall have authority to purchase supplies, services and equipment, and approve and execute payment of all warrants in the amount of \$100,000 or less, on an annual basis; drawn upon the city treasury without presentation to the city council, except as provided for in RCMC 3.60.110 and 3.60.120. The purchase of supplies, services, ~~public contracts and~~, equipment, and payment of warrants in excess of \$100,000, on an annual basis, which have not been authorized pursuant to a specific contract or other instrument previously approved by the city council, shall be presented to the city council for approval.

B. The city manager shall have the authority to extend or renew contracts, previously approved by the city council, for the purchase of supplies, services, and equipment, so long as no other amendments to the terms of the applicable contract are made, without city council approval. [Ord. 1-2014 § 2; Ord. 9-2012 § 1].

3.60.040 Purchase procedures.

A. Except as otherwise provided in RCMC 3.60.110 and 3.60.120, the purchasing agent or designee shall secure favorable pricing for the procurement of supplies, equipment, and nonprofessional services. This shall include obtaining at least three bids based upon identical specifications from different vendors prior to purchasing supplies, equipment and nonprofessional services costing over \$20,000. Bids may be received by informal price checking, in writing, in person, or via the telephone and shall be documented and maintained in a file with the final awarded contract. The competitive bidding procedures as described in Section 20161 et seq. of the Public Contract Code may be utilized when not otherwise required, at the discretion of the purchasing agent or designee. Award shall be made to the vendor offering the lowest acceptable bid. This requirement shall not apply to the purchase of supplies and equipment for which less than three vendors exist.

B. The purchase of professional services, such as architectural, landscape architectural, engineering, environmental, land surveying, legal, financial consultants or construction project management contractors shall be made on the basis of demonstrated competence and on the professional qualifications necessary for the satisfactory performance of the services required.

C. Without complying with the bidding requirements contained in this section, the purchasing agent may participate in, sponsor, conduct or administer a cooperative purchasing agreement for the procurement of any supplies, equipment, and services with one or more public entities in accordance with an agreement entered into between the participants. Such cooperative purchasing may include, but is not limited to, joint or multiparty contracts between public entities and open-ended state public procurement unit contracts which are made available to the city. [Ord. 9-2012 § 1].

3.60.050 Purchase orders.

All purchases requiring a contract shall be documented by a purchase order prepared by the purchasing agent or designee. [Ord. 9-2012 § 1].

3.60.060 Availability of sufficient funds.

No purchase order shall be issued until it has been ascertained that there is to the credit of the department of the city for whose benefit such purchase is to be made a sufficient unappropriated balance in excess of all unpaid obligations to defray the amount of the purchase order. [Ord. 9-2012 § 1].

3.60.070 Multiyear contracts.

A contract for equipment, supplies or services may be entered into for any period of time deemed to be in the best interest of the city; provided, that the term of the contract and renewal provisions are included in the contract. Adequate funds must be available to fulfill the first fiscal year's obligation at the time of contract execution. Appropriations for subsequent years are subject to authorization by the city council. The purchasing agent shall have the authority to enter into multiyear contracts pursuant to this section in amounts not to exceed \$100,000 on an annual basis. [Ord. 9-2012 § 1].

3.60.080 Splitting purchase and projects prohibited.

It shall be unlawful to split or separate into smaller purchases or projects any purchase or project for the purpose of evading the provisions of this chapter or the provisions of the Public Contract Code requiring competitive bidding. [Ord. 9-2012 § 1].

3.60.090 Inspection and review.

The purchasing agent or designee shall require the inspection of supplies and equipment delivered, and contractual services performed, to determine their conformance with the specifications and requirements set forth in the order or contract as applicable. [Ord. 9-2012 § 1].

3.60.100 Surplus supplies and equipment.

At such times as determined by the purchasing agent, reports shall be prepared showing all supplies and equipment which are no longer used or which have become obsolete or worn out. The purchasing agent shall have the authority to sell, trade or exchange all said supplies and equipment. Any such sales shall be in accordance with RCMC 3.60.040(A). [Ord. 9-2012 § 1].

3.60.110 Public projects.

A. The provisions contained in Section 20161 et seq. of the Public Contract Code establish contract procedures that the city is required to follow for public projects, where the expenditure required for the public project exceeds the limit set by Section 20162 of the Public Contract Code. The term "public project" is defined by Section 20161 of the Public Contract Code as the following: (1) a project for the erection, improvement, painting, or repair of public buildings and works; (2) work in or about streams, bays, waterfronts, embankments, or other work for protection against overflow; (3) street or sewer work except maintenance or repair; and (4) furnishing supplies or materials for any such project, including maintenance or repair of streets or sewers. The definition of public project contained in Section 20161 of the Public Contract Code provided above may be amended from time to time by the state Legislature and such amendments shall be incorporated herein.

1. Subsection (A) of this section shall not apply in instances where the city elects to follow the alternative procedures established in Chapter 3.70 RCMC under the Uniform Public Construction Cost Accounting Act.

B. The city manager shall have the authority to award contracts for public projects in the amount specified in RCMC 3.60.030 (A) ~~of \$100,000~~ or less. Contracts for public projects in excess of ~~\$100,000~~ the current amount specified in RCMC 3.60.030 (A) shall be awarded by the city council.

C. The city manager shall have authority to approve change orders for public project contracts up to a cumulative and final contract amount ~~of up to \$100,000 as specified in RCMC 3.60.030 (A).~~ ~~For contracts over originally totaling \$100,000 the current maximum amount as specified in RCMC 3.60.030 (A), or less, the city manager shall have authority to approve change orders and up to a cumulative total of 10 percent of the latest city council approved contract amount for contracts of over \$100,000.~~ Change orders which exceed these amounts shall be presented to the city council for approval. [Ord. 24-2016 § 2; Ord. 9-2012 § 1].

3.60.120 Exemptions.

A. Emergencies. The bidding requirements for supplies, services and equipment contained in this chapter may be dispensed with when an emergency exists involving a sudden, unexpected occurrence or discovery of a condition or circumstance that poses a clear and imminent danger requiring immediate action to prevent or mitigate the loss or impairment of life, health, property, or essential public services. In such an emergency the purchasing agent may procure supplies, services and equipment in an amount greater than the current amount as specified in RCMC 3.60.030 (Aa) ~~\$100,000~~; provided, that any such procurement be reported to the city council at the next city council meeting. The procurement of supplies, services and equipment pursuant to this chapter shall not extend beyond the period of the emergency. Notwithstanding the foregoing, Section 22050 of the Public Contract Code shall apply to expenditures made for public projects in an emergency.

B. Grants. Notwithstanding the foregoing, any contract which is paid with grant monies shall strictly adhere to those purchasing provisions set forth in the applicable grant agreement and pursuant to any applicable state or federal law or regulation. [Ord. 9-2012 § 1].

Chapter 3.70

INFORMAL BIDDING PROCEDURES

Sections:

[3.70.010 Uniform Public Construction Cost Accounting Act.](#)

[3.70.020 Definitions.](#)

[3.70.030 Methods for bidding – Size of project.](#)

[3.70.040 Informal bidding procedures.](#)

[3.70.050 Award of contract.](#)

3.70.010 Uniform Public Construction Cost Accounting Act.

The ~~C~~city ~~C~~ouncil elects to become subject to the **Uniform Public Construction Cost Accounting Act**, **Public Contract Code** Section [22000](#) et seq., and to establish informal bidding procedures for **public** projects. [Ord. 24-2016 § 3].

3.70.020 Definitions.

A. “Commission” means the California **Uniform Construction Cost Accounting Commission** under **Public Contract Code** Section [22010](#) et seq.

B. “**Public project**” means a project defined in Section [22002](#) of the **Public Contract Code**, as that section may be amended or renumbered from time to time. Pursuant to Section 22002, “**public project**” means any of the following:

1. Construction, reconstruction, erection, alteration, renovation, improvement, demolition, and repair work involving any **publicly** owned, leased, or operated facility.
2. Painting or repainting of any **publicly** owned, leased, or operated facility.
3. In the case of a **publicly** owned utility system, “**public project**” shall include only the construction, erection, improvement, or repair of dams, reservoirs, power plants, and electrical transmission lines of 230,000 volts and higher.
4. “**Public project**” does not include maintenance work. For purposes of this section, “maintenance work” includes all of the following:
 - a. Routine, recurring, and usual work for the preservation or protection of any **publicly** owned or **publicly** operated facility for its intended purposes.
 - b. Minor repainting.
 - c. Resurfacing of streets and highways at less than one inch.
 - d. Landscape maintenance, including mowing, watering, trimming, pruning, planting, replacement of plants, and servicing of irrigation and sprinkler systems.

e. Work performed to keep, operate, and maintain **publicly** owned water, power, or waste disposal systems, including, but not limited to, dams, reservoirs, power plants, and electrical transmission lines of 230,000 volts and higher. [Ord. 24-2016 § 3].

3.70.030 Methods for bidding – Size of project.

A. A **public** project ~~up to or less than~~ the greater of \$4560,000 (or the amount authorized by Article 3, Chapter 2 of Part 3 of Division 2, Section 22032(a) of the Public Contract Code as amended), or less may be performed by Ceity force account, by negotiated contract, or by purchase order, or the city may elect to follow the informal bidding procedures prescribed in RCMC 3.70.040 and California Contract Code Section 22034.

B. A **public** project greater than \$4560,000 (or the amounts authorized by Article 3, Chapter 2 of Part 3 of Division 2, Section 22032(a) of the Public Contract Code) and less than or equal to the greater of \$175200,000 (or the current maximum amount authorized as specified in Article 3, Chapter 2 of Part 3 of Division 2, Section 22032(b) of the Public Contract Code as amended), the City may elect to follow may be let to contract by informal bid procedures, as established in RCMC 3.70.040 and California Contract Code Section 22034.

C. A **public** project of more than \$175200,000 (or otherwise in amounts authorized by Article 3, Chapter 2 of Part 3 of Division 2, Section 22032(c) of the Public Contract Code as amended) shall, except as otherwise provided in this chapter, be let to contract by formal bidding procedure in accordance with all applicable provisions of the California **Public** Contract Code, and RCMC 3.60.110, particularly Section 22034.

D. Emergencies. In compliance with **Public** Contract Code Sections 22035 and 22050, in cases of emergency when repair or replacements are necessary, the Ceity Ceouncil may proceed at once to replace or repair any **public** facility without adopting plans, specifications, strain sheets, or working details, or by giving notice for bids. [Ord. 24-2016 § 3].

3.70.040 Informal bidding procedures.

A. Mailing of Notice. Where a **public** project of \$200175,000 (or otherwise in amounts authorized by Article 3, Chapter 2 of Part 3 of Division 2, Section 22032(b) of the Public Contract Code) or less is to be performed, the Ceity Manager or designee shall mail a written notice inviting informal bids to (1) all contractors for the category of work to be bid as shown on the contractors list developed in accordance with subsection (D) of this section and/or (2) all construction trade journals designated by the Commission under **Public** Contract Code Section 22036. Additional contractors and construction trade journals may be notified at the discretion of the Ceity Manager or designee.

B. Timing of Notice. All notices shall be mailed not less than 10 calendar days before bids are due.

C. Contents of Notice. The notice inviting bids shall describe the project in general terms, set forth how to obtain more detailed information about the project, state the time and place for submission of bid, and whether any bonds will be required.

D. Qualified Contractors List - Informal Bidding List~~Contractors List~~. The Ceity Manager or designee(s) shall develop and maintain a list of qualified contractors identified according to categories which comply with Section 22034 of the **Public** Contract Code and criteria adopted by the Commission.

E. No Qualified Contractors. If there is no list of qualified contractors for the particular category of work to be performed, the notice inviting bids shall be sent only to the construction trade journals specified by the Commission.

F. If the product or service is proprietary in nature such that it can be obtained only from a certain contractor or contractors, the notice inviting bids may be sent exclusively to such contractor or contractors.

G. It shall be unlawful to split or separate into smaller work orders or projects any project for the purpose of evading the provisions of this chapter requiring work to be done by contract after competitive bidding. [Ord. 24-2016 § 3].

3.70.050 Award of contract.

A. The Ccity Manager shall have the authority to award contracts for **public** projects ~~up to in the amount of \$100,000 (or up to the amount authorized in RCMC 3.60.030 (A).) or less.~~ Contracts for **public** projects in excess of the amount authorized in RCMC 3.60.030 (A), shall be awarded by the Ccity Council.

B. If all bids received on a **public** project under this procedure set forth in this section are in excess of ~~\$175200,000~~ (or the current maximum amount authorized by Article 3, Chapter 2 of Part 3 of Division 2, Section 22034(d) of the Public Contract Code), the Ccity Council may award the contract at ~~\$187212,500~~ (or the current maximum amount authorized by Article 3, Chapter 2 of Part 3 of Division 2, Section 22034(d) of the Public Contract Code) or less to the lowest responsible bidder if the City Council determines by adopting a resolution by at least four-fifths vote that the Ccity's original **cost** estimate was reasonable. [Ord. 24-2016 § 3].

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Chapter 6.20 SOLID WASTE MANAGEMENT

Sections:

- 6.20.010 Purpose and declarations.
- 6.20.020 Definitions.
- 6.20.030 Collection or transportation prohibited.
- 6.20.035 Mandatory service.
- 6.20.040 Public agency exemption.
- 6.20.045 Mandatory service exemption.
- 6.20.050 Franchise requirement.
- 6.20.055 Exempt collection or transportation.
- 6.20.060 City council authority to grant franchise.
- 6.20.070 Franchise terms and conditions.
- 6.20.080 Application for commercial or residential franchise.
- 6.20.090 Commercial franchise application review process.
- 6.20.095 Residential franchise application review process.
- 6.20.100 Appeal upon denial of award.
- 6.20.110 Awarding of franchise.
- 6.20.120 Requirements for franchise effectiveness.
- 6.20.130 Franchise fees.
- 6.20.140 Recycling facility reporting requirements.
- 6.20.150 Restrictions on franchisees.
- 6.20.160 Medical waste.
- 6.20.170 Enforcement.
- 6.20.180 Abatement proceedings.
- 6.20.190 Notices.
- 6.20.200 On-site storage.
- 6.20.210 Solid waste disposal restrictions.
- 6.20.220 Use of containers.
- 6.20.230 Rules and regulations.
- 6.20.240 Vehicle inspection.
- 6.20.250 Vehicle requirements.
- 6.20.260 Covered load requirement.
- 6.20.270 Rights reserved to city.
- 6.20.280 Other franchise provisions.
- 6.20.290 Criminal penalties for violations.
- 6.20.300 Civil penalties for violations.
- 6.20.310 Settlement process.
- 6.20.320 Hearing officer.
- 6.20.330 Appeals.
- 6.20.340 Appeal hearing.

6.20.010 Purpose and declarations.

A. It is hereby declared and determined that the business of collecting and subsequently transporting, transferring, disposing and/or recycling of residential and commercial solid waste generated, kept or accumulated within the incorporated limits of the city of Rancho Cordova affects the health, safety, public welfare and quality of life of the inhabitants of the city. The city further declares that the business of collecting and disposing of residential and commercial solid waste is a public service and should be regulated by the city to ensure reliability and adequacy of service. The use of any public street or public property in connection with such business is of great concern to the city and should be regulated by the city. Therefore, it is the purpose of this chapter to provide such regulation.

The city further declares that residential collection service will be most efficient, and at a lower cost, when collection routes provide door-to-door service uninterrupted by competition in the same area; and that exclusive residential collection services allow for energy conservation in fuel consumed by collection equipment, for the reduction of traffic congestion on roads and streets, and for fewer adverse effects on public streets and rights-of-way due to less truck traffic.

B. It is the further purpose of this chapter to regulate such business in order to ensure its orderly operation and to minimize the adverse effects it may have on the local environment. It is also the purpose of this chapter, aside and apart from regulation, to require compensation for the value of the franchise issued by the city.

C. It is the further purpose of this chapter to provide for the uniform regulation of residential and commercial solid waste collection, removal and transportation within the geographical area of the city.

D. The city hereby elects to have the grant of franchises governed by this chapter, and any ordinances amendatory thereof, and these provisions shall constitute the exclusive procedure applicable to the granting of franchises for the conduct of the business of collecting, transporting or disposing of residential and commercial solid waste. [Ord. 17-2020 § 3 (Exh A)].

6.20.020 Definitions.

Unless the context otherwise requires, the definitions set forth in this section shall govern the interpretation of this chapter.

A. "City" means the city of Rancho Cordova.

B. "City council" means the city council of the city of Rancho Cordova.

C. "City clerk" means the city clerk of the city of Rancho Cordova.

D. "City engineer" means the engineer of the city of Rancho Cordova.

E. "City limits" means the territorial jurisdiction of the city of Rancho Cordova.

F. "Collection" means the act of picking up and removing solid waste or recyclable material at the place of waste generation.

G. "Commercial hauler" means any person who loads, collects, hauls, or transports commercial solid waste for a fee by use of any means, including, but not limited to, a dumpster truck; roll-off truck; a side-load, front-load, or rear-load garbage truck; or a trailer.

H. "Commercial solid waste" means all solid waste, as defined in this chapter, that is generated by and at commercial and industrial sources, multifamily residential property, and construction and demolition activities that is collected by a commercial hauler.

I. "Franchise" or "commercial franchise" means a commercial solid waste and recyclables collection franchise issued under the provisions of this chapter to a commercial hauler within the city.

J. "Franchisee" means a person or entity holding a franchise issued pursuant to this chapter.

"Garbage" means those elements of the Solid Waste stream designated for the "Garbage Container", and excludes hazardous waste, materials designated for the "Organics Container" or "Recycling Container" or materials which have been separated for reuse.

"Garbage Container" has the same meaning as "Gray Container" in 14 CCR Section 18982(a)(28) and shall be used for the purpose of storage and collection of Garbage.

K. "Garbage" means all putrescible and nonputrescible solid, semisolid, and liquid wastes, including trash, refuse, paper, rubbish, ashes, industrial wastes, demolition and construction wastes, discarded home and industrial appliances, dewatered, treated or chemically fixed sewage sludge which is not hazardous waste, manure, vegetable or animal solid and semisolid wastes, and other discarded solid and semisolid wastes. "Garbage" does not include hazardous waste or low level radioactive waste regulated under Chapter 7.6 (commencing with Section 25800) of Division 20 of the California Health and Safety Code or medical waste. "Garbage" does not include recyclable materials or organic recyclable materials set out for separate collection for the purposes of recycling and that are not landfilled.

~~Note: The distinction between garbage and solid waste is that solid waste includes garbage, recyclable materials, and organic recyclable materials while “garbage” does not.~~

L. “Materials recovery facility” or “MRF” means any facility designed, operated, and legally permitted for the purpose of receiving, sorting, processing, storing, or preparing recyclable materials for sale and which has obtained and maintains a valid permit(s) to accept, process or store recyclable materials. This definition shall apply only within the framework of materials recovery facility services and reporting of this chapter.

M. “Multifamily residential property” means five or more individual living units located on a single parcel of land and any mobile home park located within the city.

Organics Container” has the same meaning as “Green Container” in 14 CCR Section 18982(a)(29) and shall be used for the purpose of storage and collection of Source Separated Organic Waste designated for Compost processing, including Food Waste and landscape and pruning waste accepted in the City’s Organic Waste Collection program, and other organic materials as determined by the City as acceptable for the Organics Container

“Organic Waste” or “Organic Recyclable Material” means Solid Waste containing material originated from living organisms and their metabolic waste products, including but not limited to Food Scraps, food soiled paper, green material, landscape and pruning waste, organic textiles and organic carpets, lumber, wood, paper products, printing and writing paper, manure, biosolids, digestate, and sludges or as otherwise defined in 14 CCR Section 18982(a)(46). Organic Waste does not include Rigid Compostable Plastic.

N. “Person” means an individual, firm, limited liability company, association, partnership, industry, public or private corporation, or any other entity whatsoever.

O. “Police chief” means the chief of police of the city of Rancho Cordova.

P. “Public works director” means the public works director of the city of Rancho Cordova, California.

Q. “Recycling” means the process of collecting, sorting, cleansing, treating and reconstituting materials that would otherwise become solid waste and returning them for use or reuse in the form of raw materials for new, used or reconstituted products which meet the quality standard necessary to be used in the marketplace. “Recycling” does not include transformation as defined in Section 40201 of the Public Resources Code.

R. “Recycling facilities” means those facilities or operations that receive, process, and transfer to market recyclable materials that have been source separated from the solid waste stream.

S. “Recyclable material” or “recyclables” means materials that have been separated from the solid waste stream prior to disposal for the purpose of returning them for use or reuse in the form of raw materials for new, used or reconstituted products which meet the quality standard necessary to be used in the marketplace, and that are not landfilled. This Recyclable material or recyclables- includes those materials that can be placed in the Recycling Container including but not limited to, glass and plastic bottles, aluminum, tin and steel cans, metals, unsoiled paper products, printing and writing paper, and cardboard, and any other items as determined by the City.

“Recycling Container” has the same meaning as “Blue Container” in 14 CCR Section 18982.2(a)(5) and shall be used for the purpose of storage and collection of source separated Recyclable Materials.

T. “Removal” means the act of taking solid wastes or recyclable materials from the place of generation.

U. “Residential dwelling unit” means an individual living unit in a single-family dwelling, condominium, townhouse, mobile home, duplex (two units), triplex (three units), fourplex (four units) or building of four or less total individual living units intended for, or capable of being utilized for, residential living other than a hotel or motel.

V. “Residential hauler” means any person who loads, collects, hauls, or transports residential solid waste for a fee by use of any means, including, but not limited to, a dumpster truck; roll-off truck; a side-load, front-load, or rear-load garbage truck; or a trailer.

W. “Residential solid waste” means all solid waste, as defined in this chapter, that is generated by and at a residential dwelling unit.

X. “Residential franchise” means a residential solid waste collection franchise issued under the provisions of this chapter to a residential hauler within the city.

Y. “Solid waste” means all putrescible and nonputrescible solid, semisolid, and liquid wastes, including garbage, trash, refuse, paper, rubbish, ashes, industrial wastes, construction and demolition debris, discarded home and industrial appliances, dewatered, treated or chemically fixed sewage sludge which is not hazardous waste, manure, vegetable or animal solid and semi-solid wastes, and other discarded solid and semi-solid wastes. “Solid waste” does not include hazardous waste or low-level radioactive waste regulated under Chapter 7.6 (commencing with Section 25800) of Division 20 of the Health and Safety Code, or medical waste. “Solid waste” includes recyclable materials set out for separate collection for the purposes of recycling, and that are not landfilled.

Z. “Source separate” or “source separated” means the process of removing recyclable materials from solid waste for the purpose of recycling.

AA. “Treated medical waste” means medical waste as defined in subsection (a) of Section 25023.5 of the Health and Safety Code.

BB. “Construction and demolition debris” means used or discarded materials resulting from construction, renovation, remodeling, repair or demolition operations on any pavement, house, commercial building, or other structure and such other materials as may be removed during the normal cleanup process of such construction, renovation, remodeling, repair, or demolition operations. This includes mixed construction and demolition debris and source separated recyclable construction and demolition material. [Ord. 17-2020 § 3 (Exh A)].

6.20.030 Collection or transportation prohibited.

Except as authorized by RCMC 6.20.040 and 6.20.050, it shall be unlawful for any person to engage in the business of collecting, removing or transporting residential or commercial solid waste, or otherwise organizing, directing, sponsoring, brokering or causing the collection, removal or transportation of commercial residential or solid waste within the city without possessing a valid franchise or valid residential franchise granted by the city. [Ord. 17-2020 § 3 (Exh A)].

6.20.035 Mandatory service.

Except as otherwise expressly provided by this chapter, the owner, tenant, or occupant of every improved parcel (parcel with one or more business and/or residential buildings approved for occupancy) located within the city shall subscribe to ~~a garbage container, recycling container and organics container solid waste~~ collection service from a residential or commercial franchisee operating pursuant to this chapter. Each business (DBA) and/or residential building with a separate address and each separate business unit and each separate residential unit (under separate rental agreement) with a common address located on such parcel shall subscribe to such ~~a three container waste collection~~ service. The owner, tenant or occupant of a parcel with a residential dwelling unit shall subscribe to a collection service from a residential franchisee operating according to this chapter. The owner, tenant, or occupant of a parcel with a commercial or multifamily property shall subscribe to a ~~three container~~ collection service from a commercial franchisee operating according to this chapter. The owner, tenant or occupant shall comply with the relevant sections of this chapter, state law and local ordinances; and pay for the collection and disposal of such containers, unless a Commercial Business Owner receives an exemption or waiver as provided in RCMC 6.21. 140 Subscription to such required service does not preclude Single Family Residents or Commercial Businesses from self-hauling their own waste in their own vehicles if they meet the self-haul requirements noted in of this chapter.

6.20.040 Public agency exemption.

The provisions of RCMC 6.20.035 shall not be applicable to the United States, the state of California, the county, a city, a special district or any other local public agency with respect to the accumulation, collection or transportation of refuse resulting from operations of such agency. [Ord. 17-2020 § 3 (Exh A)].

~~6.20.045 Mandatory service exemption.~~

~~The public works director, and/or his or her designee shall, upon application, grant a written exemption from the mandatory collection service requirements established by RCMC 6.20.035 for any property utilized for commercial purposes which does not generate solid waste, and may grant such an exemption for any residential dwelling unit (but not multifamily residential properties) if it determines that the occupant has made adequate and appropriate arrangements for the disposal of solid waste and required subscription to collection service would constitute an unreasonable hardship or impractical burden. [Ord. 17 2020 § 3 (Exh A)].~~

6.20.050 Franchise requirement.

It is unlawful for any person to engage in the business of collecting, transporting or disposing of residential or commercial solid waste kept, accumulated or generated in the city, or to engage in the business of soliciting accounts or invoicing customers for residential or commercial solid waste service in the city unless:

A. A commercial franchise or residential franchise therefor has first been granted pursuant to the provisions of this chapter and such franchise is in full force and effect and a written franchise agreement therefor has been executed between such person and the city and such agreement is in full force and effect. [Ord. 17-2020 § 3 (Exh A)].

6.20.055 Exempt collection or transportation.

The following persons shall be authorized to organize, direct or sponsor the collection, removal or transportation of residential or commercial solid waste within the city, or collect, remove or transport such solid waste, without a franchise or a residential franchise:

A. The United States, the state of California, a city, a special district or other local public agency, or any employee or member of the Armed Forces thereof, or any individual or employee of such individual who has entered into a contract for solid waste collection with a federal or state agency, when collecting or transporting solid waste produced by operation of the public entity under a system of solid waste collection and transportation operated and maintained by the public agency;

B. The owner, operator or occupant or employee of a farm or ranch consisting of five acres or more, when transporting for off-site disposal solid waste accumulated as a result of operation of the farm or ranch;

C. An owner or occupant of a residential or multifamily residential property, when collecting or transporting recyclable materials and/or organic recyclable materials, not containing garbage, from his or her residential premises to a lawful point of disposal;

D. A residential construction contractor, commercial or residential gardener and those engaged in the business of cleaning residential, commercial and multifamily residential properties and employees thereof, when collecting or transporting solid waste consisting of by-products of the services provided to a lawful disposal location;

E. A person or employee thereof, when collecting or transporting dead animals, bones, meat scraps or food waste resulting from food processing plants for tallow or fertilizer, or other waste material to be used as raw material in manufacturing, or solid waste that is collected without charging a fee to the customer for purposes of salvage; provided, that such persons shall reuse or recycle or cause to be reused or recycled all materials collected, and shall not transport or arrange for the transport of any collected materials to a disposal site;

F. An operator or employee thereof of one or more industrial plants which are under single ownership, when collecting or transporting wastes which cannot be handled by standard solid waste collection equipment or which involve significant health, operating or handling hazards, including but not limited to rice hulls, tomato pulp, chemical residues, explosives, and other toxic, noxious or hazardous substances; provided, that all such wastes shall be deposited at an appropriate disposal area permitted pursuant to California State solid or hazardous waste management standards.

Any transportation of solid waste authorized by this section shall be conducted in strict compliance with any and all requirements of this chapter relating to transportation and any regulations issued hereunder;

G. Any person collecting or transporting hazardous waste, medical waste and designated waste, as defined in law, regardless of its source;

H. Any person collecting or transporting by-products of sewage treatment, including sludge, sludge ash, grit, and screenings;

I. Any person collecting or transporting residue or nonprocessable waste from a solid waste management facility, including material recovery, composting, and transformation facilities;

J. Municipal corporations and other governmental agencies using their own vehicles engaged in the collection, transportation, or disposal of solid waste within the city; and

K. Any commercial edible food recovery organization collecting edible food from commercial establishments resulting in the recovery and redistribution of edible food for consumption. [Ord. 17-2020 § 3 (Exh A)].

6.20.060 City council authority to grant franchise.

A. The city council may and is hereby empowered to grant to a qualified applicant a nonexclusive franchise to engage in the business of collecting, transporting or disposing of commercial solid waste, accumulated or generated in the city, or to delegate the authority, by resolution, to the public works director, and/or his or her designee, to grant the franchise.

B. The city council may and is hereby empowered to grant to a qualified applicant an exclusive residential franchise to engage in the business of collecting, transporting or disposing of residential solid waste and recyclable materials kept, accumulated or generated in the city, or to delegate the authority, by resolution, to the public works director, and/or his or her designee, to grant the franchise according to the procedures set forth in RCMC 6.20.080 and 6.20.095.

C. The city council may grant a commercial franchise or a residential franchise to an applicant based on compliance with this chapter. Any grant of a commercial franchise or a residential franchise by the city council may be subject to such terms, conditions, rules, regulations, restrictions, and limitations as the city council deems necessary to protect the public health, safety, or welfare.

D. The city council hereby empowers and grants to the public works director, and/or his or her designee, the authority to administer and negotiate nonsubstantive changes to the commercial franchise and residential franchise agreements. The city council may delegate authority by resolution to the public works director, and/or his or her designee, to administer, negotiate and execute franchise agreements. [Ord. 17-2020 § 3 (Exh A)].

6.20.070 Franchise terms and conditions.

A. All franchises and residential franchises shall be subject to the terms and conditions specified in this chapter, in the franchise agreement and in all other applicable federal, state and local laws and regulations.

B. In granting any franchise or residential franchise, the city council may prescribe such other additional terms and conditions, not in conflict with this chapter, as in the judgment of the city council are in the public interest.

C. Each franchisee shall provide residential or commercial solid waste collection, removal, recycling, and transportation services consistent with the provisions of this chapter, the terms and conditions of the franchise issued to the franchisee, and any applicable federal, state, or local statute, ordinance, rule or regulation.

D. Each franchisee shall provide services without undue interruptions caused by mechanical failures or other inadequacies of equipment and shall utilize equipment in quantities and of an age and quality adequate for the provisions of reliable service and to provide preventive and repair maintenance of such equipment sufficient to ensure reliability. [Ord. 17-2020 § 3 (Exh A)].

6.20.080 Application for commercial or residential franchise.

A. All applications for commercial or residential franchises pursuant to this chapter shall be in writing and shall be filed with the public works director, and/or his or her designee.

B. Each application for a commercial or residential franchise from a company that has never held a commercial or residential franchise in the city shall be submitted by the applicant on a form provided by the public works director, and/or his or her designee. The application shall contain all attachments with the following information:

1. Identification.

- a. The name and address of the applicant.
- b. Business address and telephone number of the applicant.
- c. Address where all vehicles and operating equipment used within the city will be kept.
- d. If the applicant is a partnership, the applicant shall include the name and address of each partner, general, limited or otherwise, owning more than 10 percent ownership in the partnership and their percentage of ownership.
- e. If the applicant is a corporation, the application shall state the names and addresses of the corporation's directors, date and place of incorporation, main offices, major stockholders and associates, and the names and addresses of the parent and subsidiary companies.
- f. If the applicant is an affiliate or a franchised operation of another corporation (not to be confused in this instance with a solid waste franchisee of the city), the applicant shall list the names and addresses of the parent or subsidiary companies, together with a description of their business interests and/or ownership.
- g. If the applicant is a joint venture or other combination of persons and corporations, identify separately the names and addresses of each member of the joint venture or combined effort, together with their percentage interest.

2. Business Operations. The names of the executive, operational and financial managers to be used in connection with the solid waste collection services, together with documentation that such persons and the applicant have sufficient experience in solid waste handling to perform solid waste collection services in the city.

- a. Attestation that books and accounts of all revenue and income arising out of its operations will be kept in a manner that conforms to generally accepted accounting principles.
- b. A statement that the applicant shall obtain insurance prior to commencing business subject to the franchise agreement.
- c. A statement that the applicant shall maintain and report on a timely basis all operational information and data elements reasonably required by the city to comply with its reporting requirements such as those established under AB 939, and as defined in the franchise agreement.
- d. A complete listing and explanation of any civil or criminal rulings or judgments in excess of \$5,000, or convictions against applicant, any of applicant's partners, major stockholders, corporate directors or parent or subsidiary companies, occurring within the last five years. Applicants that are subject to the periodic reporting requirements of Section 13(a) of the Securities Exchange Act may, in lieu of the information required by this subsection, submit the information reported pursuant to 17 CFR 229.103 (Legal proceedings) and 229.403 (Security ownership of certain beneficial owners and management) on the most recent form 10-K filed by the applicant with the Securities and Exchange Commission.

3. Facilities and Equipment.

- a. A description of all vehicles and equipment that the applicant owns, has control of, or intends to acquire for the collection, transportation, or disposal of commercial waste in the city and which are subject to the provisions of the franchise agreement. A statement as to whether said vehicles and equipment are self-unloading and equipped with audible automatic backup warning devices. The minimum vehicle

description for existing vehicles shall include Vehicle Identification Number (VIN) and license plate number.

b. Evidence demonstrating that the applicant owns or will have access to suitable facilities for keeping vehicles and equipment clean and in good repair, and that the applicant owns or will have access to reasonable office and billing facilities.

c. Evidence demonstrating that the applicant owns or will have the legally enforceable right to use at least two collection vehicles, the bodies of which are closed, leak-resistant, and constructed for the purpose of solid waste collection, transportation, and disposal. In the alternative, for the purposes of this provision, an applicant may demonstrate by the evidence that they service and transport open-top roll-off boxes for the collection, transportation, and disposal of nonputrescible waste and/or roll-off compaction boxes which are closed, leak-resistant, and are constructed for the purpose of solid waste collection, transportation, and disposal.

4. Financial Resources. Applicant shall provide proof satisfactory to the public works director, and/or his or her designee, that the applicant has adequate financial resources to conduct commercial solid waste collection services.

5. Diversion Plans. Each franchisee shall submit a diversion plan with their franchise application. The diversion plan shall provide a detailed description of how the franchisee intends to divert recyclable materials from commercial solid waste in order to assist the city in meeting the city's AB 939 reporting requirements.

6. Application for Police Chief Review.

a. The city may request that the police chief review each franchise application prior to the city issuing a franchise. The public works director, and/or his or her designee, may refer all franchise applications or renewals pursuant to this chapter to the police chief who, in conjunction with city staff, shall make such investigation of the applicant as the police chief deems necessary in order to determine whether the applicant's character or the business responsibility of the firm the applicant represents is satisfactory. The requirements of this section apply to all pending or future applications or proposals for issuance or renewal of such franchise pursuant to this chapter. The police chief's investigation may include, but is not limited to, obtaining the fingerprints and a photograph of the applicant, or any other person connected with the firm which the applicant represents, and the obtaining of reports from the state and federal law enforcement agencies and reports from any other appropriate sources.

b. If requested to review an application, the police chief shall evaluate each franchise application or proposal to determine whether the operation of the business which the applicant or party submitting the proposal represents would involve an unreasonable risk to the health, safety or general welfare of the public. In making such a determination, the police chief shall consider the character of the applicant or party submitting the proposal and each director, officer, manager and other person who exercises policy control over the operations of the applicant or proponent, the business responsibility of the firm which the applicant or party submitting the proposal represents, and the manner in which the firm intends to conduct its business.

c. The police chief shall notify the public works director, and/or his or her designee, of the results of the investigation conducted pursuant to this section. If the police chief recommends disapproval of the application or proposal, the reasons for disapproval shall be specified in writing. The police chief shall forward a copy of the statement of reasons to the public works director, and/or his or her designee, and shall provide a copy to the applicant or party submitting the application.

7. Other.

a. Any other evidence that demonstrates that the applicant is able to render collection and subsequent transportation and/or disposal services in accordance with applicable federal, state and local statutes.

b. Such additional information as may be reasonably requested by the public works director, and/or his or her designee.

c. During the application or proposal period and during the full term of any franchise, all information contained in the franchise application shall be kept up to date by the applicant who shall file a new verified statement within 48 hours of any change indicating in detail the nature of any change in the information.

C. Each application for a commercial or residential franchise from a company holding a valid, current commercial or residential franchise which is set to expire shall be submitted by the applicant on a form provided by the public works director, and/or his or her designee. The application shall include all attachments required by the public works director, and/or his or her designee.

D. The application shall be signed by the person applying for the commercial or residential solid waste and recyclables collection franchise or, in the case of a partnership or corporation, by a person authorized to bind the partnership or corporation. [Ord. 17-2020 § 3 (Exh A)].

6.20.090 Commercial franchise application review process.

A. The city council may award franchises for the collection of commercial solid waste within the city to applicants meeting all of the qualifications of this chapter.

B. Applicants may submit their completed application for a commercial franchise, as provided in RCMC 6.20.080, to the public works director, and/or his or her designee, for review and consideration at any time. The public works director, and/or his or her designee, shall review such submittals and either make a recommendation to the city council to award such franchise or notify applicant of denial within 60 days of receiving a completed application.

C. The public works director, and/or his or her designee, shall take into consideration all components of the completed application, including but not limited to:

1. The ability of the applicant to meet all terms of the agreement;
2. Any history of civil or criminal convictions that may compromise the public's interests; and
3. The completeness, accuracy, and validity of the application.

The public works director, and/or his or her designee, shall also have the authority to verify independently any and all statements made and implied in the application. The public works director, and/or his or her designee, may also request clarification from applicant of any or all elements of the submitted application.

D. After the 60-day review period, the public works director, and/or his or her designee, shall either:

1. Deny an award and notify the applicant in writing of the reasons why the award was denied; or
2. Recommend to the city council that a franchise be awarded.

E. Upon concurrence with a positive recommendation, the city council will award the franchise or will delegate authority to the public works director, and/or his or her designee, to award the franchise within a reasonable period of time. The public works director, and/or his or her designee, will notify applicant in writing of an award. [Ord. 17-2020 § 3 (Exh A)].

6.20.095 Residential franchise application review process.

A. The city council may award an exclusive franchise for the collection of residential solid waste and recyclables within the city to an applicant meeting all of the qualifications of this chapter.

B. Applicants may submit their completed application for a residential franchise, as provided in RCMC 6.20.080, to the public works director, and/or his or her designee, for review and consideration when the city has noticed its desire to receive such applications and according to the deadlines set forth by such notice. The public works director, and/or his or her designee, shall review applications and either make a recommendation to the city council to award such franchise or notify applicant of denial within 60 days of receiving a completed application.

C. The public works director, and/or his or her designee, shall take into consideration all components of the completed application, including but not limited to:

1. The ability of the applicant to meet all terms of the agreement;
2. Any history of civil or criminal convictions that may compromise the public's interests;
3. The completeness, accuracy, and validity of the application; and
4. The applicant's ability to provide the most efficient and cost-effective collection service to city residents while minimizing the adverse effects of such service on the residents, city streets and rights-of-way, and the environment.

The public works director, and/or his or her designee, shall also have the authority to verify independently any and all statements made and implied in the application. The public works director, and/or his or her designee, may also request clarification from applicant of any or all elements of the submitted application.

D. After the 60-day review period, the public works director, and/or his or her designee, shall either:

1. Deny an award and notify the applicant in writing of the reasons why the award was denied; or
2. Recommend to the city council that a franchise be awarded to a particular applicant; or
3. Recommend to the city council a group of finalists from which the city council may select an applicant to award an exclusive franchise to.

E. Upon concurrence with a positive recommendation, the city council will award the franchise or will delegate authority to the public works director, and/or his or her designee, to award the franchise within a reasonable period of time. The public works director, and/or his or her designee, will notify applicant in writing of an award. [Ord. 17-2020 § 3 (Exh A)].

6.20.100 Appeal upon denial of award.

A. Within 30 days of written notification of award denial or within 60 days of the public works director, and/or his or her designee's failure to act on the commercial or residential franchise application, the applicant has the right to meet with the public works director, and/or his or her designee, to review the items cited in the written notice and provide any additional evidence to support an award. Within 15 days of such meeting, the public works director, and/or his or her designee, will make a final, written determination of the application, based on the reviews of additional evidence, together with the original application. The public works director, and/or his or her designee, will send a copy of all final, written determinations, including reasons for denial, if any, to both applicant and the city council.

B. Applicant may, within 10 days after receiving the public works director, and/or his or her designee's final denial, request a public hearing before the city council by submitting to the city clerk a written petition for an appeal hearing. If a public hearing is requested, the city clerk shall set the matter for hearing at the next regularly scheduled city council meeting or any later date as agreed upon by the applicant and clerk of the city council. At such hearing, applicant may present evidence in writing and through testimony of its employees and others relevant to the application. During such hearing, the city council may demand from the applicant such additional information as the city council may deem relevant and necessary. Standard rules of evidence are not in effect at such public hearing, and the applicant shall have the burden of proof to show facts demonstrating that the applicant does in fact meet the requirements of this chapter. Any hearing may be continued or adjourned to a stated time and place without the giving of further notice. The city council will provide applicant with a written explanation of its determination on the application within 30 days of such hearing. The city council's decision is final.

C. If the term of an applicant's existing franchise expires while the application is under city review, the city council or the public works director, and/or his or her designee, may administratively extend the term for such period of time as is required to complete the appeal process. [Ord. 17-2020 § 3 (Exh A)].

6.20.110 Awarding of franchise.

A. A commercial or residential franchise shall become effective only once the applicant and the city have signed a written agreement, and upon applicant's satisfying all of the requirements and conditions set forth in both this chapter and the franchise agreement.

B. The franchisee must provide to the city copies of all required certificates of insurance, and bonds as may be enumerated in the franchise agreement and this chapter. Should franchisee fail to maintain all such insurance and bonding requirements, uninterrupted for the term of the agreement, the city will immediately suspend or terminate the commercial or residential franchise.

C. If the franchisee's description of vehicles and equipment, as required under RCMC 6.20.080, has changed between the application date and the effective date of the franchise agreement, franchisee must submit to the public works director, and/or his or her designee, an amended description, including all identification elements required under RCMC 6.20.080, prior to commencing services authorized in the agreement. [Ord. 17-2020 § 3 (Exh A)].

6.20.120 Requirements for franchise effectiveness.

A franchise granted pursuant to this chapter shall not become effective unless and until all of the following requirements have been satisfied:

A. The ordinance granting the residential or commercial franchise, or the resolution granting the public works director, and/or his or her designee, the authority to grant the franchise, is effective.

B. The applicant and the city have executed a franchise agreement.

C. Within 20 days from the date of adoption of the ordinance granting the commercial or residential franchise, or within 20 days of the date of adoption of the resolution delegating authority to the public works director, and/or his or her designee, to grant the franchise, the applicant to whom a franchise has been granted has filed with the city clerk evidence of compliance with the insurance requirements specified in the franchise agreement. [Ord. 17-2020 § 3 (Exh A)].

6.20.130 Franchise fees.

A. Each person engaging in the business of collecting, transporting or disposing of commercial or residential solid waste accumulated or generated in the city shall pay a franchise fee to the city. The city council shall set the franchise fee by resolution, or shall delegate the authority to set the franchise fee to the city manager.

B. The payment of franchise fees to the city pursuant to this section shall be in addition to any license fee or business tax prescribed by any local jurisdictions for the same period.

C. Commercial and residential solid waste franchise fees shall be payable on all gross collection revenues by a franchisee from its commercial or residential solid waste collection customers located within the city. The franchise fee shall be calculated based on gross collection revenues prior to franchisee imposing the franchise fee on its customers. Nonexclusive franchisees shall also pay franchise fees on revenues received from federal and state government entities within the city.

D. Franchise fees shall be payable by any person providing commercial or residential solid waste services within the city after the effective date of the ordinance codified in this chapter, even where no franchise has been granted. [Ord. 17-2020 § 3 (Exh A)].

6.20.140 Recycling facility reporting requirements.

A. All recycling facilities within the city shall provide bi-annual written reports to the public works director, and/or his or her designee, due 45 days after the close of the six-month reporting period, and including the following information for the previous six months:

1. The total aggregate tonnage of recyclable material received from generators located within the city;
2. The aggregate tonnage of recyclable material received from waste management and recycling operations in the city;
3. The aggregate tonnage of recyclable material received from franchises operating within the city; and

4. The total aggregate amount of residuals generated at the facility and disposed of at a permitted solid waste disposal facility, expressed as a percentage of total tonnage received.

B. To the extent permitted by the California Public Records Act, any report or other information required by this chapter shall be deemed confidential and shall not be subject to public disclosure except for aggregate totals for all facilities.

C. Recycling facilities receiving only scrap metals, agricultural waste, inert materials, and/or discarded, white-coated major appliances that are not normally disposed of and thus cannot be counted towards the state's diversion requirements are exempt from the reporting requirements of this chapter. [Ord. 17-2020 § 3 (Exh A)].

6.20.150 Restrictions on franchisees.

The following restrictions shall be applicable to franchisees:

A. Except to meet the two-truck requirement of RCMC 6.20.080(B)(3)(c), no franchisee shall, by contract, subcontract, or otherwise, share with another franchisee any office space associated with operations under a franchise.

B. No franchisee, by contract, express understanding or indirectly, shall, in cooperation with another franchisee, divide, segregate or apportion any territory within the city for the purpose of restricting competition within a particular territory.

C. No franchisee shall, directly or indirectly, enter into any contract, express understanding or other transaction with another franchisee for the purpose of fixing customer rates or charges or otherwise maintaining rates or charges at a particular level.

D. No franchisee or any director, officer, partner, joint venturer, sole proprietor or corporate owner thereof shall be a controlling shareholder of, be a partner, joint venturer or sole proprietor, owner, have any other interest in or be employed by another franchisee. No franchisee which is owned in whole or in part by a corporation shall be effectively controlled by a person or entity by virtue of that person or entity's ownership of shares in the corporation, if the same person or entity otherwise controls another franchisee. The sole remedy for violation of the provisions of this subsection shall be revocation or refusal to renew a franchise.

E. Each franchisee shall provide to the public works director, and/or his or her designee, such information as the public works director, and/or his or her designee, determines is reasonably necessary to facilitate effective administration of the franchise under the provisions of this chapter. Diversion information may be provided consistent with the framework for materials recovery facility (MRF) services and reporting of RCMC 6.20.140.

F. Notwithstanding any other provisions of this chapter, it shall be allowable for a franchisee having an interest in a materials recovery facility (MRF) to provide a reporting service, a solid waste processing service to another franchisee consistent with the framework for MRF services and reporting of RCMC 6.20.140. [Ord. 17-2020 § 3 (Exh A)].

6.20.160 Medical waste.

A. Commercial franchisees shall not be required to divert treated medical waste.

B. No treated medical waste from commercial or residential solid waste generators shall be delivered by a permittee to a materials recovery facility for the purpose of recycling. [Ord. 17-2020 § 3 (Exh A)].

6.20.170 Enforcement.

Except as otherwise expressly provided, the provisions of this chapter shall be administered and enforced within the city by the public works director, and/or his or her designee, or other staff and enforcement officials designated by the public works director, and/or his or her designee. [Ord. 17-2020 § 3 (Exh A)].

6.20.180 Abatement proceedings.

Any operation or activity contrary to the provisions of this chapter or a franchise agreement, including the terms and conditions of any franchise, is unlawful and shall constitute a public nuisance. The public works director, and/or his

or her designee, is authorized to commence in the name of the city actions or proceedings to abate and enjoin any such operation or activity. [Ord. 17-2020 § 3 (Exh A)].

6.20.190 Notices.

A. Whenever a provision of this chapter authorizes or requires a public hearing to be conducted by the city council, notice of the time, date, place and purpose of the hearing shall be published at least once not later than 10 calendar days in advance of the date of such hearing in a newspaper of general circulation which is published within the city, and shall be served upon each franchisee who is affected by such hearing.

B. Any written notice or other communication to a franchisee which is authorized or required by this chapter shall be deemed served and effective for all purposes when deposited in the United States mail, postage prepaid, and addressed to the latest address of the franchisee shown in the city records pertaining to the franchise. [Ord. 17-2020 § 3 (Exh A)].

6.20.200 On-site storage.

Every owner, tenant or occupant of a residential dwelling unit or multifamily residential property and every owner, operator or keeper of any business with a fixed location in the city which generates solid waste shall provide and at all times keep within an enclosure, or conveniently located near an enclosure or building, water-tight containers for garbage and suitable containers for recyclable materials and organic recyclable materials, and shall cause to be deposited in such containers, and not elsewhere, all solid waste which accumulates on the premises. The containers shall have tightly fitted covers and shall not leak or permit the escape of odors. Notwithstanding the requirements of this section, generators shall not be required to set out or store recyclable materials and/or organic recyclable materials together with garbage and generators shall be allowed to appropriately store recyclable materials and/or organic recyclable materials for collection separate from garbage. It shall be unlawful for any person to fail to comply with the requirements of this section. Containers shall be clearly identified with the name of the franchisee. [Ord. 17-2020 § 3 (Exh A)].

6.20.210 Solid waste disposal restrictions.

A. It shall be unlawful for any franchisee to do any of the following:

1. To operate or have an interest in a solid waste disposal site, other than a transfer, receiving and/or processing station, within the city;
2. To operate a solid waste disposal area in the city; or
3. To dump any solid waste upon, or permit the same to fall upon, any property, road or highway other than the areas designated by this chapter for the disposal or dumping of solid waste.

B. It shall be unlawful for any person to dump, deposit, or release any solid waste in or on any public or private property, including streets, sidewalks, gutters, highways, or easements, except when acting in accordance with the solid waste collection regulations set forth in this chapter. [Ord. 17-2020 § 3 (Exh A)].

6.20.220 Use of containers.

No person other than a customer who has contracted for service with a franchisee, or a person with such customer's consent, shall deposit solid waste into a solid waste bin, drop box or compactor placed in the city by a franchisee for the purpose of receiving solid waste. [Ord. 17-2020 § 3 (Exh A)].

6.20.230 Rules and regulations.

A. The collection and subsequent transportation and disposal of commercial solid waste within the city is under the supervision of the public works director, and/or his or her designee, who shall have the power to promulgate rules and regulations regulating such collection and subsequent transportation and disposal, including but not limited to:

1. Commercial solid waste generation, storage, recycling, recovery, accumulation, collection, removal, transportation and disposal;
2. The manner in which commercial solid waste collection services are provided;
3. Types of commercial solid waste and vehicles used therefor;

4. The operation and maintenance of sanitary methods of commercial solid waste disposal;

5. Reporting requirements for recycling facilities.

B. A copy of said rules and regulations and all amendments thereto shall be sent by registered or certified mail, postage prepaid, to all affected franchisees addressed to their last place of business. To the extent not otherwise provided by law, it shall be unlawful for a franchisee to collect and subsequently transport or dispose of commercial solid waste contrary to any regulation, order, permit or requirement promulgated by the public works director, and/or his or her designee.

C. All such rules and regulations shall be consistent with the provisions of this chapter and shall be effective on the thirtieth day following the filing of any such rules and regulations with the city clerk.

D. Any person who asserts that he or she is aggrieved by the terms or application of a regulation issued pursuant to this section may appeal the issuance of such regulation by filing a written notice of appeal with the city clerk. The notice of appeal shall specifically identify the regulation or regulations from which the appeal is taken and the reasons for the appeal. Upon receipt of such notice, the city clerk shall schedule the appeal for a public hearing by the city council, notice of which shall be given in the manner prescribed by RCMC 6.20.340(A). At the conclusion of the public hearing, the city council shall be vested with jurisdiction to deny the appeal or to rescind or modify the regulation. The city council's determination in this regard shall be final.

E. Any regulation from which an appeal is filed prior to its effective date shall not become effective until the date of a determination by the city council of the appeal. Any regulation from which an appeal is filed on or subsequent to the effective date thereof shall remain in full force and effect during the pendency of the appeal, and any decision that rescinds or modifies the regulation shall apply prospectively.

F. It shall be unlawful and constitute a violation of this chapter for any person to violate or otherwise fail to comply with any rule or regulation issued pursuant to this section. [Ord. 17-2020 § 3 (Exh A)].

6.20.240 Vehicle inspection.

All trucks and containers used in the collection, removal, transportation or storage of commercial solid waste in the city shall be subject to inspection by the city engineer for the purpose of determining whether or not the trucks and containers comply with Title 14, Sections 17341 through 17345 of the California Code of Regulations. [Ord. 17-2020 § 3 (Exh A)].

6.20.250 Vehicle requirements.

The bodies of vehicles used in the collection, removal or transportation of commercial solid waste in the city shall have beds of metal or other impervious material which can be cleaned, and shall otherwise be of a type approved by the city engineer's department adopted pursuant to Title 14, Section 17341.B of the California Code of Regulations. The city engineer shall be authorized to issue administrative regulations pertaining to specifications for vehicles and containers, the cleansing and disinfecting thereof, and other sanitary measures in connection therewith. [Ord. 17-2020 § 3 (Exh A)].

6.20.260 Covered load requirement.

A. All franchisee vehicles and all privately owned or operated vehicles using solid waste disposal facilities in the city shall have their vehicle loads covered, with a tarp or equivalent cover, to ensure protection from littering during transportation from the origin of the trip to any waste disposal facility located in the city.

B. All vehicles hauling materials with the load originating in the city to a waste disposal facility located outside of the city shall have their loads covered while in transit within the city.

C. Every permitted or nonpermitted waste disposal facility located within the city shall post signs notifying the public that it is illegal to haul uncovered loads to the facility. These facilities shall cooperate with the city enforcement staff by providing covered load education and promotion information to their customers to help assure the effectiveness of this chapter. [Ord. 17-2020 § 3 (Exh A)].

6.20.270 Rights reserved to city.

In addition to all other rights reserved to the city under this chapter, the following shall apply:

A. There is hereby reserved to the city every right and power, and the exercise thereof, which is reserved or authorized by any provision of any lawful ordinance or resolution of the city, whether enacted before or after the effective date of the ordinance codified in this chapter.

B. Neither the granting of any franchise nor any provision of any franchise shall constitute a waiver of or a bar to the exercise of any governmental right or power of the city.

C. The franchisee shall have no recourse whatsoever against the city, its officers, employees or agents or any of the city member entities, their officers, employees, or agents for any loss, cost, expense or damage arising out of any provision or requirement of this chapter or of any franchise issued under this chapter or because of the enforcement of this chapter.

D. There is hereby expressly reserved to the city the power and authority to amend any section of this chapter so as to require additional or greater standards on the part of the franchisee and the power and authority to increase the franchise fees to be paid by the franchisee pursuant to RCMC 6.20.130. [Ord. 17-2020 § 3 (Exh A)].

6.20.280 Other franchise provisions.

The city council may expand or contract the scope of franchise agreements over time due to changes in law or interpretations of law. [Ord. 17-2020 § 3 (Exh A)].

6.20.290 Criminal penalties for violations.

The following criminal penalties apply to violations of this chapter:

A. Violation as Misdemeanor. Unless otherwise specified by this chapter, violations of the provisions of this chapter or failure to comply with any of its requirements, including violations of terms and conditions established in connection with franchises issued pursuant to this chapter, shall constitute a misdemeanor.

B. Penalty for Misdemeanor. Unless otherwise specified in this chapter, any person, whether as principal, agent, employee or otherwise, who violates this chapter or fails to comply with any of its requirements shall upon conviction thereof be fined not more than \$1,000 or imprisoned for not more than six months in the county jail, or by both such fine and imprisonment. Each day such violation continues shall be considered a separate offense. Such penalties shall be in addition to any late fees, civil penalties, administrative civil penalties, or other charges payable to the city by a franchisee for the same period of time or for the same violations.

C. Violation as Infraction. Unless otherwise specified by this chapter or the franchise agreement, the following violations by a franchisee are infractions:

1. Delinquent Payment of Franchise Fee. A delinquent payment of a franchise fee that is not received by the city before the first day of the month following the due date established under the franchise agreement is a violation and a separate violation for every month the payment remains delinquent thereafter.

2. Delinquent Payment of Franchise Fee Late Charge. A delinquent payment of a late payment charge and/or interest charges for a late franchise fee payment (under the franchise agreement) that is not received by the city before the first day of the month following the due date is a violation and a separate violation for every month the payment remains delinquent thereafter.

3. Delinquent Payment of Late Report Charge. A delinquent payment of a late charge for a delinquent quarterly report of diversion (under the franchise agreement) that is not received before the first day of the month following the due date is a violation and a separate violation for every month the payment remains delinquent thereafter.

4. Delinquent Payment of Audit Fee. A delinquent payment of an audit fee (under the franchise agreement) that is not received by the city before the first day of the month following the due date is a violation and a separate violation for every month the payment remains delinquent thereafter.

5. Delinquent Diversion Report. A delinquent quarterly report of diversion (under the franchise agreement) that is not received by the city before the first day of the third month following the end of the quarter reporting is a violation and a separate violation for every month the report remains delinquent thereafter.

6. Incomplete Diversion Report. If a quarterly report of diversion (under the franchise agreement) that is received by the city is incomplete, the inadequacy must be remedied or corrected by the franchisee before the first day of the third month following the end of the quarter or it is a violation and a separate violation for every month the report remains incomplete thereafter. A complete quarterly report of diversion includes all information as may be required by the public works director, and/or his or her designee. Partial quarterly reports of diversion will be considered incomplete.

D. Penalty for Infraction. Unless otherwise specified by this chapter or in the franchise agreement, an infraction is punishable by a fine not exceeding \$200.00 for a first violation of any offense under subsection (C) of this section within the preceding 12-month period; a fine of \$500.00 for a second violation of the same offense under subsection (C) of this section within the preceding 12-month period; and a fine of \$1,000 for each additional violation of the same offense under subsection (C) of this section within the preceding 12-month period. The public works director, and/or his or her designee, or the city attorney shall also have the discretion to elevate any infraction under subsection (C) of this section to a misdemeanor, punishable under subsection (B) of this section. Such penalties shall be in addition to any late fees, civil penalties, administrative civil penalties, or other charges payable to the city by a franchisee for the same period of time or for the same violation.

E. Separate Remedies. Each civil, criminal, or administrative civil penalty imposed pursuant to this chapter for any separate violation shall be separate from, and in addition to, any other provision of law and does not supersede or limit any and all other legal remedies and penalties, civil, administrative or criminal, which may be applicable under other laws. [Ord. 17-2020 § 3 (Exh A)].

6.20.300 Civil penalties for violations.

The following administrative civil penalties apply to violations of this chapter:

A. Administrative Civil Penalties. In addition to any other remedies provided by this chapter, any person who violates any provision of this chapter shall be liable for an administrative civil penalty to be imposed by the public works director, and/or his or her designee. The amount of the penalty shall not be more than \$1,000 for each day of violation. Any person who knowingly violates any provision of this chapter, after reasonable notice of the violation, is liable for an administrative civil penalty of not more than \$1,000 for each day of violation. In determining the civil, criminal, and administrative civil penalties imposed pursuant to this chapter, all relevant circumstances shall be considered, including but not limited to the extent of harm or potential harm caused by the violation, the nature of the violation and the period of time over which it occurred, the frequency of past violations, and the corrective action, if any, taken by the violator.

B. Administrative Civil Penalty Procedure.

1. Notice of Violation. The public works director, and/or his or her designee, shall notify the violator in writing of the time within which an alleged violation must be remedied or corrected. The notice shall provide that an administrative civil penalty will be imposed if the continuing violation is not remedied or corrected within the time stated.

2. Notice of Penalty and Opportunity for Hearing. Notice of any administrative civil penalty shall set forth the alleged acts or failures to act that constitute a basis for liability and the amount of the proposed administrative civil penalty. The notice of administrative civil penalty shall be served by personal service or certified mail and shall inform the person so served that the administrative civil penalty imposed may be administratively reviewed by a city-designated hearing officer before it is enforced if a request for hearing is timely filed. The notice shall also specify the procedure for requesting a hearing before the hearing officer.

3. Administrative Review. If a person desires administrative review of the administrative civil penalty imposed by the public works director, and/or his or her designee, he or she shall request a hearing by timely filing a written request pursuant to the provisions of RCMC 6.20.330. The written request for an appeal must be accompanied by an administrative hearing fee, as established by the city council. Any such appeal shall be in

writing, shall state the specific reasons therefor and grounds asserted for relief, and shall be filed with the public works director, and/or his or her designee, not later than 15 calendar days after the date of service of any such decision. A hearing shall be conducted by the hearing officer pursuant to RCMC 6.20.340 unless the person has waived the right to a hearing or has entered into a settlement agreement with the public works director, and/or his or her designee. A person waives the right to a hearing by so stating in writing or by failure to file with the public works director, and/or his or her designee, a written request for hearing within 15 days after service of the notice of opportunity for hearing.

4. **Effective Date.** Where the person has waived the right to a hearing or where the person has entered into a settlement agreement, the administrative civil penalty shall not be subject to review by any court, the hearing authority, or any other agency and shall be effective 15 days after notice of the penalty is served. Where a hearing has been held, the penalty shall be effective 20 days after the decision of the hearing authority becomes final.

5. **Judicial Review.** The manner of contesting the final order of the hearing officer concerning any administrative civil penalty is governed by Section 53069.4 of the Government Code, or any successor provision thereto. Service of the notice of appeal authorized by Section 53069.4 of the Government Code upon the city shall be by service upon the city clerk.

6. **Payment of Costs of Enforcement/Collection.** In addition to any penalty, sanction, fine or imprisonment, each person who violates this chapter shall be required to pay any and all expenses of enforcement including costs necessary to bring the person into compliance with this chapter. In addition to all remedies contained herein, the city may pursue all reasonable and legal means in collecting those sums authorized and due.

7. **Collection.** Payment of the penalty shall be made within 30 days from when the penalty became effective. In addition to all remedies herein contained, the city may pursue all reasonable and legal means in collecting administrative civil penalties. [Ord. 17-2020 § 3 (Exh A)].

6.20.310 Settlement process.

The public works director, and/or his or her designee, may adopt a written settlement agreement process for the settlement of violations of this chapter, which shall take into consideration the penalty factors set forth in RCMC 6.20.300. [Ord. 17-2020 § 3 (Exh A)].

6.20.320 Hearing officer.

Whenever the term “hearing officer” is utilized in this chapter, it shall be deemed to refer to one or more qualified persons assigned the responsibility of conducting a hearing by the city manager. [Ord. 17-2020 § 3 (Exh A)].

6.20.330 Appeals.

Any decision of the public works director, and/or his or her designee, may be appealed to a hearing officer appointed by the city manager. Any such appeal shall be in writing, shall state the specific reasons therefor and grounds asserted for relief, and shall be filed with the public works director, and/or his or her designee, not later than 15 days after the date of service of any such decision. If an appeal is not filed within the time or in the manner prescribed above, the right to review of the action against which complaint is made shall be deemed to have been waived. [Ord. 17-2020 § 3 (Exh A)].

6.20.340 Appeal hearing.

A. Not later than 30 days following the date of filing an appeal within the time and in the manner prescribed by RCMC 6.20.330, the hearing officer shall conduct a hearing for the purpose of determining whether the appeal should be granted. Written notice of the time, date and place of the hearing shall be mailed to the appellant not later than 10 days preceding the date of the hearing.

B. The provisions of the California Administrative Procedure Act (commencing at Section 11500 of the Government Code) shall not be applicable to such hearings; nor shall formal rules of evidence in civil or criminal judicial proceedings be so applicable. Testimony shall be given under oath, and the parties to the hearing shall have the right to cross-examine witnesses. Any relevant evidence shall be admitted if it is the type of evidence upon which responsible persons are accustomed to rely in the conduct of serious affairs, regardless of the existence of any common law or statutory rules which make improper the admission of such evidence over objection in civil actions

in courts of competent jurisdiction in this state. Hearsay evidence may be admitted for the purpose of supplementing or explaining any direct evidence but shall not be sufficient in itself to support a finding unless it would be admissible over objection in civil actions. The rules of privilege shall be effective to the same extent that they are now or hereafter may be recognized in civil actions. Irrelevant and unduly repetitious evidence shall be excluded.

1. Record. A record of the entire hearing proceedings shall be made by either a certified court reporter or tape recorder operated by the hearing officer. A transcript of the proceedings shall be made available to all parties upon request and upon payment of the fee prescribed therefor. Such fees may be established and revised from time to time by the city council.

2. Scope. Only those matters or issues specifically raised by the appellant(s) in the written appeal shall be considered in the hearing on appeal.

3. Oaths and Certification. The hearing officer has the power to administer oaths and affirmations and to certify official acts.

4. Oral Evidence. Oral evidence shall only be taken on oath or affirmation.

5. Rights of Parties. Each party shall have the right to call and examine witnesses, to introduce exhibits, to cross-examine opposing witnesses on any matter relevant to the issues of the hearing even though the matter was not raised in the direct examination, to impeach any witness regardless of which party first called him or her to testify, to present rebuttal evidence and to represent himself or herself or to be represented by anyone of his or her choice who is lawfully permitted to do so. No appellant shall be required to testify without his or her consent.

6. At the conclusion of the hearing, the hearing authority shall prepare a written decision that either grants or conditionally grants or denies the appeal, and contains findings of fact and conclusions. Notice of the written decision, including a copy thereof, shall be filed with the public works director, and/or his or her designee, and served not later than 30 days following the date on which the hearing is closed on the appellant and on other persons who appeared at the hearing and requested a copy. Service shall be by personal delivery or certified mail.

C. City and appellant shall jointly pay for the costs of the hearing. [Ord. 17-2020 § 3 (Exh A)].

Chapter 6.21 BUSINESS AND MULTIFAMILY RECYCLING AND ORGANICS RECYCLING

Sections:

- 6.21.010 Purpose and declarations.
- 6.21.020 Definitions.
- 6.21.030 Threshold for covered generators.
- 6.21.040 Requirements for covered generators.
- 6.21.050 Special requirements.
- 6.21.060 Designation of recyclable materials and organic recyclable materials.
- 6.21.070 Ownership of recyclable materials and organic recyclable materials.
- 6.21.080 Requirements for franchised waste haulers.
- 6.21.090 Requirements for service agreements.
- 6.21.100 Process for addressing covered generator noncompliance.
- 6.21.110 Requirements for multifamily residential properties.
- 6.21.120 Requirements for self-hauling.
- 6.21.125 SB 1383 regulatory compliance.
- 6.21.130 Reporting.
- 6.21.140 Exemptions from recycling standards.
- 6.21.150 City rules and regulations.
- 6.21.160 Rights reserved to city.
- 6.21.170 Administration and costs.
- 6.21.180 Unlawful acts.
- 6.21.190 Implementation and enforcement.
- 6.21.200 Posting of notices.
- 6.21.210 Notice of violation.
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- 6.21.230 Administrative enforcement order.
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- 6.21.250 Delivery of notice or order.
- 6.21.260 Administrative appeals.
- 6.21.270 Hearing officer.
- 6.21.280 Hearing procedure.
- 6.21.290 Form and contents of decision – Finality of decision.
- 6.21.300 Procedures for collection of administrative civil penalty.
- 6.21.310 Actions not prohibited.

6.21.320 Penalties.

6.21.010 Purpose and declarations.

A. It is the intent and purpose of this chapter to promote recycling and organics recycling by:

1. Requiring covered generators in the city of Rancho Cordova to keep recyclable materials separate from all other garbage for recycling;
2. Requiring covered generators in the city of Rancho Cordova to keep organic recyclable materials separate from all other garbage for organics recycling;
3. Requiring covered generators to provide city-approved signs and labeled containers for the storage and collection of recyclable materials and organic recyclable materials;
4. Requiring covered generators to self-haul recyclable materials and/or organic recyclable materials with written approval from the public works director, and/or his or her designee, or enter into a written service agreement for the collection and subsequent delivery of recyclable materials and organic recyclable materials to a recycling facility; and
5. Prohibiting the collection of garbage to covered generators that are not subscribed to recyclable material and organic recyclable material collection services with the same franchised waste hauler or who have not received written approval from the public works director, and/or his or her designee, for an exemption or waiver.

B. It is further the purpose of this chapter to provide a mechanism to require the implementation of recycling programs and organics recycling programs for covered generators within the city to thereby enable the city to meet and maintain the 50 percent waste diversion requirements set forth in Section 41780(a)(2) of the California Public Resources Code. [Ord. 17-2020 § 4 (Exh B)].

6.21.020 Definitions.

A. "AB 341" means the California Jobs and Recycling Act of 2011 (Chapter 476, Statutes of 2011 [Chesbro, AB 341]), also commonly referred to as "AB 341," as amended, supplemented, superseded, and replaced from time to time.

B. "AB 827" means the Solid Waste: Commercial and Organic Waste: Recycling Bins Act of 2019.

C. "AB 1826" means the Organic Waste Recycling Act of 2014 (Chapter 727, Statutes of 2014 modifying Division 30 of the California Public Resources Code), also commonly referred to as "AB 1826," as amended, supplemented, superseded, and replaced from time to time.

D. "Alternative compliance and exemption form" means the form provided by the public works director, and/or his or her designee, on which a covered generator may request an exemption or waiver from the recycling and organics materials collection requirements.

~~E. "Business" means:~~

~~1. A commercial entity, proprietorship, firm, partnership, person in representative or fiduciary capacity, association, venture, trust, or corporation that is organized for financial gain or profit, including, but not limited to, offices, retail stores, markets, manufacturing facilities, warehouse and distribution facilities, restaurants, motels and hotels, theaters, medical offices, and gas stations and automotive facilities; and~~

~~2. Not for profit organizations, including, but not limited to, churches, hospitals, and social service organizations.~~

F. "City" means the city of Rancho Cordova, California.

G. "Collection" means the act of picking up and removing garbage, recyclable materials or organic recyclable materials at the place of generation.

H. “Commercial hauler” or “hauler” means any person who collects, hauls, or transports commercial garbage, recyclables and/or organics for a fee by use of any means, including, but not limited to, a dumpster truck, roll-off truck, a side-load, front-load, or rear-load garbage truck, or a trailer.

I. “Commercial solid waste” means all solid waste as defined in subsection (GG) of this section that is generated by and at commercial and industrial sources, multifamily residential properties, and construction and demolition activities that is collected by a commercial hauler.

“Commercial Business” or “Commercial” means a firm, partnership, proprietorship, joint-stock company, corporation, or association, whether for-profit or nonprofit, strip mall, industrial facility, or a Multi-Family Residential Dwelling, or as otherwise defined in 14 CCR Section 18982(a)(6). A Multi-Family Residential Dwelling that consists of fewer than five (5) units is not a Commercial Business for purposes of implementing this chapter.

“Commercial Edible Food Generator” includes a Tier One or a Tier Two Commercial Edible Food Generator as defined in 14 CCR Section 18982(a)(73) and (a)(74).

J. “Covered generator” means all single family, commercial businesses and multifamily residential properties (which are a type of Commercial Business for the purposes of implementing this chapter)~~that are subject to the requirements of this chapter~~. The public works director, and/or his or her designee, shall specify the minimum weekly solid waste collection service threshold that defines covered generators for the purposes of this chapter and shall include such designation in the commercial franchise agreement and shall also be designated in RCMC.

6.21.030, “Threshold for Single Family, Commercial Business and Multifamily Property Generators” covered generators. A covered generator may include a single family, business or multifamily residential property owner or generator and is dependent on who ever executes a contract(s) for solid waste, recycling, and organics recycling removal and collection services.

K. “Customer” means a single family, business or multifamily residential property owner or generator who contracts for solid waste removal services and enters into a service agreement with a franchised waste hauler. Where several businesses or multifamily residential properties share garbage containers and service, “customer” refers only to the party who enters into a contract for garbage, recycling and organic collection services.

L. “Designated green materials” (or “green materials”) means materials that are required to be separated from garbage and designated recyclable materials prior to disposal and returned for use or reuse in the form of raw materials for new, used or reconstituted products. Green materials include, but are not limited to: yard trimmings, grass, weeds, leaves, branches, dead plants, brush, tree trimmings, dead trees, small wood pieces and other types of organic yard waste. Green material excludes food scraps and paper contaminated with food scraps.

M. “Designated organic recyclable materials” (or “organic recyclable materials”) means materials that are required to be separated from garbage and designated recyclable materials prior to disposal and returned for use or reuse in the form of raw materials for new, used or reconstituted products. Organic recyclable materials include, but are not limited to: yard trimmings and food scraps such as green trimmings, grass, weeds, leaves, prunings, branches, dead plants, brush, tree trimmings, dead trees, small wood pieces, other types of organic yard waste, vegetable waste, fruit waste, dairy waste, meat waste, fish waste, paper products and food-soiled paper products and/or as otherwise specified by the public works director and/or his or her designee.

N. “Designated recyclable materials” (or “recyclable materials”) means materials that are required to be separated from garbage and designated organic recyclable materials prior to disposal and returned for use or reuse in the form of raw materials for new, used or reconstituted products. Recyclable materials include, but are not limited to: clean cardboard, paper, plastic, scrap metal, beverage containers, and clean (untreated and unpainted) wood.

O. “Designee” means a person or entity that the City Manager or Public Works Director designates, contracts with, or otherwise arranges to carry out any of the Jurisdiction’s responsibilities of this chapter authorized by 14 CCR Section 18981.2. A Designee may be a government employee or entity, a private entity, a Franchised Collector, or a combination of those entities.

P. “Edible Food” means food intended for human consumption, or as otherwise defined in 14 CCR Section 18982(a)(18). For the purposes of this chapter or as otherwise defined in 14 CCR Section 18982(a)(18), “Edible Food” is not Solid Waste if it is recovered and not discarded. Nothing in this chapter or in 14 CCR, Division 7, Chapter 12 requires or authorizes the recovery of Edible Food that does not meet the food safety requirements of the California Retail Food Code.

Q. “Food Recovery Organization” means an entity that engages in the collection or receipt of Edible Food from Commercial Edible Food Generators and distributes that Edible Food to the public for Food Recovery either directly or through other entities or as otherwise defined in 14 CCR Section 18982(a)(25), including, but not limited to:

- A food bank as defined in Section 113783 of the Health and Safety Code;
- A nonprofit charitable organization as defined in Section 113841 of the Health and Safety Code;
- and,
- A nonprofit charitable temporary food facility as defined in Section 113842 of the Health and Safety Code.

R. “Food Recovery Service” means a person or entity that collects and transports Edible Food from a Commercial Edible Food Generator to a Food Recovery Organization or other entities for Food Recovery, or as otherwise defined in 14 CCR Section 18982(a)(26). A Food Recovery Service is not a Commercial Edible Food Generator for the purposes of this chapter and implementation of 14 CCR, Division 7, Chapter 12 pursuant to 14 CCR Section 18982(a)(7).

S. “Food Scraps” means all edible or inedible food such as, but not limited to, fruits, vegetables, meat, poultry, seafood, shellfish, bones, rice, beans, pasta, bread, cheese, coffee grounds, and eggshells. Food Scraps excludes fats, oils, and grease when such materials are Source Separated from other Food Scraps.

T. “Food Service Provider” is a Tier 1 Commercial Edible Food Generator and means an entity primarily engaged in providing food services to institutional, governmental, Commercial, or industrial locations of others based on contractual arrangements with these types of organizations, or as otherwise defined in 14 CCR Section 18982(a)(27).

U. “Food Waste” means Food Scraps and food soiled paper.

OV. “Franchise” or “commercial franchise” means a commercial garbage, organics and recyclables collection franchise issued to a commercial hauler by the city of Rancho Cordova.

PW. “Franchisee” or “franchised waste hauler” means a person or entity holding a commercial or residential franchise issued by the city pursuant to Chapter 6.20 RCMC.

Q. “Garbage” means all putrescible and nonputrescible solid, semisolid, and liquid wastes, including trash, refuse, paper, rubbish, ashes, industrial wastes, demolition and construction wastes, discarded home and industrial appliances, dewatered, treated or chemically fixed sewage sludge which is not hazardous waste, manure, vegetable or animal solid and semisolid wastes, and other discarded solid and semisolid wastes. “Garbage” does not include hazardous waste or low level radioactive waste regulated under Chapter 7.6 (commencing with Section 25800) of Division 20 of the California Health and Safety Code, or medical waste. “Garbage” does not include recyclable materials or organic recyclable materials set out for separate collection for the purposes of recycling and that are not landfilled.

X. “Garbage” means those elements of the Solid Waste stream designated for the “Garbage Container”, and excludes hazardous waste, Excluded Waste, materials designated for the “Organics Container” or “Recycling Container” or materials which have been separated for reuse.

Note: The distinction between garbage and solid waste is that solid waste includes garbage, recyclable materials, and organic recyclable materials while “garbage” does not.

Y. “Garbage Container” has the same meaning as “Gray Container” in 14 CCR Section 18982(a)(28) and shall be used for the purpose of storage and collection of Garbage.

ZR. “Generator” means each single family, business or multifamily residential property that is responsible for the initial creation of Garbage, Organic Waste or Recyclable Materials ~~generates one or more designated recyclable materials or one or more designated organic recyclable materials as a result of its business activities or multifamily residential property activities.~~

AA. “Grocery Store” ~~is a Tier 1 Commercial Edible Food Generator and~~ means a store primarily engaged in the retail sale of canned food; dry goods; fresh fruits and vegetables; fresh meats, fish, and poultry; and any area that is not separately owned within the store where the food is prepared and served, including a bakery, deli, and meat and seafood departments, or as otherwise defined in 14 CCR Section 18982(a)(30).

BBS. “Multifamily residential property” means five or more individual living units located on a single parcel of land and any mobile home park located within the city.

CCF. “National contracts” means contracts between waste management companies and multi-sited waste-generating companies that operate currently throughout the United States, in more than one state.

U. ~~“Organics recycling” means the process of collecting, sorting and treating designated organic recyclable materials and/or designated green materials that would have otherwise become garbage and returning them to a safe, nuisance free compost product by treating the materials to a controlled biological decomposition.~~

DD. “Organics Container” has the same meaning as “Green Container” in 14 CCR Section 18982(a)(29) and shall be used for the purpose of storage and collection of Source Separated Organic Recyclable Material designated for Compost processing, including Food Waste and landscape and pruning waste accepted in the City’s Organic Waste Collection program, and other organic materials as determined by the City as acceptable for the Organics Container

EE. “Organic Waste or Organic Recyclable Material” means Solid Waste containing material originated from living organisms and their metabolic waste products, including but not limited to food, Food Scraps, food soiled paper, green material, landscape and pruning waste, organic textiles and ~~organic~~ carpets, lumber, wood, paper products, printing and writing paper, manure, biosolids, digestate, and sludges or as otherwise defined in 14 CCR Section 18982(a)(46). Organic Waste does not include Rigid Compostable Plastic.

FF. “Organic Waste Generator” means a person or entity that is responsible for the initial creation of Organic Recyclable Material, or as otherwise defined in 14 CCR Section 18982(a)(48).

GGV. “Owner” means the person who owns a business or multifamily residential property. An owner may also be a generator.

HHW. “Person” means an individual, firm, limited liability company, association, partnership, industry, public or private corporation, or any other entity whatsoever.

IIX. “Public works director” means the public works director of the city of Rancho Cordova, California.

JJY. “Recycling” means the process of collecting, sorting, cleansing, treating and reconstituting materials that would otherwise become garbage and returning them for use or reuse in the form of raw materials for new, used or reconstituted products which meet the quality standard necessary to be used in the marketplace. Recycling does not include transformation as defined in Section 40201 of the California Public Resources Code. The term “recycling” may be used to include source separated materials.

KKZ. “Recycling facility” means those facilities or operations that receive, process, and transfer to market recyclable materials or organic recyclable materials that have been source separated from the solid waste stream.

LL. “Recyclable material” or “recyclables” means materials that have been separated from the solid waste stream prior to disposal for the purpose of returning them for use or reuse in the form of raw materials for new, used or reconstituted products which meet the quality standard necessary to be used in the marketplace, and that are not landfilled. Recyclable material or recyclables This includes those materials that can be placed in the Recycling Container including but not limited to, glass and plastic bottles, aluminum, tin and steel cans, metals, unsoiled paper products, printing and writing paper, and cardboard, and any other items as determined by the City.

MM. “Recyclable materials container” or “Recycling Container” has the same meaning as “Blue Container” in 14 CCR Section 18982.2(a)(5) and shall be used for the purpose of storage and collection of source separated Recyclable Materials.

~~means any box, tub, cart, or other container placed inside each individual multifamily residential unit and in maintenance or work areas on the premises of covered generators that is made of metal, hard plastic or other similar material and is suitable for the collection of designated recyclable materials and designated organic recyclable materials pursuant to this chapter. Recycling materials containers must be approved by the city.~~

NNBB. “Recycling plan” means the plan to be presented to all covered generators by their franchised waste hauler to document understanding of the requirements of this chapter and record the selected compliance option for each designated recyclable material or each designated organic recyclable material.

~~OO. “Removal” means the act of taking garbage, recyclable materials, or organic recyclable materials from the place of generation.~~

~~PP. “SB 1383” means the Short-Lived Climate Pollutants: Methane Emissions: Dairy and Livestock: Organic Waste: Landfills Act of 2016. Article 4 Title 14, Division 4, Chapter 12 of the California Code of Regulations.~~

QQ. “Single-Family” means, of, from, or pertaining to any residential premises with fewer than five (5) units for the purposes of implementing this chapter.

~~RR. “Self-haul,” when used in reference to a covered generator, means a covered generator, or employee designated by the covered generator, who collects, transports and hauls recyclable materials and/or organic recyclable materials from the business or multifamily residential property in a vehicle owned by either an employee or the entity to a recycling facility rather than hiring a franchised waste hauler to perform this function. Self-hauler also includes a person who back-hauls waste.~~

1. “Back-haul” means generating and transporting organic waste to a destination owned and operated by the generator using the generator’s own employees and equipment.

~~SS. “Service agreement” means a written agreement between a franchised waste hauler and a covered generator concerning the collection of designated recyclable materials and/or designated organic recyclable materials.~~

~~TT. “Solid waste” means all putrescible and nonputrescible solid, semisolid, and liquid wastes, including garbage, trash, refuse, paper, rubbish, ashes, industrial wastes, demolition and construction wastes, discarded home and industrial appliances, dewatered, treated or chemically fixed sewage sludge which is not hazardous waste, manure, vegetable or animal solid and semisolid wastes, and other discarded solid and semisolid wastes. “Solid waste” does not include hazardous waste or low-level radioactive waste regulated under Chapter 7.6 (commencing with Section 25800) of Division 20 of the California Health and Safety Code, or medical waste. “Solid waste” includes recyclable materials or organic recyclable materials set out for separate collection for the purposes of recycling and that are not landfilled.~~

~~WW. “Source separate” or “source separated” means the process of removing recyclable materials and/or organic recyclable materials from garbage for the purpose of recycling and/or organics recycling.~~

~~XX. “Subcontract” is a contract assigning some of the obligations of a contract to a third party.~~

~~YYY~~. Tier 1 and Tier 2 Commercial Edible Food Covered Generators.

1. “Tier one Commercial Eedible Ffood Generator” means a Commercial Eedible Ffood Generator that is one of the following:

a. Supermarket. “Supermarket” means a full-line, self-service retail store with gross annual sales of \$2,000,000, or more, and which sells a line of dry grocery, canned goods, or nonfood items and some perishable items.

b. Grocery Sstore with a total facility size equal to or greater than 10,000 square feet. ~~“Grocery store” means a store primarily engaged in the retail sale of canned food; dry goods; fresh fruits and vegetables; fresh meats, fish, and poultry; and any area that is not separately owned within the store where the food is prepared and served, including a bakery, deli, and meat and seafood departments.~~

c. Food Service Pprovider. ~~“Food service provider” means an entity primarily engaged in providing food services to institutional, governmental, commercial, or industrial locations of others based on contractual arrangements with these types of organizations.~~

d. Food Distributor. “Food Distributor” means a company that distributes food to entities including, but not limited to, supermarkets and grocery stores.

e. Wholesale Ffood Vendor. “Wholesale Ffood Vendor” means a business or establishment engaged in the merchant wholesale distribution of food, where food (including fruits and vegetables) is received, shipped, stored, prepared for distribution to a retailer, warehouse, distributor, or other destination.

2. “Tier two Commercial Eedible Ffood Generator” means a Commercial Eedible Ffood Generator that is one of the following:

a. Restaurant with 250 or more seats, or a total facility size equal to or greater than 5,000 square feet. “Restaurant” means an establishment primarily engaged in the retail sale of food and drinks for on-premises or immediate consumption.

b. Hotel with an on-site food facility and 200 or more rooms. “Hotel” has the same meaning as in Section 17210(a) of the Business and Professions code.

c. Health Ffacility with an on-site food facility and 100 or more beds. “Health Ffacility” has the same meaning as in Section 1250 of the Health and Safety Code.

d. Large Vvenue. “Large Vvenue” means a permanent venue facility that annually seats or serves an average of more than 2,000 individuals within the grounds of the facility per day of operation of the venue facility. For the purposes of this chapter, a venue facility includes, but is not limited to, a public, nonprofit, or privately owned or operated stadium, amphitheater, arena, hall, amusement park, conference or civic center, zoo, aquarium, airport, racetrack, horse track, performing arts center, fairground, museum, theater, or other public attraction facility. For the purposes of this chapter, a site under common ownership or control that includes more than one large venue that is contiguous with other large venues in the site, is a single large venue.

e. Large Eevent. “Large Eevent” means an event, including, but not limited to, a sporting event or a flea market, that charges an admission price, or is operated by a local agency, and serves an average of more than 2,000 individuals per day of operation of the event, at a location that includes, but is not limited to, a public, nonprofit, or privately owned park, parking lot, golf course, street system, or other open space when being used for an event.

f. A state agency with a cafeteria with 250 or more seats or a total cafeteria facility size equal to or greater than 5,000 square feet.

g. A Local Education Agency with an on-site food facility. “Local Education Agency” means a school district, charter school, or county office of education that is not subject to the control of city or county regulations related to solid waste. [Ord. 17-2020 § 4 (Exh B)].

6.21.030 Threshold for Single Family, Commercial Business and Multifamily Property Generatorcovered generators.

A. Recycling Requirements. All AB 341 single family, commercial business and multifamily residential property ~~covered~~ generators, and any other covered generators as defined in state law, must subscribe to ~~and receive~~ recyclable a sufficient number of recyclable material containers to adequately store all source separated recyclable materials generated in connection with the residence or business between the times designated for collection material collection services from a franchised waste hauler unless they receive alternative compliance and exemption from the city as provided for in RCMC 6.21.040. The City shall have the right to review the number and size of such containers to evaluate the adequacy of capacity provided for each type of collection service and to require additional or larger containers (or additional service days) and to review the separation and containment of materials. Generators shall adjust service levels for their collection services as requested by the City in order to meet the standards set forth in this chapter.

B. Business Organics Recycling Requirements. All single family, commercial business and multifamily residential property generators~~AB 1826 and/or SB 1383 business covered generators~~, and any other covered generators as defined in state law, must subscribe to a sufficient number of recyclable material containers to adequately store all source separated organic recyclable materials generated in connection with the residence or business between the times designated for collection and receive an adequate level of organic waste collection services from a franchised waste hauler unless they receive written approval of an alternative compliance and exemption from the city as provided for in RCMC 6.21.040. The City shall have the right to review the number and size of such containers to evaluate the adequacy of capacity provided for each type of collection service and to require additional or larger containers (or additional service days) and to review the separation and containment of materials. Generators shall adjust service levels for their collection services as requested by the City in order to meet the standards set forth in this chapter.

C. Multifamily Residential Property Organics Recycling Requirements. All AB 1826 and SB 1383 multifamily covered generators, and any other covered generators as defined in state law, must subscribe to and receive organic waste collection services from a franchised waste hauler unless they received written approval of an alternative compliance and exemption from the city as provided for in RCMC 6.21.040. [Ord. 17-2020 § 4 (Exh B)].

6.21.035 Education and Outreach Requirements for Commercial Business Owners and Multi-family Owners.

All Commercial Business Owners are required to:

- A. Excluding Multi-Family Residential Dwellings, to the extent practical through education, training, inspection, and/or other measures, prohibit employees from placing materials in a container not designated for those materials per the Recycling Container, Organics Container, and Garbage Container collection service.
- B. Excluding Multi-Family Residential Dwellings, periodically inspect Recycling Containers, Organics Containers, and Garbage Containers for contamination and inform employees if containers are contaminated and of the requirements to keep contaminants out of those containers.
- C. Including Multi-Family Residential Dwellings, annually provide information to employees, contractors, tenants, building residents, and customers about Organic Waste Recovery requirements and about proper sorting of Organic Waste and Recyclable Materials. A copy of such instructions shall be provided to the Public Works Director or Designee, upon request.
- D. Including Multi-Family Residential Dwellings, provide information before or within fourteen (14) days of new occupation of the Premises to new tenants and no less than fourteen (14) days before tenants move out of the Premises, unless a tenant does not provide fourteen (14) or more days' notice to before moving out.

that describes requirements to keep Organics Container Organic Waste and Recyclable Materials separate from each other and from Garbage, the location of containers, and the rules governing their use at the Premises.

E. Including Multi-Family Residential Dwellings, prominently post and maintain one or more signs where Recyclable Materials and/or Organic Waste are collected and/or stored that set forth what materials are required to be Source Separated, in addition to collection procedures for such materials.

6.21.040 Additional Requirements for covered generators.

A. Any covered generator that does not subscribe to garbage, recyclable material, and organic waste collection services with the same franchised waste hauler is required to complete an “alternative compliance and exemption form” and have that form approved by the city in writing as a condition of receiving garbage collection service from a franchised waste hauler.

B. Each covered generator shall be responsible for ensuring and demonstrating its compliance with the following requirements:

1. Source separate designated recyclable materials and designated organic recyclable materials from garbage;
2. Provide a basic level of recycling and organics recycling services that includes, at a minimum, the collection of designated recyclable materials and/or designated organic recyclable materials;
3. Enter into a service agreement with the same franchised waste hauler for the collection of designated recyclable materials and designated organic recyclable materials; and
4. Complete and retain, on site, if applicable, the approved alternative compliance and exemption form, certifying that recycling and/or organic collection services are being provided by a franchised waste hauler if that franchised waste hauler is not also providing garbage service or certifying and receiving written approval from the public works director, and/or his or her designee, that all self-hauling activities will be completed in accordance with provisions in RCMC 6.21.120.

C. Multi family property owners ~~Each covered generator~~ shall provide for recyclable materials containers for designated recyclable and organic materials in multifamily residential rental units and in maintenance and work areas where recyclable materials may be collected and/or stored.

D. Each covered generator under AB 827, and all other applicable state law, shall provide recyclable materials containers for designated recyclable and organic materials where customers have access to the business. Each covered generator shall prominently post and maintain one or more signs where designated recyclable materials and/or designated organic recyclable materials are collected and/or stored that set forth what materials are required to be source separated in addition to collection procedures for such materials.

~~E. Each covered generator shall notify and instruct employees and tenants in writing of applicable source separation requirements, including a list of designated recyclable materials and/or designated organic recyclable materials that are required to be source separated for recycling or organics recycling. A copy of such instructions shall be provided to the public works director, and/or his or her designee, upon request.~~

F. Commercial Business Owners and Multifamily Property Owners ~~Each covered generator~~ shall ensure that designated recyclable materials and/or designated organic recyclable materials generated at their site will be taken only to a recycling facility and not to a landfill for disposal by complying with all requirements under this chapter.

G. The service agreement, alternative compliance and exemption form, and/or other documents pertaining to this chapter, shall be available for inspection by the public works director, and/or his or her designee, at the principal location of the covered generator during normal business hours.

H. Nothing in this chapter shall abridge the right of any covered generator, or any other person, to sell or exchange at fair market value its own recyclable materials or organic recyclable materials which are source separated for reuse and recycling or organics recycling.

I. No franchised waste hauler shall be held liable for the failure of its customers to comply with such regulations.

J. No covered generator shall be liable for the failure of their franchised waste hauler to deliver designated recyclable materials or designated organic recyclable materials to a recycling or processing facility. [Ord. 17-2020 § 4 (Exh B)].

6.21.050 Special requirements.

In addition to any and all requirements that apply to the recycling and/or organics recycling of designated recyclable materials and/or designated organic recyclable materials throughout the city above, collection service received or provided in the city shall be subject to the following additional special requirements:

A. No recycling, automatic lift containers or bins within the collection area of the city shall be placed or located in such a manner that blocks or impedes passage through an alley or through any doorway of any building adjoining an alley, notwithstanding that such building may be abandoned or otherwise out of use.

B. Compliance with the above special requirements shall be the sole responsibility of the covered generator. [Ord. 17-2020 § 4 (Exh B)].

6.21.060 Designation of recyclable materials and organic recyclable materials.

Designated recyclable materials and/or designated organic recyclable materials shall be source separated from garbage before collection, removal, transportation or disposal pursuant to this chapter. The public works director, and/or his or her designee, shall specify designated recyclable materials and organic recyclable materials that must be source separated by all covered generators pursuant to RCMC 6.21.040. The specifications for designated recyclable materials and designated organic recyclable materials shall consider materials market conditions and the availability of a cost-effective system for recycling such materials. [Ord. 17-2020 § 4 (Exh B)].

6.21.070 Ownership of recyclable materials and organic recyclable materials.

A. All designated recyclable materials and designated organic recyclable materials placed in automatic lift containers, bins or roll-off bins shall be considered owned by and be the responsibility of the franchised waste hauler. No person shall collect designated recyclable materials or designated organic recyclable materials placed in automatic lift containers, bins or roll-off bins for recyclable materials or organic recyclable materials by customers without permission from the franchised waste hauler.

B. Except as authorized by RCMC 6.21.120, Requirements for self-hauling, it shall be unlawful for any person to engage in the business of collecting, removing or transporting, or to otherwise organize, direct or sponsor the collection, removal or transportation of designated recyclable materials or designated organic recyclable materials who is not a franchised waste hauler. [Ord. 17-2020 § 4 (Exh B)].

6.21.080 Requirements for franchised waste haulers.

A. Commercial waste haulers shall be franchised pursuant to the provisions of Chapter 6.20 RCMC, and such franchise shall be in full force and effect.

B. Franchised waste haulers shall offer collection service and automatic lift containers, bins or roll-off bins for designated recyclable materials and designated organic recyclable materials sufficient to accommodate the quantity and types of designated recyclable materials and designated organic recyclable materials to all its garbage customers.

C. Franchised waste haulers shall equip and provide automatic lift containers, bins and roll-off bins for designated recyclable materials and designated organic recyclable materials with locks and/or other suitable features to prevent theft of recyclable materials and organic recyclable materials.

D. Franchised waste haulers may subcontract for collection of designated recyclable material and/or designated organic recyclable materials, so long as the subcontractor holds a current franchise.

E. Franchised waste haulers shall conduct all activities in accordance with all applicable state and local laws and best management practices. Vehicles, equipment and containers shall be kept in a clean and well-maintained condition.

F. Franchised waste haulers shall not take a customer's designated recyclable materials or designated organic recyclable materials to a landfill or other disposal site, but to a recycling facility.

G. Franchised waste haulers, upon request, shall provide the public works director, and/or his or her designee, with a copy of a service agreement, recycling plan, alternative compliance and exemption form, or other document (e.g., receipt from a recycling facility) demonstrating that the covered generator's designated recyclable materials and/or designated organic recyclable materials are being taken to a recycling facility. The service agreement, recycling plan, alternative compliance and exemption form, or other documents shall be available for inspection by the public works director, and/or his or her designee, at the franchised waste haulers' place of business during normal business hours.

H. City staff may audit all franchised waste haulers' records.

I. Franchised waste haulers shall not provide garbage collection services to a business or multifamily residential property covered generator unless that business or multifamily property covered generator is also receiving both recyclable material and organics recyclable material collection services from the same franchised waste hauler providing garbage service; or

1. Unless the franchise waste hauler has received a completed alternative compliance and exemption form from the business or multifamily residential covered generator; and
2. The city has received and provided the covered generator with written approval of its alternative compliance and exemption form request and notified the franchised waste hauler in writing of any such approval.

J. Franchised waste haulers are required to submit all completed alternative compliance and exemption forms to the city for review which will be due on the tenth of each month for the previous reporting month.

K. Franchised waste haulers are required to maintain a list of any and all businesses and multifamily properties that the franchised hauler is providing garbage collection services to but is not also providing recycling and organic collection services (non full-service account list). Franchised haulers shall provide a current non full-service account list to the city, which will be due on the tenth of each month for the previous reporting month.

L. Franchised waste hauler shall be required to meet full compliance with requirements pursuant to RCMC 6.21.090 by a date set by the public works director and/or his or her designee. Franchised waste hauler shall receive written notification of such terms. [Ord. 17-2020 § 4 (Exh B)].

M. Franchised hauler shall meet the following requirements and standards in connection with collection of Organic Waste and Recyclables:

1. Through written notice or written report to the City, Franchised hauler shall annually identify the facilities to which they will transport Organic Waste including facilities for Source Separated Recyclable Materials and Source Separated Organic Waste.
2. Transport Source Separated Recyclable Materials to a facility that recycles those materials and transport Source Separated Organic Waste to a facility, operation, activity, or property that recovers Organic Waste as defined in 14 CCR, Division 7, Chapter 12, Article 2.
3. Obtain approval from the City to haul Organic Waste, unless it is transporting Source Separated Organic Waste to a Community Composting site or lawfully transporting C&D in a manner that complies with 14 CCR Section 18989.1.

6.21.090 Requirements for service agreements.

A. Franchised waste haulers shall execute a written service agreement with all covered generators as required in RCMC 6.21.040 before the franchised waste hauler begins to collect garbage and/or designated recyclable materials and/or designated organic recyclable materials.

B. Service agreements shall incorporate, but are not limited to, the following terms and conditions:

1. Be clearly labeled as a service agreement.
2. Describe the garbage and/or recyclable material and/or organics recyclable material collection services to be provided by the franchised waste hauler and the cost for providing such services to the customer.
3. Clearly state the initial term and renewal terms.
4. Include the condition, as applicable, that the franchised waste hauler cannot provide garbage collection services to a covered generator unless:
 - a. The business or multifamily property covered generator is also receiving both recyclable materials and organics recyclable waste collection services from the franchised waste hauler; or
 - b. The city has received and provided the covered generator with written approval of its alternative compliance and exemption form request.
5. May contain automatic renewal for successive periods of no longer than one year, unless either party gives written notice of termination by certified or registered mail at least 60 days prior to the termination date of the current agreement.
6. May be amended as mutually agreed upon by the customer and the franchised waste hauler.
7. Customers are to receive a written notice of price increases not less than 30 days prior to the effective date of such price increase.
8. Franchised waste haulers shall respond to customer inquiries regarding the service agreement within 30 days.
9. Include language stating that collection containers will be removed from the property of a customer within 30 days of final termination of services to the customer.
10. Not require customers to pay over three months' liquidated damages during the renewal term and over six months' liquidated damages during the initial term of the service agreement.
11. Not require a customer to give a franchised waste hauler the exclusive right to provide recycling collection services or the exclusive right to provide organics recyclable material collection services as a condition of a service agreement, unless the customer affirmatively indicates that is its desire.
12. Not require customers to give notice of any offer by a competitor or require customers to give franchised waste haulers the right to respond to such an offer.
13. Franchises must be in full force and effect for the service agreement to be effective.

C. The requirements for service agreements contained in this section shall be incorporated into all new service agreements upon enactment of this chapter. Existing service agreements between a franchised waste hauler and a customer executed before the effective date of the ordinance codified in this chapter shall remain in force for the remainder of the existing contract and shall be governed by the terms and conditions specified in the existing service agreement; provided, that such existing service agreements shall comply, to the extent allowable by law, with the new recycling and organics recycling programs established by this chapter.

D. National contracts or agreements are exempt from the requirements of contract length and renewal terms. [Ord. 17-2020 § 4 (Exh B)].

6.21.100 Process for addressing covered generator noncompliance.

In the event that the franchised waste hauler must stop providing garbage collection service to a covered generator due to the covered generator's noncompliance with this chapter the franchised waste hauler shall take the following steps:

A. Issue a written "service termination notice" to the noncompliant commercial generator stating that the franchised waste hauler shall terminate garbage collection services within 14 days of providing that service termination notice to the business or multifamily residential property. That "service termination notice" shall clearly state that it is mandatory for the business or multifamily residential property to subscribe to garbage, recyclable material and organic recyclable material collection service as required by RCMC 6.21.040.

B. Notify the city by email no more than seven business days and no less than two business days before collection service is suspended for all carts, bins and/or containers from the business or multifamily residential property.

C. Suspend collection service of all carts and/or containers from the business or multifamily residential property that has not complied within 14 days of receiving the service termination notice.

D. Notify the public works director, and/or his or her designee, in person or by telephone within 24 hours after suspending collection service of all garbage carts and/or containers from the business or multifamily residential property.

E. Send a follow-up email that has been confirmed by the franchised waste hauler to be received by the public works director, and/or his or her designee, by the end of the next business day the name and address of the covered generator that the franchised waste hauler has suspended collection service of all garbage carts and/or containers to. [Ord. 17-2020 § 4 (Exh B)].

6.21.110 Requirements for multifamily residential properties.

A. Multifamily residential tenants shall be responsible for compliance with the requirement to source separate designated recyclable materials and/or designated organic recyclable materials from garbage pursuant to RCMC 6.21.040(B)(1).

B. No multifamily residential property owner who is a covered generator pursuant to RCMC 6.21.020(J) shall be cited for noncompliance with this chapter as a result of the failure of his or her rental property tenants to source separate designated recyclable materials or designated green materials and/or organic recyclable materials from garbage pursuant to RCMC 6.21.040.

C. Multifamily residential property owners who are covered generators pursuant to RCMC 6.21.020(J) shall be responsible for compliance with RCMC [6.21.030](#), [6.21.035](#), and [6.21.040](#).

D. Every multifamily residential unit shall have a recyclable materials container provided by either the multifamily residential property owner who is a covered generator pursuant to RCMC 6.21.020(J), or by the multifamily tenant as part of their rental agreement. [Ord. 17-2020 § 4 (Exh B)].

[6.21.115 -Commercial Edible Food Generator Requirements.](#)

[A. Tier One Commercial Edible Food Generators must comply with the requirements of this Section commencing January 1, 2022, and Tier Two Commercial Edible Food Generators must comply commencing January 1, 2024, pursuant to 14 CCR Section 18991.3, or such later deadline established by State law or regulations.](#)

- B. Large Venue or Large Event operators not providing food services, but allowing for food to be provided by others, shall require Food Facilities, operating at the Large Venue or Large Event to comply with the requirements of this Section, commencing January 1, 2024, or such later deadline established by State law or regulations.
- C. Commercial Edible Food Generators shall comply with the following requirements:
- (1) Arrange to safely recover for human consumption the maximum amount of Edible Food that would otherwise be disposed.
 - (2) Enter into a contract or other written agreement with Food Recovery Organizations or Food Recovery Services for: (i) the collection for Food Recovery of Edible Food that would otherwise be disposed; or (ii) acceptance of Edible Food that would otherwise be disposed that the Commercial Edible Food Generator self-hauls to the Food Recovery Organization for Food Recovery.
 - (3) Use best efforts to abide by all contractual or written agreement requirements specified by the Food Recovery Organization or Food Recovery Service on how Edible Food should be prepared, packaged, labeled, handled, stored, distributed or transported to the Food Recovery Organization or Service.
 - (4) Not intentionally donate food that has not been prepared, packaged, handled, stored and/or transported in accordance with the safety requirements of the California Retail Food Code.
 - (5) Not intentionally spoil Edible Food that is capable of being recovered by a Food Recovery Organization or a Food Recovery Service.
 - (6) Allow the Enforcement Officer to review records upon request, including by providing electronic copies or allowing access to the Premises.
 - (7) Keep records that include the following information, or as otherwise specified in 14 CCR Section 18991.4:
 - (a) A list of each Food Recovery Service or Food Recovery Organization that collects or receives its Edible Food pursuant to a contract or written agreement established under 14 CCR Section 18991.3(b).
 - (b) A copy of all contracts and written agreements ~~established under 14 CCR Section 18991.3(b) and/or this chapter~~ between the Commercial Edible Food Generator and a Food Recovery Service or organization.
 - (c) A record of the following information for each of those Food Recovery Services or Food Recovery Organizations:
 - (i) The name, address and contact information of the Food Recovery Service or Food Recovery Organization.
 - (ii) The types of food that will be collected by or self-hauled to the Food Recovery Service or Food Recovery Organization.
 - (iii) The established frequency that food will be collected or self-hauled.
 - (iv) The quantity of food, measured in pounds recovered per month, collected or self-hauled to a Food Recovery Service or Food Recovery Organization for Food Recovery.

- (8) If it has not entered into a contract or written agreement with Food Recovery Organizations or Food Recovery Service, a record that describes (i) its direct donation of Edible Food to end recipients (including employees) and/or (ii) its food waste prevention practices that result in it generating no surplus Edible Food that it can donate.
- (9) Tier One Commercial Edible Food Generators and Tier Two Commercial Edible Food Generators shall provide, upon request, a Food Recovery report to the Enforcement Officer that includes the information in C(7)(c). Entities shall provide the requested information within sixty (60) days of the request.
- D. Nothing in this chapter shall be construed to limit or conflict with (1) the protections provided by the California Good Samaritan Food Donation Act of 2017, the Federal Good Samaritan Act, or share table and school food donation guidance pursuant to Senate Bill 557 of 2017; or (2) otherwise applicable food safety and handling laws and regulations.
- E. Nothing in this chapter prohibits a Commercial Edible Food Generator from donating Edible Food directly to end recipients for consumption, pursuant to Health and Safety Code Section 114432(a).

6.20.116 Food Recovery Organizations and Services Requirements.

- A. Food Recovery Services collecting or receiving Edible Food directly from Commercial Edible Food Generators, via a contract or written agreement established under 14 CCR Section 18991.3(b), shall maintain the following records:
 - (1) The name, address, and contact information for each Commercial Edible Food Generator from which the service collects Edible Food.
 - (2) The quantity in pounds of Edible Food collected from each Commercial Edible Food Generator per month. This may also include the total quantity in pounds of food collected that was spoiled when received from a Commercial Edible Food Generator or otherwise not able to be used to feed people.
 - (3) The quantity in pounds of Edible Food transported to each Food Recovery Organization per month.
 - (4) The name, address, and contact information for each Food Recovery Organization to which the Food Recovery Service transports Edible Food for Food Recovery.
- B. Food Recovery Organizations collecting or receiving Edible Food directly from Commercial Edible Food Generators, via a contract or written agreement established under 14 CCR Section 18991.3(b), shall maintain the following records:
 - (1) The name, address, and contact information for each Commercial Edible Food Generator from which the organization receives Edible Food.
 - (2) The quantity in pounds of Edible Food received from each Commercial Edible Food Generator per month. This may also include the total quantity in pounds of food collected that was spoiled when received from a Commercial Edible Food Generator or otherwise not able to be used to feed people.
 - (3) The name, address, and contact information for each Food Recovery Service that the organization receives Edible Food from for Food Recovery.
- C. Food Recovery Organizations and Food Recovery Services that have their primary address physically located in the City and contract with or have written agreements with one or more Commercial Edible Food Generators shall report to the City, or its Enforcement Officer, the total pounds of Edible Food recovered

from the Tier One and Tier Two Commercial Edible Food Generators they have established a contract or written agreement with (regardless of whether those Generators are located in the City) according to the following schedule:

(i) no later than April 31, 2023, and no later than every April 31 thereafter, submit a report covering the period of January 1 to December 31 of the previous calendar year.

D. In order to support Edible Food Recovery capacity planning assessments and similar studies, Food Recovery Services and Food Recovery Organizations operating in the City shall provide, upon request, information and consultation to the City and/or the County, regarding existing, or proposed new or expanded, Food Recovery capacity in a form that can be provided to or that can be accessed by the County, the City and Commercial Edible Food Generators in the City. A Food Recovery Service or Food Recovery Organization shall respond to such request for information within sixty (60) days, unless a shorter timeframe is otherwise specified.

6.21.120 Requirements for self-hauling.

A. A covered generator may haul or transport designated recyclable materials and/or designated organic recyclable materials generated and collected at its business or multifamily residential property to a recycling facility that diverts material from disposal, rather than hiring a franchised waste hauler, only if an owner, generator or employee of the entity completes this activity by utilizing a vehicle owned by either an employee or the entity has also submitted an alternative compliance form to the city and received written approval for self-hauling activities.

Self haulers must Source Separate their Recyclable Materials and Organic Waste generated on-site from Solid Waste in a manner consistent with this section or haul Organic Waste to a High Diversion Organic Waste Processing Facility.

Self haulers must haul their Source Separated Recyclable Materials to a facility that recovers those materials; and haul their Source Separated Organic Waste to a Solid Waste facility, operation, activity, or property that processes or recovers Source Separated Organic Waste or to a High Diversion Organic Waste Processing Facility; and haul their Garbage to a fully permitted Solid Waste facility.

B. Business and multifamily covered generators pursuant to RCMC 6.21.020(J) that self-haul or transport designated recyclable materials and/or designated organic recyclable materials shall follow established provisions pursuant to RCMC 6.21.040(A) and 14 CCR Section 18988.3.

C. A covered generator that self-hauls or transports designated recyclable materials and/or designated organic recyclable materials collected at its business or multifamily residential property to a recycling facility without the utilization of a franchised waste hauler must complete and retain on site an approved alternative compliance and exemption form certifying all self-hauling activities will be completed in accordance with the provisions of all applicable laws or regulations of this chapter and 14 CCR Section 18988.3. The alternative compliance and exemption form shall be made available to the public works director, and/or his or her designee, upon request. At a minimum, the covered generator shall provide the following information on the alternative compliance and exemption form and also keep records containing the following information.

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1. The name, address and telephone number of the covered generator that is signing the self-haul form.
2. A list of the types of recyclable materials and/or organic recyclable materials being self-hauled.
3. Delivery receipts and weight tickets from the entity accepting the waste.
4. The amount of material in cubic yards or tons transported by the Generator to each entity.

(a) If the material is transported to an entity that does not have scales on-site or employs scales incapable of weighing the Self-Hauler's vehicle in a manner that allows it to determine the weight of materials received, the Self-Hauler is not required to record the weight of material but shall keep a record of the entities that received the Organic Waste.

5.3. For each type of recyclable material and/or organic recyclable material, the amount that is being taken from the business and multifamily residential property to a recycling facility quarterly.

64. The name and address of the recycling facility(ies).

75. A written statement signed by the business or multifamily residential property owner or generator certifying that the owner or generator agrees to comply with the requirements of this chapter.

D. The public works director, and/or his or her designee, may restrict or prohibit self-hauling by a person if the public works director, and/or his or her designee, determines, after providing 30 days' written notice and an opportunity for a hearing, that the person's self-hauling activities violate the provisions of this chapter or any other applicable law or regulation.

E. Self-Haulers, which are Commercial Businesses including Multi-Family Residential Dwellings, shall keep these records of the amount of Organic Waste delivered to each Solid Waste facility, operation, activity, or property that processes or recovers Organic Waste for a minimum of five (5) years; this record shall be subject to inspection by the City.

F. Self-Haulers that are Commercial Businesses including Multi-Family Residential Dwellings shall provide these records, upon request, to the Public Works Director or Designee. Self-Haulers shall provide the requested information within sixty (60) days.

G. Landscapers, who self-haul Organic Waste generated at a customer's site, must also meet the requirements in this section.

H. A Single-Family Organic Waste Generator that self-hauls Organic Waste is not required to record or report this information.

I. The public works director, and/or his or her designee, will notify the covered generator that self-hauls if the alternative compliance and exemption form has been approved within 14 days of receiving the submitted request. [Ord. 17-2020 § 4 (Exh B)].

6.21.125 SB 1383 regulatory compliance.

Organic waste generators, franchised waste haulers, and all other entities subject to the requirements of SB 1383 shall fully comply with all applicable SB 1383 regulatory requirements or be subject to the penalties as prescribed in Section 18997.2 of SB 1383 or RCMC 6.21.230 as determined by the public works director and/or his or her designee. [Ord. 17-2020 § 4 (Exh B)].

6.21.130 Reporting.

A. Franchised waste haulers' failure to file the reports required by this chapter or by the franchise agreement shall constitute cause for termination or suspension of its franchise pursuant to Chapter 6.20 RCMC.

B. Unless otherwise required by the franchise agreement, self-haulers shall prepare quarterly reports to be kept on site identifying, at a minimum, the following:

1. The recyclable materials and organic recyclable materials tonnage collected and removed within the city region during the previous quarter.
2. The location of the recycling facility(ies) to which the recyclable materials and organic recyclable materials were taken during the previous quarter.

C. Unless otherwise required by the franchise agreement, franchised waste haulers shall prepare quarterly reports as designated by the public works director and/or his or her designee.

D. Unless otherwise required by the franchise agreement, franchised waste haulers shall prepare monthly reports as required pursuant to RCMC 6.21.080(J) and (K).

E. The public works director, and/or his or her designee, shall provide and establish guidelines, forms and other appropriate materials to assist franchised waste haulers and self-haulers in preparing the reports required by this chapter. [Ord. 17-2020 § 4 (Exh B)].

6.21.140 Exemptions from recycling standards.

A. Notwithstanding any other provision herein, a covered generator shall not be required to source separate recyclable materials and/or organic recyclable materials if the business or multifamily residential property, owner or generator, demonstrates to the public works director, and/or his or her designee, that there is no collection service or other system available for recycling such material.

B. Notwithstanding any other provision herein, a covered generator shall be exempt from the recycling and/or organics recycling requirements in RCMC 6.21.040 if all of the generators on the owner's business or multifamily residential property are exempt from or not required to comply with the provisions of RCMC 6.21.040, or if designated recyclable materials and/or designated organic recyclable materials are not being generated by any activities occurring on the covered generator's property. [Documentation to that effect will be required as described in C.2 and 3.](#)

C. Covered [commercial and multi-family](#) generators may be exempted by the public works director, and/or his or her designee, if it is determined through a site visit or other means of verification:

1. That the premises lacks adequate space for any of the recycling or organic waste containers. If the public works director and/or his or her designee determines that it is feasible for recycling and/or organic collection containers to be placed on site or shared with an adjoining generator, the covered generator will be responsible for compliance with this chapter; [The commercial or multi-family generator requesting an exemption must provide documentation with the application for an exemption that the premises lacks adequate space for Recycling Containers and/or Organics Containers, which shall include documentation from its licensed contractor, licensed architect, licensed engineer, or other person authorized by the public works director and/or his or her designee.](#)

~~2. That compliance with this chapter results in a violation of the city's zoning code, including city zoning regulations for minimum parking spaces;~~

~~23.~~ That the covered generator's total solid waste generation is two cubic yards or more per week and organic waste subject to collection in a blue [recycling](#) container or green [organics](#) container comprises less than 20 gallons per week of the covered generator's solid waste; or

~~34.~~ That the covered generator's total solid collection service is less than two cubic yards per week and total organic waste generation subject to collection in a blue container or green container is less than 10 gallons per week of the covered generator's total solid waste.

D. Covered generators may be exempted by the public works director, and/or his or her designee, from the regulatory requirements of AB 341, AB 1826 and/or SB 1383, or any other applicable state law; provided, that the business or multifamily residential property covered generator has submitted an alternative compliance and exemption form [with the requested documentation](#) to the city and the city has provided the covered generator with written approval of its exemption request.

E. City-issued exemptions from the regulatory requirements of AB 341, AB 1826 and/or SB 1383, or any other applicable state law, shall be valid for no more than two years unless the city authorizes an extension of that two-year waiver period.

F. The following persons shall automatically be exempt from the requirements of this chapter:

1. The United States, state of California, a city, a county, a special district or other local public agency, or any employee or member of the armed forces thereof, when collecting or transporting designated recyclable materials produced by operation of the public entity under a system of recyclable materials collection and transportation operated and maintained by the public agency within the city region as specified herein and in Chapter 6.20 RCMC.
2. Municipal corporations and other governmental agencies using their own vehicles and employees engaged in the collection, transportation or disposal of designated recyclable materials within the city. [Ord. 17-2020 § 4 (Exh B)].

6.21.150 City rules and regulations.

A. The public works director, and/or his or her designee, is authorized to make and enforce administrative rules and regulations governing recycling and organics recycling at businesses and multifamily residential properties, and all related activities including recycling and commercial solid waste generation, storage, recovery, accumulation, collection, removal, transportation and disposal; the manner in which commercial garbage, recycling and organics recycling services are provided; types of commercial garbage, organics and recycling containers and vehicles used for the operation and maintenance of sanitary methods of commercial garbage, recycling and organics recycling disposal; reporting requirements for franchised waste haulers and self-haulers; and for the effective administration of this chapter. All such rules and regulations shall be consistent with the provisions of the city code and shall be effective on the thirtieth day following the filing of any such rules and regulations with the city clerk.

B. The city council may, and is hereby empowered to, grant to a qualified applicant a nonexclusive franchise to engage in the business of collecting, transporting or disposing of commercial garbage, recyclable materials or organic recyclable materials kept, accumulated or generated in the city region.

C. The city council may grant a franchise based on compliance with this chapter. Any grant of a franchise by the city council may be subject to such terms, conditions, rules, regulations, restrictions, and limitations, as the city council deems necessary to protect the public health, safety, or welfare.

D. The city council hereby empowers and grants to the public works director, and/or his or her designee, the authority to grant commercial nonexclusive collection service agreements (commercial nonexclusive franchisees) to franchised waste haulers, to specify designated recyclable materials and designated organic recyclable materials and make administrative rules and regulations governing covered generators.

E. The city council hereby empowers and grants to the public works director, and/or his or her designee, the authority to administer, implement and enforce this chapter and administrative rules and regulations governing business and multifamily residential property recycling and organics recycling thereafter.

F. It shall be unlawful and constitute a violation of this chapter for any person to violate or otherwise fail to comply with any rule or regulation issued pursuant to this chapter. [Ord. 17-2020 § 4 (Exh B)].

6.21.160 Rights reserved to city.

In addition to all other rights reserved to the city, the following shall apply:

A. There is hereby reserved to the city every right and power, and the exercise thereof, which is reserved or authorized by any provision of any lawful code, title or resolution of the city, whether enacted before or after the effective date of the ordinance codified in this chapter.

B. Neither the granting of any franchise, nor any provision of any franchise, shall constitute a waiver of or a bar to exercise of any governmental right or power of the city.

C. The grantee receiving any type of franchise agreement shall have no recourse whatsoever against the city, its officers, employees or agents, or any of the city member entities, their officers, employees, or agents for any loss, cost, expense or damage arising out of any provision or requirement of this chapter because of the enforcement of this chapter.

D. There is hereby expressly reserved to the city the power and authority to amend any section of this chapter so as to require additional or greater standards on the part of the franchised waste hauler, commercial hauler or covered generator. [Ord. 17-2020 § 4 (Exh B)].

6.21.170 Administration and costs.

A. The administration of this chapter is the duty of the public works director and/or his or her designee. The public works director, and/or his or her designee, is authorized and directed by the city council to administer this chapter.

B. Commercial franchise fees will fund administration, implementation and enforcement costs. [Ord. 17-2020 § 4 (Exh B)].

6.21.180 Unlawful acts.

A. It shall be unlawful to combine designated recyclable materials and organic recyclable materials with garbage. Failure of covered generators to source separate designated recyclable materials or organic recyclable materials for recycling or organics recycling is a violation of this chapter.

B. It shall be unlawful for franchised waste haulers to commingle materials in garbage bins or carts with materials in recycling bins or carts in one collection vehicle.

C. It shall be the responsibility of the covered generator whose garbage was not removed because it contained designated recyclable materials to properly separate designated recyclable materials from the uncollected solid waste for proper recycling. Allowing such unseparated garbage to accumulate will be considered a violation of this chapter. [Ord. 17-2020 § 4 (Exh B)].

6.21.190 Implementation and enforcement.

The implementation and enforcement of this chapter is the duty of the public works director, and/or his or her designee, of the city's department of public works. The public works director, and/or his or her designee, is authorized and directed by the city council to implement and enforce this chapter. [Ord. 17-2020 § 4 (Exh B)].

6.21.200 Posting of notices.

A. The public works director, and/or his or her designee, may post notices on automatic lift containers, bins and roll-off bins that are used for garbage collection and the collection of designated recyclable materials, and the collection of designated organic recyclable materials, within the city if the owner of the automatic lift containers, bins and roll-off bins is in violation of this chapter, including, but not limited to, any regulation, franchise requirement, permit, information request, order, variance, or other requirement that the public works director, and/or his or her designee, is authorized to enforce or implement pursuant to this chapter.

B. A notice shall remain on automatic lift containers, bins and roll-off bins that are used for garbage collection within the city so long as the owner of the automatic lift containers, bins and roll-off bins is in violation of this chapter. The notice shall be posted on the automatic lift container, bin, and/or roll-off bin so as to be clearly visible to the general public and include all of the following information:

1. The date the notice was posted on the container.
2. The address or location of the property, including the identification of any dwelling unit, room number, apartment number, business or multifamily residential property.
3. The name and contact telephone number of the agency posting the notice on the property.
4. The city code section that has been violated.
5. A statement that it is unlawful for any person to engage in the business of collecting, transporting or disposing of commercial garbage kept, accumulated or generated in the city, or to engage in the business of

soliciting accounts or invoicing customers for commercial garbage service in the city unless a franchise has first been granted pursuant to the provisions of this chapter and such a franchise is in full force and effect.

C. A statement that a person violating the posted notice is subject to criminal penalties pursuant to city code and administrative civil penalties in an amount of up to \$1,000 per day for each violation.

D. A statement that a person disturbing or destroying the posted notice is subject to administrative civil penalties in an amount of up to \$1,000, in addition to any other remedies provided by this chapter. [Ord. 17-2020 § 4 (Exh B)].

6.21.210 Notice of violation.

The public works director, and/or his or her designee, may issue a notice of violation to any person found to be in violation of a provision of this chapter, including, but not limited to, any regulation, franchise requirement, permit, information request, order, variance, or other requirement that the public works director and/or his or her designee, is authorized to enforce or implement pursuant to this chapter. Issuance of a notice of violation may also result in the issuance of a notice of administrative enforcement order pursuant to this chapter. [Ord. 17-2020 § 4 (Exh B)].

6.21.220 Notice of violation – Content.

A. In addition to any other content, a notice of violation shall contain the following elements:

1. A statement of the public works director, and/or his or her designee, that indicates a violation has occurred.
2. A citation of the provisions of this chapter, including any regulation, franchise requirement, permit, information request, order, variance, or other requirement that has been violated.
3. A date by which any person must be in compliance with this chapter including any regulation, franchise requirement, permit, information request, order, variance, or other requirement, or a date by which an action plan must be submitted by the person to propose a means and timeframe by which to correct violations. The public works director, and/or his or her designee, may extend the compliance date when good cause exists for such an extension.
4. Notification that continued noncompliance may result in additional enforcement action being taken against the business, facility, or any responsible persons.
5. Notification that the city may recover any costs incurred by the city as a result of the violation.
6. Notification that a violation of this chapter may result in an administrative civil penalty or in criminal penalties.
7. Notification that the correction of any alleged violation(s) within the specified deadline date(s) will not necessarily prevent the public works director, and/or his or her designee, from issuing an administrative enforcement order and imposing administrative civil penalties relating to the alleged violation(s).

B. In addition to any other content, a notice of violation may establish required corrective actions, including the following:

1. Terms, conditions, and requirements reasonably related to the provisions of this chapter, including the following:
 - a. Cessation of prohibited actions.
 - b. Correction of prohibited conditions.
 - c. A requirement for submittal of a written action plan for achieving and maintaining compliance with this chapter.
 - d. Reporting requirements to demonstrate ongoing compliance.

2. A requirement that the person receiving same shall submit written certification to the public works director, and/or his or her designee, that the necessary corrective actions have been completed. As appropriate for the type of correction action taken, the notice of violation may require documentation that substantiates the certification, including but not limited to receipts, contracts, or photographs.

3. Any other terms or conditions reasonably calculated to prevent additional violations of this chapter.

C. An administrative enforcement order may be issued separately, but only after issuance of a notice of violation, or in combination with a notice and order, for the same violations or set of related violations. [Ord. 17-2020 § 4 (Exh B)].

6.21.230 Administrative enforcement order.

A. If the public works director, and/or his or her designee, determines that a person, covered generator, or franchised waste hauler has committed or is committing a violation of any provision of this chapter, the public works director, and/or his or her designee, may issue an administrative enforcement order, after issuing a notice of violation or, in combination with a notice of violation, requiring that the violation be corrected and imposing an administrative penalty.

B. Pursuant to this chapter, the violator shall be liable for a penalty of not more than \$1,000 for each day on which each violation occurs and/or continues. [Ord. 17-2020 § 4 (Exh B)].

6.21.240 Administrative enforcement order – Content.

A. In addition to any other content, an administrative enforcement order shall contain the following elements:

1. A statement of the public works director, and/or his or her designee, that indicates a violation has occurred.
2. A citation of the provision of this chapter including any regulation, franchise requirement, permit, information request, order, variance, or other requirement that has been violated.
3. A date by which any person must be in compliance with this chapter, or a date by which an action plan must be submitted by the person to propose a means and timeframe by which to correct violations. The public works director, and/or his or her designee, may extend the compliance date when good cause exists for such an extension.
4. Notification that continued noncompliance may result in additional enforcement action being taken against the business, facility, or any responsible persons.
5. Notification that the city may recover any costs incurred by the city as a result of the violation.
6. Notification as to whether an administrative civil penalty is imposed and the terms and conditions of payment, if any. In establishing the penalty amount, the public works director, and/or his or her designee, shall take into consideration:
 - a. The nature, circumstances, extent, and gravity of the violation.
 - b. The violator's past and present efforts towards compliant behavior.
 - c. The violator's ability to pay the penalty.
 - d. The deterrent effect that the imposition of the penalty would have on both the violator and the regulated community.
7. Notification that the correction of any alleged violation(s) within the specified deadline date(s) will not necessarily prevent the public works director, and/or his or her designee, from issuing an administrative enforcement order and imposing administrative civil penalties relating to the alleged violation(s).
8. Notification that the recipient has a right to a hearing on the matter as set forth in RCMC 6.21.280 to appeal any findings or required corrective actions established by the public works director and/or his or her designee.

9. Notification of procedures for requesting a hearing established according to RCMC 6.21.260.

B. In addition to any other content, an administrative enforcement order may establish required corrective actions, including the following:

1. Terms, conditions, and requirements reasonably related to the provisions of this chapter, including the following:
 - a. Cessation of prohibited actions.
 - b. Correction of prohibited conditions.
 - c. A requirement for submittal of a written action plan for achieving and maintaining compliance with this chapter.
 - d. Reporting requirements to demonstrate ongoing compliance.
2. A requirement that the person receiving same shall submit written certification to the public works director, and/or his or her designee, that the necessary corrective actions have been completed. As appropriate for the type of correction action taken, the notice of violation may require documentation that substantiates the certification, including, but not limited to, receipts, contracts, or photographs.
3. Any other terms or conditions reasonably calculated to prevent additional or ongoing violations of this chapter.

C. A notice of violation or an administrative enforcement order may be issued separately or in combination with another notice or order for the same violations or set of related violations. [Ord. 17-2020 § 4 (Exh B)].

6.21.250 Delivery of notice or order.

Any notice of violation, permit revocation, administrative enforcement order or other enforcement action pursuant to the requirements of this chapter shall be subject to the following requirements:

- A. Delivery shall be deemed complete upon either personal delivery to the recipient or by certified mail.
- B. Where the recipient of the notice or order is the owner of the premises, the address for notice or order shall be the address from the most recently issued equalized assessment roll for the premises.
- C. Where the owner or occupant of any premises cannot be located after reasonable efforts of the public works director, and/or his or her designee, the notice or order shall be deemed delivered after posting on the premises for a period of 10 business days. [Ord. 17-2020 § 4 (Exh B)].

6.21.260 Administrative appeals.

- A. Hearing Request. Any person, owner or operator served with a notice of violation or an administrative enforcement order issued pursuant to this chapter may contest the order on the basis that there was no violation of this chapter or that he or she is not the responsible party. To contest the order, the person shall submit a request for hearing form to the city within 15 days from the date of the administrative enforcement order. Directions on how to obtain the request form will be provided on the order.
- B. Filing Fee. The completed request must be submitted together with a filing fee, established and amended from time to time by the public works director, and/or his or her designee, based on actual expense to conduct the hearing by the hearing officer.
- C. Notice of Hearing. The person, owner or operator requesting the hearing shall be notified of the time and place set for the hearing at least 10 days before the date of the hearing.
- D. Additional Reports. If the public works director, and/or his or her designee, submits an additional written report concerning the administrative enforcement order to the hearing officer for consideration at the hearing, then a copy

of this report also shall be provided to the person requesting the hearing at least five days before the date of the hearing. [Ord. 17-2020 § 4 (Exh B)].

6.21.270 Hearing officer.

Pursuant to RCMC 1.05.200, a hearing officer will be assigned the responsibility of conducting a hearing by the city manager. The city manager shall be authorized to assign hearing responsibilities from time to time to any person or persons, qualified by training or experience, whom the city manager may appoint, employ or who are retained by contract to conduct such hearings. [Ord. 17-2020 § 4 (Exh B)].

6.21.280 Hearing procedure.

A. Setting the Hearing. A hearing before the hearing officer shall be set for a date that is not less than 15 days nor more than 60 days from the date that the request for hearing is filed. The person requesting the hearing shall be notified of the time and place set for the hearing as soon as it is set, and at least 10 days before the hearing. If the public works director, and/or his or her designee, submits a written report concerning the notice or order to the hearing officer for consideration at the hearing, then a copy of the report shall be served on the person requesting the hearing at least five days before the hearing. No hearing shall be held unless the filing fee has been paid in advance under RCMC 6.21.260(B).

B. Failure to Appear. The failure of the person requesting the hearing to appear at the hearing shall constitute a forfeiture of the fine and a failure to exhaust his or her administrative remedies.

C. At the Hearing. The administrative enforcement order and any additional report submitted by the public works director, and/or his or her designee, shall constitute prima facie evidence of the respective facts contained in those documents. At the hearing, the party contesting the citation shall be given the opportunity to testify and to present evidence concerning the citation.

D. Continuances. The hearing officer may continue the hearing and may request additional information from the public works director, and/or his or her designee, or the person receiving the administrative enforcement order before issuing the decision. [Ord. 17-2020 § 4 (Exh B)].

6.21.290 Form and contents of decision – Finality of decision.

A. Following the hearing, the hearing officer shall issue an order in writing no later than 30 days from the date of the hearing, unless the time is waived by the parties. The order shall contain findings of fact and rationale appropriate to the violation and result, and a resolution of the essential issues raised, including the following:

1. Confirmation or denial of the occurrence of violations of this chapter that are alleged by the public works director and/or his or her designee.
2. Confirmation or rejection of any administrative civil penalty sought by the public works director, and/or his or her designee, and establishment of the monetary amount of any administrative civil penalty to be enforced.
3. Confirmation, amendment, or rejection of required corrective actions related to compliance with this chapter that are imposed by the public works director, and/or his or her designee, but only if those requirements are appealed by the person.

B. The hearing officer's order shall uphold required corrective actions if the person fails to show clear and convincing evidence that the required corrective actions are unreasonable or unnecessary for achieving or demonstrating ongoing compliance with this chapter. The hearing officer's order may amend or reject required corrective actions; provided, that compliance with this chapter will be achieved.

C. The hearing officer's order shall inform the person that failure to comply with the hearing officer's order shall constitute a misdemeanor and is subject to additional enforcement action, including criminal penalties and additional civil and administrative penalties.

D. The hearing officer's order shall inform the person that the time and manner by which a person may file a challenge to the hearing officer's order is governed by Section 53069.4 of the California Government Code or any successor provision thereto.

E. The order issued by the hearing officer pursuant to this chapter shall be effective upon issuance. The decision of the hearing officer is final and may not be appealed. [Ord. 17-2020 § 4 (Exh B)].

6.21.300 Procedures for collection of administrative civil penalty.

A. Any administrative penalty due shall be paid to the city within 30 days after the hearing officer's decision is issued. If the penalty is not timely paid, the public works director, and/or his or her designee, may pursue all reasonable and legal means in collecting those sums authorized and due.

B. All administrative civil penalties collected from actions brought pursuant to this chapter shall be paid to the public works director, and/or his or her designee, enforcing this chapter, and shall be deposited into a special account that shall be expended to fund the activities of the department to implement the applicable provisions of this chapter. [Ord. 17-2020 § 4 (Exh B)].

6.21.310 Actions not prohibited.

This chapter does not do any of the following:

A. Otherwise affect the authority of the public works director, and/or his or her designee, to take any other action authorized by any other provision of law.

B. Restrict the power of a city attorney, district attorney, or the Attorney General to bring, in the name of the people of California, any criminal proceeding otherwise authorized by law.

C. Prevent the public works director, and/or his or her designee, from cooperating with, or participating in, proceedings specified in subsection (B) of this section. [Ord. 17-2020 § 4 (Exh B)].

6.21.320 Penalties.

In addition to the administrative penalties imposed by RCMC 6.21.230, the city may seek all other legal remedies available under state law and under this code, including, but not limited to, criminal sanctions. [Ord. 17-2020 § 4 (Exh B)].

Title 10**VEHICLES AND TRAFFIC****Chapters:**

- 10.04 Interpretation**
- 10.08 Definitions**
- 10.12 Enforcement**
- 10.16 Signs and Signals**
- 10.20 Pedestrians and Crosswalks**
- 10.24 Parking Regulations**
- 10.25 Preferential Residential Permit Parking Program**
- 10.30 Human Habitation of Vehicles**
- 10.32 Miscellaneous Driving Rules**
- 10.36 Emergency Vehicles**
- 10.40 Truck Routes**
- 10.41 Interstate Truck Terminals and Access Routes**
- 10.44 One-Way Streets**
- 10.48 Speed Zones**
- 10.50 Reduced Speed Limits on Specific Streets**
- 10.58 Off-Road Vehicles**
- 10.62 Transit and School District Loading Zones**
- 10.64 Trip Reduction Programs**
- 10.66 Regulation of Cruising**
- 10.70 Street Racing**

Code reviser's note: The various statutory provisions relating to vehicles and traffic appear in the Vehicle Code.

Chapter 10.04**INTERPRETATION**

Sections:

- 10.04.010 Short title.
- 10.04.020 Conviction of violation.
- 10.04.030 Scope.
- 10.04.040 Deputies.
- 10.04.050 Powers of the council.
- 10.04.060 Effect of resolution.
- 10.04.080 Penalty.
- 10.04.090 Minimum penalty.
- 10.04.100 Civil penalties, fines, fees, and charges for parking and related violations.
- 10.04.110 Civil penalty provisions.

10.04.010 Short title.

This title shall be known as, and may be cited as, the traffic ordinance. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 1, 1960].

10.04.020 Conviction of violation.

Any conviction for a misdemeanor under any ordinance repealed by the ordinance codified in this title, which misdemeanor is continued as a public offense by this title, constitutes a conviction under this title for any purpose for which it constituted a conviction under the act repealed. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 3, 1960].

10.04.030 Scope.

Any provision of this title which regulates traffic or delegates the regulation of traffic upon state highways in any way for which the approval of the State Department of Public Works is required by state law shall cease to be operative six months after receipt by the city council of written notice of withdrawal of approval of the State Department of Public Works.

Whenever this title delegates authority to a city officer or authorized action by the city council to regulate traffic upon a state highway in any way which by state law requires the prior approval of the State Department of Public Works, no such officer shall exercise such authority nor shall such action by the city council be effective with respect to any state highway without the prior approval in writing of the State Department of Public Works when and to the extent required by the Vehicle Code. [Ord. 38-2007 § 1 (Exh. 1(G)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 725 § 4, 1961; SCC 703 § 4, 1960].

10.04.040 Deputies.

Whenever, by the provisions of this title, a power is granted to a public officer or a duty imposed upon such officer, the power may be exercised or duty performed by a deputy of the officer or by a person authorized pursuant to law by the officer, unless it is expressly otherwise provided. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 5, 1960].

10.04.050 Powers of the council.

The city council may exercise by resolution any rights, powers or authority granted to it by the provisions of the Vehicle Code where such provisions authorize the council to act by resolution. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 11, 1960].

10.04.060 Effect of resolution.

Any and all resolutions passed and adopted by the council or any administrative order given pursuant to the provisions of this title or pursuant to the provisions of the Vehicle Code affecting any matter covered in this title shall be deemed to be a part of this title and any violations of the provisions of such resolution or order shall be deemed to be a violation of this title to the same extent as if such resolution or order were fully set out herein. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 12, 1960].

10.04.080 Penalty.

Except as provided in RCMC 10.04.100 and 10.04.110, any person violating or failing to comply with any of the provisions of this title shall be deemed guilty of a misdemeanor and upon conviction thereof shall be punishable for the first offense by a fine of not to exceed \$50.00, or by imprisonment in the county jail for a period not exceeding five days; for a second violation within a period of one year by a fine of not to exceed \$100.00, or by imprisonment in the county jail for a period not exceeding 10 days, or by both such fine and imprisonment; for a third and each additional offense committed within one year by a fine of not exceeding \$500.00, or by imprisonment in the county jail for a period of not to exceed six months, or by both such fine and imprisonment. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 0919 § 1, 1993; SCC703 § 14, 1960].

10.04.090 Minimum penalty.

Except as provided in RCMC 10.04.100 and 10.04.110, in any case where a jail sentence is not imposed or where the jail sentence is less than two days, or if the jail sentence is suspended in whole or in part, a fine shall be imposed for a violation of this title in not less than the following amounts:

A. In any case, \$1.00;

B. When it is necessary to issue a notice to the violator, \$2.00;

C. If it is necessary to issue a warrant to bring the violator into court, \$10.00. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 0919 § 2, 1993; SCC 703 § 15, 1960].

10.04.100 Civil penalties, fines, fees, and charges for parking and related violations.

A. Purpose. It is the intention of the city council of Rancho Cordova to provide a procedure pursuant to the authority granted the city council in Sections 40200 and 40203.5 of the California Vehicle Code for the establishment of a schedule of parking penalties for parking and related violations, late payment penalties, administrative fees, and other related charges for parking and related violations under the State of California Vehicle Code, the Rancho Cordova Municipal Code, or under any federal statute or regulation.

B. Procedure for Establishment. Subject to any limitations imposed by state law, the city council shall by resolution establish penalties, fines, fees, and related charges for parking and related violations, late payment violations, administrative fees and any other charges related to the administration of the provisions of Section 40200 et seq. of the California Vehicle Code. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 0919 § 3, 1993].

10.04.110 Civil penalty provisions.

Any person violating or failing to comply with the provisions of RCMC 10.16.050(B), 10.24.010(A), 10.24.010(B), 10.24.010(C), 10.24.010(D), 10.24.010(E), 10.24.030(B), 10.24.040, 10.24.050, 10.24.060, 10.24.070(A), 10.24.070(B), 10.24.070(C), 10.24.070(D), 10.24.070(G), 10.24.070(H), 10.24.080, 10.24.090(D), 10.24.100, 10.24.110, 10.24.120, 10.24.130, 10.24.140, 10.24.160, 10.24.170(B), 10.24.175, 10.24.180, 10.32.050 or 10.32.060 shall be subject to civil penalties, fees, or charges, and procedures as set forth in the resolution adopted by the city council pursuant to RCMC 10.04.100. [Ord. 38-2007 § 1 (Exh. 1(G)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 0919 § 4, 1993].

Chapter 10.08

DEFINITIONS

Sections:

- 10.08.010 Words defined in chapter.
- 10.08.020 Words defined in Vehicle Code.
- 10.08.030 Alley.
- 10.08.050 Bus loading zone.
- 10.08.055 City council.
- 10.08.060 Commercial vehicle loading zone.
- 10.08.070 Director.
- 10.08.080 Holidays.
- 10.08.090 Official time standards.
- 10.08.100 Park.
- 10.08.110 Parkway.
- 10.08.120 Passenger loading zone.
- 10.08.130 Taxi stands.
- 10.08.140 Vehicle Code.

10.08.010 Words defined in chapter.

Whenever in this title the words or phrases hereinafter defined are used, they shall have the meanings respectively ascribed to them in this chapter unless the context indicates to the contrary. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 16, 1960].

10.08.020 Words defined in Vehicle Code.

Whenever any words or phrases used in this title are not defined herein, but are now defined in the Vehicle Code, such definitions as now existing are incorporated herein and shall be deemed to apply to such words and phrases as used in this title as though set forth here in full. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 17, 1960].

10.08.030 Alley.

“Alley” means any highway as herein defined, unnamed, and having a width of 20 feet or less. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 18, 1960].

10.08.050 Bus loading zone.

“Bus loading zone” means the space adjacent to the curb or edge of a roadway reserved for the exclusive use of buses during the loading or unloading of passengers. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 20, 1960].

10.08.055 City council.

“City Council” means the City Council of the City of Rancho Cordova. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 19, 1960. Formerly 10.08.040].

10.08.060 Commercial vehicle loading zone.

“Commercial vehicle loading zone” means that space adjacent to a curb reserved for the exclusive use of vehicles during the loading or unloading of passengers and materials marked and designated as hereinafter provided. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 21, 1960].

10.08.070 Director.

“Director” means the City of Rancho Cordova Public Works Director or his or her authorized representative. [Ord. 38-2007 § 1 (Exh. 1(G)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 962 § 1, 1967; SCC 703 § 22, 1960].

10.08.080 Highway.

“Highway” is a way or place of whatever nature, publicly maintained and open to the use of the public for purposes of vehicular travel. Highway includes street.

10.08.0980 Holidays.

For the purposes of this title, holidays shall be those days designated as legal holidays by the Government Code. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 23, 1960].

10.08.10090 Official time standards.

Whenever certain hours are named herein they shall be standard time or daylight saving time as may be in current use in the Ceity. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 24, 1960].

10.08.1190 Park.

“Park” means to stop or allow to stand any vehicle, whether occupied or not, otherwise than in obedience to official traffic control devices or by direction of a police officer. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 25, 1960].

10.08.1240 Parkway.

“Parkway” means those portions of a Hhighway other than a roadway or a sidewalk, whether improved or unimproved, primarily intended to serve as the dividing strip between opposing traffic lanes, or between sidewalks and curbs. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 26, 1960].

10.08.1320 Passenger loading zone.

“Passenger loading zone” means that space adjacent to a curb reserved for the exclusive use of vehicles during loading and unloading of passengers marked and designated as hereinafter provided. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 27, 1960].

10.08.1430 Taxi stands.

“Taxi stands” means that space adjacent to a curb reserved for the exclusive use of taxicab vehicles licensed to operate by transporting people for hire. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 28, 1960].

10.08.1540 Vehicle Code.

“Vehicle Code” means the California Vehicle Code ~~of the state~~. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 29, 1960].

Chapter 10.12

ENFORCEMENT

Sections:

- 10.12.010 Persons riding bicycles or animals.
- 10.12.020 Persons directing traffic restricted.
- 10.12.030 Authority of flagmen to direct traffic.
- 10.12.040 Exemptions.
- 10.12.050 Signs required.
- 10.12.060 Obedience to official traffic control devices.

10.12.010 Persons riding bicycles or animals.

A. Every person riding a bicycle or riding or driving an animal upon a highway shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle by this title, except those provisions which by their very nature can have no application.

B. Notwithstanding the provisions of subsection (A) of this section, any person may ride a bicycle on a sidewalk which is designated by the director as a part of the city bike route system and which is identified for such use by appropriate signs giving notice thereof. A bicyclist using a sidewalk as authorized by this subsection shall yield the right-of-way to any pedestrian using the sidewalk. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 139 § 1, 1973; SCC 703 § 31, 1960].

10.12.020 Persons directing traffic restricted.

No persons other than traffic officers or persons authorized by law shall direct traffic by voice, hand or other signal, except that a person may operate, when and/or as herein provided, a pushbutton signal erected by the provisions of this title. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 31, 1960].

10.12.030 Authority of flagmen to direct traffic.

A person designated as a flagman by a contractor working on the city streets under a permit issued by the City or a City employee designated as a flagman by the director or his representative, during construction or repair of, or in, streets, may direct traffic by use of hand signals or warning flags if the operation of special highway construction equipment, trucks, concrete mixers, mobile cranes or other construction equipment might interfere with the safe movement of traffic. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 32, 1960].

10.12.040 Exemptions.

The provisions of this title regulating the parking and standing of vehicles shall not apply to any vehicle of the police or fire departments, any public or private ambulance or any public utility vehicle which is qualified as an authorized emergency vehicle, when such vehicle mentioned in this section operates in the manner specified in the Vehicle Code in response to emergency calls. The provisions of this title regulating parking or standing vehicles shall not apply to any vehicle belonging to the government or a public utility or its agent while necessarily in use on construction or repair work on or in the public right-of-way. The foregoing exemption shall not, however, protect the driver of any such vehicle from the consequences of his willful disregard of safety of others. [Ord. 38-2007 § 1 (Exh. 1(A)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 33, 1960].

10.12.050 Signs required.

The provisions of this title where signs giving notice of the provision are required shall not be effective until such signs are actually placed by the Director. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 34, 1960].

10.12.060 Obedience to official traffic control devices.

Every person driving a vehicle and every pedestrian shall comply with and obey any indication as set forth in the Vehicle Code presented by any official traffic control device upon any Highway placed under the authority of this title. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 35, 1960].

Chapter 10.16

SIGNS AND SIGNALS

Sections:

- 10.16.010 Authority to install.
- 10.16.020 Traffic signals.
- 10.16.030 Roadway markings.
- 10.16.040 Hours of operation.
- 10.16.050 Parking space markings.
- 10.16.060 Turning markers.
- 10.16.070 Restrictive turn signs.
- 10.16.080 Stop at through street or stop signs.
- 10.16.090 Yield signs.
- 10.16.100 Stop or yield signs removed.
- 10.16.110 Closing streets to vehicular traffic.
- 10.16.120 Temporary suspension of markings.
- 10.16.130 Temporary suspension of weight limits.
- 10.16.140 Obedience to traffic signs.
- 10.16.150 Removal of traffic controls.
- 10.16.160 Removal of unauthorized signs, signals and lights.
- 10.16.170 Regulation of speed by traffic signals.
- 10.16.180 Bicycles on sidewalks.

10.16.010 Authority to install.

The Director is authorized to place and maintain, or cause to be placed and maintained, official traffic control devices when they are required or authorized by state law or ordinances or resolutions of this Ceity. No provisions of the Vehicle Code or this chapter for which signs or markings are required shall be enforced against an alleged violator unless appropriate signs or markings are in place giving notice of such provisions. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 36, 1960].

10.16.020 Traffic signals.

The Director is authorized to install and maintain official traffic signals at those intersections and at other places where conditions are such as to require that the flow of traffic be alternatively interrupted and released in order to prevent or relieve traffic congestion, or to protect life or property from exceptional hazard in accordance with engineering studies. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 37, 1960].

10.16.030 Roadway markings.

A. The Director is authorized to place and maintain distinctive roadway markings as described in the Vehicle Code on those Highways, or parts of Highways, where the volume of traffic or the vertical or other curvature of such the roadway renders it hazardous to drive on the left side of such markings or signs and markings.

B. The Director is authorized to mark centerlines and lane lines upon the surface of the roadway to indicate the course to be traveled by vehicles, and may place signs temporarily indicating lanes to be used by traffic moving in a particular direction, regardless of the centerline of the highway. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 38, 1960].

10.16.040 Hours of operation.

The Director is authorized to determine the hours in which any traffic control device shall be in operation or be in effect except in cases where such hours or days are specified by ordinance or resolution. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 39, 1960].

10.16.050 Parking space markings.

A. The Director is authorized to install and maintain parking space markings to indicate parking space adjacent to the curb where authorized parking is permitted.

B. When such parking space markings are placed in the Highway, subject to other and more restrictive limitations, no vehicle shall be stopped or left standing other than within a single space unless the size or shape of such vehicle makes compliance impossible. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 40, 1960].

10.16.060 Turning markers.

A. The Director is authorized to allocate and indicate more than one lane of traffic from which the driver of vehicles may make right- and/or left-hand turns, and the course to be traveled as so indicated may conform to or be other than as prescribed by statute or ordinance. The director shall place markers, buttons or signs within or adjacent to intersections, indicating the course to be traveled by vehicles turning at such intersections.

B. When authorized markers, buttons or other indications are so placed within or adjacent to an intersection indicating the course to be traveled by vehicles turning thereat, no driver of a vehicle shall disobey the directions of such indications. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 41, 1960].

10.16.070 Restrictive turn signs.

A. The Director is authorized to determine those intersections at which drivers of vehicles shall not make right, left or U turns and those intersections controlled by official traffic control signals where drivers of vehicles may make U turns. The making of such turns may be prohibited between certain hours of any day and permitted at other hours. The Director shall place proper signs at such intersections to indicate the restrictions in force. The signs shall plainly indicate the restrictions in force and the hours in which they are in force, or the signs may be removed when such turns are permitted.

B. The Director is authorized to determine those intersections at which drivers of vehicles shall not make a right or left turn against a stop or red signal, and shall erect proper signs giving notice of the prohibition.

C. The Director is authorized to establish special traffic islands or roadways at intersections where the driver of a vehicle is required to make a left or right turn. The Director shall place markers, buttons or signs within or adjacent to the roadway indicating the course to be traveled by vehicles turning at the intersection.

D. Whenever authorized signs are erected indicating that right, left or U turns are prohibited or are prohibited during certain hours, no driver of a vehicle shall disobey such signs. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 42, 1960].

10.16.080 Stop at through street or stop signs.

A. The Director is authorized to designate certain Highways to be through streets and certain intersections to be stop intersections and any railway grade crossing to be a stop intersection.

B. The Director shall erect and maintain stop signs as provided in the Vehicle Code, whenever he designates and describes any street or portion thereof as a through Highway, or any intersection at which vehicles are required to stop, at one or more entrances thereto, or any railroad grade crossing at which vehicles are required to stop. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 43, 1960].

10.16.090 Yield signs.

A. The director is authorized to designate any intersection to be controlled by yield right-of-way signs.

B. The Director shall erect and maintain yield right-of-way signs as described in the Vehicle Code at such intersections he designates to be controlled by yield right-of-way signs. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 44, 1960].

10.16.100 Stop or yield signs removed.

The Director is authorized to remove stop signs and yield signs on any Highway where the volume of traffic or other engineering study shows that the conditions which require such control no longer exist or where the signs are in conflict with this title notwithstanding any previous resolutions authorizing the signs. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 45, 1960].

10.16.110 Closing streets to vehicular traffic.

A. Whenever the Director finds that any portion of any Highway is no longer needed for vehicular traffic, either permanently or at certain times during the day, or as an emergency measure, he shall place or cause to be placed appropriate signs or barricades, or both, specifying that such portion of the Highway is closed to vehicular traffic at such times, or permanently, as the case may be, pursuant to the provisions of Paragraph (b) of Section 21101 of the Vehicle Code. All signs giving notice of such closing shall conform to provisions of the Vehicle Code.

B. A person shall not operate any vehicle on any portion of the Highway closed to traffic pursuant to this section.

C. The Director is hereby authorized to prohibit or restrict the use of any Highway or portion of any Highway by bicycles or other nonmotorized traffic or by any person operating a motor-driven cycle or motorcycle when that Highway or that portion of Highway has been designated as a riding or hiking trail by the City Council or the Director. The Director shall erect appropriate signs giving notice thereof upon the Highway or riding and hiking trail and approaches thereto. The Director shall determine the location of appropriate signs. It is unlawful for any persons to violate any prohibition or restriction which is established as provided in this subsection. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 931 § 1, 1966; SCC 703 § 46, 1960].

10.16.120 Temporary suspension of markings.

Whenever because of the construction, alteration, repair, or improvement of any Highway or temporary detours or because of other emergency compliance with any provision of this title, including a provision pursuant to any action of the City Council pursuant to this title, a traffic hazard will be created and the Director so finds, he shall either remove or cover up any sign or other traffic marking which informs persons of such provision. While such sign or other marking is removed or covered the effect of such provision is suspended. At the end of such emergency, unless otherwise determined by the City Council, the Director shall replace or uncover such sign or other markings. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 725 § 1, 1961; SCC 703 § 47, 1960].

10.16.130 Temporary suspension of weight limits.

If a weight limit is suspended pursuant to RCMC 10.16.120 and a different weight limit is necessary, the Director shall erect and maintain appropriate signs during the emergency appropriate signs. At the end of the emergency the Director shall remove such temporary signs and uncover and restore the original signs unless the City Council otherwise determines. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 48, 1960].

10.16.140 Obedience to traffic signs.

Every operator and every pedestrian shall comply with and obey every instruction appearing on any traffic sign or other marking, which sign or marking has been erected or placed by authority of the City Council or Director of this title. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 49, 1960].

10.16.150 Removal of traffic controls.

The Director is authorized to remove, relocate or discontinue the operation of any traffic control device or curb marking not specifically authorized by state law or ordinance, whenever engineering studies show that the conditions which warrant or require such control no longer exist or where such device is in conflict with the provisions of this title. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 50, 1960].

10.16.160 Removal of unauthorized signs, signals and lights.

The Director shall remove every unofficial sign, signal or device which purports to be or is an imitation of or resembles an official traffic sign or signal, or which attempts to direct the movement of traffic, or which hides from view any official traffic sign or signal, or which in any other respect violates the provisions of Sections 21465 and 21466 of the Vehicle Code. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 51, 1960].

10.16.170 Regulation of speed by traffic signals.

The Director is authorized to regulate the timing of traffic signals so as to permit the movement of traffic in an orderly and safe manner, at speeds or at variance from the speeds otherwise applicable within the distriet-City or at intersections, and may erect appropriate signs giving notice thereof. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 52, 1960].

10.16.180 Bicycles on sidewalks.

The director is authorized to designate sidewalks which may be used by bicyclists as a part of the city bike route system and shall identify such sidewalks with appropriate signs giving notice thereof. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 139 § 2, 1973].

Chapter 10.20

PEDESTRIANS AND CROSSWALKS

Sections:

- 10.20.010 Crosswalks established.
- 10.20.020 Safety zones.
- 10.20.030 Pedestrians prohibited when.
- 10.20.040 Crossing at right angles.
- 10.20.050 Standing in roadway.

10.20.010 Crosswalks established.

A. The Director is authorized to determine the location of midblock crosswalks, maintain such crosswalks and designate them by appropriate devices or painted marks or signs upon the surface of the roadway.

B. The Director may maintain such other crosswalks and designate them by appropriate devices, painted marks or signs upon the surface of the roadway. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 53, 1960].

10.20.020 Safety zones.

The Director is authorized to install and maintain safety zones at all locations where there is particular danger to pedestrians and may locate and designate the same upon the surface of the roadway by appropriate devices, signs, or marks. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 54, 1960].

10.20.030 Pedestrians prohibited when.

A. The Director may determine when any crosswalk shall not be used by pedestrians and upon making such determination shall cause to be placed and maintained appropriate official traffic control devices. No person shall thereafter walk in any such crosswalk unless indicated otherwise.

B. The Director may determine when any part of a roadway between intersections shall not be crossed by pedestrians and upon making such determination shall cause to be placed and maintained appropriate official traffic control devices. No person shall thereafter cross any part of such roadway, unless indicated otherwise.

C. No person shall stand on any sidewalk in such a manner as to hinder or impede the movement of other pedestrian traffic. No person shall remain on any bridge or overcrossing or approach thereto which is reserved exclusively for pedestrians for a period longer than necessary to walk across the bridge or overcrossing. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 854 § 1, 1964; SCC 725 § 5, 1961; SCC 703 § 55, 1960].

10.20.040 Crossing at right angles.

No pedestrian shall cross a roadway at any place other than by a route at a right angle to the curb or by the shortest route to the opposite curb except in a marked crosswalk. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 56, 1960].

10.20.050 Standing in roadway.

No person shall stand in any roadway other than a safety zone or in a crosswalk if such action interferes with the lawful movement of traffic. This section shall not apply to any public officer, construction worker or employee of a public utility or its agent when necessarily upon a street in line of duty. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 57, 1960].

Chapter 10.24

PARKING REGULATIONS

Sections:

- 10.24.010 Signs and curb markings.
- 10.24.020 Application of regulations.
- 10.24.030 No parking zones.
- 10.24.040 Parking on narrow streets and at special places.
- 10.24.050 Emergency parking signs.
- 10.24.060 Alleys – Parkways.
- 10.24.070 Parking prohibited when.
- 10.24.075 Prohibition of parking commercial and recreational vehicles on public roadways.
- 10.24.080 One-way streets.
- 10.24.090 Loading zones.
- 10.24.100 Limited-time parking.
- 10.24.110 Continuing violations – Additional offenses.
- 10.24.120 Curb parking – Right-of-way.
- 10.24.130 Parking in intersections.
- 10.24.140 Angle parking.
- 10.24.150 Removal of illegally parked vehicles.
- 10.24.160 Removal of ignition key when parking.
- 10.24.170 Parking on city property.
- 10.24.175 Parking in city parking areas.
- 10.24.180 Parking on private property.

10.24.010 Signs and curb markings.

The ~~D~~irector is authorized, subject to the provisions and limitations of this title, to place and maintain and, when required herein, shall place the following curb markings or signs to indicate parking, standing or stopping regulations, and the curb markings or signs shall have the meanings as herein set forth.

A. Red curb marking means no stopping, standing or parking at any time of any day except as permitted by the Vehicle Code;

B. Yellow curb marking means no stopping, standing or parking between 7:00 a.m. and 6:00 p.m. of any day except holidays and Sundays for any purpose other than the loading or unloading of passengers or materials; provided, that the loading or unloading of passengers shall not consume more than one minute, nor the unloading of materials more than 20 minutes, and such loading or unloading shall be actively carried on during all of that time;

C. White curb marking means no stopping, standing or parking at any time of any day for any purpose other than loading or unloading of passengers and baggage, and shall not exceed five minutes;

D. Green curb marking means no stopping, standing or parking for a period of time longer than 12 or 24 minutes, as designated by signs, at any time between 7:00 a.m. and 6:00 p.m. of any day except holidays and Sundays;

E. Blue curb marking means parking limited exclusively to public agency-owned vehicles specifically used for transportation of physically handicapped persons and for vehicles of physically handicapped persons, which vehicle bears an appropriate identification identifying the vehicle as that of a physically handicapped person. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 400 § 1, 1979; SCC 970 § 1, 1968; SCC 703 § 58, 1960].

10.24.020 Application of regulations.

The provisions of this title imposing regulations on stopping or parking shall not relieve any person from the compliance with other or more restrictive provisions of the Vehicle Code or ~~the any City ordinances of this city~~ regulating the standing or parking of vehicles at specified places or at specified times. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 59, 1960].

10.24.030 No parking zones.

A. The Director is authorized to prohibit stopping, standing or parking on any Highway or may prohibit stopping, standing or parking during certain hours of the day on any Highway.

B. When signs authorized by the provisions of this section are in place, giving notice of the provisions thereof, no person shall stop, stand or park any vehicle contrary to the directions and provisions of such signs. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 60, 1960].

10.24.040 Parking on narrow streets and at special places.

A. The Director is authorized to place signs and marking indicating no parking upon any two-way roadway, when the width of the roadway does not exceed 30 feet.

B. The Director is authorized to sign or mark the following places and, when so signed or marked, no person shall stop, stand or park a vehicle in any of the following places:

1. At any place within 20 feet of a point on the curb immediately opposite a midblock end of a safety zone;
2. At any place within 20 feet of any crosswalk;
3. Within 20 feet of the approach to any traffic signal, boulevard stop sign, or official electric flashing device;
4. At any place where traffic and engineering studies have been made and the director determines that it is necessary in order to eliminate dangerous traffic hazards or to provide for the orderly movement of traffic.

C. When signs authorized by provisions of this section are in place, giving notice of the provisions thereof, no person shall stop, stand or park any vehicle contrary to the directions and provisions of such signs. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 61, 1960].

10.24.050 Emergency parking signs.

A. Whenever the Director shall determine that, in a special situation, traffic congestion is likely to result on any Highway or alley from holding public or private assemblages, gatherings or functions, street construction, maintenance or repair work, or for any other reason, he is authorized to order temporary signs to be erected or posted indicating that the operation, parking or standing of vehicles is prohibited on such streets and alleys. The signs shall remain in place only during the existence of the special situation, and the Director shall cause the signs to be moved promptly thereafter.

B. When signs authorized by provisions of this section are in place, giving notice of the provisions thereof, no person shall stop, stand or park any vehicle contrary to the directions and provisions of such signs. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 62, 1960].

10.24.060 Alleys – Parkways.

A. No person shall park any vehicle in any alley in the Ceity except while actively engaged in loading or unloading passengers, freight or merchandise.

B. No person shall stop, stand or park a vehicle within any parkway. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 63, 1960].

10.24.070 Parking prohibited when.

A. No person shall park a vehicle upon any roadway for the principal purpose of displaying such vehicle for sale.

B. No person who owns or has custody or control of any vehicle shall park or store such vehicle upon any Highway or alley for more than a consecutive period of 72 hours, or move and repark such vehicle on any Highway within 300 feet of the original parking site, unless such vehicle is maintained in an operable condition and driven within the 72 consecutive hours mentioned above.

C. In the event the Highway includes two or more separate roadways and traffic is restricted to one direction upon each roadway, no person shall stop, stand or park a vehicle upon the left-hand side of such one-way roadways.

D. It is unlawful for any person to have, erect, place, stand or park, wholly or partly within the right-of-way of any Ceity road or Highway, any vehicle, motor vehicle, trailer, semitrailer, wagon, pushcart, stand, structure, or building for the purpose of selling the same or of selling, vending, displaying for sale, or offering for sale, therefrom or therein, any goods, wares, or merchandise, fruit, vegetables, produce, or any other article or thing of value.

E. Any such vehicle, motor vehicle, trailer, semitrailer, wagon, pushcart, stand, structure, or building so had, erected, placed, stood or parked for any such purpose or purposes is hereby declared to be a public nuisance and the removal thereof forthwith from within the right-of-way of any such road or highway by the Director, his engineers or employees is hereby authorized.

F. This title does not prohibit a seller from taking orders or delivering any commodity from any vehicle from that Ceity road or Highway immediately adjacent to the premises of the purchaser.

G. It is unlawful for any person to park, stop or abandon any vehicle within 1,000 feet of any authorized emergency vehicle when such authorized emergency vehicle is actively engaged at the scene of any bombing, act of sabotage, accident, explosion, flood, riot, earthquake, fire or any emergency.

H. No person shall park any motor truck (excepting therefrom any truck commonly known as and referred to as a "pickup truck"), trailer other than a camping trailer or boat trailer, semitrailer, truck tractor or commercial vehicle for more than one hour on any Highway in a residential district or move and repark such vehicle on any Highway in a residential district within 300 feet of the original parking site within any 24-hour period except while loading or unloading property or in connection with and in the aid of the performance of a service to or on a property adjacent to the block in which such vehicle is parked and only for such time in addition to one hour that is reasonably necessary to complete such loading, unloading or service.

I. No person shall park any motor home, trailer coach, travel trailer, truck camper, camping trailer or boat trailer for more than 72 hours on any Highway in a residential district or move and repark such vehicle on any Highway in a residential district within 300 feet of the original parking site within any 72-hour period. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1118 § 1, 1998; SCC 1045 § 1, 1996; SCC 383 § 1, 1979; SCC 838 § 1, 1964; SCC 825 § 2, 1963; SCC 746 § 1, 1961; SCC 703 § 64, 1960].

10.24.075 Prohibition of parking commercial and recreational vehicles on public roadways.

A. No person who owns or has custody or control of any commercial or recreational vehicle shall park or store such vehicle on any public street, Highway or right-of-way within the city limits of the Ceity of Rancho Cordova that is not within a designated heavy industrial zone (M-2 classification), or other areas specifically posted to permit parking or unless otherwise authorized by RCMC 10.24.070(H) or (I).

B. "Commercial or recreational vehicle" includes, but is not limited to, all motorized and nonmotorized tractors, trailers, semi-trailers, vans, trucks, open bed or flat bed pickups, mobile equipment, machinery, motor homes, campers, or other vehicles which meet one or more of the following criteria:

1. Vehicle or load height exceeds seven feet; or
2. Vehicle or load width exceeds seven and one-half feet, as measured from the widest portion of the vehicle or load, but not including mirrors; or
3. Vehicle or load length exceeds 20 feet (in combination with any attached trailers); or
4. Manufacturer's gross vehicle weight rating exceeds 10,000 pounds; or
5. Any nonmotorized vehicle regardless of its height, width, length or weight when it has been detached from a motor vehicle that is capable of towing such vehicle.

C. This section shall not prohibit the parking of commercial and recreational vehicles if they are at the time engaged in any of the following activities:

1. Loading or unloading of persons and/or property; or

2. Parked in connection with or in the aid of the immediate performance of a service to or on a property in the immediate proximity in which such vehicle is parked; or
3. Parked or left standing to allow the operator respite in the immediate proximity in which such vehicle is parked for a period of not to exceed 30 minutes; or
4. Parked or left standing as a result of a mechanical breakdown so as to allow for the performance of emergency repairs on the vehicle, or while waiting for a tow operator for a period not to exceed two hours; or
5. Parked or left standing as allowed by a permit issued by the city pursuant to established procedures; or
6. Emergency vehicles of any political subdivision of the state of California or of a public utility, while the driver of any such vehicle is engaged in the necessary performance of public emergency duties; or
7. Parking of motor homes, trailer coaches, recreational trailers, truck campers, camping trailers, or boat trailers designed for personal use for less than 72 hours in a residential district.

D. The traffic engineer shall place appropriate signs on all streets, roads or highways, as the traffic engineer may determine will best serve to give notice of this section, indicating the affected residential and commercial streets, roads or highways where commercial vehicle parking is prohibited.

E. Any person violating any of the provisions of this section is guilty of an infraction and upon conviction thereof shall be punished by:

1. A fine not exceeding \$100.00 for a first violation;
2. A fine not exceeding \$200.00 for a second violation within one year;
3. A fine not exceeding \$500.00 for each additional violation within one year. [Ord. 12-2006 § 1].

10.24.080 One-way streets.*

Subject to other and more restrictive limitations, a vehicle may be stopped or parked parallel to and within 18 inches of the left-hand curb, facing in the direction of the traffic movement upon any one-way street, unless signs are in place prohibiting such stopping or standing. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 65, 1960].

* Code reviser's note: See also Chapter 10.44 RCMC.

10.24.090 Loading zones.

A. The Director is authorized to establish bus zones, opposite red curb space, for the loading and unloading of buses, common carriers of passengers and to determine the location and length thereof.

B. The Director is authorized to establish loading zones.

C. The Director is authorized to establish taxi stands.

D. No person shall park and leave standing any vehicle, whether attended or unattended, in any loading zone for a period of time longer than is permitted for such loading zone except as otherwise provided in this title or in a taxi stand except the operator of the taxi. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 66, 1960].

10.24.100 Limited-time parking.

A. The Director is authorized to restrict or prohibit parking in excess of 12 minutes, 24 minutes, one hour or two hours, between 7:00 a.m. and 6:00 p.m. of any day on any Highway.

B. When signs have been posted to give notice of such restriction or prohibition, no person shall park any vehicle and leave the same parked, whether attended or unattended, for a period of time longer than set out on the signs. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 725 § 2, 1961; SCC 703 § 67, 1960].

10.24.110 Continuing violations – Additional offenses.

Every person violating the provisions of RCMC 10.24.090 is guilty of a separate and further violation for each period of time that the vehicle is left so parked, equal to the maximum legal parking time for the particular time zone or parking space as designated in RCMC 10.24.090 or by ordinance adopted setting the maximum legal time. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 68, 1960].

10.24.120 Curb parking – Right-of-way.

For the purpose of this section, a curb parking space shall be an area open for lawful parking alongside or adjacent to a curb, which area is not of sufficient length to permit two or more vehicles to freely move for parking therein at the same time. Any person seeking to park his vehicle in a curb space, whose vehicle arrives at the parking space prior to any vehicle other than his, and who proceeds beyond the space a distance not to exceed 10 feet, measured at the rear bumper, for the purpose of backing his vehicle therein, shall have the right-of-way over any person driving, or attempting to drive, any other vehicle directly into such curb parking space, or who, in any manner, obstructs such curb parking space; and the driver of such other vehicle shall yield the right-of-way to the driver first arrived at the parking space. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 69, 1960].

10.24.130 Parking in intersections.

A person may park a vehicle adjacent to the curb within an intersection if the ~~D~~irector marks the roadway with appropriate signs, markers or buttons as described in RCMC 10.16.050. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 70, 1960].

10.24.140 Angle parking.

At no time shall any person park a vehicle on a ~~H~~ighway at an angle to the roadway except to comply with the directions of a traffic officer. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 71, 1960].

10.24.150 Removal of illegally parked vehicles.

If any person parks a vehicle contrary to the provisions of RCMC 10.24.030 through 10.24.070, 10.24.100 or 10.24.120, the vehicle is determined to be an obstruction to the normal flow of traffic as defined in Section 22651(b) of the Vehicle Code and may be removed from the ~~H~~ighway as provided in Chapter 10 of the Vehicle Code. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 37 § 1, 1971; SCC 703 § 72, 1960].

10.24.160 Removal of ignition key when parking.

Every person who parks a motor vehicle upon any highway shall first lock the ignition, remove the key therefrom and take such key with him unless a licensed operator remains in such motor vehicle, in which case such licensed operator, before leaving the vehicle, shall first lock the ignition, remove the key therefrom, and take the key with him. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 73, 1960].

10.24.170 Parking on ~~C~~eity property.

A. Whenever the ~~D~~irector determines that parking or standing of vehicles on ~~C~~eity property is prohibited, limited or restricted, the ~~D~~irector shall have the power and authority to order signs to be erected or posted indicating that the parking of vehicles is thus prohibited, limited or restricted.

B. When signs authorized by the provisions of this section are in place, giving notice thereof, no person shall park or stand a vehicle contrary to the directions of the signs, and any vehicle parked in violation of the signs may be towed to the public storage garage at the expense of the owner of the vehicle as provided in Division 11, Chapter 10 of the Vehicle Code. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 240 § 2, 1975; SCC 703 § 74, 1960].

10.24.175 Parking in ~~C~~eity parking areas.

A. Notwithstanding any other provision in this code, whenever the ~~public works d~~irector determines that parking or standing of vehicles in ~~C~~eity parking areas under his jurisdiction is prohibited, limited or restricted, the ~~D~~irector shall have the power and authority to order signs to be erected or posted indicating that the parking of vehicles is thus prohibited, limited or restricted.

B. When signs authorized by the provisions of this section are in place, giving notice thereof, no person shall park or stand a vehicle contrary to the directions of the signs, and any vehicle parked in violation of the signs may be towed to the public storage garage at the expense of the owner of the vehicle as provided in Division 11, Chapter 10 of the Vehicle Code, and/or the ~~public works d~~irector, his or her designees, or a peace officer may issue a citation for

illegal parking. The ~~public works~~ Director, his designee or a peace officer shall record on the citation the location the offense was committed, the nature of the violation, the state vehicle license number of the vehicle, the make and year of the vehicle and the time and date of such violation. He shall then issue in writing a citation for illegal parking in the same form and subject to the same procedure provided for by the laws of the state applicable to the traffic violations within the ~~Ceity~~ City. [Ord. 38-2007 § 1 (Exh. 1(G)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4].

10.24.180 Parking on private property.

It is unlawful for any person to drive upon or across, to leave standing or cause to be left standing any vehicle upon any privately owned property within the ~~city of Rancho Cordova~~ City without the implied or express consent of the owner or person in lawful possession of the property. [Ord. 38-2007 § 1 (Exh. 1(A)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 75, 1960].

Chapter 10.25

PREFERENTIAL RESIDENTIAL PERMIT PARKING PROGRAM

Sections:

- 10.25.005 Title.
- 10.25.010 Purpose.
- 10.25.020 Definitions.
- 10.25.030 Designation of residential permit parking areas.
- 10.25.040 Designation criteria.
- 10.25.050 Designation process.
- 10.25.060 Recommendation of the public works director.
- 10.25.070 Issuance of permits.
- 10.25.080 Visitor permits.
- 10.25.090 Posting of residential permit parking area.
- 10.25.100 Display of permit.
- 10.25.110 Permit parking exemption.
- 10.25.120 Permit term – Application and renewal.
- 10.25.130 Permit fees.
- 10.25.140 Penalty provisions.
- 10.25.150 Applicability to parking control vehicles.
- 10.25.160 Annexation of residential streets to residential permit parking areas.
- 10.25.170 Modifications of restrictions.
- 10.25.180 Deletion of residential streets from residential permit parking areas.

10.25.005 Title.

This chapter shall be known and cited as the “preferential residential permit parking program.” [Ord. 12-2015 § 2].

10.25.010 Purpose.

The purpose of this chapter is to establish a preferential residential permit parking program within the Ccity to assist residents in securing parking in residential areas regularly adversely affected by nonresident parked vehicles. [Ord. 12-2015 § 2].

10.25.020 Definitions.

For the purposes of this chapter, the following definitions shall apply, unless the context clearly indicates otherwise:

“Dwelling unit” means a house, apartment or other residence with an assigned address as used by the U.S. Postal Service or as listed in the county directory.

“Lease” means that a person pays rent or other remuneration for use of a parcel of real property as his or her residence or place of business.

“Motor vehicle” includes an automobile, truck, motorcycle, or other motor-driven form of transportation not in excess of 10,000 pounds gross weight.

“Parking restrictions” means the days, times, and hour limitations imposed on motor vehicles parked in a residential permit parking area pursuant to this chapter.

“Public Wworks Director” means the Public Works Director of the City of Rancho Cordova ~~manager of the public works department~~ with the powers and duties as provided in this title.

“Resident” means a person who dwells in the residential area on a permanent basis.

“Resident permit” means a permit issued by the Ccity of Rancho Cordova for use on a resident vehicle while parked in a residential permit parking area.

“Resident vehicle” means a motor vehicle owned or under the control of a resident and regularly parked in the residential area in which the resident resides.

“Residential area” means a contiguous or nearly contiguous area where residents dwell and which contains public streets and highways.

“Residential permit parking area” means a residential area designated as herein provided wherein motor vehicles displaying a valid permit as described herein shall be exempt from the parking restrictions or prohibitions established pursuant to this chapter. [Ord. 12-2015 § 2].

10.25.030 Designation of residential permit parking areas.

The ~~C~~city ~~C~~council may, in its discretion, designate by resolution any residential area as a residential permit parking area in which motor vehicles displaying a valid parking permit may stand or be parked without limitation. Said resolution shall also state the applicable parking restrictions and the fees to be charged upon permit issuance. [Ord. 12-2015 § 2].

10.25.040 Designation criteria.

A. A residential area shall be deemed eligible for consideration as a residential permit parking area if the residential area is adversely affected by nonresident parked vehicles for any extended period during the day or night, on weekends, or during holidays.

B. In determining whether a residential area may be designated as a residential permit parking area, pursuant to RCMC 10.25.050 and 10.25.060, the ~~P~~public ~~W~~works ~~D~~irector and the ~~C~~city ~~C~~council shall take into account factors which include, but are not limited to, the following:

1. The extent of the desire and need of the residents for residential permit parking;
2. The extent to which on-street parking is occupied by motor vehicles during the period proposed for parking restrictions;
3. The extent to which vehicles parking in the area during the period proposed for parking restrictions are commuter vehicles rather than resident vehicles. [Ord. 12-2015 § 2].

10.25.050 Designation process.

A. Persons desiring a residential permit parking program in a residential area shall consult with the ~~P~~public ~~W~~works ~~D~~irector to tentatively establish the boundaries of the area proposed for designation.

B. Upon receipt of a petition from a group of neighborhood residents or appropriate neighborhood association indicating that at least 60 percent of the residents are in favor of permit parking in the residential area proposed for designation, the ~~P~~public ~~W~~works ~~D~~irector shall evaluate the proposal to determine the appropriate residential permit parking restrictions for the area.

C. Within 30 days of the completion of the ~~P~~public ~~W~~works ~~D~~irector’s evaluation to determine appropriate residential permit parking restrictions for the area, the ~~P~~public ~~W~~works ~~D~~irector shall notice, as herein provided, a public hearing or hearings on the subject of the proposed residential permit parking area. Said hearing or hearings shall be conducted for the purpose of ascertaining boundaries for the proposed residential permit parking area as well as the appropriate restrictions on parking.

D. Notice of the public hearing or hearings provided for herein shall be mailed generally in the neighborhood, and to those institutions generating a significant volume of nonresident parking in the neighborhood. The notice shall clearly state the purpose of the hearing, the location and boundaries tentatively considered for the proposed residential permit parking area and, if applicable, the approximate permit fee to be charged. During such hearing or hearings, any interested person shall be entitled to appear and be heard.

E. Within 30 days after completion of the public hearing(s) the ~~P~~public ~~W~~works ~~D~~irector shall mail out notices to the residents of the proposed residential permit parking area. Said notices shall provide information on the proposed location and boundaries of the area and the proposed residential permit parking restrictions therein. Residents of the

proposed residential permit parking area may return the notices indicating their support or opposition to the area. [Ord. 12-2015 § 2].

10.25.060 Recommendation of the Ppublic Wworks Ddirector.

A. Following the designation process described in RCMC 10.25.050, the Ppublic Wworks Ddirector shall issue a written recommendation to the Ceity Ceouncil whether to designate the residential area under consideration as a residential permit parking area within 60 days after the close of public hearings pursuant to RCMC 10.25.050(D). Such recommendation shall be based upon the record of the hearing or hearings, the evaluation performed, the petition submitted, and the returned notices received from the residents indicating support for or opposition to the program.

B. The recommendation of the Ppublic Wworks Ddirector shall set forth the significant subjects and concerns raised at the public hearing or hearings conducted, the proposed boundaries of the residential permit parking area, the proposed parking restrictions, and the support for the program shown by the returned notices from the residents.

C. If the Ceity Ceouncil desires, it will adopt a resolution establishing the program for the area including the boundaries, parking restrictions, fees, if any, and any other applicable provisions.

D. The designation process and designation criteria set forth in this chapter shall also be utilized by the Ppublic Wworks Ddirector in determining whether to recommend removal of designation as a residential permit parking area from a particular residential area. [Ord. 12-2015 § 2].

10.25.070 Issuance of permits.

A. Parking permits shall be issued by the Ppublic Wworks Ddirector. Each such permit shall state or reflect the particular residential permit parking area, the license number of the motor vehicle for which it is issued, and any additional information required by the Ppublic Wworks Ddirector to enforce the provisions of this chapter. No more than one parking permit shall be issued to each motor vehicle for which application is made. The requirements governing the manner in which persons shall qualify for parking permits in each residential permit parking area shall be as established by this chapter.

B. Parking permits may be issued for motor vehicles only upon application of the following persons:

1. A resident of the residential permit parking area who owns a motor vehicle registered with the California Department of Motor Vehicles at the address where the resident lives;
2. A resident of the residential permit parking area who has a leased or possesses a company-owned vehicle which is regularly parked in the area;
3. A person who owns or leases commercial property located in the residential permit parking area and actively engages in business activity within a residential permit parking area. However, no more than one parking permit may be issued for each motor vehicle registered to the business establishment at the address in the designated area;
4. An owner of residential property that is located within the residential permit parking area. [Ord. 12-2015 § 2].

10.25.080 Visitor permits.

The Ppublic Wworks Ddirector is authorized, upon application, to issue visitor permits to residents and owners or lessees of commercial property located within a residential permit parking area for use by bona fide visitors therein. Such a visitor permit shall have all the rights and privileges of a regular permit, except as provided in RCMC 10.25.130 and 10.25.140. The requirements governing the manner in which persons shall qualify for visitor permits in each residential permit parking area shall be established by this chapter. [Ord. 12-2015 § 2].

10.25.090 Posting of residential permit parking area.

Upon the adoption of the Ceity Ceouncil of a resolution designating a residential permit parking area, the Ppublic Wworks Ddirector shall cause appropriate signs and markings to be erected in the area, indicating prominently

thereon the parking and restrictions, prohibitions, and conditions under which permit parking shall be exempt. [Ord. 12-2015 § 2].

10.25.100 Display of permit.

Residential parking permits shall be affixed to the left rear bumper of the resident's vehicle, hung from an inside rear view mirror or lying flat and clearly visible on the dashboard of the vehicle to which it is assigned.

Visitor parking permit shall be hung from an inside rear view mirror or lying flat and clearly visible on the dashboard of the visitor's vehicle.

Failure to display a current, valid permit shall be prima facie evidence that the citation is valid. [Ord. 12-2015 § 2].

10.25.110 Permit parking exemption.

A resident motor vehicle or nonresident motor vehicle on which is displayed a valid parking permit as provided for herein shall be permitted to park in the residential permit parking area for which the permit has been issued without being limited by parking restrictions established pursuant to this chapter.

Said motor vehicle shall not be exempt, however, from other parking regulations or prohibitions established pursuant to other relevant portions of the Rancho Cordova Municipal Code or Vehicle Code. All other motor vehicles parked within a residential permit parking area shall be subject to the parking restrictions adopted as provided in this chapter as well as the penalties provided for herein.

A residential parking permit shall not guarantee or reserve to the holder thereof an on-street parking space within the designated residential permit parking area. [Ord. 12-2015 § 2].

10.25.120 Permit term – Application and renewal.

Except as provided otherwise herein, each parking permit issued shall be valid for one year or such other period of time as designated by the Public Works Director from the date of issuance. Permits may be renewed annually or for some other period of time as designated by the Public Works Director upon reapplication in the manner required by the Public Works Director. Each application or reapplication for a parking permit shall contain information sufficient to identify the applicant, his or her residence address or address of real property owned or leased within residential permit parking area, the license number of the motor vehicle for which application is made, and such other information that may be deemed relevant by the Public Works Director. [Ord. 12-2015 § 2].

10.25.130 Permit fees.

The fee, if any, for eligible residents within the residential parking permit area for a residential parking permit or a visitor permit shall be established by resolution of the City Council. [Ord. 12-2015 § 2].

10.25.140 Penalty provisions.

A. It is a violation of this chapter, unless expressly provided to the contrary herein, for any person to park a motor vehicle contrary to the parking restrictions established pursuant hereto. Said violation shall be subject to civil penalty as specified in the resolution by the City Council pursuant to RCMC 10.24.020.

B. It is unlawful and a violation of this chapter for a person to falsely represent himself or herself as eligible for a parking permit or to furnish false information in order to obtain a permit. Said violation shall be punishable by a fine not to exceed \$500.00 or by imprisonment for a period not exceeding six months, or both.

C. It is a violation of this chapter, unless expressly provided to the contrary herein, for a person holding a valid parking permit issued pursuant to this chapter, to permit the use or display of such permit on a motor vehicle other than that for which the permit is issued. Such conduct shall constitute a violation of this chapter both by the person holding the valid parking permit and the person who so uses or displays the permit on a motor vehicle other than that for which it is issued. Said violation shall be subject to civil penalty as specified in the resolution adopted by the City Council pursuant to RCMC 10.24.020.

D. It is a violation of this chapter to use, or allow to be used, a visitor permit for a nonresident commuter who desires to park in the residential parking permit area. Said use of a visitor permit for commuter parking shall constitute a violation of this chapter both by the person to whom the visitor permit was issued and by the registered

owner of the vehicle upon which the visitor permit is displayed. Said violation shall be subject to civil penalty as specified in the resolution adopted by the Ceity Ceouncil pursuant to RCMC 10.24.020.

E. It is unlawful and a violation of this chapter for a person to copy, produce or otherwise bring into existence a facsimile or counterfeit parking permit in order to evade parking restrictions applicable in a residential permit parking area. It is also a violation to sell, transfer, exchange or assign any residential, visitor or temporary permit. Upon conviction thereof, the person shall be punishable by a fine not exceeding \$500.00 or be imprisoned for a period not exceeding six months, or both. [Ord. 12-2015 § 2].

10.25.150 Applicability to parking control vehicles.

The provisions of this chapter shall not be construed to prohibit the stopping, standing or parking of parking control vehicles while such vehicles are being used in parking control enforcement; provided, however, that this section shall not supersede provisions of this title which expressly refer to or regulate parking control vehicles.

As used in this section the term “parking control vehicles” means any vehicle used by an authorized official of the Ceity during the enforcement of parking and registration regulations pursuant to the chapters of this code and the California Vehicle Code. [Ord. 12-2015 § 2].

10.25.160 Annexation of residential streets to residential permit parking areas.

Whenever the Ceity Ceouncil finds that residential streets adjacent to a residential permit parking area have all-day, on-street parking congestion, then upon recommendation by the Ppublic Wworks Ddirector, such residential streets may be added by resolution to said residential permit parking area. A petition of 60 percent or more of the residents of said streets with affirmative responses seeking permit parking shall be required prior to implementation of residential permit parking restrictions. [Ord. 12-2015 § 2].

10.25.170 Modifications of restrictions.

On-street parking restrictions within a residential permit parking area may be changed by resolution of the Ceity Ceouncil based on recommendation by the Ppublic Wworks Ddirector. [Ord. 12-2015 § 2].

10.25.180 Deletion of residential streets from residential permit parking areas.

A. The Ceity Ceouncil may initiate a proceeding to delete a street from a designated residential permit parking area by adopting a resolution of intention to delete.

B. The resolution shall include:

1. A declaration of intention by the Ceity Ceouncil to delete;
2. A description of the street or streets to be deleted; and
3. The date, time and place of a public hearing to consider the proposed deletion.

C. At least 10 days before the hearing, notice of the hearing shall be published in a newspaper of general circulation, posted not more than 200 feet apart along the street or streets proposed for deletion, and mailed to all persons who testified before the Ceity Ceouncil at public hearings in which the establishment of the residential parking permit area was considered.

D. At the hearing, the Ceity Ceouncil shall take into account the factors specified in RCMC 10.25.040(B). The Ceity Ceouncil may adopt a resolution deleting the street or streets described in the resolution of intention. [Ord. 12-2015 § 2].

Chapter 10.30**HUMAN HABITATION OF VEHICLES**

Sections:

- 10.30.010 Purpose.
- 10.30.020 Definitions.
- 10.30.030 Use of vehicles for human habitation prohibited on public property.
- 10.30.040 Use of vehicles for human habitation prohibited on private property – Exception.
- 10.30.050 Penalty.

10.30.010 Purpose.

This chapter is enacted for the purpose of addressing issues of blight, crime, security, disorder and health and sanitation, including the disposal of noxious and harmful matter on city streets and parking areas open to the public. These conditions are principally caused by ongoing, repeated habitation of motor homes, recreational vehicles and other vehicles modified or used for human habitation, as defined in RCMC 10.30.020, without authorized connection to utility services, periodically resulting in the creation of an encampment-like situation. These conditions occur primarily in private commercial parking areas and on public streets within the City, but can also occur in other areas of the City including, but not limited to, private residential lots. [Ord. 13-2004 § 1].

10.30.020 Definitions.

For purposes of this chapter, the following definitions will apply:

“Camper” means a structure designed to be mounted upon a motor vehicle and to provide facilities for human habitation or camping purposes. “Camper” shall include those campers defined as slide-in campers or truck campers under the California Health and Safety Code.

“House car” means a motor vehicle originally designed or permanently or temporarily altered and equipped for human habitation, or to which a camper has been permanently or temporarily attached.

“Human habitation” shall mean the use of a vehicle for dwelling. Evidence of human habitation shall include activities such as sleeping, setting up housekeeping or cooking, and/or any other activity where it reasonably appears, in light of all the circumstances, that a person or persons is using the vehicle as a living accommodation. The use of a vehicle for six or more consecutive hours for eating, resting, recreating and/or sleeping shall per se constitute “human habitation” for purposes of this chapter.

“Recreational vehicle” shall mean a motor home, travel trailer, trailer coach, truck camper, camping trailer or park trailer, as those vehicles are defined in Sections 18010 and 18009.3 of the California Health and Safety Code or other applicable sections of the California Health and Safety Code or California Vehicle Code, and which are designed for human habitation for recreational, emergency, or other occupancy.

“Vehicle” shall mean any device by which any person or property may be propelled, moved, or drawn upon a highway including, but not limited to, a recreational vehicle or house car. [Ord. 13-2004 § 1].

10.30.030 Use of vehicles for human habitation prohibited on public property.

It is unlawful for any person or persons to use a vehicle for human habitation on or in any public street, right-of-way, alleyway, parking area or any other public property, except in a designated public campground, recreational park, or licensed mobile home park. [Ord. 13-2004 § 1].

10.30.040 Use of vehicles for human habitation prohibited on private property – Exception.

A. It is unlawful for any person or persons to use a vehicle for human habitation on any private property within the city limits of Rancho Cordova except for a lawfully operated mobile home trailer park, or other licensed private camping facility.

B. Notwithstanding subsection (A) of this section, a person shall not be prohibited from occupying, for sleeping purposes only, a recreational vehicle or house car on private residential property within the Ceity limits provided all of the following criteria are satisfied:

1. The person is a bona fide guest of a resident of the Ceity;
2. The person has the written consent of the resident; and
3. The location and use of the recreational vehicle or house car for sleeping purposes is not otherwise in violation of the Rancho Cordova zoning code or other applicable law.

The use of a recreational vehicle or house car under authority of this subsection (B) shall be limited to no more than five days and/or nights, either consecutive or nonconsecutive, within any 90-day period. [Ord. 13-2004 § 1].

10.30.050 Penalty.

A. A violation of this chapter shall be deemed an infraction for a first violation; second and subsequent violations of the same section within a 12-month period may be prosecuted as an infraction or misdemeanor.

B. Any person convicted of an infraction for violating this chapter may be punished by:

1. A fine of not more than \$100.00 for a first violation;
2. A fine of not more than \$200.00 for a second violation of the same section within a 12-month period;
3. A fine of not more than \$500.00 for a third (or subsequent) violation of the same section by the same person within a 12-month period.

C. Any person convicted of a misdemeanor for violating this chapter may be punished by a fine of not more than \$1,000 or by imprisonment in jail for a period of not more than six months or by both fine and imprisonment. [Ord. 13-2004 § 1].

Chapter 10.32

MISCELLANEOUS DRIVING RULES

Sections:

- 10.32.010 Prohibited acts.
- 10.32.020 Parade permit required.
- 10.32.030 Bus stop in front of driveway.
- 10.32.040 Molesting of traffic-counting devices prohibited.
- 10.32.050 Washing vehicles on highway.
- 10.32.060 Repairing vehicles on highways.
- 10.32.070 Railway gates.
- 10.32.080 Trains not to block crossings.

10.32.010 Prohibited acts.

No person shall drive any vehicle or animal, or do any act, in violation of the following:

- A. Drive through vehicles comprising a funeral procession while they are in motion and when the vehicles in such a procession are specifically designated;
- B. No person riding any bicycle, motorcycle, coaster, roller skates, or any toys or toy vehicles shall attach the same or himself to any moving vehicle upon any roadway and no person driving any vehicle shall permit the same to be done;
- C. Drive within or over any sidewalk area or any parkway except at a driveway;
- D. Drive over or across any new pavement or freshly painted marking when any street barrier, sign or marking is in place warning persons not to drive over or across the same, or when a sign is in place stating that the street, or any portion thereof, is closed;
- E. Drive or operate a vehicle contrary to the directions or provisions of any barrier or sign erected pursuant to the provisions of any ordinance of the Ceity or by any other utility, or by any department of the Ceity or by any public person pursuant to law or contract with the Ceity and no unauthorized person shall move or alter the position of any such barrier or sign;
- F. Drive a vehicle onto or from any freeway except at such entrances and exits as are established by public authority;
- G. Drive a vehicle into an intersection or a marked crosswalk unless there is sufficient space on the other side of the intersection or crosswalk to accommodate the vehicle he is operating without obstructing the passage of other vehicles or pedestrians in such intersection or crosswalks, notwithstanding any official traffic control device or signal indication to proceed;
- H. No tire on any vehicle upon any Ceity street or highway shall have on its periphery any block, stud, flange, cleat, ridge, bead, or any other protuberance of metal or wood which projects beyond the tread of the traction surface of the tire. This subsection does not apply to the following:
 - 1. Tire chains of reasonable size used to prevent skidding when upon wet surfaces or when upon ice or snow.
 - 2. Pneumatic tires which have embedded therein wire not to exceed 0.075 inches in diameter and which are so constructed that under no conditions will the percentage of metal in contact with the roadway exceed five percent of the total tire area in contact with the roadway, except that during the first 1,000 miles of use or operation of any such tire, the metal in contact with the roadway may exceed five percent of the tire area in contact with the roadway, but shall in no event exceed 20 percent of such area.
 - 3. Vehicles operated upon unimproved roadways when necessary in the construction or repair of highways.

4. Traction engines or tractors when operated under the conditions of a permit first obtained from the Rancho Cordova Department of Public Works. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 972 § 1, 1968; SCC 703 § 76, 1960].

10.32.020 Parade permit required.

No person shall operate a vehicle, or join in, or be a member of any procession, parade or assemblage on any public highway without a permit first having been issued by the Director. No permit shall be valid on an arterial or through highway during the hours of 4:00 p.m. to 6:00 p.m. or during the hours of darkness or between December 10th and December 26th in any year. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 77, 1960].

10.32.030 Bus stop in front of driveway.

A bus engaged as a common carrier may stop to load or unload passengers in front of a driveway. At no time shall the bus so stop for a period longer than is necessary to load or unload passengers. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 78, 1960].

10.32.040 Molesting of traffic-counting devices prohibited.

Unless authorized by the Director, a person shall not move, molest, tamper with, or damage in any way any traffic-counting device which has been located within a highway or adjacent thereto by authority of the Director. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 79, 1960].

10.32.050 Washing vehicles on highway.

A person shall not dust, wipe, wash or otherwise clean, use, or employ any method of dusting, wiping, washing or otherwise cleaning any vehicle or portion thereof while on any highway unless the vehicle is owned by or under the direct control or supervision, for purposes other than such wiping, washing, cleaning, or dusting, of the person doing any of the acts herein enumerated. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 80, 1960].

10.32.060 Repairing vehicles on highways.

A person shall not repair, or make any repairs, or add or install any part or accessory to or on any vehicle while the same is upon any public highway or alley.

The provisions of this section do not prohibit the operator of any vehicle which is disabled while upon any public highway or alley to such extent that it is impossible to avoid stopping from making or causing to be made the repairs necessary to enable the vehicle to be removed from the public highway or alley. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 81, 1960].

10.32.070 Railway gates.

No person shall drive any vehicle around or under any crossing gate or barrier at a railroad grade crossing while the gate or barrier is closed or is being opened or closed. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 82, 1960].

10.32.080 Trains not to block crossings.

It is unlawful for any person to cause or permit any railway train or railway cars, or similar vehicle on rails, to operate or to be operated in such a manner as to prevent the use of any highway for the purpose of travel for a period of time longer than 10 minutes, except that this provision does not apply to railway trains, cars or similar vehicles on rails while blocking or obstructing a crossing because of an accident which requires the operator of a train, car or similar vehicle on rails to stop at or near the scene of the accident. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 972 § 1, 1968; SCC 703 § 83, 1960].

Chapter 10.36**EMERGENCY VEHICLES**

Sections:

- 10.36.010 Definitions.
- 10.36.040 Approaching scene of emergency.
- 10.36.050 Parking near scene of emergency.
- 10.36.060 Assembling near scene of emergency.
- 10.36.070 Exemptions.
- 10.36.080 Penalty for violation.

10.36.010 Definitions.

As used in this chapter, the following words and phrases have the meanings herein set forth:

“Authorized emergency vehicle” means all authorized emergency vehicles as defined in Division 1 of the Vehicle Code.

“Private road or driveway” means a private road or driveway as defined in Section 490 of the Vehicle Code.

“Public highway” means any highway, road, street, way or place open to the use of the public for purposes of vehicular travel.

“Vehicle” means a device in, upon or by which any person or property is or may be propelled, moved or drawn upon a public highway, including a bicycle or such other vehicle of propulsion moved by human power. [Ord. 38-2007 § 1 (Exh. 1(G)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 389 § 1, 1951].

10.36.040 Approaching scene of emergency.

It is unlawful for any person to operate any vehicle upon the public highways or any private road or driveway so as to approach within 1,000 feet of any authorized emergency vehicle when such authorized emergency vehicle is engaged in extinguishing fire or when the authorized emergency vehicle is actively engaged at the scene of any bombing, act of sabotage, accident, explosion, flood, riot, earthquake or any emergency. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 389 § 4, 1951].

10.36.050 Parking near scene of emergency.

It is unlawful for any person to park, stop or abandon any vehicle within 1,000 feet of any authorized emergency vehicle when the authorized emergency vehicle is actively engaged at the scene of any bombing, act of sabotage, accident, explosion, flood, riot, earthquake or any emergency. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 389 § 5, 1951].

10.36.060 Assembling near scene of emergency.

It is unlawful for any person or persons to gather, collect, assemble or congregate within 1,000 feet of the scene of any fire, bombing, act of sabotage, accident, explosion, flood, riot, earthquake or any emergency when any authorized emergency vehicle is actively engaged thereat. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 389 § 6, 1951].

10.36.070 Exemptions.

The provisions of this chapter do not apply to the following persons:

- A. All authorized emergency vehicles, as defined herein, and persons operating the same;
- B. Any person or persons lawfully ordered to do otherwise by any public officer or fireman. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 389 § 7, 1951].

10.36.080 Penalty for violation.

Any person who violates any provisions of this chapter is guilty of a misdemeanor and upon conviction thereof shall be punished by fine of not exceeding \$300.00 or by imprisonment in the county jail, not exceeding three months, or by both such fine or imprisonment. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 389 § 8, 1951].

Chapter 10.40

TRUCK ROUTES

Sections:

- 10.40.010 Establishing weight limits.
- 10.40.020 Exceptions.
- 10.40.030 Designation.

10.40.010 Establishing weight limits.

The ~~D~~irector is authorized to designate certain highways or parts thereof upon which the operation of commercial vehicles shall be prohibited as follows:

A. On a highway that is unimproved as the word “unimproved” is used in Section 35706 of the Vehicle Code and the nature of the pavement or surface is such that it will be injured if vehicles of over a certain gross weight are permitted to operate thereon; the director shall erect signs specifying the weight which the ~~D~~irector finds should be prohibited;

B. Whenever the ~~D~~irector finds that the use of any street, road, or highway located in the ~~C~~eity of Rancho Cordova by any commercial vehicle exceeding a gross weight of 14,000 pounds would not be in the best public interest or would be unsafe, and such street, road, or highway may be limited as to use in accordance with Section 35701 of the Vehicle Code, the ~~D~~irector shall erect appropriate signs;

C. Whenever any structure of a bridge on a highway on which no weight limit has been imposed is such that it is unsafe for the vehicles over a certain weight to use the bridge, and whenever the ~~D~~irector finds that the structure of a bridge on a highway on which a weight limit has been imposed is such that the use of vehicles over a certain weight which is less than the weight limit on such highway would be unsafe, the ~~D~~irector shall erect appropriate weight limit signs at both entrances to such bridges as provided in this title;

D. Wherever the ~~D~~irector finds that the use of any highway by a commercial vehicle exceeding a gross weight of three tons would not be in the best public interest or would be unsafe or would create undue hazards to local traffic, the ~~D~~irector may erect appropriate signs prohibiting commercial vehicles as provided in Section 21100 of the Vehicle Code;

E. The ~~Director~~~~director of public works~~ may issue a permit for the operation of vehicles on ~~C~~eity highways that are in excess of the maximum load or size as specified in the Vehicle Code. The permit shall specify the description of the vehicle and shall be subject to such conditions as are deemed advisable in accordance with prevailing traffic conditions on the highway to be used;

F. When signs are in place giving notice of any of the provisions of this section, no person shall disobey the directions or provisions posted on the sign. [Ord. 38-2007 § 1 (Exh. 1(A), (G)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 84, 1960].

10.40.020 Exceptions.

Nothing in this chapter shall prohibit the operator of any vehicle exceeding the maximum gross weight of three tons coming from a truck route having ingress and egress by direct route to and from restricted streets, when necessary for the purpose of making pickups or deliveries of goods, wares and merchandise from or to any building or structure located on such restricted streets, or for the purpose of delivering materials to be used in the actual and bona fide repair, alteration, remodeling or construction of any building or structure upon such restricted streets for which a building permit has been previously obtained. The provisions of this chapter do not apply to a passenger bus under the jurisdiction of the public utilities commission, or owned by a bus company licensed by the ~~C~~eity, or to any vehicle owned by a public utility while necessarily in use in the construction, installation or repair of any public utility or any vehicle owned by the ~~C~~eity while necessarily in use in the construction, installation or repair of a ~~C~~eity utility or street. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 85, 1960].

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10.40.030 Designation.

The ~~D~~irector is authorized to designate any highway by appropriate signs as a truck route for the movement of vehicles exceeding a maximum gross weight limit of three tons, where in his opinion such designation is required. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 86, 1960].

Chapter 10.41

INTERSTATE TRUCK TERMINALS AND ACCESS ROUTES

Sections:

- 10.41.010 Authority and application.
- 10.41.020 Fees and costs.
- 10.41.030 Reconstruction.
- 10.41.040 Revocation of route.
- 10.41.050 Prohibition.

10.41.010 Authority and application.

The Director is authorized to designate certain trucking terminals as interstate truck terminals and certain Ceity highways or parts thereof as terminal access routes for interstate trucks, in accordance with Section 35401.5 of the Vehicle Code, as follows:

A. As used in this chapter, “interstate truck” shall mean a combination of vehicles as described in Section 35401.5 of the Vehicle Code and not exceeding the lengths set forth therein, and “terminal” shall have the meaning specified in Section 35401.5 of the Vehicle Code.

B. Any interested person desiring an access route to an interstate truck terminal facility from the federally designated highway system shall submit to the Director an application, on a form as provided by the Director, together with such information as may be required by the Director and appropriate fees.

C. The Director will cause an investigation to be made to ascertain whether or not the proposed terminal facility meets the requirements for an interstate truck terminal. Upon his approval of that designation, he will then determine the capability of the route requested and alternate routes, whether requested or not. Determination of route capability will include, without limitation, a review of adequate turning radius and lane widths of ramps, intersections and highways and general traffic conditions such as sight distance, speed and traffic volumes. No access off a federally designated highway system will be approved without the approval of the State of California Department of Transportation.

D. Should the requested route pass through the Ceity of Rancho Cordova to a terminal located in another jurisdiction, the applicant shall submit proof of compliance with that jurisdiction’s application process. Coordination of the approval of the route through the Ceity will be the responsibility of the entity which controls the terminal’s land use. [Ord. 38-2007 § 1 (Exh. 1(A)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 620 § 1, 1985].

10.41.020 Fees and costs.

A. The applicant shall pay a nonrefundable application fee, as established by the Ceity Council by resolution, sufficient to pay the cost of the review of the interstate truck terminal designation and the review of the proposed and alternate routes.

B. Upon the approval of the terminal designation and route by the Ceity, the applicant shall deposit with the Ceity sufficient funds as estimated by the Director to pay for the purchase and installation of terminal trailblazer signs. Trailblazer signs shall be required at every decision point in the Ceity on the route to the terminal and at intermediate points not closer than one-half mile apart as determined by the Director. Upon completion of the installation of the signs, the actual cost shall be computed and any difference between the actual and the estimated cost shall be billed or refunded to the applicant, whichever the case may be. Any excess due to the Ceity shall be due and payable 30 days after billing and thereafter shall bear interest at the maximum rate permitted by law. No interstate truck terminal or access route may be used for such purpose until such signs as may be required are in place. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 620 § 1, 1985].

10.41.030 Reconstruction.

A. If all feasible routes to a requested interstate truck terminal are found unsatisfactory by the Director, the applicant may request reconstruction to correct the deficiencies identified by the Director. All costs of engineering, construction and inspection will be the responsibility of the applicant. Except when the reconstruction of

deficiencies is within the jurisdiction of the state of California, the actual construction will be the responsibility of the applicant. When the work is within the jurisdiction of the state of California, it will be under the direction of the state of California.

B. If at any time within five years from the date of completion of the reconstruction by the applicant, should any applicant seek approval of an interstate truck terminal which would use the route upon which such reconstruction was accomplished, any such applicant's fee may be required by the Director to include that applicant's proportionate share of the reconstruction, as determined by the Director, which fee shall be disbursed by the City of Rancho Cordova to the applicant who paid for the reconstruction as well as to any applicant who contributed to the cost of reconstruction under this section. Nothing herein shall require the payment of a proportionate fee if the applicant doing the work failed to file with the director a report documenting the actual cost of the reconstruction work, subject to the approval of the Director. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 620 § 1, 1985].

10.41.040 Revocation of route.

The Director may revoke any approved interstate truck terminal or access route if the terminal or route becomes hazardous for vehicular traffic. Such a hazard includes, but is not limited to, the inability of interstate trucks to negotiate the route or said vehicles causing unsafe driving conditions for other vehicular traffic or pedestrians. If the route designation is revoked within three years after establishment, the City will reimburse the applicant for his actual costs of signing and reconstruction. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 620 § 1, 1985].

10.41.050 Prohibition.

Except as expressly permitted by law, no person shall drive an interstate truck upon any City highway not designated for such purpose. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 620 § 1, 1985].

Chapter 10.44

ONE-WAY STREETS

Sections:

~~10.44.010 System established.~~

10.44.0120 Signs to be placed.

10.44.0230 Violation prohibited.

~~10.44.010 System established.~~~~There is hereby established the following system of one-way highways:~~~~A. Von Karman Street traffic shall move southerly only.~~~~B. Whitehead Street traffic shall move northerly only.~~~~C. Norden Avenue traffic shall move easterly only.~~~~D. On Mather Boulevard, between Bleckley Street and Eknes Street, traffic shall move westerly only.~~~~E. On Bleckley Street, between Norden Avenue and Mather Boulevard, traffic shall move northerly only.~~~~F. On Superfortress Avenue, between Von Karman Street and Whitehead Street, traffic shall move easterly only.~~~~G. On Eknes Street, between Mather Boulevard and Norden Avenue, traffic shall move southerly only. [Ord. 38-2007 § 1 (Exh. 1(G)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4].~~**10.44.0120 Signs to be placed.**

The director shall place and maintain appropriate signs giving notice of the one-way highway system, and no such regulations shall be effective until the signs are in place. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 88, 1960].

10.44.0230 Violation prohibited.

No person shall operate a vehicle in violation of the signs designating one-way streets as herein provided. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 89, 1960].

Chapter 10.48**SPEED ZONES**

Sections:

10.48.010 Speed zones.

10.48.010 Speed zones.

A. The City Council has determined, on the basis of engineering and traffic surveys, that the speed permitted by the Vehicle Code upon certain highways is not in conformance with the safe and efficient operation of vehicles thereon. The prima facie speed limits on such highways or parts of such highways shall be as specified by ordinance when signs are erected giving notice of such limits.

B. All speed zones shall continue in effect as established by SCC Ordinance No. 703, as adopted and amended prior to the adoption of this code. All provisions of SCC Ordinance No. 703 and amendments thereto relating to speed zones shall continue in effect notwithstanding the adoption of this code. The speed zone provisions of SCC Ordinance No. 703 which continue in effect as provided in this section shall be subject to revision by ordinance from time to time pursuant to the Vehicle Code in the same manner as prior to the adoption of this code. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 703 § 90, 1960].

Chapter 10.50

REDUCED SPEED LIMITS ON SPECIFIC STREETS

Sections:

- 10.50.010 Determination and declaration of prima facie speed limits.
 10.50.020 Prima facie speed limits declared.

10.50.010 Determination and declaration of prima facie speed limits.

The City Council approves and adopts the engineering and traffic surveys dated November 9, 2020, prepared by the City, for the streets and portions thereof set forth therein, copies of which are on file and available for public inspection in the offices of the City Clerk. The city council finds and determines that the surveys were conducted in accordance with the Vehicle Code and methods of conducting engineering and traffic surveys prescribed in the California Department of Transportation and that the survey justifies the speed limits recommended for the streets and portions of streets therein described. The City Council declares these speed limits as prima facie speed limits for the streets or portions thereof, which limits shall be effective when appropriate signs giving notice thereof are erected upon the streets or portions thereof. [Ord. 20-2020 § 2; Ord. 1-2018 § 2; Ord. 13-2015 § 2; Ord. 3-2004 § 1].

10.50.020 Prima facie speed limits declared.

The following prima facie speed limits are established based on prevailing speeds and according to traffic and engineering studies.

A. Baroque Drive:

1. Between Zinfandel Drive and Zinfandel Drive, 35 mph;

B. Bear Hollow Drive:

1. Between Zinfandel Drive and North Mather Boulevard, 35 mph;

C. Business Park Drive:

1. Between Horn Road and Bradshaw Road, 35 mph;

D. Capital Center Drive:

1. Between White Rock Road and International Drive, 35 mph;

E. Chase Drive:

1. Between Coloma Road and Hagan Park, 25 mph;

F. Chrysanthy Boulevard:

1. Between Sunrise Boulevard and eastern terminus of street, 35 mph;

G. Coloma Road:

1. Between Folsom Boulevard and Sunrise Boulevard, 40 mph;

H. Data Drive:

1. Between International Drive and White Rock Road, 35 mph;

I. Disk Drive:

1. Between Data Drive and Prospect Park Drive, 35 mph;

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J. Douglas Road:

1. Between Sunrise Boulevard and Rancho Cordova Parkway, 55 mph;
2. Between Rancho Cordova Parkway and Americanos Boulevard, 50 mph;

K. Explorer Drive:

1. Between Lincoln Village Drive to Lincoln Village Drive, 25 mph;

L. Femoyer Street:

1. Between Mather Boulevard and International Drive, 40 mph;

M. Fitzgerald Road:

1. Between White Rock Road and Recycle Road, 35 mph;

N. Folsom Boulevard:

1. Between Horn Road and Routier Road, 45 mph;
2. Between Routier Road and Cordova Lane, 40 mph;
3. Between Cordova Lane and Sunrise Boulevard, 45 mph;
4. Between Sunrise Boulevard and Hazel Avenue, 45 mph;

O. Georgetown Drive:

1. Between Coloma Road and McGregor Drive, 25 mph;

P. Gold Camp Drive:

1. Between Sun Center Drive and Prospect Park Drive, 35 mph;

Q. Gold Canal Drive:

1. Between Sun Center Drive and White Rock Road, 35 mph;

R. Gold Center Drive:

1. Between Zinfandel Drive and Prospect Park Drive, 30 mph;
2. Between Prospect Park Drive (west) and Prospect Park Drive (east), 35 mph;

S. Horn Road:

1. Between Folsom Boulevard and Routier Road, 35 mph;

T. International Drive:

1. Between Mather Field Road and Sunrise Boulevard, 45 mph;

U. Kiefer Boulevard:

1. Between Sunrise Boulevard and Rancho Cordova Parkway, 45 mph;

V. Kilgore Road:

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1. Between Folsom Boulevard and White Rock Road, 35 mph;
2. Between White Rock Road and Baroque Way, 40 mph;

W. Lincoln Village:

1. Between Bradshaw Road and Draco Drive, 35 mph;
2. Between Draco Drive and Routier Road, 25 mph;

X. Luyung Drive:

1. Between White Rock Road and Mechanical Drive, 35 mph;

Y. Mather Field Road:

1. Between Peter A McCuen Boulevard and Folsom Boulevard, 45 mph;

Z. McGregor Drive:

1. Between Folsom Boulevard and Coloma Road, 25 mph;

AA. Mills Park Drive:

1. Between Routier Road and Mather Field Road, 35 mph;
2. Between Mather Field Road and White Rock Road, 25 mph;

BB. Mills Station Road:

1. Between Peter A McCuen Boulevard and Folsom Boulevard, 45 mph;
2. Between Mather Field Road and White Rock Road, 25 mph;

CC. Monier Circle:

1. Between Sunrise Boulevard and Sunrise Boulevard, 30 mph;

DD. Old Placerville Road:

1. Between Systems Parkway and Rockingham Drive, 45 mph;

EE. Olson Drive:

1. Between Mills Park Drive and Zinfandel Drive, 25 mph;
2. Between Zinfandel Drive and Folsom Boulevard, 35 mph;

FF. Paseo Drive:

1. Between Folsom Boulevard and Las Casas Way, 25 mph;

GG. Peter A McCuen Boulevard:

1. Mather Boulevard and Femoyer Street, 30 mph;

HH. Prospect Park Drive:

1. Between White Rock Road and White Rock Road, 35 mph;

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2. Between White Rock Road and Baroque Way, 35 mph;

II. Quality Drive:

1. Between International Drive and White Rock Road, 35 mph;

JJ. Rancho Cordova Parkway:

1. Between Kiefer Boulevard and Douglas Road, 45 mph;

KK. Recycle Road:

1. Between Sunrise Boulevard and Elks Circle, 30 mph;

LL. Reserve Drive:

1. Between Data Drive and International Drive, 35 mph;

MM. Rockingham Drive:

1. Between Mather Field Road and S. White Rock Road, 25 mph;

2. Between Mather Field Road and Old Placerville Road, 35 mph;

NN. Routier Road:

1. Between Old Placerville Road and Folsom Boulevard, 40 mph;

OO. S. White Rock Road:

1. Between International Drive and White Rock Road, 25 mph;

PP. Sun Center Drive:

1. Between Prospect Park Drive and Sunrise Boulevard, 35 mph;

QQ. Sunrise Boulevard:

1. Between Kiefer Boulevard and Herodian Drive, 50 mph;

2. Between Herodian Drive and White Rock Road, 45 mph;

3. Between White Rock Road and Folsom Boulevard, 45 mph;

4. Between Folsom Boulevard and Coloma Road, 45 mph;

5. Between Coloma Road and city limits, southbound, 45 mph;

RR. Systems Parkway:

1. Between Routier Road and Old Placerville Road, 35 mph;

SS. Trade Center Drive:

1. Between Sun Center Road and Mercantile Road, 30 mph;

TT. Trinity River Drive:

1. Between Coloma Road and Sunrise Boulevard, 30 mph;

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UU. Vanguard Drive:

1. Between Explorer Drive and Routier Road, 25 mph;

VV. White Rock Road:

1. Between Mills Station Road and Mills Park Drive, 25 mph;
2. Between S. White Rock Road and Zinfandel Drive, 40 mph;
3. Between Zinfandel Drive and Sunrise Boulevard, 45 mph;

WW. Zinfandel Drive:

1. Between Sunrise Boulevard and Folsom Boulevard, 30 mph;
2. Between Folsom Boulevard and White Rock Road, 35 mph;
3. Between White Rock Road and International Drive, 40 mph;
4. Between International Drive and city limits, 45 mph. [Ord. 20-2020 § 3; Ord. 1-2018 § 3; Ord. 13-2015 § 3; Ord. 3-2004 § 2].

Chapter 10.58

OFF-ROAD VEHICLES

Sections:

- 10.58.010 Permit required.
- 10.58.020 Motor vehicle – Definition.
- 10.58.030 Exemption – Commercially operated facilities.
- 10.58.040 Exemption – Public facilities.
- 10.58.050 Exemption – Sanctioned events.
- 10.58.060 Exemption – Parking areas.
- 10.58.070 Exemptions – Miscellaneous.
- 10.58.080 Operation by permit.
- 10.58.090 Application for permit.
- 10.58.100 Permits – Grounds for denial.
- 10.58.120 Permit conditions.
- 10.58.130 Copies of permit – Possession required.
- 10.58.140 Revocation of permit.
- 10.58.150 Fees – Expiration and renewal.
- 10.58.160 Appeal.
- 10.58.170 Public nuisance prohibited.

10.58.010 Permit required.

No person shall operate or cause to be operated a motor vehicle except upon the streets, highways and thoroughfares specifically established and provided for the operation of such vehicles except when authorized by a permit issued pursuant to this chapter. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 253 § 1 (part), 1975].

10.58.020 Motor vehicle – Definition.

As used in this chapter, “motor vehicle” means any self-propelled device in or upon which any person or property may be moved, excepting a device moved by human power or used exclusively upon stationary rails or tracks. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 253 § 1 (part), 1975].

10.58.030 Exemption – Commercially operated facilities.

This chapter does not apply to any area commercially operated for the purpose of providing facilities wherein motor vehicles can be operated for recreational purposes, if said facilities are duly licensed and permitted under the applicable laws pertaining thereto. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 253 § 1 (part), 1975].

10.58.040 Exemption – Public facilities.

This chapter does not apply to any area which is specifically established by the City or other governmental body or agency for the purpose of allowing motor vehicles to be operated thereon for recreational purposes. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 253 § 1 (part), 1975].

10.58.050 Exemption – Sanctioned events.

This chapter does not apply to any organized racing or competitive event upon a closed course which is conducted under the auspices of a recognized sanctioning body under permit issued by the City. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 253 § 1 (part), 1975].

10.58.060 Exemption – Parking areas.

This chapter does not apply to any area, either publicly or privately owned, designated for the parking or storage of motor vehicles, when the operation of a vehicle on such area is solely for the purposes of ingress thereto and egress therefrom. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 253 § 1 (part), 1975].

10.58.070 Exemptions – Miscellaneous.

This chapter does not apply to any motor vehicle which is:

- A. An implement of husbandry;

- B. A wheelchair;
- C. A golf cart, when used on a golf course;
- D. Used for any purpose relating to the conduct of a business where said business is conducted;
- E. Owned by the Ceity or other governmental body or agency, and is operated by an employee of the Ceity or other governmental body or agency who is acting within the scope of his employment;
- F. Operated by or under contract with a utility, whether privately or publicly owned;
- G. Used in connection with construction activities for the purposes for which it was designed. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 253 § 1 (part), 1975].

10.58.080 Operation by permit.

Any person possessing a valid permit issued pursuant to this chapter may operate a motor vehicle other than upon the streets, highways and thoroughfares specifically established and provided therefor, provided such operation is in conformance with the terms and conditions of such permit. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 253 § 1 (part), 1975].

10.58.090 Application for permit.

The owner or lessee of any real property within the Ceity, or the agent of either, may apply for a permit to operate one or more motor vehicles on said property when the operation of such vehicles would otherwise be in violation of RCMC 10.58.010 by filing an application with the chief of police. [Ord. 38-2007 § 1 (Exh. 1(A)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 253 § 1 (part), 1975].

10.58.100 Permits – Grounds for denial.

Upon receipt of the application for permit, the chief of police shall grant or deny the permit and shall notify the applicant by mail of such action. A permit may be denied when it appears to the satisfaction of the chief of police that the issuance of the permit would:

- A. Create a condition annoying to adjacent residents;
- B. Create law enforcement problems;
- C. Endanger the health, safety or welfare of persons in the area. [Ord. 38-2007 § 1 (Exh. 1(A)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 253 § 1 (part), 1975].

10.58.120 Permit conditions.

A permit may be issued subject to conditions regulating one or more of the following:

- A. Hours of operation of motor vehicles;
- B. Maximum number of motor vehicles which may be operated at any one time;
- C. Type of motor vehicles which may be operated;
- D. Any other reasonable condition required under the circumstances. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 253 § 1 (part), 1975].

10.58.130 Copies of permit – Possession required.

A. When a permit is issued, the chief of police shall issue in connection therewith a number of copies of such permit to the applicant, who shall give a copy of such permit to each person operating a motor vehicle on the premises for which the permit is issued.

B. The maximum number of copies of the permit given the applicant shall not exceed the maximum number of motor vehicles which may be operated on the premises at any one time, if such number has been determined pursuant to RCMC 10.58.120.

C. No person shall operate a motor vehicle on the premises for which the permit is issued unless he has in his immediate possession a copy of such permit and shall display the same upon demand to any duly authorized law enforcement officer. [Ord. 38-2007 § 1 (Exh. 1(A)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 253 § 1 (part), 1975].

10.58.140 Revocation of permit.

A permit issued pursuant to this chapter may be revoked when it appears to the satisfaction of the chief of police that one or more of the following conditions exist:

- A. The person to whom the permit was issued has failed to abide by the conditions of such permit;
- B. A person operating a motor vehicle by permission of the person to whom the permit was issued has failed to abide by the conditions of such permit;
- C. False or misleading statements were made by the applicant in securing the permit;
- D. Circumstances surrounding the premises for which the permit was issued have changed and the continued operation of motor vehicles on the premises would violate one or more provisions of RCMC 10.58.100. [Ord. 38-2007 § 1 (Exh. 1(A)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 253 § 1 (part), 1975].

10.58.150 Fees – Expiration and renewal.

A. The fee for an initial permit shall be set by resolution of the Ceity Ceouncil. The permit shall be nontransferable and shall expire one year after the date of issuance.

B. A permit may be renewed from year to year upon payment of a fee set by resolution of the Ceity Ceouncil; provided, however, that the renewal may be granted, conditioned or denied in accordance with the provisions of RCMC 10.58.100 and 10.58.120. [Ord. 38-2007 § 1 (Exh. 1(G)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4].

10.58.160 Appeal.

A. Any applicant for a permit or a permit holder aggrieved by the action of the chief of police pursuant to this chapter may, within 10 days of being notified of such action, appeal the same to the Ceity Ceouncil by filing a notice of appeal with the ~~clerk of the council~~City Clerk.

B. The clerk shall calendar a hearing on the appeal and notify the person filing the appeal of the date, time and place of such hearing.

C. The City Ceouncil shall hear such testimony from the concerned parties as may be necessary and shall take such action with regard to the action of the chief of police as it may deem proper. [Ord. 38-2007 § 1 (Exh. 1(A)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 253 § 1 (part), 1975].

10.58.170 Public nuisance prohibited.

Nothing in this chapter is intended to authorize the maintenance of a public nuisance. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 253 § 1 (part), 1975].

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Chapter 10.62 TRANSIT AND SCHOOL DISTRICT
LOADING ZONES

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Chapter 10.62

TRANSIT AND SCHOOL DISTRICT LOADING ZONES

Sections:

10.62.010 Purpose.

10.62.020 Use of transit loading zones.

10.62.010 Purpose.

Section 22500.5 of the California Vehicle Code authorizes the adoption of a local ordinance to permit an agreement between a transit system operating buses engaged as common carriers and a public school district to permit school buses owned by, or operated for, the said school district to load or unload passengers in spaces designated for the loading or unloading of passengers of the transit system buses. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 569 § 1, 1983].

10.62.020 Use of transit loading zones.

Upon agreement between Regional Transit or other transit system authorized according to law to operate as a common carrier within the Ccity of Rancho Cordova and a public school district, school buses owned by or operated under contract for such public school district may stop for the loading or unloading of passengers alongside any or all curb spaces designated for the loading or unloading of passengers of the transit system buses as provided in Section 22500.5 of the Vehicle Code. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 569 § 1, 1983].

Chapter 10.64

TRIP REDUCTION PROGRAMS

Sections:

- 10.64.010 Findings.
- 10.64.020 Purpose.
- 10.64.030 Definitions.
- 10.64.040 Permit required.
- 10.64.050 Exceptions.
- 10.64.060 Authority to issue permit.
- 10.64.070 Permit fee.
- 10.64.080 Notification of requirements.
- 10.64.090 Application filing.
- 10.64.100 Application contents.
- 10.64.110 Investigation.
- 10.64.120 Issuance of permit.
- 10.64.130 Term of permit.
- 10.64.140 Trip reduction requirements.
- 10.64.150 Compliance schedule.
- 10.64.160 Appeals.
- 10.64.170 Failure to obtain permit.
- 10.64.180 Violations.

10.64.010 Findings.

The Ceity Ceouncil of the Ceity of Rancho Cordova hereby finds and determines that:

- A. The Ceity of Rancho Cordova is projected to experience a significant increase in employment and population growth over the next 20 years, which will result in a projected increased~~doubling~~ of existing peak hour traffic volumes.
- B. Home-to-work employee commuting generates a significant level of vehicle trips, thereby contributing to traffic congestion, air pollution, and energy consumption problems.
- C. The conventional response to relieving traffic congestion by expanding the capacity of the roadway system is no longer appropriate as the sole solution due to increasing construction and maintenance costs and decreasing revenues for such expenditures.
- D. Ridesharing, transit, and bicycle usage among employees for home-to-work trips are simple and inexpensive alternative means of reducing peak-hour, single-occupant motor vehicle trips. A reduction in such trips can be expected to result in a reduction in traffic congestion, air pollution, and energy consumption impacts related to employment in the Ceity.
- E. While employers have traditionally provided parking facilities to accommodate employee vehicle trips, such employers should also be required to provide programs and incentives to encourage and accommodate ridesharing, transit, bicycle and pedestrian commuting by employees. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 567 § 1, 1983].

10.64.020 Purpose.

The purpose of this chapter is to establish requirements and procedures whereby major employers located in Ceity of Rancho Cordova will develop and implement programs designed to reduce the number of employee vehicle commute trips as part of a broad Ceity of Rancho Cordova program to achieve the following objectives:

- A. Reduce peak-hour traffic circulation and congestion by reducing the number of single-occupant motor vehicle trips associated with home-to-work commuting.

B. Reduce or delay the need for major transportation facility improvements by making more efficient use of existing facilities.

C. Reduce future air pollution concentrations and strive towards meeting federal ambient air pollution standards by reducing the number of single-occupant motor vehicle trips associated with home-to-work commuting.

D. Reduce the consumption of energy for transportation uses and thereby contribute to the national policy to increase energy self-sufficiency. [Ord. 38-2007 § 1 (Exh. 1(A)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 567 § 1, 1983].

10.64.030 Definitions.

Unless the context indicates otherwise, the following definitions shall govern the meaning of those terms used in this chapter:

“Common business location” means a single building, group of buildings, or group of work stations at a single site or contiguous sites.

“Commuter matching service” means any system, whether by computer, manual, or mapping methods, which matches commuters residing in one common area, working in another common area, and having approximately the same work starting and stopping times.

“Director” means the director of the public works department.

“Employee transportation coordinator” means an employee, tenant, property manager, property owner, or other appropriate person who has been designated to perform various duties related to meeting the transportation needs of employees of a firm, common work location, or other geographic employment area.

“Person” means a sole proprietor, partnership, corporation, unincorporated association, cooperative, joint venture, agency, department, district or other individual or entity, either public or private, carrying on an enterprise or conducting any other activity, whether or not for profit.

“Preferential parking” means a program of selecting, assigning or designating vehicle parking spaces in which priority in the selection, assignment, or designation is given to specific classes of vehicles such that vehicles in that class may be parked in locations considered by the vehicle operator to be the best or most desirable location.

“Regular employee” means any employee who works for a business, firm, agency, or other person for three or more days per week and four or more hours per day. [Ord. 15-2022 § 4 (Exh. A); revised during 2008 codification; Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 0748 § 1, 1988; SCC 567 § 1, 1983].

10.64.040 Permit required.

Except as provided in RCMC 10.64.050, no person shall employ 100 or more persons at a common business location within the Ccity of Rancho Cordova without first applying for and obtaining a trip reduction permit. Said permit must be obtained within 180 days of notification, as described in RCMC 10.64.080.

When a particular person has more than one common business location within the Ccity of Rancho Cordova, each location employing 100 or more persons, that person may apply for and, subject to satisfactorily meeting the requirements of RCMC 10.64.140, may be granted a single trip reduction permit applicable to all business locations described in the approved permit. [Ord. 38-2007 § 1 (Exh. 1(A)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 567 § 1, 1983].

10.64.050 Exceptions.

Notwithstanding any other provisions of this chapter, the following uses and activities shall be specifically exempt from the provisions of this chapter:

A. Persons who employ fewer than 100 persons in the Ccity of Rancho Cordova.

B. Temporary construction activities, including activities performed by engineers, architects, contractors, subcontractors, and construction workers, when such activities are related to the construction, development, or other improvement of real property.

C. Emergency activities in which persons are employed to render aid or other services in the event of an emergency or natural disaster.

D. Other temporary activities which employ persons for a period of less than 90 days. [Ord. 38-2007 § 1 (Exh. 1(A)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 567 § 1, 1983].

10.64.060 Authority to issue permit.

The ~~D~~irector of the environmental management department, hereinafter the director, shall be authorized to issue a trip reduction permit based on satisfactory compliance with the requirements of RCMC 10.64.140. The ~~D~~irector shall be authorized to establish reasonable administrative procedures to implement the provisions of this chapter. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 0748 § 2, 1988; SCC 567 § 1, 1983].

10.64.070 Permit fee.

The ~~C~~eity ~~C~~eouncil may, by resolution, and from time to time, prescribe fees for the issuance and renewal of trip reduction permits. Such fees shall be for the sole purpose of defraying costs incurred in the administration of this chapter.

All fees for the issuance and renewal of permits shall be paid at the time of and with the filing of the application with the ~~D~~irector. No application shall be deemed valid or complete until all prescribed fees have been paid. Unless otherwise prescribed, fees shall not be refundable in whole or in part whether or not the permit is issued or approval granted. Nor shall any such fee be refundable in whole or in part if a permittee ceases operating under the permit in advance of expiration of the term thereof. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 567 § 1, 1983].

10.64.080 Notification of requirements.

The ~~D~~irector shall notify, in writing, all persons required by this chapter to obtain a trip reduction permit. Such notification shall be made in a timely manner based on the compliance schedule contained in RCMC 10.64.150 and shall contain at least the following information:

A. A statement that the recipient is required by this chapter to obtain a trip reduction permit.

B. A description of the requirements which the applicant must satisfy to obtain the permit.

C. A description of the procedures to apply for and obtain the permit. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 567 § 1, 1983].

10.64.090 Application filing.

All applications for a trip reduction permit shall be filed with the environmental management department. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 0748 § 3, 1988; SCC 567 § 1, 1983].

10.64.100 Application contents.

The application for a trip reduction permit shall be filed on a form and contain such information as prescribed by the ~~d~~irector. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 567 § 1, 1983].

10.64.110 Investigation.

The ~~D~~irector shall examine the application to determine whether the applicant complies with the requirements contained in RCMC 10.64.140. Inspection of the business location shall be conducted as necessary to determine compliance with said requirements. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 567 § 1, 1983].

10.64.120 Issuance of permit.

The ~~d~~irector shall act upon the application not later than 30 days after the date it is validly filed, unless the applicant has filed a written request with the ~~d~~irector to extend the time in order that the applicant may submit additional information prior to action by the ~~d~~irector.

The ~~D~~irector shall issue the permit unless (s)he finds, in writing, that the requirements contained in RCMC 10.64.140 have not been met. The ~~D~~irector shall notify the applicant, in writing, of his/her decision to issue or not issue the permit. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 567 § 1, 1983].

10.64.130 Term of permit.

Except as provided herein, all trip reduction permits shall be valid for a period of one year from the date of issuance by the ~~D~~irector. The ~~d~~irector may issue a trip reduction permit which is valid for three years to any person who has continuously maintained a valid trip reduction permit for a period of two years or more. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 567 § 1, 1983].

10.64.140 Trip reduction requirements.

The granting of a trip reduction permit shall be based on satisfactory compliance with the following requirements:

A. Provide all employees on an annual basis, and all new employees upon hiring, with written information on alternative commute modes, including carpooling, vanpooling, public transit, bicycling, and walking to work. Such material shall include information on the benefits of these alternate modes and details regarding their availability to employees in commuting to the work site.

B. Provide all employees on an annual basis, and all new employees upon hiring, with commuter matching services. This service may be provided by the employer or any agency, firm, consultant, or other person.

C. Provide all employees with the services of an on-site employee transportation coordinator.

D. Provide and administer a program of preferential parking for carpool and vanpool vehicles at each work location. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 567 § 1, 1983].

10.64.150 Compliance schedule.

The requirements of this chapter shall be implemented according to the following schedule:

A. Any person who files an application with the ~~C~~eity of Rancho Cordova for a new general business license on or after January 1, 1984, shall be required to comply with the provisions of this chapter.

B. Any person who, on or after January 1, 1985, employs 500 or more persons at a common business location shall be required to comply with the provisions of this chapter.

C. Any person who, on or after January 1, 1986, employs 250 or more persons at a common business location shall be required to comply with the provisions of this chapter.

D. Any person who, on or after January 1, 1987, employs 100 or more persons at a common business location shall be required to comply with the provisions of this chapter. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 623 § 1, 1985; SCC 567 § 1, 1983].

10.64.160 Appeals.

Any person may appeal the decision of the ~~d~~irector regarding the issuance of a trip reduction permit to the Rancho Cordova ~~P~~lanning ~~C~~ommission~~City Council~~. Such appeal must be made in writing no later than 30 days from the date of written notification by the ~~d~~irector of his/her decision to issue or not to issue the permit pursuant to RCMC 10.64.120. Procedures, hearings, and final action by the ~~P~~lanning ~~C~~ommission~~City Council~~ shall be as provided in RCMC Title 23, Zoning Code. [Revised during 2008 codification; Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 567 § 1, 1983].

10.64.170 Failure to obtain permit.

Any person who, after proper notification as required herein, fails to apply for a trip reduction permit, and any person who, after making application for a trip reduction permit, employs 100 or more persons without obtaining a trip reduction permit, as required in RCMC 10.64.040, shall be in violation of this chapter. The ~~D~~irector shall notify any such person, in writing, that he/she is in violation of this chapter. The ~~D~~irector shall also notify the ~~C~~eity ~~A~~ttorney and request that appropriate legal action be initiated. [Revised during 2008 codification; Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 567 § 1, 1983].

10.64.180 Violations.

Violation of any of the provisions of this chapter constitutes a misdemeanor. Any person, firm, or corporation, whether as principal, agent, employee, or otherwise, who violates this chapter or fails to comply with any of its requirements shall, upon conviction thereof, be fined not more than \$500.00 or imprisoned for not more than six months in the county jail, or both. Each day such violation continues shall be considered a separate offense. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 567 § 1, 1983].

Chapter 10.66

REGULATION OF CRUISING

Sections:

- 10.66.010 Cruising prohibited.
- 10.66.020 Cruising defined.
- 10.66.030 Congested traffic defined.
- 10.66.040 Green light cycle defined.
- 10.66.050 Traffic-control point defined.
- 10.66.060 Warning against cruising.
- 10.66.070 Violation of this chapter.
- 10.66.080 Posting of no-cruising zones.

10.66.010 Cruising prohibited.

No person shall engage in the activity known as “cruising,” as defined in this chapter, on the public streets or highways of the City of Rancho Cordova in any area which has been posted as a no-cruising zone. [Ord. 38-2007 § 1 (Exh. 1(A)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 706 § 1, 1987].

10.66.020 Cruising defined.

For purposes of this chapter, “cruising” shall be defined as the repetitive driving of any motor vehicle past a traffic-control point in congested traffic at or near the traffic-control point. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 706 § 1, 1987].

10.66.030 Congested traffic defined.

For the purposes of this chapter, “congested traffic” means traffic on any public street or highway which is delayed to the point that:

A. Motor vehicles cannot move through a 100-yard approach corridor to an intersection controlled by a traffic light within two complete green light cycles where the delay in forward movement is due to the position of other motor vehicles; or

B. Motor vehicles cannot move through a 100-yard approach corridor to an intersection controlled by a traffic light within a five-minute period of time where the delay in forward movement is due to the position of other motor vehicles; or

C. Motor vehicles cannot readily move forward on portions of public streets or highways between intersections because traffic speed has slowed to less than five miles per hour, and the delay in movement is due to the position of other motor vehicles.

The determination that a street or highway is congested shall be made by the ranking peace officer on duty in the affected area. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 706 § 1, 1987].

10.66.040 Green light cycle defined.

For purposes of this chapter, a “green light cycle” shall mean the period commencing upon the switching of a red light to a green light through to the return of a red light. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 706 § 1, 1987].

10.66.050 Traffic-control point defined.

For purposes of this chapter, “traffic-control point” shall mean a location along a public street or highway utilized by a peace officer on duty in the affected area as an observation point in order to monitor traffic conditions for potential violations of this chapter. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 706 § 1, 1987].

10.66.060 Warning against cruising.

A peace officer may issue a written notice to any person driving any motor vehicle passing a traffic-control point that any subsequent passage past that traffic-control point within the next succeeding four hours shall be a violation of this chapter. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 706 § 1, 1987].

10.66.070 Violation of this chapter.

Any person who, after having received a written notice as described in RCMC 10.66.060, subsequently drives past the same traffic-control point within a four-hour period shall be in violation of this chapter.

The minimum penalty for a first conviction of cruising is a \$100.00 fine; for a second conviction within one year, a \$200.00 fine; for a third or subsequent conviction within one year, a \$250.00 fine. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 706 § 1, 1987].

10.66.080 Posting of no-cruising zones.

A. This chapter will be enforced in any area which has been posted as a no-cruising zone.

B. No-cruising signs shall be posted at the beginning and end of any public street or highway which is a no-cruising zone. The signs shall reference Section 21100(k) of the California Vehicle Code and this chapter. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 706 § 1, 1987].

Chapter 10.70**STREET RACING**

Sections:

- 10.70.010 Definitions.
- 10.70.020 Violation.
- 10.70.030 Relevant circumstances to prove a violation.
- 10.70.040 Nonapplicability.
- 10.70.050 Penalty for violation.

10.70.010 Definitions.

For purposes of this chapter, the following definitions shall apply:

“Preparations” for any street race or reckless driving exhibition include, but are not limited to, any of the following acts done for the purpose of the street race or reckless driving exhibition:

1. One or more motor vehicles or persons have arrived at a predetermined location;
2. One or more persons have gathered on, or adjacent to, a public street or highway, or gathered in an off-street parking facility;
3. One or more persons have impeded the free public use of a public street or highway or offstreet parking facility by acts, words or physical barriers;
4. One or more vehicles have lined up with engines running;
5. One or more drivers is revving his or her engine or spinning his or her tires; and/or
6. A person is acting as a race starter.

“Present” means a person is within 200 feet of the site of a street race or reckless driving exhibition, or within 200 feet of the site of the preparations for either of these activities.

“Reckless driving exhibition” means any exhibition of reckless driving described in Section 23103 of the California Vehicle Code.

“Spectator” means a person who is present at a street race or reckless driving exhibition, or the site of the preparations for either of these activities, for the purpose of viewing, observing, watching or witnessing either of these activities without regard to the means by which the person arrived.

“Street race” means any motor vehicle speed contest or motor vehicle exhibition of speed defined or described in Section 23109 of the California Vehicle Code. [Ord. 17-2005 § 1].

10.70.020 Violation.

A. It shall be unlawful for any person to be a spectator at a street race or reckless driving exhibition conducted on a public street or highway or offstreet parking facility.

B. It shall be unlawful for any person to be a spectator at the location of preparations for a street race or reckless driving exhibition conducted on a public street or highway or off-street parking facility.

C. Nothing in this section prohibits law enforcement officers or their agents who are acting in the course of their official duties from being spectators at a street race or reckless driving exhibition or spectators at the location of preparations for either of these activities. [Ord. 17-2005 § 1].

10.70.030 Relevant circumstances to prove a violation.

To prove a violation of this chapter, admissible evidence may include, but is not limited to, any of the following:

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- A. The time of day;
- B. The nature and description of the scene;
- C. The number of people gathered at the scene;
- D. The location of the person charged in relation to any person or group present at the scene;
- E. The number and description of motor vehicles at the scene;
- F. Whether vehicles gathered at the scene are engaged in vehicular stunts and maneuvers; and/or
- G. Whether the individual charged has previously participated in or aided and abetted in a street race. [Ord. 17-2005 § 1].

10.70.040 Nonapplicability.

This chapter does not prohibit members of law enforcement, the medical profession or any other legitimate service provider from being present at a street race or a reckless driving exhibition while in the course of their official duties. [Ord. 17-2005 § 1].

10.70.050 Penalty for violation.

A violation of this chapter shall constitute a misdemeanor. The penalty for a first violation is a \$500.00 fine or imprisonment not to exceed six months, or both. The penalty for each additional violation within one year is a \$1,000 fine or imprisonment not to exceed six months, or both. [Ord. 17-2005 § 1].

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Title 12

STREETS AND SIDEWALKS

Chapters:

- 12.01 Definitions**
- 12.03 Street Improvements**
- 12.08 Construction in Streets**
- 12.09 Street Trench Fee**
- 12.12 Obstruction of Corners**
- 12.16 House Numbers on Curbs**
- 12.20 Underground Utility Districts**
- 12.24 Street Numbering System**

Chapter 12.01

DEFINITIONS

Sections:

12.01.010	Generally.
12.01.020	Arterial.
12.01.030	City.
12.01.040	Department.
12.01.050	Director.
12.01.060	Expressway.
12.01.070	Freeway.
12.01.080	Frontage road.
12.01.090	Major addition.
12.01.100	Street, city.
12.01.110	Street improvement.
12.01.120	Thoroughfare.

12.01.010 Generally.

All words used in the singular include the plural, and the plural the singular; each gender includes the other and any tense includes the other tenses unless the context requires otherwise. “Shall” is mandatory and “may” is permissive. The word “includes” shall not limit a term to the specific examples, but is intended to extend its meaning to all other instances or circumstances of like kind or character. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 192 § 4 (part), 1975].

12.01.020 Arterial.

“Arterial” means a highway as shown on the general plan of the Ceity having a normal right of way width of 84-feet constructed consistent with City Standards for street design. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 225 § 1, 1975; SCC 192 § 4 (part), 1975].

12.01.030 City.

“City” means the city of Rancho Cordova. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 192 § 4 (part), 1975].

12.01.040 Department.

“Department” means the Department of Public Works of the Ceity. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 192 § 4 (part), 1975].

12.01.050 Director.

“Director” means the Director of the Department of Public Works or his designated representative. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 192 § 4 (part), 1975].

12.01.060 Expressway.

“Expressway” means a highway in respect to which the owners of abutting lands have no right or easement of access to or from their abutting lands or in respect to which such owners have only limited or restricted right or easement of access. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 192 § (part), 1975].

12.01.070 Freeway.

“Freeway” means a highway as established pursuant to Section 23.5 of the Streets and Highways Code. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 192 § (part), 1975].

12.01.080 Frontage road.

“Frontage road” means a street which is approximately parallel to and adjacent to a major thoroughfare, expressway, freeway, or other important traffic facility to which access is limited and which provides access to abutting properties and separation from through and fast traffic. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 192 § 4 (part), 1975].

12.01.090 Major addition.

“Major addition” includes any of the following: (A) any addition to a residential building or a structure when said addition exceeds 50 percent of the floor area of the existing building; (B) any addition to a commercial or industrial building or structure when said addition exceeds 10 percent of the floor area of the existing building or where any remodeling within such a building or structure will, in the opinion of the Director, result in increased traffic upon the public streets; or (C) where remodeling is undertaken to convert a structure from a residential use to any commercial or industrial use. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1049 § 1, 1996; SCC 311 § 1, 1977; SCC 192 § 4 (part), 1975].

12.01.100 Street, city.

A street, highway, thoroughfare, road, avenue, boulevard, alley, lane, court, circle, drive or way shall not be a City street until and unless said street has been accepted into a street or road system maintained by the City. Streets and roads in public parks, public airports, public schools and similar public grounds shall not be construed to be City streets for the purpose of this chapter. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 192 § 4 (part), 1975].

12.01.110 Street improvement.

“Street improvement” refers to such street work and utilities to be installed or agreed to be installed by a developer on land to be used for public or private streets, highways, ways and easements as are necessary for the general use of the property owners and local neighborhood traffic and drainage needs as condition precedent to the approval and acceptance of the project.

“Street improvement” also refers to such other specific improvements or type of improvements, the installation of which, either by the developer, by public agencies, by private utilities, by any other entity approved by the local agency or by a combination thereof, is necessary or convenient to ensure conformity to or implementation of the general plan of the City. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 192 § 4 (part), 1975].

12.01.120 Thoroughfare.

“Thoroughfare” means a highway as shown on the general plan of the City which has a normal right-of-way width of 110 feet. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 192 § 4 (part), 1975].

Chapter 12.03

STREET IMPROVEMENTS

Sections:

- 12.03.010 Definitions.
- 12.03.020 Requirements.
- 12.03.030 Building permits.
- 12.03.040 Appeals.
- 12.03.050 Time deferments.
- 12.03.060 Notice to install.
- 12.03.070 Security for frontage improvements.
- 12.03.080 Frontage improvement security.
- 12.03.090 Release of improvement security.
- 12.03.095 Calling of security.
- 12.03.110 Filing of plans.
- 12.03.210 Fee structure.
- 12.03.220 Payment.
- 12.03.230 Interest.

12.03.010 Definitions.

“Administrator” means the Public Works Director.

“Chief” means the chief of the building and safety department.

“Commercial property” means all property which is not residential.

“Residential property” means single-family residences and duplexes.

“Street improvement” includes, but is not limited to, streets, curbs, gutters, sidewalks, sanitary sewer facilities, storm drain facilities, water supply facilities, street lighting, and landscaping. [Ord. 38-2007 § 1 (Exh. 1(A), (H)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1049 § 3, 1996; SCC 0939 § 1, 1993; SCC 192 § 5 (part), 1975; SCC 504 § 1, 1982].

12.03.020 Requirements.

A. Street improvements shall be required in conjunction with any construction, grading, or related work, including the construction of structures, buildings, or major additions thereto, on property located adjacent to any Ceity street or on property utilizing any Ceity street for ingress and egress, except that such improvements shall be deferred as described in RCMC 12.03.050 for residential property unless:

1. Street improvements are, in the opinion of the Aadministrator, necessary for public safety; or
2. Street improvements would complete the extension of improvements already existing on either side of the subject property.

B. The design, location and specifications of necessary street improvements shall conform to the Ceity of Rancho Cordova improvement standards and standard construction specifications, as adopted by the Ceity Council, and as amended from time to time. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1049 § 3, 1996; SCC 192 § 5 (part), 1975; SCC 504 § 2, 1982].

12.03.030 Building permits.

No building permit for any structure or building or major addition to a building or structure shall be issued until a site plan has been approved by the Aadministrator which shows all street improvements. [Ord. 38-2007 § 1 (Exh. 1(H)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1049 § 3, 1996; SCC 0731 § 1, 1988; SCC 192 § 5 (part), 1975].

12.03.040 Appeals.

A. The applicant or any interested person adversely affected by any action relating to the provisions of this title may appeal the action by submitting a written notice of appeal with the Ceity Mmanager within 15 days of the date of the decision. The Ceity Mmanager or his or her designee shall conduct an informal hearing on the appeal within 15 days of receipt of the notice of appeal.

B. The applicant or any interested person may appeal the decision of the Ceity Mmanager by filing a notice of appeal with the Ceity Ceouncil within 15 days of the date of the decision. Any such notice shall be in writing, signed by the appellant under penalty of perjury. The notice shall include the following information:

1. A complete description of the factual basis for the appeal;
2. The legal basis for the appeal; and
3. The remedy sought by the appellant.

If the appeal is not filed within such time or manner, the right to a review of the action against which complaint is made shall be deemed to have been waived.

C. Not later than 30 days following the date of filing an appeal, the Ceity Ceouncil shall conduct a hearing to determine whether street improvements are required. Notice of the date set for hearing shall be mailed to the parties at least 10 calendar days prior to the hearing date.

D. At the hearing, the Ceity Ceouncil may hear any oral or documentary evidence that the appellant may offer in addition to the information in the notice of appeal, together with any oral or written information that may be submitted by Ceity representatives in support of the determination that is the subject of the appeal. [Ord. 38-2007 § 1 (Exh. 1(H)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4].

12.03.050 Time deferments.

A. The Aadministrator may defer the requirement of concurrent construction of improvements for commercial properties, or may accept a cash payment in an amount determined by the Aadministrator in lieu of improvements, if the Aadministrator determines that the character of the surrounding neighborhood and the present development thereof does not require the immediate installation and construction of the improvements required by this chapter, as of the time of the construction of the building or structures authorized by the building permit.

B. The Aadministrator may defer the requirement of concurrent construction of improvements for residential properties if the Aadministrator determines that immediate installation and construction of the improvements required by this chapter are not required due to the following:

1. A street design has not been defined for the street on which the subject property is situated;
2. Improvements are installed on less than 50 percent of the public street frontage within a one-quarter mile radius of the proposed new structure(s) or major addition(s); or
3. The cost to install street improvements (including but not limited to grading improvements, landscaping and public utility relocation) would be equal to or greater than 20 percent of the fair market value of the proposed new structure(s) or major addition(s). The property owner has the burden of proof as to the cost of installation.

C. For both commercial and residential properties, the deferral shall not be effective until such time as the owner of the property enters into a deferred improvement agreement with the Ceity. The Aadministrator shall be authorized to execute the agreement on behalf of the Ceity and shall be the agent of the Ceity to perform all acts required of the Ceity respecting the agreement, or its performance, completion or release. The agreement shall be in a form approved by the Ceity Attorney and shall provide all of the following:

1. That the owner install the improvements at his or her own cost;

2. That installation shall occur at such time as the Administrator determines at his or her sole discretion that the character of the surrounding neighborhood and the development thereof require the installation of the improvements;

3. That if the City is required to install the improvements, all costs thereof shall be borne by the owner, shall be paid immediately and shall be a lien upon the property; except that, in cases of undue hardship as determined by the Administrator, the Administrator shall accept a promissory note and deed of trust in lieu of immediate payment; and

4. Such other provisions as in the opinion of the Administrator and City Attorney are administratively necessary or convenient to carry out the purpose and intent of this chapter. [Revised during 2008 codification; Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1049 § 3, 1996; SCC 0796 § 1, 1990].

12.03.060 Notice to install.

When the Administrator determines pursuant to RCMC 12.03.050 that the installation of the improvements is required, he or she shall give 30 days' notice in writing to the owner or his or her successor in interest to install the required improvements. When the Administrator requires the installation of the improvements, the owner or his or her successor in interest shall comply with the provisions of this chapter relating to the approval of improvement plans for the required improvements. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1049 § 3, 1996].

12.03.070 Security for frontage improvements.

This chapter applies to frontage improvements which are required on the approved plans and which are not covered by the Subdivision Map Act (Division 2, Title 7 of the Government Code) and RCMC Title 22. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1049 § 3, 1996].

12.03.080 Frontage improvement security.

A security in the amount of 100 percent of the total estimated costs of the frontage improvements will be required for all projects to guarantee and warranty that the frontage improvements are completed in a timely manner and in accordance with the approved plans and the City's improvement standards. The security shall guarantee and warranty the work for one year following its completion and acceptance against defective work, labor or materials. The estimate of frontage improvement costs will be approved by the Administrator. The security shall be implemented by means of a frontage improvement agreement between the owner and the City. This agreement shall be executed in behalf of the City by the Administrator. The security shall be in the form of a performance bond or other security acceptable to the Administrator. The security and agreement shall be provided to the City prior to improvement plan approval. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1049 § 3, 1996].

12.03.090 Release of improvement security.

The security furnished by the owner shall be released by the administrator upon satisfactory completion of the frontage improvement work. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1049 § 3, 1996].

12.03.095 Calling of security.

In the event that the frontage improvements are not completed in a timely manner, or if the facilities are occupied before the improvements are complete, or if the project is suspended, or if the facilities are left in a condition that is detrimental to the public health and safety, the city may take action to complete the project or to collect unpaid fees and costs by calling the security. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1049 § 3, 1996].

12.03.110 Filing of plans.

Plans for all required improvements, as well as for all additional improvements to be installed in, over or under any existing or proposed right-of-way, easement or parcel, shall be filed with the Administrator for ~~checking~~review.

A. Plans shall be subject to approval by the Administrator prior to the issuance of a building permit for subdivisions and developments not requiring submission of a final subdivision map in accordance with the provisions of RCMC Title 22.

B. The construction of all such improvements as may be approved by the Administrator are subject to his or her inspection to assure compliance with City requirements. The Administrator shall have full jurisdiction over the

inspection of all such construction. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1049 § 3, 1996; SCC 192 § 5 (part), 1975].

12.03.210 Fee structure.

A fee shall be paid to the Ceity for plan checking, inspection, material testing services and other services performed, or authorized to be performed, by the Aadministrator. The fee for all on-site and off-site improvement plans shall be the direct cost incurred by the Ceity based on the hourly rate of personnel. This hourly rate shall include all overhead costs. The fee shall include a processing fee equal to one hour's time of appropriate personnel involved, as well as one-year follow-up inspection fee equal to five hours' time of the appropriate personnel involved, rounded to the nearest dollar. [Ord. 38-2007 § 1 (Exh. 1(H)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1147 § 1, 1999; SCC 1049 § 3, 1996; SCC 0792 § 2, 1990; SCC 361 § 1, 1978; SCC 192 § 5 (part), 1975; SCC 464 § 1, 1981].

12.03.220 Payment.

A minimum deposit of \$750.00 shall be paid by the applicant upon submittal of the improvement plans. The balance of the fees charged under RCMC 12.03.210 shall be paid prior to final acceptance of the construction by the Aadministrator. In the event the actual total charges do not exceed the minimum deposit amount, the Ceity shall reimburse the payer the difference between the deposit amount and the actual total charges. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1049 § 3, 1996; SCC 0827 § 1, 1991; SCC 0792 § 3, 1990; SCC 361 § 2, 1978; SCC 329 § 1, 1978; SCC 192 § 5 (part), 1975; SCC 464 § 2, 1981].

12.03.230 Interest.

Interest of one and one-half percent per accounting period (28-day cycle) compounded each accounting period shall be added to the unpaid balance due to any account payable under RCMC 12.03.220 for any unpaid balance on the account which was not paid within 28 days of the date it was billed. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1049 § 3, 1996; SCC 0792 § 4, 1990; SCC 329 § 2, 1978].

Chapter 12.08

CONSTRUCTION IN STREETS

Sections:

12.08.005	Title.
12.08.010	Definitions.
12.08.020	Permit required.
12.08.030	Permit fees.
12.08.040	Filing of plan.
12.08.050	Compliance with permits.
12.08.060	Refilling upon completion.
12.08.070	Deposit.
12.08.080	Waiver of deposit.
12.08.090	General deposit.
12.08.100	Refusal to refill excavation.
12.08.110	Exemptions.
12.08.120	Permit nontransferable.
12.08.130	Emergency excavation.
12.08.140	City liability.
12.08.150	Abatement proceedings.
12.08.160	Penalty and cost of enforcement.

12.08.005 Title.

This chapter shall be known as the construction in streets ordinance. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1101 § 2, 1998].

12.08.010 Definitions.

For purposes of this chapter, “obstruction” shall be defined as any activity or structure, temporary or permanent, encroaching into the road right-of-way excepting utility poles or pole lines placed upon the unimproved portion of the highway.

For purposes of this chapter, “person” includes any individual, firm, partnership, association, corporation, public district or other political subdivision.

For purposes of this chapter, “Road Commissioner” means the Public Works Director. [Ord. 38-2007 § 1 (Exh. 1(H)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1101 § 2, 1998; SCC 421 § 1, 1952].

12.08.020 Permit required.

It is unlawful for any person to lay, construct or maintain any pipes, drain, or conduit across, along or on any street, road or highway in the City, or to make any excavation or cut or obstruction therein for such purposes without first obtaining a permit from the Road Commissioner to do so in the manner herein provided. Every applicant shall state in detail the following information:

A. The location, dimension, purpose, extent and nature thereof;

B. The time during which it is estimated that the excavation or obstruction will exist;

C. Such other information as may be required by the Road Commissioner. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1101 § 2, 1998; SCC 421 § 2, 1952].

12.08.030 Permit fees.

A minimum processing fee of \$75.00 or such other amount as may be established by resolution of the City Council shall be paid for permits prior to permit issuance, except where a continuous billing account has been established. Additional costs incurred by the Rancho Cordova Public Works Department for processing and inspection shall be billed to the permittee on a time and material basis, based upon the prevailing Public Works

Department rates in effect at the time of permit processing. [Ord. 38-2007 § 1 (Exh. 1(H)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1101 § 2, 1998; SCC 421 § 3, 1952].

12.08.040 Filing of plan.

Every applicant for a permit hereunder shall file with the application a plan showing the street or highway in which the proposed excavation will be made, together with the approximate locations and dimensions of the proposed excavations or obstructions. When excavations are made for service connections or for the repair of trouble in conduits or other pipes, or for culverts or drainage pipes under driveways, the Road Commissioner may waive the filing of a plan. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1101 § 2, 1998; SCC 421 § 4, 1952].

12.08.050 Compliance with permits.

Any act done under the authority of a written permit issued pursuant to the provisions of this chapter shall be done in accordance with the terms and conditions of such permit. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1101 § 2, 1998; SCC 421 § 5, 1952].

12.08.060 Refilling upon completion.

Immediately upon completion of the work necessitating the excavation or obstruction permitted by the permit issued hereunder, the permittee shall, at his or her own cost and expense, promptly and in a workmanlike manner refill the excavation or remove the obstruction. All excavations shall be refilled in a manner consistent with then-applicable City standard specifications and the specific terms and conditions contained in the permit. Upon completion of the refilling of the excavation, the Road Commissioner shall require the permittee to resurface that portion of the street or highway damaged by the permittee's excavation or obstruction. The resurfacing shall be done in accordance with the standard specifications prescribed by the City Council for the repair and resurfacing of City streets. [Ord. 38-2007 § 1 (Exh. 1(H)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1101 § 2, 1998; SCC 421 § 6, 1952].

12.08.070 Deposit.

Except as hereinafter provided, the Road Commissioner shall require the applicant to deposit a sum of money sufficient in the opinion of the Road Commissioner to cover the total cost of refilling any excavation and proper restoration of the highway as required hereunder. If the work of refilling the excavation is in accordance with the requirements of RCMC 12.08.060 and the restoration of the highway is completed in accordance with the standards herein prescribed, the deposit shall be returned to the permittee at the expiration of 180 days from the completion of work. If during such time the refilled excavation settles, or if the resurfacing or restoration of the highway disintegrates or develops ruts or holes, the Road Commissioner shall require the permittee to repair or resurface the highway to eliminate all ruts and holes therein. If the permittee fails or refuses to do such work, the Road Commissioner shall do the work required, and pay the cost thereof out of the deposit. If the deposit is insufficient for this purpose the deficiency shall be charged to the permittee. If the permittee fails or refuses to pay such a deficiency upon demand, the City may recover the same by an action in any court of competent jurisdiction. Until the deficiency is paid in full no new permits shall be issued to such permittee. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1101 § 2, 1998; SCC 421 § 7, 1952].

12.08.080 Waiver of deposit.

The Road Commissioner may waive a special deposit whenever in his or her opinion the proposed excavation or obstruction is of a minor nature or other suitable security is provided. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1101 § 2, 1998; SCC 421 § 8, 1952].

12.08.090 General deposit.

In lieu of making a special deposit required by RCMC 12.08.070, the applicant may make and maintain with the Road Commissioner a general deposit in an amount estimated by the Road Commissioner to be sufficient to pay for the cost of any expected repairs occasioned by any excavation or obstruction authorized by any permit issued hereunder to the applicant, but not to exceed \$25,000. The general deposit shall be held and used for the same purposes as the special deposit required herein. The deposit shall be a corporate surety bond or other corporate bond acceptable to the road commissioner, cash, certified check or cashier's check payable to the City; provided, however, the maintenance of a general deposit does not relieve an applicant from making application for every proposed excavation or obstruction, but more than one proposed excavation or obstruction may be included in one application. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1101 § 2, 1998; SCC 421 § 9, 1952].

12.08.100 Refusal to refill excavation.

If the permittee fails or refuses to refill any excavation as required by RCMC 12.08.060 or remove any obstruction which he or she has placed upon the highway or fails and refuses to restore or resurface that portion of the surface of the highway damaged by him or her in accordance with the standards herein prescribed, the Road Commissioner may do such refilling and resurfacing and pay the cost thereof out of the deposit made by the permittee. The deposit shall also be used to maintain the work for a period of 180 days after completion thereof. If the amount of the deposit is not sufficient to cover the cost of the work and the maintenance thereof, the deficiency shall be charged to the permittee. If the permittee fails or refuses to pay the deficiency upon demand, the City may recover the same by an action in any court of competent jurisdiction. Until the deficiency is paid in full no new permits shall be issued to such permittee. In lieu of such deductions the Road Commissioner may bill such person for the amount owed by him or her to the City. If such amount is not paid within 15 days of the rendition of the bill, the Road Commissioner may deduct the amount from the general deposit as herein provided. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1101 § 2, 1998; SCC 421 § 10, 1952].

12.08.110 Exemptions.

No deposit shall be required of any public district, public utility, or political subdivision (as provided in Section 1468 of the California Streets and Highways Code) which is authorized by law to establish or maintain works or facilities in, under or over any public highway, nor shall the application of any such governmental unit be denied except as hereinafter provided. Every such applicant shall be entitled as a matter of right to a permit but shall otherwise be subject to the provisions of this chapter. The Road Commissioner shall have the right to deny a permit to such applicant where the applicant has failed to comply with the provisions of this chapter relating to the refilling of excavations, removing or relocating obstructions or the resurfacing or restoration of any highway, and the maintenance thereof, under any previous permit. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1101 § 2, 1998; SCC 421 § 11, 1952].

12.08.120 Permit nontransferable.

All permits issued hereunder shall be nontransferable and the work authorized by the permit must commence within 30 days of issuance thereof, and must be completed within the time estimated in the application. The Road Commissioner may grant a reasonable extension when the work has been unavoidably delayed without fault of the permittee. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1101 § 2, 1998; SCC 421 § 12, 1952].

12.08.130 Emergency excavation.

Nothing herein contained shall prohibit any person from making such excavation as may be necessary for the preservation of life or property when such necessity arises if the person making the excavation promptly notifies the Road Commissioner of any such action. Any person making such excavation shall refill the excavation in accordance with the standards prescribed by this chapter that would be applicable if a permit was received. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1101 § 2, 1998; SCC 421 § 13, 1952].

12.08.140 City liability.

The issuance of a permit hereunder shall not be construed as imposing any liability upon the City or upon any of its officers or employees by reason of damage or injury to persons or property resulting from any excavation or obstruction authorized by the permit. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1101 § 2, 1998].

12.08.150 Abatement proceedings.

Any activity contrary to the provisions of this chapter or contrary to an encroachment permit or the terms or conditions imposed therein is unlawful and a public nuisance, and the Road Commissioner is authorized to commence in the name of the city actions or proceedings for the abatement and removal and enjoining thereof in the manner provided by law, and shall take such other steps and shall apply to such court or courts as may have jurisdiction to grant such relief as will abate and remove such operation and restrain and enjoin any person, firm or corporation from so operating. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1101 § 2, 1998].

12.08.160 Penalty and cost of enforcement.

A. Any person violating the provisions of this chapter or any encroachment permit issued pursuant to this chapter is guilty of a misdemeanor.

B. In addition to any other remedies available at law, any person violating the provisions of this chapter or any encroachment permit issued pursuant to this chapter shall be liable to the Ceity for all expenses and damages caused by any such violation.

C. 1. In addition to any other remedies provided by this chapter or state law, there are hereby imposed the following administrative civil penalties for each violation of this chapter or the terms and conditions of any encroachment permit issued pursuant to this chapter:

a. Any person initiating work within the public road right-of-way without obtaining an encroachment permit shall be subject to and responsible for a fine in the amount of \$2,500 for a first violation, \$5,000 for a second violation, or \$10,000 for a third or subsequent violation.

b. Any person in possession of a valid encroachment permit that initiates work within the public road right-of-way, but fails to provide notification for inspection as required by the permit, shall be subject to and responsible for a fine in the amount of \$1,000 for a first violation, \$2,500 for a second violation, or \$5,000 for a third or subsequent violation.

2. Whenever the Road Ceommissioner determines that an encroachment violates the provisions of this chapter, or the terms and conditions of any encroachment permit issued pursuant to this chapter, the road commissioner shall give written notice of such violation to the alleged violator. The notice shall include the following information:

a. The street address, legal description or other description sufficient to identify the affected property.

b. The penalty imposed as a result of such violation.

c. A statement that the party affected may file a written request for hearing with the Road Ceommissioner if it objects to imposition of the penalty.

d. A statement that the penalty imposed shall be enforced if the party fails to file a timely written request for a hearing.

3. Notice of any administrative civil penalty shall be served either personally or by mailing a copy of such notice by certified mail, postage prepaid, return receipt requested, to the alleged violator. Service shall be effective for all purposes upon receipt if personally served, or within five days of mailing as herein provided. Proof of service of the notice shall be certified at the time of service by a written declaration under penalty of perjury executed by the person effecting service, declaring the time, date, and manner in which service was made. The declaration, together with any receipt card returned in acknowledgment of receipt by certified mail, shall be affixed to the copy of the notice retained by the Road Ceommissioner. The failure of a party to receive such notice shall not affect in any manner the validity of any proceedings taken pursuant to this chapter.

4. a. A written request for a hearing must be received by the Road Ceommissioner within seven days of the effective date of service of the notice. The Road Ceommissioner shall set a time and date for the hearing and notify the party requesting the hearing in writing of the time, date and place of the hearing. The hearing shall be before a hearing officer designated by the Road Ceommissioner.

b. The hearing shall be held at the earliest administratively convenient date, taking into consideration the availability of counsel and witnesses. Notice of the date set for hearing shall be mailed to the parties at least 10 calendar days prior to the hearing date. The alleged violator shall be entitled to appear personally, produce evidence, and be represented by counsel. At the hearing, the county shall have the burden of going forward first with evidence in support of the allegations contained in the order imposing penalties and shall have the burden of establishing the facts by a preponderance of the evidence. The hearing officer may administer oaths and take official notice of facts as authorized by law.

c. Oral evidence shall be taken only on oath or affirmation.

d. Each party shall have the following rights: to call and examine witnesses; to introduce exhibits; to cross-examine opposing witnesses on any matter relevant to the issues even though that matter was not

covered in the direct examination; to impeach any witness regardless of which party first called him or her to testify; and to rebut the evidence against it.

e. The hearing need not be conducted according to technical rules relating to evidence and witnesses. Any relevant evidence shall be admitted if it is the sort of evidence on which responsible persons are accustomed to rely in the conduct of serious affairs, regardless of the existence of any common law or statutory rule which might make improper the admission of such evidence over objection in civil actions. Hearsay evidence may be used for the purpose of supplementing or explaining other evidence but shall not be sufficient in itself to support a finding unless it would be admissible over objection in civil actions. The rules of privilege shall be effective to the extent that they are otherwise required by statute to be recognized at the hearing, and irrelevant and unduly repetitious evidence shall be excluded.

f. The order of the hearing officer shall be in writing resolving the essential issues raised and confirming, amending or rejecting the administrative civil penalty imposed by the ~~R~~oad ~~C~~ommissioner. Procedures concerning notice and service thereof shall be as provided herein.

5. The manner of contesting the final order of the hearing officer concerning any administrative civil penalty is governed by Section 53069.4 of the Government Code, or any successor provision thereto. A copy of the notice of appeal authorized by Section 53069.4 of the Government Code shall be served upon the ~~clerk of the city-~~
~~council~~City Clerk.

D. Each party violating any provision of this chapter or any encroachment permit issued pursuant to this chapter shall be guilty of a separate offense for each and every day on which any such violation is committed, continued, or permitted by any such person.

E. In addition to any penalty, sanction, fine or imprisonment, any person violating the provisions of this chapter or any encroachment permit issued pursuant to this chapter shall be required to pay any and all expenses of enforcement, including those costs necessary to inspect, remove and/or correct the violation. In addition to all remedies herein contained, the ~~C~~eity may pursue all reasonable and legal means in collecting those sums authorized and due. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1101 § 2, 1998].

Chapter 12.09

STREET TRENCH FEE

Sections:

- 12.09.010 Title.
- 12.09.020 Definitions.
- 12.09.030 Trench restoration fee.
- 12.09.040 Establishment of fund.
- 12.09.050 Relocation of utilities required by city.
- 12.09.060 Permit violations.
- 12.09.070 Pavement condition index ratings.
- 12.09.080 Pavement life performance warranty.
- 12.09.090 Repair of sunken pavement over excavation.
- 12.09.100 Publicly bid city plans, field changes and blanket permits.
- 12.09.110 Coordination of excavations.
- 12.09.120 Moratorium.
- 12.09.130 Excavation within moratorium period.
- 12.09.140 Joint excavation.
- 12.09.150 Nontransferability of pavement life warranty.
- 12.09.160 Appeal.
- 12.09.170 Severability.

12.09.010 Title.

This chapter shall be known as the street trench fee ordinance. [Ord. 17-2006 § 1; Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4].

12.09.020 Definitions.

For purposes of this chapter, the following definitions apply:

“Applicant” shall mean any owner who has submitted an application for a permit to excavate.

“Chapter” shall mean Chapter 12.09 RCMC.

“City” shall mean the Ceity of Rancho Cordova.

“City street” shall mean any public highway, road, street, avenue, alley, lane, drive, way, place, court or trail which has been accepted, or is hereafter accepted, by the Ceity of Rancho Cordova into the city road system pursuant to Section 1806 of the California Streets and Highways Code.

“Department” shall mean the Public Works Department.

“Director” shall mean the Public Works Director or his or her designee.

“Excavation” shall mean any opening in the paved surface or subsurface of the public right-of-way.

“Facility” or “facilities” shall mean any and all cables, cabinets, ducts, conduits, converters, equipment, drains, handholds, manholes, pipes, pipelines, splice boxes, surface location markers, tunnels, utilities, vaults, wells, and other appurtenances or tangible things that are located or are proposed to be located in the public right-of-way.

“Owner” shall mean any person, including any agency, department, or subdivision of the Ceity, who owns any facility or facilities that are or are proposed to be installed or maintained in the public right-of-way.

“Permit” or “permit to excavate” shall mean a permit to perform an excavation as it has been approved or may be amended or renewed by the Department.

“Person” shall mean any natural person, corporation, partnership, or any governmental agency, department, or subdivision of the county, or the state of California, or the United States of America.

“Public right-of-way” shall mean the paved area across, along, beneath, in, on, over, under, upon, and within the Ccity streets, as they now exist or hereafter will exist and which are or will be under the permitting jurisdiction of the Public Works Department.

“Resurfacing” shall mean any repaving, overlay, seal or reconstruction which constructs a new pavement surface of greater than one inch thickness over the entire width of the street, excluding crack seals, not including micropaving, Class 1 to 3 slurry seals, cape seals, and chip seals.

“Trench influence area” shall mean an area three feet adjacent to the trench where the excavation occurs for trenches with four feet or greater of cover over the utility facility from the paved surface, and one and one-half feet adjacent to the trench where the excavation occurs for trenches with less than four feet of cover over the utility facility from the paved surface. [Ord. 17-2006 § 1; Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4].

12.09.030 Trench restoration fee.

At the time any permit is issued, improvement plan approved, or work performed that causes an excavation of a paved city street, the applicant shall pay a trench restoration fee in addition to the fee required by the encroachment permit or other administrative fees. The fee shall be in the amount set forth on the trench cut fee schedule established by resolution of the Ccity Council. A trench restoration fee shall not be required for the following excavations:

A. In a Ccity street that the Ccity has scheduled for resurfacing either during the fiscal year (July 1st through June 30th) when the excavation permit is issued or during the immediately following fiscal year;

B. In a Ccity street where the pavement condition index (PCI), as defined by the Ccity’s pavement management system, is less than 25 on the date the excavation permit is issued;

C. For work performed by and for the Ccity Public Works Department;

D. For potholing to verify utility depth or location;

E. Where work will include resurfacing of all or a significant portion of the Ccity street where the excavation is made; provided, that the Director approves the resurfacing;

F. Made for a utility relocation required by the Ccity to accommodate a proper governmental use of a Ccity street;

G. For owners possessing a valid pavement life performance warranty agreement with the Ccity as set forth in RCMC 12.09.080;

H. Trenchless excavations greater than three feet in depth of cover over the utility facility not requiring a significant surface incision greater than industry bore pit standards may be excluded at the discretion of the Director. [Ord. 6-2010 § 7; Ord. 17-2006 § 1; Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4].

12.09.040 Establishment of fund.

All monies paid to the Ccity pursuant to RCMC 12.09.030 shall be deposited in a special fund or funds and shall be expended only for the resurfacing, maintenance, administration, and protection of Ccity streets where excavation has occurred after the effective date of adoption of the ordinance codified in this chapter. [Ord. 17-2006 § 1; Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4].

12.09.050 Relocation of utilities required by Ccity.

No fee or requirement authorized or imposed pursuant to this chapter shall be construed to affect or alter in any way any obligation of public and private utilities with facilities installed in any Ccity street to relocate the facilities at no cost to the Ccity, in the event that relocation is required by the Ccity to accommodate a proper governmental use of the Ccity street. [Ord. 17-2006 § 1; Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4].

12.09.060 Permit violations.

No person who has violated any provision of this chapter shall be issued an excavation permit, nor shall any contractor or agent apply for or be issued an excavation permit on such person's behalf, until the outstanding violation is corrected or a plan for correction is approved by the director. The foregoing requirement is in addition to any penalty or remedy for violation that may be imposed or sought by the Ceity at law or equity. [Ord. 17-2006 § 1; Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4].

12.09.070 Pavement condition index ratings.

The Ceity shall perform periodic pavement condition surveys of all Ceity streets and determine the pavement condition index (PCI) rating for each street. A PCI rating shall be assigned to discrete blocks of a street. The PCI report shall be made available for public review at the permit counter. [Ord. 17-2006 § 1; Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4].

12.09.080 Pavement life performance warranty.

In lieu of paying a trench restoration fee required by RCMC 12.09.030, an owner who has a valid franchise agreement with the Ceity or is statutorily exempt from franchise requirements shall provide a written pavement life performance warranty in a form acceptable to the Ceity. The warranty shall provide that in the event that subsurface material or pavement over or within the trench influence area becomes depressed, broken, or otherwise fails at any time after the excavation has been completed until such time as the street surface is completely resurfaced with a structural overlay, the owner who performed the trench cut shall repair or restore such condition pursuant to the procedure set forth in RCMC 12.09.090. In the event that an owner who has a valid franchise agreement with the Ceity or is statutorily exempt from franchise requirements fails or refuses to provide a written pavement life performance warranty, such owner shall pay the trench restoration fee set forth in the fee schedule adopted by resolution of Ceity Ceouncil. [Ord. 6-2010 § 8; Ord. 17-2006 § 1; Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4].

12.09.090 Repair of sunken pavement over excavation.

If the subsurface material or pavement over or within the trench influence area becomes depressed or broken at any time within two years after the excavation has been completed and accepted and before resurfacing of the Ceity street, where the owner has paid a trench restoration fee pursuant to RCMC 12.09.030, or at any time prior to such time as the street surface is completely resurfaced with a structural overlay, where the owner has provided a pavement life performance warranty pursuant to RCMC 12.09.080, the owner shall, upon written notice from the director, immediately inspect the depressed or broken area to ascertain the cause of the failure. The owner shall make repairs to the installation or backfill and have the pavement restored in the manner and within the time period specified by the Ddirector. Additional inspection permit fees may be imposed as appropriate. A trench restoration fee shall not be charged for work performed under this section. If the pavement is not restored as specified by the Ddirector, unless delayed by conditions beyond the owner's control, the Ddirector may cause the work to be done after giving the owner 24 hours' final notice. The cost thereof, including any inspection costs and administrative overhead incurred by the Ceity, shall be assessed against the owner. The owner shall remain responsible for any future repairs of that portion of pavement over the excavation that was repaired by the Ceity for a period of two years, where the owner has paid a trench restoration fee pursuant to RCMC 12.09.030, or at any time prior to such time as the street surface is completely resurfaced with a structural overlay, where the owner has provided a pavement life performance warranty pursuant to RCMC 12.09.080. [Ord. 17-2006 § 1; Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4].

12.09.100 Publicly bid city plans, field changes and blanket permits.

Publicly bid city plans, field changes that alter the square footage of the trench surface area and blanket permits issued by the Ddirector to any owner to make excavations for utility service connections, for the location of trouble in utility conduits or pipes and for making repairs thereto, or for emergency purposes shall be subject to all fees and requirements of this chapter. The owner shall report the amount of excavation to the permit counter and pay the required fees. Failure to report the excavation and pay the required fees shall be considered a permit violation pursuant to RCMC 12.09.060. [Ord. 17-2006 § 1; Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4].

12.09.110 Coordination of excavations.

Any owner installing facilities providing water, sewer, storm water drainage, gas, electric, communication, video or other utility services in city streets shall participate in the American Public Works Association ("APWA") Utility Committee and prepare a utility master plan, in a format specified by the APWA Utility Committee, that shows all of the owner's planned major utility work in city streets for the upcoming year. Prior to applying for an excavation

permit, any owner planning to excavate in Ccity streets shall coordinate, to the extent practicable, with other owners to minimize damage to, and avoid undue disruption and interference with, the public use of Ccity streets. [Ord. 17-2006 § 1; Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4].

12.09.120 Moratorium.

Excavation in newly renovated Ccity streets is prohibited for five years after filing of a notice of completion or acceptance of a new street or structural overlay of an entire street except as follows:

A. Emergency which endangers life or property.

B. Repair or modification to prevent interruption of essential utility service.

C. Relocation work that is mandated by Ccity, county, state or federal legislation.

D. Service for buildings where no other reasonable means of providing service exists, as determined by the Director.

E. In a Ccity street that the Ccity has scheduled for resurfacing either during the fiscal year (July 1st through June 30th) when the excavation permit is issued or during the immediately following fiscal year and the work takes place prior to the resurfacing.

F. For potholing to verify utility depth or location.

G. Trenchless excavations greater than three feet in depth of cover over the utility facility not requiring a significant surface incision greater than industry bore pit standards may be allowed at the discretion of the Director.

H. Other situations deemed by the Director to be in the best interest of the general public. [Ord. 17-2006 § 1; Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4].

12.09.130 Excavation within moratorium period.

Where a permit is issued to excavate during the five-year period after filing of a notice of completion or acceptance of a new street or structural overlay of an entire street, payment of the trench restoration fee in the fee schedule adopted by resolution of the Ccity Council will be required regardless of whether the owner has executed a pavement life performance warranty. [Ord. 6-2010 § 9; Ord. 17-2006 § 1; Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4].

12.09.140 Joint excavation.

Whenever applicants propose major work in the same block, the department shall condition permits for such work in a manner that maximizes coordination and minimizes the total period of construction. Such work may be conditioned to require the applicants to participate in a single excavation and pay their pro rata share of the work. Applicants may seek a waiver of the joint excavation requirements with respect to a particular excavation. Within 30 calendar days of receipt of a written request for a waiver, the Director shall render a decision upon such a request, taking into account the impact of the proposed excavation on the neighborhood, the applicant's need to provide services to a property or area, facilitating the deployment of new technology as directed pursuant to official Ccity policy, and the public health, safety, welfare, and convenience. [Ord. 17-2006 § 1; Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4].

12.09.150 Nontransferability of pavement life warranty.

Pavement life warranty agreements are not transferable or assignable. [Ord. 17-2006 § 1; Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4].

12.09.160 Appeal.

A person directly and adversely affected by a decision made by the Director pursuant to the provisions of this chapter may appeal the Director's decision by filing a written notice of appeal with the Ccity Manager no later than 10 working days after receiving notice of the Director's decision. The notice of appeal shall set forth the name, mailing address, and telephone number of the person appealing. The notice of appeal shall include or attach a statement describing the action being appealed, setting forth the grounds for the appeal, and describing the action requested of the Ccity Manager. The scope of the appeal shall be limited to the grounds specified in the notice of

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appeal. No later than 30 days after the filing of a timely notice of appeal, the Ceity Manager shall render a decision on the appeal. The Ceity Manager's decision may affirm, reverse or modify the decision appealed. A copy of the Ceity Manager's decision shall be provided to the person appealing at the address shown on the notice of appeal. The Ceity Manager's decision shall be final. [Ord. 17-2006 § 1; Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4].

12.09.170 Severability.

Should any part of this chapter be declared invalid by a court of competent jurisdiction, the remaining provisions of this chapter shall remain in force and effect. [Ord. 17-2006 § 1; Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4].

Chapter 12.12

OBSTRUCTION OF CORNERS

Sections:

- 12.12.010 Obstructions at public street intersections and intersection elbows.
- 12.12.020 Obstructions at private driveways and public streets.
- 12.12.030 Street right-of-way line defined.
- 12.12.040 Exceptions.
- 12.12.050 Enforcement.
- 12.12.060 Scope.

12.12.010 Obstructions at public street intersections and intersection elbows.

It is unlawful to install, set out or maintain or to allow the installation, setting out or maintenance on property at any corner formed by intersecting streets or intersection elbows within the City of Rancho Cordova any sign, hedge, shrubbery, natural growth, fence or other obstruction to the view, higher than two feet, six inches above either the nearest pavement surface or the nearest traveled roadway (where there is no pavement) within that triangular area between the street right-of-way lines and a diagonal line joining points on the street right-of-way lines 20 feet from the point of their intersection or, in the case of rounded corners, the triangular area between the tangents to the curve and a diagonal line joining points on the tangent 20 feet from the point of their intersection. In the case of intersection elbows, 40-foot lengths instead of 20-foot lengths are applicable. The tangents referred to are those at the beginning and at the end of the curve at the corner. [Ord. 38-2007 § 1 (Exh. 1(A)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 0777 § 1, 1989, SCC 399 § 1, 1979; SCC 785 § 1, 1962].

12.12.020 Obstructions at private driveways and public streets.

It is unlawful to set out, install or maintain, or to allow the setting out, installation, or maintenance of any sign, hedge, structure, natural growth, fence, or other obstruction to the view higher than two feet, six inches above the nearest pavement surface (or traveled area where no pavement exists) on property adjacent to any private road or driveway intersecting a public street, within a triangular area formed by the edge of the driveway, the street right-of-way line, and a line connecting two points, one of which is on the right-of-way line 10 feet from the edge of the driveway, and the other of which is on the edge of the driveway 10 feet back of the right-of-way line measured perpendicular to the right-of-way line in a direction away from the street. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 399 § 2, 1979; SCC 1045 § 1, 1969; SCC 785 § 2, 1962].

12.12.030 Street right-of-way line defined.

Where the street right-of-way line is nearer to the centerline of the street than any existing sidewalk, the street right-of-way line shall be assumed to be coincidental with the back edge of the sidewalk for determining the triangular area for which this chapter controls obstructions to visibility. Where there is no sidewalk but the street right-of-way line is nearer to the centerline of the highway than any existing curb and gutter, the street right-of-way line shall be assumed to be coincidental with the back edge of the curb and gutter for determining the triangular area for which this chapter controls obstructions to visibility. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 785 § 3, 1962].

12.12.040 Exceptions.

The foregoing provisions shall not apply to the following:

- A. Permanent buildings;
- B. Public utility poles;
- C. Trees trimmed to the trunk so as to provide a clear open space between pavement grade and a plane six feet higher, pavement grade being defined as either:
 - 1. The nearest pavement surface; or

2. The nearest traveled roadway (where there is no pavement);

D. Saplings;

E. Fences of a type which in no way obstruct vision;

F. Supporting members of appurtenances to permanent buildings existing on October 31, 1962;

G. Official signs or signals;

H. Places where the contour of the ground is such that there can be no cross-visibility at the intersection;

I. Signs mounted so as to provide a clear, open space (except for supporting members) of 10 feet or more above the ground and whose supports do not constitute an obstruction as defined in RCMC 12.12.020;

J. Fences as may be required by the Federal Housing Administration or other home mortgage lending agency within subdivision corner lots as defined in RCMC Title 22, which have rear yards contiguous to a highway designated by the Department of ~~public~~ Public Works as a major highway with 100 feet of right-of-way, or designated by the Department of Public Works as a major arterial with 80 feet of right-of-way or a frontage road;

K. Any passenger motor vehicle not to exceed six feet in height parked either temporarily or on display for sale on property zoned other than residential single-family, residential multiple-family or on other residential property. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 811 § 1 (part), 1963; SCC 785 § 4, 1962].

12.12.050 Enforcement.

A. This chapter shall be enforced by the Department of ~~P~~ublic ~~W~~orks of the ~~C~~eity. The ~~D~~irector of the Department of ~~P~~ublic ~~W~~orks or his authorized representative may investigate violations of this chapter, give such notices as may be required to carry out this chapter, and perform such other duties in connection with the enforcement of this chapter as may be appropriate.

B. Remedies. Any obstruction maintained in violation of this chapter may be deemed a public nuisance, and upon failure to abate the same within 15 days after posting upon the premises of a notice to abate the nuisance signed by the public works director, or his authorized representative, and after sending a copy of the notice to abate by registered mail addressed to the owner of record, as shown on the most recent assessment roll of the ~~C~~eounty of Sacramento, to the address as shown on the assessment roll, the director, or his authorized representative, may enter upon the premises and remove or eliminate the obstruction. In such event, the cost to the ~~C~~eity of the abatement of the nuisance shall be a lien upon the premises. The cost of such abatement shall, in addition, be a personal obligation against the owner of the premises upon which the nuisance was maintained, recoverable by the ~~C~~eity in an action before any court of competent jurisdiction. [Ord. 38-2007 § 1 (Exh. 1(H)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 0777 § 2, 1989; SCC 785 § 5, 1962].

12.12.060 Scope.

No obstruction to cross-visibility shall be deemed to be excepted from the application of this chapter because of its being in existence at the time of the adoption hereof, unless expressly exempted by the terms of RCMC 12.12.040. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 785 § 7, 1962].

Chapter 12.16

HOUSE NUMBERS ON CURBS

Sections:

- 12.16.010 Permit required.
- 12.16.020 Other requirements.
- 12.16.030 Applications.
- 12.16.040 Prior approval required.
- 12.16.050 Standards.
- 12.16.060 Liability.
- 12.16.070 Conditions.
- 12.16.080 Employee list.
- 12.16.090 Cancellation.
- 12.16.100 Appeal.
- 12.16.110 Penalty.

12.16.010 Permit required.

It is unlawful for any person to paint or cause to be painted any house numbers on street curbs within the City of Rancho Cordova without a valid permit issued as provided in this chapter. As used in this section, the words “paint” or “cause to be painted” include any means by which house numbers are affixed or applied to a street curb, including but not limited to paint of any kind applied in any manner and decals of any type which are designed to adhere to a street curb. As used in this chapter, “person” means any natural person, firm, association, joint venture, joint stock company, partnership, club, company, corporation, business trust, or organization of any kind. [Revised during 2008 codification; Ord. 38-2007 § 1 (Exh. 1(A)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 174 § 1 (part), 1974].

12.16.020 Other requirements.

No permit shall be issued to any person intending to charge a fee or solicit contributions until he has obtained either a business license or a charitable solicitations permit, or both, in accordance with the requirements of this code, depending upon whether a business license or charitable solicitations permit, or both, are required. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 174 § 1 (part), 1974].

12.16.030 Applications.

To obtain a permit pursuant to the requirements of this chapter, an application shall be filed with the Department of Public Works containing the following information:

A. The location or area in which the applicant intends to paint house numbers on curbs;

B. The specific days on which the applicant intends to paint curbs;

C. Such other relevant information as is determined to be necessary by the Department of Public Works. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 174 § 1 (part), 1974].

12.16.040 Prior approval required.

Prior to painting house numbers, the permit holder shall obtain the written consent of an adult occupant of the abutting property. The form used for obtaining consent shall also specify the exact fee or donation which is expected to be paid. The silence of the occupant or the failure or omission of any occupant to complete or sign the form or to in any other manner indicate consent or refusal to have house numbers painted on the curb shall not constitute consent or in any way be relied on by the permit holder as indicating consent. No person other than an adult occupant who has consented in writing shall have any responsibility for payment of the fee or donation. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 174 § 1 (part), 1974].

12.16.050 Standards.

The Department of Public Works shall establish standards which shall govern the appearance of house numbers on curbs and the manner in which they may be applied, including but not limited to standards relating to the size, color and location of the numbers and the materials used to apply the numbers. The standards shall be provided in

writing to every person to whom a permit is issued and the permit holder shall sign a copy of the standards which includes a statement indicating that the permit holder has read and understands the standards and will follow them in applying curb numbers. The signed copy shall be retained in the department's files relating to the applicant. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 174 § 1 (part), 1974].

12.16.060 Liability.

The issuance of a permit hereunder shall not be construed as imposing any responsibility or liability on the Ceity or any of its officers or employees for claims for property damage or personal injury in any way arising out of, or relating to, the house number painting activities of the permit holder. It is unlawful for the permit holder to in any way represent or imply to anyone that the permit holder is a representative, or is acting for or on behalf of, the Ceity or any other public agency in offering to paint house numbers on curbs. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 174 § 1 (part), 1974].

12.16.070 Conditions.

The issuance of a permit pursuant to this chapter shall be conditioned on compliance by the applicant with all of the provisions of this chapter and shall be subject to any special conditions which the Ddepartment of Ppublic Wworks determines to be necessary for the purpose of protecting the condition and use of Ceity rights-of-way and the public improvements located thereon and the health, safety and general welfare of the property owners abutting on the rights-of-way on which the applicant intends to paint house numbers. Such special conditions may include, but are not limited to, limits on the hours during which the permit holder may solicit orders and the hours during which the house number painting activity may take place and a permit expiration date which shall be not later than the sixtieth day following the date on which the permit is issued. It is unlawful for the permit holder or any employee or representative of the permit holder to solicit orders or engage in house number painting activities in violation of any such special conditions. Special conditions applicable to a permit shall be specified in writing on the permit or in a written attachment thereto. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 174 § 1 (part), 1974].

12.16.080 Employee list.

Before issuance of any permit, the applicant shall file with the Ddepartment of Ppublic Wworks a list of the names and addresses of all persons who will be in the employ of, or act as representatives of, the permit holder for the purpose of carrying on the activities authorized by the permit. The permit holder shall notify the Ddepartment of Ppublic Wworks in writing of any additions to the list within 72 hours following the addition of any new employee or representative. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 174 § 1 (part), 1974].

12.16.090 Cancellation.

A permit may be cancelled by the Ddepartment of Ppublic Wworks if it is determined that the permit holder, his employees or his representatives have violated any of the requirements of this chapter or have engaged in any other conduct or activity on the basis of which it is determined that the permit should be cancelled for the protection of the public health, safety or general welfare. Notice of cancellation shall be in writing and shall specify the reasons for cancellation. The cancellation shall be effective immediately upon personal delivery to the permit holder or his authorized representative. If reasonable efforts to effect personal delivery are unsuccessful, cancellation shall be effective upon the mailing of the required notice to the permit holder's address as specified in his application. Such mailed notice shall be effective, notwithstanding any change in the permit holder's address, unless the permit holder has notified the Ddepartment of Ppublic Wworks in writing of any such change of address. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 174 § 1 (part), 1974].

12.16.100 Appeal.

The cancellation of a permit as provided in RCMC 12.16.090 shall be final on the expiration of 10 days following the effective date of the revocation unless the permit holder files a written notice of appeal with the Ddepartment of Ppublic Wworks within the 10-day period. The Ddepartment of Ppublic Wworks shall set a time at the earliest administratively convenient date for an appeal conference which shall be attended by the Ddirector of Ppublic Wworks or his designee at which the permit holder shall be afforded an opportunity to discuss the reasons for the cancellation. The permit holder shall be afforded an opportunity to present information on his behalf in writing or oral form. Not later than the fifth day following the conclusion of such conference, the Ddepartment of Public Works shall notify the permit holder of its decision, which shall either be that the cancellation is permanent or modified in some appropriate manner. The decision of the Ddepartment of Public Works shall be final. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 174 § 1 (part), 1974].

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12.16.110 Penalty.

Violation of any requirement or prohibition in this chapter is a misdemeanor and is punishable as provided in RCMC 1.01.190. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 174 § 1 (part), 1974].

Chapter 12.20

UNDERGROUND UTILITY DISTRICTS

Sections:

- 12.20.010 Definitions.
- 12.20.020 Public hearing by city council.
- 12.20.030 City council may designate underground utility districts by resolution.
- 12.20.040 Unlawful acts.
- 12.20.050 Exception, emergency or unusual circumstances.
- 12.20.060 Other exceptions.
- 12.20.070 Notice to property owners and utility companies.
- 12.20.080 Responsibility of utility companies.
- 12.20.090 Responsibility of property owners.
- 12.20.100 Responsibility of city.
- 12.20.110 Extension of time.

12.20.010 Definitions.

Whenever in this chapter the words or phrases hereinafter in this section defined are used, they shall have the respective meanings assigned to them in the following definitions:

“City ~~C~~eouncil” shall mean the ~~C~~eity ~~C~~eouncil of the ~~C~~eity of Rancho Cordova;

“Clerk” shall mean the duly appointed and acting clerk of the ~~city council~~~~City~~;

“Director of ~~P~~ublic ~~W~~orks” shall mean the duly appointed and acting director of public works of the ~~C~~eity;

“Person” shall mean and include individuals, firms, corporations, partnerships, and their agents and employees;

“Poles, overhead wires and associated overhead structures” shall mean poles, towers, supports, wires, conductors, guys, stubs, platforms, crossarms, transformers, insulators, cutouts, switches, communication circuits, appliances, attachments and appurtenances located aboveground within a district and used or useful in supplying electric, communication or similar or associated service;

“Underground ~~U~~tility ~~D~~istrict” or “~~D~~istrict” shall mean that area in the ~~C~~eity within which poles, overhead wires, and associated overhead structures are prohibited as such area is described in a resolution adopted pursuant to the provisions of RCMC 12.02.030;

“Utility” shall include all persons or entities supplying electric, communication or similar or associated service by means of electrical materials or devices. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 542 § 1, 1983].

12.20.020 Public hearing by city council.

The ~~C~~eity ~~C~~eouncil may from time to time call public hearings to ascertain whether the public necessity, health, safety or welfare requires the removal of poles, overhead wires and associated overhead structures within designated areas of the ~~C~~eity and the underground installation of wires and facilities for supplying electric, communication, or similar or associated service. The ~~C~~eity ~~C~~eouncil shall notify all affected property owners as shown on the last equalized assessment roll and utilities concerned by mail of the time and place of such hearings at least 10 days prior to the date thereof. Each such hearing shall be open to the public and may be continued from time to time. At each such hearing all persons interested shall be given an opportunity to be heard. The decision of the ~~C~~eity ~~C~~eouncil shall be final and conclusive. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 542 § 1, 1983].

12.20.030 City council may designate underground utility districts by resolution.

If, after any such public hearing, the ~~C~~eity ~~C~~eouncil finds that the public necessity, health, safety or welfare requires such removal and such underground installation within a designated area, the ~~C~~eity ~~C~~eouncil shall, by resolution, declare such designated area an ~~U~~nderground ~~U~~tility ~~D~~istrict and order such removal and underground installation. Such resolution shall include a description of the area comprising such ~~D~~istrict and shall fix the time

within which such removal and underground installation shall be accomplished and within which affected property owners must be ready to receive underground service. A reasonable time shall be allowed for such removal and underground installation, having due regard for the availability of labor, materials and equipment necessary for such removal and for the installation of such underground facilities as may be occasioned thereby. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 542 § 1, 1983].

12.20.040 Unlawful acts.

Whenever the ~~C~~city ~~C~~ouncil creates an ~~U~~nderground ~~U~~tility ~~D~~istrict and orders the removal of poles, overhead wires and associated overhead structures therein as provided in RCMC 12.20.030, it shall be unlawful for any person or utility to erect, construct, place, keep, maintain, continue, employ or operate poles, overhead wires and associated overhead structures in the district after the date when said overhead facilities are required to be removed by such resolution, except as said overhead facilities may be required to furnish service to an owner or occupant of property prior to the performance by such owner or occupant of the underground work necessary for such owner or occupant to continue to receive utility service as provided in RCMC 12.20.090, and for such reasonable time required to remove said facilities after said work has been performed, and except as otherwise provided in this chapter. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 542 § 1, 1983].

12.20.050 Exception, emergency or unusual circumstances.

Notwithstanding the provisions of this chapter, overhead facilities may be installed and maintained for a period, not to exceed 90 days, without authority of the ~~C~~city ~~C~~ouncil in order to provide emergency service. The ~~C~~city ~~C~~ouncil may grant special permission, on such terms as the ~~C~~city ~~C~~ouncil may deem appropriate, in cases of unusual circumstances, without discrimination as to any person or utility, to erect, construct, install, maintain, use or operate poles, overhead wires and associated overhead structures. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 542 § 1, 1983].

12.20.060 Other exceptions.

This chapter and any resolution adopted pursuant to RCMC 12.20.030 shall, unless otherwise provided in such resolution, not apply to the following types of facilities:

- A. Any ~~C~~city facilities or equipment installed under the supervision and to the satisfaction of the ~~D~~irector of ~~P~~ublic ~~W~~orks;
- B. Poles or electroliers used exclusively for street lighting;
- C. Overhead wires (exclusive of supporting structures) crossing any portion of a ~~D~~istrict within which overhead wires have been prohibited, or connecting to buildings on the perimeter of a ~~D~~istrict, when such wires originate in an area from which poles, overhead wires and associated overhead structures are not prohibited;
- D. Poles, overhead wires and associated overhead structures used for the transmission of electric energy at nominal voltages in excess of 34,500 volts;
- E. Overhead wires attached to the exterior surface of a building by means of a bracket or other fixture and extending from one location on the building to another location on the same building or to an adjacent building without crossing any public street;
- F. Antennas, associated equipment and supporting structures used by a utility for furnishing communication services;
- G. Equipment appurtenant to underground facilities, such as surface-mounted transformers, pedestal-mounted terminal boxes and meter cabinets, switching cubicles, and concealed ducts;
- H. Temporary poles, overhead wires and associated overhead structures used or to be used in conjunction with construction projects. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 542 § 1, 1983].

12.20.070 Notice to property owners and utility companies.

Within 10 days after the effective date of a resolution adopted pursuant to RCMC 12.20.030, the ~~C~~lerk of the ~~c~~ity ~~c~~ouncil shall notify all affected utilities and all persons owning real property within the ~~D~~istrict created by said

resolution of the adoption thereof. Said Celrk shall further notify such affected property owners of the necessity that, if they or any person occupying such property desire to continue to receive electric, communication, or similar or associated service, they or such occupant shall provide all necessary facility changes on their premises and rights-of-way so as to receive such service from the lines of the supplying utility or utilities at a new location, subject to applicable rules, regulations and tariffs of the respective utility or utilities.

Notification by the Celrk shall be made by mailing a copy of the resolution adopted pursuant to RCMC 12.20.030, together with a copy of this chapter, to affected property owners as such are shown on the last equalized assessment roll and to the affected utilities. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 542 § 1, 1983].

12.20.080 Responsibility of utility companies.

If underground construction is necessary to provide utility service within a District created by any resolution adopted pursuant to RCMC 12.20.030, the supplying utility shall furnish that portion of the conduits, conductors and associated equipment required to be furnished by it under its applicable rules, regulations and tariffs. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 542 § 1, 1983].

12.20.090 Responsibility of property owners.

Every person owning, operating, leasing, occupying or renting a building or structure within a District shall perform construction and provide that portion of the service connection on his property between the facilities referred to in RCMC 12.20.080 and the termination facility on or within said building or structure being served, all in accordance with applicable rules, regulations and tariffs of the respective utility or utilities. If any property owner, after due notice, refuses to comply within a reasonable time to effect the removal or preparation in accordance with the applicable rules of the utility involved, the Ceity may cause the work to be done and assess the costs of the work against the property, and the assessment shall become a lien against the property. The assessment may be collected at the same time and in the same manner as ordinary county ad valorem taxes are collected, and shall be subject to the same penalties and the same procedure and sale in case of delinquency as provided for these taxes. All laws applicable to the levy, collection, and enforcement of county ad valorem taxes shall be applicable to the assessment. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 0886 § 1, 1992; SCC 542 § 1, 1983].

12.20.100 Responsibility of Ceity.

The Ceity shall remove, at its own expense, all Ceity-owned equipment from all poles required to be removed hereunder in ample time to enable the owner or user of such poles to remove the same within the time specified in the resolution enacted pursuant to RCMC 12.20.030. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 542 § 1, 1983].

12.20.110 Extension of time.

In the event that any act required by this chapter or by a resolution adopted pursuant to RCMC 12.20.030 cannot be performed within the time provided on account of shortage of materials, war, restraint by public authorities, strikes, labor disturbances, civil disobedience, or any other circumstances beyond the control of the actor, then the time within which such act will be accomplished shall be extended for a period equivalent to the time of such limitation. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 542 § 1, 1983].

Chapter 12.24

STREET NUMBERING SYSTEM

Sections:

- 12.24.010 Purpose.
- 12.24.020 Designating authority.
- 12.24.030 Names.
- 12.24.040 Numbering.
- 12.24.050 Specifications.
- 12.24.060 Application.
- 12.24.070 Penalty.

12.24.010 Purpose.

It is hereby found that the public interest, safety, welfare and convenience require the establishment of a numbering system of street addresses under a uniform plan within the Ccity of Rancho Cordova. For the accomplishment of this objective, there is hereby established a uniform numbering system in order to promote more effective law enforcement, facilitate rapid response to emergency calls for fire suppression, medical, and other purposes, improve the delivery of goods and services, and otherwise promote the economic improvement of the community. [Ord. 38-2007 § 1 (Exh. 1(A)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 673 § 1, 1986].

12.24.020 Designating authority.

Streets within the Ccity of Rancho Cordova shall be named by, and properties abutting such streets and roads shall be assigned numbers by, the Public Works Director pursuant to the standards contained in RCMC 12.24.030 and 12.24.040. [Ord. 38-2007 § 1 (Exh. 1(A), (H)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 673 § 1, 1986].

12.24.030 Names.

The Director shall assign the following name designations within the Ccity of Rancho Cordova:

- A. Except as hereinafter provided, the term “street” shall be applied to streets which generally extend in a northerly and southerly direction, regardless of width.
- B. Except as otherwise provided, the term “avenue” shall be applied to streets which generally extend in an easterly and westerly direction, regardless of width.
- C. Except as hereinafter provided, the term “drive” shall be applied to streets which are 50 feet or greater in width, and are not designated as streets or avenues.
- D. The term “way” shall be applied to streets which are 40 feet in width, and are not designated as streets or avenues.
- E. The term “road” shall be applied to streets which are 60 feet or greater in width, and are situated in an agricultural zone established pursuant to the city’s zoning code.
- F. The terms “court” or “place” shall be applied to streets which terminate in a cul-de-sac, with no intermediate access.
- G. The term “circle” shall be applied to streets which begin and terminate in the same street, with no intermediate access.
- H. The term “boulevard” shall be applied to streets which are major traffic thoroughfares. [Ord. 38-2007 § 1 (Exh. 1(A), (H)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 673 § 1, 1986].

12.24.040 Numbering.

The Director of Public Works shall assign numbers to properties abutting streets within the Ccity of Rancho Cordova in accordance with the following criteria:

There is hereby established a baseline for assigning such numbers for the north-south grid, which is the American River. Numbers shall increase in magnitude from the American River in both northerly and southerly directions generally in accordance with the distance from the river.

There is hereby established a baseline for assigning such numbers south of the American River, for an east-west grid, which is the projection of a line that lies 1,320 feet west of the section line common to Sections 4 and 5, Township 5 North, Range 4 East, Mount Diablo Base and Meridian. Numbers shall increase in magnitude from that baseline in both easterly and westerly directions generally in accordance with the distance from the baseline. Numbers lying west of the baseline shall be ascribed a letter "W" as a suffix to the property number.

There is hereby established a baseline for assigning such numbers north of the American River, for an east-west grid, which is the projection of a line that lies 800 feet east of the section line common to Sections 19 and 20, Township 10 North, Range 5 East, Mount Diablo Base and Meridian. Numbers shall increase in magnitude from that baseline in both easterly and westerly directions generally in accordance with the distance from the baseline. Numbers lying west of that baseline shall be ascribed a letter "W" as a suffix to the property number. [Ord. 38-2007 § 1 (Exh. 1(A)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 673 § 1, 1986].

12.24.050 Specifications.

The ~~D~~irector of Public Works shall be authorized to formulate, promulgate and enforce specifications pertaining to the size, color and type of numbers placed upon properties abutting streets within the ~~C~~ity of Rancho Cordova, together with standards regulating the numbering of multiple structures upon the same property. Such specifications and standards shall be formulated for the purpose of facilitating the identification and location of structures and land uses by persons searching for same from the streets, eliminating or reducing the necessity for entry of property by persons conducting such searches. [Ord. 38-2007 § 1 (Exh. 1(A)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 673 § 1, 1986].

12.24.060 Application.

Except as hereinafter provided, the standards contained in this chapter shall govern assignment by the ~~D~~irector of Public Works ~~for~~ street designations and numbers pursuant to RCMC 12.24.030 and 12.24.040 for all parcels, lots and streets within the ~~C~~ity of Rancho Cordova, including, but not limited to, those established after the date on which the ordinance codified in this chapter becomes effective.

All street designations and property numbers in existence preceding the effective date of the ordinance codified in this chapter which are consistent with the standards prescribed by RCMC 12.24.030 and 12.24.040 shall be deemed to have been designated by the ~~D~~irector of Public Works pursuant to the provisions of this chapter.

The standards for designating streets and assigning numbers established by RCMC 12.24.030 and 12.24.040 shall not be applicable to a particular lot or parcel of land which is not numbered or is numbered in a manner inconsistent with the standards contained in RCMC 12.24.030 and 12.24.040 until 30 days after:

A. The ~~D~~irector of Public Works designates such streets or numbers to such property in accordance with such standards; and

B. The ~~D~~irector of Public Works has mailed written notice of such designation or numbering, postage prepaid, to the record owner and occupant of the property so numbered or which abuts each street so designated. [Ord. 38-2007 § 1 (Exh. 1(A)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 673 § 1, 1986].

12.24.070 Penalty.

It shall be the responsibility of both owners and occupants of property abutting roads within the ~~C~~ity of Rancho Cordova to post numbers upon such property in accordance with those designated by the ~~city director~~ Director of Public Works.

Pursuant to the provisions of Section 36900 of the Government Code, an owner or occupant of property abutting a street within the ~~C~~ity of Rancho Cordova who fails, within 10 calendar days following mailing of written notice to do so, to post a number upon such property corresponding to the number designated by the ~~D~~irector of Public Works shall be guilty of an infraction and subject to a fine of \$50.00 for each day or any portion thereof such

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violation continues. [Ord. 38-2007 § 1 (Exh. 1(A), (H)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 673 § 1, 1986].

Table A:
Special Tax Ordinances

13-2003	Sunridge Anatolia Community Facilities District No. 2003-1 special tax (Special)
16-2003	Special tax for police protection for Sunrise Anatolia III Subdivision (Special)
2-2004	Special tax for police protection for Mather East Subdivision (Special)
14-2004	Special tax for police protection for Sunridge Anatolia III Subdivision (Special)
21-2004	Special tax for police protection for Ellenwood Court Unit No. 2 Subdivision (Special)
23-2004	Special tax for police protection for Quick Fit Tire Subdivision (Special)
27-2004	Special tax for police protection for Stone Creek Subdivision (Special)
28-2004	Special tax for police protection for Sunridge Park Subdivision, Village Nos. 2A and 5A and a portion of Unit A (Repealed by 1-2019)
29-2004	Special tax for police protection for Sunridge Park Subdivision, Unit A (Repealed by 1-2019)
30-2004	Special tax for police protection for Sunridge Park Subdivision, Village Nos. 9A and 10A and a portion of Unit A (Repealed by 1-2019)
31-2004	Special tax for police protection for Villages of Zinfandel, Village No. 7 Subdivision (Special)
32-2004	Special tax for police protection for Sunridge Park Subdivision, Village Nos. 1A, 4A, 6, 7, 8A and 11A and a portion of Unit A (Repealed by 1-2019)
33-2004	Special tax for police protection for Sunridge Park Subdivision, Village No. 3 (Repealed by 1-2019)
34-2004	Special tax for police protection for Anatolia I and II Subdivisions (Special)
35-2004	Special tax for police protection for Anatolia I and II Subdivisions (Special)
39-2004	Sunridge Park Area Community Facilities District No. 2004-1 special tax (Special)
40-2004	Special tax area Zone 9 for police protection for North Douglas I and II Subdivision (Repealed by 1-2019)
52-2004	Special tax for police protection for Luyung Drive Phase 4 Subdivision (Special)
57-2004	Special tax for police protection for Anatolia I, Village 2 Subdivision (Special)
58-2004	Special tax for police protection for Anatolia I, Village 5 Subdivision (Special)
59-2004	Special tax for police protection for Anatolia I, Village 6 Subdivision (Special)
60-2004	Special tax for police protection for Anatolia II, Village 10 Subdivision (Special)
61-2004	Special tax for police protection for Anatolia II, Village 11 Subdivision (Special)
62-2004	Special tax for police protection for Anatolia II, Village 13 Subdivision (Special)
63-2004	Special tax for police protection for Anatolia II, Village 14 Subdivision (Special)
64-2004	Special tax for police protection for Anatolia II, Village 16 Subdivision (Special)
65-2004	Special tax for police protection for Kennedy/Mills Station Road Subdivision (Special)

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1-2005	Special tax for police protection for Anatolia II, Lot 8 Subdivision (Special)
10-2005	Special tax for police protection for Capital Village Subdivision (Special)
26-2005	Sunridge North Douglas Community Facilities District No. 2005-1 special tax (Repealed by 6-2015)
31-2005	Special tax for transit-related services for Capital Village Subdivision (Special)
5-2006	Community Facilities District No. 2005-2 special tax (Special)
24-2006	Special tax for police protection for Montelena Subdivision (Repealed by 11-2013)
25-2006	Special tax for police protection for Sunridge Park, Phase II Subdivision, Lots D, E, F, G and 11 (Repealed by 1-2019)
26-2006	Special tax for police protection for Sunridge Park, Phase II Subdivision, Villages 1B, 4C, 4D, 8C and 11B (Repealed by 1-2019)
27-2006	Special tax for police protection for Sunridge Park, Phase II Subdivision, Villages 2B, 5C and 5D (Repealed by 1-2019)
28-2006	Special tax for police protection for Sunridge Park, Phase II Subdivision, Villages 9B and 10B (Repealed by 1-2019)
29-2006	Special tax for police protection for Anatolia IV Subdivision (Repealed by 16-2018)
30-2006	Special tax for police protection for Arista Del Sol Subdivision (Special)
31-2006	Special tax for police protection for Cresleigh Sunridge Subdivision (Repealed by 1-2019)
32-2006	Special tax for police protection for Douglas 98 Subdivision (Repealed by 1-2019)
33-2006	Special tax for police protection for Douglas 103 Subdivision (Special)
37-2006	Special tax for police protection for Tax Zone 2A, Sundance Subdivision (Special)
38-2006	Special tax for police protection for Grant Line 208 Subdivision (Repealed by 1-2019)
3-2007	Special tax for police protection for Gold Flake Court Subdivision (Special)
17-2007	Special tax for police protection for Ellenwood Commons Subdivision (Special)
19-2007	Special tax for transit-related services for Ed Fund office buildings (Special)
21-2007	Special tax for transit-related services for Old Placerville Road Project (Special)
2-2008	Special tax for transit-related services for the Bloodsource Laboratory building (Special)
7-2008	Special tax for transit-related services for the department of Mather office complex buildings (Special)
8-2008	Special tax for transit-related services for the department of environmental management office complex buildings (Special)
17-2008	Special tax for transit-related services for the Sunrise Palms Plaza project (Special)
22-2008	Special tax for transit-related services, for the 3581 Mather Field Road project (Special)
23-2008	Community Facilities District No. 2008-1 special tax (Special)
25-2008	Special tax for transit-related services for the Zinfandel and Sunrise project (Special)
14-2009	Special tax for transit-related services for the Cordova Casino and Restaurant (Special)

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15-2009	Amends Ords. 24-2006, 25-2006, 26-2006, 27-2006, 28-2006, 29-2006, 30-2006, 31-2006, 32-2006, 33-2006, 37-2006, 38-2006 and 3-2007, police tax area zones (Special)
19-2009	Special tax for transit-related services for 11301 Dismantle Court project (Special)
2-2013	Community Facilities District No. 2013-2 special tax (Special)
14-2014	Community Facilities District No. 2014-1 special tax (Special)
15-2014	Community Facilities District No. 2014-2 special tax (Special)
19-2014	Special tax for transit-related services for 3500 Fitzgerald Road Industrial Building project (Special)
6-2015	Sunridge North Douglas Community Facilities District No. 2005-1 special tax; rescinds Ord. 26-2005 (Special)
8-2016	Special tax for transit-related services, APG warehouse project (Special)
23-2016	Special tax for transit-related services, Monier Circle warehouse project (Special)
6-2018	Special tax for transit-related services, Homewood Suites project (Special)
8-2018	Special tax for transit-related services, Superior Self-Storage project (Special)
18-2018	Community Facilities District No. 2018-2 special tax (Special)
19-2018	Community Facilities District No. 2018-1 special tax (Special)
21-2018	Special tax for transit-related services, European Parts Depot project (Special)
2-2019	Special tax for transit-related services, Gold Valley Center project (Special)
10-2019	Special tax for transit-related services, Bradshaw Village project (Special)
12-2020	Community Facilities District No. 2020-1 special tax (Special)
16-2020	Special tax for transit-related services, White Rock Center project (Special)
6-2021	Special tax for transit-related services, Rio del Oro project (Special)
9-2021	Special tax for transit-related services, High Class Motors project (Special)
19-2021	Special tax for transit-related services, Falconer commercial building project (Special)
20-2021	Special tax for transit-related services, express sewer and drain project (Special)
21-2021	Special tax for transit-related services, Ranch project (Special)
23-2021	Ranch Community Facilities District No. 2021-1 special tax (Special)
5-2022	Special tax for transit-related services, Grantline 220 project (Special)
8-2022	Community Facilities District No. 2022-1 special tax (Special)
14-2022	Special tax for transit-related services, Ranch project (Special)

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Ordinance Table

This table lists all ordinances. If an ordinance is codified, its location in the code is cited by chapter number at the end of the ordinance description. Ordinance numbers in the text of the code preceded by “SCC” indicate ordinances incorporated in the Sacramento County Code and adopted by the City. Ordinances are codified if they are general, permanent, and/or include penalty provisions for noncompliance. “Not codified” indicates that the ordinance could have been codified but was not for some reason (e.g., superseded by a later ordinance, codified in a separate publication). “Special” means the ordinance was special in nature or for a specific period of time (e.g., budget, annexation, tax levy, street vacation).

1-2003	Adopts all Sacramento County ordinances for a period of 120 days (Expired)
2-2003	Creates city manager position and form of government (2.04)
3-2003	Sales and use tax (3.04)
4-2003	Continues existing Sacramento County Code Chapter 3.08, transient occupancy tax (3.08)
5-2003	Continues one-half of existing Sacramento County documentary transfer tax (3.12)
6-2003	Special gas tax street improvement fund (3.50)
7-2003	Purchasing system (Repealed by 9-2012)
8-2003	Council reimbursement for expenses (2.08)
9-2003	City council member salaries (2.08)
10-2003	Claims against the city (2.38)
11-2003	Consolidates general municipal election with statewide general election (2.42)
12-2003	Sacramento County fees, rates and charges to remain temporarily in effect (Special)
13-2003	Sunridge Anatolia Community Facilities District No. 2003-1 special tax (Tables)
14-2003	Repeals and replaces zoning code Article 7, design review (Zoning Code)
15-2003	Solid waste collection, transportation and disposal (Repealed by 22-2013)
16-2003	Special tax for police protection for Sunrise Anatolia III Subdivision (Tables)
17-2003	Adds zoning code § 101-801; approves RC-03-003 development agreement (Zoning Code)
18-2003	Amends Ch. 2.30, planning commission (2.30)
19-2003	Adopts roadway and transit development fees, park and recreation fee, housing trust fee and Mather Field public facilities financing plan development fee (16.84, 16.87, 16.89, 22.40)
20-2003	Adopts §§ 1.1.110 – 1.1.190, Chs. 3.40, 3.44, 4.02, 4.06, 4.10, 4.14, 4.18, 4.22, 4.23, 4.26, 4.28, 4.29, 4.30, 4.32, 4.34, 4.38, 4.50, 4.54, 4.58, 4.60 and 4.61, Title 5, Chs. 6.04, 6.08, 6.12, 6.16, 6.20, 6.24, 6.28, 6.29, 6.30, 6.32, 6.34, 6.36, 6.50, 6.56, 6.60, 6.64, 6.68, 6.80, 6.82, 6.84, 6.86, 6.87, 6.96, 6.99, 6.110 and 6.120, Title 8, Chs. 9.04, 9.08, 9.12, 9.16, 9.20, 9.28, 9.36, 9.38, 9.40, 9.41, 9.42, 9.44, 9.48, 9.70, 9.74, 9.76, 9.78, 9.80, 9.82, 9.83, 9.92, 9.93, 9.94, 9.96, 9.98 and 9.100, Title 10, Chs. 12.01, 12.03, 12.08, 12.09, 12.12, 12.16, 12.20 and 12.24, Titles 14 and 15, Chs. 16.02, 16.04, 16.08, 16.16, 16.18, 16.20, 16.21, 16.22, 16.23, 16.24, 16.28, 16.32, 16.36, 16.40 and 16.44, Titles 17, 19 and 21, Chs. 22.05, 22.10, 22.15, 22.20, 22.24, 22.25,

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	22.30, 22.50, 22.60, 22.70, 22.80, 22.90, 22.100, 22.110, 22.120, 22.130, 22.140, 22.150, 22.300 and 22.400 of the Sacramento County Code and Titles 1, 2 and 3 of the Sacramento Zoning Code; substitutes city references for Sacramento County references (1.01, 4.14, 4.18, 4.22, 4.23, 4.26, 4.29, 4.30, 4.32, 4.34, 4.38, 4.50, 4.54, 4.58, 4.60, 4.61, 5.04, 5.50, 5.60, 5.64, 5.75, 6.16, 6.24, 6.28, 6.30, 6.32, 6.56, 6.60, 6.64, 6.68, 6.80, 6.84, 6.87, 9.04, 9.08, 9.12, 9.16, 9.20, 9.28, 9.36, 9.38, 9.40, 9.41, 9.44, 9.48, 9.74, 9.78, 9.80, 9.82, 9.83, 9.92, 9.93, 9.94, 9.96, 9.98, 9.100, 10.04, 10.08, 10.12, 10.16, 10.20, 10.24, 10.32, 10.36, 10.40, 10.41, 10.44, 10.48, 10.58, 10.62, 10.64, 10.66, 12.01, 12.03, 12.08, 12.09, 12.12, 12.16, 12.20, 12.24, 14.05, 15.04, 15.05, 15.10, 16.08, 16.16, 16.18, 16.20, 16.22, 16.23, 16.44, 17.12, 19.08, 21.12, 22.05, 22.10, 22.15, 22.20, 22.24, 22.25, 22.30, 22.50, 22.60, 22.70, 22.80, 22.90, 22.100, 22.110, 22.120, 22.130, 22.140, 22.150, 22.160, 22.170, 22.180, 22.300, Zoning Code)
21-2003	Adopts §§ 1.1.110 – 1.1.190, Chs. 3.40, 3.44, 4.02, 4.06, 4.10, 4.14, 4.18, 4.22, 4.23, 4.26, 4.28, 4.29, 4.30, 4.32, 4.34, 4.38, 4.50, 4.54, 4.58, 4.60 and 4.61, Title 5, Chs. 6.04, 6.08, 6.12, 6.16, 6.20, 6.24, 6.28, 6.29, 6.30, 6.32, 6.34, 6.36, 6.50, 6.56, 6.60, 6.64, 6.68, 6.80, 6.82, 6.84, 6.86, 6.87, 6.96, 6.99, 6.110 and 6.120, Title 8, Chs. 9.04, 9.08, 9.12, 9.16, 9.20, 9.28, 9.36, 9.38, 9.40, 9.41, 9.42, 9.44, 9.48, 9.70, 9.74, 9.76, 9.78, 9.80, 9.82, 9.83, 9.92, 9.93, 9.94, 9.96, 9.98 and 9.100, Title 10, Chs. 12.01, 12.03, 12.08, 12.09, 12.12, 12.16, 12.20 and 12.24, Titles 14 and 15, Chs. 16.02, 16.04, 16.08, 16.16, 16.18, 16.20, 16.21, 16.22, 16.23, 16.24, 16.28, 16.32, 16.36, 16.40 and 16.44, Titles 17, 19 and 21, Chs. 22.05, 22.10, 22.15, 22.20, 22.24, 22.25, 22.30, 22.50, 22.60, 22.70, 22.80, 22.90, 22.100, 22.110, 22.120, 22.130, 22.140, 22.150, 22.300 and 22.400 of the Sacramento County Code and Titles 1, 2 and 3 of the Sacramento Zoning Code; substitutes city references for Sacramento County references (1.01, 4.14, 4.18, 4.22, 4.23, 4.26, 4.29, 4.30, 4.32, 4.34, 4.38, 4.50, 4.54, 4.58, 4.60, 4.61, 5.04, 5.50, 5.60, 5.64, 5.75, 6.16, 6.24, 6.28, 6.30, 6.32, 6.56, 6.60, 6.64, 6.68, 6.80, 6.84, 6.87, 9.04, 9.08, 9.12, 9.16, 9.20, 9.28, 9.36, 9.38, 9.40, 9.41, 9.42, 9.44, 9.48, 9.70, 9.74, 9.76, 9.78, 9.80, 9.82, 9.83, 9.92, 9.93, 9.94, 9.96, 9.98 and 9.100, Title 10, Chs. 12.01, 12.03, 12.08, 12.09, 12.12, 12.16, 12.20 and 12.24, Titles 14 and 15, Chs. 16.02, 16.04, 16.08, 16.16, 16.18, 16.20, 16.21, 16.22, 16.23, 16.24, 16.28, 16.32, 16.36, 16.40 and 16.44, Titles 17, 19 and 21, Chs. 22.05, 22.10, 22.15, 22.20, 22.24, 22.25, 22.30, 22.50, 22.60, 22.70, 22.80, 22.90, 22.100, 22.110, 22.120, 22.130, 22.140, 22.150, 22.160, 22.170, 22.180, 22.300, Zoning Code)
22-2003	Amends zoning code §§ 301-04.7 and 301-04.8 (Zoning Code)
23-2003	Continues Sacramento County roadway and transit development impact fees (16.87)
24-2003	Amends Ord. 07-2003, purchasing system (Repealed by 9-2012)
25-2003	Continues Sacramento County park and recreation development impact fee (22.40)
26-2003	Continues Sacramento County housing trust development impact fee (16.89)
27-2003	Continues Sacramento County Mather Field public facilities financing plan development impact fee (16.84)
28-2003	Adds Ch. 16.81, off-site roadway mitigation and library facilities development fees (16.81)
29-2003	Rezone (Special)
30-2003	Amends zoning code § 325-51 (Zoning Code)
1-2004	Rezone (Special)
2-2004	Special tax for police protection for Mather East Subdivision (Tables)

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3-2004	Establishes reduced speed limits for specific streets (10.50)
4-2004	Moratorium on sexually oriented businesses; amends zoning code § 325-51 (Zoning Code)
5-2004	Amends § 16.90.030, construction permit fee schedule (Repealed by 6-2010)
6-2004	Adds zoning code § 101-802; approves RC-03-001 development agreement (Zoning Code)
7-2004	Amends Ch. 4.22, cardrooms (4.22)
8-2004	Adds § 1.05.200; amends §§ 4.02.095, 16.18.204 and 16.22.205, hearings (1.05, 16.18, 16.22)
9-2004	(Number not used)
10-2004	Contract with California Public Employees' Retirement System (Special)
11-2004	Adds zoning code Title I, Chapter 10, Art. 11 and Title II, Chapter 35, Art. 11; repeals zoning code Ch. 21.14 (Zoning Code)
12-2004	Amends Ord. 4-2003, transient occupancy tax (3.08)
13-2004	Adds Ch. 10.30, human habitation of vehicles (10.30)
14-2004	Special tax for police protection for Sunridge Anatolia III Subdivision (Tables)
15-2004	Amends Ch. 16.02, administrative code (Repealed by 12-2019)
16-2004	Amends Ch. 16.24, plumbing code (Repealed by 17-2019)
17-2004	Amends Ch. 16.32, mechanical code (Repealed by 20-2019)
18-2004	Amends Ch. 16.28, electrical code (Repealed by 19-2019)
19-2004	Amends Ch. 16.04, building code (Repealed by 13-2019)
20-2004	Amends §§ 16.36.130, 16.36.210, 16.36.220, 16.36.230, 16.36.240, 16.36.250 and 16.36.310, swimming pools (Repealed by 21-2019)
21-2004	Special tax for police protection for Ellenwood Court Unit No. 2 Subdivision (Tables)
22-2004	Repeals and replaces Ch. 20.04, surface mining and reclamation (20.04)
23-2004	Special tax for police protection for Quick Fit Tire Subdivision (Tables)
24-2004	Adds Ch. 16.83, Sunrise Douglas Community Plan Area public facilities development impact fees (16.83)
25-2004	(Number not used)
26-2004	Rezone (Special)
27-2004	Special tax for police protection for Stone Creek Subdivision (Tables)
28-2004	Special tax for police protection for Sunridge Park Subdivision, Village Nos. 2A and 5A and a portion of Unit A (Repealed by 1-2019)
29-2004	Special tax for police protection for Sunridge Park Subdivision, Unit A (Repealed by 1-2019)
30-2004	Special tax for police protection for Sunridge Park Subdivision, Village Nos. 9A and 10A and a portion of Unit A (Repealed by 1-2019)
31-2004	Special tax for police protection for Villages of Zinfandel, Village No. 7 Subdivision (Tables)
32-2004	Special tax for police protection for Sunridge Park Subdivision, Village Nos. 1A, 4A,

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	6, 7, 8A and 11A and a portion of Unit A (Repealed by 1-2019)
33-2004	Special tax for police protection for Sunridge Park Subdivision, Village Nos. 3 (Repealed by 1-2019)
34-2004	Special tax for police protection for Anatolia I and II Subdivisions (Tables)
35-2004	Special tax for police protection for Anatolia I and II Subdivisions (Tables)
36-2004	Extends moratorium on sexually oriented businesses; amends zoning code § 325-51 (Zoning Code)
37-2004	Adds Ch. 16.18, Art. XV, shopping carts (16.18)
38-2004	Adds zoning code §§ 101-803, 101-804, 101-805, 101-806, 101-807, 101-808 and 101-809; approves development agreement with Sunridge and Villages of Zinfandel (Zoning Code)
39-2004	Sunridge Park Area Community Facilities District No. 2004-1 special tax (Tables)
40-2004	Special tax area Zone 9 for police protection for North Douglas I and II Subdivision (Repealed by 1-2019)
41-2004	Repeals and replaces Ch. 15.12, stormwater management and discharge control (15.12)
42-2004	Repeals and replaces Chs. 4.02, 4.06 and 4.10, business licenses (Repealed by 45-2004)
43-2004	(Number not used)
44-2004	Temporary moratorium on medical marijuana dispensaries (Special)
45-2004	Repeals and replaces Chs. 4.02, 4.06 and 4.10, business licenses (4.02, 4.06, 4.10)
46-2004	Amends Ch. 17.12, weed control (17.12)
47-2004	Amends zoning code §§ 110-83 and 110-86(e) (Zoning Code)
48-2004	Extends moratorium on medical marijuana dispensaries (Special)
49-2004	Rezone (Special)
50-2004	Amends §§ 16.18.102, 16.18.201, 16.18.202, 16.18.203, 16.18.204, 16.18.205, 16.18.301, 16.18.401, 16.18.501, 16.18.503, 16.18.512, 16.18.901, 16.18.902, 16.18.903, and 16.18.1001 and substitutes references (16.18)
51-2004	Amends zoning code (Zoning Code)
52-2004	Special tax for police protection for Luyung Drive Phase 4 Subdivision (Tables)
53-2004	Amends §§ 22.40.035 and 22.40.040; repeals and replaces § 22.40.045, park dedication and in-lieu fees (22.40)
54-2004	Adds zoning code § 101-810; approves development agreement for RC-03-002, North Douglas Project (Zoning Code)
55-2004	Redevelopment agency (Repealed by 15-2022)
56-2004	Amends Ch. 2.30, planning commission (2.30)
57-2004	Special tax for police protection for Anatolia I, Village 2 Subdivision (Tables)
58-2004	Special tax for police protection for Anatolia I, Village 5 Subdivision (Tables)
59-2004	Special tax for police protection for Anatolia I, Village 6 Subdivision (Tables)
60-2004	Special tax for police protection for Anatolia II, Village 10 Subdivision (Tables)

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61-2004	Special tax for police protection for Anatolia II, Village 11 Subdivision (Tables)
62-2004	Special tax for police protection for Anatolia II, Village 13 Subdivision (Tables)
63-2004	Special tax for police protection for Anatolia II, Village 14 Subdivision (Tables)
64-2004	Special tax for police protection for Anatolia II, Village 16 Subdivision (Tables)
65-2004	Special tax for police protection for Kennedy/Mills Station Road Subdivision (Tables)
66-2004	Adds zoning code § 101-811; approves development agreement for Anatolia Commons, Project No. RC-04-070 (Zoning Code)
67-2004	Amends Ord. 2-2003, city manager position and form of government, and Ord. 24-2003, purchasing system (2.04)
1-2005	Special tax for police protection for Anatolia II, Lot 8 Subdivision (Tables)
2-2005	(Number not used or adopted)
3-2005	Adds Ch. 4.07, tobacco retailer license (4.07)
4-2005	Amends Ch. 4.54, fireworks (4.54)
5-2005	Amends zoning code § 325-51; temporary moratorium on sexually oriented businesses (Zoning Code)
6-2005	Adds zoning code Ch. 40; rezone (Zoning Code)
7-2005	Adds zoning code § 101-812; approves development agreement for Capital Village Project (Zoning Code)
8-2005	Amends zoning code § 325-51(A); temporary moratorium on sexually oriented businesses (Zoning Code)
9-2005	Rezone (Special)
10-2005	Special tax for police protection for Capital Village Subdivision (Tables)
11-2005	Amends Ch. 16.28, electrical code (Repealed by 19-2019)
12-2005	Rezone (Special)
13-2005	Rezone (Special)
14-2005	Extends moratorium on medical marijuana dispensaries (Special)
15-2005	Rezone (Special)
16-2005	Amends zoning code Title 2, Chapter 15 and Title 3, Chapter 5 (Zoning Code)
17-2005	Adds Ch. 10.70, street racing (10.70)
18-2005	Amends Ch. 9.28, curfew (9.28)
19-2005	Adds zoning code § 101-812; approves development agreement for Capital Village Project (Zoning Code)
20-2005	Amends contract with California Public Employees' Retirement System (Special)
21-2005	Adds § 2.30.130, planning commission compensation (Repealed by 5-2011)
22-2005	Solid waste collection, transportation and disposal (Repealed by 23-2009)
23-2005	(Number not used or adopted)
24-2005	Adds Ch. 16.84, establishment of development impact fees to finance the cost of transportation facilities (16.84)

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25-2005	Amends § 16.18.401, public nuisances (16.18)
26-2005	Sunridge North Douglas Community Facilities District No. 2005-1 special tax (Repealed by 6-2015)
27-2005	Amends zoning code §§ 305-09.6, 305-13.1 and 305-13.2 (Zoning Code)
28-2005	(Number not used or adopted)
29-2005	Amends zoning code § 101-14 (Zoning Code)
30-2005	Adds zoning code § 101-813; approves development agreement for RC-04-096, Sunridge Park Phase II Project (Zoning Code)
31-2005	Special tax for transit-related services for Capital Village Subdivision (Tables)
32-2005	Extends authorization for development impact fees for transportation improvements (16.84)
33-2005	Adds [amends] Ch. 16.84, establishment of development impact fees to finance the cost of transportation facilities (16.84)
34-2005	(Number not used or adopted)
35-2005	Extends authorization for development impact fees for transportation improvements (16.84)
1-2006	Amends zoning code §§ 110-03, 110-06, 115-30, 120-52, 201-04(36), 225-1, 230-13(19), 301-02.1, 301-54, 301-55, 301-55.5, 301-62.5, 301-63, 301-64, 305-09.5, 305-82, 305-221, 315-02, 315-05, 330-07, 335-04, 335-09.5 and 335-11.1; repeals §§ 305-223 and 330-92.5 (Zoning Code)
2-2006	Amends zoning code § 325-51; extends moratorium on sexually oriented businesses (Zoning Code)
3-2006	(Number not used or adopted)
4-2006	(Number not used or adopted)
5-2006	Community Facilities District No. 2005-2 special tax (Tables)
6-2006	Adds [amends] Ch. 16.84, establishment of development impact fees to finance the cost of transportation facilities (16.84)
7-2006	Adds zoning code §§ 101-813, 101-814, 101-815, 101-816 and 101-817; approves development agreement for Sunridge East Projects (Zoning Code)
8-2006	Rezone (Special)
9-2006	Rezone (Special)
10-2006	Adds zoning code § 101-822; approves development agreement for Montelena (Zoning Code)
11-2006	(Number not used or adopted)
12-2006	Adds § 10.24.075, prohibition of parking commercial and recreational vehicles on public roadways (10.24)
13-2006	Amends zoning code § 607-15(45), (46), (47), (48) and (49) (Zoning Code)
14-2006	Amends conditions of approval relating to traffic phasing requirements attached to land use rezoning ordinance SZC 2002-0014 (Special)
15-2006	Amends zoning code §§ 101-801, 101-803, 101-804, 101-805, 101-806, 101-810 and 101-813 (Zoning Code)
16-2006	(Number not used or adopted)

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17-2006	Amends Ch. 12.09, street trench fee (12.09)
18-2006	Rezone (Special)
19-2006	Adds zoning code § 101-818; approves development agreement for Anatolia IV RC 03-023 (Zoning Code)
20-2006	Rezone (Special)
21-2006	Adds zoning code § 101-819; approves development agreement for Cresleigh Homes RC-03-027 (Zoning Code)
22-2006	Adds zoning code § 101-814; approves development agreement for Sundance Project RC-04-122 (Zoning Code)
23-2006	(Number not used or adopted)
24-2006	Special tax for police protection for Montelena Subdivision (Repealed by 11-2013)
25-2006	Special tax for police protection for Sunridge Park, Phase II Subdivision, Lots D, E, F, G and 11 (Repealed by 1-2019)
26-2006	Special tax for police protection for Sunridge Park, Phase II Subdivision, Villages 1B, 4C, 4D, 8C and 11B (Repealed by 1-2019)
27-2006	Special tax for police protection for Sunridge Park, Phase II Subdivision, Villages 2B, 5C and 5D (Repealed by 1-2019)
28-2006	Special tax for police protection for Sunridge Park, Phase II Subdivision, Villages 9B and 10B (Repealed by 1-2019)
29-2006	Special tax for police protection for Anatolia IV Subdivision (Repealed by 16-2018)
30-2006	Special tax for police protection for Arista Del Sol Subdivision (Tables)
31-2006	Special tax for police protection for Cresleigh Sunridge Subdivision (Repealed by 1-2019)
32-2006	Special tax for police protection for Douglas 98 Subdivision (Repealed by 1-2019)
33-2006	Special tax for police protection for Douglas 103 Subdivision (Tables)
34-2006	Adds zoning code § 101-816; approves development agreement for Pulte Homes Corporation, Grant Line 208 Project (Zoning Code)
35-2006	Rezone (Special)
36-2006	Amends zoning code for the Capital Village Special Planning Area (Zoning Code)
37-2006	Special tax for police protection for Tax Zone 2A, Sundance Subdivision (Tables)
38-2006	Special tax for police protection for Grant Line 208 Subdivision (Repealed by 1-2019)
39-2006	Adds zoning code § 101-820; approves development agreement for Anthology at Anatolia, RC-04-157 (Zoning Code)
40-2006	Rezone (Special)
41-2006	Adds zoning code § 101-822; approves development agreement for Preserve at Sunridge, RC-03-052 (Zoning Code)
42-2006	Amends Ord. 4-2003, Section 2 (3.08)
43-2006	Adopts redevelopment plan (Special)
44-2006	Rezone (Special)
45-2006	Adds zoning code § 101-821; approves development agreement for RC-05-190,

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	Trinity Garden Estates (Zoning Code)
46-2006	Amends zoning code relating to the Capital Village Special Planning Area (Zoning Code)
47-2006	Adds Ch. 6.130, protection of children from sexual offenders (Repealed by 16-2014)
48-2006	Adds zoning code § 101-820; approves development agreement for RC-05-148, Ellenwood Condominium Project (Zoning Code)
49-2006	Amends contract with California Public Employees' Retirement System (Special)
50-2006	Rezone (Special)
51-2006	Adds zoning code § 101-825; approves development agreement for RC-05-183, Old Placerville Road Project (Zoning Code)
52-2006	Franchise grant (Special)
53-2006	Franchise grant (Special)
54-2006	Amends § 16.18.205(d), nuisance violations and penalties (16.18)
55-2006	Amends § 6.130.040(a), protection of children from sexual offenders (Repealed by 16-2014)
56-2006	Amends §§ 4.22.015, 4.22.020 and 4.22.145, cardrooms (4.22)
57-2006	Adds zoning code Title 2, Chapter 40, and adopts Folsom Boulevard specific plan (Zoning Code)
58-2006	Temporary moratorium on establishment of new cardrooms (Special)
59-2006	(Number not used or adopted)
60-2006	Amends § 16.18.205(f), nuisance violations and penalties (16.18)
61-2006	(Number not used or adopted)
62-2006	Extends moratorium on establishment of new cardrooms (Special)
1-2007	Temporary moratorium on establishment of new recycling businesses, check cashing businesses, pawn shops, resale shops, smoke shops and tattoo parlors (Special)
2-2007	Approves development agreement amendment for Anatolia III, Village 23 Project (Special)
3-2007	Special tax for police protection for Gold Flake Court Subdivision (Tables)
4-2007	Repeals and replaces Title 8, animals (8.01, 8.02, 8.03, 8.04, 8.05, 8.08, 8.10)
5-2007	Amends zoning code § 325-51; moratorium on sexually oriented businesses (Zoning Code)
6-2007	Extends moratorium on establishment of new recycling businesses, check cashing businesses, pawn shops, resale shops, smoke shops and tattoo parlors (Special)
7-2007	Amends § 16.90.030, residential photovoltaic solar system permit fees (Repealed by 6-2010)
8-2007	Amends zoning code § 325-51; extends moratorium on sexually oriented businesses (Zoning Code)
9-2007	Adds Ch. 6.135, cemetery operation and maintenance (6.135)
10-2007	Amends § 3.40.060(e), telephone user tax (Repealed by 9-2010)
11-2007	Adds Ch. 16.19, maintenance of boarded and vacant buildings (16.19)

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12-2007	Prezone (Special)
13-2007	Adopts program for use of eminent domain (Special)
14-2007	Extends moratorium on establishment of new cardrooms (Special)
15-2007	Amends zoning code Title II, Chapter 40 (Zoning Code)
16-2007	Temporary moratorium on new and existing massage establishments (Special)
17-2007	Special tax for police protection for Ellenwood Commons Subdivision (Tables)
18-2007	(Not adopted)
19-2007	Special tax for transit-related services for Ed Fund office buildings (Tables)
20-2007	Extends moratorium on new and existing massage establishments (Special)
21-2007	Special tax for transit-related services for Old Placerville Road Project (Tables)
22-2007	Amends § 5.50.112(2)(a) and (9), cable television (5.50)
23-2007	Amends Ch. 9.28, curfew (9.28)
24-2007	(Not adopted)
25-2007	Amends development agreement for Montelena (Special)
26-2007	Adds § 16.20.915 and Art. 12, §§ 16.20.1200 – 16.20.1220; amends §§ 16.20.010, 16.20.015, 16.20.100, 16.20.400, 16.20.560, 16.20.600(a) and (b), 16.20.900, 16.20.905 and 16.20.950; repeals §§ 16.20.430 – 16.20.480, housing code (16.20)
27-2007	Extends moratorium on establishment of new recycling businesses, check cashing businesses, pawn shops, resale shops, smoke shops and tattoo parlors (Special)
28-2007	Amends § 4.54.375(b), fireworks general provisions (4.54)
29-2007	Amends Ch. 16.02, administrative code (Repealed by 12-2019)
30-2007	Amends Ch. 16.04, building code (Repealed by 13-2019)
31-2007	Amends Ch. 16.24, plumbing code (Repealed by 17-2019)
32-2007	Amends Ch. 16.28, electrical code (Repealed by 19-2019)
33-2007	Amends Ch. 16.32, mechanical code (Repealed by 20-2019)
34-2007	Amends §§ 16.36.130, 16.36.210, 16.36.220, 16.36.230, 16.36.240, 16.36.250 and 16.36.310, and renames Article III of Ch. 16.36, swimming pools (Repealed by 21-2019)
35-2007	Amends Ch. 17.04, fire code (Repealed by 20-2018)
36-2007	Rezone (Special)
37-2007	Approves development agreement for North Douglas II (Special)
38-2007	Amends §§ 3.40.040(l), 4.02.100, 4.06.085, 4.06.115, 4.26.000, 4.32.005, 4.34.055(e), 4.34.220, 4.38.055, 4.38.090, 4.50.110, 4.50.150, 4.60.020, 5.04.030(c), 5.04.070, 5.04.090, 5.04.100, 5.04.110, 5.04.120, 5.04.390, 5.04.400, 5.04.510, 5.04.640, 5.04.650, 5.64.010, 5.64.040, 5.64.060, 5.64.130, 5.64.170, 5.64.180, 5.75.802, 6.16.010, 6.16.040, 6.56.210, 6.56.220(b)(iii), 6.56.270, 6.56.320, 6.56.370, 6.60.020, 6.64.060, 6.68.090(i), 6.68.145, 9.36.010, 9.36.030, 9.36.057.5, 9.36.059, 9.36.080, 9.36.081, 9.82.060, 9.92.020(b), 9.98.075, 9.100.020, 10.04.030, 10.24.175, 10.36.010, 10.40.010, 10.44.010, 10.58.150, 12.03.010(a), 12.03.030, 12.03.040, 12.03.210, 12.08.010, 12.08.030, 12.08.060, 12.12.050(b), 12.24.020, 12.24.030(e), 12.24.070, 14.05.010, 14.05.410, 16.16.040, 16.18.1002, 16.18.1007, 16.20.100(e),

	(i) and (j), 16.20.220(f), 16.20.560(d)(1), 16.20.750(a), 16.20.755, 16.20.760, 16.22.300(c), 16.22.500(a), 16.22.501, 16.22.502, 16.40.130, 16.44.020(1), 16.44.130, 16.44.360, 19.04.030(13), 19.04.040, 19.04.050(b), 19.04.060(c), 19.04.070, 19.04.090, 19.04.100(7), 19.04.140, 19.08.020(b), 19.08.040, 19.08.100, 19.08.150, 19.08.160, 19.08.170, 19.08.180, 19.12.040, 19.12.060, 19.12.065, 19.12.070(c), 19.12.160(d), 19.12.200, 19.12.210, 19.12.220, 21.12.070, 22.10.130, 22.10.141, 22.20.017, 22.20.025, 22.20.032, 22.20.045, 22.120.020, 22.120.025, 22.120.030, 22.130.010, 22.130.015, 22.140.010, 22.140.015, and 22.150.010(e); rennumbers Chs. 9.70 to be 22.170, 14.10 to be 22.180 and 21.15 to be 22.160; repeals and replaces § 14.05.430; repeals Ch. 3.44, §§ 4.02.120, 4.50.010, 4.50.060, 4.50.135(d) and 5.64.020(h) and (i), Chs. 6.04, 6.08, 6.12, 6.29, 6.34, 6.36 and 6.50, §§ 6.64.010(d), (e), (f) and (g), 6.64.030, 6.64.040, 6.64.050, 6.64.080, 6.64.090, 6.64.100, 6.64.130 and 6.68.100, Chs. 6.82, 6.96, 6.99, 6.110, 9.42 and 9.76, §§ 10.04.070, 10.04.110, 10.08.070, 10.36.020, 10.36.030, 10.40.040 and 10.58.180, Chs. 10.22, 10.28, 10.42, 10.52 and 10.60, §§ 14.05.300, 14.05.420 and 14.05.440, Ch. 16.21, §§ 19.04.030(3) and (7) and 19.08.020(a), Chs. 21.05 and 21.10, §§ 22.20.030, 22.20.032(b) and (c), 22.20.035, 22.20.038, 22.20.040, 22.20.050, 22.20.055, 22.20.080, and 22.20.085 and Ch. 22.400; updates references in code, specifically Chs. 4.38, 4.50, 5.04, 5.64, 6.16, 6.64, 6.80, 9.36, 10.24, 10.30, 14.05, 16.20, 16.40, 19.12, 21.15 and Title 22 (4.02, 4.06, 4.14, 4.18, 4.23, 4.26, 4.29, 4.30, 4.32, 4.34, 4.38, 4.50, 4.54, 4.58, 4.60, 4.61, 5.04, 5.64, 5.75, 6.16, 6.28, 6.32, 6.56, 6.60, 6.64, 6.68, 6.80, 9.16, 9.36, 9.40, 9.82, 9.83, 9.92, 9.94, 9.96, 9.98, 9.100, 10.04, 10.08, 10.12, 10.24, 10.36, 10.40, 10.41, 10.44, 10.58, 10.64, 10.66, 12.03, 12.08, 12.12, 12.16, 12.24, 14.05, 16.08, 16.16, 16.18, 16.20, 16.22, 16.23, 16.44, 19.08, 21.12, 22.05, 22.10, 22.20, 22.24, 22.30, 22.40, 22.90, 22.110, 22.120, 22.130, 22.140, 22.150, 22.160, 22.170, 22.180, 22.300)
39-2007	(Not adopted)
40-2007	(Not adopted)
41-2007	Amends Ord. 22-2005 § 14, termination or suspension of franchise (Repealed by 23-2009)
42-2007	(Not adopted)
1-2008	Adds Ch. 9.91, social host ordinance (9.91)
2-2008	Special tax for transit-related services for the Bloodsource Laboratory building (Tables)
3-2008	(Not used or adopted)
4-2008	Amends zoning code § 325-51; extends moratorium on sexually oriented businesses (Zoning Code)
5-2008	(Not used or adopted)
6-2008	(Not used or adopted)
7-2008	Special tax for transit-related services for the department of Mather office complex buildings (Tables)
8-2008	Special tax for transit-related services for the department of environmental management office complex buildings (Tables)
9-2008	Amends zoning code Title II, Chs. 25 and 40 and Folsom Boulevard specific plan (Zoning Code)
10-2008	Amends Ch. 4.22, cardrooms (4.22)
11-2008	(Not used or adopted)

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12-2008	(Not used or adopted)
13-2008	Amends Folsom Boulevard specific plan for Folsom Boulevard corridor (Special)
14-2008	Adds §§ 16.83.105 and 16.84.065, temporary deferral of development and impact fee payments (16.83, 16.84)
15-2008	Temporary moratorium on new and existing massage establishments (Special)
16-2008	(Not adopted)
17-2008	Special tax for transit-related services for the Sunrise Palms Plaza project (Tables)
18-2008	(Not adopted)
19-2008	(Not used or adopted)
20-2008	Adds Ch. 6.21, business and multifamily recycling (Repealed by 2-2016)
21-2008	(Not adopted)
22-2008	Special tax for transit-related services for the 3581 Mather Field Road project (Tables)
23-2008	Community Facilities District No. 2008-1 special tax (Tables)
24-2008	Adds Ch. 6.21 [6.22], prohibition against unauthorized entry into waste containers (6.22)
25-2008	Special tax for transit-related services for the Zinfandel and Sunrise project (Special)
26-2008	Adds Ch. 16.17, maintenance of foreclosed property (16.17)
27-2008	Adopts zoning code (23.101, 23.104, 23.107, 23.110, 23.113, 23.116, 23.119, 23.122, 23.125, 23.128, 23.131, 23.134, 23.141, 23.143, 23.146, 23.149, 23.152, 23.155, 23.158, 23.170, 23.173, 23.301, 23.304, 23.307, 23.310, 23.313, 23.316, 23.319, 23.325, 23.501, 23.504, 23.507, 23.510, 23.513, 23.701, 23.704, 23.710, 23.713, 23.716, 23.719, 23.722, 23.725, 23.728, 23.731, 23.734, 23.737, 23.740, 23.743, 23.901, 23.904, 23.907, 23.910, 23.913, 23.916, 23.919, 23.922, 23.1104)
28-2008	Extends moratorium on establishment of new recycling businesses and resale shops (Special)
1-2009	Adds Ch. 16.85, establishment of development impact fees for Measure A transportation improvements (16.85)
2-2009	Adds Art. Vd to Ch. 5.50; amends § 5.50.108, Digital Infrastructure and Video Competition Act (5.50)
3-2009	(Number not used)
4-2009	(Number not used)
5-2009	Amends § 16.81.140, program fee adjustment for Villages of Zinfandel special plan area (16.81)
6-2009	Amends § 16.83.200, program fee adjustment for Sunrise Douglas community plan area (16.83)
7-2009	Amends § 16.84.130, program fee adjustment for transportation impact fees (16.84)
8-2009	Adds §§ 8.01.011, 8.01.012, 8.01.013, 8.01.015, 8.01.016, 8.01.017, 8.01.018, 8.01.019, 8.01.071, 8.01.101, 8.01.110, 8.01.120, 8.01.130, 8.01.140 and 8.03.005; amends § 8.03.060; repeals and replaces Chs. 8.06, 8.07 and 8.09; replaces references in Title 8, animals (8.01, 8.02, 8.03, 8.04, 8.06, 8.07, 8.09)
9-2009	Adds Ch. 4.33; amends §§ 4.06.005, 4.06.065, 4.34.000, 4.34.010, 4.34.055, 4.34.070, 4.34.205, 4.34.210, 4.34.215 and 4.34.220; repeals §§ 4.34.030, 4.34.080,

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	4.34.085, 4.34.095, 4.34.100 and 4.34.105, massage establishments and massage technicians (4.06, 4.34)
10-2009	Amends §§ 16.83.105 and 16.84.065, deferral of development impact fees (16.83, 16.84)
11-2009	Repeals § 16.85.140 (Repealer)
12-2009	Amends Folsom Boulevard specific plan (Special)
13-2009	Amends §§ 4.02.100 and 4.02.105, violations and enforcement (4.02)
14-2009	Special tax for transit-related services for Cordova Casino and Restaurant (Special)
15-2009	Amends Ords. 24-2006, 25-2006, 26-2006, 27-2006, 28-2006, 29-2006, 30-2006, 31-2006, 32-2006, 33-2006, 37-2006, 38-2006 and 3-2007, police tax area zones (Special)
16-2009	(Not adopted)
17-2009	Adds Ch. 9.81, aggressive, intrusive, and unsafe panhandling (9.81)
18-2009	(Not adopted)
19-2009	Special tax for transit-related services for 11301 Dismantle Court project (Special)
20-2009	Resale shop moratorium (Special)
21-2009	(Not adopted)
22-2009	Extends resale shop moratorium (Special)
23-2009	Solid waste regulations; repeals Ords. 22-2005 and 41-2007 (Repealed by 22-2013)
24-2009	Amends Folsom Boulevard specific plan (Special)
25-2009	Amends development agreement, Villages of Zinfandel (Special)
1-2010	Amends § 4.22.115(A), cardrooms (4.22)
2-2010	Amends § 16.90.030(N), construction permit fees (Repealed by 6-2010)
3-2010	Amends § 16.81.140, program fee adjustment for Villages of Zinfandel special plan area (16.81)
4-2010	Amends § 16.83.200, program fee adjustment for Sunrise Douglas community plan area (16.83)
5-2010	Amends § 16.84.130, program fee adjustment for transportation impact fees (16.84)
6-2010	Amends §§ 4.02.100, 4.07.080, 4.07.110, 12.09.030, 12.09.080, 12.09.130, 16.90.010 and 16.90.020; repeals § 16.90.030, fees (4.02, 4.07, 12.09, 16.90)
7-2010	Adds Ch. 23.328; amends Ch. 23.316 and §§ 23.919.060(C)(2)(a) and (f) and 23.1101.020, zoning (23.316, 23.328, 23.919, 23.1104)
8-2010	(Not adopted)
9-2010	Repeals and replaces Ch. 3.40, utility users' tax (3.40)
10-2010	(Not adopted)
11-2010	(Not adopted)
12-2010	(Not adopted)
13-2010	Amends §§ 3.08.020, 3.08.070 and 3.08.160, transient occupancy tax (3.08)
14-2010	Adopts Rio del Oro specific plan (Special)

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15-2010	Amends § 23.322.030(C)(4) and zoning map, Rio del Oro project area (Repealed by 6-2011)
16-2010	Approves development agreement, Rio del Oro project (Special)
17-2010	Adds Ch. 6.90, marijuana cultivation (Repealed by 10-2017)
18-2010	Adds Ch. 3.80, cannabis business tax (3.80)
19-2010	Adds Ch. 3.85, personal cannabis cultivation tax (3.85)
20-2010	Amends Table 23.316-1, industrial zoning (23.316)
21-2010	Adds Ch. 6.140, unattended donation boxes (6.140)
22-2010	Amends Ch. 16.02, administrative code (Repealed by 12-2019)
23-2010	Amends Ch. 16.04, building code (Repealed by 13-2019)
24-2010	Amends Ch. 16.24, plumbing code (Repealed by 17-2019)
25-2010	Amends Ch. 16.28, electrical code (Repealed by 19-2019)
26-2010	Amends Ch. 16.32, mechanical code (Repealed by 20-2019)
27-2010	Amends Ch. 16.36, swimming pool, spa and hot tub code (Repealed by 21-2019)
28-2010	Amends Ch. 17.04, fire code (Repealed by 20-2018)
29-2010	Adds Ch. 16.06, residential code (Repealed by 15-2019)
30-2010	Adds Ch. 16.26, energy code (16.26)
31-2010	Adds Ch. 16.38, green building code (Repealed by 22-2019)
32-2010	Amends §§ 16.83.105 and 16.84.065, development impact fee deferral (16.83, 16.84)
33-2010	Reapproves development agreement, Rio del Oro project (Special)
34-2010	Amends § 3.08.040, transient occupancy tax (3.08)
1-2011	Amends § 16.81.140, program fee adjustment for Villages of Zinfandel special plan area (16.81)
2-2011	Amends § 16.83.200, program fee adjustment for Sunrise Douglas community plan area (16.83)
3-2011	Amends § 16.84.130, program fee adjustment for transportation impact fees (16.84)
4-2011	Amends § 23.313.020(B), commercial mixed-use zoning district (23.313)
5-2011	Amends § 2.30.010; repeals §§ 2.30.020 through 2.30.130, planning commission (2.30)
6-2011	Adds Chs. 23.1000 and 23.1005, special purpose zones and special planning areas; repeals Ch. 23.322 (23.1000, 23.1005)
7-2011	Moratorium on medical marijuana dispensaries (Special)
8-2011	Amends § 4.02.060, business license fees (4.02)
9-2011	Moratorium on medical marijuana dispensaries (Special)
10-2011	(Not adopted)
11-2011	Adopts amendment to Folsom Boulevard specific plan (Special)
12-2011	Amends Title 23, zoning code, and adopts zoning map amendments (23.101, 23.104, 23.107, 23.110, 23.113, 23.116, 23.119, 23.122, 23.125, 23.128, 23.131, 23.134, 23.140, 23.141, 23.143, 23.146, 23.149, 23.152, 23.155, 23.158, 23.170, 23.173,

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	23.301, 23.304, 23.307, 23.310, 23.313, 23.316, 23.319, 23.325, 23.328, 23.701, 23.704, 23.710, 23.713, 23.716, 23.719, 23.722, 23.725, 23.728, 23.731, 23.734, 23.737, 23.740, 23.743, 23.901, 23.904, 23.907, 23.910, 23.913, 23.916, 23.919, 23.922, 23.1104)
13-2011	Rezone (Special)
1-2012	Amends Folsom Boulevard specific plan (Special)
2-2012	Amends Folsom Boulevard specific plan (Special)
3-2012	Amends § 16.81.140, annual program fee adjustment (16.81)
4-2012	Amends § 16.83.200, annual program fee adjustment (16.83)
5-2012	Amends § 16.84.130, annual program fee adjustment (16.84)
6-2012	Adds [amends] §§ 4.22.005, 4.22.105, 4.22.110, 4.22.115, 4.22.125 and 4.22.145; repeals §§ 4.22.165 and 16.17.060, cardrooms (4.22)
7-2012	Adopts amended development agreement for Montelena Project (Repealed by 12-2012)
8-2012	(Not adopted)
9-2012	Amends § 2.04.110; repeals and replaces Ch. 3.60, purchasing system (2.04, 3.60)
10-2012	Moratorium on medical marijuana dispensaries (Special)
11-2012	Repeals and replaces Ch. 6.120; repeals § 16.18.903, abatement of graffiti (6.120)
12-2012	Adopts amended development agreement for Montelena Project; repeals Ord. 7-2012 (Special)
13-2012	(Not adopted)
14-2012	Adds Ch. 3.90, cardroom tax (3.90)
15-2012	Repeals §§ 4.22.020(C) and 4.22.115(B), cardrooms (4.22)
16-2012	Amends Ch. 23.743, signs (23.743)
17-2012	(Not adopted)
18-2012	Adds § 23.731.080(I), electric fences (23.731)
19-2012	Adds § 16.20.221; amends §§ 16.20.015(B), 16.20.1100, 16.20.1115, 16.20.1120, 16.20.1130, 16.20.1135, 16.20.1200(A) and 16.20.1205, and footnote to Art. XI title; repeals §§ 16.20.1105 and 16.20.1150, housing code (16.20)
20-2012	Franchise grant (Special)
21-2012	(Not adopted)
22-2012	Amends §§ 6.21.010, 6.21.020, 6.21.030(A), 6.21.140 and 6.21.150(A); repeals and replaces Ch. 6.20, solid waste management and recycling (Repealed by 17-2020)
23-2012	Amends § 23.743.150, digital freeway signs overlay (23.743)
1-2013	(Not adopted)
2-2013	Community Facilities District No. 2013-2 special tax (Tables)
3-2013	Amends Ch. 16.84, development impact fees to finance the cost of transportation facilities (16.84)
4-2013	Amends § 4.22.115, cardrooms (4.22)
5-2013	Moratorium on computer gaming and Internet access businesses (Special)

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6-2013	Amends Folsom Boulevard specific plan (Special)
7-2013	Amends §§ 16.83.065, 16.83.105 and 16.83.120(C); repeals § 16.83.140(G), public facilities development fees (16.83)
8-2013	Amends §§ 16.81.050 and 16.81.090; repeals § 16.81.110(A), off-site roadway mitigation and library facilities development fees (16.81)
9-2013	Adds Ch. 16.92, construction and demolition debris (Repealed by 3-2016)
10-2013	Extends moratorium on computer gaming and Internet access businesses (Special)
11-2013	Repeals Ord. 24-2006, special tax for police protection for Montelena Subdivision (Repealer)
12-2013	Amends § 9.36.061, park regulations (9.36)
13-2013	Amends §§ 6.20.130, 6.20.150, 6.20.230, 6.20.270, 6.20.290, 6.20.300, 6.20.310 and 6.20.340, solid waste management; adds §§ 23.113.040 and 23.113.050; amends §§ 23.104.030, 23.110.020, 23.110.040, 23.110.150, 23.113.020, 23.113.030, 23.116.010, 23.119.030, 23.131.040, 23.134.060, 23.140.030, 23.140.050, 23.141.030, 23.152.060, 23.164.040, 23.167.020, 23.167.050, 23.170.040, 23.173.080, 23.301.020, 23.301.030, 23.325.050, 23.325.080, 23.704.040, 23.713.080, 23.716.060, 23.719.110, 23.719.120, 23.722.050, 23.725.040, 23.731.030, 23.731.050, 23.731.060, 23.731.070, 23.731.080, 23.734.030, 23.734.050, 23.901.030, 23.904.020, 23.907.020, 23.907.030, 23.913.030, 23.919.060, 23.1101.020 and 23.1104.020, zoning (23.104, 23.110, 23.113, 23.116, 23.119, 23.131, 23.134, 23.140, 23.141, 23.152, 23.170, 23.173, 23.301, 23.325, 23.704, 23.713, 23.716, 23.719, 23.722, 23.725, 23.731, 23.734, 23.901, 23.904, 23.907, 23.913, 23.919, 23.1104)
14-2013	Amends § 23.1000.030(C)(6), Mather Field special planning area (23.1000)
15-2013	Adds Chs. 9.102 and 23.925; amends §§ 4.06.085 and 23.1101.020, medical marijuana dispensaries (4.06, 9.102, 23.925, 23.1104)
16-2013	Adds Ch. 9.102; amends § 4.06.085, medical marijuana dispensaries (4.06, 9.102)
17-2013	Adds Ch. 23.925; amends § 23.1101.020, medical marijuana dispensaries (23.925, 23.1104)
18-2013	Amends § 23.325.020, convention overlay district (23.325)
19-2013	Amends § 23.325.020, convention overlay district; amends Folsom Boulevard specific plan (23.325)
20-2013	Adds Ch. 16.03, safety assessment placards (16.03)
21-2013	Moratorium on medical marijuana dispensaries (Special)
22-2013	Amends Ch. 16.02, uniform administrative code (Repealed by 12-2019)
23-2013	Amends development agreement for Montelena (Special)
24-2013	Approves development agreement amendment for Anatolia III project (Special)
25-2013	Amends §§ 23.158.030(A) and (D), development agreements (23.158)
26-2013	Approves development agreement amendment for Douglas 98 Project (Special)
27-2013	(Number not used)
28-2013	Approves development agreement amendment for Anatolia III project (Special)
29-2013	Rezones parcels within Sunridge planning area (Special)
30-2013	Adds Ch. 8.11; amends Table 23.310-1, keeping of backyard hens (8.11, 23.310)

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31-2013	Amends Ch. 16.02, uniform administrative code (Repealed by 12-2019)
32-2013	Amends Ch. 16.04, building code (Repealed by 13-2019)
33-2013	Amends Ch. 16.06, residential code (Repealed by 15-2019)
34-2013	Amends Ch. 16.24, plumbing code (Repealed by 17-2019)
35-2013	Amends Ch. 16.26, energy code (16.26)
36-2013	Amends Ch. 16.28, electrical code (Repealed by 19-2019)
37-2013	Amends Ch. 16.32, mechanical code (Repealed by 20-2019)
38-2013	Amends Ch. 16.36, swimming pools (Repealed by 21-2019)
39-2013	Amends Ch. 16.38, green building code (Repealed by 22-2019)
40-2013	Amends Title 17, fire prevention (17.12)
41-2013	Adopts SunCreek specific plan (Special)
42-2013	Approves development agreements for SunCreek project (Special)
43-2013	Amends §§ 1.01.190, 6.60.020, 6.90.070, 6.120.020(H) and 8.04.050, title of Ch. 9.80 and §§ 9.80.010, 9.80.040 and 16.18.205(D), code enforcement (1.01, 6.60, 6.120, 8.04, 9.80, 16.18)
44-2013	Amends Folsom Boulevard specific plan and zoning map (Special)
1-2014	Adds § 2.04.115; amends § 2.38.020; repeals § 3.60.030(C), authority to settle third party disputes (2.04, 2.38, 3.60)
2-2014	Amends Sacramento County Zoning Code Ordinance 2002-0014, collection of fees for Sunridge Specific Plan Area (Special)
3-2014	Amends Sacramento County Zoning Code Ordinance 2002-0015 to eliminate certain fee requirements for Sunridge Specific Plan Area (Special)
4-2014	Amends § 16.81.140, annual program fee adjustment (16.81)
5-2014	Amends § 16.83.200, annual program fee adjustment (16.83)
6-2014	Moratorium on computer gaming and Internet access businesses (Special)
7-2014	Adds Ch. 15.11, annual storm water utility fee (15.11)
8-2014	Moratorium on private smokers' lounges, e-cigarette lounges, vapor bars and hookah bars (Special)
9-2014	Adds §§ 6.84.024 and 6.84.041; amends §§ 6.84.045 and 6.86.040, electronic cigarettes and smoking devices (6.84)
10-2014	Approves development agreement for Sunridge Lot J project (Special)
11-2014	Extends moratorium on private smokers' lounges, e-cigarette lounges, vapor bars and hookah bars (Special)
12-2014	Amends Chs. 23.119 and 23.743, signs (23.119, 23.743)
13-2014	Amends § 4.07.030, Ch. 6.84 and § 23.1101.020, smoking (4.07, 6.84, 23.1104)
14-2014	Community Facilities District No. 2014-1 special tax (Tables)
15-2014	Community Facilities District No. 2014-2 special tax (Tables)
16-2014	Repeals Ch. 6.130, protection of children from sexual offenders (Repealer)
17-2014	Adds §§ 9.81.030(D) – (H) and 9.81.050; amends §§ 9.81.010(C) – (E), 9.81.020 and

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	9.81.040, prohibition against aggressive, intrusive and unsafe panhandling (9.81)
18-2014	Approves development agreement amendment for Sunridge North Douglas project (Special)
19-2014	Special tax for transit-related services for 3500 Fitzgerald Road Industrial Building project (Tables)
20-2014	Adds §§ 8.08.050, 8.08.060, 8.08.070, 8.08.080 and 8.08.090; amends §§ 8.01.110, 8.03.010, 8.04.030, 8.06.030(M)(3), 8.07.015, 8.07.040, 8.07.045, 8.07.060(D), 8.09.020, 8.09.030, 8.09.050(A) and 8.09.130(F)(1), (H), (I) and (J)(1), animals (8.01, 8.03, 8.04, 8.06, 8.07, 8.08, 8.09)
21-2014	Adds Ch. 3.05, transactions and use tax (3.05)
22-2014	Adds Art. XVI to Ch. 16.18, repeat nuisance service calls (16.18)
23-2014	Adds § 23.325.090, overlay zoning districts (23.325)
24-2014	Approves development agreement amendment for Arista del Sol project (Special)
25-2014	Moratorium on establishments serving alcohol for on-site consumption within 500 feet of adult businesses (Special)
26-2014	Extends moratorium on establishments serving alcohol for on-site consumption within 500 feet of adult businesses (Special)
27-2014	Adds § 1.01.200; amends §§ 16.18.1001, 16.18.1424, 16.19.100(B), 16.20.700(D), 16.20.750, 16.22.419(B), 16.22.500 and 23.173.100; repeals §§ 16.18.1002 – 16.18.1007, 16.20.755 and 16.22.501 – 16.22.505, special assessments and liens (1.01, 16.18, 16.19, 16.20, 16.22, 23.173)
28-2014	Approves development agreement amendment for Anatolia IV project (Special)
29-2014	Amends Folsom Boulevard specific plan (Special)
1-2015	Amends Ch. 6.90 and Table 23.310-1, marijuana cultivation (23.310)
2-2015	Approves rezone and development agreement amendment (Special)
3-2015	Amends § 16.84.065, temporary deferral for payments of transportation impact fees (16.84)
4-2015	Extends moratorium on private smokers' lounges, e-cigarette lounges, vapor bars and hookah bars (Special)
5-2015	Adopts development agreement amendment for Capital Village special planning area (Special)
6-2015	Sunridge North Douglas Community Facilities District No. 2005-1 special tax; rescinds Ord. 26-2005 (Tables)
7-2015	Rezone and Douglas 103 development agreement amendment (Special)
8-2015	Amends Tables 23.313-1 and 23.316-1 and § 23.1101.020, zoning; amends Folsom Boulevard specific plan (23.313, 23.316, 23.1104)
9-2015	Approves development agreement amendment for Rio Del Oro project (Special)
10-2015	Adds Ch. 16.07, expedited permit process for small residential rooftop solar energy systems (16.07)
11-2015	Amends Table 23.325-1, grocery stores in convention overlay zone (23.325)
12-2015	Adds Ch. 10.25, preferential residential permit parking program (10.25)
13-2015	Amends §§ 10.50.010 and 10.50.020, reduced speed limits on specific streets (10.50)

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14-2015	(Not adopted)
15-2015	Amends Tables 23.313-1 and 23.316-1 and § 23.919.060(C), zoning (23.313, 23.316, 23.919)
16-2015	Amends Capital Village special planning area handbooks (Special)
17-2015	Approves development agreement amendment for Capital Village special planning area (Special)
1-2016	Adds §§ 6.84.040(B) [6.84.030(B)] and 23.919.100; amends Tables 23.313-1 and 23.316-1 and §§ 23.919.010(A) and 23.1101.020, zoning (6.84, 23.313, 23.316, 23.919, 23.1104)
2-2016	Repeals and replaces Ch. 6.21, business and multifamily recycling and organics recycling (Repealed by 17-2020)
3-2016	Repeals and replaces Ch. 16.92, construction and demolition debris reduction, reuse and recycling (16.92)
4-2016	Amends §§ 16.83.105 and 16.84.065, deferral of development impact fees (16.83, 16.84)
5-2016	Rezone, Villages of Zinfandel special planning area (Special)
6-2016	Amends development agreement, Villages of Zinfandel (Special)
7-2016	Adds §§ 22.10.111, 22.10.112, 22.10.141.1; amends §§ 19.12.050, 22.25.010, 22.110.070, 23.158.040, 23.158.050 and 23.325.040, 200-year floodplain (22.10, 22.25, 22.110, 23.158, 23.325)
8-2016	Special tax for transit-related services for APG warehouse project (Tables)
9-2016	Adopts amended Rio Del Oro specific plan (Special)
10-2016	Approves amended Rio Del Oro development agreements (Special)
11-2016	Repeals and replaces Ch. 4.33, massage/massage businesses (4.33)
12-2016	Amends Ch. 16.02, uniform administrative code (Repealed by 12-2019)
13-2016	Amends Ch. 16.04, building code (Repealed by 13-2019)
14-2016	Amends Ch. 16.06, residential code (Repealed by 15-2019)
15-2016	Amends Ch. 16.24, plumbing code (Repealed by 17-2019)
16-2016	Amends Ch. 16.26, energy code (16.26)
17-2016	Amends Ch. 16.28, electrical code (Repealed by 19-2019)
18-2016	Amends Ch. 16.32, mechanical code (Repealed by 20-2019)
19-2016	Amends Ch. 16.36, swimming pools (Repealed by 21-2019)
20-2016	Amends Ch. 16.38, green building code (Repealed by 22-2019)
21-2016	Amends Ch. 16.40, moving buildings (Repealed by 23-2019)
22-2016	(Not adopted)
23-2016	Special tax for transit-related services for Monier Circle warehouse project (Tables)
24-2016	Adds Ch. 3.70; amends § 3.60.110(A), public projects (3.60, 3.70)
1-2017	Amends Table 23.325-1 in § 23.325.020, card rooms (23.325)
2-2017	Amends Folsom Boulevard specific plan (Special)

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3-2017	Amends Ch. 23.313, mixed-use zoning districts (23.313)
4-2017	Adds Ch. 8.12; amends Articles 1, 3, 5, 7, 9 and 11 of Title 23, beekeeping, zoning (8.12, 23.101, 23.104, 23.107, 23.110, 23.113, 23.116, 23.119, 23.122, 23.125, 23.128, 23.131, 23.134, 23.140, 23.141, 23.143, 23.146, 23.149, 23.152, 23.155, 23.158, 23.170, 23.173, 23.301, 23.304, 23.307, 23.310, 23.313, 23.316, 23.319, 23.325, 23.328, 23.501, 23.504, 23.507, 23.510, 23.513, 23.701, 23.704, 23.710, 23.713, 23.716, 23.719, 23.722, 23.725, 23.728, 23.731, 23.734, 23.737, 23.740, 23.743, 23.901, 23.904, 23.907, 23.910, 23.913, 23.915, 23.916, 23.919, 23.922, 23.925, 23.1104)
5-2017	Amends §§ 4.33.040, 4.33.060 and Tables 23.313-1 and 23.316-1, massage establishments (4.33, 23.313, 23.316)
6-2017	(Not adopted)
7-2017	Adds Ch. 16.09, expedited permit process for electric vehicle charging stations (16.09)
8-2017	Amends § 6.120.140, graffiti abatement (6.120)
9-2017	Adds Art. XVII to Ch. 16.18, property maintenance code (16.18)
10-2017	Amends Table 23.310-1; repeals and replaces Ch. 6.90, cannabis cultivation (6.90, 23.310)
11-2017	Approves development agreement amendment for Sundance project (Special)
12-2017	Repeals and replaces Chs. 19.04 and 19.12, tree preservation and protection (19.04, 19.12)
1-2018	Amends §§ 10.50.010 and 10.50.020, reduced speed limits on specific streets (10.50)
2-2018	Approves development agreement amendment for Douglas 98 project (Special)
3-2018	Amends zoning map (Special)
4-2018	Adds Figure 23.716-3 [23.716-2a] and § 23.913.050; amends § 23.107.020(A), Tables 23.313-1, 23.316-1, 23.316-2, 23.325-1, § 23.704.030, Table 23.719-1, § 23.719.130(C), Ch. 23.728, §§ 23.743.050, 23.743.065(B), 23.1104.040 and 23.1104.050, zoning (23.107, 23.313, 23.316, 23.325, 23.704, 23.716, 23.719, 23.728, 23.743, 23.913, 23.1104)
5-2018	Adds Ch. 16.86; amends § 16.87.010(A), transit development impact fees for transit improvements (16.86, 16.87)
6-2018	Special tax for transit-related services for Homewood Suites project (Tables)
7-2018	Amends § 23.719.130, off-street RV, trailer and vessel parking for private residences (23.719)
8-2018	Special tax for transit-related services for Superior Self-Storage project (Tables)
9-2018	Amends §§ 20.04.060(I) and 23.325.040(F)(1), FEMA flood insurance map effective date (20.04, 23.325)
10-2018	Amends § 23.901.080, family day care (large) (Repealed by 1-2020)
11-2018	Amends Ch. 23.907, utility, transportation, and communication uses (23.907)
12-2018	Adopts fourth amendment to development agreement for Montelena project (Special)
13-2018	Adopts third amendment to development agreement for Douglas 98 project (Special)
14-2018	Adopts second amendment to development agreement for Grantline 208 project (Special)

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15-2018	Amends §§ 6.56.130, 6.56.160, 23.140.020, Tables 23.313-1, 23.316-1, §§ 23.719.130 and 23.1104.040, zoning (6.56, 23.140, 23.313, 23.316, 23.719, 23.1104)
16-2018	Repeals Ord. 29-2006, special tax for police protection for Anatolia IV Subdivision (Repealer)
17-2018	Amends Ch. 4.26, Table 23.313-1 and Folsom Boulevard specific plan; repeals Ch. 4.28, bingo (4.26, 23.313)
18-2018	Community Facilities District No. 2018-2 special tax (Tables)
19-2018	Community Facilities District No. 2018-1 special tax (Tables)
20-2018	Repeals and replaces Ch. 17.04, fire code (Repealed by 24-2019)
21-2018	Special tax for transit-related services for European Parts Depot project (Tables)
22-2018	Adopts first amendment to development agreement for Anthology at Anatolia project (Special)
23-2018	Adds Ch. 16.94, aquatic resources protection (16.94)
24-2018	Adds Ch. 22.45, South Sacramento Habitat Conservation Plan mitigation fees (22.45)
1-2019	Repeals Ords. 28-2004, 29-2004, 30-2004, 32-2004, 33-2004, 40-2004, 25-2006, 26-2006, 27-2006, 28-2006, 31-2006, 32-2006 and 38-2006, special police tax areas (Repealer)
2-2019	Special tax for transit-related services for Gold Valley Center project (Tables)
3-2019	Amends §§ 4.29.030, Tables 23.313-1 [23.310-1] 23.313-1, 23.316-1, 23.719-1, §§ 23.728.020, 23.734.030, 23.922.030(B) and 23.1104.040; amends and rennumbers §§ 6.68.230 as 6.68.190 and 6.68.240 as 6.68.200; repeals §§ 6.68.190 through 6.68.220, bingo suppliers, noise control, zoning (4.29, 6.68, 23.310, 23.313, 23.316, 23.719, 23.728, 23.734, 23.922, 23.1104)
4-2019	Amends §§ 4.54.000 – 4.54.020, street businesses (4.54)
5-2019	Amends Tables 23.313-1, 23.316-1, 23.319-1, §§ 23.716.070(C)(4), 23.731.050 and 23.922.030(B), zoning (23.313, 23.316, 23.319, 23.716, 23.731, 23.922)
6-2019	Amends Villages of Zinfandel special planning area (Special)
7-2019	Approves development agreement, Bradshaw Village subdivision (Special)
8-2019	Amends §§ 16.83.105 and 16.84.065, deferral of development impact fees (16.83, 16.84)
9-2019	Adds Ch. 9.84, personal property storage on public property (9.84)
10-2019	Special tax for transit-related services for Bradshaw Village project (Tables)
11-2019	Reapproves amended development agreement, Rio Del Oro project (Special)
12-2019	Repeals and replaces Ch. 16.02, administrative code (Repealed by 16-2022)
13-2019	Repeals and replaces Ch. 16.04, building code (Repealed by 17-2022)
14-2019	Adds Ch. 16.05, historical building code (16.05)
15-2019	Repeals and replaces Ch. 16.06, residential building code (Repealed by 19-2022)
16-2019	Adds Ch. 16.10, existing building code (16.10)
17-2019	Repeals and replaces Ch. 16.24, plumbing code (Repealed by 21-2022)
18-2019	Adds [amends] Ch. 16.26, energy code (16.26)
19-2019	Repeals and replaces Ch. 16.28, electrical code (Repealed by 23-2022)

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20-2019	Repeals and replaces Ch. 16.32, mechanical code (Repealed by 24-2022)
21-2019	Repeals and replaces Ch. 16.36, swimming pool and spa code (Repealed by 25-2022)
22-2019	Repeals and replaces Ch. 16.38, green building code (Repealed by 26-2022)
23-2019	Repeals and replaces Ch. 16.40, moving buildings (Repealed by 27-2022)
24-2019	Repeals and replaces Ch. 17.04, fire code (Repealed by 28-2022)
25-2019	Adds Ch. 23.930, tenant protection (Expired)
1-2020	Amends Tables 23.310-1, 23.313-1, §§ 23.728.030(C) and 23.731.070; repeals § 23.901.080, zoning (23.310, 23.313, 23.728, 23.731)
2-2020	Amends §§ 22.40.035(B) and (C), calculating area of land dedication (22.40)
3-2020	Rezone (Special)
4-2020	Approves development agreement, ranch special planning area project (Special)
5-2020	Adds § 16.18.1703(Y), boats, recreational vehicles and trailers (16.18)
6-2020	Urgency ordinance adding Ch. 16.21, temporary moratorium on eviction of residential tenants (Not codified)
7-2020	Urgency ordinance adding Ch. 4.56, temporary moratorium on eviction of commercial tenants (Not codified)
8-2020	Adds Ch. 16.21, temporary moratorium on eviction of residential tenants (16.21)
9-2020	Adds Ch. 4.56, temporary moratorium on eviction of commercial tenants (4.56)
10-2020	Amends Arts. XI and XII of Ch. 16.20; repeals Art. VIII of Ch. 16.20, housing code (16.20)
11-2020	Amends §§ 6.56.130, 16.18.1702(I) – (R), 16.18.1703, 16.18.1704, Table 23.316-1, §§ 23.325.070, 23.719.130, 23.731.060 and 23.901.030, abandoned vehicles, nuisance, zoning (6.56, 16.18, 23.316, 23.325, 23.719, 23.731, 23.901)
12-2020	Community Facilities District No. 2020-1 special tax (Tables)
13-2020	Amends Suncreek specific plan (Special)
14-2020	Amends §§ 6.84.020 and 6.84.040, regulation of smoking (6.84)
15-2020	Adds Ch. 16.95, storm drainage impact fee program (16.95)
16-2020	Special tax for transit-related services, White Rock Center project (Tables)
17-2020	Repeals and replaces Chs. 6.20 and 6.21, solid waste management, business and multifamily recycling and organics recycling (6.20, 6.21)
18-2020	Adds Ch. 3.06, Rancho Cordova relief and recovery 2020 transactions and use tax (3.06)
19-2020	Repeals § 6.86.110, purchase of tobacco products by minors prohibited (Repealer)
20-2020	Amends §§ 10.50.010 and 10.50.020, reduced speed limits on specific streets (10.50)
1-2021	Amends §§ 23.313.030, 23.743.150(A) and (B) and 23.1104.040, zoning (23.313, 23.743, 23.1104)
2-2021	Amends development agreement for Montelena (Special)
3-2021	Amends the Ranch special planning area (Special)
4-2021	Amends development agreement, the Ranch (Special)

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5-2021	Urgency ordinance establishing temporary limit on third-party delivery service fees (Not codified)
6-2021	Special tax for transit-related services, Rio del Oro project (Tables)
7-2021	Adds § 8.07.065; amends §§ 8.01.110, 8.01.120, 8.07.040, 8.07.055 and 8.07.060, potentially dangerous and vicious animals (8.01, 8.07)
8-2021	Adds Ch. 23.902; amends §§ 23.316.030 and 23.1104.040, zoning (23.316, 23.902, 23.1104)
9-2021	Special tax for transit-related services, High Class Motors project (Tables)
10-2021	Amends §§ 16.83.040 and 16.83.070, Sunrise Douglas community plan funds (16.83)
11-2021	Amends §§ 23.313.030 and 23.325.020, zoning (23.313, 23.325)
12-2021	Amends SunCreek specific plan (Special)
13-2021	Adds § 4.54.305, fireworks host liability (4.54)
14-2021	Amends development agreement for Montelena Villages (Special)
15-2021	Adds §§ 16.81.010(E), 16.81.120(E) and 16.81.130(E); amends §§ 16.81.020 through 16.81.040 and 16.81.070; repeals §§ 16.81.080 through 16.81.100, 16.81.110(B) and 16.81.140, development fees to finance cost of off-site roadway mitigation and library facilities (16.81)
16-2021	Amends development agreement, Rio Del Oro project (Special)
17-2021	Adds Chs. 23.137 and 23.707; amends Chs. 23.104, 23.110, 23.141, 23.710 and § 23.901.060, zoning (23.104, 23.110, 23.137, 23.141, 23.707, 23.710, 23.901)
18-2021	Cancels development agreement, Preserve at Sunridge project (Special)
19-2021	Special tax for transit-related services, Falconer commercial building project (Tables)
20-2021	Special tax for transit-related services, express sewer and drain project (Tables)
21-2021	Special tax for transit-related services, The Ranch project (Tables)
22-2021	Amends Chs. 2.30, 23.104 and 23.110, planning commission (2.30, 23.104, 23.110)
23-2021	Community Facilities District No. 2021-1 special tax (Tables)
1-2022	Amends Chs. 23.128, 23.307, 23.310, 23.313, 23.316, 23.719, § 23.743.085, Ch. 23.901 and § 23.1104.040, zoning (23.128, 23.307, 23.310, 23.313, 23.316, 23.719, 23.743, 23.901, 23.1104)
2-2022	Amends Ch. 2.30, planning commission (2.30)
3-2022	Moratorium on electronic cigarette retailers, electronic cigarette lounges and vapor bars (Special)
4-2022	Extends moratorium on electronic cigarette retailers, electronic cigarette lounges and vapor bars (Special)
5-2022	Special tax for transit-related services, Grantline 220 project (Tables)
6-2022	Rezone (Special)
7-2022	Approves development agreement (Special)
8-2022	Community Facilities District No. 2022-1 special tax (Tables)
9-2022	Adds Ch. 16.82, SunCreek specific plan development impact fees (16.82)
10-2022	Amends Ch. 4.07, §§ 6.84.020 and 23.919.100; repeals Ch. 6.86, tobacco sales and use (4.07, 6.84, 23.919)

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11-2022	Approves amendments to development agreements and reapproves development agreement for SunCreek project (Special)
12-2022	Amends §§ 16.18.205, 16.18.503, 17.12.020, 23.313.030, Ch. 23.325, 23.1104.040 and Folsom Boulevard specific plan, nuisance, weed control, zoning (16.18, 17.12, 23.313, 23.1104)
13-2022	Adds Ch. 9.85, protection of critical infrastructure and wildfire risk areas (9.85)
14-2022	Special tax for transit-related services, Ranch project (Special)
15-2022	Amends §§ 2.30.010, 4.10.155, Ch. 6.90, §§ 10.64.030, 16.95.070(A), 21.12.010, 21.12.020(A) and (B), 21.12.025, 21.12.030, 21.12.040, 21.12.045, 21.12.050, 21.12.055, 21.12.075, 22.10.060, 22.10.075, 22.20.076, 22.25.010, 22.30.015, 22.40.005, 22.50.010, 22.110.035, 22.110.065 and Ch. 23.104; repeals Ch. 2.34, housekeeping ordinance (2.30, 4.10, 6.90, 10.64, 16.95, 21.12, 22.10, 22.20, 22.25, 22.30, 22.40, 22.50, 22.110, 23.104)
16-2022	Repeals and replaces Ch. 16.02, administrative code (16.02)
17-2022	Repeals and replaces Ch. 16.04, building code (16.04)
18-2022	Adds [amends] Ch. 16.05, historical building code (16.05)
19-2022	Repeals and replaces Ch. 16.06, residential building code (16.06)
20-2022	Adds [amends] Ch. 16.10, existing building code (16.10)
21-2022	Repeals and replaces Ch. 16.24, plumbing code (16.24)
22-2022	Adds [amends] Ch. 16.26, energy code (16.26)
23-2022	Repeals and replaces Ch. 16.28, electrical code (16.28)
24-2022	Repeals and replaces Ch. 16.32, mechanical code (16.32)
25-2022	Repeals and replaces Ch. 16.36, swimming pool and spa code (16.36)
26-2022	Repeals and replaces Ch. 16.38, green building code (16.38)
27-2022	Repeals and replaces Ch. 16.40, moving buildings (16.40)
28-2022	Repeals and replaces Ch. 17.04, fire code (17.04)
29-2022	Amends §§ 5.50.104 and 5.50.112, cable television commission (5.50)

Chapter 15.10 STORM DRAINAGE FEE

Sections:

- 15.10.010 Purpose.**
- 15.10.020 Findings.**
- 15.10.030 Definitions.**
- 15.10.040 Levy of charge for storm drainage services.**
- 15.10.050 Reduction in charge.**
- 15.10.060 Billing procedure.**
- 15.10.070 Lien.**
- 15.10.080 Collection of fees with general taxes.**
- 15.10.090 Administration and enforcement.**
- 15.10.100 Administrative appeal.**
- 15.10.110 Deposit of collections.**
- 15.10.120 Operative date.**
- 15.10.130 Severability.**

15.10.010 Purpose.

The purpose of this chapter is to establish a mechanism for funding the operation and maintenance of the Ccity storm drainage system in order that storm and surface waters may be properly drained and controlled so that the health, safety and welfare of the city and its inhabitants may be safeguarded and protected. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 0985 § 1, 1995].

15.10.020 Findings.

The Ccity Council hereby finds as follows:

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- A. The Ceity maintains a system of storm and surface water management facilities within ~~the unincorporated area of the~~ Ceity, including but not limited to inlets, conduits, manholes, channels, ditches, drainage easements, retention and detention basins, infiltration facilities, overland release corridors, pump stations, and other components as well as natural waterways.
- B. Those elements of the Ceity's storm and surface water management system that provide for the collection, storage, treatment, and conveyance of storm drainage are of benefit and provide services to all developed property within ~~the unincorporated area of the~~ Ceity.
- C. The cost of operating and maintaining the storm drainage management system, including necessary repairs, should, to the extent practicable, be allocated in relationship to the benefits enjoyed and services received therefrom.
- D. Erosion and the discharge of nutrients, metals, oil, grease, and other substances into and through the storm drainage system ~~is resultsing~~ in a degradation in water quality if not properly managed.
- E. The public health, safety and welfare are adversely affected by poor water quality and flooding resulting from inadequate storm drainage management practices.
- F. The storm drainage management practices necessary to protect water quality are largely established by federal and state statutes, regulations and permitting requirements.
- G. Real property either uses or benefits from the presence and operation of the storm drainage management system.
- H. The use of the storm drainage system is dependent on factors that influence runoff, including land use and impervious area.
- I. The Ceity has the authority under Section 5471 of the Health and Safety Code to prescribe, revise and collect fees, tolls, rates, rentals and other charges for facilities and services furnished by it in connection with its storm drainage system.
- J. The Legislature, through the adoption of Section 5471 of the Health and Safety Code, has specifically authorized the Ceity to provide storm drainage services as a utility function for which service charges may be levied.

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K. Storm drainage services are currently provided ~~in the unincorporated area of the city~~ by both the ~~Ceity and the water agency~~ and funded through a combination of property tax revenue and benefit assessments.

~~L. Property taxes have proven to be an unreliable source of revenue due to the state of California's recent proclivity for shifting local property tax revenue from the city and special districts to schools.~~

~~M.L.~~ Benefit assessments are an undesirable revenue mechanism because of the significant lag-time between the time that the assessments are approved and the time that they are received as part of the real property tax collection and allocation process. This lag-time creates the need to include a component in the assessment to provide a reserve for dry period financing purposes.

~~N.M.~~ A fee to fund storm drainage services offers a reliable and consistent source of revenue that is locally controlled and independent of the vagaries of the state of California's budget process. [Ord. 212003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 0985 § 1, 1995].

15.10.030 Definitions.

The meanings ascribed to the terms set forth in this section shall govern the interpretation of this chapter.

"Administrative charge" means the charge imposed by the ~~Ceity's~~ consolidated utility billing service for the actual cost of billing for, and collection of, storm drainage service fees.

~~"Chief of water resources" means the chief of the water resources division of the department of district engineering or his designee.~~

"City" means the ~~Ceity~~ of Rancho Cordova.

"City storm drainage system" means the system of storm and surface water management facilities, including but not limited to inlets, conduits, manholes, channels, ditches, drainage easements, retention and detention basins, infiltration facilities, overland release corridors, pump stations and other components as well as natural waterways; within the ~~unincorporated area of the Ceity~~ that ~~is~~ are either owned or operated by the ~~Ceity or the water agency~~.

"Commercial/office use" means the use of any developed parcel for any of the following or similar purposes: offices, wholesale or retail sales, establishments, or the provision of personal, professional or business services, including, but not limited to, retail stores, shopping centers, restaurants, service stations, car washes, vehicle, boat and trailer sales lots, parking lots, automobile repair and service

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facilities, auction yards, advertising offices, nurseries, general offices, financial service facilities, medical and dental offices, clinics and laboratories, and veterinary offices, clinics and hospitals.

“Developed parcel” means any parcel of land altered from its natural state by the construction, ~~creation~~creation, or addition of impervious area.

“Engineer” means the ~~administrator of the Ceity’s Ppublic Wworks agency-Director~~ or theirhis designee.

“Equivalent contributing parcel area” means the calculated area which, when multiplied by the impervious factor for the parcel’s use classification, yields the parcel’s measured impervious area.

“Exempt use” means the use of any public or undeveloped property and the use of any other parcel for any of the following purposes: agricultural land used for crops or pasture, aquatic farms, orchards, Ceity-maintained drainage ditches, property within a floodplain recognized by the Ceity on which improvements are prohibited, and levees.

“Fiscal year” means the annual period beginning July 1st ~~-~~and ending June 30th.

“Impervious area” means the total area of a parcel of property covered by an impervious surface.

“Impervious factor (IF)” means a factor which represents the percentage of impervious area on a parcel which consists of a numerical value that is calculated on the basis of generally accepted engineering standards, review and application of such standards to local conditions, and statistics compiled by measuring impervious areas depicted on aerial photographs of real property.

“Impervious surface” means ~~any surface on or in any parcel which reduces the rate of infiltration of storm water into the soil.~~ aA surface covering or pavement of a developed parcel of land that prevents the land's natural ability to absorb and infiltrate rainfall/storm-water. Impervious surfaces include, but are not limited to: roof tops, walkways, patios, driveways, parking lots, storage areas, impervious concrete and asphalt, and any other continuous watertight pavement or covering. Landscaped soil and pervious pavement, including pavers with pervious openings and seams, underlain with pervious soil or pervious storage material, such as a gravel layer sufficient to hold the specified volume of rainfall runoff are not impervious surfaces.

“Industrial use” means the use of any developed parcel for any of the following or similar purposes: ~~to~~ manufacture, fabricate, process or package products, to process or store food or chemical products, or for storage or warehousing purposes, including, but not limited to, processing, fabrication and assembly plants, warehouses, wrecking yards, aerospace facilities, truck and other transportation

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terminals, building materials storage, bakeries, canneries, wineries, creameries, meat and frozen food processing facilities, meat packing plants, slaughter yards, inspection and weighing stations, airports, railroads and railroad spurs, wells, electrical substations, water or sewage treatment plants, and ministorage facilities.

“Institutional use” means the use of any developed parcel for any of the following or similar purposes: hospitals, nursing facilities, residential care facilities, retirement homes, day nurseries, mortuaries, churches, and schools.

“Low impervious development use” means the use of any developed parcel for any of the following or similar purposes: golf courses, surface mines, cemeteries, marinas, and sports fields.

“Multifamily residential use” means the use of any developed parcel for any of the following or similar purposes: triplexes, fourplexes, apartments, mobile home parks, hotels, boarding and rooming houses, fraternity and sorority houses, motels, the common areas of condominiums and planned unit developments, and bed and breakfast inns.

“Parcel” means the smallest separately segregated lot, unit or plot of real property having an identified owner, boundaries, and surface area which is documented for property tax purposes and given a tax lot number by the county assessor.

“Parcel area” means the square footage of a parcel measured or estimated using the outside boundary dimensions in feet in order to obtain the total square footage without regard for any topographic features of the enclosed surface.

“Person” means any individual, firm, company, association, society, partnership, corporation, organization, group or public agency.

“Public agency” means the United States or any department or agency thereof, the state of California or any department or agency thereof, a city, a county, and any district or other local authority or public body of or within this state.

“Public property” means any property owned by a public agency.

“Residential dwelling unit” means any residential premises designed to house a single family.

“Single-family residential use” means the use of any developed parcel for any of the following or similar purposes: single-family residences, condominiums and planned unit developments, row houses, halfplexes, duplexes, and mobile homes located on individually owned parcels.

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“Street” means any public highway, road, street, avenue, way, alley or right-of-way.

“Undeveloped use” means any parcel that has not been altered from its natural state, as evidenced by a complete lack of impervious surface.

“Unit service charge (USC)” means the cost of storm drainage services attributable to storm drainage from one square foot of impervious area.

“Use code” means the six-digit alphanumeric code assigned by the County Assessor’s Office to every parcel within the Ceity.

“User” means the owner of a parcel of real property that is charged for storm drainage services.

~~“Water agency” means the Sacramento County water agency. [Revised during 2008 codification; Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 0985 § 1, 1995].~~

15.10.040 Levy of charge for storm drainage services.

A. There is hereby levied by the Ceity on all parcels in the Stormwater Utility Zone 1 and Stormwater Utility Zone 2 areas ~~within the boundaries of Zone 12 of the water agency,~~ other than those classified as an exempt use, ~~a~~ a storm drainage service fee to be calculated as set forth in this section.

B. Any parcel classified as a single-family residential use shall pay a monthly charge which shall be calculated as follows: the administrative charge + (USC x 3,500 x phase-in multiplier x each residential dwelling unit) = monthly charge.

C. All parcels other than those parcels classified as an exempt or single-family residential use shall pay a monthly charge that shall be calculated as follows: the administrative charge + (parcel area x USC x IF x phase-in multiplier) = monthly charge.

D. The impervious factors (IF) to be used in the calculation set forth in subsection (C) of this section shall be based on the following table:

Bill Category	Impervious Factor
Commercial/office	0.80
Industrial	0.70
Multifamily residential	0.60
Institutional	0.50

E. The phase-in multiplier for all parcels to be used in the calculations in subsections (B) and (C) of this section shall be:

Phase-In Multiplier, Effective:

Oct. 1, 1996	Oct. 1, 1997	Oct. 1, 1998
0.50	0.75	1.0

F. The unit service charge (USC) to be used in the calculation set forth in subsections (B) and (C) of this section shall be as follows: effective October 1, 1996, it shall be \$0.001583 per square foot of impervious area. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1046 § 1, 1996; SCC 1026 § 1, 1996; SCC 0985 § 1, 1995].

15.10.050 Reduction in charge.

A. The owner of any parcel subject to the storm drainage fee, other than parcels classified as a single-family residential use, may file an application with the ~~chief of water resources~~Public Works Director to have the fee levied on such parcel reduced by means of one of the following mechanisms:

1. By designing, constructing and maintaining at the owner's expense storm drainage detention facilities approved by the ~~chief of water resources~~Public Works Director; or
2. Demonstrating to the satisfaction of the ~~chief of water resources~~Public Works Director that less than five percent of the parcel area drains into a ~~C~~eity storm drainage system; ~~or~~
- ~~3. Demonstrating to the satisfaction of the chief of water resources that the actual impervious area of the parcel is at least 10 percent less than that calculated using the impervious factor for the parcel's use classification.~~

B. After receipt and review of the application, the ~~chief of water resources~~Public Works Director shall either deny any reduction in the fee or approve a reduced fee calculated pursuant to subsection (C) of this section. The ~~chief of water resources~~Public Works Director, in approving any reduction in the otherwise applicable fee, may attach reasonable conditions to any such approval. If the applicant is dissatisfied with the action of the ~~chief of water resources~~Public Works Director, he may file a petition pursuant to RCMC 15.10.100.

C. Any storm drainage facilities constructed by a parcel owner pursuant to this section shall meet the standards set forth in the ~~C~~eity's improvements standards. Upon approval of any reduction in the

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otherwise applicable fee pursuant to this section, the revised fee shall be calculated on the basis of the equivalent contributing parcel area. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 0985 § 1, 1995].

15.10.060 Billing procedure.

A. The storm drainage fee shall be billed to all users no less frequently than a bimonthly basis. The bill is due and payable on presentation and shall become delinquent 45 days after for a bimonthly billing, or 21 days after for a monthly billing after the date of billing. The storm drainage fee shall be billed as part of the Ceity's consolidated utility billing service.

B. The storm drainage service fee billing shall be based on the use of the parcel as determined by the chief of water resourcesPublic Works Director. For each parcel of property there shall be only one unit for purposes of billing for storm drainage services. In no case shall a parcel be divided into smaller units for billing purposes.

C. The storm drainage service fee shall be billed to the owner of record of the parcel, to the successor in interest of such person, or to such person's single designee if approved by the chief of water resourcesPublic Works Director. All requests to bill a party other than the owner of record must be made in writing to the chief of water resourcesPublic Works Director by both the owner of record and the party to be billed. The chief of water resourcesPublic Works Director may approve or deny such requests at his sole discretion. The chief of water resourcesPublic Works Director shall notify the owner of record if the billing is changed to comply with such a request and the owner of record shall remain liable for any delinquent fees.

D. The opening bills shall be based on current parcel numbers, square footage and use codes on record in the county assessor's office, unless the chief of water resourcesPublic Works Director determines that the actual use of the parcel is different than the use reflected in the use codes in which case the billing shall be based on the actual use of the parcel.

E. Any adjustment of charges may be initiated by either the chief of water resourcesPublic Works Director or by the owner of a parcel subject to the storm drainage service fee. If the chief of water resourcesPublic Works Director denies any adjustment proposed by an owner or an owner objects to an adjustment proposed by the chief of water resourcesPublic Works Director, any adjustment shall be made pursuant to the procedure set forth in RCMC

15.10.100. Any debit adjustments shall be added to the charge in the succeeding billing period. Any credit adjustments shall first be credited against the previous balance and then any remaining credit shall be applied to subsequent bimonthly charges. No debits or credits shall be made for any period

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more than three years prior to the date that an adjustment is proposed by the ~~chief of water resources~~Public Works Director or requested by the owner of record pursuant to RCMC 15.10.100.

F. Any delinquent storm drainage fee shall incur an added penalty charge of 10 percent of the amount that is delinquent. The delinquent amount, including the 10 percent penalty charge, shall thereafter incur an added penalty charge of one and one-half percent per month until paid or placed on the annual property tax bill. If collected with property taxes, the total amount delinquent, plus all penalties, shall incur an additional 10 percent lien penalty. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1214 § 1, 2002; SCC 0985 § 1, 1995].

15.10.070 Lien.

A. The ~~C~~city shall notify the assessee shown on the latest equalized assessment roll whenever delinquent and unpaid fees which would become a lien on the parcel pursuant to subsection (B) of this section remain delinquent and unpaid for 60 days.

B. The storm drainage service fee and any penalties levied pursuant to this chapter shall constitute alien upon the parcel subject to the fee, as provided for in Section 5473.11 of the Health and Safety Code, if the fee remains delinquent for a period of 60 days and the ~~C~~city has notified the assessee of the parcel shown on the latest equalized assessment roll of the delinquent fees and the lien provided by this section.

C. The lien provided herein shall have no force or effect until a certificate specifying the amount of the unpaid fees is recorded with the county recorder. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 0985 § 1, 1995].

15.10.080 Collection of fee with general taxes.

Any delinquent storm drainage service fees and penalties may be collected on the tax roll in the same manner and at the same time as the county's ad valorem property taxes. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 0985 § 1, 1995].

15.10.090 Administration and enforcement.

The engineer shall be responsible for the administration and enforcement of the provisions of this chapter. The engineer shall have the authority to adopt rules and regulations not inconsistent with the provisions of this chapter for purposes of carrying out and enforcing the payment, collection and remittance of the fee herein levied. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 0985 § 1, 1995].

15.10.100 Administrative appeal.

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A. Any owner who disputes the amount of the storm drainage service fee charged to his parcel, the classification of the property in terms of its use, any adjustment proposed by the ~~chief of water resources~~Public Works Director, or any other determination affecting the property made by or on behalf of the Ceity pursuant to this chapter may petition the engineer for a hearing with regard to any such issue. The engineer may conduct such hearing himself or may designate an employee of the Ppublic Wworks agency to conduct such hearing on his behalf. Any such petition may only be filed once in connection with the issue or issues presented in the petition, except upon a showing of changed circumstances sufficient to justify the filing of such additional petition.

B. Any such petition shall be in writing, signed by the owner under penalty of perjury and filed with the engineer. The petition shall include the following information:

1. A complete description of the factual basis for the appeal;
2. The legal basis for the appeal; and
3. The remedy sought by the appellant.

Within 10 days after receipt of the petition, the engineer shall mail written notice to the appellant of the date, time and place of the scheduled hearing.

C. At the hearing, the engineer or designated hearing officer may hear any oral or documentary evidence that the appellant may offer in addition to the information in the petition, together with any oral or written information that may be submitted by Ceity representatives in support of the determination that is the subject of the appeal. Within 30 days after the conclusion of the hearing, the engineer or the designated hearing officer shall make and serve by mail written findings of fact based upon all relevant information presented in the petition or at the hearing, shall make a determination of issues based upon such findings and, if appropriate, an order setting forth an appropriate remedy subject to the limitations set forth in RCMC 15.10.060(E). The determination of the engineer or designated hearing officer shall be final. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 0985 § 1, 1995].

15.10.110 Deposit of collections.

There is hereby created in the Ceity ~~t~~reasury a special revenue fund to be known as the "Ceity Sstorm Ddrainage Sservice Ffee Ffund." All storm drainage service fee revenue collected by the Ceity shall be deposited in such fund. The revenue deposited in such fund shall be used only for the acquisition, construction, reconstruction, maintenance, permitting, and operation of Ceity storm drainage facilities. [Ord. 212003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 0985 § 1, 1995].

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15.10.120 Operative date.

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Notwithstanding the effective date of this chapter, the storm drainage service fee levied in RCMC [15.10.040](#) shall be operative as of July 1, 1995. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 0985 § 1, 1995].

15.10.130 Severability.

If any section, subsection, subdivision, paragraph, sentence, clause or phrase of this chapter or any part thereof is for any reason held to be invalid, such invalidity shall not affect the validity of the remaining portion of this chapter or any part thereof. The Ccity Council hereby declares that it would have passed each section, subsection, subdivision, paragraph, sentence, clause and phrase thereof, irrespective of the fact that any one or more sections, subsections, subdivisions, paragraphs, sentences, clauses or phrases be declared invalid. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 0985 § 1, 1995].

The Rancho Cordova Municipal Code is current through Ordinance 29-2022, passed November 7, 2022.

Disclaimer: The Ccity Clerk's Office has the official version of the Rancho Cordova Municipal Code. Users should contact the Ccity Clerk's Office for ordinances passed subsequent to the ordinance cited above.

City Website: <https://www.cityofranchocordova.org/>

City Telephone: (916) 851-8720

[Code Publishing Company](#)

Chapter 15.12
~~STORM WATER~~STORMWATER MANAGEMENT AND DISCHARGE CONTROL

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Article I. General Provisions

15.12.010 Findings.

A. The Federal Clean Water Act provides for the regulation and reduction of pollutants discharged into the waters of the United States by extending National Pollutant Discharge Elimination System (NPDES) requirements to ~~storm water~~stormwater and urban runoff discharges into the City's municipal separate storm sewer system (MS4) ~~of which the city's storm sewer system is a designated part.~~

~~(hereinafter collectively referred to as the "county storm water conveyance system").~~

B. The State Water Resources Control Board ("State Water Board") is the state water pollution control agency for all purposes of the Federal Clean Water Act pursuant to Section 13160 of the California Water Code.-- The State Water Board is authorized by the United States Environmental Protection Agency (EPA) to administer the NPDES program within the state.-- The Porter-Cologne Water Quality Control Act (Water Code section 13000 et seq.) provides authority for the State NPDES program, including provisions to issue NPDES permits and Waste Discharge Requirements (WDR's) to regulate discharges of stormwater to the waters of the state.

C.-- Storm water~~Stormwater~~ flows from individual properties to the City's MS4~~county storm water conveyance system~~ and then ultimately to the W~~w~~aters of the United States.

DC. The City of Rancho Cordova, the County of Sacramento and the cities of Citrus Heights, Elk Grove, and Folsom, Galt, and Sacramento and the county of Sacramento are subject to the waste discharge requirements of the for the county of Sacramento, cities of Sacramento, Folsom, and Galt Area-Wide Storm Water Discharges from Municipal Separate Storm Sewer Systems, Sacramento County Order No. 96105, dated May 3, 1996, which also serves as the National Pollutant Discharge Elimination System (NPDES) Permit And Waste Discharge Requirements General Permit For Discharges From Municipal Separate Storm Sewer Systems (Order R5-2016-0040, NPDES No. CA0085324) (Municipal Stormwater Permit)-2597 under the Federal Clean Water Act, under which NPDES permit the City and Sacramento County are co-permittees. As co-permittee with Sacramento Countys, the City and county are required to possess the necessary legal authority, and to

implement appropriate procedures, to regulate the entry of pollutants and non-~~storm water~~stormwater discharges into the Ceity's MS4 county storm water conveyance system.

~~ED~~. The Ceity's county's Mmunicipal ~~storm water~~stormwater ~~P~~permit requires the ~~eCeity ounty and city~~ effectively ~~to prohibit non-~~storm waterstormwater discharges ~~from the incorporated area of the city~~ into the MS4 storm water conveyance system, except as otherwise allowed by the permit or permitted by federal law. The Municipal Stormwater Ppermit and this chapter require regular compliance inspections and enforcement at certain commercial and industrial facilities, as defined by the permit.

~~FE~~. The Ceity Cecouncil finds in this regard that the provisions of this chapter are necessary to provide the county Ceity with the legal authority necessary to implement and otherwise comply with the requirements of its Mmunicipal ~~storm water~~stormwater ~~P~~permit and to protect the waters of the state for the benefit of its people and the environment. [Ord. 41-2004 § 2].

15.12.020 Purpose and intent.

A. This chapter is adopted pursuant to Article XI, Section 7 of the California Constitution, which authorizes the Ceity to exercise its police power to protect and promote the public health, safety, and general welfare. While ~~storm water~~stormwater runoff is one step in the natural cycle of water, human activities, including, but not limited to, agriculture, construction, and the operation of an urban infrastructure, may result in undesirable discharges of pollutants and certain sediments. Such discharges may accumulate in local drainage channels and waterways ~~and eventually~~ may eventually be deposited in the ~~ww~~waters of the United States. The purpose of this chapter is to protect and enhance the water quality of watercourses, water bodies and wetlands within the Ceity unincorporated area of the county in a manner consistent with the Federal Clean Water Act, the Porter-Cologne Water Quality Control Act, and Municipal Discharge Permit No. CA0082597 and No. CAS0085324, Order R5-2016-0040, together with all subsequent amendments and renewals, by controlling the contribution of urban pollutants to ~~storm water~~stormwater runoff which enters the Ceity's county storm waterstormwater conveyance system.

B. It is the intent of the Ceity Cecouncil in adopting this chapter to provide the Ceity with the legal authority to accomplish the following goals:

1. To benefit the people and environment of the Ceity of Rancho Cordova by protecting water quality in Waters of the United States and Waters of the sState~~e~~;
2. ~~To~~ reduce the discharge of pollutants in stormwater to the maximum extent practicable~~;~~;

3. To effectively prohibit non-stormwater discharges into the Ceity's stormwater conveyance system;
4. To comply with the requirements of the Federal Clean Water Act, the Porter-Cologne Water Quality Control Act and NPDES Municipal Stormwater Discharge Permit No. CA0082597 and No.CAS0085324, and Order R5-2016-0040, together with all subsequent amendments and renewals as they apply to the discharge of pollutants into and from the Ceity's MS4;
5. To fully implement the Ceity's comprehensive annual WorkStormwater Quality Improvement Plans (SQIP) as approved by the Regional Water Quality Control Board (Regional Water Board);
6. To protect the physical integrity and function of the Ceity's MS4 from the effects of pollutants and materials other than stormwater;
7. To prevent the contamination of groundwater as a result of pollution migration from the cityurban stormwater runoff;
- ~~8. To promote cost effective management and beneficial use of sediments in the city stormwater conveyance system;~~
- ~~89.~~ To protect the health and safety of maintenance personnel and the public who may be exposed to pollutants in the city's MS4;
- ~~940.~~ To provide for the recovery of regulatory costs incurred by the Ceity in the implementation of its comprehensive Stormwater Quality Improvement PlanProgram, including, but not limited to, enforcement activities, compliance assistance, inspections, investigations, sampling, and monitoring; and
- ~~101.~~ ~~To~~ establish appropriate enforcement procedures and penalties for violations of the provisions of this chapter. [Ord. 41-2004 § 2].

~~15.12.025 Authorization for Sacramento County to perform city's storm water management and discharge control responsibilities.~~

~~A. Pursuant to Article XI, Section 8 of the California Constitution, the city and county may enter into agreements whereby the county assumes and discharges specified municipal functions within the city, such as storm water management and discharge control functions described in this chapter.~~

~~B. The city council, pursuant to city Resolution No. 78-2004, and the county board of supervisors, pursuant to the Sacramento County Charter, may agree that the county act as the regulatory body authorized to administer~~

~~and enforce the provisions of this chapter, with respect to commercial and industrial facilities located within the city, and to ensure compliance with NPDES permit No. CA0082597. If the city and county so agree, the county is hereby authorized to administer and enforce this chapter, as described herein, and may do so as part of the county's own commercial and industrial storm water compliance program.~~

~~C. If the city and county enter into an agreement or agreements described in subsection (B) of this section:~~

~~1. The county and its authorized official(s) and employee(s) may, on behalf of the city, enforce the provisions of this chapter as they apply to commercial and industrial facilities located within the city, in accordance with the provisions of this chapter and such agreement(s); and~~

~~2. The county and its authorized official(s) and employee(s) may, on behalf of the city, take any action permitted by this chapter and such agreement(s).~~

~~D. If the city and county enter into an agreement or agreements described in subsection (B) of this section, any administrative or civil enforcement by the county of any provision of this chapter shall be governed by, and conducted pursuant to, Chapter 15.12SCC, as it may be amended from time to time; provided, that no amendments shall take effect until the city has adopted such amendments in accordance with all applicable laws, and the administrative or civil enforcement provisions of this chapter (i.e., Article V. Enforcement) shall not apply to such administrative or civil enforcement by the county. [Ord. 41-2004 § 2].~~

15.12.030 Definitions.

Any term(s) defined in the Federal Clean Water Act, as amended, and/or defined in the regulations for the stormwater discharge permitting program issued by the Environmental Protection Agency, as amended, and which are not specifically defined in this chapter shall, when used in the chapter, have the same meaning as set forth in said act or regulation.

As used in this chapter, the following words and phrases shall have the meanings set forth below unless the context clearly indicates otherwise:

"Administrator" means the ~~Ceity's~~ engineer-Public Works Director or another ~~Ceity~~ official designated by the City Manager to administer the Ceity's Sstormwater Pprogram.

~~_or other city official administering the city's industrial and commercial facilities storm water program or, where the city and county have entered into an agreement pursuant to RCMC 15.12.025, whereby the county is~~

~~authorized to assume and discharge on behalf of the city the requirements of this chapter, the administrator of the county's public works agency, and his or her designees.~~

"Best management practices (BMP)" means schedules of activities, prohibition of practices, general good housekeeping practices, pollution prevention and educational practices, maintenance procedures, and other management practices to prevent or reduce to the maximum extent practicable, the discharge of pollutants directly or indirectly to waters of the United States. BMPs shall also be defined to include structural controls, treatment controls, training requirements, operating procedures, and practices to control ~~plant~~ site runoff, spillage, ~~or~~ leaks, sludge or waste disposal, and drainage from raw materials storage.

~~"Board" means the board of supervisors of the county of Sacramento.~~

"City ~~C~~ouncil" or "~~e~~Council" means the ~~C~~ity ~~C~~ouncil of the ~~C~~ity of Rancho Cordova.

"~~C~~ity~~ounty~~" means the ~~e~~City of Rancho Cordova ~~ounty of Sacramento.~~

"~~C~~ity ~~ounty~~ storm-water conveyance system" means those public and natural facilities within the ~~incorporated area of the~~ ~~C~~ity, which are operated, maintained or controlled by the ~~C~~ity~~ounty~~, by which ~~storm water~~ ~~stormwater~~ may be conveyed to ~~waters~~ Waters of the United States ~~or Waters of the State~~, including, but not limited to, any roads with drainage systems, municipal streets, catch basins, water quality basins, detention basins, constructed wetlands, natural and artificial channels, ~~aqueducts, canyons,~~ stream beds, gullies, curbs, gutters, ditches, sumps, pumping stations, and storm drains. The ~~county~~ ~~C~~ity's storm-water conveyance system includes natural creeks and small streams which are also defined as receiving waters by the ~~M~~municipal ~~storm water~~ ~~s~~Stormwater ~~P~~permit, but does not include the ~~Sacramento River, American River, Cosumnes River, Mokelumne River, or navigable waterways of the delta. For purposes of this chapter, the county storm water conveyance system also includes the portion of the system designated as the city's storm sewer system.~~

~~"County" means County of Sacramento.~~

"Discharge" means the release or placement of any material into the ~~county~~ ~~C~~ity's stormwater conveyance system, including, but not limited to, storm-water, wastewater, solid materials, liquids, hazardous waste, raw materials, debris, litter, or any other substance.

"Discharger" means any person, business, construction project, or entity ~~whethat~~ discharges, or causes to discharge, either directly or indirectly, stormwater or any other material into the ~~C~~ity's MS4.

“Hydromodification” means the changes in the natural watershed hydrologic processes and runoff characteristics (e.g., interception, infiltration, overland flow, and groundwater flow) caused by urbanization or other land use changes that result in increased stream flows and sediment transport. In addition, alteration of stream and river channels, such as stream channelization, concrete lining, installation of dams and water impoundments, and excessive streambank and shoreline erosion are also considered hydromodification, due to their disruption of natural watershed hydrologic processes. For the purposes of this Chapter,
“hydromodification” refers to ecologically significant modification of a watershed’s natural hydrograph, characterized by increased volume, velocity, rate, duration, and/or overall energy~~(collectively, “flow”).~~

“Hydromodification control” means measures to mitigate artificial acceleration of natural erosion and sedimentation processes within the receiving waters through attenuation, infiltration, and dispersion of additional runoff created by impervious surfaces and earthwork compaction to prevent or reduce to the maximum extent practicable the discharge of pollutants directly or indirectly to waters of the United States.

“Illicit connection” means any physical connection to the ~~county~~ City’s storm-water conveyance system which is not permitted pursuant to a valid NPDES permit and/or expressly authorized by the ~~administrator~~ City.

“Illicit Discharge” ~~—means any~~ discharge to the MS4 that is not composed entirely of stormwater, except discharges pursuant to a NPDES permit and non-storm water discharges, such as those resulting from firefighting activities [40 CFR 122.26(b)(2)].

“Implementing agency” means the agency or department designated by the City Manager ~~administrator~~ to enforce the provisions of this chapter with respect to a particular program, site, facility, or industry category.

“Industry or industrial activity” means any service, business, enterprise, or any other activity conducted by any person or entity for the purpose of monetary gain or other compensation or in support of or promotion of such activity. ~~— This term shall also mean any similar activity conducted by a non-profit corporation as defined by the State of California.~~

“Low impact development” (LID) means a stormwater management and land development strategy that emphasizes conservation and the use of on-site natural features integrated with engineered, small-scale hydrologic controls to more closely reflect pre-project hydrologic functions. LID includes land development strategies that emphasize conservation and the use of on-site natural features integrated with engineered, small-scale hydrologic controls to more closely reflect pre-project hydrologic functions.

“LID Strategies” include retention practices that do not allow runoff, such as infiltration, rainwater harvesting and use, and evapotranspiration.

“Material” means any substance, including, but not limited to, raw materials, finished products, garbage and debris, lawn clippings, leaves and other vegetation, biological and fecal waste, sediment and sludge, oil and grease, gasoline, paints, solvents, cleaners and any fluid or solid containing chemicals.

“Municipal ~~storm water~~ Stormwater ~~P~~ermit” means NPDES Permit No. ~~CA0082597~~ CAS0085324, together with all subsequent amendments and renewal, issued by the Regional Water Board to ~~the county~~ Sacramento County and the cities of Rancho Cordova, Citrus Heights, Elk Grove, Folsom, Galt, and Sacramento.

“National Pollution Discharge Elimination System permit” or “NPDES permit” means a permit issued by either the Regional Water Board or the State Water Resources Control Board pursuant to Chapter 5.5 (commencing with Section 13370) of Division 7 of the California Water Code or the United States Environmental Protection Agency to control discharges from point sources to Waters of the United States.

“Non-stormwater discharge” means any discharge to the Ceity’s MS4— or directly to the natural surface waters which did not originate from storm events and snow melt, but essentially resulted from human activities, or materials or processes under a person’s control.— Non-stormwater discharges include but are not limited to discharges of: (1) water that has been used by a person or entity for any purpose such as cleaning, rinsing, cooling, irrigation, aquaculture, recreation, cooking, and industrial processes; (2) water or wastewater that originates or flows from equipment, valves, piping, hoses, containers, tanks, or other man-made apparatus; or (3) any discharge of materials or wastes other than water.

“Person” means any ~~natural person as well as any corporation~~ individual, firm, company, society, organization, partnership, public agency, trust, estate, cooperative association, joint venture, business entity or other similar entity, or the agent, employee, or representative of any of the above.

“Pollutant” means any contaminant or other substance which, as determined by the Administrator, is discharged or has a reasonable potential to be discharged in sufficient quantities or concentrations to cause exceedance of receiving water limitations defined in the ~~M~~municipal ~~storm water~~ Stormwater ~~P~~ermit, or any successor section, or otherwise cause a violation of the ~~M~~municipal ~~storm water~~ Stormwater ~~P~~ermit.

Pollutant may include, but is not limited to, solid waste, sewage, garbage, medical waste, wrecked or discarded equipment, radioactive material, dredged soil, rock, sand, industrial waste, feces, fecal coliform, fecal streptococcus, enterococcus, volatile organic carbon, surfactants, oil and grease, petroleum hydrocarbon, organic solvents, metals, phenols, pesticides, nutrients, suspended or settleable solids, materials causing an

increase in biochemical or chemical oxygen or total organic carbon, substances which alter pH, and those pollutants defined in Section 1362(6) of the Federal Clean Water Act.

“Potential user” means any person or entity who by nature of the enterprise, activity, or industry in which such person or entity is engaged, or by the use, possession, or ownership of specified types of equipment, is determined by the administrator to generate or have the capacity to generate wastes or wastewater which have significant potential to be discharged to the City MS4 county storm water conveyance system.

“Premises” means any building, lot, parcel or land, or portion thereof, whether improved or unimproved.

“Prohibited discharge” means any ~~non-storm~~non-stormwater ~~water~~ discharge to the City MS4 county storm water conveyance system or directly to receiving waters, to the Sacramento River, the Cosumnes River, the Mokelumne River, navigable waters of the delta, or the American River, which is not otherwise specifically authorized by this chapter, the Regional Water Quality Control Board, state, or federal law, or an NPDES permit.

“Receiving water limitations” means those restrictions defined and listed in Section IV. of the City’s Municipal storm water ~~stormwater~~ Permit (NPDES Permit No. CAS0085324) or any successor permit section.

“Receiving waters” means surface bodies of water, as defined by the ~~Municipal~~ stormwater ~~Permit~~, including, but not limited to, creeks and rivers, which serve as discharge points for the City’s MS4 county storm water conveyance system.

“Regional Water Board” means the California Regional Water Quality Control Board, Central Valley Region.

“Significant redevelopment” means the creation or addition of at least 5,000 square feet of impervious surfaces on an already developed site. ~~Significant redevelopment~~ includes, but is not limited to, expansion of a building footprint, or replacement of a structure; replacement of impervious surface that is not part of a routine maintenance activity and land-disturbing activities related to structural or impervious surfaces.

“Specific performance requirements” means standards adopted by the ~~City~~ that define required conditions or results regarding the elimination of non-stormwater discharges or the control of pollutants in stormwater from specified sources.

“State ~~Cgeneral~~ construction General ~~P~~permit” means the State Water Resources Control Board’s Order No. 99-08-DWQ superseded by Order No. 2010-2014 ~~-National~~ Pollutant Discharge Elimination System (NPDES)

General Permit No. CAS000021 Waste Discharge Requirements (WDRS) for Discharges of Stormwater Runoff Associated with Construction Activity, and any successor documents.

"State Industrial General Permit" means the ~~S~~state Water Resources Control Board's Order No. 97-03-DWQ and Order No. 2014-0057 National Pollutant Discharge Elimination System General Permit No. CAS000001, Waste Discharge Requirements for Discharges of Stormwater Associated with Industrial Activities Excluding Construction Activities, ~~and any successor documents.~~

"Stormwater" means surface runoff and drainage resulting from storm events and snow melt, ~~including surface runoff and drainage that contains pollutants as a result of contact with man-made or natural sources.~~

"Subject activity" means any industrial activity which is determined by the ~~A~~Administrator to discharge or have the potential to discharge pollutants into ~~storm water~~ stormwater or non-stormwater storm water in quantities or concentrations which may cause exceedance of receiving water limitations.

"Threatened prohibited non-storm water stormwater discharge" means any condition or activity which does not currently result in a prohibited discharge but is nevertheless determined by the ~~A~~Administrator to be a condition which results in a substantial likelihood of a future prohibited non-storm water stormwater discharge.

"User" means any person who discharges, or causes to discharge, either directly or indirectly, storm water stormwater or any other material into the ~~county storm water conveyance system~~ Ceity's MS4.

"Waters of the United States" means any surface water or groundwater, including saline waters within the boundaries of the State. [40 CFR 120.2(a)]. ~~has the same meaning as set forth in Part 122.2 of Title 40 of the Code of Federal Regulations or any successor provision. [Ord. 41-2004 § 2].~~

15.12.035 Construction.

The provisions of this chapter shall be construed to assure consistency with the requirements of the Federal Clean Water Act and any acts amendatory thereof or supplementary thereto, applicable implementing regulations, and NPDES Municipal Stormwater Discharge Permit ~~No. CA0082597 and CAS0085324.~~ No. CAS0085324, and Order R5-2016-0040, and any amendment, revision, or reissuance thereof, and together with all subsequent amendments and renewals. In the event of a conflict between this chapter and any

federal or state law, regulation, order or permit, the requirement which establishes the higher standard for public health and safety shall govern. [Ord. 41-2004 § 2].

15.12.040 Applicability.

The provisions of this chapter shall be applicable to all ~~users and potential users~~ dischargers and potential dischargers located within the ~~incorporated area of the City~~ and all users that discharge either directly or indirectly into the ~~county storm water system~~ ~~City's MS4~~. This chapter shall also apply, within the ~~incorporated area of the City~~, to non-stormwater discharges made directly to ~~the Sacramento, American River, Cosumnes River, Mokelumne River, or local creeks and channels~~ ~~navigable waters of the delta~~. This chapter shall not be applicable to ~~persons/entities~~ located outside ~~of the incorporated area of the City~~ if their ~~stormwater storm water~~ or non-~~storm water~~ ~~stormwater~~ discharge enters a storm-water conveyance facility owned or operated by another public agency which is subject to a valid NPDES permit for discharges from a municipal separate storm sewer system prior to entering the ~~county storm water~~ ~~downstream~~ conveyance system.

This chapter shall ~~not~~ apply to facilities subject to and in compliance with the State General Construction Activity Storm Water Permit and/or the ~~county City's E~~rosion and ~~S~~ediment ~~C~~ontrol ~~O~~rdinance, ~~City Grading Permit, Building Permit, or any other instrument of the County City that establishes p~~ ~~Pollutant control provisions for construction sites. Non-storm water discharges at construction sites between one and five acres in size, and which the Administrator determines are in accordance with the non-storm water discharge standards of the State General Permit for Construction Activity, are in compliance with this chapter.~~

This chapter shall not apply to ~~activities conducted by or~~ facilities operated by the state of California or by agencies of the federal government. [Ord. 41-2004 § 2].

15.12.050 Regulatory consistency.

The provisions of this chapter shall take precedence over and are controlling with respect to any conflicting or inconsistent provisions in this code. [Ord. 41-2004 § 2].

15.12.060 Compliance disclaimer.

Compliance by any person ~~or entity~~ with the provisions of this chapter shall not preclude the need to comply with other local, state, or federal statutory or regulatory requirements relating to the control of pollutant discharges or protection of stormwater quality, or both. [Ord. 41-2004 § 2].

15.12.070 Severability.

If any section, subsection, subdivision, paragraph, sentence, clause, or phrase of this chapter is for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining sections, subsections, subdivisions, paragraphs, sentences, clauses, or phrases of this chapter. The ~~C~~council hereby declares that it would have adopted this chapter and each section, subsection, subdivision, paragraph, sentence, clause, or phrase thereof without regard to whether any other section, subsection, subdivision, paragraph, sentence, clause, or phrase of this chapter would subsequently be declared to be invalid or unconstitutional. [Ord. 41-2004 § 2].

15.12.080 Administration.

Except as otherwise provided herein, the ~~A~~administrator shall be responsible for the administration, implementation, and enforcement of the provisions of this chapter. Any powers granted to ~~u~~ or duties imposed upon the ~~a~~Aadministrator may be delegated by the ~~A~~administrator to other ~~C~~city employees or, upon the approval of the ~~C~~council, to employees of other public agencies. [Ord. 41-2004 § 2].

15.12.090 Disclaimer of liability.

The degree of protection required by this chapter is considered reasonable for regulatory purposes and is based on scientific, engineering, and other relevant technical considerations. The standards set forth herein are minimum standards and this chapter does not imply that compliance will ensure that there will be no unauthorized discharge of pollutants into the ~~W~~waters of the United States. This chapter shall not create liability on the part of the ~~C~~city or any officer or employee thereof for any damages that result from reliance on this chapter, or any administrative decision lawfully made thereunder. [Ord. 41-2004 § 2].

Article II. Prohibited Non-Stormwater Discharges

15.12.100 Prohibited non-stormwater discharge.

Except as provided in RCMC 15.12.110, it shall be unlawful for any person to make or cause to be made any non-~~storm water~~stormwater discharge ~~into indirectly or directly to~~ the ~~C~~city ~~or directly to natural surface~~receiving waters. [Ord. 41-2004 § 2]

15.12.110 Exceptions to non-stormwater discharge prohibition.

The following discharges to the ~~county storm water conveyance system~~MS4 are exempt from the otherwise applicable discharge prohibition set forth in RCMC 15.12.100:

A. Any discharge regulated under an NPDES permit issued to the discharger and administered by the state pursuant to Chapter 5.5 of Division 7 of the California Water Code; provided, that any such discharge is in compliance with all requirements of the NPDES permit and all other applicable laws and regulations.

B. Any discharge from any of the following activities; provided, that any such discharge does not cause or contribute to the violation of any receiving water limitation as determined by the [Administrator](#):

1. Water line flushing;
2. Landscape irrigation;
3. Diverted stream flows;
4. Rising ground waters;
5. Uncontaminated groundwater infiltration (as defined in 40 CFR 35.2005(b)(20)) to separate storm sewers;
6. Uncontaminated pumped groundwater;
7. Discharges from potable water sources;
8. Foundation drains;
9. Air conditioning condensate;
10. Irrigation water;
11. Springs;
12. Water from crawlspace pumps;
13. Footing drains;
14. Lawn watering;
15. Individual residential car washing;
16. Flows from riparian habitats and wetlands;

17. Dechlorinated dibrominated swimming pool/spa discharges;

18. Street wash water; and or

19. ~~8. Essential Non-Emergency and Emergency Firefighting Activities.~~

~~Discharges or flows from emergency fire-fighting activities.~~

C. Any discharges which the Aadministrator, the Ccity Public Works Director, or the Regional Water Board determines in writing are necessary for the protection of public health or safety.

D. Additional categories of non-stormwater discharges which do not cause or contribute to the violation of any receiving water limitation may be excepted from the otherwise applicable prohibition by the Aadministrator upon approval of the executive officer of the Regional Water Board, as provided in the Mmunicipal Sstormwater Permit, and all subsequent amendments and renewals. or any successor sections. [Ord. 41-2004 § 2].

15.12.120 Exception to otherwise applicable exemptions.

Notwithstanding the exemptions provided for in RCMC 15.12.110, if the Regional Water Board or the Aadministrator determines that a discharge which is otherwise exempt from the prohibition on discharges causes or significantly contributes to the violation of any receiving water limitation or results in the conveyance of significant quantities of pollutants to surface waters, or is otherwise a danger to public health or safety, the administrator may give written notice to the owner or operator of the facility that the discharge exception shall not apply to the discharge at issue following expiration of the 30-day period commencing upon delivery of the notice. Upon expiration of such 30-day period, any such discharge shall be unlawful. Upon finding that any continuance of the discharge poses an immediate significant threat to the environment or to public health and safety, the Aadministrator may waive the 30-day waiting period and require immediate cessation of the discharge. [Ord. 41-2004 § 2].

15.12.130 General discharge prohibition.

It shall be unlawful for any person to discharge, or cause to be discharged, any material to the county-Ceity's storm-water conveyance system which results in, or contributes to, a violation of the Mmunicipal Sstorm-water Permit. [Ord. 41-2004 § 2].

15.12.140 Threatened prohibited non-stormwater discharge.

It shall be unlawful for any person to maintain, or cause to be maintained, a threatened prohibited non-~~storm water~~stormwater discharge after having received notice of the administrator's determination as to the existence of a threatened prohibited non-~~storm water~~stormwater discharge. This section may be enforced pursuant to Article V of this chapter. [Ord. 41-2004 § 2].

15.12.150 Illicit connections prohibited.

A. It shall be unlawful for any person or entity to establish, use or maintain, or cause to establish, use or maintain, any illicit connection. Illicit connections shall be subject to removal and abatement by the Ceity pursuant to Chapter 16.02 RCMC.

B. The prohibition set forth in subsection (A) of this section shall apply to illicit connections in existence at the time that the ordinance codified in this chapter becomes effective. Upon the effective date of the ordinance codified in this chapter, any person or entity who maintains an illicit connection shall have 30 days from the effective date of the ordinance codified in this chapter to disconnect and discontinue use of such connection. Notwithstanding the provisions of this section, any person who maintains an illicit connection, as defined in RCMC 15.12.030, may apply to the Aadministrator to continue the connection subject to applicable Ceity standards. [Ord. 41-2004 § 2].

15.12.160 Negligence or intent not required.

A violation of the provisions of this article shall occur irrespective of the negligence or intent of the violator to construct, maintain, operate, or utilize an illicit connection or to cause, allow or facilitate any prohibited discharge. [Ord. 41-2004 § 2].

Article III. Reduction of Pollutants in Storm WaterStormwater

15.12.200 General requirements.

A. The Aadministrator may designate as subject activities those industrial activities which are identified as potential sources of discharges of pollutants to the Ceity MS4.

B. Any person whom the Aadministrator determines is conducting any subject activity shall reduce the discharge of pollutants from those activities through the implementation of BMPs in accordance with RCMC 15.12.260.

C. The [Administrator](#) shall conduct a notification and comment process for designations or determinations made pursuant to subsection (A) of this section.

D. Any determination made by the [Administrator](#) pursuant to subsection (B) of this section shall be subject to the provisions for the adoption of regulations set forth in RCMC [15.12.250](#). [Ord. 41-2004 § 2].

15.12.210 Containment and notification of spills.

A. Any person [or entity](#) owning or occupying a premise, or conducting any activity, that has knowledge of any [non-storm-water-stormwater](#) discharge or threatened prohibited non-[storm-waterstormwater](#) discharge from the premises or activity to the [Ceity'sounty](#) storm-water conveyance system shall immediately take all reasonable actions to contain and otherwise minimize any such discharge.

B. The [Administrator](#) may designate types of industries where the owner or operator of the industry shall be required to notify the [Administrator](#) or the implementing agency within 24 hours of the discovery of an actual discharge into the [Ceity'sounty](#) storm-water conveyance system.

C. For any discharge subject to the reporting requirements of Sections [13271](#) and [13272](#) of the California Water Code, notification in compliance therewith shall constitute sufficient notification for the purposes of this section. [Ord. 41-2004 § 2].

15.12.220 Reduction of trash discharge.

[New development and significant redevelopment projects in the Ceity are required to incorporate trash capture measures. The Amendments to the Water Quality Control Plan for the Ocean Waters of California to Control Trash and Part 1 Trash Provisions of the Water Quality Control Plan for Inland Surface Waters, Enclosed Bays, and Estuaries of California \(Trash Amendments\) were adopted on April 7, 2015. The Trash Amendments established a statewide water quality objective for trash to control trash down to 5 mm, and implementation provisions using a land-use based compliance approach that targets high trash generating areas.](#)

[The Trash Amendments focus on structural and institutional program controls at high trash generating areas within municipalities. The Trash Amendments identified five priority land use \(PLU\) areas for trash control:](#)

- ▲ High density residential (10 units or more);
- ▲ Industrial;
- ▲ Commercial;
- ▲ Mixed urban; and
- ▲ Public transportation stations.

New development and redevelopment projects classified as priority land uses are required to incorporate Full Capture Systems. The Trash Amendments define these systems as:

“A treatment control, or series of treatment controls, including but not limited to, a multi-benefit project or a low-impact development control that traps all particles that are 5 mm or greater, and has a design treatment capacity that is either:

- Not less than the peak flow rate, Q, resulting from a one-year, one-hour, storm in the subdrainage area, or
- Appropriately sized to, and designed to carry at least the same flows as, the corresponding storm drain.”
-

15.12.230 Construction sites with building permits.

Any person or entity owning or operating a construction site for which a building permit has been issued shall implement BMPs to control the discharge of pollutants to the maximum extent practicable and eliminate non-stormwater discharges that are not in compliance with an NPDES Permit. See RCMC Chapter 16 for more details. (SCC 1280 § 2, 2004)

15.12.240 Post construction requirements for new development and significant redevelopment.

A.—The Administrator shall be authorized to establish specified performance requirements and requirements for BMPs as appropriate to minimize the long-term, post construction discharge of stormwater pollutants from

new development or significant redevelopment, to implement the development standards plan, and to comply with the requirements associated with the development standards in the Municipal Stormwater Permit. The requirements for new development or redevelopment may include but are not limited to performance standards, source control measures, treatment control measures, hydromodification management measures, low impact development measures, operational BMPs, building material specifications or limitations, site design requirements, signage and marking, and associated maintenance programs or schedules.

B. Requirements established pursuant to subsection (A) of this section may be included in development standards, building codes, building permits, conditions of development, or any other appropriate instrument administered by the Ceity. (SCC 1280 § 2, 2004).

15.12.250 Best management practices.

A. The Aadministrator may adopt regulations for specified subject activities. Such regulations shall describe best management practices which, if implemented by persons or entities conducting such specified activities, shall satisfy the requirements of RCMC 15.12.200.

B. Persons or entities conducting subject activities may implement BMPs not contained in the adopted regulations to satisfy the requirement of RCMC 15.12.200 (B) through either of the following mechanisms:

1. By submitting and receiving prior written approval for the alternative BMPs from the administrator if he or she determines that the proposed alternative BMPs provide a level of protection from storm-water stormwater discharges equivalent to the BMPs contained in the regulations adopted pursuant to subsection (A) of this section; or
2. By implementing alternative BMPs which provide a level of protection from storm-water stormwater discharges equivalent to the BMPs contained in the regulations adopted pursuant to subsection (A) of this section.

C. Any alternative BMPs implemented pursuant to subsection (B)(2) of this section shall be subject to review and approval by the administrator as part of the inspection procedures set forth in Article IV of this chapter. If a person or entity conducting subject activities implements alternative BMPs without the prior written approval of the administrator and subsequently receives written notice from the administrator that the alternatives BMPs do

not provide the required equivalent level of protection from stormwater discharges, the continued implementation of such alternative BMPs shall be deemed to be a violation of the requirements of RCMC [15.12.200](#)(B) as of the date of delivery of such notice unless it is ultimately determined pursuant to an administrative appeal pursuant to RCMC [15.12.440](#) that the alternative BMPs provide the required equivalent level of protection from ~~storm water~~ [stormwater](#) discharges.

D. Any facility that it is in compliance with its state or federal NPDES permit for ~~storm water~~ [stormwater](#) discharges for that facility shall be deemed to have met the requirements of RCMC [15.12.200](#)(B).

E. The ~~A~~administrator shall develop regulations for determining when BMPs have been successfully implemented. [Ord. 41-2004 § 2].

15.12.260 Best management practice maintenance requirements.

~~The A~~administrator may require a property owner to execute a maintenance agreement for any post construction stormwater quality measure- to ensure continued compliance with specified performance requirements. This requirement will apply to measures required by the City or measures ~~-that were voluntarily installed. A maintenance agreement -may be required when the A~~administrator determines that proper maintenance is necessary to protect public safety, health, infrastructure, or the environment, or to otherwise meet the purposes of this chapter. Maintenance requirements established pursuant to this subsection must be appropriate for the site conditions and design of the proposed measures. (SCC 1295 § 6, 2005; SCC 1280 § 2, 2004)

15.12.270 Administrative rules and regulations.

A. The ~~A~~administrator shall have the authority to promulgate regulations for the implementation of this chapter. Prior to the ~~A~~administrator's initiation of any proposed regulations, the ~~A~~administrator shall submit such proposal to the ~~C~~city ~~C~~council for its approval.

B. All regulations promulgated by the ~~A~~administrator shall be consistent with the provisions of this chapter. Any such regulations, or amendments thereof, shall be filed with the ~~C~~city ~~C~~clerk. The clerk shall cause announcement of said rules or regulations to be published in a newspaper of general circulation within 10 calendar days. Such announcements shall provide a reasonable summary of the content of the rule. In addition, the administrator shall make a reasonable effort to identify, notify, and provide copies to any industries which are specifically designated by the ~~A~~administrator as subject to a rule or regulation. However, neither the failure of the ~~A~~administrator to provide such notice nor the failure to receive individual notice shall exempt an industry from that rule or regulation. No regulations promulgated by the ~~A~~administrator, or amendments

there~~toof~~, shall be enforced or become effective until 30 calendar days following the date on which notification of the regulations is published.

C. Any person or entity who asserts that ~~he or she is~~they are aggrieved by the terms or application of a regulation issued pursuant to this section may appeal the issuance of such regulation by filing a written notice of appeal with the Ceity Clerk. The notice of appeal shall specifically identify the regulation or regulations from which the appeal is taken and the reasons for the appeal. Upon receipt of such notice, the Ceity Clerk shall schedule the appeal for a public hearing by the council. At the conclusion of the public hearing the council shall be vested with jurisdiction to deny the appeal or to rescind or modify the regulation. The Council's determination ofin this ~~regard-matter~~ shall be final.

D. Any regulation from which an appeal is filed prior to its effective date shall not become effective until the date of a determination by the council of the appeal. Any regulation from which an appeal is filed on or subsequent to the effective date thereof shall remain in full force and effect during the pendency of the appeal, and any decision which rescinds or modifies the regulation shall apply prospectively. [Ord. 41-2004 § 2].

Article IV. Inspection and Monitoring

15.12.300 Scope of inspections.

A. Prior to commencing any inspection authorized pursuant to this section, the Aadministrator shall obtain the consent of the owner or occupant of the premises, or an administrative inspection warrant, ~~or a criminal search warrant~~. Routine or area inspections shall be based upon such reasonable selection processes as may be deemed necessary to carry out the objectives of this chapter, including, but not limited to, random sampling, sampling in areas with evidence of storm-water contamination, illicit connections, discharge of non-storm-water to the ~~county-City storm water conveyance system~~ MS4 or similar factors.

B. The ~~a~~AAdministrator may enter upon private property to investigate the source of any discharge to any public street, inlet, gutter, storm drain or the ~~county stormwater conveyance system~~ Ceity's stormwater conveyance system. Routine or area inspections shall be based upon such reasonable selection processes as may be deemed necessary to carry out the objectives of this chapter, including, but not limited to, random sampling, sampling in areas with evidence of stormwater contamination, illicit connections, discharge of non-stormwater to the Ceity MS4 or similar factors.

C. The Aadministrator may enter upon private property for the purpose of verifying compliance with the provisions of this chapter, including, but not limited to, the following:

1. Identifying products produced, processes conducted, chemicals used, and materials stored on or contained within the property;
2. Identifying point(s) of discharge of all wastewater, process water systems, pollutants, and other discharges from the property;
3. Investigating the natural slope of the premises, including drainage patterns and artificial conveyance systems;
4. Establishing the location of all points of discharge from the property, whether by surface runoff or through a storm drain~~:-~~;
5. Locating any illicit connection or the source of any prohibited non-~~storm water~~ stormwater discharge; and
6. Evaluating implementation of BMPs.

D. For purposes of verifying compliance with the provisions of this chapter, the Aadministrator may inspect any vehicle, truck, trailer, tank truck or other mobile equipment, or any stationary equipment, which may reasonably be believed to be used by the business for business-related activities and to be associated with industrial sources of pollutants or with non-~~storm water~~ stormwater discharges.

E. The Aadministrator may inspect all records of the owner or occupant of any premises relating to chemicals or processes presently or previously occurring on site, including materials and/or chemical inventories, facilities maps or schematics or diagrams, material safety data sheets, hazardous waste manifests, business plans, pollution prevention plans, state general permits, monitoring program plans or any other records relating to illicit connections, prohibited discharges or the potential discharge of pollutants to the county stormwater conveyance system~~County MS4~~. In addition, the Aadministrator may require the owner or occupant to furnish within a reasonable time period, copies of all such records listed in this section.

F. The Aadministrator may inspect, sample, and test any area runoff, soils area (including any groundwater testing), process discharge, materials within any waste storage area (including any container contents), and/or treatment system discharge for the purpose of determining the potential for the contribution of pollutants to the County MS4 storm water conveyance system. The Aadministrator may investigate the integrity and layout of

all storm ~~_~~drain and sanitary sewer systems or other pipelines on the premises using appropriate tests, including, but not limited to, smoke and dye tests or video surveys. The Aadministrator may take photographs or videotape, make measurements or drawings, and create any other record ~~reasonable~~reasonably necessary to document conditions on the premises.

G. The Aadministrator may erect and maintain monitoring and sampling devices for ~~the purpose of for~~ measuring any discharge or potential source of discharge to the Ceity MS4~~ounty storm water conveyance system~~. [Ord. 41-2004 § 2].

15.12.310 Fees.

The a~~A~~administrator shall collect such fees as may be authorized by the Ceity Ce~~ouncil or, where the city and county have entered into an agreement pursuant to RCMC 15.12.025 whereby the county is authorized to assume and discharge on behalf of the city the requirements of this chapter, as authorized by the county board of supervisors~~, to provide for the recovery of regulatory costs, including routine inspections and other regulatory functions associated with this chapter. Failure of any person or entity to pay required fees within the time period set in the policy established by the Aadministrator shall be a violation of this chapter.~~—~~ There shall be no fee assessed to appeal the determination that a person or entity conducts any subject activity. Any such fees shall be established by resolution of the Ceity Ce~~ouncil or, where applicable, the county board of supervisors~~, and shall be in accordance with all other applicable legal requirements. [Ord. 41-2004 § 2].

Article V. Enforcement

15.12.400 Notice of noncompliance.

A. The Aadministrator may ~~issue deliver a~~ Notice and Order to any of the following:

1. ~~to T~~he owner or occupant of any premises, or to any premises requiring abatement of conditions on the premises that cause or may cause a prohibited discharge in violation of this chapter;~~;~~
2. Any person or entity who fails to implement BMP's in accordance with RCMC 15.12.200 (B);~~;~~
3. Any person or entity responsible for a prohibited discharge or maintenance of a threatened prohibited non-stormwater discharge;~~;~~
4. Any person or entity who fails to comply with the Trash Amendment requirements;~~;~~
5. Any person or entity who fails to comply with the HydromodificationPost Construction Stormwater Control Measures;~~;~~
6. Any or entity person responsible for an illicit connection; ~~and;~~

~~7. prohibited discharge, maintenance of a threatened prohibited discharge, failure to implement BMPs in accordance with RCMC 15.12.200(B), or Any person or entity responsible for a~~any other violation of this chapter, ~~a notice of noncompliance.~~

B. The notice ~~and order of noncompliance~~ shall be delivered in accordance with RCMC 15.12.430.

~~CB.~~ The notice of noncompliance shall identify the provision of this chapter that has been violated. ~~The notice of noncompliance shall identify a compliance date that must be met; provided, however, that the compliance date may not exceed 90 days unless the administrator extends the compliance deadline an additional period not exceeding 90 days when good cause exists for the extension. [Ord. 41-2004 § 2]~~ The notice of noncompliance shall state that continued noncompliance may result in additional enforcement actions, including the recovery of any costs incurred by the city or, where applicable, the county.

~~C.~~ ~~The notice of noncompliance shall identify a compliance date that must be met; provided, however, that the compliance date may not exceed 90 days unless the administrator extends the compliance deadline an additional period not exceeding 90 days when good cause exists for the extension. [Ord. 41-2004 § 2]~~

15.12.410 Administrative compliance orders.

A. The ~~a~~Administrator may issue an administrative compliance order. The administrative compliance order shall be delivered in accordance with RCMC 15.12.430. The administrative compliance order may be issued to any of the following:

1. The owner or occupant of any premises requiring abatement of conditions on the premises that cause or may cause a prohibited discharge in violation of this chapter.
2. A person or entity who fails to implement BMPs in accordance with RCMC 15.12.200(B).
3. Any person or entity responsible for a prohibited discharge or maintenance of a threatened prohibited discharge.

B. ~~The~~ An administrative compliance order may include the following terms and conditions:

1. Specific steps and time schedules for compliance as reasonably necessary to prevent threatened or future unauthorized discharges, including, but not limited to, the threat of any prohibited discharge from any pond, pit, well, surface impoundment, holding or storage area.

2. Specific requirements for containment, cleanup, removal, storage, or proper disposal of any material having the potential to contribute pollutants to storm-water runoff.
3. Specific requirements for the installation of overhead covering.
4. Any terms or conditions reasonably calculated to prevent continued or threatened violations of this chapter.
5. Any other measures necessary or appropriate to fully implement BMPs in accordance with RCMC [15.12.200](#)(B). [Ord. 41-2004 § 2].

15.12.420 Cease and desist orders.

- A. ~~Any violation of this chapter in which~~ The Administrator may issue a cease and desist order, delivered in accordance with RCMC 15.12.430 if he or she determines that a violation ~~in this chapter also determines that the violation constitutes an immediate threat to public health or safety, including by way of illustration and not limitation, significant harm to human or aquatic life or to the Ceity stormwater conveyance system or natural surface waters, may result in an order to immediately cease and desist all activities causing such immediate threat.~~ The Administrator may issue a cease and desist order to any person or entity to immediately cease any activity that may lead to a violation of receiving water limitations.
- B. A cease and desist order shall ~~direct the owner or occupant of any premises subject to this chapter, or any person or entity named therein which is subject to this chapter: (1), to immediately discontinue all or specified prohibited conditions or discharges to the Ceity stormwater conveyance system, natural surface waters, or otherwise, until such time as abatement actions sufficient in the determination of the Aadministrator have been satisfactorily effected and so confirmed by written amendment to said cease and desist order; (2) i~~ immediately discontinue any other violation of this chapter; ~~and (3) clean up the area affected by the violation.~~
- C. Any cease and desist order may be appealed pursuant to the administrative appeals process of this chapter; ~~(Section 15.12.440) provided, however, the cease and desist order shall remain in effect pending final determination thereof. Nothing shall limit the Aadministrator's authority to continue enforcement actions under a pending cease and desist order, including modifying a~~ cease ~~-and -desist~~ order consistent with the purpose and intent of this chapter.
- D. Any ~~cease -and -desist~~ order shall be cumulative and not exclusive of any other ~~with all the remedies in this chapter and as provided by law.~~

E. A cease and desist order shall inform the discharger of the Administrator's authority and intent to conduct abatement of the violation or threatened violation according to Section 15.12.4550, if the discharger fails to comply with the requirements of the cease and desist order within the specified time frame.

F. If the discharger fails to comply with a cease-and-desist order within the time specified in the order, the Administrator may conduct abatement of the violation according to Section 15.12.4550.

G. Nothing in this section requires the Administrator to issue a cease and desist order before conducting summary abatement as provided under Section 15.12.4550. (SCC 1295 § 12, 2005; SCC 1280 § 2, 2004).

H. The administrator may issue a cease and desist order. A cease and desist order shall be delivered in accordance with RCMC 15.12.430. A cease and desist order may direct the owner or occupant of any premises, or any other person responsible for any violation of this chapter, to take any of the following actions:

1. Immediately discontinue any prohibited discharge to the city/county storm water/stormwater conveyance system.
2. Immediately discontinue any other violation of this chapter.
3. Clean up the area affected by the violation.

B. The administrator may direct by a cease and desist order that any person immediately cease any activity that may lead to a violation of receiving water limitations

15.12.430 Delivery of notice.

Any notice of noncompliance, administrative compliance order, cease and/or desist order, or other enforcement order pursuant to the requirements of this chapter shall be subject to the following requirements:

A. The notice shall state that the recipient has a right to appeal the matter as set forth in RCMC 15.12.440.

B. The notice shall state that the recipient or the property owner, or both, may be liable for all enforcement costs incurred by the Ccity or, where applicable, the county, in correcting the violation.

C. Delivery shall be deemed complete upon either personal delivery to the recipient or deposit in the U.S. Mail, postage prepaid, for first class delivery.

D. Where the recipient of the notice is the owner of the property, the address for notice shall be the address from the most recently issued equalized assessment roll for the property.

E. Where the owner or occupant of any premises cannot be located after reasonable efforts of the administrator, the notice shall be deemed delivered after posting on the premises for a period of 10 business days. [Ord. 41-2004 § 2].

15.12.440 Enforcement Actions

A. In addition to any other content, a notice and order, or a cease and desist order shall contain the following elements:

1. The street address and assessor's parcel number or such other legal description sufficient for identification of the premises responsible for the violation.
2. A statement of the Administrator's findings that indicates a violation has occurred.
3. A citation of the provision of this chapter that has been violated.
4. A date by which any person or entity must be in compliance with this chapter, or a date by which an action plan must be submitted by the person or entity to propose a means and time frame by which to correct violations. The Administrator may extend the compliance date when good cause exists for such an extension.
5. Notification that continued non-compliance may result in additional enforcement action being taken against the business, facility, or any responsible persons or entities.
6. Notification that the City may recover any costs incurred by the City as a result of the violation.
7. Notification that a violation of this chapter may result in an administrative civil penalty of up to five thousand dollars (\$5,000.00) per violation for each day that the violation occurs, or in a criminal penalties.
8. Notification that the recipient has a right to a hearing on the matter as set forth in Section 15.12.540 of this chapter, to determine the enforcement of any administrative civil penalty sought by the

Administrator, or to appeal any findings or required corrective actions established by the Administrator.

9. Notification of hearing dates, appeal deadlines, and procedures for requesting a hearing established according to Section 15.12.540 of this chapter.

B. In addition to any other content, a notice and order or a ~~cease-and-desist~~ order, or a notice of administrative civil penalty may establish required corrective actions, including the following:

1. Terms, conditions, and requirements reasonably related to the provisions of this chapter, including the following:

- a. Cessation of illicit discharges.
- b. Correction of prohibited conditions.
- c. Requirement for submittal of a written action plan for achieving and maintaining compliance with this chapter. The Administrator may require the action plan to address specific items, including the following:
 - I. Specific time schedules for compliance.
 - II. Description of BMPs that will be implemented for containment, cleanup, removal, storage, or proper disposal of any material having the potential to contribute pollutants to stormwater runoff.
 - III. Identification of persons or entities responsible for compliance with this chapter.
- d. Reporting requirements to demonstrate ongoing compliance.

2. A requirement that the person or entity receiving any notice pursuant to this section shall submit written certification to the administrator that the necessary corrective actions have been completed. As appropriate for the type of correction action taken, the notice of violation may require documentation that substantiates the certification, including but not limited to receipts, contracts, or photographs.

3. Any other terms or conditions reasonably necessary to prevent additional or on-going violations of this chapter.

C. A notice and order, a ~~cease-and-desist~~ order, or a notice of administrative civil penalty may be issued separately or in combination with another notice or order for the same violations or set of related violations. (SCC 1295 § 13, 2005; SCC 1280 § 2, 2004)

15.12.450 Administrative appeals.

A. Except as set forth in subsection (C) of this section, any person or entity receiving: ~~a notice of noncompliance (1)~~, a designation as a person or entity who conducts subject activities; ~~(2)~~, a notice and order: n-administrative compliance order or ~~(3)~~ who is otherwise subject to an adverse determination pursuant to this chapter may appeal the matter by requesting an administrative hearing before a hearing officer appointed by the council.

B. Any person or entity appealing a ~~notice of noncompliance, notice and order~~administrative compliance order, designation as a person or entity who conducts subject activities or other adverse determination shall file, within 30 days of receipt of notice thereof, a written request for an administrative hearing, accompanied by an administrative hearing fee as established by resolution of the city council, with the Aadministrator. A hearing on the matter shall thereafter be held before a hearing officer within 45 days of the filing of the written request unless, in the reasonable discretion of the hearing officer and pursuant to a request by the appealing party, a continuance of the hearing is granted.

C. An administrative hearing on the issuance of a cease and desist - order or following an emergency abatement action shall be held within five (5) business days following the issuance of the order or the action of abatement, unless the hearing or the time requirement for the hearing is waived in writing by the party subject to the cease-and-desist order or the emergency abatement. A request for an administrative hearing shall not be required from the person or entity subject to the cease-and-desist order or the emergency abatement.

D. The Aadministrator shall appear in support of the notice, order, designation, determination or emergency abatement action and the appealing party shall appear in support of the withdrawal of the notice, order, designation, determination or in opposition to the emergency abatement action. The Ccity shall have the burden of supporting any enforcement or other action by a preponderance of the evidence. Each party shall have the right to present testimony and other documentary evidence as necessary for the appropriate presentation of the case.

E. Except in the case of a proceeding to determine the validity of a ~~cease-and-desist~~cease-and-desist order or a hearing following an emergency abatement, the final decision of the hearing officer shall be issued within 10 business days of the conclusion of the hearing and shall be delivered by first class mail, postage prepaid, to the appealing party. In the case of a proceeding to determine the validity of a ~~cease-and-desist~~cease-and-desist order or a hearing following an emergency abatement, the final decision of the hearing officer shall be issued within five business days following the conclusion of the hearing. The final decision shall include notice that any legal challenge to the final decision shall be made pursuant to the provisions of Sections 1094.5 and 1094.6 of

the California Code of Civil Procedure and shall be commenced within 90 days following the final decision. Any administrative hearing fee paid by a prevailing party shall be refunded. [Ord. 41-2004 § 2].

15.12.460 Nuisance and abatement.

A. Any condition in violation of the provisions of this chapter, including, but not limited to, the maintenance or use of any illicit connection or the occurrence of any prohibited discharge, shall constitute a threat to the public health, safety and welfare and is declared and deemed to be a public nuisance.

B. At the request of the [Administrator](#), the [City](#) may seek a court order to enjoin or abate the nuisance, or both. Prior to seeking any court order to enjoin or abate a nuisance or threatened nuisance, the [Administrator](#) shall provide notice of the proposed injunction or abatement to the owner and occupant, if any, of the premises where the nuisance or threatened nuisance is occurring.

C. At the request of the [Administrator](#), the [City](#) may seek an abatement warrant or other appropriate judicial authorization to enter the premises where any nuisance or threatened nuisance is occurring and to abate the condition and restore the area.

D. In the event the nuisance constitutes an imminent danger to public safety or the environment, the administrator may enter the premises from which the nuisance emanates, abate the nuisance and restore any property affected by the nuisance without prior notice to or consent from the owner or occupant thereof and without judicial warrant.

1. An imminent danger shall include, but is not limited to, exigent circumstances created by the dispersal of pollutants, where such pollutants present a significant and immediate threat to the public safety or the environment.

2. Notwithstanding the authority of the [City](#) to conduct an emergency abatement action, an administrative hearing pursuant to RCMC [15.12.440](#) shall follow the emergency abatement action. [Ord. 41-2004 § 2].

15.12.470 Administrative civil penalties.

A. In addition to any other remedies provided by this chapter, there is hereby imposed an administrative civil penalty of up to \$5,000 for each violation of this chapter. Notice of any administrative civil penalty shall be served and proof of service shall be made in the same manner as provided in RCMC [15.12.430](#).

The notice shall provide that any administrative civil penalty imposed shall be administratively reviewed by a hearing officer before it is enforced. When violation of this chapter pertains to a continuing violation that does not create an immediate danger to health or safety, as determined by the Aadministrator, the violator shall be provided with a reasonable time to correct or otherwise remedy the violation prior to imposition of the penalty. The aAadministrator shall determine and notify the violator of the time within which the violator must correct or remedy the violation. The notice shall provide that an administrative civil penalty will be imposed if the continuing violation is not remedied or corrected within the time stated.

B. Enforcement of the administrative civil penalty imposed by the Aadministrator shall be by written order issued by the hearing officer following notice and an opportunity for hearing.

Procedures concerning notice, conduct of the hearing, and service shall be as provided in RCMC 15.12.440.

The order of the hearing officer concerning the administrative civil penalty shall be in writing, resolving the essential issues raised and confirming, amending, or rejecting the administrative civil penalty imposed by the Aadministrator. In reaching a decision concerning any administrative civil penalty, the hearing officer shall be guided by factors including, but not limited to, ~~the following~~ the danger to public health, safety and welfare represented by the violation, recidivism, and any economic benefit associated with noncompliance.

C. The manner of contesting the final order of the hearing officer concerning any administrative civil penalty is governed by Section 53069.4 of the California Government Code, or any successor provision thereto. Service of the notice of appeal authorized by Section 53069.4 of the Government Code on the Ceity shall be served upon the Ceity Clerk. [Ord. 41-2004 § 2].

15.12.480 Criminal penalties.

A. Any person who negligently or knowingly violates any provision of this chapter, undertakes to conceal any violation of this chapter, continues any violation of this chapter after notice thereof, ~~or~~ fails to implement BMPs

in accordance with RCMC [15.12.200\(B\)](#) or fails to comply with a specified requirement or a provision of a Ceity stormwater permit shall be guilty of a misdemeanor and upon conviction thereof be fined not more than \$1,000 or imprisoned for not more than six months in the county jail, or both.

B. Each day in which a violation occurs and each separate failure to comply with either a separate provision of this chapter, an administrative compliance order, a cease ~~and~~ ~~desist~~ order, or failure to implement BMPs in accordance with RCMC [15.12.200\(B\)](#) shall constitute a separate violation of this chapter punishable by fines or sentences in accordance herewith.

C. The ~~A~~administrator may authorize specifically designated ~~C~~city employees to issue citations for misdemeanor violations of this chapter pursuant to Section [836.5](#) of the Penal Code. [Ord. 41-2004 § 2].

15.12.490 Miscellaneous enforcement provisions.

A. Each and every remedy available for the enforcement of this chapter shall be nonexclusive and it is within the discretion of the ~~A~~administrator to seek cumulative remedies. ~~The remedies available to the City pursuant to the provisions of this chapter shall not limit the right of the Ceity or any law enforcement agency to seek any other legal or equitable remedy that may be available to it.~~

B. The ~~A~~administrator may request the ~~C~~city to file a civil action in a court of competent jurisdiction seeking an injunction against any threatened or continuing noncompliance with the provisions of this chapter. Any temporary, preliminary or permanent injunction issued pursuant to this subsection may include an order for reimbursement to the ~~C~~city of all costs incurred in enforcing this chapter, including, but not limited to, costs of inspection, investigation and monitoring, the costs of abatement undertaken at the expense of the ~~C~~city, costs relating to the restoration of the environment, ~~and~~ any other costs or expenses authorized by law.

C. The ~~A~~administrator may request the ~~C~~city to file an action for civil damages in a court of competent jurisdiction seeking recovery of any of the following:

1. All costs incurred in the enforcement of this chapter, including, but not limited to, costs relating to investigation, sampling, monitoring, inspection, administrative expenses, all other expenses authorized by law and consequential damages.
2. All costs incurred in mitigating harm to the environment or reducing the threat to human health.

3. Damages for irreparable harm to the environment.

D. The Ceity is authorized to file actions for civil damages resulting from any trespass or nuisance occurring on public property or to the Ceity eunty storm waterstormwater conveyance system from any violation of this chapter where such violation has caused damage, contamination or harm to the environment, public property, or the Ceity eunty storm waterstormwater conveyance system.

~~E. The remedies available to the Ceity pursuant to the provisions of this chapter shall not limit the right of the city or any law enforcement agency to seek any other legal or equitable remedy that may be available to it.~~

EF. Each day in which a violation occurs and each separate failure to implement BMPs in accordance with RCMC 15.12.200(B) or to comply with either a separate provision of this chapter, an administrative compliance order, or a cease -and -desist order shall constitute a separate violation of this chapter punishable by administrative penalties in accordance with this chapter. [Ord. 41-2004 § 2].

Article VI. Recovery of Costs of Abatement

15.12.500 Costs of abatement – Confirmation.

A. When proceedings under this chapter result in the correction of a violation of this chapter or in a final determination that a violation exists after the date specified in any notice issued pursuant to the provisions of this chapter, the costs of such proceedings incurred by the Ceityeunty may be assessed against the property. Such costs may include, but are not limited to, those incurred in inspecting property, publication, mailing and posting of notices, conducting hearings, processing appeals and pursuing any judicial action. It is the purpose of this section to allow the assessment against property of costs of proceedings if a violation is corrected in any manner.

B. The Aadministrator shall keep an account of the administrative and other costs of abatement and clean up and shall submit to the council for confirmation an itemized written report showing such costs and their proposed assessment to the respective properties. The report shall be filed with the Ceity Clerk not later than 15 calendar days in advance of the confirmation hearing required below.

C. Upon receipt of the report, the Ceity Clerk shall schedule a public hearing to receive protests and confirm the report. A statement of the proposed assessment and notice of the time, date, and place of the hearing, together with reference to the report on file with the clerk, shall be mailed to the owner or owners of each parcel of property proposed to be assessed shown on the last equalized assessment roll available on the date of mailing of the notice or any other address or addresses ascertained to be more accurate. Such notice shall be

mailed not later than 15 calendar days in advance of the hearing. Notice of the time, date, and place of the public hearing by the council shall be published once in a newspaper of general circulation published within the ~~Ceity. county.~~

With respect to each property proposed to be assessed for which the name of the owner or owners is not shown on the last equalized assessment roll or no address for an owner is shown on the last equalized assessment roll, the notice shall show the name or names of the owner or owners, if such name or names are shown on the last equalized assessment roll, the assessor's parcel number, the street address of the property, if the property has an address and the address is known to the Administrator, the name of the street or road upon which such property abuts, if the property abuts upon a street or road, the amount of the proposed assessment and reference to the report on file with the clerk. Such publication shall be made not later than 15 calendar days in advance of the hearing.

D. At the time fixed for receiving and considering the report, the ~~Ceity~~ Council shall conduct a public hearing and shall receive and consider any objections from members of the general public or property owners liable to be assessed for the abatement. Written protests or objections shall specify the date, hour, and description of the subject property under hearing. The Council may continue the hearing and delegate to the ~~Ceity Mmanager ounty executive~~ or his designee the responsibility of hearing individual protests and submitting a recommendation with respect thereto; provided, that the Council provides an opportunity for individual consideration of each project upon receipt of the recommendation by the ~~Ceity Mmanager county executive~~ or ~~his-their~~ designee. The Council may modify the report if it is deemed necessary. The council shall then confirm the report by motion or resolution. [Ord. 41-2004 § 2].

15.12.510 Costs – Assessments.

A. If the costs as confirmed are not paid within 30 days of the date of mailing of the notice or date of publication pursuant to RCMC [15.12.500](#), such costs shall be assessed against the parcel of land pursuant to Section [25845](#) of the California Government Code, and shall be transmitted to the tax collector for collection and shall be subject to the same penalties and the same procedures and sale in case of delinquency as provided for ad valorem taxes.

B. If, subsequent to the mailing of the notice of noncompliance and prior to transmittal of the notice of unpaid costs to the tax collector for collection as set forth in subsection (A) of this section, the property subject to the notice of noncompliance is sold or title otherwise transferred to a bona fide purchaser, said costs shall be the responsibility of the owner of record as of the date ~~the~~ said notice of noncompliance was placed in the United States Postal System or posted on the property.

C. In addition to assessing the unpaid costs as provided in subsection (A) of this section, the tax collector or his designated representative may pursue any remedy provided by law for collection of the unpaid costs. [Ord. 41-2004 § 2].

15.12.520 Treble costs.

Pursuant to Section [25845.5](#) of the California Government Code, upon entry of a second or subsequent civil or criminal judgment within a two-year period finding that an owner is responsible for a condition in violation of this chapter that may be abated pursuant to Section [25845](#) of the Government Code, a court may order the owner to pay treble the costs of abatement. [Ord. 41-2004 § 2].

15.12.530 Hearing of protests.

Upon the day and hour fixed for the hearing, the [City Council](#) shall hear and pass upon the report of the [Administrator](#) together with any such protests or objections. The [Council](#) may make such revision, correction or modification of the report or the charge as it may deem just, and in the event the [Council](#) is satisfied with correctness of the charge, the report of the [Administrator](#) (as submitted or as revised, corrected or modified) together with the charge, shall be confirmed or rejected. The decision of the [Council](#) on the report and the charge and on all objections or protests shall be final and conclusive. [Ord. 41-2004 § 2].

15.12.540 Assessment for summary abatement.

Where the charge to be made is the result of summary abatement pursuant to RCMC [15.12.460](#)(C), the [City Council](#) may determine whether or not the action to abate was proper, and may confirm the charge or not as it may deem proper. [Ord. 41-2004 § 2].

15.12.550 Time for contest of assessment.

The validity of any assessment made under the provisions of this chapter shall not be contested in any action or proceeding unless the same is commenced within 30 days after the assessment is ordered to be placed upon the assessment roll as provided herein. [Ord. 41-2004 § 2].

15.12.560 Filing copy of report with ~~county auditor~~City Clerk.

A certified copy of the assessment shall be filed with the ~~county auditor~~City Clerk on or before August 1st of each fiscal year. The descriptions of the parcels reported shall be those used for the same parcels on the map books of the county assessor for the current fiscal year. [Ord. 41-2004 § 2].

Article VII. Commercial and Industrial Facilities

15.12.600 Purpose and intent.

The purpose of this article is to provide for tracking, inspection, and enforcement of the Ceity's stormwater ordinance with respect to commercial and industrial facilities within the City as required by the ~~Municipal Stormwater Permit~~. [Ord. 17-2016 §5, eff. 9-23-2016; Ord. 7-2009 §3, eff. 5-1-2009; Ord. 26-2004 §3, eff. 8-18-2004]

15.12.610 Delegation of authority to County Environmental Management Department (EMD).

A. Subject to an agreement approved by the City Council under which the County of Sacramento shall assume responsibility for tracking, inspecting, and enforcing the City's stormwater ordinance at certain commercial and industrial facilities specified in the municipal stormwater permit, the City hereby authorizes and delegates to the County of Sacramento the authority to enforce the city's stormwater ordinance at certain commercial and industrial facilities specified in the municipal stormwater permit, and the term "Administrator," as used in this chapter, shall also mean the Director of the Sacramento County Environmental Management Department and his or her designees.

B. Any administrative or civil enforcement by the Director of the Sacramento County EMD or his or her designees of any provision of this chapter under this article shall be governed by and conducted pursuant to Chapter 15.12 of the RCMC.

C. Sacramento County may establish and collect from commercial and industrial facilities located within the city such fees as may be necessary to cover the actual costs incurred by Sacramento County to include these facilities in its commercial and industrial compliance program; provided, that the fees are established and collected in accordance with the provisions of the agreement and all applicable legal requirements.

D. The authority delegated to Sacramento County under this article is limited to that necessary to allow the Director of the County EMD to track, inspect, and ensure compliance with the city's stormwater ordinance at commercial and industrial facilities as required under the municipal stormwater permit and in accordance with

[any agreement between the City of Rancho Cordova and Sacramento County EMD. \[Ord. 17-2016 §6, eff. 9-23-2016; Ord. 7-2009 §3, eff. 5-1-2009; Ord. 26-2004 §3, eff. 8-18-2004\]](#)

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Chapter 16.44

LAND GRADING AND EROSION CONTROL

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[16.44.370 Laws not enforced.](#)

16.44.010 Purpose. SHARE

It is the intent of the [City Council](#) in enacting this chapter to minimize damage to surrounding properties and public rights-of-way, the degradation of the water quality of watercourses, and the disruption of natural or [City](#)-authorized drainage flows caused by the activities of clearing and grubbing, grading, filling and excavating of land, and sediment and pollutant runoff from other construction-related activities, and to comply with the provisions of the [City's](#) National Pollutant

Discharge Elimination System (NPDES) permit No. CA0082597, issued by the California Regional Water Quality Control Board (Regional Board).

These goals will be achieved by establishing administrative procedures, minimum standards of review, and implementation and enforcement procedures for controlling erosion, sedimentation and other pollutant runoff, including construction debris and hazardous substances used on construction sites, and the disruption of existing drainage and related environmental damage caused by the aforementioned activities. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.020 Definitions. SHARE

As used in this chapter, the following words and phrases shall have the meanings given in this section:

“Administrator” means the [City’s Public Works Director](#) ~~of the city~~ or his or her designated representative(s).

“Applicant” means any person [or entity](#) who submits an application for a permit pursuant to this chapter.

“City” means the city of Rancho Cordova.

“City specifications” means the [City](#) improvement standards, [City](#) standard construction specifications and other standards included in applicable [City](#) ordinances, regulations and manuals, as amended from time to time.

“Civil engineer” means a professional engineer in the branch of civil engineering holding a valid certificate of registration issued by the state of California.

“Clearing and grubbing” means moving or removing by manual or mechanical means trees, vegetation and/or the top four inches or greater of soil.

“Compaction” means the act of compacting or consolidating soil and rock material to a specified density, and the resulting compacted state of the material.

“Construction site” means any land area on which the activity of clearing and grubbing, grading, excavating, or filling is occurring.

“Engineering geology” means the application of geologic knowledge and principles in the investigation and evaluation of naturally occurring rock and soil for use in the design of civil works.

“Environmental coordinator” means the [City](#) official designated by the [City Manager](#) to prepare and process environmental documents.

“Erosion” means the transport of the ground surface or soil as a result of the movement of wind or water.

“Erosion control measures” means seeding, mulching, vegetative buffer strips, sod, plastic covering, burlap covering, watering and other measures which control the movement of the ground surface or soil.

“Grade” means the elevation of the ground surface as measured from a known vertical control.

“Grading” includes the act or result of digging, excavating, transporting, spreading, depositing, filling, compacting, settling, or shaping of land surfaces and slopes, and other operations performed by or controlled by human activity involving the physical movement of rock or soil.

“Hazardous substances” means those materials listed in Title [40](#) of the Code of Federal Regulations ([40](#) CFR) Part 117 and/or [40](#) CFR Part [302](#).

“National Pollutant Discharge Elimination System (NPDES)” means the national program for issuing, modifying, revoking and reissuing, terminating, monitoring and enforcing permits, and imposing and enforcing pretreatment requirements under Sections 307, 402, 318, and 405 of the Clean Water Act.

“Permittee” means the applicant in whose name a valid permit is issued pursuant to this chapter and the applicant’s agents, employees and designated representative(s).

“Person” means any individual, corporation, partnership, association of any type, public agency or any other legal entity.

“Pollutants” is as defined in Title [40](#) CFR [§Part 122.2](#).

“Runoff” means surface runoff and drainage related to storm events, snow melt, street washwaters related to street cleaning or maintenance and other waters associated with construction activity which are or may be introduced into the municipal separate storm sewer system.

“Sediment” means soil or earth material deposited by water.

“Sediment control measures” means dikes, sediment detention traps, sediment detention basins, filters, fences, barriers, swales, berms, drains, check dams, and other measures which control the deposit of soil or earth material.

“Site” means a parcel or parcels of real property owned by one or more than one person on which activity regulated by this chapter is occurring or is proposed to occur.

“Slope” means an inclined ground surface the inclination of which is expressed as a percent.

“Structure” means anything constructed or erected which requires location on the ground or attached to something having location on the ground.

“Watercourse” means a river, stream, creek, basin, lake, pond, waterway, or channel, natural or manmade, having a defined bed and banks. Whenever a watercourse consists of an ordinary channel, and in addition thereto, an overflow channel, the watercourse shall be deemed to include all property lying between the banks of the overflow channel.

“Wetlands” means those areas that are inundated or saturated by surface or groundwater at a frequency sufficient to support, and that under normal circumstances do support, a prevalence of

vegetation typically adapted for life in saturated soil conditions, such as swamps, bogs and marshes. [Ord. 38-2007 § 1 (Exh. 1(A), (J)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.030 Delegation. SHARE

Whenever in this chapter an authority or power is vested in or a duty is imposed upon an officer or official, an employee subordinate to the officer or official to whom an appropriate delegation has been made shall be entitled to exercise the power or authority and perform the duty. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.040 Administration. SHARE

Except as otherwise provided, the [Administrator](#) is responsible for administering this chapter and grading and erosion control permits, and is authorized from time to time to promulgate and enforce rules or regulations consistent with and necessary to implement the purposes, intent and express terms of this chapter.

Any rules or regulations promulgated by the [Administrator](#), or amendments thereof, shall be filed with the [City Clerk](#) ~~of the city council~~. The clerk shall cause said rules or regulations to be published in a newspaper of general circulation within 10 calendar days. No rules or regulations promulgated by the [Administrator](#), or amendments thereof, shall be enforced or become effective until 30 calendar days following the date on which the rules or regulations are published. Any [Person](#) shall have 15 days after the date of publication in which to file an appeal in accordance with the provisions of RCMC [16.44.300](#). [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.050 Permits required. SHARE

Except as provided by RCMC [16.44.060](#), [16.44.065](#) or [16.44.070](#), a grading and erosion control permit shall be required to (A) grade, fill, excavate, store or dispose of 350 cubic yards or more of soil or earthy material or (B) clear and grub one acre or greater of land within the [City of Rancho Cordova](#). A separate permit is required for work on each site unless sites are contiguous, have the same ownership, and are included in the approved plan. Any determination by the [Administrator](#) as to whether a permit is required may be appealed pursuant to the provisions of RCMC [16.44.300](#). [Ord. 38-2007 § 1 (Exh. 1(A)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.060 Permits not required. SHARE

A. A grading and erosion control permit shall not be required to:

1. Grade, fill, excavate, store or dispose of less than 350 cubic yards of soil or earthy material; or
2. Clear and grub less than one acre of land within the [city of Rancho Cordova](#) ~~City~~; or
3. For the grading, filling, excavating, storing, disposing, or clearing and grubbing for:

- a. Swimming pools, basements, or footings of structures if authorized by a valid building permit;
- b. Underground utilities;
- c. Mining or quarry operations, if a use permit has been granted by the [Ceity](#);
- d. Refuse disposal sites operated by a governmental agency;
- e. The production of planted agricultural crops.

B. Notwithstanding the provisions of subsection (A) of this section exempting specified activities from the otherwise applicable permit requirements, the activities described in subsection (A) of this section shall be subject to the standards and requirements of this chapter. Any building permit issued in connection with the activities described in subsection (A) of this section or in connection with any building permit issued for a single-family residence on an individual lot may be conditioned on compliance with the standards and requirements of this chapter. Any inspections required pursuant to this chapter or any other chapter of this title shall include a determination of compliance with the purposes of this chapter. [Ord. 38-2007 § 1 (Exh. 1(A)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.065 Exemptions. SHARE

A grading and erosion control permit shall not be required for, and the provisions of this chapter shall not apply to, grading, filling, excavating, storing, disposing, or clearing and grubbing for situations where, in the determination of the [Administrator](#), there is a clear and imminent danger to life or property, or threat of loss of services for which there is an overriding public concern. The [Administrator](#) may, at the time of granting such exemption, impose conditions in accordance with RCMC [16.44.170](#), including, but not limited to, the requirement for the posting of security. Such exemption must be requested from the [Administrator](#) and approved in writing prior to the commencement of any activity regulated by this chapter. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995].

16.44.070 Improvement plans. SHARE

Where an improvement plan is being processed in conjunction with either an approved tentative, parcel, or final map, or a development plan is being processed in accordance with the provisions of RCMC Title [12](#), such plan shall also be considered as a request to undertake those activities regulated by this chapter. Such plans shall be reviewed and approved, conditionally approved or denied in accordance with the [applicable Ceity and county](#) standards and requirements set forth in this chapter and other applicable [Ceity and county improvement standards and](#) specifications. For an approved tentative, parcel, or final map, or development plan, any submitted improvement plans shall include provisions to require compliance with the [Ceity and county improvement](#) standards, and requirements of this chapter. If an improvement plan is approved, then a grading and erosion control permit shall not be required. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.080 Application contents. SHARE

The application for a grading and erosion control permit shall be filed in the office of the ~~A~~administrator, and submitted on a form ~~and submitted with such~~ information ~~as is~~ prescribed by the ~~A~~administrator, including the following:

- A. The name, address and telephone number of the applicant and the applicant's engineer;
- B. The address and parcel number of the location for which the permit is sought;
- C. A copy of all entitlements granted for the property by the Ceity, including conditions of approval and the environmental documentation;
- D. A copy of all required state and federal permits;
- E. Plans conforming with the requirements of RCMC 16.44.090;
- F. Specifications conforming with the requirements of RCMC 16.44.100, if ~~the administrator expressly required by the Administrators this information~~;
- G. Security conforming with the requirements of RCMC 16.44.110;
- H. Right of entry conforming with the requirements of RCMC 16.44.120;
- I. Fees conforming with the requirements of RCMC 16.44.130;
- J. Other information as may be required by the ~~A~~administrator. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.090 Plans. SHARE

Plans shall be prepared by a civil engineer in conformance with Ceity and county specifications and shall include the following:

- A. A vicinity map indicating the site location and significant geographic features;
- B. A site delineation map indicating boundary lines of the property and each lot or parcel into which the site is proposed to be divided;
- C. The location of on-site and surrounding watercourses and wetlands, existing and proposed drainage systems, and drainage area boundaries and acreages. Additional hydrologic analysis shall be provided as required by the ~~A~~administrator;
- D. The location of existing and proposed roads and structures on the site and on adjacent property;
- E. Accurate contours at two-foot intervals for slopes up to 10 percent and five-foot intervals for slopes over 10 percent showing topography of existing ground and locations of existing vegetation, including all oak trees, all other trees over six inches in diameter measured at four and one-half feet above the ground, groves of trees, and natural features such as rock outcroppings. Spot elevations will be required where relatively flat conditions exist. The spot elevations or contour lines shall be extended off site for a minimum distance of 50 feet, or 100 feet in flat terrain;

F. Elevations, location, extent and slope of all proposed grading shown by contours, cross-sections or other means, and location of any disposal areas, fills or other special features to be included in the work;

G. A statement of the quantity of material to be excavated, the quantity of material to be filled, whether such excavation or fill is permanent or temporary, and the amount of such material to be imported to or exported from the site;

H. A delineation of the area to be cleared and grubbed;

I. A statement of the estimated starting date, grading completion date, and when site improvements will be completed;

J. The location, implementation schedule, and maintenance schedule of all erosion control measures and sediment control measures to be implemented or constructed prior to, during or after the proposed activity;

K. A description of measures designed to control dust and stabilize the construction site road and entrance;

L. A description of the location and methods of storage and disposal of construction materials;

M. Any additional plans required by the administrator. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.100 Specifications. SHARE

When required by the [Administrator](#), the following information shall be prepared and signed by a civil engineer, and submitted with the application for a grading and erosion control permit:

A. Preparation of natural ground to occur prior to placement of fill, including provisions for removal of organic or deleterious materials;

B. Quality control of native or imported fill material;

C. Degree of compaction;

D. Gradient of cut and fill slopes;

E. Geotechnical engineering or engineering geology reports used in the development of the above information. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.110 Security. SHARE

A. Prior to issuance of the permit, the applicant shall provide security in an amount estimated by the [Administrator](#) to be the cost for stabilizing the activity site if the site is abandoned or work is stopped during the performance of the activity described in the permit. The security shall be one of the following, subject to the approval of the [Administrator](#):

1. Bond or bonds by one or more duly authorized corporate sureties.
2. A deposit, either with the [Ceity](#) or a responsible escrow agent or trust company, at the option of the [Ceity](#), of money or negotiable bonds of the kind approved for securing deposits of public monies.
3. An instrument of credit from an agency of the state, federal or local government when an agency of the state, federal, or local government provides at least 20 percent of the financing for the project, or from one or more financial institutions subject to regulation by the state or federal government and pledging that the funds necessary are on deposit and guaranteed for payment, or a letter of credit by such financial institution.

B. The security shall be released to the permittee upon either:

1. Issuance of a certificate of completion, provided no administrative or legal action against such security has been commenced prior to that date and the permittee has complied with the provisions of RCMC [16.44.260](#); or
2. Voluntary relinquishment of the permit by the holder thereof to the [Ceity](#), provided no administrative or legal action against such security has been commenced prior to that date and the permittee has complied with the provisions of RCMC [16.44.250](#). [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.120 Right of entry. SHARE

Whenever any portion of the work requires entry onto adjacent property for any reason, the applicant shall obtain the written consent of the adjacent property owner or his authorized representative, and shall file a copy of said consent with the administrator before a permit for such work may be issued. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.130 Permit fees. SHARE

A fee shall be paid by the applicant to the [Ceity](#) for plan checking and review, materials testing, site inspections, processing, issuance and other services performed by the administrator in connection with the investigation of an application for, and administration of, a grading and erosion control permit. The fees for these services shall be in the amount of the actual costs incurred by the [Ceity](#) based on the hourly rate of the personnel performing the services, including all overhead costs, and as determined by the [Administrator](#).

A minimum deposit of \$750.00 shall be paid by the applicant at the time of and with the filing of the application with the [Administrator](#). In the event the accrued costs exceed the initial deposit, the [Ceity](#) shall submit a monthly bill to the applicant for the amount owing as of the date on the bill. Interest of one and one-half percent per billing period (28-day cycle) compounded each billing period shall be added to the unpaid balance due to any amount which has not been paid in full within 28 days from the date on the bill.

The administrator shall not perform any services for an applicant if an amount owing is not paid within 28 days, until such time that all amounts owing and interest thereon are paid in full. The balance of fees owing shall be paid in full prior to final inspection. In the event the actual costs do not exceed the minimum deposit amount, the [Ceity](#) shall reimburse the applicant the difference between

the deposit amount and the actual total charges. [Ord. 38-2007 § 1 (Exh. 1(J)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.140 Environmental review.

Grading and erosion control permits, and amendments thereto, are subject to the requirements of the California Environmental Quality Act (CEQA). The applicant shall furnish a copy of the application to the environmental coordinator for preparation and processing of the appropriate environmental documents. The [Administrator](#) is authorized to hold public hearings on negative declarations, draft environmental impact reports and final environmental impact reports prepared on applications for [grading](#) and erosion control permits, for the purposes of receiving comments from the public. The administrator shall not approve a grading and erosion control permit prior to considering the applicable environmental document and complying with the requirements of CEQA and the [City](#) procedures for preparation and processing of environmental documents. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.150 Application review.

The [Administrator](#) shall review and approve, conditionally approve or deny grading and erosion control permit applications and improvement plans in accordance with the provisions of this chapter. Grading and erosion control permit applications and improvement plans shall be issued or approved unless the [Administrator](#) finds in writing that:

- A. The applicant has failed to provide sufficient or adequate plans, information or other data necessary to allow determinations respecting compliance with the provisions of this chapter or [City](#) specifications;
- B. The environmental review has not been completed, other provisions of this code or of state law pertaining to environmental review have not been satisfied, or the activity will have significant adverse environmental impacts which cannot be substantially mitigated. Where the activity will have significant adverse impacts, the [Administrator](#) may approve the permit in accordance with the provisions of this chapter, RCMC Title [20](#), and the California Environmental Quality Act of 1970;
- C. The proposed activity will violate provisions of this chapter, [City](#) specifications, or state or federal laws, and such violation cannot be resolved by the imposition of conditions pursuant to RCMC [16.44.170](#);
- D. The proposed activity will adversely affect surrounding properties and public rights-of-way, the water quality of watercourses, and existing drainage. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.160 Contents of permit.

The grading and erosion control permit shall include but not be limited to a complete description of the activity for which it is issued, the property for which it is issued, the date of issuance and the date of expiration, and a description of any and all conditions upon which the permit has been issued. The permit shall be kept at the site during the activity for which the permit was issued. A grading and erosion control permit authorizes the permittee to undertake only that activity described in the permit and only on the property for which the permit is issued. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.170 Conditions.

The [Administrator](#) may at the time of issuance of the grading and erosion control permit impose such conditions as are necessary to ensure compliance with this chapter, [Ceity and county improvement standards and specifications](#), [Ceity floodplain ordinance](#), or state or federal laws. Such conditions shall be reasonably related to the public needs created by the proposed activity. Conditions to mitigate environmental impacts of the activity may also be imposed by the [Administrator](#). [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.180 Procedure for imposition.

Any condition imposed pursuant to the provisions of RCMC [16.44.170](#) shall be embodied, together with the reasons therefor, in the permit and served upon the applicant or permittee. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.190 Term.

A grading and erosion control permit shall be effective on the date of issuance, and shall remain in force for one year, unless suspended or revoked by the [Administrator](#), or voluntarily relinquished by the permittee. Before the expiration of a permit, a permittee may apply for an extension of time in which to complete the activity. One extension of not more than one year may be granted by the [Administrator](#). [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.200 Transferability.

A grading and erosion control permit shall not be transferable or assignable from one person to another, unless approved by the [Administrator](#) and the person to whom the permit is to be transferred agrees to comply with the requirements of the original permit and to any conditions imposed therein. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.210 Denial of permit.

The [Administrator](#) shall deny an application for a grading and erosion control permit if any of the findings in RCMC [16.44.150](#) are made. Notice shall be served on the applicant, in writing, with the reasons stated therefor, pursuant to the provisions of RCMC [16.44.340](#). [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.220 Amendment of permit.

Any proposed changes in the activity authorized by the permit shall be submitted to the [Administrator](#) for review. The permittee shall not undertake or allow activity to occur which does not conform with the plans or conditions of the original permit, unless approved by the [Administrator](#). The [Administrator](#) shall review any proposed changes in the same manner and pursuant to the same standards as the original application. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.230 Request for inspection. SHARE

A. Requests for inspection of any site subject to the provisions of this chapter shall be made to the [Administrator](#) within at least two full business days in advance of the desired day of inspection at the following phases of activity. ~~Such a request shall be made at least two full business days in advance of the desired day of inspection.~~

1. When the site has been cleared of vegetation and unapproved fill, and scarified, benched, or otherwise prepared and before any fill is placed; and the erosion control and sediment control measures to be implemented in this phase have been placed;
2. When approximate final elevations have been established; drainage terraces, swales and other drainage devices have been graded and are ready for paving; berms have been installed at the top of slopes; and the erosion control and sediment control measures to be implemented in this phase have been placed;
3. When work has been completed; slope planting established and irrigation systems installed, if required; and the erosion control and sediment control measures to be implemented in this phase have been placed.

B. The [Administrator](#), upon inspection of the site, shall notify the person or permittee:

1. That the phase of work inspected is approved; or
2. What deficiencies, corrections or other work needs to be completed before approval of that phase. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.240 Reports. SHARE

Notification to the [Administrator](#) shall be required within 24 hours following the failure of authorized measures to prevent erosion or sediment from leaving the construction site, the deposit of debris or material on adjoining property or public rights-of-way, or the interference with any existing watercourses or drainage facilities. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.250 Cessation of work. SHARE

If activity is ceased on site for any reason for a period in excess of 15 calendar days, and before the activity being conducted under the permit is completed, all necessary steps shall be taken to prevent damage through erosion or sedimentation to adjoining properties or to the public rights-of-way or to any natural or artificial drainage facilities or watercourses. The premises shall also be graded to blend into the adjacent terrain. The [Administrator](#) shall be notified as soon as possible, but no later than 15 calendar days after the cessation of work. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.260 Completion of work. SHARE

After completion of work in accordance with and conforming with an approved permit and delivery to the [Ceity](#) of record plans and a grading plan as finally implemented, and payment of all fees, the [Aadministrator](#) shall issue a certificate of completion. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.270 Inspection. SHARE

The administrator may enter and inspect property for which a grading and erosion control permit has been applied to determine applicability or compliance with this chapter ~~and~~, [Ceity and county improvement standards or](#) specifications. The [Aadministrator](#) may also inspect any and all property on which grading, filling, clearing and grubbing or excavating activities are occurring. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.280 Grounds for suspension and revocation. SHARE

A grading and erosion control permit may be suspended if:

- A. The physical state of the property differs from the descriptions, plans or information furnished to the [Aadministrator](#) in the permit application;
- B. The activity does not conform to the approved plans, grades, conditions or terms of the permit;
- C. The activity is in violation of this chapter, [Ceity](#) specifications, or state or federal laws;
- D. Any reports required to be submitted to the [Aadministrator](#) have not been submitted; or
- E. Any of the information contained in reports submitted to the [Aadministrator](#) is in error. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.290 Method of suspension or revocation. SHARE

The [Aadministrator](#) may suspend or revoke a grading and erosion control permit by issuing a notice of suspension or revocation, stating the reasons therefor, and serving same upon the permittee. Upon suspension or revocation of a permit, in accordance with the provisions of this section, the permittee shall immediately cause all grading, filling, excavating, storing, disposing or clearing and grubbing to cease until written authorization is received from the administrator to proceed with the activity.

The permittee shall have 15 calendar days after the date of service of the suspension or revocation in which to file an appeal in accordance with the provisions of RCMC [16.44.300](#). If such an appeal is filed, the suspension or revocation shall remain in force and be effective until a final decision on the appeal is issued by the [Ceity Ceouncil](#).

If the [Aadministrator](#) suspends a permit, such permit may either be reinstated or revoked by the [Aadministrator](#), depending upon whether the permittee corrects the grounds stated for the suspension in the notice issued by the [Aadministrator](#). If the permittee fails to remedy the grounds for suspension within a time period specified by the [Aadministrator](#), but in no event later than 60 calendar days, the [Aadministrator](#) shall revoke the permit. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.300 Appeals. SHARE

If the applicant for a grading and erosion control permit, the permittee, or other person whose property rights may be affected is dissatisfied with any determination made by the [Administrator](#), such person may appeal to the [City Council](#). Any such appeal shall be in writing, shall state the specific reasons therefor and grounds asserted for relief, and shall be filed with the [clerk of the city council](#) ~~City Clerk~~ not later than 15 calendar days after the date of the action being appealed. If an appeal is not filed within the time or in the manner prescribed above, the right to review of the action against which the complaint is made shall be deemed to have been waived. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.310 Appeal fee. SHARE

The [City Council](#) shall by resolution adopt and, from time to time, amend a fee for the filing of appeals. Such fee shall be for the sole purpose of defraying costs incurred for the administration of appeals. The fee for an appeal shall be paid at the time of and with the filing of an appeal. No appeal shall be deemed valid unless the prescribed fee has been paid. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.320 Appeal hearings. SHARE

After the filing of an appeal within the time and in the manner prescribed by RCMC [16.44.300](#), the [City Council](#) shall conduct a hearing for the purpose of determining whether the appeal should be granted. Written notice of the time, date and place of the hearing shall be served upon the administrator and the appellant not later than 10 days preceding the date of the hearing. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.330 Actions on appeals. SHARE

The [City Council](#) shall review the entire proceeding or proceedings relating to the act or decision being appealed, de novo, and may make any order it deems just and equitable, including the granting of a grading and erosion control permit. Any hearing may be continued from time to time.

At the conclusion of the hearing, the [City Council](#) shall prepare a written decision which either grants or denies the appeal, and contains findings of fact and conclusions. The written decision, including a copy thereof, shall be filed with the [clerk of the city council](#) ~~City Clerk~~. The clerk shall serve such decision on the applicant or permittee and the [Administrator](#). The decision of the [City Council](#) shall become final upon the date of filing and service with respect to any appeal. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.340 Notices. SHARE

Any notice authorized or required by this chapter shall be deemed to have been filed, served and effective for all purposes on the date when it is personally delivered in writing to the party to whom it is directed or deposited in the United States Mail, first class, postage prepaid, and addressed to the party to whom it is directed.

Whenever a provision in this chapter requires a public hearing to be conducted, notice of the time, date, place and purpose of the hearing shall be published at least once not later than 10 calendar days in advance of the date of commencement of the hearing in a newspaper of general circulation

which is published within the city. The same type of notice shall also be served on each permittee whose permit may be affected by the action taken at the conclusion of the hearing. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.350 Action against and release of security.

A. The [Administrator](#) may commence action against the security provided by a permittee if:

1. The permittee ceases activities on site prior to completion of work without complying with the provisions of RCMC [16.44.250](#);
2. The permittee fails to comply with the terms of the permit;
3. The activity has caused or is threatening to cause damage or injury to persons, property or the environment.

B. The monies so obtained shall be used solely to finance remedial work undertaken by the [City](#) or a private contractor under contract to the [City](#), and to reimburse the [City](#) for any administrative costs and expenses incurred in remedying the situation, including attorneys' fees and legal costs incurred in any necessary action to obtain the security. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.360 Violations.

Except as otherwise specifically provided, pursuant to the provisions of Section 36900 of the Government Code, violation of any of the provisions contained in this chapter shall constitute an infraction subject to a fine of \$100.00 for each day (~~1st time offender first violation~~), ~~\$500.00 for each day (second or subsequent two or more violations)~~, or any portion thereof ~~if~~ a violation continues.

Violation of any of the provisions of this chapter following notice to the permittee by the [Administrator](#) advising of the violation and ordering a cessation thereof shall, pursuant to the provisions of RCMC [1.01.190](#), constitute a misdemeanor.

Violation of any of the provisions of this chapter may be remedied by injunction or other civil proceeding commenced in the name of the [City](#) pursuant to direction by the [City Council](#). [Ord. 38-2007 § 1 (Exh. 1(J)); Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

16.44.370 Laws not enforced.

There are many ordinances and other laws applicable to activities permitted under this chapter which are not sought to be enforced under this permitting process. Such laws include, but are not limited to, building, floodplain management, and land development measures. The issuance of a grading and erosion control permit shall not be deemed to constitute a representation that the activity so permitted or the property upon which such activity is occurring complies with such other ordinances or other laws. Nor shall the existence of such an unrevoked permit be deemed to preclude any criminal or civil remedy for violation of such other ordinances or laws. The possession of a grading and erosion control permit shall not be deemed to relieve the holder of the requirement to apply for or obtain any other license or permit required by ordinance or statute. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 1002 § 3, 1995; SCC 0928 § 2, 1993].

Chapter 16.84

DEVELOPMENT IMPACT FEES TO FINANCE THE COST OF TRANSPORTATION FACILITIES

Sections:

- 16.84.010 Purpose.
- 16.84.020 Definitions.
- 16.84.030 Establishment and administration of the [City](#) of Rancho Cordova transportation fund.
- 16.84.040 Establishment and administration of the [City](#) of Rancho Cordova transportation administration fund.
- 16.84.050 Imposition of transportation impact fee.
- 16.84.060 Payment of transportation impact fees.
- 16.84.065 Payment of transportation impact fee – Deferral.
- 16.84.070 Adoption of the transportation system capital improvement plan and compliance with priority list of [City](#) of Rancho Cordova transportation impact fee program.
- 16.84.080 Establishment of transportation impact fees and creation of areas.
- 16.84.090 Calculation of transportation impact fee.
- 16.84.100 Establishment of costs per unit for land uses within the [City](#) of Rancho Cordova.
- 16.84.110 Credit for construction of transportation facilities.
- 16.84.120 Reimbursement for construction of transportation projects in advance of the transportation system development impact fee program priority list schedule.
- 16.84.130 Annual program fee adjustment.
- 16.84.140 Alternative method and compliance with other laws.

Prior legislation: Ords. 19-2003, 27-2003, 32-2005 and 35-2005.

16.84.010 Purpose.

A. The general plan of the [City](#) of Rancho Cordova requires that areas chosen for urban expansion shall be capable of being provided, within a reasonable period of time, with an adequate level of public facilities including, but not limited to, roadway facilities and transit facilities.

B. The general plan further requires the preparation of a plan that identifies a mechanism for financing those facilities necessary to serve urban development in areas designated for urban expansion. The general plan also contains additional policies for supporting funding and use of developer dedications, development fees, and other means to pay for an acceptable level of transportation facilities.

C. The purpose of this chapter is to implement the general plan requirements set forth in subsections (A) and (B) of this section and to use the authority in Article XI, Section 7 of the California Constitution by imposing development fees to fund the cost of certain transportation facilities, the need for which is directly or indirectly generated by the type and extent of development proposed in the [City](#) of Rancho Cordova on which the fees will be imposed.

D. It is the further purpose of this chapter to require that adequate provision is made for developer-financed public facilities within the [City](#) of Rancho Cordova as a condition to any rezoning and prior to approval of certain permits within the [City](#). [Ord. 3-2013 § 1; Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

16.84.020 Definitions.

“Areas” means those geographic areas established for public facilities financing purposes within the [City](#) of Rancho Cordova ~~as depicted in the nexus study for the transportation development impact fee program.~~ A detailed map of each area ~~is depicted in the nexus study and on Figure 21~~ is on file with the [City](#) ~~Public Works~~ [Department](#), and such maps are incorporated by reference herein.

“Building permit” means the permit issued or required for residential development, nonresidential development, commercial development, or other development within the [City](#), pursuant to and as further defined by the [City](#) of Rancho Cordova building code.

“City” means the [City](#) of Rancho Cordova.

“City of Rancho Cordova transportation administration fund” means that special interest-bearing trust fund established pursuant to RCMC 16.84.040.

“City of Rancho Cordova transportation fund” means that special interest-bearing trust fund established pursuant to RCMC 16.84.030.

“Commercial development” means buildings constructed for the purpose of occupancy by retail, services, and other principally nonoffice businesses located on sites zoned SC shopping center, LC limited commercial, TC travel commercial, AC auto commercial, or GC general commercial in accord with the City of Rancho Cordova zoning code or designated commercial or commercial mixed use (CMU). For purposes of this chapter, residential dwellings constructed on sites designated CMU or another commercial zone pursuant to the zoning code are residential development rather than commercial development.

“Costs” means amounts spent, or authorized to be spent, in connection with the planning, financing, acquisition and development of a public facility or infrastructure including, without limitation, the costs of land, construction and inspection, engineering, administration, and consulting fees.

“Council” or “City Council” means the City Council of the City of Rancho Cordova.

“Department” means the City of Rancho Cordova Public Works Department.

“Development impact fee” or “transportation development impact fee” or “transportation impact fee” means the fee levied by this chapter and due upon the approval of one or more building permits.

“Development unit” means a dwelling unit, for residential development, or square foot of building floor area, for nonresidential development.

“Director” means the Director of the Rancho Cordova Public Works Department.

“Facilities” means those public facilities designated in the Rancho Cordova transportation capital improvement plan and transportation development impact fee program.

“Fee resolution” means the resolution and fee schedule adopted by the City Council, as may be amended from time to time, that approves the amount of the transportation development impact fees.

“Improvement plan” means the site plan of property proposed for development showing all required improvements that must be approved by the Rancho Cordova Public Works Department pursuant to Chapter 12.03 RCMC prior to the issuance of a building permit for the property.

“Land use category” means detached dwelling units, attached dwelling units, multifamily, commercial, office, or industrial/manufacturing uses as further defined in the fee resolution.

“Multifamily residential units” means all units within a structure that have five or more units, all of which are offered for rent to the general public, or all units within a structure that have five or more attached units that (1) are available for sale to individual owners, and (2) have living areas less than or equal to 1,200 square feet.

“Nonresidential development” means a subdivision map, parcel map, or permit for the original construction, grading or installation of buildings other than single-family detached homes, single-family attached homes, duplexes, townhomes, condominiums, apartments, manufactured homes and mobile homes, or improvements thereto. Nonresidential development includes commercial development. Typically, nonresidential development consists of buildings to be occupied by retail, service, or other commercial businesses or by offices as regulated by the City of Rancho Cordova zoning code, but may also include buildings for use by churches, day care centers, private schools, and other institutional uses. Mixed-use buildings consisting of both dwelling units and commercial and/or office areas will have the respective building areas treated as either residential development or nonresidential development for purposes of this chapter.

“Office development” means buildings constructed for the purpose of occupancy by principally business and professional office uses located on sites zoned BP business and professional office in accord with the Ceity of Rancho Cordova zoning code or designated commercial or CMU commercial mixed use.

“Planning Director” means the Planning Director of the Ceity of Rancho Cordova.

“Priority list” means those facilities included in the transportation capital improvement plan and transportation development impact fee program, as identified in order of priority by the Director, to avoid substantial congestion levels on key roadways.

“Program fee per development unit” means the development impact fee per development unit for a particular category of facilities. Such program fees, identified in the fee resolution, were established using an allocation of transportation system costs, as identified in the transportation capital improvement plan and development impact fee program, and dwelling unit equivalents (DUEs) based on land use categories identified in the nexus study developed for the transportation development impact fee program.

“Programmed cost” means the estimated cost of constructing a facility based upon the unit costs for each construction item plus fixed percentages for engineering, permits and construction contingency as set forth in the city of Rancho Cordova transportation development impact fee program and its public facilities project cost estimates, as periodically updated and adopted by resolution of the Council.

“Residential development” means a subdivision map, parcel map, or permit for the original construction, grading or installation of dwelling units for residential use including detached and attached housing for owner or rental occupancy. For purposes of this chapter, residential development includes construction of or improvements to buildings or portions of buildings consisting of dwelling units constructed on sites designated CMU or another commercial zone. Institutional uses or other nonhousing development allowed by special use permit to be constructed on sites zoned for residential use are nonresidential development for purposes of this chapter.

“Single-family attached residential development” means all units within a structure that have two to four attached units, whether such units are offered for rent or for sale to individual owners, and all units within a structure that has five or more attached units that (1) are available for sale to individual owners, and (2) have a living area greater than 1,200 square feet.

“Single-family detached residential development” includes all single-family detached residential units.

“Transportation capital improvement plan” means the projects identified and the cost estimates prepared, and as may be updated, for the transportation system facilities identified in the general plan circulation element and on the roadway sizing diagram within the Ceity limits that are needed to meet traffic demands as identified in the nexus study.

“Transportation development impact fee program” or “transportation impact fee” means the fee schedule, including any amendments thereto, adopted by resolution by the council for financing of designated public facilities to serve the Ceity of Rancho Cordova, including, but not limited to, a designation of those facilities to be constructed with the development impact fees collected pursuant to this chapter, the priority list (“priority list”) for commencement of construction, the estimated cost of construction of the facilities and the total number of dwelling unit equivalents within each area of the Ceity of Rancho Cordova as established. [Ord. 3-2013 § 1; Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

16.84.030 Establishment and administration of the Ceity of Rancho Cordova transportation fund.

A. There is hereby created by the department of finance in the Ceity treasury a special interest-bearing trust fund entitled the Ceity of Rancho Cordova transportation fund. All amounts collected from transportation impact fees from Area 1 and Area 2 pursuant to this chapter shall be placed in said fund and shall be expended by the Ceity of Rancho Cordova or its successor agency solely to pay the costs identified in the transportation capital improvement plan and/or development impact fee program and nexus study.

B. The transportation fund shall be administered by the Director. [Ord. 3-2013 § 1; Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

16.84.040 Establishment and administration of the Ceity of Rancho Cordova transportation administration fund.

A. There is hereby created by the department of finance in the city treasury a special interest-bearing trust fund entitled the city of Rancho Cordova transportation administration fund. All administration fees collected from Area 1 and Area 2 pursuant to this chapter shall be placed in said fund and shall be expended by the Ceity of Rancho Cordova or its successor agency solely to pay the costs associated with administering the Ceity of Rancho Cordova transportation impact fee program.

B. Commencing with the updated nexus study adopted ~~January 22, 2013~~ February 7, 2022, administrative costs are incorporated into the transportation development impact fee. The administrative portion of the transportation development impact fee shall be expended by the Ceity of Rancho Cordova or its successor agency solely to pay the costs associated with administering the transportation development impact fee program.

C. The transportation administration fund shall be administered by the Director. [Ord. 3-2013 § 1; Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

16.84.050 Imposition of transportation impact fee.

No change in a land use zoning designation shall be approved within the Ceity of Rancho Cordova unless payment of the transportation impact fees established by this chapter is required of the property owner as a condition of such approval. No building permit shall be approved for property within the Ceity of Rancho Cordova unless the development fees for that property are paid as required by this chapter. [Ord. 3-2013 § 1; Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

16.84.060 Payment of transportation impact fees.

The transportation impact fees imposed pursuant to this chapter shall be paid by the property owner to the department, in an amount calculated pursuant to RCMC 16.84. ~~100990~~. The fees shall be calculated upon the approval of subdivision maps and shall be paid upon issuance of building permits. For projects that are subject to building permits, but not subdivision map approval, the fees shall be both calculated and paid upon issuance of the building permits. [Ord. 3-2013 § 1; Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

16.84.065 Payment of transportation impact fee – Deferral.

Notwithstanding any other requirement in RCMC 16.84.060, due to the continued effects of the nationwide slowdown in the housing market and the city's desire to encourage quality development, the city manager, or his/her designee, shall have the authority to consider and approve requests to defer payment of development impact fees imposed pursuant to this chapter to the earlier of 24 hours prior to scheduling a final inspection, issuance of a temporary or final certificate of occupancy, or one year from the date the deferral is approved. [Ord. 8-2019 § 2; Ord. 4-2016 § 2; Ord. 3-2015 § 2; Ord. 3-2013 § 1; Ord. 32-2010 § 3; Ord. 10-2009 § 3; Ord. 14-2008 § 2].

16.84.070 Adoption of the transportation system capital improvement plan and compliance with priority list of Ceity of Rancho Cordova transportation impact fee program.

A. The Council shall by resolution adopt the Ceity of Rancho Cordova transportation capital improvement plan of the Ceity of Rancho Cordova transportation system development impact fee program. The Council shall review the transportation capital improvement plan not less than annually and may amend it by resolution at its discretion.

B. With the exception of facilities approved by the Director for construction by a property owner pursuant to RCMC 16.84.120, all facilities shall be funded in accordance with the Priority List established for the Ceity of Rancho Cordova transportation development impact fee program. [Ord. 3-2013 § 1; Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

16.84.080 Establishment of transportation impact fees and creation of areas.

A. A separate transportation impact fee is hereby established for each of the following categories:

1. New development area transportation ~~Specific plan transportation impact~~ fee;
2. Infill ~~transportation impact~~ area transportation fee;
- ~~3. Regional transportation impact fee;~~

B. There are hereby created two initial areas of the Ccity of Rancho Cordova, as shown in Figure 2 of the nexus study for the transportation development impact fee program~~1, attached to the ordinance codified in this chapter~~ and incorporated herein by reference.

~~C. The specific plan transportation impact fee shall apply to property within Area 2. The infill transportation impact fee shall apply to property within Area 1. The regional transportation impact fee shall apply to the Sunridge specific plan area and the Villages of Zinfandel special planning area within Area 2 and Area 1, respectively.~~

~~C~~D. Future areas of the transportation development impact fee program may be created as additional public facilities financing plans are implemented for remaining undeveloped areas outside of the Ccity of Rancho Cordova that may be annexed to the Ccity in the future. [Ord. 3-2013 § 1; Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

16.84.090 Establishment of costs per unit for land uses within the City of Rancho Cordova.

~~A. Fees per unit for various land uses identified in the fee resolution were established using an allocation of transportation system costs as identified in the transportation system capital improvement plan and total additional trip miles based on land use categories identified in the nexus study developed for the transportation impact fee program.~~

~~B. For specific land uses not identified in the fee resolution, the cost per dwelling unit equivalent established by the nexus study and the trip generation rates established by the Institute of Traffic Engineers or equivalent method shall be used to calculate the fee per dwelling unit. [Ord. 3-2013 § 1; Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].~~

16.84.100090 Calculation of transportation impact fee.

A. For residential development, the transportation impact fee shall be calculated by multiplying the number of units per land use category by a per unit cost as identified in the transportation impact fee program and fee resolution.

B. For nonresidential development, the transportation impact fee shall be calculated by multiplying the number of building square feet per land use category by a per square foot cost as identified in the transportation development impact fee program and fee resolution.

C. For the purpose of calculating the transportation impact fee for land use categories not specifically named in the transportation impact fee program and fee resolution, the planning director is hereby authorized to determine the land use category that corresponds most directly to the land use in question. Alternatively, the Pplanning Director can determine that no land use category adequately corresponds, and request the Public Works Director to determine the transportation impact fee. Said transportation impact fee will be determined using the applicable trip generation factors as found in the Institute of Transportation Engineers Trip Generation Manual or equivalent method.

D. For the purpose of calculating the regional fee, the regional fee shall be calculated as the difference between the transportation impact fee for Area 1 or Area 2 (depending on the location of the property at issue) and the transportation component of the specific plan fee, if any. If no specific plan fee exists, then the regional fee and the transportation impact fee are equivalent.

E. The transportation impact fees shall be paid by the property owner in the amount as calculated pursuant to subsections (A), (B), (C) and (D) of this section for the categories of facilities established by RCMC 16.84.080, and shall include an additional administrative fee per building permit which will be calculated as provided in the transportation development impact fee program nexus study.

F. For the purpose of calculating transportation impact fees pursuant to subsections (A), (B), (C), and (D) of this section for properties with an approved use permit which significantly changes the underlying use of the site or properties within a special planning area, the director is hereby authorized to determine the per-unit or per-square-foot costs for each fee category that corresponds most directly to the use and density.

G. For the purpose of calculating transportation impact fees pursuant to subsections (A), (B), (C), and (D) of this section for building permits for land use categories not specifically named in this chapter or the transportation development impact fee program, the Director is hereby authorized to determine the per-unit or per-square-foot

costs for each fee category that corresponds most directly to the use and density. [Ord. 3-2013 § 1; Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

~~16.84.100 — Establishment of costs per unit for land uses within the City of Rancho Cordova.~~

~~A. Fees per unit for various land uses identified in the fee resolution were established using an allocation of transportation system costs as identified in the transportation system capital improvement plan and total additional trip miles based on land use categories identified in the nexus study developed for the transportation impact fee program.~~

~~B. For specific land uses not identified in the fee resolution, the cost per dwelling unit equivalent established by the nexus study and the trip generation rates established by the Institute of Traffic Engineers or equivalent method shall be used to calculate the fee per dwelling unit. [Ord. 3-2013 § 1; Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].~~

16.84.110 Credit for construction of transportation facilities.

A. Upon application by the property owner or his authorized agent, the Director may authorize the construction of any transportation facilities, or portions thereof, in order of priority as designated on the priority list for the transportation development impact fee program in lieu of all, or a portion of, the transportation impact fee required by this chapter. If so authorized, the credit toward transportation impact fees, excluding the administrative fee, to be provided to the property owner for such in-lieu construction shall be equal to 80 percent of the programmed cost of the facility, as set forth in the transportation system development impact fee program in effect at the time when the in-lieu construction is so authorized, including, but not limited to, unit prices, quantities and project descriptions. Prior to credit being given and/or issuance of any of the approvals set forth in RCMC 16.84.060 (e.g., approvals of building permits, subdivisions or zoning amendments), the construction of any facility authorized by this section must either be accepted by the Department, or the property owner must post security for the complete performance of the construction in a form acceptable to the Director and the City Attorney.

B. Upon acceptance of the completed facility and after reconciliation of the final facility costs, the remaining 20 percent of the programmed cost as designated in the transportation system development impact fee program may be issued as a credit balance to the property owner that may be utilized within the City of Rancho Cordova as determined by the Director.

C. Where the amount of the credit is less than the amount of the transportation impact fee otherwise applicable to the development in question, the property owner must pay to the City the difference in accordance with RCMC 16.84.060.

D. Where the amount of the credit is greater than the amount of the transportation impact fee, the property owner shall be paid the difference only from the applicable transportation fund within a reasonable time after the project is accepted by the Department pursuant to RCMC 16.84.120 in order of priority on the priority list in the transportation system development impact fee program when funds are available.

E. Where a facility is proposed for construction by the property owner, the Director at his discretion may either (1) provide the property owner with a credit pursuant to this section, or (2) enter into a reimbursement agreement with the property owner pursuant to RCMC 16.84.120. [Ord. 3-2013 § 1; Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

16.84.120 Reimbursement for construction of transportation projects in advance of the transportation system development impact fee program priority list schedule.

A. Upon application by the property owner or his authorized agent, the Director may enter into a reimbursement agreement authorizing the construction of any transportation facilities, or portions thereof, designated in the transportation system development impact fee program. In addition to the requirements of subsection (D) of this section, the agreement shall set forth the amount to be reimbursed, the time and manner in which payments are to be made, and shall state that reimbursement by the City will only be made from the applicable transportation fund when funds are available.

B. The amount of reimbursement shall be the actual cost of the facility up to the programmed cost of the facility as set forth in the transportation system development impact fee program in effect at the time the construction contract

is awarded for that specific facility. The time of reimbursement shall be the end of the fiscal year in which the facility is scheduled for construction, based on the priority list in the transportation system development impact fee program, or as different timing is otherwise authorized by the Director.

C. By entering into a reimbursement agreement, a property owner is not relieved of the obligation to pay the transportation impact fees in the manner and amount specified by this chapter.

D. If the Director enters into an agreement authorized by subsection (A) of this section, or credit agreement as authorized by RCMC 16.84.110(C), the agreement shall provide that:

1. The general fund of the City is not liable for payment of any obligations arising from the agreement;
2. The credit or taxing power of the City is not pledged for the payment of any obligations arising from the agreement;
3. The landowner shall not compel the exercise of the City taxing power or the forfeiture of any of its property to satisfy any obligations arising from the agreement; and
4. The obligation arising from the agreement is not a debt of the city, nor a legal or equitable pledge, charge, lien, or encumbrance, upon any of its property, or upon any of its income, receipts, or revenues, and is payable only from the transportation impact fees deposited in the applicable transportation fund.

E. The property owner or his authorized agent shall apply for reimbursement as set forth in subsections (A), (B), (C) and (D) of this section no later than four years after the transportation project is constructed and accepted. The property owner shall waive the right of reimbursement for construction costs payable under this section when the reimbursement is not applied for within said four-year limitation. [Ord. 3-2013 § 1; Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

16.84.130 Annual program fee adjustment.

Commencing January 1, 2014, and thereafter each year no later than January 15th, the finance director, or his or her designee, shall authorize the adjustment of the program fee per development unit for each type of development in each fee category, which shall be adjusted according to the methodology described in the transportation development impact fee program nexus study.

The estimated cost of the facilities used in the transportation system capital improvement program and for calculating credits and reimbursements pursuant to RCMC 16.84.110 and 16.84.120 shall be adjusted annually using the same adjustment factor. [Ord. 3-2013 § 1; Ord. 5-2012 § 1; Ord. 3-2011 § 1; Ord. 5-2010 § 1; Ord. 7-2009 § 1; Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

16.84.140 Alternative method and compliance with other laws.

A. This chapter is intended to establish a supplemental method for funding the cost of certain facilities the need for which is expected to be generated by the level and type of development proposed in the City of Rancho Cordova. Except as provided in Section 4 of the ordinance codified in this chapter (continuance in effect of roadway and transit development fees established by Sacramento County), the provisions of this chapter shall not be construed to limit the power of the City of Rancho Cordova to impose any other fees or exactions or to continue to impose existing ones on development within the City of Rancho Cordova, but shall be in addition to any other fees, exactions or other requirements that the City of Rancho Cordova is authorized to impose, or has previously imposed, as a condition of approving plans, rezonings or other entitlements within the City of Rancho Cordova pursuant to state and local laws. In particular, individual property owners shall remain obligated to fund, construct, and/or dedicate the improvements, public facilities and/or pay other exactions authorized or required by, but not limited to: (1) the City of Rancho Cordova Public Works Department improvement standards; (2) the Sacramento County municipal services agency improvement standards; (3) the Quimby Act (Section 66477 et seq. of the Government Code) and implementing ordinances (Chapter 22.40 RCMC); (4) school impact fees (Section 65970 et seq. of the Government Code) and implementing ordinances; and (5) Sacramento County drainage fees (county water agency Ordinance No. 1). Any credits or repayments pursuant to RCMC 16.84.110 and 16.84.120 shall not include credits or repayment for the funding, construction or dedications described in this section.

ITEM 11.3.

Rancho Cordova Municipal Code

Chapter 16.84 DEVELOPMENT IMPACT FEES TO

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FACILITIES

ATTACHMENT 4

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B. The construction of facilities by a private owner pursuant to RCMC 16.84.110 and 16.84.120 shall be performed and contracted for only as required by law, including, but not limited to, compliance with the Department's improvement standards and requirements for public works, if applicable to the particular facility. [Ord. 3-2013 § 1; Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

Public Works Code Updates

Dalia Fadl, Principal Engineer
August 21, 2023



Goals

- Inform City Council of proposed updates to the Rancho Cordova Municipal Code including:
 - Make minor revisions for clarity.
 - Updates and additions to comply with latest State and Federal regulations.

- The following titles are included in the update:
 - Titles: 3, 6, 10, 12, 15, 16

Public Works Code Updates

- Titles Discussed in the August 7th City Council Meeting:
 - Title 3: 3.60, 3.70
 - Title 6: 6.20, 6.21
 - Title 10
 - Title 12
 - Title 15: 15.10, 15.12
 - Title 16: 16.44, 16.84

Title 16-Buildings and Construction

Chapter 16.96- Floodplain Management Ordinance

- A floodplain management ordinance is a set of regulations and guidelines implemented to mitigate the impact of flooding by restricting certain activities and requiring mitigation measures in flood-prone areas, aiming to protect public safety and reduce damage during flood events.
- The City of Rancho Cordova currently implements the Sacramento County Floodplain Management Ordinance.
- In a recent audit by the CA Department of Water Resources, the state required that the city adopt its own ordinance to continue to participate in the National Flood Insurance Program, which provides flood insurance within FEMA mapped floodplains.

Title 16-Buildings and Construction

Chapter 16.96- Floodplain Management Ordinance

- Chapter 16.96 Floodplain Management Ordinance replaces the City's reliance on County code with a new City Ordinance as required by FEMA and State Department of Water Resources.
- Chapter 16.96 uses the latest ordinance language required by FEMA and will regulate floodplain management within the City.
- The ordinance does not significantly change the City's processes in regulating floodplains.
- The new ordinance shall be approved by the end of August (FEMA deadline).

Title 16-Buildings and Construction

Chapter 16.96- Floodplain Management Ordinance

- The proposed floodplain management ordinance (chapter 16.96) will meet General Plan Policy S.2.1.2, which requires the city to participate in the National Flood Insurance Program by updating the floodplain management ordinance as necessary to help reduce future flood damage.
- The proposed floodplain management ordinance does not supersede more restrictive General Plan policies.
- Per FEMA, consequences of not adopting the new floodplain management ordinance include:
 - No resident will be able to purchase a flood insurance policy.
 - Existing flood insurance policies will not be renewed.
 - No Federal grants or loans for development may be made in identified flood hazard areas under programs administered by Federal agencies.
 - No Federal disaster assistance may be provided to repair insurable buildings located in identified flood hazard areas for damage caused by a flood.
 - No Federal mortgage insurance or loan guarantees may be provided in identified flood hazard areas.

Chapter 16.96- Floodplain Management Ordinance

Additional Analysis & Updates

- Staff performed additional analysis of CEQA exemptions and confirmed that the proposed ordinance is exempt from CEQA for the following reasons:
 - Implementation of the ordinance would not differ substantially from implementation of the County ordinance, as currently applied. Therefore, it can be seen with certainty that there is no possibility that adoption of this ordinance will have a significant effect on the environment.
 - This ordinance is also exempt from CEQA pursuant to CEQA Guidelines Sections 15307 and 15308. The proposed ordinance regulates development within the floodplain in order to promote public health, safety, and general welfare in conjunction with maintenance, preservation, and restoration of floodplains for local creeks and the American River.
- City staff analyzed the proposed ordinance and added updates and clarifications:
 - The City, FEMA, and the Central Valley Flood Protection Board have jurisdiction over projects along the American River Parkway. For proposed projects in this area, the most stringent floor elevation requirement applies.
 - The Floodplain Administrator is authorized to waive the submission of site plans, construction documents, and other data that are required by these regulations but that are not required to be prepared by a qualified CA Licensed Land Surveyor or Civil Engineer, such as installation of a water heater, backyard awning, and other minor building improvements or permits, when it is found that the nature of the proposed development is such that the review of such submissions is not necessary to ascertain compliance with these regulations.

Recommendation: Waive the first reading and introduce the ordinance adding Chapter 16.96 and amending Titles 3,6,10,12,15,16

Next Step- return on September 5, 2023 for second reading of the ordinance.

MEMORANDUM



ITEM 12.1.

DATE: August 21, 2023
TO: Honorable Mayor and Council Members
FROM: Michelle Mingay, Senior Finance Analyst
SUBJECT: **A RESOLUTION AUTHORIZING THE ISSUANCE OF SPECIAL TAX BONDS FOR AND ON BEHALF OF THE CITY OF RANCHO CORDOVA ARISTA DEL SOL COMMUNITY FACILITIES DISTRICT NO. 2022-1, IMPROVEMENT AREA NO. 1 APPROVING AND DIRECTING THE EXECUTION OF A FISCAL AGENT AGREEMENT, APPROVING THE FORM OF PRELIMINARY OFFICIAL STATEMENT, APPROVING SALE OF SUCH BONDS, AND APPROVING OTHER RELATED DOCUMENTS AND ACTIONS**

RECOMMENDATION

Adopt the Resolution.

RESULT OF RECOMMENDED ACTION

Adoption of the Resolution would authorize the sale of Special Tax Bonds (the "Bonds") for and on behalf of the Arista Del Sol Community Facilities District No. 2022-1 Improvement Area No. 1 for the purpose of providing money for the acquisition and construction of improvements and the payment of certain development impact fees related to the project within the Community Facilities District.

BACKGROUND

The Arista Del Sol Community Facilities District No. 2022-1 Improvement Area No. 1 ("CFD 2022-1") or (the "District") was formed in 2022 to assist in the financing of the acquisition and construction of certain public facilities and payment of certain fees within a portion of the Arista Del Sol project. Through various City Council actions, the City Council has declared the necessity to incur bonded indebtedness in a maximum principal amount not to exceed \$50,000,000 for the CFD.

Based on the current status of the property within the District, the appraisal estimates the value of the property within the District at approximately \$77.1 million. This has created an opportunity for the District to issue special tax bonds. Based on the expected par amount of \$15.0 million, the property value compared to bonded debt lien would exceed the required 4:1 value to lien requirement, which is consistent with prior special tax bonds issued within the City and exceeds the 3:1 statutory minimum.

The proposed financing-related resolution approves: (i) the sale of the Bonds in an amount not

to exceed \$17.5 million; (ii) a Fiscal Agent Agreement; (iii) the Preliminary Official Statement; (iv) Bond Purchase Agreement, and authorizes related documents on behalf of the District. Descriptions of these documents are as follows:

- **Fiscal Agent Agreement:** This agreement allows U.S. Bank to act on behalf of the City to provide for the issuance of the Bonds, the disbursement of proceeds of the Bonds, the disposition of the special taxes securing the Bonds, and the administration and payment of the Bonds.
- **Bond Purchase Agreement:** This agreement is a legally binding document between the issuer (City on behalf of the District) and an underwriter (Piper Sandler & Co.) establishing the terms of the Bond sale. After the issuer delivers the Bonds to the underwriter, and the underwriter pays the issuer for them, the underwriter will put the Bonds on the market at the price and yield established during the Bond pricing call, currently scheduled for the week of September 4th, and investors will purchase the Bonds from the underwriter.
- **Funding, Construction and Acquisition Agreement:** This agreement is between the City and Developer (Woodside 05N, LLP) to provide for the acquisition of certain public facilities serving development of the project within CFD 2022-1 to be financed in whole or in part by the District, including payment of certain fees to fund such public facilities, using proceeds from issuance and sale of bonds for the District to finance the design and acquisition of such public facilities and expenses incidental thereto and to provide the terms of any reimbursement to Developer.
- **Preliminary Official Statement:** This document serves as the prospectus for the Bonds. It is the disclosure document relied on by Bond investors that details the underlying security for the Bonds and all associated investment risks. The Official Statement is the offering document used by the underwriter to market the Bonds and indicated how investors in the Bonds will be repaid.

Assuming the City Council approves this financing, staff will work with the Bond finance team to determine the final Bond sizing, and the preliminary Official Statement will be finalized and posted electronically for investors to review. Assuming the market remains stable, the City; NHA Advisors, LLC, the City's Municipal Advisor; and Piper Sandler & Co., the bond underwriter, will hold a pre-pricing call the week of September 4th to review bond market conditions and the preliminary interest rates, after which, the Bonds will be sold. An authorized officer will then execute, on behalf of the City, a Bond Purchase Agreement with Piper Sandler & Co., finalizing the bond interest rates and setting the delivery date, which is anticipated to occur the week of September 18, 2023.

FISCAL IMPACT AND FUNDING SOURCE

There is no Fiscal Impact. The Special Tax Bonds are secured solely by the Special Taxes levied within the District and are not a debt of the City's General Fund. Costs of issuance are payable solely from Bond proceeds.

In accordance with Government Code 5852.1, the following information consists of estimates of certain costs and charges for the Bonds that have been provided by NHA Advisors, LLC, the City's municipal advisor, which has been represented by such party to have been provided in good faith: (1) estimated true interest cost of the Bonds: 5.67%; (2) estimated finance charge of the Bonds (sum of all fees and charges paid to third parties): \$628,441; (3) estimated amount of proceeds of the Bonds received by the City (net of finance charges, reserves and capitalized interest, if any): \$12,340,374; and (4) estimated total payment amount (sum total of all

payments to pay debt service on the Bonds plus the finance charge not paid with proceeds of the Bonds) calculated to the final maturity of the Bonds: \$32,617,443.

ATTACHMENT(S)

1. Resolution
2. Fiscal Agent Agreement
3. Funding, Construction and Acquisition Agreement
4. Preliminary Official Statement
5. Bond Purchase Agreement

CITY OF RANCHO CORDOVA

RESOLUTION NO. XX-2023

**A RESOLUTION AUTHORIZING THE ISSUANCE OF SPECIAL TAX BONDS
FOR AND ON BEHALF OF IMPROVEMENT AREA NO. 1 OF THE CITY OF
RANCHO CORDOVA ARISTA DEL SOL COMMUNITY FACILITIES DISTRICT
NO. 2022-1, APPROVING AND DIRECTING THE EXECUTION OF A FISCAL
AGENT AGREEMENT AND AN ACQUISITION AGREEMENT, APPROVING
THE FORM OF PRELIMINARY OFFICIAL STATEMENT, APPROVING SALE
OF SUCH BONDS, AND APPROVING OTHER RELATED DOCUMENTS AND
ACTIONS**

WHEREAS, the City Council has conducted proceedings under and pursuant to the Mello-Roos Community Facilities Act of 1982, as amended (the "Act"), to (i) establish the City of Rancho Cordova Arista Del Sol Community Facilities District No. 2022-1 (the "CFD"), (ii) designate within the CFD, "Improvement Area No. 1 of the City of Rancho Cordova Arista Del Sol Community Facilities District No. 2022-1" ("Improvement Area No. 1"), and (iii) establish a "City of Rancho Cordova Arista Del Sol Community Facilities District No. 2022-1 (Future Annexation Area)" for the CFD (the "Future Annexation Area"); and

WHEREAS, under the Act, the City Council is authorized to issue bonded indebtedness secured by special taxes levied within the CFD and improvement areas therein for the purpose of providing moneys for the construction and acquisition of improvements, and the payment of certain fees, authorized for the CFD; and

WHEREAS, on May 16, 2022, the City Council, as legislative body of the CFD and Improvement Area No. 1, established the bonded indebtedness limit for the CFD in the principal amount of not to exceed \$50,000,000 (excluding bonds described in Section 53364.2(e) of the Act) (the "Authorization"), initially allocated as follows: (i) for Improvement Area No. 1, \$25,000,000 and (ii) for land within the Future Annexation Area, \$25,000,000; and

WHEREAS, the City desires to issue the first series of special tax bonds for Improvement Area No. 1 of the CFD pursuant to the Authorization; and

WHEREAS, there has been submitted to the City Council a Fiscal Agent Agreement, between the City and U.S. Bank Trust Company, National Association, as fiscal agent (the "Fiscal Agent Agreement"), providing for the issuance of a first series of special tax bonds of the City for Improvement Area No. 1, designated as the "City of Rancho Cordova Arista Del Sol Community Facilities District No. 2022-1 Improvement Area No. 1 Special Tax Bonds Series 2023" (the "Bonds"), and the City Council, with the aid of City staff, has reviewed the Fiscal Agent Agreement and found it to be in proper order for the purpose intended, and now desires to approve the Fiscal Agent Agreement and the issuance of the Bonds; and

WHEREAS, the City proposes to sell the Bonds to Piper Sandler & Co., as underwriter (the "Underwriter"), pursuant to the terms of a Bond Purchase Agreement (the "Bond Purchase Agreement") by and between the City and the Underwriter, and the Underwriter proposes to offer the Bonds to the investing public by means of a Preliminary Official Statement (the "Preliminary Official Statement"); and

WHEREAS, there has been placed on file with the City Clerk a form of Funding, Construction and Acquisition Agreement (the "Acquisition Agreement") providing for certain CFD authorized facilities to be acquired by the City from Woodside 05N, LP, a California limited partnership, as the developer of the land within the District, or an affiliate or assignee, and the City Council, with the assistance of staff, has reviewed the Acquisition Agreement and found it to be in proper order, and now desires to approve such agreement; and

WHEREAS, there has been placed on file with the City Clerk a form of a Joint Community Facilities Agreement by and between the City, for and on behalf of the CFD, and (i) the Cordova Recreation and Park District (CRPD) and (ii) the Sacramento County Water Agency (SCWA) (the "Joint Community Facilities Agreements") providing for certain CFD authorized facilities to be acquired by CRPD and SCWA pursuant to Section 53316.2 of the Act, and the City Council, with the assistance of staff, has reviewed the Joint Community Facilities Agreements and found them to be in proper order, and now desires to approve such agreements; and

WHEREAS, the information required to be obtained and disclosed with respect to the Bonds in accordance with Government Code Section 5852.1 is set forth in the staff report accompanying this Resolution; and

WHEREAS, all conditions, things and acts required to exist and to have been performed precedent to and with respect to the issuance of the Bonds and the levy of the special taxes securing the Bonds, as contemplated by this resolution and the Fiscal Agent Agreement, have happened and exist as required by the laws of the State of California, including the Act, and the actions to be performed in due time for the issuance of the Bonds conform in form and manner to the applicable laws of the State of California, including the Act.

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

SECTION 1. Findings. This Council finds and determines that (i) it is prudent in the management and development of land in the City and the CFD to issue the Bonds to provide money for the construction and acquisition of improvements, and the payment of certain fees, authorized for the CFD, and (ii) the Bonds and the CFD are substantially in compliance with the City's Statement of Policies and Procedures for Special Assessment and Community Facilities District Debt Financing Programs, with any deviations hereby approved.

SECTION 2. Law Applicable. For the purposes of these proceedings in and for the CFD, the Act shall be the authority for the issuance of the Bonds.

SECTION 3. Bonds Authorized. Pursuant to the Act, this Resolution and the Fiscal Agent Agreement, the Bonds, in an aggregate principal amount not to exceed \$17,500,000, are hereby authorized to be issued. The Bonds shall be executed in the form set forth in, and otherwise as provided in, the Fiscal Agent Agreement. The Bonds shall be dated and executed in the forms, be in the principal amounts, denominations, mature, be payable at the place and in the priorities and bear interest at the rates as set forth in and otherwise as provided in the Fiscal Agent Agreement.

The Bonds shall not be issued unless the value of the real property within Improvement Area No. 1 subject to the special tax to pay debt service on the Bonds, based on assessed values and/or an appraisal by an independent appraiser hired by the City for the purpose of determining such value, is at least four times the proposed principal amount of the Bonds proposed to be

issued and secured by a special tax levied pursuant to the Act on property within Improvement Area No. 1.

SECTION 4. Fiscal Agent Agreement. The Fiscal Agent Agreement in substantially the form on file with the City Clerk is hereby approved. The City Manager, Deputy City Manager, Administrative Services Director or such other person or persons as any of them may designate (each an "Authorized Officer") are hereby separately authorized and directed to execute and deliver the Fiscal Agent Agreement, with such additions thereto or changes therein as are approved by the Authorized Officer upon consultation with the City's bond counsel, and including but not limited to such additions or changes as are necessary or advisable to permit the timely issuance, sale and delivery of the Bonds; provided, however, that no additions or changes shall authorize the issuance of an aggregate principal amount of Bonds which would cause bonds issued for Improvement Area No. 1 to be in excess of the Authorization.

The date, manner of payment, interest rate or rates, interest payment dates, denominations, form, registration privileges, manner of execution, place of payment, terms of redemption and other terms of the Bonds shall be as provided in the Fiscal Agent Agreement, as finally approved and executed by an Authorized Officer. The terms and provisions of the Fiscal Agent Agreement, as finally executed, are incorporated herein by reference as if fully set forth herein. The approval of such additions or changes shall be conclusively evidenced by the execution and delivery of the Fiscal Agent Agreement by an Authorized Officer.

SECTION 5. Bond Preparation and Delivery; Sale of the Bonds. The Bonds, when executed, shall be delivered to the fiscal agent for authentication. The fiscal agent is hereby requested and directed to authenticate the Bonds by executing the fiscal agent's certificate of authentication and registration appearing thereon, and to deliver the Bonds, when duly executed and authenticated, to the Underwriter in accordance with written instructions executed on behalf of the City by the Mayor and/or an Authorized Officer, which instructions are hereby authorized, for and in the name and on behalf of the City, to be delivered.

SECTION 6. Covenant to Foreclose. The City hereby covenants, for the benefit of the owners of the Bonds, to commence and diligently pursue to completion any foreclosure action regarding delinquent installments of any amount levied as a special tax for the payment of debt service on the Bonds, said foreclosure action to be commenced and pursued as more completely set forth in the Fiscal Agent Agreement.

SECTION 7. Approval of Preliminary Official Statement. The City Council hereby approves the Preliminary Official Statement in substantially the form presented to the City Council at this meeting. The Authorized Officers are each hereby authorized and directed to execute a final Official Statement (the "Official Statement"), for and in the name and on behalf of the City, in such form, together with any additions thereto or changes therein deemed necessary or advisable by the Authorized Officer executing such document upon consultation with the City's bond counsel. The City Council hereby authorizes and directs the Underwriter to distribute copies of the Preliminary Official Statement to persons who may be interested in the purchase of the Bonds and to deliver copies of the Official Statement to all actual purchasers of the Bonds. The City Council hereby authorizes the delivery of the Preliminary Official Statement and the Official Statement.

The City Council hereby authorizes and directs an Authorized Officer, on behalf of the City, to deem "final," pursuant to Rule 15c2-12 of the Securities Exchange Act of 1934, the Preliminary Official Statement prior to its distribution to prospective purchasers of the Bonds.

SECTION 8. Approval of Purchase Agreement. The City Council hereby approves the Bond Purchase Agreement; provided, however, that the aggregate principal amount of Bonds shall not exceed \$17,500,000 or result in an Underwriter's discount in excess of 1.35%, or a true interest cost in excess of 6.50%. Subject to the foregoing parameters, an Authorized Officer is hereby authorized and directed to execute the Bond Purchase Agreement in substantially the form on file with the City Clerk, together with such changes and additions thereto deemed advisable by the Authorized Officer executing the same. The City Council hereby finds and determines that the sale of the Bonds at negotiated sale as contemplated by the Bond Purchase Agreement will result in a lower overall cost.

SECTION 9. Approval of Acquisition Agreement. The City Council hereby approves the Acquisition Agreement. An Authorized Officer is hereby authorized and directed to execute the Acquisition Agreement in substantially the form on file with the City Clerk, together with such changes and additions thereto deemed advisable by the Authorized Officer executing the same.

SECTION 10. Approval of Joint Facilities Agreements. The City Council hereby approves the Joint Community Facilities Agreements and any other joint community facilities agreements which an Authorized Officer deems necessary or appropriate to finance the facilities and/or fees authorized to be funded by the CFD. An Authorized Officer is hereby authorized and directed to execute such Joint Community Facilities Agreements in substantially the form on file with the City Clerk, together with such changes and additions thereto deemed advisable by the Authorized Officer executing the same.

SECTION 11. Actions Authorized. All actions heretofore taken by the officers, employees and agents of the City with respect to the establishment of the CFD and the designation of Improvement Area No. 1 therein, and the sale and issuance of the Bonds are hereby approved, confirmed and ratified, and the Authorized Officers are hereby authorized and directed to do any and all things and take any and all actions and execute any and all certificates, agreements and other documents, which they, or any of them, may deem necessary or advisable in order to consummate the lawful issuance and delivery of the Bonds in accordance with this Resolution, and any certificate, agreement, and other document described in the documents herein approved. All actions to be taken by an Authorized Officer as specified herein, may be taken by the Authorized Officer or any designee, with the same force and effect as if taken by such Authorized Officer.

SECTION 12. Effectiveness. This Resolution shall take effect immediately upon its adoption.

ITEM 12.1.

ATTACHMENT 1

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 21st day of August 2023 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Linda Budge, Mayor

ATTEST:

Stacy Leitner, CMC
City Clerk

FISCAL AGENT AGREEMENT

by and between

CITY OF RANCHO CORDOVA

and

**U.S. BANK TRUST COMPANY, NATIONAL ASSOCIATION,
as Fiscal Agent**

Dated as of September 1, 2023

Relating to:

**\$ _____
City of Rancho Cordova
Arista Del Sol Community Facilities District No. 2022-1
Improvement Area No. 1
Special Tax Bonds
Series 2023**

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EXHIBIT A FORM OF BOND

FISCAL AGENT AGREEMENT

THIS FISCAL AGENT AGREEMENT (the "Agreement") is made and entered into and dated as of September 1, 2023, by and between the City of Rancho Cordova, California, a municipal corporation and public body, corporate and politic, organized and existing under and by virtue of the Constitution and laws of the State of California (the "City") for and on behalf of the City of Rancho Cordova Arista Del Sol Community Facilities District No. 2022-1 (the "District"), and U.S. Bank Trust Company, National Association, a national banking association duly organized and existing under the laws of the United States of America with a corporate trust office located in Seattle, Washington, as fiscal agent (the "Fiscal Agent").

WITNESSETH:

WHEREAS, the City Council has conducted proceedings under and pursuant to the Mello-Roos Community Facilities Act of 1982, as amended (the "Act"), to (i) establish the District (ii) designate within the District, "Improvement Area No. 1 of the City of Rancho Cordova Arista Del Sol Community Facilities District No. 2022-1" ("Improvement Area No. 1"), and (iii) establish a "City of Rancho Cordova Arista Del Sol Community Facilities District No. 2022-1 (Future Annexation Area)" for the District (the "Future Annexation Area"); and

WHEREAS, the City Council, as the legislative body of the District and Improvement Area No. 1, is authorized under the Act to levy special taxes to pay for the costs of facilities authorized for the District and to issue bonds secured by said special taxes under the Act;

WHEREAS, under the provisions of the Act, on May 16, 2022, the City Council of the City adopted its Resolution No. _____ (the "Resolution"), which resolution authorized the issuance of the City of Rancho Cordova Arista Del Sol Community Facilities District No. 2022-1 Improvement Area No. 1 Special Tax Bonds Series 2023 to provide moneys for the construction and acquisition of improvements for the District and provided that said issuance would be in accordance with the Act and this Agreement, and authorized the execution hereof;

WHEREAS, it is in the public interest and for the benefit of the City, the District, the persons responsible for the payment of special taxes and the Owners of the Bonds that the City enter into this Agreement to provide for the issuance of the Bonds, the disbursement of proceeds of the Bonds, the disposition of the special taxes securing the Bonds authorized to be issued hereunder and the administration and payment of the Bonds; and

WHEREAS, the City has determined that all things necessary to cause the Bonds, when authenticated by the City for the District and issued as in the Act, the Resolution and this Agreement provided to be legal, valid and binding and special obligations of the City for the District in accordance with their terms, and all things necessary to cause the creation, authorization, execution and delivery of this Agreement and the creation, authorization, execution and issuance of the Bonds, subject to the terms hereof, have in all respects been duly authorized.

NOW, THEREFORE, in consideration of the covenants and provisions herein set forth and for other valuable consideration the receipt and sufficiency of which are hereby acknowledged, the parties hereto do hereby agree as follows:

ARTICLE I

AUTHORITY AND DEFINITIONS STATUTORY AUTHORITY AND
DEFINITIONS

Section 1.01. Authority for this Agreement. This Agreement is entered into pursuant to the provisions of the Act and the Resolution.

Section 1.02. Agreement for Benefit of Bondowners. The provisions, covenants and agreements herein set forth to be performed by or on behalf of the City shall be for the equal benefit, protection and security of the Owners. All of the Bonds, without regard to the time or times of their issuance or maturity, shall be of equal rank without preference, priority or distinction of any of the Bonds over any other thereof, except as expressly provided in or permitted by this Agreement. The Fiscal Agent may become the Owner of any of the Bonds in its own or any other capacity with the same rights it would have if it were not Fiscal Agent.

Section 1.03. Definitions. Unless the context otherwise requires, the terms defined in this Section 1.03 shall, for all purposes of this Agreement, of any Supplemental Agreement, and of any certificate, opinion or other document herein mentioned, have the meanings herein specified. All references herein to "Articles," "Sections" and other subdivisions are to the corresponding Articles, Sections or subdivisions of this Agreement, and the words "herein," "hereof," "hereunder" and other words of similar import refer to this Agreement as a whole and not to any particular Article, Section or subdivision hereof.

"Acquisition Agreement" means the Funding, Construction and Acquisition Agreement, dated as of September 1, 2023, by and between the City and Woodside 05N, LP, a California limited partnership, and any amendments thereto.

"Act" means the Mello-Roos Community Facilities Act of 1982, as amended, being Sections 53311 *et seq.* of the California Government Code.

"Additional Bonds" means any bonds other than the 2023 Bonds issued pursuant to Section 5.17 hereof.

"Administrative Expense Priority" means (i) for fiscal year 2023-24, \$30,000, and (ii) for each subsequent year, an amount equal to the preceding fiscal year's Administrative Expense Priority plus an additional 2% of such amount.

"Administrative Expenses" means any or all of the following: the fees and expenses of the Fiscal Agent (including any fees or expenses of its counsel), the expenses of the City in carrying out its duties hereunder (including, but not limited to, the levying and collection of the Special Taxes, and the foreclosure of the liens of delinquent Special Taxes) including the fees and expenses of its counsel, an allocable share of the salaries of City staff directly related thereto and a proportionate amount of City general administrative overhead related thereto, any amounts paid by the City from its general funds pursuant to Section 6.02, and all other costs and expenses of the City or the Fiscal Agent incurred in connection with the issuance and administration of the Bonds and/or the discharge of their respective duties hereunder (including, but not limited to, the calculation of the levy of the Special Taxes, foreclosures with respect to delinquent taxes, and the calculation of amounts subject to rebate to the United States) and, in the case of the City, in any way related to the administration of the District and Improvement

Area No. 1. Administrative Expenses shall include any such expenses incurred in prior years but not yet paid, and any advances of funds by the City under Section 6.02 hereof.

“Administrative Services Director” means the Administrative Services Director, including any acting or interim Administrative Services Director, of the City, or person serving in a similar capacity, or a designee of such person.

“Agreement” means this Fiscal Agent Agreement, as it may be amended or supplemented from time to time by any Supplemental Agreement.

“Annual Debt Service” means, for each Bond Year, the sum of (i) the interest due on the Outstanding Bonds in such Bond Year, assuming that the Outstanding Bonds are retired as scheduled, and (ii) the principal amount of the Outstanding Bonds, including any mandatory sinking fund payments, due in such Bond Year.

“Authorization” means a principal amount of Bonds for Improvement Area No. 1 not to exceed \$25,000,000 (excluding bonds described in Section 53364.2(e) of the Act).

“Authorized Officer” means the City Manager, Deputy City Manager, Administrative Services Director or any other officer or employee authorized by the City Council of the City or by an Authorized Officer to undertake the action referenced in this Agreement as required to be undertaken by an Authorized Officer.

“Bond Counsel” means any attorney or firm of attorneys acceptable to the City and nationally recognized for expertise in rendering opinions as to the legality and tax-exempt status of securities issued by public entities.

“Bond Fund” means the fund by that name established pursuant to Section 4.02(A) hereof.

“Bond Year” means each twelve-month period beginning on September 2 in any year and extending to the next succeeding September 1, both dates inclusive; except that the first Bond Year shall begin on the Closing Date and end on September 1, 2024.

“Bonds” means (i) the 2023 Bonds any (ii) Additional Bonds at any time Outstanding under this Agreement and any Supplemental Agreement.

“Business Day” means any day other than (i) a Saturday or a Sunday or (ii) a day on which banking institutions in the state in which the Principal Office of the Fiscal Agent is located are authorized or obligated by law or executive order to be closed.

“Capitalized Interest Account” means the fund by that name established pursuant to Section 4.02(A) hereof.

“CDIAC” means the California Debt and Investment Advisory Commission of the office of the State Treasurer of the State of California or any successor agency or bureau thereto.

“City” means the City of Rancho Cordova, California, and any successor thereto.

“Closing Date” means the date upon which there is a physical delivery of the Bonds in exchange for the amount representing the purchase price of the Bonds by the Original Purchaser.

“Code” means the Internal Revenue Code of 1986 as in effect on the date of issuance of the Bonds or (except as otherwise referenced herein) as it may be amended to apply to obligations issued on the date of issuance of the Bonds, together with applicable temporary and final regulations promulgated, and applicable official public guidance published, under the Code.

“Continuing Disclosure Certificate” means the Continuing Disclosure Certificate, dated as of _____, 2023, by and among the City and Goodwin Consulting Group, Inc., in its capacity as Dissemination Agent, as originally executed and as it may be amended from time to time in accordance with the terms thereof.

“Costs of Issuance” means items of expense payable or reimbursable directly or indirectly by the City and related to the authorization, sale and issuance of the Bonds, which items of expense shall include, but not be limited to, printing costs, costs of reproducing and binding documents, closing costs, filing and recording fees, initial fees, expenses and charges of the Fiscal Agent including its first annual administration fee, expenses incurred by the City in connection with the issuance of the Bonds, financial advisor fees, Bond (underwriter’s) discount or underwriting fee, legal fees and charges, including bond counsel, charges for execution, transportation and safekeeping of the Bonds and other costs, charges and fees in connection with the foregoing.

“Costs of Issuance Fund” means the fund by that name established pursuant to Section 3.05(A) hereof.

“DTC” means the Depository Trust Company, and its successors and assigns.

“Debt Service” means the scheduled amount of interest and amortization of principal payable on the Bonds during the period of computation, excluding amounts scheduled during such period which relate to principal which has been retired before the beginning of such period.

“Debt Service Account” means the account of the Special Tax Fund by that name established by Section 3.03(A) hereof.

“Depository” means (a) initially, DTC, and (b) any other Securities Depository acting as Depository pursuant to Section 2.12.

“District” means the City of Rancho Cordova Arista Del Sol Community Facilities District No. 2022-1, established pursuant to the Resolution of Formation.

“Fair Market Value” means the price at which a willing buyer would purchase the investment from a willing seller in a bona fide, arm’s length transaction (determined as of the date the contract to purchase or sell the investment becomes binding) if the investment is traded on an established securities market (within the meaning of Section 1273 of the Code) and, otherwise, the term “Fair Market Value” means the acquisition price in a bona fide arm’s length transaction (as referenced above) if (i) the investment is a certificate of deposit that is acquired in accordance with applicable regulations under the Code, (ii) the investment is an agreement with specifically negotiated withdrawal or reinvestment provisions and a specifically negotiated interest rate (for example, a guaranteed investment contract, a forward supply contract or other investment

agreement) that is acquired in accordance with applicable regulations under the Code, (iii) the investment is a United States Treasury Security—State and Local Government Series that is acquired in accordance with applicable regulations of the United States Bureau of Public Debt, or (iv) the investment is the Local Agency Investment Fund of the State of California, but only if at all times during which the investment is held its yield is reasonably expected to be equal to or greater than the yield on a reasonably comparable direct obligation of the United States.

“Federal Securities” means any of the following which are non-callable and which at the time of investment are legal investments under the laws of the State of California for funds held by the Fiscal Agent (the Fiscal Agent entitled to rely upon investment direction from the City as a certification that such investment constitutes a legal investment).

(i) Direct general obligations of the United States of America (including obligations issued or held in book-entry form on the books of the United States Department of the Treasury) and obligations, the payment of principal of and interest on which are directly or indirectly guaranteed by the United States of America, including, without limitation, such of the foregoing which are commonly referred to as “stripped” obligations and coupons; or

(ii) Any of the following obligations of the following agencies of the United States of America: (i) direct obligations of the Export-Import Bank, (ii) certificates of beneficial ownership issued by the Farmers Home Administration, (iii) participation certificates issued by the General Services Administration, (iv) mortgage-backed bonds or pass-through obligations issued and guaranteed by the Government National Mortgage Association, (v) project notes issued by the United States Department of Housing and Urban Development, and (vi) public housing notes and bonds guaranteed by the United States of America.

“Fiscal Agent” means the Fiscal Agent appointed by the City and acting as an independent fiscal agent with the duties and powers herein provided, its successors and assigns, and any other corporation or association which may at any time be substituted in its place, as provided in Section 7.01.

“Fiscal Year” means the twelve-month period extending from July 1 in a calendar year to June 30 of the succeeding year, both dates inclusive.

“Improvement Area No. 1” means Improvement Area No. 1 of the City of Rancho Cordova Arista Del Sol Community Facilities District No. 2022-1, designated pursuant to the Resolution of Formation.

“Improvement Fund” means the fund by that name established pursuant to Section 3.04(A) hereof.

“Interest Payment Dates” means March 1 and September 1 of each year, commencing March 1, 2024.

“Maximum Annual Debt Service” means the largest Annual Debt Service for any Bond Year after the calculation is made through the final maturity date of any Outstanding Bonds.

“Net Maximum Annual Special Taxes” means the largest amount of Special Taxes allowed to be levied for any Bond Year, net of the Administrative Expense Priority.

“Officer’s Certificate” means a written certificate of the City signed by an Authorized Officer of the City.

“Ordinance” means any ordinance of the City levying the Special Taxes.

“Original Purchaser” means the first purchaser of the Bonds from the City.

“Outstanding,” when used as of any particular time with reference to Bonds, means (subject to the provisions of Section 8.04) all Bonds except (i) Bonds theretofore canceled by the Fiscal Agent or surrendered to the Fiscal Agent for cancellation; (ii) Bonds paid or deemed to have been paid within the meaning of Section 9.03; and (iii) Bonds in lieu of or in substitution for which other Bonds shall have been authorized, executed, issued and delivered by the City pursuant to the Agreement or any Supplemental Agreement.

“Owner” or *“Bondowner”* means any person who shall be the registered owner of any Outstanding Bond.

“Participating Underwriter” shall have the meaning ascribed thereto in the Continuing Disclosure Certificate.

“Permitted Investments” means any of the following, to the extent that they are lawful investments for City funds at the time of investment, and are acquired at Fair Market Value (the Fiscal Agent entitled to rely upon investment direction from the City as a certification that such investment constitutes a legal investment):

(i) Federal Securities;

(ii) any of following obligations of federal agencies not guaranteed by the United States of America: (a) debentures issued by the Federal Housing Administration; (b) participation certificates or senior debt obligations of the Federal Home Loan Mortgage Corporation or Farm Credit Banks (consisting of Federal Land Banks, Federal Intermediate Credit Banks or Banks for Cooperatives); (c) bonds or debentures of the Federal Home Loan Bank Board established under the Federal Home Loan Bank Act, bonds of any federal home loan bank established under said act and stocks, bonds, debentures, participations and other obligations of or issued by the Federal National Mortgage Association, the Student Loan Marketing Association, the Government National Mortgage Association and the Federal Home Loan Mortgage Corporation; and bonds, notes or other obligations issued or assumed by the International Bank for Reconstruction and Development;

(iii) interest-bearing demand or time deposits (including certificates of deposit) in federal or State of California chartered banks (including the Fiscal Agent), provided that (a) in the case of a savings and loan association, such demand or time deposits shall be fully insured by the Federal Deposit Insurance Corporation, or the unsecured obligations of such savings and loan association shall be rated in one of the top two rating categories by a nationally recognized rating service, and (b) in the case of a bank, such demand or time deposits shall be fully insured by the Federal Deposit Insurance Corporation, or the unsecured obligations of such bank (or the unsecured obligations of the parent bank holding company of which such bank is the lead bank)

shall be rated in one of the top two rating categories by a nationally recognized rating service;

(iv) repurchase agreements with a registered broker/dealer subject to the Securities Investors Protection Corporation Liquidation in the event of insolvency, or any commercial bank provided that: (a) the unsecured obligations of such bank shall be rated in one of the top two rating categories by a nationally recognized rating service, or such bank shall be the lead bank of a banking holding company whose unsecured obligations are rated in one of the top two rating categories by a nationally recognized rating service; (b) the most recent reported combined capital, surplus and undivided profits of such bank shall be not less than \$100 million; (c) the repurchase obligation under any such repurchase obligation shall be required to be performed in not more than 30 days; (d) the entity holding such securities as described in clause (c) shall have a pledged first security interest therein for the benefit of the Fiscal Agent under the California Commercial Code or pursuant to the book-entry procedures described by 31 C.F.R. 306.1 *et seq.* or 31 C.F.R. 350.0 *et seq.* and are rated in one of the top two rating categories by a nationally recognized rating service;

(v) bankers acceptances endorsed and guaranteed by banks described in clause (iv) above;

(vi) obligations, the interest on which is exempt from federal income taxation under Section 103 of the Code and which are rated in one of the top two rating categories by a nationally recognized rating service;

(vii) money market funds which invest solely in Federal Securities or in obligations described in the preceding clause (ii) of this definition, or money market funds which are rated in the highest rating category by Standard & Poor's Ratings Services or Moody's Investor Service, including funds which are managed or maintained by the Fiscal Agent;

(viii) units of a taxable government money market portfolio comprised solely of obligations listed in (i) and (iv) above;

(ix) any investment which is a legal investment for proceeds of the Bonds at the time of the execution of such agreement, and which investment is made pursuant to an agreement between the City or the Fiscal Agent or any successor Fiscal Agent and a financial institution or governmental body whose long term debt obligations are rated in one of the top two rating categories by a nationally recognized rating service;

(x) commercial paper of "prime" quality of the highest ranking or of the highest letter and numerical rating as provided for by Moody's Investors Service, or Standard and Poor's Corporation, of issuing corporations that are organized and operating within the United States and having total assets in excess of \$500,000,000, and having a rating of at least "AA" (without regard to qualifier) for the issuer's debentures, other than commercial paper, as provided for by Moody's Investors Service or Standard and Poor's Corporation, and provided that purchases of eligible commercial paper may not exceed 180 days maturity nor represent more than 10 percent of the outstanding paper of an issuing corporation;

(xi) any general obligation of a bank or insurance company whose long term debt obligations are rated in one of the two highest rating categories of a national rating service;

(xii) shares in a common law trust established pursuant to Title 1, Division 7, Charter 5 of the Government Code of the State which invests exclusively in investments permitted by Section 53635 of Title 5, Division 2, Chapter 4 of the Government Code of the State, as it may be amended;

(xiii) shares in the California Asset Management Program;

(xiv) the Local Agency Investment Fund established pursuant to Section 16429.1 of the Government Code of the State of California, provided, however, that the Fiscal Agent will be permitted to make investments and withdrawals in its own name and the Fiscal Agent may restrict investments in the such fund if necessary to keep moneys available for the purposes of this Fiscal Agent Agreement; or

(xv) any other lawful investment for City funds.

“Prepayment Account” means the account of the Bond Fund by that name established by Section 4.02(A) hereof.

“Principal Office” means the corporate trust office of the Fiscal Agent set forth in Section 9.06, or such other or additional offices as may be designated by the Fiscal Agent.

“Project” means the acquisitions and improvements described in the Resolution of Formation and pursuant to the Acquisition Agreement and any joint community facilities agreements.

“Qualified Reserve Fund Credit Instrument” means an irrevocable standby or direct-pay letter of credit or surety bond issued by a commercial bank or insurance company and deposited with the Fiscal Agent pursuant to Section 4.03, provided that all of the following requirements are met: (i) the long-term credit rating of such bank or insurance company is rated in at least the “AA” category (without regard to qualifier) by S&P or Moody’s; (ii) such letter of credit or surety bond has a term of at least twelve (12) months; (c) such letter of credit or surety bond has a stated amount at least equal to the portion of the Reserve Requirement with respect to which funds are proposed to be released pursuant to Section 4.03; and (d) the Fiscal Agent is authorized pursuant to the terms of such letter of credit or surety bond to draw thereunder an amount equal to any deficiencies which may exist from time to time in the Bond Fund for the purpose of making payments required pursuant to Section 4.03.

“Rate and Method” means the Rate and Method of Apportionment of Special Tax for Improvement Area No. 1, as initially approved and as may be amended.

“Record Date” means the 15th day of the month next preceding the month of the applicable Interest Payment Date whether or not such day is a Business Day.

“Regulations” means temporary and permanent regulations promulgated under the Code.

“Reserve Fund” means the fund by that name established pursuant to Section 4.03(A) hereof.

“Reserve Requirement” means the least of (i) 125% of the average Annual Debt Service on the Bonds; (ii) Maximum Annual Debt Service on the Bonds; and (iii) 10% of the original principal amount of the Bonds (or, if the Bonds have more than a de minimis amount of original issue discount or premium, 10% of the issue price of such Series of Bonds); provided, that in no event shall the City be obligated to deposit an amount in the Reserve Fund in excess of the amount permitted by the applicable provisions of the Code to be so deposited from the proceeds of tax-exempt bonds without having to restrict the yield of any investment purchased with any portion of such deposit and, if the amount of any such deposit is so limited, the Reserve Requirement shall be only the amount of such deposit as permitted by the Code, and provided further that the Reserve Requirement increase subsequent to the issuance of the Bonds.

“Resolution” means Resolution No. _____-, adopted by the City Council of the City on _____, 2023, which resolution authorized the issuance of the Bonds.

“Resolution of Formation” means Resolution No. _____, adopted by the City Council of the City on May 16, 2022, establishing the District and designating therein Improvement Area No. 1.

“Securities Depositories” means The Depository Trust Company, and, in accordance with then current guidelines of the Securities and Exchange Commission, such other addresses and/or such other securities depositories as the City may designate in an Officer’s Certificate delivered to the Fiscal Agent.

“Series” means any series of bonds authorized for Improvement Area No. 1 pursuant to this Fiscal Agent Agreement or any Supplemental Agreement.

“Special Tax Fund” means the fund by that name established by Section 3.03(A) hereof.

“Special Tax Revenues” means the proceeds of the Special Taxes annually received by the City, less an amount equal to the Administrative Expense Priority, including all scheduled payments and delinquent payments thereof, interest and penalties thereon and proceeds of the redemption or sale of property sold as a result of foreclosure of the lien of the Special Taxes.

“Special Taxes” means the “Special Tax” as defined in the Rate and Method, levied within Improvement Area No. 1 pursuant to the Act, the Ordinance and this Agreement.

“Supplemental Agreement” means an agreement which is amendatory of or supplemental to this Agreement, but only if and to the extent that such agreement is specifically authorized hereunder.

“Surplus Account” means the account of the Special Tax Fund by that name established by Section 3.03(A) hereof.

“2023 Bonds” means the City of Rancho Cordova Arista Del Sol Community Facilities District No. 2022-1 Improvement Area No. 1 Special Tax Bonds Series 2023.

ARTICLE II

THE BONDS

Section 2.01. Principal Amount; Designation. 2023 Bonds in the aggregate principal amount of \$_____ are hereby authorized to be issued by the City for Improvement Area No. 1 under and subject to the terms of the Resolution and this Agreement, the Act and other applicable laws of the State of California. The 2023 Bonds shall be designated the "City of Rancho Cordova Arista Del Sol Community Facilities District No. 2022-1 Improvement Area No. 1 Special Tax Bonds Series 2023."

Section 2.02. Terms of 2023 Bonds.

(A) Form; Denominations. The 2023 Bonds shall be issued as fully registered Bonds without coupons in the denomination of \$5,000 or any integral multiple of \$5,000 in excess thereof. The 2023 Bonds shall be lettered and numbered in a customary manner as determined by the Fiscal Agent.

(B) Date of 2023 Bonds. The 2023 Bonds shall be dated the Closing Date for the 2023 Bonds.

(C) CUSIP Identification Numbers. "CUSIP" identification numbers shall be imprinted on the 2023 Bonds, but such numbers shall not constitute a part of the contract evidenced by the 2023 Bonds and any error or omission with respect thereto shall not constitute cause for refusal of any purchaser to accept delivery of and pay for the 2023 Bonds. In addition, failure on the part of the City or the Fiscal Agent to use such CUSIP numbers in any notice to Owners shall not constitute an event of default or any violation of the City's contract with such Owners and shall not impair the effectiveness of any such notice.

(D) Maturities. The 2023 Bonds shall be issued as serial bonds and term bonds and shall mature and become payable as follows:

Maturity (September 1)	Principal Amount	Interest Rate	CUSIP (75211R)
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T = Term bonds.

(E) Interest. The 2023 Bonds shall bear interest at the rates set forth above payable on the Interest Payment Dates in each year. Interest shall be calculated on the basis of a 360-day year composed of twelve 30-day months. Each 2023 Bond shall bear interest from the Interest Payment Date next preceding the date of authentication thereof unless (i) it is authenticated on an Interest Payment Date, in which event it shall bear interest from such date

of authentication, or (ii) it is authenticated prior to an Interest Payment Date and after the close of business on the Record Date preceding such Interest Payment Date, in which event it shall bear interest from such Interest Payment Date, or (iii) it is authenticated prior to the Record Date preceding the first Interest Payment Date, in which event it shall bear interest from the Closing Date; provided, however, that if at the time of authentication of a 2023 Bond, interest is in default thereon, such 2023 Bond shall bear interest from the Interest Payment Date to which interest has previously been paid or made available for payment thereon.

(F) Method of Payment. Interest on the 2023 Bonds (including the final interest payment upon maturity or earlier redemption) is payable by check of the Fiscal Agent mailed on the Interest Payment Dates by first class mail to the registered Owner thereof at such registered Owner's address as it appears on the registration books maintained by the Fiscal Agent at the close of business on the Record Date preceding the Interest Payment Date, or by wire transfer made on such Interest Payment Date upon written instructions received by the Fiscal Agent on or before the Record Date preceding the Interest Payment Date of any Owner of \$1,000,000 or more in aggregate principal amount of 2023 Bonds; provided that so long as any 2023 Bonds are in book-entry form, payments with respect to such 2023 Bonds shall be made by wire transfer or such other method acceptable to the Fiscal Agent to the Depository. The principal of the 2023 Bonds and any premium on the 2023 Bonds are payable in lawful money of the United States of America upon surrender of the 2023 Bonds at the Principal Office of the Fiscal Agent. All 2023 Bonds paid by the Fiscal Agent pursuant to this Section shall be cancelled by the Fiscal Agent. The Fiscal Agent shall destroy the cancelled 2023 Bonds and issue a certificate of destruction thereof to the City.

Section 2.03. Redemption.

(A) Redemption Dates.

(i) Optional Redemption. The 2023 Bonds are subject to optional redemption from any source of available funds (other than prepayments of the Special Tax by property owners), in whole or in part among maturities as specified by the City and by lot within a maturity, on any date on and after September 1, ____ at the following respective redemption prices (expressed as percentages of the principal amount of the 2023 Bonds to be redeemed), plus accrued interest thereon to the date of redemption:

<u>Redemption Dates</u>	<u>Redemption Price</u>
September 1, ____ through August 31, ____	103%
September 1, ____ through August 31, ____	102
September 1, ____ through August 31, ____	101
September 1, ____ and any date thereafter	100

(ii) Mandatory Redemption From Prepayments. The 2023 Bonds shall be subject to mandatory redemption from prepayments of the Special Tax by property owners, in whole or in part among maturities as shall be specified by the City and by lot within a maturity, on any Interest Payment Date at the following respective redemption prices (expressed as percentages of the principal amount of the 2023 Bonds to be redeemed), plus accrued interest thereon to the date of redemption:

<u>Redemption Dates</u>	<u>Redemption Price</u>
Interest Payment Dates through and including March 1, ____	103%

September 1, ____ and March 1, ____	102
September 1, ____ and March 1, ____	101
September 1, ____ and Interest Payment Dates thereafter	100

The proceeds of any such prepayment shall be deposited in the Prepayment Account of the Bond Fund and applied by the Fiscal Agent to pay the redemption price of the 2023 Bonds.

(iii) Mandatory Sinking Fund Redemption. The Term Bonds maturing September 1, ____ and September 1, ____ are subject to mandatory sinking payment redemption in part on September 1, ____ and September 1, ____, and on each September 1 thereafter to maturity, by lot, at a redemption price equal to 100% of the principal amount thereof to be redeemed, without premium, in the aggregate respective principal amounts as set forth in the following tables:

September 1, ____ Term Bonds

Mandatory Redemption Date (September 1)	Sinking Fund Payment
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September 1, ____ Term Bonds

Mandatory Redemption Date (September 1)	Sinking Fund Payment
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The amounts in the foregoing tables shall be reduced pro rata at the direction of the City in an Officer's Certificate, in order to maintain substantially uniform debt service, as a result of any prior partial redemption of the 2023 Bonds pursuant to Section 2.03(A)(i) or (ii) above.

In lieu of redemption under this Section 2.03, moneys in the Bond Fund may be used and withdrawn by the Fiscal Agent for purchase of Outstanding 2023 Bonds, upon the filing with the Fiscal Agent of an Officer's Certificate requesting such purchase, at public or private sale as and when, and at such prices (including brokerage and other charges) as such Officer's Certificate may provide, but in no event may 2023 Bonds be purchased at a price in excess of the principal amount thereof, plus interest accrued to the date of purchase.

(B) Notice to Fiscal Agent. The City shall give the Fiscal Agent an Officer's Certificate containing notice of its intention to redeem 2023 Bonds pursuant to subsections (A)(i) and (A)(ii) not less than 45 days prior to the applicable redemption date.

(C) Redemption Procedure by Fiscal Agent. The Fiscal Agent shall cause notice of any redemption to be mailed by first class mail, postage prepaid, at least 20 days but not more than 60 days prior to the date fixed for redemption, to the Securities Depositories and to the

Municipal Securities Rulemaking Board and to the Securities Depositories, and to the respective registered Owners of any Bonds designated for redemption, at their addresses appearing on the Bond registration books in the Principal Office of the Fiscal Agent; but such mailing shall not be a condition precedent to such redemption and failure to mail or to receive any such notice, or any defect therein, shall not affect the validity of the proceedings for the redemption of such Bonds.

Such notice shall state the redemption date and the redemption price and, if less than all of the then Outstanding Bonds are to be called for redemption, shall designate the CUSIP numbers and Bond numbers of the Bonds to be redeemed by giving the individual CUSIP number and Bond number of each Bond to be redeemed or shall state that all Bonds between two stated Bond numbers, both inclusive, are to be redeemed or that all of the Bonds of one or more maturities have been called for redemption, shall state as to any Bond called in part the principal amount thereof to be redeemed, and shall require that such Bonds be then surrendered at the Principal Office of the Fiscal Agent for redemption at the said redemption price, and shall state that further interest on such Bonds will not accrue from and after the redemption date.

The City has the right to rescind any notice of the redemption of Bonds under Section 2.03(A)(i) by written notice to the Fiscal Agent on or prior to two Business Days prior the date fixed for redemption. Any notice of redemption shall be cancelled and annulled if for any reason funds will not be or are not available on the date fixed for redemption for the payment in full of the Bonds then called for redemption, and such cancellation shall not constitute an event of default. The City and the Fiscal Agent have no liability to the Owners or any other party related to or arising from such rescission of redemption. The Fiscal Agent shall mail notice of such rescission of redemption in the same manner as the original notice of redemption was sent under this Section.

Upon the payment of the redemption price of Bonds being redeemed, each check or other transfer of funds issued for such purpose shall, to the extent practicable, bear the CUSIP number identifying, by issue and maturity, of the Bonds being redeemed with the proceeds of such check or other transfer.

Whenever provision is made in this Agreement for the redemption of less than all of the Bonds of any maturity, the Fiscal Agent shall select the Bonds to be redeemed, from all Bonds or such given portion thereof of such maturity by lot in any manner which the Fiscal Agent in its sole discretion shall deem appropriate.

Upon surrender of Bonds redeemed in part only, the City shall execute and the Fiscal Agent shall authenticate and deliver to the registered Owner, at the expense of the City, a new Bond or Bonds, of the same series and maturity, of authorized denominations in aggregate principal amount equal to the unredeemed portion of the Bond or Bonds.

(D) Effect of Redemption. From and after the date fixed for redemption, if funds available for the payment of the principal of, and interest and any premium on, the Bonds so called for redemption shall have been deposited in the Bond Fund, such Bonds so called shall cease to be entitled to any benefit under this Agreement other than the right to receive payment of the redemption price, and no interest shall accrue thereon on or after the redemption date specified in such notice.

All Bonds redeemed and purchased by the Fiscal Agent pursuant to this Section shall be canceled by the Fiscal Agent. The Fiscal Agent shall destroy the cancelled Bonds and issue a certificate of destruction thereof to the City.

Section 2.04. Form of Bonds. The Bonds, the form of Fiscal Agent's certificate of authentication and the form of assignment, to appear thereon, shall be substantially in the forms, respectively, set forth in Exhibit A attached hereto and by this reference incorporated herein, with necessary or appropriate variations, omissions and insertions, as permitted or required by this Agreement, the Resolution and the Act.

Section 2.05. Execution of Bonds. The Bonds shall be executed on behalf of the City by the Mayor and the City Clerk of the City who are in office on the date of adoption of this Agreement or at any time thereafter, and the seal of the City shall be impressed, imprinted or reproduced by facsimile signature thereon. If any officer whose signature appears on any Bond ceases to be such officer before delivery of the Bonds to the Owner, such signature shall nevertheless be as effective as if the officer had remained in office until the delivery of the Bonds to the Owner. Any Bond may be signed and attested on behalf of the City by such persons as at the actual date of the execution of such Bond shall be the proper officers of the City although at the nominal date of such Bond any such person shall not have been such officer of the City.

Only such Bonds as shall bear thereon a certificate of authentication in substantially the form set forth in Exhibit A, executed and dated by the Fiscal Agent, shall be valid or obligatory for any purpose or entitled to the benefits of this Agreement, and such certificate of authentication of the Fiscal Agent shall be conclusive evidence that the Bonds registered hereunder have been duly authenticated, registered and delivered hereunder and are entitled to the benefits of this Agreement.

Section 2.06. Transfer of Bonds. Any Bond may, in accordance with its terms, be transferred, upon the books required to be kept pursuant to the provisions of Section 2.08 by the person in whose name it is registered, in person or by his duly authorized attorney, upon surrender of such Bond for cancellation, accompanied by delivery of a duly written instrument of transfer in a form acceptable to the Fiscal Agent. The cost for any services rendered or any expenses incurred by the Fiscal Agent in connection with any such transfer shall be paid by the City. The Fiscal Agent shall collect from the Owner requesting such transfer any tax or other governmental charge required to be paid with respect to such transfer.

Whenever any Bond or Bonds shall be surrendered for transfer, the City shall execute and the Fiscal Agent shall authenticate and deliver a new Bond or Bonds, for a like aggregate principal amount of Bonds of authorized denominations and of the same maturity.

No transfers of Bonds shall be required to be made (i) within fifteen (15) days prior to the date established by the Fiscal Agent for selection of Bonds for redemption or (ii) with respect to a Bond after such Bond has been selected for redemption.

Section 2.07. Exchange of Bonds. Bonds may be exchanged at the Principal Office of the Fiscal Agent for a like aggregate principal amount of Bonds of authorized denominations and of the same maturity. The cost for any services rendered or any expenses incurred by the Fiscal Agent in connection with any such exchange shall be paid by the City. The Fiscal Agent shall collect from the Owner requesting such exchange any tax or other governmental charge required to be paid with respect to such exchange.

No exchanges of Bonds shall be required to be made (i) within fifteen (15) days prior to the date established by the Fiscal Agent for selection of Bonds for redemption or (ii) with respect to a Bond after such Bond has been selected for redemption.

Section 2.08. Bond Register. The Fiscal Agent will keep or cause to be kept, at its Principal Office, sufficient books for the registration and transfer of the Bonds (the "Bond Register"), which books shall show the series number, date, amount, rate of interest and Owner of each Bond and shall at all times be open to inspection by the City during regular business hours upon reasonable notice; and, upon presentation for such purpose, the Fiscal Agent shall, under such reasonable regulations as it may prescribe, register or transfer or cause to be registered or transferred, on said books, the ownership of the Bonds as hereinbefore provided.

Section 2.09. Temporary Bonds. The Bonds may be initially issued in temporary form exchangeable for definitive Bonds when ready for delivery. The temporary Bonds may be printed, lithographed or typewritten, shall be of such denominations as may be determined by the City, and may contain such reference to any of the provisions of this Agreement as may be appropriate. Every temporary Bond shall be executed by the City upon the same conditions and in substantially the same manner as the definitive Bonds. If the City issues temporary Bonds it will execute and furnish definitive Bonds without delay and thereupon the temporary Bonds shall be surrendered, for cancellation, in exchange for the definitive Bonds at the Principal Office of the Fiscal Agent or at such other location as the Fiscal Agent shall designate, and the Fiscal Agent shall authenticate and deliver in exchange for such temporary Bonds an equal aggregate principal amount of definitive Bonds of authorized denominations. Until so exchanged, the temporary bonds shall be entitled to the same benefits under this Agreement as definitive Bonds authenticated and delivered hereunder.

Section 2.10. Bonds Mutilated, Lost, Destroyed or Stolen. If any Bond shall become mutilated, the City shall execute, and the Fiscal Agent shall authenticate and deliver, a new Bond of like tenor and principal amount in exchange and substitution for the Bond so mutilated, but only upon surrender to the Fiscal Agent of the Bond so mutilated. Every mutilated Bond so surrendered to the Fiscal Agent shall be canceled by it and destroyed by the Fiscal Agent who shall deliver a certificate of destruction thereof to the City. If any Bond shall be lost, destroyed or stolen, evidence of such loss, destruction or theft may be submitted to the Fiscal Agent and, if such evidence be satisfactory to it and indemnity for the Fiscal Agent and the City satisfactory to the Fiscal Agent shall be given, the City shall execute, and the Fiscal Agent shall authenticate and deliver, a new Bond of like tenor and principal amount in lieu of and in substitution for the Bond so lost, destroyed or stolen. The City may require payment of a sum not exceeding the actual cost of preparing each new Bond delivered under this Section and of the expenses which may be incurred by the City and the Fiscal Agent for the preparation, execution, authentication and delivery. Any Bond delivered under the provisions of this Section in lieu of any Bond alleged to be lost, destroyed or stolen shall constitute an original additional contractual obligation on the part of the City whether or not the Bond so alleged to be lost, destroyed or stolen is at any time enforceable by anyone, and shall be equally and proportionately entitled to the benefits of this Agreement with all other Bonds issued pursuant to this Agreement.

Section 2.11. Limited Obligation. All obligations of the City under this Agreement and the Bonds shall be special obligations of the City, payable solely from the Special Tax Revenues and the funds pledged therefore hereunder. Neither the full faith and credit nor the taxing power of the City (except to the limited extent set forth herein) or the State of California or any political subdivision thereof is pledged to the payment of the Bonds.

Section 2.12. Book-Entry Only System. DTC shall act as the initial Depository for the Bonds. One Bond for each maturity of the Bonds shall be initially executed, authenticated, and delivered as set forth herein as a separate fully registered certificate (in printed or typewritten form). Upon initial execution, authentication, and delivery, the ownership of the Bonds shall be registered in the Bond Register kept by the Fiscal Agent for the Bonds in the name of Cede & Co, as nominee of DTC or such nominee as DTC shall appoint in writing.

The Authorized Officers and the Fiscal Agent are hereby authorized to take any and all actions as may be necessary and not inconsistent with this Agreement to qualify the Bonds for the Depository's book-entry system, including the execution of the Depository's required representation letter.

With respect to Bonds registered in the Bond Register in the name of Cede & Co, as nominee of DTC, the Fiscal Agent shall not have any responsibility or obligation to any broker-dealer, bank, or other financial institution for which DTC holds Bonds as Depository from time to time (the "DTC Participants") or to any person for which a DTC Participant acquires an interest in the Bonds (the "Beneficial Owners"). Without limiting the immediately preceding sentence, the Fiscal Agent shall not have any responsibility or obligation with respect to (i) the accuracy of the records of DTC, Cede & Co, or any DTC Participant with respect to any ownership interest in the Bonds, (ii) the delivery to any DTC Participant, any Beneficial Owner, or any other person, other than DTC, of any notice with respect to the Bonds, including any notice of redemption, (iii) the selection by the Depository of the beneficial interests in the Bonds to be redeemed in the event the City elects to redeem the Bonds in part, (iv) the payment to any DTC Participant, any Beneficial Owner, or any other person, other than DTC, of any amount with respect to the principal of or interest on the Bonds, or (v) any consent given or other action taken by the Depository as Owner of the Bonds.

The Fiscal Agent may treat as and deem DTC to be the absolute Owner of each Bond for which DTC is acting as Depository for the purpose of payment of the principal of and interest on such Bonds, for the purpose of giving notices of redemption and other matters with respect to such Bonds, for the purpose of registering transfers with respect to such Bonds, and for all purposes whatsoever. The Fiscal Agent shall pay all principal of and interest on the Bonds only to the Owners as shown on the Registration Books, and all such payments shall be valid and effective to fully satisfy and discharge all obligations with respect to the principal of and interest on the Bonds to the extent of the sum or sums so paid.

No person other than an Owner, as shown on the Bond Register, shall receive a physical Bond. Upon delivery by DTC to the Fiscal Agent of written notice to the effect that DTC has determined to substitute a new nominee in place of Cede & Co., and subject to the transfer provisions in Section 2.06 hereof, references to "Cede & Co." in this Section 2.12 shall refer to such new nominee of DTC.

DTC may determine to discontinue providing its services with respect to the Bonds at any time by giving written notice to the Fiscal Agent and the City during any time that the Bonds are Outstanding, and discharging its responsibilities with respect thereto under applicable law. The City may terminate the services of DTC with respect to the Bonds if it determines that DTC is unable to discharge its responsibilities with respect to the Bonds or that continuation of the system of book-entry transfers through DTC is not in the best interest of the Beneficial Owners, and the City shall mail notice of such termination to the Fiscal Agent.

Upon the termination of the services of DTC as provided in the previous paragraph, and if no substitute Depository willing to undertake the functions hereunder can be found which is willing and able to undertake such functions upon reasonable or customary terms, or if the City determines that it is in the best interest of the Beneficial Owners of the Bonds that they be able to obtain certificated Bonds, the Bonds shall no longer be restricted to being registered in the Bond Register of the Fiscal Agent in the name of Cede & Co., as nominee of DTC, but may be registered in whatever name or name the Owners shall designate at that time, in accordance with Section 2.06.

To the extent that the Beneficial Owners are designated as the transferee by the Owners, in accordance with Section 2.06, the Bonds will be delivered to such Beneficial Owners as soon as practicable.

Section 2.13. No Acceleration. The principal of the Bonds shall not be subject to acceleration hereunder. Nothing in this Section 2.13 shall in any way prohibit the redemption of Bonds under Section 2.03 hereof, or the defeasance of the Bonds and discharge of this Agreement under Section 9.03 hereof.

ARTICLE III

ISSUANCE OF BONDS

Section 3.01. Issuance and Delivery of Bonds. At any time after the execution of this Agreement, the City may issue the Bonds in the aggregate principal amount set forth in Section 2.01 or as authorized in any supplemental agreement and deliver such Bonds to the Original Purchaser. The Authorized Officers of the City are hereby authorized and directed to deliver any and all documents and instruments necessary to cause the issuance of Bonds in accordance with the provisions of the Act, the Resolution and this Agreement, to authorize the payment of Costs of Issuance of the Bonds from the proceeds of the Bonds and to do and cause to be done any and all acts and things necessary or convenient for delivery of the Bonds to the Original Purchaser.

Section 3.02. Application of Proceeds of Sale of 2023 Bonds.

The proceeds of the purchase of the 2023 Bonds by the Original Purchaser in the amount of \$_____ (representing the principal of amount of the Bonds, less an underwriter's discount of \$_____, minus net original issue discount of \$_____), shall be paid to the Fiscal Agent, who shall forthwith deposit such proceeds on the Closing Date as follows:

- (i) Deposit in the Improvement Fund \$_____;
- (ii) Deposit in the Reserve Fund \$_____;
- (iii) Deposit \$_____ in the Capitalized Interest Account of Bond Fund;
and
- (iv) Deposit in the Costs of Issuance Fund \$_____.

Section 3.03. Special Tax Fund.

(A) Establishment of Special Tax Fund. There is hereby established as a separate fund to be held by the Administrative Services Director, known as Arista Del Sol Community Facilities District No. 2022-1 Improvement Area No. 1 Special Tax Bonds, Series 2023, Special Tax Fund. Within the Special Tax Fund, the Administrative Services Director shall establish and maintain two accounts, (i) the Debt Service Account, to the credit of which the City shall deposit, immediately upon receipt, all Special Tax Revenues received by the City, and any amounts required by Section 3.05(B) to be deposited in the Special Tax Fund, and (ii) the Surplus Account, to the credit of which the City shall deposit surplus Special Tax Revenues described in Section 3.03(B) below. Moneys in the Special Tax Fund shall be held in trust by the City for the benefit of the City and the Owners of the Bonds, shall be disbursed as provided below and, pending any disbursement, shall be subject to a lien in favor of the Owners of the Bonds. Notwithstanding the foregoing, the City may semi-annually transfer from the Special Tax Fund so held an amount equal to one-half of the Administrative Expense Priority as necessary for the payment of Administrative Expense Priority.

(B) Disbursements. All Special Tax Revenues shall be deposited in the Debt Service Account upon receipt. No later than 10 Business Days prior to each Interest Payment Date, the City shall withdraw from the Debt Service Account of the Special Tax Fund and transfer (i) to the Fiscal Agent for deposit in the Reserve Fund an amount such that the amount then on deposit

therein is equal to the Reserve Requirement, and (ii) to the Fiscal Agent for deposit in the Bond Fund an amount, taking into account any amounts then on deposit in the Bond Fund such that the amount in the Bond Fund equals the principal, including any mandatory sinking fund payments, premium, if any, and interest due on the Bonds on the next Interest Payment Date. After the transfers under subsections (i) and (ii) have been made, the City may, on or after September 15th of each year transfer to the Surplus Account the amount remaining in the Debt Service Account.

From time to time, the City may withdraw from the Surplus Account of the Special Tax Fund amounts needed to pay costs of the Project or incidental expenses of the District authorized under the Act, including Administrative Expenses in excess of the Administrative Expense Priority. Moneys in the Surplus Account may, at the City's discretion, also be used to pay the principal of, premium, if any, and interest on the Bonds or to replenish the Reserve Fund to the amount of the Reserve Requirement and if not needed for those purposes shall be available, to the extent required under the Acquisition Agreement, to directly finance the Project (so-called pay-as-you-go funds).

(C) Investment. Moneys in the Special Tax Fund shall be invested and deposited in accordance with Section 6.01. Interest earnings and profits resulting from such investment and deposit shall be retained in the Special Tax Fund to be used for the purposes thereof.

Section 3.04. Improvement Fund.

(A) Establishment of Improvement Fund. There is hereby established as a separate fund to be held by the Fiscal Agent, known as Arista Del Sol Community Facilities District No. 2022-1 Improvement Area No. 1 Special Tax Bonds Improvement Fund to the credit of which a deposit shall be made as required by Section 3.02 and as required by Section 3.03. Moneys in the Improvement Fund shall be held in trust by the Fiscal Agent and shall be disbursed as provided in subsection (B) of this Section for the payment or reimbursement of costs of the Project.

(B) Procedure for Disbursement. Disbursements from the Improvement Fund shall be made as determined by an Authorized Officer for the payment or reimbursement of the costs of the Project, including for costs of acquisition of portions of the Project, which may include authorized administrative expenses of the City, in accordance with the Acquisition Agreement, by submission of an Officer's Certificate to the Fiscal Agent requesting disbursement of moneys. The Fiscal Agent need not make any such payment if it has received notice of any lien, right to lien or attachment upon, or claim affecting the right to receive payment of, any of the moneys to be so paid, that has not been released or will not be released simultaneously with such payment. The Fiscal Agent shall not incur any liability for any disbursement from the Improvement Fund made in reliance upon any Officer's Certificate.

(C) Investment. Moneys in the Improvement Fund shall be invested and deposited in accordance with Section 6.01. Interest earnings and profits from the investment of amounts in the Improvement Fund shall be retained in the Improvement Fund to be used for the purposes of the Improvement Fund.

(D) Closing of Fund. Upon the filing of an Officer's Certificate stating that the portion of the Project to be financed from the Improvement Fund has been completed and that all costs of such portion of the Project have been paid or are not required to be paid from the Improvement Fund, the Authorized Officer shall request the Fiscal Agent to transfer the amount, if any,

remaining in the Improvement Fund to the Bond Fund for application to the payment of principal of and interest on the Bonds in accordance with Section 4.02 and the Improvement Fund shall be closed.

Section 3.05. Costs of Issuance Fund.

(A) Establishment of Costs of Issuance Fund. There is hereby established as a separate fund to be held by the Fiscal Agent, known as Arista Del Sol Community Facilities District No. 2022-1 Improvement Area No. 1 Special Tax Bonds Series Costs of Issuance Fund, to the credit of which a deposit shall be made as required by Section 3.02. Moneys in the Costs of Issuance Fund shall be held in trust by the Fiscal Agent and shall be disbursed as provided in subsection (B) of this Section for the payment or reimbursement of Costs of Issuance of the 2023 Bonds.

(B) Disbursement. Amounts in the Costs of Issuance Fund shall be disbursed from time to time to pay Costs of Issuance, as set forth in an Officer's Certificate containing respective amounts to be paid to the designated payees, signed by the Administrative Services Director or a designee thereof and delivered to the Fiscal Agent. The Fiscal Agent shall pay all Costs of Issuance of the 2023 Bonds upon receipt of an invoice from any such payee which requests payment in an amount which is less than or equal to the amount set forth with respect to such payee in such Officer's Certificate, or upon receipt of an Officer's Certificate requesting payment of a Costs of Issuance not listed on the initial Officer's Certificate delivered to the Fiscal Agent on the Closing Date of the 2023 Bonds. The Fiscal Agent shall maintain the Costs of Issuance Fund for a period of 2 months, from the Closing Date of the 2023 Bonds and then shall transfer any moneys remaining therein, including any investment earnings thereon, to the Improvement Fund, and if the Improvement Fund has been closed then to the Special Tax Fund, and the Costs of Issuance Fund shall be closed. Thereafter, every invoice received by the Fiscal Agent shall be submitted to the Administrative Services Director for payment from amounts on deposit in the Special Tax Fund.

(C) Investment. Moneys in the Costs of Issuance Fund shall be invested and deposited in accordance with Section 6.01. Interest earnings and profits resulting from said investment shall be retained by the Fiscal Agent in the Costs of Issuance Fund to be used for the purposes of such fund.

ARTICLE IV**SPECIAL TAX REVENUES; BOND FUND AND RESERVE FUND**

Section 4.01. Pledge of Special Tax Revenues and Other Amounts. All of the Special Tax Revenues and all moneys deposited in the Bond Fund and, until disbursed as provided herein, the Improvement Fund and the Special Tax Fund are hereby pledged to secure the repayment of the Bonds. In addition, the 2023 Bonds shall be secured by a pledge of all amounts in the Reserve Fund, and a series of Additional Bonds may be secured by a reserve account within the Reserve Fund or a separate reserve fund, as provided in the applicable Supplemental Agreement for such Series. Such pledge shall constitute a first lien on the Special Tax Revenues and said amounts.

The Special Tax Revenues and all moneys deposited into such funds (except as otherwise provided herein) are hereby dedicated in their entirety to the payment of the principal of, including any mandatory sinking fund payments, and interest and any premium on, the Bonds as provided herein and in the Act until all of the Bonds have been paid and retired or until moneys or Federal Securities have been set aside irrevocably for that purpose in accordance with Section 9.03.

Amounts in the Costs of Issuance Fund for any Series of Bonds are not pledged to the repayment of the Bonds. The facilities acquired with the proceeds of the Bonds are not in any way pledged to the repayment of the Bonds. Any proceeds of condemnation, destruction or other disposition of any facilities financed with the proceeds of the Bonds are not pledged to the repayment of the Bonds and are free and clear of any lien or obligation imposed hereunder.

Section 4.02. Bond Fund.

(A) Establishment of Bond Fund. There is hereby established as a separate fund to be held by the Fiscal Agent, known as Arista Del Sol Community Facilities District No. 2022-1 Improvement Area No. 1 Special Tax Bonds Bond Fund, to the credit of which deposits shall be made as required by Section 3.03(B)(ii), Section 4.03 and any other amounts required to be deposited therein by this Agreement or the Act. Within the Bond Fund, the Fiscal Agent shall establish a Prepayment Account and deposit therein moneys received, if any, from prepayments of the Special Tax pursuant to Section 2.03(A)(ii). Moneys in the Bond Fund shall be held in trust by the Fiscal Agent for the benefit of the Owners of the Bonds, shall be disbursed for the payment of the principal of, and interest and any premium on, the Bonds as provided below, and, pending such disbursement, shall be subject to a lien in favor of the Owners of the Bonds.

There is also hereby created within the Bond Fund a "Capitalized Interest Account" which account is hereby established for purposes of accounting for the disposition of 2023 Bonds, a portion of the proceeds of which will be deposited to such Capitalized Interest Account pursuant to Section 3.02(a). The amount deposited to the Capitalized Interest Account and any investment earnings thereon shall be used solely to make payments on the 2023 Bonds through September 1, 2024. Any excess amounts therein on September 2, 2024 shall be transferred to the Special Tax Fund, and the Capitalized Interest Account shall thereupon be closed.

(B) Disbursements. On each Interest Payment Date, the Fiscal Agent shall withdraw from the Bond Fund and pay to the Owners of the Bonds the principal of, and interest and any premium, then due and payable on the Bonds, including any amounts due on the Bonds by

reason of the sinking payments set forth in Section 2.03(A)(iii) or any redemption of the Bonds as provided under Section 2.03(A)(i). Moneys in the Prepayment Account shall be disbursed for redemption of Bonds as instructed by the City.

In the event that amounts in the Bond Fund are insufficient to pay regularly scheduled payments of principal of and interest on the Bonds, the Fiscal Agent shall withdraw from the Reserve Fund to the extent of any funds therein, the amount of such insufficiency, and the Fiscal Agent shall provide written notice to the Administrative Services Director of the amounts so withdrawn from the Reserve Fund. Amounts so withdrawn from the Reserve Fund shall be deposited in the Bond Fund.

If, after the foregoing transfer, there are insufficient funds in the Bond Fund to make the payments provided for to pay regularly scheduled payments of principal of and interest on the Bonds, the Fiscal Agent shall apply the available funds first to the payment of interest on the Bonds, then to the payment of principal due on the Bonds other than by reason of sinking payments, and then to payment of principal due on the Bonds by reason of sinking payments. Any sinking payment not made as scheduled shall be added to the sinking payment to be made on the next sinking payment date.

(C) Investment. Moneys in the Bond Fund shall be invested and deposited in accordance with Section 6.01. Interest earnings and profits resulting from such investment and deposit shall be retained in the Bond Fund to be used for the purposes of such fund.

(D) Deficiency. If ten days before any Interest Payment Date it appears to the Fiscal Agent that there is a danger of deficiency in the Bond Fund and that the Fiscal Agent may be unable to pay regularly scheduled debt service on the Bonds in a timely manner, the Fiscal Agent shall report to the Administrative Services Director such fact. The City covenants to increase the levy of the Special Taxes in the next Fiscal Year (subject to the maximum amount authorized by the Resolution of Formation) in accordance with the procedures set forth in the Act for the purpose of curing Bond Fund deficiencies.

If on any Interest Payment Date the Fiscal Agent is unable to pay principal, interest and premium, if any, due on any Interest Payment Date for the Bonds due to insufficient funds in the Bond Fund, or if funds are withdrawn from the Reserve Fund to pay principal and/or interest on the Bonds the Fiscal Agent shall notify the Administrative Services Director in writing of such fact, and the Administrative Services Director shall notify CDIAC of such fact within 10 days of such Interest Payment Date. The Fiscal Agent has no obligation under this Agreement to provide notice or disclosure to the Bondowners of insufficient funds or anticipation of deficiency in the Bond Fund.

Section 4.03. Reserve Fund.

(A) Establishment of Fund. There is hereby established as a separate fund to be held by the Fiscal Agent, known as "Arista Del Sol Community Facilities District No. 2022-1 Improvement Area No. 1 Special Tax Bonds Reserve Fund," to the credit of which a deposit shall be made as required by Section 3.02, and deposits shall be made as provided in Section 3.03(B). Moneys in the Reserve Fund shall be held in trust by the Fiscal Agent for the benefit of the Owners of the Bonds secured thereby as a reserve for the payment of principal of, and interest on, the Bonds and shall be subject to a lien in favor of the Owners of the Bonds.

The City has the right at any time to cause the Fiscal Agent to release funds from the Reserve Fund, in whole or in part, by tendering to the Fiscal Agent: (1) a Qualified Reserve Fund Credit Instrument, and (2) an opinion of Bond Counsel stating that such release will not, of itself, cause the portion of the interest on the Bonds to become includable in gross income for purposes of federal income taxation. Upon tender of such items to the Fiscal Agent, the Fiscal Agent will transfer such funds from the Reserve Fund to the City.

(B) Use of Fund. Except as otherwise provided in this Section, all amounts deposited in the Reserve Fund shall be used and withdrawn by the Fiscal Agent solely for the purpose of making transfers to the Bond Fund in the event of any deficiency within five days prior to any Interest Payment Date in the Bond Fund of the amount required for payment of the principal of, and interest on, the Bonds secured by the Reserve Fund on such Interest Payment Date. Whenever transfer is made from the Reserve Fund to the Bond Fund due to a deficiency in the Bond Fund, the Fiscal Agent shall provide written notice thereof to the Administrative Services Director.

(C) Transfer of Excess of Reserve Requirement. Whenever, on the Business Day prior to any Interest Payment Date, the amount in the Reserve Fund (or any account therein) exceeds the then applicable Reserve Requirement, the Fiscal Agent shall provide written notice to the Administrative Services Director of the amount of the excess and, following any transfer required pursuant to Section 4.03(D) below, shall transfer an amount equal to the excess from the Reserve Fund to the Improvement Fund, if the Project has not been completed as of the date of such transfer, or if the Project has been completed, to the Bond Fund to be used for the payment of the principal of and interest on the Bonds in accordance with Section 4.02.

(D) Transfer for Rebate Purposes. Investment earnings on amounts in the Reserve Fund may be withdrawn from the Reserve Fund for purposes of making payment to the federal government to comply with Section 6.02.

(E) Transfer When Balance Exceeds Outstanding Bonds. Whenever the balance in the Reserve Fund exceeds the amount required to redeem or pay the Outstanding Bonds, including interest accrued to the date of payment or redemption and premium, if any, due upon redemption, and after making any transfer required under Section 4.03(D) above and upon receipt of an Officer's Certificate directing it to do so, the Fiscal Agent shall transfer the amount in the Reserve Fund to the Bond Fund to be applied, on the next succeeding Interest Payment Date to the payment and redemption, in accordance with Section 4.02 or 2.03 as applicable, of all of the Outstanding Bonds. In the event that the amount so transferred from the Reserve Fund to the Bond Fund exceeds the amount required to pay and redeem the Outstanding Bonds, the balance in the Reserve Fund shall be transferred to the City, after payment of any amounts due the Fiscal Agent hereunder, to be used for any lawful purpose of the City.

Notwithstanding the foregoing, no amounts shall be transferred from the Reserve Fund pursuant to this Section 4.03(E) until after the calculation, pursuant to Section 6.02, of any amounts due to the federal government following payment of the Bonds and withdrawal of any such amount under Section 4.03(D) for purposes of making such payment to the federal government, and payment of any fees and expenses due to the Fiscal Agent.

(F) Investment. Moneys in the Reserve Fund shall be invested and deposited in accordance with Section 6.01. Interest earnings and profits resulting from the investment of moneys in the Reserve Fund and other moneys in the Reserve Fund will remain therein until the balance exceeds the Reserve Requirement; any amounts in excess of the Reserve Requirement

will be transferred to the Improvement Fund, if the Project has not been completed, or if the Project has been completed, to the Bond Fund to be used for the payment of the principal of and interest on the Bonds secured by the Reserve Fund.

ARTICLE V**OTHER COVENANTS OF THE CITY**

Section 5.01. Punctual Payment. The City will punctually pay or cause to be paid the principal of, and interest and any premium on, the Bonds when and as due in strict conformity with the terms of this Agreement, and it will faithfully observe and perform all of the conditions covenants and requirements of this Agreement and all Supplemental Agreements and of the Bonds.

Section 5.02. Limited Obligation. The Bonds are limited obligations of the City on behalf of Improvement Area No. 1 of the District and are payable solely from and secured solely by the Special Tax Revenues and the amounts in the Bond Fund, the Reserve Fund and the Special Tax Fund created hereunder.

Section 5.03. Extension of Time for Payment. In order to prevent any accumulation of claims for interest after maturity, the City shall not, directly or indirectly, extend or consent to the extension of the time for the payment of any claim for interest on any of the Bonds and shall not, directly or indirectly, be a party to the approval of any such arrangement by purchasing or funding said claims for interest or in any other manner. In case any such claim for interest shall be extended or funded, whether or not with the consent of the City, such claim for interest so extended or funded shall not be entitled, in case of default hereunder, to the benefits of this Agreement, except subject to the prior payment in full of the principal of all of the Bonds then Outstanding and of all claims for interest which shall not have been so extended or funded.

Section 5.04. Against Encumbrances. The City will not encumber, pledge or place any charge or lien upon any of the Special Tax Revenues or other amounts pledged to the Bonds superior to or on a parity with the pledge and lien herein created for the benefit of the Bonds, except as permitted by this Agreement.

Section 5.05. Books and Accounts. The City will keep, or cause to be kept, proper books of record and accounts, separate from all other records and accounts of the City, in which complete and correct entries shall be made of all transactions relating to the expenditure of amounts disbursed from the Special Tax Fund and to the Special Tax Revenues. Such books of record and accounts shall at all times during business hours be subject to the inspection of the Owners of not less than ten percent (10%) of the principal amount of the Bonds then Outstanding, or their representatives duly authorized in writing.

The Fiscal Agent will keep, or cause to be kept, proper books of record and accounts, separate from all other records and accounts of the Fiscal Agent, in which complete and correct entries shall be made of all transactions of the Fiscal Agent relating to the expenditure of amounts disbursed from funds and accounts held by the Fiscal Agent hereunder. Such books of record and accounts shall at all times during business hours and upon reasonable prior notice, be subject to the inspection of the City and the Owners of not less than ten percent (10%) of the principal amount of the Bonds then Outstanding, or their representatives duly authorized in writing.

Section 5.06. Protection of Security and Rights of Owners. The City will preserve and protect the security of the Bonds and the rights of the Owners, and will warrant and defend their rights against all claims and demands of all persons. From and after the delivery of any of the Bonds by the City, the Bonds shall be incontestable by the City.

Section 5.07. Compliance with Law; Completion of Project. The City will comply with all applicable provisions of the Act and the law in completing the acquisition and construction of the Project; provided that the City shall have no obligation to advance any funds to complete the Project in excess of the amounts available therefor in the Improvement Fund.

Section 5.08. Private Activity Bond Limitation. The City shall assure that the proceeds of the Bonds are not so used as to cause the Bonds to satisfy the private business tests of Section 141(b) of the Code or the private loan financing test of Section 141(c) of the Code.

Section 5.09. Federal Guarantee Prohibition. The City shall not take any action or permit or suffer any action to be taken if the result of the same would be to cause any of the Bonds to be "federally guaranteed" within the meaning of Section 149(b) of the Code.

Section 5.10. Collection of Special Tax Revenues. The City shall comply with all requirements of the Act so as to assure the timely collection of Special Tax Revenues, including without limitation, the enforcement of delinquent Special Taxes.

On or within five Business Days of each June 1, the Fiscal Agent shall provide the Administrative Services Director with a notice stating the amount then on deposit in the Bond Fund and the Reserve Fund. The receipt of such notice by the Administrative Services Director shall in no way affect the obligations of the Administrative Services Director under the following two paragraphs. Upon receipt of such notice, the Administrative Services Director shall ascertain the relevant parcels on which the Special Taxes are to be levied, taking into account any parcel splits during the preceding and then current year.

The City shall effect the levy of the Special Taxes each Fiscal Year in accordance with the Ordinance such that the computation of the levy is complete before the final date on which the County Auditor will accept the transmission of the Special Tax amounts for the parcels within Improvement Area No. 1 for inclusion on the next secured real property tax roll. Upon the completion of the computation of the amounts of the levy, the City shall prepare or cause to be prepared, and shall transmit to the Administrative Services Director, such data as the County Auditor requires to include the levy of the Special Taxes on the next secured real property tax roll.

The City shall fix and levy the amount of Special Taxes within Improvement Area No. 1 required for the payment of principal of and interest on any Outstanding Bonds becoming due and payable during the ensuing year, including any necessary replenishment or expenditure of the Reserve Fund for the Bonds and an amount estimated to be sufficient to pay the Administrative Expenses during such year, all in accordance with the Rate and Method and the Ordinance.

The Special Taxes shall be payable and be collected in the same manner and at the same time and in the same installment as the general taxes on real property are payable, and have the same priority, become delinquent at the same times and in the same proportionate amounts and bear the same proportionate penalties and interest after delinquency as do the general taxes on real property. Notwithstanding the foregoing, the Special Taxes may be collected in such other manner as the City shall prescribe if necessary to pay the debt service on the Bonds.

Section 5.11. Further Assurances. The City will adopt, make, execute and deliver any and all such further resolutions, instruments and assurances as may be reasonably necessary or proper to carry out the intention or to facilitate the performance of this Agreement, and for the better assuring and confirming unto the Owners of the rights and benefits provided in this Agreement.

Section 5.12. No Arbitrage. The City shall not take, or permit or suffer to be taken by the Fiscal Agent or otherwise, any action with respect to the gross proceeds of the Bonds which if such action had been reasonably expected to have been taken, or had been deliberately and intentionally taken, on the Closing Date would have caused the Bonds to be "arbitrage bonds" within the meaning of Section 148 of the Code and Regulations.

Section 5.13. Maintenance of Tax-Exemption. The City shall take all actions necessary to assure the exclusion of interest on the Bonds from the gross income of the Owners of the Bonds to the same extent as such interest is permitted to be excluded from gross income under the Code as in effect on the date of issuance of the Bonds.

Section 5.14. Annual State Reports. The following requirements shall apply to the Bonds:

(A) Annual Reporting. Not later than October 30 of each calendar year, beginning with the October 30 first succeeding the date of the Bonds, and in each calendar year thereafter until the October 30 following the final maturity of the Bonds, the Administrative Services Director shall prepare and supply the California Debt and Investment Advisory Commission, by mail, postage prepaid, with the information required under Section 53359.5(c) of the Act. The annual reporting shall be made using such form or forms as may be prescribed by CDIAC.

(B) Other Reporting. If within 10 days prior to any Interest Payment Date it appears to the Fiscal Agent that there is a danger of deficiency in the Bond Fund and that the Fiscal Agent may be unable to pay regularly scheduled debt service on the Bonds in a timely manner or if the Fiscal Agent is unable to pay principal, interest and premium, if any, due on any Interest Payment Date for the Bonds due to insufficient funds in the Bond Fund, or if funds are withdrawn from the Reserve Fund to pay principal and/or interest on the Bonds, the Administrative Services Director shall make the reports required under Section 4.02(D) hereof.

(C) Amendment. The reporting requirements of this Section 5.14 shall be amended from time to time, without action by the City or the Fiscal Agent, to reflect any amendments to Section 53359.5(b) or Section 53359.5(c) of the Act.

(D) No Liability. None of the City and its officers, agents and employees, the Administrative Services Director or the Fiscal Agent shall be liable for any inadvertent error in reporting the information required by this Section 5.14.

Section 5.15. Covenant to Foreclose. The City hereby covenants with and for the benefit of the Owners of the Bonds that it will annually on or before September 1 of each year review the public records of the County of Sacramento relating to the collection of the Special Tax in order to determine the amount of the Special Tax collected in the prior Fiscal Year, and if the City determines on the basis of such review that the amount so collected is deficient by more than 5% of the total amount of the Special Tax levied in such Fiscal Year, it will within 30 days thereafter, institute foreclosure proceedings as authorized by the Act in order to enforce the lien of the delinquent installment of the Special Tax against each separate lot or parcel of land in Improvement Area No. 1 for which such installment of the Special Tax is delinquent, and will diligently prosecute and pursue such foreclosure proceedings to judgment and sale; *provided*, that if the City determines on the basis of such review that

(a) the amount so collected is deficient by less than 5% of the total amount of the Special Tax levied in Improvement Area No. 1 in such Fiscal Year, but that property owned by any single property owner in Improvement Area No. 1 is delinquent by more than \$5,000 with respect to the Special Tax due and payable by such property owner in such Fiscal Year, or

(b) that property owned by any single property owner in Improvement Area No. 1 is delinquent on four consecutive semi-annual Special Tax installments (irrespective of the total delinquencies in Improvement Area No. 1),

then the City will institute, prosecute and pursue such foreclosure proceedings in the time and manner provided herein against each such property owner.

The Administrative Services Director shall notify the City Attorney of any such delinquency of which it is aware, and the City Attorney shall commence, or cause to be commenced, such proceedings.

Section 5.16. Continuing Disclosure to Owners. The City hereby covenants and agrees that it will comply with and carry out all of the provisions of the Continuing Disclosure Certificate. Notwithstanding any other provision of this Agreement, failure of the City to comply with the Continuing Disclosure Certificate shall not be considered a default hereunder; however, any Participating Underwriter or any holder or beneficial owner of the Bonds may take such actions as may be necessary and appropriate to compel performance by the City of its obligations thereunder, including seeking mandate or specific performance by court order.

Section 5.17. No Additional Bonds. The City covenants not to issue Additional Bonds payable from Special Taxes and by the Special Tax Revenues equally and ratably with Bonds previously issued, except that the City may issue bonds to refund all or part of the Bonds.

Section 5.18. Yield of the Bonds. In determining the yield of the Bonds to comply with Section 5.13 and 6.02 hereof, the City will take into account optional and mandatory prepayment redemption (including premium, if any) in advance of maturity based on the reasonable expectations of the City, as of the Closing, without regard to whether or not redemption moneys are received or Bonds are redeemed.

ARTICLE VI**INVESTMENTS; DISPOSITION OF INVESTMENT PROCEEDS;
LIABILITY OF THE CITY**

Section 6.01. Deposit and Investment of Moneys in Funds. Subject in all respects to the provisions of Section 6.02, moneys in any fund or account created or established by this Agreement and held by the Fiscal Agent, shall be invested by the Fiscal Agent in Permitted Investments, as directed pursuant to an Officer's Certificate filed with the Fiscal Agent at least two (2) Business Days in advance of the making of such investments. In the absence of any such Officer's Certificate, the Fiscal Agent shall invest any such moneys in Permitted Investments described in clause (vii) of the definition thereof which by their terms mature prior to the date on which such moneys are required to be paid out hereunder. Subject in all respects to the provisions of Section 6.02, moneys in any fund or account created or established by this Agreement and held by the Administrative Services Director shall be invested by the Administrative Services Director in any lawful investments that the City may make, which by their terms mature prior to the date on which such moneys are required to be paid out hereunder. Obligations purchased as an investment of moneys in any fund shall be deemed to be part of such fund or account, subject, however, to the requirements of this Agreement for transfer of interest earnings and profits resulting from investment of amounts in funds and accounts.

The Fiscal Agent or Administrative Services Director may act as principal or agent in the acquisition or disposition of any investment. Neither the Fiscal Agent nor the Administrative Services Director shall incur any liability for losses arising from any investments made pursuant to this Section. Any losses arising from any investments made pursuant to this Section shall be offset against interest earnings and profits retained in the same fund.

Except as otherwise provided in the next sentence, all investments of amounts deposited in any fund or account created by or pursuant to this Agreement, or otherwise containing gross proceeds of the Bonds (within the meaning of Section 148 of the Code), shall be acquired, disposed of, and valued (as of the date that valuation is required by this Agreement or the Code) at Fair Market Value. For purposes of any Fair Market Value determination hereunder, the Fiscal Agent shall be entitled to conclusively rely on an Officer's Certificate of the City and shall be fully protected in relying thereon. Investments in funds or accounts (or portions thereof) that are subject to a yield restriction under applicable provisions of the Code and (unless valuation is undertaken at least annually) investments in the Reserve Fund shall be valued at their present value (within the meaning of Section 148 of the Code).

Investments in any and all funds and accounts may be commingled in a separate fund or funds for purposes of making, holding and disposing of investments, notwithstanding provisions herein for transfer to or holding in or to the credit of particular funds or accounts of amounts received or held by the Fiscal Agent or the Administrative Services Director hereunder, provided that the Fiscal Agent or the Administrative Services Director, as applicable, shall at all times account for such investments strictly in accordance with the funds and accounts to which they are credited and otherwise as provided in this Agreement.

The Fiscal Agent or the Administrative Services Director, as applicable, shall sell or present for redemption, any investment security whenever it shall be necessary to provide moneys to meet any required payment, transfer, withdrawal or disbursement from the fund or account to which such investment security is credited and neither the Fiscal Agent nor the

Administrative Services Director shall be liable or responsible for any loss resulting from the acquisition or disposition of such investment security in accordance herewith.

The City acknowledges that to the extent regulations of the Comptroller of the Currency or other applicable regulatory entity grant the City the right to receive brokerage confirmations of security transactions as they occur, the City specifically waives receipt of such confirmations to the extent permitted by law. The Fiscal Agent will furnish the City periodic cash transaction statements which include detail for all investment transactions made by the Fiscal Agent hereunder.

Section 6.02. Rebate of Excess Investment Earnings to the United States. The City covenants to calculate and rebate to the federal government, in accordance with the Regulations, excess investment earnings to the extent required by Section 148(f) of the Code.

The City shall notify the Fiscal Agent of any amounts determined to be due to the federal government, and the Fiscal Agent shall, upon receipt of an Officer's Certificate of the City, withdraw such amounts from the Reserve Fund pursuant to Section 4.03(D), and pay such amounts to the federal government as required by the Code and the Regulations. In the event of any shortfall in amounts available to make such payments under Section 4.03(D), the Fiscal Agent shall notify the Administrative Services Director in writing of the amount of the shortfall and the Administrative Services Director shall make such payment from any amounts available in the Special Tax Fund. Any fees or expenses incurred by the Fiscal Agent or the City under or pursuant to this Section 6.02 shall be Administrative Expenses.

In order to provide for the administration of this Section 6.02, the City may provide for the employment of independent attorneys, accountants and consultants compensated on such reasonable basis as the City may deem appropriate.

Section 6.03. Limited Obligation. The City's obligations hereunder are limited obligations of the City on behalf of Improvement Area No. 1 of the District and are payable solely from and secured solely by the Special Tax Revenues and the amounts in the Special Tax Fund, the Bond Fund and the Reserve Fund created hereunder.

ARTICLE VII**THE FISCAL AGENT**

Section 7.01. Appointment of Fiscal Agent. U.S. Bank Trust Company, National Association, at its Principal Office, is hereby appointed Fiscal Agent for the Bonds. The Fiscal Agent undertakes to perform such duties, and only such duties, as are specifically set forth in this Agreement, and no implied covenants or obligations shall be read into this Agreement against the Fiscal Agent.

Any company into which the Fiscal Agent may be merged or converted or with which it may be consolidated or any company resulting from any merger, conversion or consolidation to which it shall be a party or any company to which the Fiscal Agent may sell or transfer all or substantially all of its corporate trust business, provided such company shall be eligible under the following paragraph of this Section, shall be the successor to such Fiscal Agent without the execution or filing of any paper or any further act, anything herein to the contrary notwithstanding.

The City may remove the Fiscal Agent initially appointed, and any successor thereto, and may appoint a successor or successors thereto, but any such successor shall be a bank or trust company having a combined capital (exclusive of borrowed capital) and surplus of at least \$50,000,000, including, for such purpose, the combined capital and surplus of any parent holding company, and subject to supervision or examination by federal or state authority. If such bank or trust company publishes a report of condition at least annually, pursuant to law or to the requirements of any supervising or examining authority above referred to, then for the purposes of this Section 7.01, combined capital and surplus of such bank or trust company shall be deemed to be its combined capital and surplus as set forth in its most recent report of condition so published.

The Fiscal Agent may at any time resign by giving written notice to the City and by giving to the Owners notice by mail of such resignation. Upon receiving notice of such resignation, the City shall promptly appoint a successor Fiscal Agent by an instrument in writing. Any resignation or removal of the Fiscal Agent shall become effective upon acceptance of appointment by the successor Fiscal Agent.

If no appointment of a successor Fiscal Agent shall be made pursuant to the foregoing provisions of this Section within 30 days after the Fiscal Agent shall have given to the City written notice or after a vacancy in the office of the Fiscal Agent shall have occurred by reason of its inability to act, the Fiscal Agent or any Bondowner may apply to any court of competent jurisdiction to appoint a successor Fiscal Agent. Said court may thereupon, after such notice, if any, as such court may deem proper, appoint a successor Fiscal Agent.

Section 7.02. Liability of Fiscal Agent. The recitals of facts, covenants and agreements herein and in the Bonds contained shall be taken as statements, covenants and agreements of the City, and the Fiscal Agent assumes no responsibility for the correctness of the same, or makes any representations as to the validity or sufficiency of this Agreement or of the Bonds, or shall incur any responsibility in respect thereof, other than in connection with the duties or obligations herein or in the Bonds assigned to or imposed upon it. The Fiscal Agent shall not be liable in connection with the performance of its duties hereunder, except for its own negligence or willful default. The Fiscal Agent assumes no responsibility or liability for any information, statement or recital in any offering memorandum or other disclosure material prepared or distributed with

respect to the issuance of the Bonds. The Fiscal Agent has no liability regarding the use of the proceeds from the purchase of the Bonds deposited in funds held by the City.

In the absence of bad faith, the Fiscal Agent may conclusively rely, as to the truth of the statements and the correctness of the opinions expressed therein, upon certificates or opinions furnished to the Fiscal Agent and conforming to the requirements of this Agreement, including all Officer's Certificates of the City meeting such requirements; but in the case of any such certificates or opinions by which any provision hereof are specifically required to be furnished to the Fiscal Agent, the Fiscal Agent shall be under a duty to examine the same to determine whether or not they conform to the requirements of this Agreement. Except as provided above in this paragraph, the Fiscal Agent shall be protected and shall incur no liability in acting or proceeding, or in not acting or not proceeding, in good faith, reasonably and in accordance with the terms of this Agreement, upon any resolution, order, notice, request, consent or waiver, certificate, statement, affidavit, or other paper or document which it shall in good faith reasonably believe to be genuine and to have been adopted or signed by the proper person or to have been prepared and furnished pursuant to any provision of this Agreement, and the Fiscal Agent shall not be under any duty to make any investigation or inquiry as to any statements contained or matters referred to in any such instrument.

The Fiscal Agent shall not be liable for any error of judgment made in good faith by a responsible officer unless it shall be proved that the Fiscal Agent was negligent in ascertaining the pertinent facts.

No provision of this Agreement shall require the Fiscal Agent to expend or risk its own funds or otherwise incur any financial liability in the performance of any of its duties hereunder, or in the exercise of any of its rights or powers, if it shall have reasonable grounds for believing that repayment of such funds or adequate indemnity against such risk or liability is not reasonably assured to it.

The Fiscal Agent shall be under no obligation to exercise any of the rights or powers vested in it by this Agreement at the request or direction of any of the Owners pursuant to this Agreement unless such Owners shall have offered to the Fiscal Agent reasonable security or indemnity against the costs, expenses and liabilities which might be incurred by it in compliance with such request or direction.

The Fiscal Agent may become the owner of the Bonds with the same rights it would have if it were not the Fiscal Agent.

Section 7.03. Information. The Fiscal Agent shall provide to the City such information relating to the Bonds and the funds and accounts maintained by the Fiscal Agent hereunder as the City shall reasonably request, including but not limited to quarterly statements reporting funds held and transactions by the Fiscal Agent.

Section 7.04. Notice to Fiscal Agent. The Fiscal Agent may rely and shall be protected in acting or refraining from acting upon any Officer's Certificate, notice, resolution, request, consent, order, certificate, report, warrant, Bond or other paper or document believed by it to be genuine and to have been signed or presented by the proper party or proper parties and given in accordance with the requirements hereof. The Fiscal Agent may execute any of the powers hereunder or perform any duties hereunder either directly or by or through agents or attorneys and the Fiscal Agent shall not be responsible for any misconduct or negligence on the part of any agent or attorney appointed with due care by it hereunder. The Fiscal Agent may consult with

counsel, who may be counsel to the City, with regard to legal questions, and the opinion of such counsel shall be full and complete authorization and protection in respect of any action taken or suffered by it hereunder in good faith and in accordance therewith.

The Fiscal Agent shall not be bound to recognize any person as the Owner of a Bond unless and until such Bond is submitted for inspection, if required, and his title thereto satisfactorily established, if disputed.

Whenever in the administration of its duties under this Agreement the Fiscal Agent shall deem it necessary or desirable that a matter be proved or established prior to taking or suffering any action hereunder, such matter (unless other evidence in respect thereof be herein specifically prescribed) may, in the absence of willful misconduct on the part of the Fiscal Agent, be deemed to be conclusively proved and established by a certificate of the City, and such certificate shall be full warrant to the Fiscal Agent for any action taken or suffered under the provisions of this Agreement or any Supplemental Agreement upon the faith thereof, but in its discretion the Fiscal Agent may, in lieu thereof, accept other evidence of such matter or may require such additional evidence as to it may seem reasonable.

Section 7.05. Compensation, Indemnification. The City shall pay to the Fiscal Agent, but only from Special Tax Revenues, from time to time reasonable compensation for all services rendered as Fiscal Agent under this Agreement, and also all reasonable expenses, charges, counsel fees and other disbursements, including those of their attorneys, agents and employees, incurred in and about the performance of their powers and duties under this Agreement, but the Fiscal Agent shall not have a lien therefor on any funds at any time held by it under this Agreement. The City further agrees, to the extent permitted by applicable law, and only from Special Tax Revenues as the source of funds, to indemnify and save the Fiscal Agent, its officers, employees, directors and agents harmless against any costs, claims, expenses or liabilities, including, without limitation, fees and expenses of its attorneys which it may incur in the exercise and performance of its powers and duties hereunder which are not due to its negligence or willful misconduct. The obligation of the City under this Section shall survive resignation or removal of the Fiscal Agent under this Agreement and payment of the Bonds and discharge of this Agreement.

ARTICLE VIII**MODIFICATION OR AMENDMENT OF THIS AGREEMENT**

Section 8.01. Amendments Permitted. This Agreement and the rights and obligations of the City and of the Owners of the Bonds may be modified or amended at any time by a Supplemental Agreement pursuant to the affirmative vote at a meeting of Owners, or with the written consent without a meeting, of the Owners of at least 60% in aggregate principal amount of the Bonds then Outstanding, exclusive of Bonds disqualified as provided in Section 8.04. No such modification or amendment shall (i) extend the maturity of any Bond or reduce the interest rate thereon, or otherwise alter or impair the obligation of the City to pay the principal of, and the interest and any premium on, any Bond, without the express consent of the Owner of such Bond, or (ii) permit the creation by the City of any pledge or lien upon the Special Taxes superior to or on a parity with the pledge and lien created for the benefit of the Bonds (except as otherwise permitted by the Act, the laws of the State of California or this Agreement), or reduce the percentage of Bonds required for the amendment hereof. No such amendment may modify any of the rights or obligations of the Fiscal Agent without its written consent.

This Agreement and the rights and obligations of the City and of the Owners may also be modified or amended at any time by a Supplemental Agreement, without the consent of any Owners, only to the extent permitted by law and only for any one or more of the following purposes:

(A) to add to the covenants and agreements of the City in this Agreement contained, other covenants and agreements thereafter to be observed, or to limit or surrender any right or power herein reserved to or conferred upon the City;

(B) to make modifications not adversely affecting any outstanding series of Bonds of the City in any material respect;

(C) to make such provisions for the purpose of curing any ambiguity, or of curing, correcting or supplementing any defective provision contained in this Agreement, or in regard to questions arising under this Agreement, as the City and the Fiscal Agent may deem necessary or desirable, and which shall not adversely affect the rights of the Owners of the Bonds; or

(D) to make such additions, deletions or modifications as may be necessary or desirable to assure compliance with Section 148 of the Code relating to required rebate of excess investment earnings to the United States or otherwise as may be necessary to assure exclusion from gross income for federal income tax purposes of interest on the Bonds or to conform with the Regulations;

(E) to facilitate the issuance of Additional Bonds, to the extent permitted by Section 5.17.

Section 8.02. Owners' Meetings. The City may at any time call a meeting of the Owners. In such event the City is authorized to fix the time and place of said meeting and to provide for the giving of notice thereof and to fix and adopt rules and regulations for the conduct of said meeting.

Section 8.03. Procedure for Amendment with Written Consent of Owners. The City and the Fiscal Agent may at any time enter into a Supplemental Agreement amending the provisions of the Bonds or of this Agreement or any Supplemental Agreement, to the extent that such amendment is permitted by Section 8.01, to take effect when and as provided in this Section. A copy of such Supplemental Agreement, together with a request to Owners for their consent thereto, if such consent is required under Section 8.01, shall be mailed by first class mail, by the Fiscal Agent to each Owner of Bonds Outstanding, but failure to mail copies of such Supplemental Agreement and request shall not affect the validity of the Supplemental Agreement when assented to as in this Section provided.

If consent of the Owners is required under Section 8.01, such Supplemental Agreement shall not become effective unless there shall be filed with the Fiscal Agent the written consents of the Owners of at least 60% in aggregate principal amount of the Bonds then Outstanding (exclusive of Bonds disqualified as provided in Section 8.04) and a notice shall have been mailed as hereinafter in this Section provided. Each such consent shall be effective only if accompanied by proof of ownership of the Bonds for which such consent is given, which proof shall be such as is permitted by Section 9.04. Any such consent shall be binding upon the Owner of the Bonds giving such consent and on any subsequent Owner (whether or not such subsequent Owner has notice thereof) unless such consent is revoked in writing by the Owner giving such consent or a subsequent Owner by filing such revocation with the Fiscal Agent prior to the date when the notice hereinafter in this Section provided for has been mailed.

After the Owners of the required percentage of Bonds shall have filed their consents to the Supplemental Agreement, the City shall mail a notice to the Owners in the manner hereinbefore provided in this Section for the mailing of the Supplemental Agreement, stating in substance that the Supplemental Agreement has been consented to by the Owners of the required percentage of Bonds and will be effective as provided in this Section (but failure to mail copies of said notice shall not affect the validity of the Supplemental Agreement or consents thereto). Proof of the mailing of such notice shall be filed with the Fiscal Agent. A record, consisting of the papers required by this Section 8.03 to be filed with the Fiscal Agent, shall be proof of the matters therein stated until the contrary is proved. The Supplemental Agreement shall become effective upon the filing with the Fiscal Agent of the proof of mailing of such notice, and the Supplemental Agreement shall be deemed conclusively binding (except as otherwise herein above specifically provided in this Article) upon the City and the Owners of all Bonds at the expiration of 60 days after such filing, except in the event of a final decree of a court of competent jurisdiction setting aside such consent in a legal action or equitable proceeding for such purpose commenced within such 60-day period.

Section 8.04. Disqualified Bonds. Bonds owned or held for the account of the City, excepting any pension or retirement fund, shall not be deemed Outstanding for the purpose of any vote, consent or other action or any calculation of Outstanding Bonds provided for in this Article VIII, and shall not be entitled to vote upon, consent to, or take any other action provided for in this Article VIII. Upon request, the City shall provide an Officer's Certificate to the Fiscal Agent listing those Bonds which are disqualified pursuant to this Section 8.04.

Section 8.05. Effect of Supplemental Agreement. From and after the time any Supplemental Agreement becomes effective pursuant to this Article VIII, this Agreement shall be deemed to be modified and amended in accordance therewith, the respective rights, duties and obligations under this Agreement of the City and all Owners of Bonds Outstanding shall thereafter be determined, exercised and enforced hereunder subject in all respects to such modifications and amendments, and all the terms and conditions of any such Supplemental

Agreement shall be deemed to be part of the terms and conditions of this Agreement for any and all purposes.

Section 8.06. Endorsement or Replacement of Bonds Issued After Amendments. The City may determine that Bonds issued and delivered after the effective date of any action taken as provided in this Article VIII shall bear a notation, by endorsement or otherwise, in form approved by the City, as to such action. In that case, upon demand of the Owner of any Bond Outstanding at such effective date and presentation of his Bond for that purpose at the Principal Office of the Fiscal Agent or at such other office as the City may select and designate for that purpose, a suitable notation shall be made on such Bond. The City may determine that new Bonds, so modified as in the opinion of the City is necessary to conform to such Owners' action, shall be prepared, executed and delivered. In that case, upon demand of the Owner of any Bonds then Outstanding, such new Bonds shall be exchanged at the Principal Office of the Fiscal Agent without cost to any Owner, for Bonds then Outstanding, upon surrender of such Bonds.

Section 8.07. Amendatory Endorsement of Bonds. The provisions of this Article VIII shall not prevent any Owner from accepting any amendment as to the particular Bonds held by him, provided that due notation thereof is made on such Bonds.

Section 8.08. Opinion of Counsel Regarding Supplemental Agreement. The Fiscal Agent shall be furnished an opinion of counsel that any Supplemental Agreement entered into by the City and the Fiscal Agent complies with the provisions of this Article VIII, and the Fiscal Agent may conclusively rely upon such opinion.

ARTICLE IX

MISCELLANEOUS

Section 9.01. Benefits of Agreement Limited to Parties. Nothing in this Agreement expressed or implied, is intended to give to any person other than the City, the Fiscal Agent and the Owners, any right, remedy, claim under or by reason of this Agreement. Any covenants, stipulations, promises or agreements in this Agreement contained by and on behalf of the City shall be for the sole and exclusive benefit of the Owners and the Fiscal Agent.

Section 9.02. Successor is Deemed Included in All References to Predecessor. Whenever in this Agreement or any Supplemental Agreement either the City or the Fiscal Agent is named or referred to, such reference shall be deemed to include the successors or assigns thereof, and all the covenants and agreements in this Agreement contained by or on behalf of the City or the Fiscal Agent shall bind and inure to the benefit of the respective successors and assigns thereof whether so expressed or not.

Section 9.03. Discharge of Agreement. If the City shall pay and discharge the entire indebtedness on all or any portion of the Bonds Outstanding in any one or more of the following ways:

(A) by well and truly paying or causing to be paid the principal of, and interest and any premium on, such Bonds Outstanding, as and when the same become due and payable;

(B) by depositing with the Fiscal Agent or other fiduciary, at or before maturity, money which, together with (in the event that all of the Bonds are to be defeased) the amounts then on deposit in the funds and accounts provided for in Sections 4.02 and 4.03, is fully sufficient to pay such Bonds Outstanding, including all principal, interest and redemption premiums; or

(C) by irrevocably depositing with the Fiscal Agent or other fiduciary, cash and Federal Securities in such amount as the City shall determine as confirmed by an independent certified public accountant will, together with the interest to accrue thereon and (in the event that all of the Bonds are to be defeased) moneys then on deposit in the fund and accounts provided for in Sections 4.02 and 4.03, be fully sufficient to pay and discharge the indebtedness on such Bonds (including all principal, interest and redemption premiums) at or before their respective maturity dates;

and if such Bonds are to be redeemed prior to the maturity thereof notice of such redemption shall have been given as in this Agreement provided or provision satisfactory to the Fiscal Agent shall have been made for the giving of such notice, then, at the election of the City, and notwithstanding that any Bonds shall not have been surrendered for payment, the pledge of the Special Taxes and other funds provided for in this Agreement and all other obligations of the City under this Agreement with respect to such Bonds Outstanding shall cease and terminate, except only the obligations of the City under Section 5.13 and to pay or cause to be paid to the Owners of the Bonds not so surrendered and paid all sums due thereon and all amounts owing to the Fiscal Agent pursuant to Section 7.05; and thereafter Special Taxes shall not be payable to the Fiscal Agent. Notice of such election shall be filed with the Fiscal Agent.

Any funds thereafter held by the Fiscal Agent upon payments of all fees and expenses of the Fiscal Agent, which are not required for said purpose, shall be paid over to the City.

Section 9.04. Execution of Documents and Proof of Ownership by Owners. Any request, declaration or other instrument which this Agreement may require or permit to be executed by Owners may be in one or more instruments of similar tenor, and shall be executed by Owners in person or by their attorneys appointed in writing.

Except as otherwise herein expressly provided, the fact and date of the execution by any Owner or his attorney of such request, consent, declaration or other instrument, or of such writing appointing such attorney, may be proved by the certificate of any notary public or other officer authorized to take acknowledgments of deeds to be recorded in the state in which he purports to act, that the person signing such request, declaration or other instrument or writing acknowledged to him the execution thereof, or by an affidavit of a witness of such execution, duly sworn to before such notary public or other officer.

Except as otherwise herein expressly provided, the ownership of registered Bonds and the amount, maturity, number and date of holding the same shall be proved by the registry books.

Any request, consent, declaration or other instrument or writing of the Owner of any Bond shall bind all future Owners of such Bond in respect of anything done or suffered to be done by the City or the Fiscal Agent in good faith and in accordance therewith.

Section 9.05. Waiver of Personal Liability. No member, officer, agent or employee of the City shall be individually or personally liable for the payment of the principal of, or interest or any premium on, the Bonds; but nothing herein contained shall relieve any such member, officer, agent or employee from the performance of any official duty provided by law.

Section 9.06. Notices to and Demands on City and Fiscal Agent. Any notice or demand which by any provision of this Agreement is required or permitted to be given or served by the Fiscal Agent to or on the City may be given or served by being deposited postage prepaid in a post office letter box, by overnight courier or by facsimile (with receipt confirmed by telephone) addressed (until another address is filed by the City with the Fiscal Agent) as follows:

City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, California 95670
Attention: Administrative Services Director

Any notice or demand which by any provision of this Agreement is required or permitted to be given or served by the City to or on the Fiscal Agent may be given or served by being deposited postage prepaid in a post office letter box, by overnight courier or by facsimile (with receipt confirmed by telephone) addressed (until another address is filed by the Fiscal Agent with the City) as follows:

U.S. Bank Trust Company, National Association
1420 Fifth Avenue, 7th Floor
Mail Stop PD-WA-T7CT
Seattle, Washington 98101
Attention: Global Corporate Trust Services
Fax: (206) 344-4630

Section 9.07. Partial Invalidity. If any Section, paragraph, sentence, clause or phrase of this Agreement shall for any reason be held illegal or unenforceable, such holding shall not affect the validity of the remaining portions of this Agreement. The City hereby declares that it would have adopted this Agreement and each and every other Section, paragraph, sentence, clause or phrase hereof and authorized the issue of the Bonds pursuant thereto irrespective of the fact that any one or more Sections, paragraphs, sentences, clauses, or phrases of this Agreement may be held illegal, invalid or unenforceable.

Section 9.08. Unclaimed Moneys. Anything contained herein to the contrary notwithstanding, any moneys held by the Fiscal Agent in trust for the payment and discharge of the principal of, and the interest and any premium on, the Bonds which remains unclaimed for two (2) years after the date when the payments of such principal, interest and premium have become payable, if such moneys was held by the Fiscal Agent at such date, shall be repaid by the Fiscal Agent to the City as its absolute property free from any trust, and the Fiscal Agent shall thereupon be released and discharged with respect thereto and the Bond Owners shall look only to the City for the payment of the principal of, and interest and any premium on, such Bonds.

Section 9.09. Applicable Law. This Agreement shall be governed by and enforced in accordance with the laws of the State of California applicable to contracts made and performed in the State of California.

Section 9.10. Conflict with Act. In the event of a conflict between any provision of this Agreement with any provision of the Act as in effect on the Closing Date, the provision of the Act shall prevail over the conflicting provision of this Agreement.

Section 9.11. Conclusive Evidence of Regularity. Bonds issued pursuant to this Agreement shall constitute conclusive evidence of the regularity of all proceedings under the Act relative to their issuance and the levy of the Special Taxes.

Section 9.12. Payment on Business Day. In any case where the date of the maturity of interest or of principal (and premium, if any) of the Bonds or the date fixed for redemption of any Bonds or the date any action is to be taken pursuant to this Agreement is other than a Business Day, the payment of interest or principal (and premium, if any) or the action need not be made on such date but may be made on the next succeeding day which is a Business Day with the same force and effect as if made on the date required and no interest shall accrue for the period from and after such date.

Section 9.13. Counterparts. This Agreement may be executed in counterparts, each of which shall be deemed an original.

IN WITNESS WHEREOF, the City has caused this Agreement to be executed in its name and the Fiscal Agent has caused this Agreement to be executed in its name, all as of September 1, 2023.

CITY OF RANCHO CORDOVA, for itself and
on behalf of CITY OF RANCHO CORDOVA
ARISTA DEL SOL COMMUNITY FACILITIES
DISTRICT NO. 2022-1

By: _____
Administrative Services Director

**U.S. BANK TRUST COMPANY, NATIONAL
ASSOCIATION,**
as Fiscal Agent

By: _____
Authorized Officer

EXHIBIT A
FORM OF BOND

UNITED STATES OF AMERICA
STATE OF CALIFORNIA

No. _____

\$_____

CITY OF RANCHO CORDOVA
ARISTA DEL SOL COMMUNITY FACILITIES DISTRICT NO. 2022-1
IMPROVEMENT AREA NO. 1
SPECIAL TAX BONDS SERIES 2023

INTEREST RATE:
%

MATURITY DATE:
September 1, 20__

BOND DATE:
_____, 2023

CUSIP:

REGISTERED OWNER: CEDE & CO.

PRINCIPAL AMOUNT: *** _____ DOLLARS***

The City of Rancho Cordova (the "City") for and on behalf of the City of Rancho Cordova Arista Del Sol Community Facilities District No. 2022-1 (the "District") for Improvement Area No. 1 of the District, for value received, hereby promises to pay solely from the Special Tax (as hereinafter defined) or amounts in certain funds and accounts held under the Agreement (as hereinafter defined), to the Registered Owner named above, or registered assigns (the "Owner"), on the Maturity Date set forth above, unless redeemed prior thereto as hereinafter provided, the Principal Amount set forth above, and to pay interest on such principal amount from the Bond Date shown above, or from the most recent Interest Payment Date (as hereinafter defined) to which interest has been paid or duly provided for, semiannually on March 1 and September 1, commencing March 1, 2024 (the "Interest Payment Dates"), at the Interest Rate set forth above, until the principal amount hereof is paid or made available for payment. The principal of this Bond is payable to the Owner hereof in lawful money of the United States of America upon presentation and surrender of this Bond at the principal corporate trust office of U.S. Bank Trust Company, National Association in St. Paul, Minnesota (the "Fiscal Agent"). Interest on this Bond shall be paid by check of the Fiscal Agent mailed by first class mail on each Interest Payment Date to the Owner hereof as of the close of business on the 15th day of the month preceding the month in which the Interest Payment Date occurs (the "Record Date") at such Owner's address as it appears on the registration books maintained by the Fiscal Agent, or by wire transfer made on such Interest Payment Date upon written instructions delivered to the Fiscal Agent by the applicable Record Date of any Owner of \$1,000,000 or more in aggregate principal amount of Bonds.

This Bond is one of a duly authorized issue of bonds approved by resolution of the City Council of the City on September 6, 2023 (the "Resolution"), pursuant to the Mello-Roos Community Facilities Act of 1982, as amended, Sections 53311, *et seq.*, of the California

Government Code (the “Mello-Roos Act”) for the purpose of providing moneys for the construction and acquisition of improvements for the District, and is one of the bonds designated “City of Rancho Cordova Arista Del Sol Community Facilities District No. 2022-1 Improvement Area No. 1 Special Tax Bonds Series 2023” (the “Bonds”). The issuance of the Bonds and the terms and conditions thereof are provided for by a Fiscal Agent Agreement, dated as of September 1, 2023, by and between the City and the Fiscal Agent (the “Agreement”) and this reference incorporates the Agreement herein, and by acceptance hereof the Owner of this Bond assents to said terms and conditions. The Agreement is authorized under, this Bond is issued under and both are to be construed in accordance with, the laws of the State of California. Capitalized terms used but not defined herein are defined in the Agreement.

Pursuant to the Mello-Roos Act, the Agreement and the Resolution, the principal of and interest on this Bond are payable solely from the “Special Tax Revenues,” being the proceeds of the special taxes annually received by the City for Improvement Area No. 1 (the “Special Taxes”), less an amount equal to the Administrative Expense Priority, including all scheduled payments and delinquent payments thereof, interest and penalties thereon and proceeds of the redemption or sale of property sold as a result of foreclosure of the lien of the Special Taxes, and certain funds held under the Agreement.

Interest on this Bond shall be payable from the Interest Payment Date next preceding the date of authentication hereof, unless (i) it is authenticated on an Interest Payment Date, in which event it shall bear interest from such Interest Payment Date, or (ii) such date of authentication is after a Record Date but on or prior to an Interest Payment Date, in which event interest will be payable from such Interest Payment Date, or (iii) such date of authentication is prior to the first Record Date, in which event interest will be payable from the Bond Date shown above; provided however, that if at the time of authentication of this Bond, interest is in default hereon, this Bond shall bear interest from the Interest Payment Date to which interest has previously been paid or made available for payment hereon.

Any tax for the payment hereof shall be limited to the Special Tax, except to the extent that provision for payment has been made by the City as may be permitted by law. The Bonds do not constitute obligations of the City for which the City is obligated to levy or pledge, or has levied or pledged, general or special taxation other than described herein above.

The Bonds are subject to optional redemption from any source of available funds (other than prepayments of the Special Tax by property owners), in whole or in part among maturities as specified by the City and by lot within a maturity, on any date on and after September 1, _____ at the following respective redemption prices (expressed as percentages of the principal amount of the Bonds to be redeemed), plus accrued interest thereon to the date of redemption:

<u>Redemption Dates</u>	<u>Redemption Price</u>
September 1, _____ through August 31, _____	103%
September 1, _____ through August 31, _____	102
September 1, _____ through August 31, _____	101
September 1, _____ and any date thereafter	100

The Bonds shall be subject to mandatory redemption from prepayments of the Special Tax by property owners, in whole or in part among maturities as shall be specified by the City and by lot within a maturity, on any Interest Payment Date at the following respective redemption prices (expressed as percentages of the principal amount of the Bonds to be redeemed), plus accrued interest thereon the date of redemption:

<u>Redemption Dates</u>	<u>Redemption Price</u>
Interest Payment Dates through and including March 1, ____	103%
September 1, ____ and March 1, ____	102
September 1, ____ and March 1, ____	101
September 1, ____ and Interest Payment Dates thereafter	100

The proceeds of any such prepayment shall be deposited in the Prepayment Account of the Bond Fund and applied by the Fiscal Agent to pay the redemption price of the Bonds.

The Term Bonds maturing September 1, ____ and September 1, ____ are subject to mandatory sinking payment redemption in part on September 1, ____ and September 1, ____, and on each September 1 thereafter to maturity, by lot, at a redemption price equal to 100% of the principal amount thereof to be redeemed, without premium, in the aggregate respective principal amounts as set forth in the following tables:

September 1, ____ Term Bonds

Mandatory Redemption Date (September 1)	Sinking Fund Payment
--	---------------------------------

September 1, ____ Term Bonds

Mandatory Redemption Date (September 1)	Sinking Fund Payment
--	---------------------------------

The amounts in the foregoing tables shall be reduced pro rata at the direction of the City in an Officer's Certificate, in order to maintain substantially uniform debt service, as a result of any prior partial redemption of the Bonds.

Notice of redemption with respect to the Bonds to be redeemed shall be given to the Owners thereof, in the manner, to the extent and subject to the provisions of the Agreement.

This Bond shall be registered in the name of the Owner hereof, as to both principal and interest. Each registration and transfer of registration of this Bond shall be entered by the Fiscal Agent in books kept by it for this purpose and authenticated by its manual signature upon the certificate of authentication endorsed hereon.

No transfer or exchange hereof shall be valid for any purpose unless made by the registered owner, by execution of the form of assignment endorsed hereon, and authenticated as herein provided, and the principal hereof, interest hereon and any redemption premium shall be

payable only to the registered owner or to such Owner's order. The Fiscal Agent shall require the Owner requesting transfer or exchange to pay any tax or other governmental charge required to be paid with respect to such transfer or exchange. No transfer or exchange hereof shall be required to be made (i) within 15 days prior to the date established by the Fiscal Agent for selection of Bonds for redemption or (ii) with respect to a Bond after such Bond has been selected for redemption.

The Agreement and the rights and obligations of the City thereunder may be modified or amended as set forth therein. The principal of the Bonds is not subject to acceleration upon a default under the Agreement or any other document.

This Bond shall not become valid or obligatory for any purpose until the certificate of authentication hereon endorsed shall have been dated and manually signed by the Fiscal Agent.

It is hereby certified, recited and declared that all acts, conditions and things required by law to exist, happen and be performed precedent to and in the issuance of this Bond have existed, happened and been performed in due time, form and manner as required by law, and that the amount of this Bond, together with all other indebtedness of the City, does not exceed any debt limit prescribed by the laws or Constitution of the State of California.

Unless this Bond is presented by an authorized representative of The Depository Trust Company to the Fiscal Agent for registration of transfer, exchange or payment, and any Bond issued is registered in the name of Cede & Co. or such other name as requested by an authorized representative of The Depository Trust Company and any payment is made to Cede & Co., ANY TRANSFER, PLEDGE OR OTHER USE HEREOF FOR VALUE OR OTHERWISE BY OR TO ANY PERSON IS WRONGFUL since the registered owner hereof, Cede & Co., has an interest herein.

IN WITNESS WHEREOF, the City of Rancho Cordova has caused this Bond to be executed in its name by the manual or facsimile signature of its Mayor and attested by the manual or facsimile signature of its City Clerk.

CITY RANCHO CORDOVA

By: _____
Mayor

Attested:

By: _____
City Clerk

FISCAL AGENT'S CERTIFICATE OF AUTHENTICATION

This is one of the Bonds described in the Resolution and the Agreement.

Dated: _____, 2023

**U.S. BANK TRUST COMPANY, NATIONAL
ASSOCIATION,**
as Fiscal Agent

By: _____
Authorized Officer

FORM OF ASSIGNMENT

FOR VALUE RECEIVED, the undersigned do(es) hereby sell, assign and transfer unto

(Name, address and Tax Identification Number of Assignee)

the within-mentioned registered Bond and hereby irrevocably constitute(s) and appoint(s) _____ attorney, to transfer the same on the registration books of the Fiscal Agent with full power of substitution in the premises.

Dated: _____

Signature Guaranteed:

NOTE: Signature(s) must be guaranteed by an eligible guarantor institution with membership in an approved signature guarantee medallion program pursuant to Securities and Exchange Commission Rule 17A(d)15.

NOTE: The signature(s) on this Assignment must correspond with the name(s) as written on the face of the within Bond in every particular without alteration or enlargement or any change whatsoever.

FUNDING, CONSTRUCTION AND ACQUISITION AGREEMENT

Dated as of September 1, 2023

by and between

CITY OF RANCHO CORDOVA

and

WOODSIDE 05N, LLP

RELATIVE TO THE

**CITY OF RANCHO CORDOVA
ARISTA DEL SOL COMMUNITY FACILITIES DISTRICT NO. 2022-1**

This **FUNDING, CONSTRUCTION AND ACQUISITION AGREEMENT** (this “**Agreement**”) is entered into as of September 1, 2023, by and between the CITY OF RANCHO CORDOVA, a municipal corporation and general law city existing under the laws of the State of California (the “**City**”), and WOODSIDE 05N, LLP, a California limited liability partnership (“**Developer**”).

RECITALS

WHEREAS, the City Council of the City (the “**City Council**”) has conducted proceedings under and pursuant to the Mello-Roos Community Facilities Act of 1982, as amended (the “**Act**”), to (i) establish the City of Rancho Cordova Arista Del Sol Community Facilities District No. 2022-1 (the “**District**”), (ii) designate within the District, “Improvement Area No. 1 of the City of Rancho Cordova Arista Del Sol Community Facilities District No. 2022-1” (“**Improvement Area No. 1**”), and (iii) establish a “City of Rancho Cordova Arista Del Sol Community Facilities District No. 2022-1 (Future Annexation Area)” for the District (the “**Future Annexation Area**”);

WHEREAS, land currently in the District and anticipated to annex from the Future Annexation Area in the future relates to the proposed development within the City commonly known as “Arista Del Sol” (the “**Property**”) owned by, or under option to, the Developer, and the District has been formed for the purpose of paying costs for certain public facilities and fees which are necessary to the development of the Property;

WHEREAS, the County of Sacramento approved the Specific Plan for the development of the Property (and properties owned by others) (the “**Specific Plan**”), the Developer proposes to construct improvements and to pay certain fees which will fund improvements to the portion of the Specific Plan that includes the Property (the development of such portion of the Specific Plan is defined herein as the “**Project**”) as required by the Project Approvals (as defined below). The Specific Plan sets forth a comprehensive land use plan and establishes detailed regulations, conditions and programs for development of the property that includes the Property, the City approved tentative subdivision maps for the Project and final subdivision maps for portions of the Project, and the Specific Plan, the tentative subdivision maps, including conditions of approval, and other existing and subsequent approvals granted by City and agreements between Developer and City in implementation of the Project, as the same may be amended from time to time, including amendments thereto (these documents are herein collectively referred to as the “**Project Approvals**”);

WHEREAS, Section 53313.5 of the Act provides that a community facilities district may finance the construction and acquisition of facilities constructed after the adoption of the resolution of formation establishing the community facilities district if the facilities have been constructed as if they had been constructed under the direction and supervision, or under the authority of, the local agency whose governing body is conducting proceedings for the establishment of the district; and

WHEREAS, the purpose of this Agreement is to provide for the acquisition of certain public facilities serving development of the Project to be financed in whole or in part by the District, including payment of certain fees to fund such public facilities, using proceeds from issuance and sale of bonds for the District to finance the design and acquisition of such public facilities and expenses incidental thereto and to provide the terms of any reimbursement to Developer.

AGREEMENTS

NOW, THEREFORE, in consideration of the preceding recitals and the mutual covenants hereinafter contained, the parties agree as follows:

Section 1. Establishment of District and Improvement Area No. 1. The City has initiated and concluded proceedings pursuant to the Act for the establishment of the District, including designation of Improvement Area No. 1 therein, and identification of Future Annexation Area related thereto. Such proceedings included elections pursuant to Sections 53326 and 53327 of the California Government Code on (i) the question of the issuance of bonds for Improvement Area No. 1 of the District to finance the design, construction or acquisition of the below described authorized facilities, either directly or through the payment of fees charged by the City to fund capital improvements, (ii) the issue of the annual levy of special taxes on all taxable property within the Improvement Area No. 1 of the District pursuant to the terms of the Rate and Method of Apportionment of Special Taxes for Improvement Area No. 1 (for Improvement Area No. 1 and each future improvement area, an “**RMA**”), for the payment of principal and interest on the bonds of the District and the annual administrative expenses of the City and the District in levying and collecting such special taxes, paying the principal and interest on such bonds and providing for the registration, exchange and transfer of such bonds, including the fees of fiscal agents and paying agents, and any necessary replenishment for the reserve fund for such bonds, accumulation of funds for future bond payments, or the acquisition of authorized facilities and payment of authorized costs from the proceeds of such special taxes, and (iii) the question of the establishment of an appropriations limit for Improvement Area No. 1. This Agreement applies to Improvement Area No. 1 and each future improvement area (each, an “Improvement Area”) designated out of the Future Improvement Area.

Section 2. Sale of Bonds; Authorized Facilities. The City intends to proceed with the sale of bonds in one or more series in each Improvement Area (herein, the “**Bonds**”) for the District for the purpose of raising money eligible for use as payment for Authorized Facilities and/or Authorized Fees (described below) in accordance with this Agreement and City policies, in the maximum aggregate principal amount of not to exceed \$50,000,000 (excluding Bonds described in Section 53364.2(e) of the Act) (the “**Authorization**”), initially allocated as follows: (i) for Improvement Area No. 1, \$25,000,000 and (ii) for land within the Future Annexation Area, \$25,000,000. The timing of the issuance and sale of each series of Bonds, the aggregate principal amount thereof, and the terms and conditions upon which they shall be sold shall be determined by the City. If multiple series of Bonds are to be issued, this Agreement is applicable to proceeds from all such series of such Bonds.

The authorized facilities (the “**Authorized Facilities**”) eligible for reimbursement from Bond proceeds and City-wide fees eligible for reimbursement and advance funding (the “**Authorized Fees**”) from Bond proceeds are generally described in Exhibit A attached hereto. The Authorized Facilities identified in Exhibit A represent all of the facilities that are eligible for acquisition; however Developer may not construct all of the Authorized Facilities (e.g., some facilities may be constructed by City, other public agencies or utilities, or other developers that require the construction of such facilities, or in concert with other developers).

“**Available Construction Proceeds**” shall be the proceeds of the sale of the Bonds net of costs of issuance, less the Formation Fees and Costs, capitalized interest, and any administration costs to be deducted therefrom, plus any interest earnings on such proceeds (“**Net Bond Proceeds**”), plus any Special Taxes that are authorized to be used to finance Authorized Facilities and Authorized Fees directly.

Section 3. Tax Requirements. For any Bonds that are issued as federally tax-exempt, the City shall take all actions which, in the opinion of City's bond counsel, are necessary in order to avoid classification of the Bonds as "arbitrage bonds" or the loss of tax exemption for the Bonds for any other reason.

Section 4. Amounts to Be Included in Bonds. The principal amount of each series of Bonds shall include an amount needed (i) to fund a reserve fund for the payment of principal and interest of such Bonds as is determined by the City to be necessary and appropriate, capitalized interest on such Bonds for such period as the City and the Developer shall determine is appropriate (if and to the extent not provided by the levy and collection of special taxes in advance of such Bond sale), (ii) the amount of the discount of the underwriter who purchases such Bonds, and (iii) other expenses incurred by the City in connection with the issuance and sale of such Bonds, including bond and disclosure counsel fees, legal fees, fees of the bank which will act as transfer agent, registrar and paying or fiscal agent for such Bonds, other fees and costs normally incidental to the sale of Bonds, and such other fees and costs enumerated in Section 53345.3 of the Act as the City determines are necessary and appropriate. The City may also include within the principal amount of a series of Bonds an amount determined by the City to equitably reimburse Developer, or any entities related thereto, for costs and expenses incurred by them which are related to the establishment of the District; provided that the City shall determine the amount to be so reimbursed on the basis of detailed itemizations of costs provided by Developer. (All of the foregoing fees, costs, and expenses described in this paragraph are hereinafter "**Formation Fees and Costs.**") In no event shall Developer be reimbursed from Bond proceeds for (i) in-house administrative overhead (except that Developer shall be entitled to payment equal to four percent (4%) of actual construction costs as and for project and construction management services), (ii) interest expense incurred by Developer on moneys advanced during the proceedings for formation of the District and issuance of Bonds, and during construction of the Authorized Facilities, and (iii) any other costs and expenses incurred by Developer which are not authorized by the Act.

Section 5. Design of Authorized Facilities.

(a) Conformance with Standards. Authorized Facilities to be acquired by the City shall be designed in conformance with all applicable City standards and requirements. Upon completion of the design of each such Authorized Facility to the satisfaction of the City; and when Developer has paid to the City all applicable plan checking and other fees, Developer shall notify City that the design of the Authorized Facility is completed.

(b) Reimbursement for Design. Developer may be reimbursed out of Available Construction Proceeds for such expenses incurred in designing those Authorized Facilities set forth in Exhibit A hereto, including all applicable plan checking and other fees paid, subject to the City's determination of the amount to be so reimbursed pursuant to the terms hereof, and subject to the limitation that reimbursement in all cases is to be made from Available Construction Proceeds only. Reimbursement for design and for plan check services related to approval of the design for each Authorized Facility shall be made in one or more lump sum payments as and when the design for each Authorized Facility is approved, but only after City has received and approved all invoices for such services associated with the design of such Authorized Facility.

(c) Assumption of Design by City. Notwithstanding the preceding provisions of this Section, if the City determines that Developer is not proceeding with the design of an Authorized Facility to be constructed by Developer for acquisition by City on a reasonable schedule which

will enable the City to insure that construction of such Authorized Facility can be completed within the time specified in Section 6 hereof, the City may take over the design of the Authorized Facility by giving Developer written notice thereof. Upon receipt of such a notice, Developer shall surrender to the City all plans and specifications which have then been completed or which are in progress with respect to such Authorized Facility.

If the City takes over the design of an Authorized Facility as provided above, the City shall reimburse Developer from the Available Construction Proceeds for the approved expenses incurred in connection with the design of the Authorized Facility which have not previously been reimbursed, provided there are sufficient funds remaining, after payment for the Authorized Facilities, to do so. City shall be reimbursed from Available Construction Proceeds the expenses incurred to complete the design. If the City takes over the design of other Authorized Facilities commenced by Developer, the cost of a portion of the plans for such Authorized Facilities taken over shall be eligible for fee credits to the extent fee credits are applicable hereunder for Authorized Facilities.

Section 6. Construction for Acquisition. The City shall only be required to acquire from Developer, and otherwise pay Developer for, the Authorized Facilities set forth in Exhibit A. For those Authorized Facilities which Developer constructs, Developer shall proceed with the construction thereof in accordance with the approved plans and specifications.

For construction of Authorized Facilities under this Section, Developer shall comply with all of the following requirements to insure that the Authorized Facilities will be constructed as if they had been constructed under the direction and supervision, or under the authority of the City:

(a) Approval by City. The plans and specifications and form of contract documents shall be approved by the City Engineer and City Attorney for conformance with City Codes and policy.

(b) Contract Requirements. Developer shall require, and the specifications and contract documents shall require, all such contractors to pay prevailing wages in accordance with the California Labor Code.

To the extent bidding is required by the City the following shall apply:

(i) The bidding and contract award procedures shall be approved by the City Engineer for conformance with City codes and policy. Based on qualifications submitted by the contractors, the Developer, in consultation with the City Engineer, shall select a list of qualified bidders for each element of work. If the Developer determines that the nature of a particular element of the construction does not require a pre-qualified bid list, the Developer may allow a particular element of the work to be bid without a pre-qualified bid list.

(ii) The specifications and bid and contract documents shall require all contractors and subcontractors, to pay prevailing wages in accordance with the California Labor Code.

(iii) All contractors and subcontractors shall be required to provide proof of insurance coverage throughout the term of the construction of the Authorized Facilities.

(iv) No contractor or subcontractor may be listed on a bid proposal for the Authorized Facilities unless registered with the Department of Industrial Relations pursuant to Labor

Code Section 1725.5. No contractor or subcontractor may work on the Authorized Facilities unless registered with the Department of Industrial Relations pursuant to Labor Code Section 1725.5. Developer shall be responsible for ensuring that these contractor registration requirements are adhered to since construction of the Authorized Facilities is subject to compliance monitoring and enforcement by the Department of Industrial Relations.

(v) Developer shall notify the Department of Industrial Relations within five (5) days of the award of the initial prime contract for the Authorized Facilities.

(vi) Developer shall comply with all federal, state and local laws, ordinances and regulations applicable to the construction of the Authorized Facilities.

(c) Proof of Insurance/Completion of Construction. All such contractors shall be required to provide proof of insurance coverage throughout the term of the construction of the Authorized Facilities which they will construct in conformance with the City's standard procedures and requirements. Developer shall cause the Authorized Facilities to be constructed in an expeditious manner as determined by the City to be in accordance with project approvals and development progress. If Developer fails to expeditiously prosecute such construction of the Authorized Facilities to be constructed by Developer for acquisition by the City, the City shall have the right and may elect to take over the construction of such Authorized Facilities, or any part thereof, if it determines it is necessary for it to so proceed in order to protect the City's interests. If the City elects to so proceed, it shall notify Developer in writing that if Developer does not satisfy the City that construction is proceeding expeditiously on the construction of an Authorized Facility within 30 days after receipt of such notice, the City will take over the construction of such Authorized Facilities. If after receiving such a written notification Developer does not satisfy the City that they are proceeding expeditiously to construct that portion of the Authorized Facilities identified in the written notification to the satisfaction of the City, within 30 days from the date of receipt thereof, Developer shall relinquish to the City all design documents, and shall cooperate with the City in every way to ensure that the construction of the Authorized Facilities will be completed expeditiously.

Notwithstanding the provisions of this Section, the sources of funds to be utilized by the City for the construction of any such Authorized Facilities may include (i) the proceeds of the sale of Bonds of the District, (ii) the proceeds of applicable City development fees collected pursuant to the applicable codes, ordinances and policies of the City, (iii) proceeds from the sale of the bonds of another community facilities district or assessment district established over and including, property in the City, (iv) interest earnings on the reserve fund or improvement fund for Bonds of the District, to the extent such earnings are determined by the City to be available for construction of the Authorized Facilities, (v) the Developer's subdivision bond or bonds to the extent applicable, (vi) any other performance security that may have been provided by Developer, and (vii) the Developer's and/or contractors' performance bonds. To the extent that such sources may be insufficient to pay for the construction of an Authorized Facility which will be constructed by the City pursuant to this Section, the City may either construct only those Authorized Facilities which can be constructed with such sources of funds which are available therefor, or the City may proceed to complete the Authorized Facilities and charge the Developer, the Developer's bond or any contractor's bond for the costs thereof. Nothing contained herein and no take-over of construction of Authorized Facilities by the City shall relieve a Developer of any of its responsibilities under any development agreement or project approval relating to the Property. Following completion of the Authorized Facilities taken over by the City, the City shall use the above-referenced sources to reimburse the Developer for any costs incurred by the Developer in

the construction of the Authorized Facilities that were not previously reimbursed to the Developer.

Section 7. Inspection and Approval of Construction. The City shall provide such level of inspection of the progress of construction of the Authorized Facilities to be constructed by Developer for acquisition or reimbursement therefor by the City as it deems necessary. The City may provide engineering and inspection services using City staff, contracting with the Sacramento County Public Works Agency, or contracting with any other entity for these services (in all cases referred to as the "City Inspectors"). City Inspectors shall have access to the construction sites at all reasonable times for the purpose of conducting their inspections. Developer and its contractors shall reasonably cooperate in every way with the City Inspectors to ensure that they are afforded an adequate opportunity to inspect each and every aspect of the progress of construction of each and every such Authorized Facility.

Section 8. Liens. Upon the expiration of the time for the recording of claims of liens as prescribed by Section 3115 and 3116 of the California Civil Code, Developer shall provide to the City (as set forth in paragraph 9(a) below) such evidence or proof as the City shall reasonably require that all persons, firms and corporations supplying work, labor, materials, supplies and equipment to the construction of the Authorized Facilities, or portion thereof, constructed by Developer for acquisition by the City have been paid, and that no claims of liens have been recorded by or on behalf of any such person, firm or corporation. During construction of the Authorized Facilities, Developer shall provide, or cause its contractors to provide, conditional lien releases with respect to pending Requests for Payment (and unconditional lien releases for previously paid Requests for Payment), in accordance with the statutory requirements and as may be requested by City.

Section 9. Payment of Acquisition Price.

(a) **Request for Payment of Acquisition Price.** On the 30th day of each month following commencement of construction of any of the Authorized Facilities, or such other dates as are mutually agreeable by City and Developer, Developer will submit to City an invoice, or other form of request, for payment (the "Request for Payment") of the Acquisition Price (as determined below) for the portion of each Authorized Facility constructed during the previous month. The Request for Payment shall be made on the form attached hereto as Exhibit B and include such necessary information (including invoices, receipts, worksheets and other evidence) in sufficient detail to allow the City to verify the Acquisition Price of such portions of the Authorized Facilities. With the Request for Payment, Developer shall also submit copies of verifications of inspections conducted pursuant to Section 7 and lien releases pursuant to Section 8 above for the portions of the Authorized Facilities for which the Request for Payment is submitted.

(b) **Determination of Acquisition Price/City Inspection.** Upon submittal of a complete (as reasonably determined by City) Request for Payment, the City or the City and Other Public Entity, shall determine the Acquisition Price (or in the case of a reimbursement, the reimbursement amount, which hereinafter is included in the term "Acquisition Price") to be paid by the City for the acquisition from Developer of the portions of the Authorized Facilities constructed by Developer during said prior month. City Inspectors shall verify the type and quantity of work described in the Request for Payment as having been completed and confirms said work is completed in a satisfactory manner. City Inspectors shall transmit to the City's Finance Department the findings of its review and then consult with the Finance Department as needed to determine the Acquisition Price. The Acquisition Price for the portion of an Authorized Facility shall include the actual cost of construction (or payment) thereof as determined by the contract prices as set forth in contracts and purchase orders entered into by Developer with its

contractors, and suppliers, in accordance with standards and procedures therefor as prescribed by the City. The City shall use its best efforts to determine the Acquisition Price within twenty (20) business days from receipt of a Request for Payment to determine the Acquisition Price. Upon determining the Acquisition Price, City shall promptly notify Developer in writing of such Acquisition Price.

(c) Payment of Acquisition Price. Within forty-five (45) days after receipt of a complete (as reasonably determined by City) Request for Payment, the City, through its fiscal agent, shall pay from the Available Construction Proceeds the Acquisition Price then due to Developer. If the Payment Request indicates that Developer is withholding from its contractor a retention of a least five percent (5%) of the contract price for the portion of the constructed Authorized Facility, then the full amount of the approved Acquisition Price shall be authorized for payment to Developer; if the Payment Request does not indicate the withholding by Developer of such five percent (5%) retention, then the amount to be paid to Developer shall be equal to the Acquisition Price, less a retention of five percent (5%) of the contract price for the portion of the constructed Authorized Facility. Upon completion of such Authorized Facility in its entirety, including all "Punch List" work, and acceptance of the Authorized Facility by the City, the City, through its fiscal agent, shall pay from the Available Construction Proceeds the balance of the Acquisition Price then due Developer for such Facility, including any 5% progress retention then paid by Developer or any 5% retentions previously retained by City with respect thereto. City may withhold payment from a Developer if the Developer requesting payment owes the City money on outstanding invoices or is delinquent in the payment of any special taxes, until such balance is brought to zero. For the purposes of clarity, acceptance of a completed Authorized Facility is not a condition precedent to the payment of the Acquisition Price of the Authorized Facility in accordance with this subsection.

(d) Payment Limited to Available Construction Proceeds. As noted hereunder, payments to Developer shall be payable solely from the Available Construction Proceeds. The amount to be paid to Developer shall be a reimbursement for actual costs incurred as determined by the City in accordance with this Agreement and shall not exceed the Developer's cost thereof as reasonably determined by the City to be eligible under the Act to be part of the Acquisition Price of Authorized Facilities. All portions of the Authorized Facilities not acquired with the Available Construction Proceeds shall nonetheless be constructed by the Developer, to the extent required by the project approvals. In the event Available Construction Proceeds are insufficient to pay the eligible Acquisition Price, any shortfall shall be the responsibility of the Developer, however Developer may request that all or any portion of such shortfall be reimbursed from additional series of Bonds for the District if and when such additional Bonds are issued, and in such event the deferred amount will be eligible for reimbursement from proceeds of such future Bonds, to the extent funds are available.

Developer shall not be entitled to reimbursement for costs allocable to any Authorized Facility which has previously been acquired by the City and reimbursed from other sources, if, in the opinion of the City, such reimbursement would create a double payment to Developer(s) for such Authorized Facility, or component thereof.

(e) Annual Accounting of Available Construction Proceeds. At the request of Developer, which shall be not more than once a year during the term of this Agreement, City shall prepare and provide to Developer an accounting (an "Annual Accounting") of the following: (i) the total amount of Available Construction Proceeds then on deposit in the Improvement Fund hereunder and deposited thereto from the prior fiscal year; (ii) the fiscal year tax roll submitted to the County Auditor-Controller; (iii) the amount of all charges and credits to the Improvement Fund during the prior fiscal year, including interest earnings on the funds therein and charges for City

administration and any third party consultant or administration fees; (iv) the amount of Authorized Fees then advanced on behalf of Developer pursuant to Section 16 below; and (v) the amount, if any, of outstanding payments then approved for payment to Developer pursuant to approved Requests for Payment.

Section 10. Acquisition/Ownership of Facilities.

(a) Dedication of Authorized Facilities. Upon determination by Developer that an Authorized Facility is complete and ready for acceptance by the City, Developer shall execute and submit to City or other public agency or utility that will own and operate such Authorized Facility an offer of dedication (or other such instrument acceptable to the City or applicable public entity) irrevocably offering to transfer ownership of the Authorized Facility (the "Offer of Dedication").

(b) Review of Completed Construction. Upon delivery to City or other public agency or utility of the Offer of Dedication and upon (i) completion of the construction of an Authorized Facility, (ii) receipt of written notification from City's Inspectors that construction thereof has been completed in accordance with the plans and specifications thereof and the City's or other entity's standard requirements, and (iii) receipt of satisfactory proof, based on the records of Developer and the City and such certifications as the City may require, that the requirements of Section 6 hereof have been satisfied, the City shall notify Developer in writing that the construction of the Authorized Facility has been satisfactorily completed. Upon receiving such notification of a completed Authorized Facility, Developer shall forthwith file with the County Recorder of the County of Sacramento a Notice of Completion pursuant to the provision of Section 3093 of the California Civil Code. Developer shall furnish to the City a duplicate copy of each such Notice of Completion showing thereon the date of filing with the County Recorder. The costs incurred by the City in inspecting and approving the construction of the Authorized Facilities shall be paid by Developer, subject to reimbursement from Available Construction Proceeds. Upon recordation of a Notice of Completion, the City or other entity shall accept the Authorized Facility offered and the one-year warranty period provided in paragraph 11(c) shall commence.

(c) Ownership of Facilities. Notwithstanding the fact that some of the Authorized Facilities, or components or segments thereof, to be constructed by Developer for acquisition by the City or other public agency or utility may be constructed in dedicated street rights-of-way or on property which has been or will be dedicated or offered for dedication to the City, District or other entity, such Authorized Facilities, or components or segments, shall be and remain the property of Developer, and Developer shall be responsible for any loss or damage thereto or liability arising therefrom, until they are acquired by the City or other entity as provided in this Agreement. Such ownership by Developer shall likewise not be affected by any agreement which Developer may enter into with the City pursuant to the provisions of the Subdivision Map Act (Section 66410 et seq. of the California Government Code) which agreement may contain or include provisions with respect to the construction and ownership of Authorized Facilities which provisions may seem to be contradictory to the provision of this Agreement. The provisions of this Section shall control.

(d) Maintenance of Authorized Facilities. Until an Authorized Facility is acquired by the City or other public agency or utility, Developer shall maintain it, and shall keep the same free of any liens and in good operating condition. Upon the acceptance of an Offer of Dedication of an Authorized Facility by the City or other entity, the City or other entity shall, except as otherwise provided in the Project Approvals, become responsible for its maintenance, subject to the warranty period in section 11(c).

(e) Dedication of Rights-of-Way. Notwithstanding the preceding provisions of this Section, the City will not acquire any Authorized Facilities, unless and until the street, drainage or other utility rights of way where they are located have been irrevocably offered to the City for dedication.

(f) Expectations of the Parties. The City understands and agrees that (i) Developer may be constructing Authorized Facilities prior to the availability of Available Construction Proceeds that will be used to pay for such Authorized Facilities, (ii) the City or the other public agencies that will own and operate such Authorized Facilities may be inspecting such Authorized Facilities and processing and completing payment requests for the payment on such Authorized Facilities with knowledge that there may be insufficient Available Construction Proceeds available at such time, (iii) the Authorized Facilities may be conveyed to and accepted by the City or other local agency that will own and operate such Authorized Facilities when there are insufficient Available Construction Proceeds to pay the Acquisition Prices of such Authorized Facilities, and (iv) in any such case, the payment of any approved payment requests for the Acquisition Prices of such Authorized Facilities will be deferred until there are sufficient Available Construction Proceeds available to pay the Acquisition Prices of such Authorized Facilities, at which time the City will, from time to time and in as many installments as necessary, promptly make such payments in accordance with this Agreement. At all times, Developer will be constructing such Authorized Facilities with the expectation that the Acquisition Prices for such Authorized Facilities will be paid solely from the Available Construction Proceeds. The conveyance of Authorized Facilities to the City or a local agency that will own and operate such Authorized Facilities prior to receipt of the Acquisition Prices for such Authorized Facilities shall not be construed as a dedication or gift, or a waiver of the payment of the Acquisition Prices, or any part thereof, for such Authorized Facilities.

Section 11. Improvement Security.

(a) Security Prior to Final Maps. Notwithstanding the provisions of this Agreement, Developer shall be required to agree to construct and to secure the construction and completion of construction of the Authorized Facilities, or portions thereof, as a condition precedent to the approval of final subdivision or parcel maps for portions of Developer's Property as required by the City pursuant to Section 66462 and Sections 66499 through 66499.10 of the Government Code.

(b) Reduction in Amount of Improvement Bonds. The aggregate principal amount of the improvement bonds or other security provided by Developer pursuant to this Section shall be reduced by such amount as the City shall reasonably determine is appropriate upon receipt of the proceeds from the sale of the Bonds. The amount of the reduction of such aggregate principal amount shall be determined by the City based on the amount of each such improvement bond or other security which relates to the Authorized Facilities to be constructed or acquired with the Available Construction Proceeds provided by the sale of the Bonds and Special Tax Revenues.

(c) Performance Bonds-One Year Warranty. Developer warrants to the City or other public agency or utility having jurisdiction that the Authorized Facilities constructed by Developer and acquired by the City shall be free from defects in workmanship or materials for a period of one year from the date of acceptance by the City. All subdivision and performance bonds shall provide, among other things, that the principal thereof, whether that be Developer or its contractor(s), guarantees that the completed Authorized Facilities shall be free from defects resulting from faulty workmanship and materials for a period of one (1) year from the date of

acceptance by the City or other public entity, and the obligation of the surety shall extend to the fulfilling of that guarantee. At the end of said one-year period, and subject to certification from the City Engineer that any defects have been corrected, the obligation of the principal and surety named therein shall cease. For purposes of this Section 11, the correction of any defects in the Authorized Facility shall not mean the day-to-day upkeep or correction of normal wear and tear of the Authorized Facility (such as watering or weeding for landscape improvements, painting, graffiti removal, etc.).

Section 12. Gap Shortfall.

(a) “Gap Shortfall” Defined. The parties anticipate that a shortfall will occur between: (i) the anticipated cost of the Authorized Facilities as determined from the actual construction and design contracts and related invoices therefor and the actual costs of all other Authorized Facilities, and (ii) the Net Bond Proceeds (hereafter referred to as the **“Gap Shortfall.”**)

(b) Reimbursement of Gap Shortfall to Developer. To cover the Gap Shortfall, Developer agrees with the City to defer payment of the Gap Shortfall until and to the extent the District can impose and collect annual special taxes in excess of the amounts required annually to pay required debt service, replenish the debt service reserve fund, cure bond delinquencies and pay City administration costs associated therewith (**“Available Special Tax Revenues”**). In consideration of such deferral of payment of the Gap Shortfall, City covenants and agrees that the City shall levy and collect the special taxes against all properties within the District at the maximum rate permitted under the District and annually pay, after September 1st of each year, to Developer from Available Special Tax Revenues payments towards such deferred Gap Shortfall, for a period of ten (10) years (unless the Gap Shortfall is sooner paid in full) beginning with Available Special Tax Revenues in the first year the special tax is levied in the District (the **“Gap Shortfall Period”**); provided however, the Developer may elect to begin the 10 year period prior to the issuance of Bonds by giving a written request to the City; the levy shall thereafter be as defined in, permitted by and in accordance with Section E(1) of the RMA. After the expiration of the Gap Shortfall Period, City may use Available Special Tax Revenues for any other purpose authorized for the District, as determined by the City in its sole discretion. The method described herein of funding Authorized Facilities from accumulated Available Special Tax Revenues is known as the “Pay-As-You-Go” method of funding.

(c) Personal to Developer. Regardless of who pays the cost for any Authorized Facilities, the reimbursement of the Gap Shortfall hereunder shall be personal to Developer, shall not run with the land, and shall not be assigned by Developer without the written consent of the City, which shall not be unreasonably withheld.

(d) Payment of Authorized Fees in Advance of Available Construction Proceeds. The Developer may be required pursuant to the conditions of approval or the fee ordinance to pay the Authorized Fees for an Improvement Area prior to the availability of the Available Construction Proceeds to pay such Authorized Fees. In the event such Authorized Fees are paid prior to the availability of such Available Construction Proceeds, the amounts paid to the City shall be deemed to be deposits (each a “Deposit”) that are subject to refund by the City to Developer in the manner set forth in this Section 12. Any Deposits made to the City shall be deposited in a separate capital facilities account(s) and may be expended by the City in the ordinary course of business. The Developer acknowledges that the City may finance Authorized Fees with proceeds of tax-exempt bonds only if the City can meet certain requirements of federal tax law.

(e) Return of Deposits. If the Developer has made any Deposits, then following

deposit of Available Construction Proceeds with the City for the corresponding Authorized Fees, the City shall return to the Developer from the capital account in which the Deposits were deposited an amount equal to the Deposits paid by the Developer, without interest or other earnings thereon. The City shall be so obligated to return an amount equal to such Deposits to the Developer only to the extent that an amount equivalent to the amount of the Deposits made by the Developer or merchant builder is deposited with the City from the Available Construction Proceeds. An amount equal to such Deposits may be returned to the Developer from time to time as additional Available Construction Proceeds become available.

(f) Deposits Allocated First. Available Construction Proceeds used to pay Authorized Fees shall be allocated first for return of all Deposits prior to being allocated to the payment of Authorized Fees not previously deposited by the Developer. For example, if the Developer has paid \$10,000 in Deposits, and Available Construction Proceeds become available in the amount of \$15,000, the City shall apply the first \$10,000 of the Available Construction Proceeds to the payment of the Authorized Fees that were paid by the Deposits (and, thereafter, return the Deposits to the Developer) and use the remaining \$5,000 of the Available Construction Proceeds to the payment of Authorized Fees not previously paid by the Deposits and identified in the payment request.

(g) Application of Deposits. Any Deposits that have not been returned to the Developer at the time it is determined that there will be no further Available Construction Proceeds available (now or in the future) shall be retained by the City and may be used (to the extent it has not already been so used) for the purposes for which the Authorized Fee was required, and the unrefunded Deposits shall constitute full and final payment for such Authorized Fees, without any increase of any kind.

(h) Expectations. The Developer may pay Authorized Fees (as Deposits) prior to the availability of Available Construction Proceeds to pay such Authorized Fees. Any Authorized Fees paid (as Deposits) by the Developer for an Improvement Area shall be made with the understanding that such Deposits will be returned from the Available Construction Proceeds if, and when, such Available Construction Proceeds become available. The payment of Deposits prior to the availability of the Available Construction Proceeds shall not be construed as a dedication or gift of the Authorized Fees, or a waiver of the return of the Deposits, it being the intention that the Authorized Fees be paid by the Available Construction Proceeds to the extent of the Available Construction Proceeds.

Section 13. Construction of Joint Community Facilities. The parties acknowledge that the Developer requested the City to enter into a "JCFA" with the Cordova Recreation and Park District ("CRPD") and Sacramento County Water Agency ("SCWA") pursuant to Section 53316.2 of the Act, with respect to the payment of impact fees or improvements benefitting CRPD and SCWA respectively, authorized to be paid in whole or in part from the Special Taxes or proceeds of Bonds of the District. The City and Developer agree to comply with the JCFA requirements and to perform any and all covenants and agreements applicable to them under the JCFA.

Section 14. Construction of Other Facilities. Developer shall also proceed expeditiously with the design and construction of the other improvements and facilities, other than the Authorized Facilities, which are necessary to the development of the Specific Plan and the provision of municipal services within the District and to the residents therein. Such other public improvements and facilities shall be designed and constructed on a schedule which will not delay or interfere in any way with the design and construction of the Authorized Facilities. The provisions of this Section shall not supersede those of any other agreement between Developer

and the City.

Section 15. Indemnification; Insurance.

(a) Indemnity. Developer shall defend, indemnify and hold harmless the City, the District, and their officers, agents and employees from any and all liability, cost and expense in connection with the construction of the Authorized Facilities to be constructed by Developer for acquisition by the City, including, but not limited to, liability, costs, expense and claims arising under the procedures set forth in Section 6 of this Agreement. Developer shall also defend, indemnify and hold harmless the City, the District, and their officers, agents and employees from any and all liability, cost and expense in connection with the ownership of the Authorized Facilities to be constructed by Developer for acquisition by the City prior to the time the City accepts the Authorized Facilities, whether or not such Authorized Facilities are to be acquired with Bond proceeds. The indemnity obligations of Developer as set forth herein shall terminate upon the end of the warranty period provided for in section 11(c).

(b) General Liability Insurance. Developer shall procure and provide, until construction of all of the Authorized Facilities to be constructed by Developer is completed and acceptance thereof by the City has occurred, a broad form comprehensive general liability policy of insurance, in a form acceptable to the City, naming the City, the District and their officers, agents and employees as additional insureds, having a single aggregate liability limit as to all coverages provided thereby in the amount of \$2,000,000. Before commencing the construction of any Authorized Facility, Developer shall provide the City with a certification of insurance and endorsement as to such insurance, in a form acceptable to the City, and Developer shall upon each renewal of such insurance policy provide the City with a new certificate of insurance with respect thereto.

(c) Workers' Compensation Insurance. Developer shall also furnish to the City, prior to commencing the construction of any Authorized Facility to be constructed by Developer for acquisition by the City, a certificate of insurance evidencing that Developer has procured and have in force a current policy of workers' compensation insurance in compliance with California law as to all workers to be employed by Developer in connection with the design and construction of the Authorized Facilities. Developer shall require each person, firm or corporation with whom it contracts in connection with the design and construction of the Authorized Facilities to provide and maintain such workers' compensation insurance and a broad form comprehensive general liability insurance policy in the amount hereinabove specified and in a form acceptable to the City. Developer shall provide to the City proof, in such form and at such intervals as set forth below, that each contractor with whom it contracts has procured and is maintaining such insurance.

(d) Reimbursement for Insurance Premiums. The premiums paid by Developer for the insurance required by this Section may be included in the Acquisition Price to be paid by the City for the Authorized Facilities to be constructed by Developer as an incidental cost.

Section 16. Advances of Authorized Fees. At any time Developer may request that City pay or prepay any Authorized Fees from Available Construction Proceeds, however acceptance of any Developer request to pay or prepay Authorized Fees shall be subject to the sole discretion of the City. To facilitate the tracking and administration of such fee advances, the City may require that such request be submitted in a specific format. The City does not expect to allow the use of Bond proceeds to prepay any other fees (other than Authorized Fees) unless such advance payment of fees serves a need of the City, as determined at the City's sole discretion.

In the event Authorized Fees are paid or Authorized Facilities are funded from Available Construction Proceeds, Developer shall be entitled to fee credits, pursuant to City policies on fee credits, for Authorized Facilities that are acquired or constructed by the City and that are also included in the City's fee programs.

If an Authorized Facility or component thereof has been acquired from the Developer using Available Construction Proceeds, any reimbursement to the City for such item which comes from other revenue sources and which is otherwise payable to the Developer will be paid to the District and will be used first to pay for other Authorized Facilities and, thereafter, to reduce outstanding Bonds. Other revenue sources include fee revenues paid by other development projects not owned by the Developer or direct reimbursements from other development projects. If only a portion of the Acquisition Price for an Authorized Facility is paid to Developer using Available Construction Proceeds, then any reimbursement for such Authorized Facility which comes from other revenue sources shall be paid first to Developer until the balance of the Acquisition Price is paid to Developer, and thereafter any additional reimbursement from other revenue sources shall be paid to the City as provided above.

City acquisition or construction of an Authorized Facility shall not prevent Developer from receiving refunds of fees paid by development within the District that would have been off-set by fee credits, but for the timing of completion of the Authorized Facility. In particular, the City's fee credits policy requires 20% of the anticipated fee credits to be reserved until the improvement generating such fee credits is accepted and a final accounting is completed. If the 80% amount allowed to be taken as fee credits is exhausted prior to completion of an Authorized Facility, City policy provides that some or all of the 20% amount reserved for fee credits will be paid by the City as a fee reimbursement, instead of being taken as fee credits, to the extent development within the District continues and fees for such improvement are paid prior to such completion. Payment of the Acquisition Price for such Authorized Facility shall not prevent City from providing any such fee refunds pursuant to City policy.

Section 17. Binding on Community Facilities District. The District is deemed to be a party to this Agreement to the extent permitted by California law, and all provisions hereof which apply to the City shall so apply to the District. The City Council of the City, acting for the District, shall perform all parts of this Agreement which require performance on the part of the District.

Section 18. Assignment. Developer may not assign this Agreement or any right or duty hereunder without the express written approval of the City. The City may condition any such approval on proof of the financial responsibility and experience of a proposed assignee to undertake and perform the duties and responsibilities of Developer under this Agreement. The City's approval of an assignment of this Agreement and the rights and duties of Developer hereunder shall not be unreasonably withheld or delayed.

Section 19. Prompt Action. All consents, approvals and determinations required of either the City or Developer pursuant to this Agreement shall be promptly given or made, and shall not be unreasonably withheld.

Section 20. General. This Agreement contains the entire agreement between the parties with respect to the matters herein provided for, and may be amended by a subsequent written agreement signed on behalf of both parties. This Agreement is for the exclusive benefit of the parties and shall not be construed to confer any rights or benefits upon any persons other than the City and Developer. This Agreement shall, however, inure to the benefit of and be

binding upon the successors and assigns of the parties. This Agreement shall be construed and governed by the Constitution and laws of the State of California. Should either party to this Agreement commence a court action or proceeding against the other party with respect to this Agreement or the design and acquisition or construction of the Authorized Facilities, the party prevailing in such action or proceeding shall be entitled to receive from the losing party its attorney's fees, expert witness' fees, court costs, and other costs incurred by it in prosecuting or defending such action or proceeding. The captions of the sections of this Agreement are provided for convenience only, and shall not have any bearing on the interpretation of any section hereof. This Agreement may be executed in several counterparts, each of which shall be an original of the same Agreement.

[Signatures on following page.]

IN WITNESS WHEREOF, the parties have caused this Agreement to be signed as of the date first above written.

CITY OF RANCHO CORDOVA,
a municipal corporation

WOODSIDE 05N, LLP,
a California limited liability partnership

By: _____
Kim Juran
Administrative Services Director

By: _____

Name: _____

Title: _____

EXHIBIT A**List of Authorized Facilities and Authorized Fees**

The City of Rancho Cordova Arista Del Sol Community Facilities District No. 2022-1 (the "CFD"), Improvement Area No. 1 of the CFD, and each Improvement Area designated in the future in conjunction with subsequent annexations of all or any part of the Future Annexation Area or any other property is authorized to finance all or a portion of the costs of acquisition, construction, and improvement of facilities generally described as follows:

Facilities

The Facilities which are proposed to be financed with the proceeds of the sales of bonds of the proposed CFD, or the payment of the fees to the appropriate jurisdiction with respect to such facilities proposed to be financed with the proceeds of the sale of bonds of the proposed CFD, are generally described as follows:

- Park Improvements
- Chrysanthy Blvd Improvements
- Americanos Blvd Improvements
- In-tract Improvements for development within the CFD

Impact, Development Agreement and Specific Plan Fees for Facilities

- Transportation Impact Fee
- Sunrise Douglas Community Plan Roadway Impact Fee
- City Supplemental Transportation Fee
- Park Renovation Fee
- Sunrise Douglas Park Fee
- Sacramento County Water Agency Zone 40 Water Fee

Other

- Any other facilities serving substantially the same purpose as the above described facilities.
- Any other facilities permitted under the Mello-Roos Community Facilities Act of 1982, including the facilities described in Section 53313.5 of the California Government Code, as amended from time to time, provided that such facilities satisfy at least one of the following criteria: 1) augment, improve or expand existing District facilities that are primarily for the benefit of the District, or 2) repair or rehabilitate existing District facilities.

The foregoing description of the type of Facilities eligible to be financed is general in nature and includes any appurtenant work and incidental expenses related to the Facilities. The final nature and location of the facilities will be determined upon the preparation of final plans and specifications for such facilities.

EXHIBIT B

Payment Request Form

City of Rancho Cordova
Arista Del Sol Community Facilities District No. 2022-1Request for Payment

The undersigned (the “**Developer**”) hereby requests payment pursuant to the Funding, Construction and Acquisition Agreement dated _____, 2022 (the “**Agreement**”), between the City of Rancho Cordova and WOODSIDE 05N, LLP (“**Developer**”), in the total amount of \$_____. (Capitalized terms used herein unless otherwise defined herein shall have the meanings ascribed thereto in the Agreement.) The payment requested is for the portion of the Authorized Facility that has been completed by Developer (the “**Completed Work**”) and is the subject of this request for payment, as more fully described in Schedule 1 attached hereto.

In connection with this request for payment, the undersigned hereby represents and warrants to City as follows:

1. The person executing this request on behalf of the Developer is duly authorized to do so and is knowledgeable as to the matters set forth herein.

2. The Completed Work described in **Schedule 1** hereto has been constructed in accordance with the approved plans therefor.

3. The true and correct actual cost of the Completed Work for which payment is requested is set forth in **Schedule 1**.

4. Attached hereto are invoices, receipts, worksheets and other evidence of actual cost that are in sufficient detail to allow City Inspectors and City consultants to verify the actual cost of the Completed Work for which payment is requested. The amount requested hereby [excludes a retention of 5% of the amounts invoiced] [includes an amount previously retained from payment] pursuant to the terms of a construction contract.

5. There has not been filed with or served upon the Developer notice of any lien, right to lien or attachment upon, or claim affecting the right to receive the payment requested herein that has not been released or will not be released simultaneously with the payment of such obligation, other than materialman’s or mechanics’ liens accruing by operation of law. Copies of lien releases for all Completed Work for which payment is requested hereunder are attached hereto.

6. The Developer is in compliance with the terms and provisions of the Agreement. Payment of the amount requested hereby should be made payable to:

_____ and sent to: _____
_____ at the following address: _____

I(we) hereby declare under penalty of perjury that the above representations and warranties are true and correct.

Developer:

WOODSIDE 05N, LLP,
a California limited liability partnership

By: _____

Name: _____

Title: _____

(ATTACHMENT)

SCHEDULE 1
Description of Completed Work and Cost

PRELIMINARY OFFICIAL STATEMENT DATED _____, 2023

NEW ISSUE-FULL – BOOK ENTRY

NOT RATED

In the opinion of Jones Hall, A Professional Law Corporation, San Francisco, California, Bond Counsel, subject, however to certain qualifications described herein, under existing law, the interest on the Bonds is excluded from gross income for federal income tax purposes and such interest is not an item of tax preference for purposes of the federal alternative minimum tax. Interest on the Bonds may be subject to the corporate alternative minimum tax. In the further opinion of Bond Counsel, such interest is exempt from California personal income taxes. See "TAX MATTERS" herein.

\$ _____ *

**CITY OF RANCHO CORDOVA
ARISTA DEL SOL COMMUNITY FACILITIES DISTRICT NO. 2022-1
IMPROVEMENT AREA NO. 1
SPECIAL TAX BONDS
SERIES 2023**

Dated: Date of Delivery

Due: September 1, as shown on inside cover

Authority for Issuance. The above-captioned bonds (the "Bonds"), are being issued by the City of Rancho Cordova (the "City") by and through Improvement Area No. 1 (the "Improvement Area No. 1") of the City of Rancho Cordova Arista Del Sol Community Facilities District No. 2022-1 (the "District"). The Bonds are special tax obligations of the City, authorized pursuant to the Mello-Roos Community Facilities Act of 1982, as amended, being California Government Code Section 53311, et seq. (the "Mello-Roos Act"), and are issued pursuant to a Fiscal Agent Agreement, dated as of September 1, 2023 (the "Fiscal Agent Agreement") by and between the City and U.S. Bank Trust Company, National Association, as fiscal agent (the "Fiscal Agent"). See "THE BONDS – Authority for Issuance."

Security and Sources of Payment. The Bonds are secured by and payable from a pledge of Special Tax Revenues (as defined herein) consisting of Special Taxes levied on property within Improvement Area No. 1 according to a rate and method of apportionment of special tax described herein, including from the proceeds of any foreclosure actions brought following a delinquency in the payment of the Special Taxes (as defined herein), and from amounts held in certain funds under the Fiscal Agent Agreement, all as more fully described herein. The taxable real property within Improvement Area No. 1 consists of parcels under development into single family residential homes. Unpaid Special Taxes do not constitute a personal indebtedness of the owners of the parcels within Improvement Area No. 1. In the event of delinquency, proceedings may be conducted only against the parcel of real property securing the delinquent Special Tax. There is no assurance the owners will be able to pay the Special Tax or that they will pay such Special Tax even though financially able to do so. To provide funds for payment of the Bonds and the interest thereon as a result of any delinquent installments, the City will establish a Reserve Fund from Bond proceeds, as described herein. See "SECURITY FOR THE BONDS."

Property in Improvement Area No. 1 subject to the Special Tax is comprised of land in the City of Rancho Cordova, Sacramento County, California, currently being developed as 366 single-family homes in four neighborhoods, with model homes open and home construction and marketing underway. It is part of a larger development being undertaken by Woodside 05N, LP, a California limited liability partnership ("Woodside"). Land in Improvement Area No. 1 and a Future Annexation Area designated for the District is anticipated to consist of a total of 740 single-family homes at build-out. See "IMPROVEMENT AREA NO. 1" and "OWNERSHIP OF PROPERTY WITHIN IMPROVEMENT AREA NO. 1."

Use of Proceeds. The Bonds are being issued to (i) construct and acquire certain public facilities, including payment of fees related to public facilities, authorized for the District and Improvement Area No. 1; (ii) provide for a deposit into the debt service reserve fund for the Bonds; (iii) pay capitalized interest on a portion of the Bonds through and including September 1, 2024; and (iv) pay the costs of issuance of the Bonds. See "FINANCING PLAN."

Bond Terms. Interest on the Bonds is payable semiannually on March 1 and September 1 of each year, commencing March 1, 2024. The Bonds will be issued in the denomination of \$5,000 or integral multiples of \$5,000 in excess thereof. The Bonds, when delivered, will be initially registered in the name of Cede & Co., as nominee of The Depository Trust Company ("DTC"). DTC will act as securities depository for the Bonds. See "THE BONDS – Description of the Bonds" and "APPENDIX G – DTC and the Book-Entry Only System."

Redemption. The Bonds are subject to optional redemption, mandatory sinking fund redemption, and special mandatory redemption from prepaid Special Taxes. See "THE BONDS – Redemption."

THE BONDS ARE SPECIAL LIMITED OBLIGATIONS OF THE CITY, PAYABLE SOLELY FROM THE SPECIAL TAX REVENUES AND CERTAIN OTHER FUNDS AND AMOUNTS HELD BY THE FISCAL AGENT UNDER THE FISCAL AGENT AGREEMENT. THE INFORMATION SET FORTH IN THIS OFFICIAL STATEMENT, INCLUDING INFORMATION UNDER THE HEADING "BOND OWNERS' RISKS," SHOULD BE READ IN ITS ENTIRETY.

MATURITY SCHEDULE

(see inside cover)

This cover page contains certain information for quick reference only. It is not a summary of essential information about the Bonds. Potential investors should read this entire Official Statement to obtain information essential for making an informed investment decision. Investment in the Bonds involves risks that may not be appropriate for some investors. See "BOND OWNERS' RISKS" for a discussion of special risk factors that should be considered in evaluating the investment quality of the Bonds.

The Bonds are offered when, as and if issued by the City and accepted by the Underwriter, subject to approval as to their legality by Jones Hall, A Professional Law Corporation, San Francisco, California, Bond Counsel, and subject to certain other conditions. Jones Hall also serves as disclosure counsel to the City. Certain matters will be passed upon for the City by Meyers Nave, A Professional Law Corporation, Sacramento, California, as City Attorney. Certain legal matters will be passed upon for the Underwriter by its counsel, Kutak Rock LLP, Irvine, California. It is anticipated that the Bonds, in book-entry form, will be available for delivery through the facilities of DTC on or about _____, 2023.

[PIPER LOGO]

The date of this Official Statement is: _____, 2023.

* Preliminary; subject to change.

MATURITY SCHEDULE

\$ _____ Serial Bonds
(Base CUSIP†: _____)

Maturity (September 1)	Principal Amount	Interest Rate	Yield	Price	CUSIP† ()
---------------------------	---------------------	------------------	-------	-------	------------------

\$ _____ % Term Bond due September 1, _____, Yield: _____%, Price: _____%;
CUSIP† _____

† CUSIP Global Services (CGS) is managed on behalf of American Bankers Association by FactSet Research Systems Inc. Copyright© 2023 CUSIP Global Services. This data is not intended to create a database and does not serve in any way as a substitute for the CGS database. CUSIP® numbers are provided for convenience of reference only. None of the City, the Fiscal Agent or the Underwriter take any responsibility for the accuracy of the CUSIP data.

CITY OF RANCHO CORDOVA

City Council

Linda Budge, Mayor
David M. Sander, Ph.D., Vice Mayor
Garrett Gatewood, Councilmember
Siri Pulipati, Councilmember
Donald Terry, Councilmember

Staff

Micah Runner, City Manager
Kim Juran-Karageorgiou, Administrative Services Director
Stacy Leitner, City Clerk
Adam Lindgren of Meyers Nave, A Professional Law Corporation, City Attorney

SPECIAL SERVICES

Bond Counsel and Disclosure Counsel

Jones Hall, A Professional Law Corporation
San Francisco, California

Municipal Advisor

NHA Advisors, LLC
San Rafael, California

Special Tax Consultant

Goodwin Consulting Group, Inc.
Sacramento, California

Appraiser

Integra Realty Resources
Sacramento, California

Fiscal Agent

U.S. Bank Trust Company, National Association
Seattle, Washington

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OFFICIAL STATEMENT

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CITY OF RANCHO CORDOVA
ARISTA DEL SOL COMMUNITY FACILITIES DISTRICT NO. 2022-1
IMPROVEMENT AREA NO. 1
SPECIAL TAX BONDS
SERIES 2023

This Official Statement, including the cover page and all appendices hereto, is provided to furnish certain information in connection with the issuance by the City of Rancho Cordova (the “**City**”) of the above-captioned bonds (the “**Bonds**”), for and on behalf of its Improvement Area No. 1 (“**Improvement Area No. 1**”) of the City of Rancho Cordova Arista Del Sol Community Facilities District No. 2022-1 (the “**District**”).

Any statements made in this Official Statement involving matters of opinion or of estimates, whether or not so expressly stated, are set forth as such and not as representations of fact, and no representation is made that any of the estimates will be realized. Definitions of certain terms used herein and not defined herein shall have the meaning set forth in the Fiscal Agent Agreement. See APPENDIX C.

INTRODUCTION

This introduction is not a summary of this Official Statement. It is only a brief description of and guide to, and is qualified by, more complete and detailed information contained in the entire Official Statement, including the cover page and attached appendices, and the documents summarized or described in this Official Statement. A full review should be made of the entire Official Statement. The offering of the Bonds to potential investors is made only by means of the entire Official Statement.

The District, Improvement Area No. 1 and Future Annexation Area. The District was established, Improvement Area No. 1 was designated as an improvement area within the District, and a future annexation area was created for the District (the “**Future Annexation Area**”), pursuant to proceedings conducted by the City under the Mello-Roos Community Facilities Act of 1982, as amended (Sections 53311, *et seq.*, of the Government Code of the State of California) (the “**Mello-Roos Act**”). The Bonds represent the first and are expected to be the only series of special tax bonds, other than possible refunding bonds, issued for Improvement Area No. 1.

The Bonds. The Bonds are issued pursuant to the provisions of the Mello-Roos Act, a Fiscal Agent Agreement, dated as of September 1, 2023 (the “**Fiscal Agent Agreement**”) between the City and U.S. Bank Trust Company, National Association, as fiscal agent (the “**Fiscal Agent**”), and a resolution adopted on August 21, 2023 by the City Council of the City, which authorized the issuance of the Bonds (the “**Resolution**”).

* Preliminary, subject to change.

Registration of Ownership of the Bonds. The Bonds are issued only as fully registered bonds in book-entry form, registered in the name of Cede & Co., as nominee of The Depository Trust Company (“DTC”), without coupons, in the denomination of \$5,000 or any integral multiple thereof and shall be dated as of and bear interest from the date of delivery thereof at the rate or rates set forth on the cover page hereof. Interest on the Bonds is payable on March 1 and September 1 of each year (each an “**Interest Payment Date**”), commencing March 1, 2024. Ultimate purchasers of Bonds will not receive physical certificates representing their interest in the Bonds. So long as the Bonds are registered in the name of Cede & Co., as nominee of DTC, references herein to the Owners shall mean Cede & Co., and shall not mean the ultimate purchasers of the Bonds. Payments of the principal, premium, if any, and interest on the Bonds will be made directly to DTC, or its nominee, Cede & Co. so long as DTC or Cede & Co. is the registered owner of the Bonds. Disbursements of such payments to DTC’s Participants is the responsibility of DTC and disbursements of such payments to the Beneficial Owners is the responsibility of DTC’s Participants and Indirect Participants, as more fully described herein. See “APPENDIX G – DTC and the Book-Entry Only System.”

Use of Proceeds. Proceeds of the Bonds will primarily be used to finance a portion of the costs of acquiring and constructing, and/or paying impact fees for, certain public infrastructure improvements necessary for development in the District (the “**Facilities**,” as described herein). The Facilities consist generally of roadway and transportation improvements, park improvements, in-tract improvements and other miscellaneous infrastructure improvements necessary for development of property within the District, as well as certain development impact fees imposed by the City and other local agencies. Proceeds of the Bonds will also be used to make a deposit in the Reserve Fund (defined herein), provide capitalized interest on a portion of the Bonds through and including September 1, 2024, and pay the cost of issuance of the Bonds.

Security and Sources of Payment of the Bonds. The Bonds are secured by, and payable from, “**Special Tax Revenues**,” which are defined as the proceeds of the Special Taxes annually received by the City, less an amount equal to the Administrative Expense Priority, including all scheduled payments and delinquent payments thereof, interest and penalties thereon and proceeds of the redemption or sale of property sold as a result of foreclosure of the lien of the Special Taxes. “**Special Taxes**” means the special tax levied on taxable real property within the boundaries of Improvement Area No. 1 under the Rate and Method of Apportionment of Special Tax for Improvement Area No. 1 (the “**Rate and Method**”), and “**Administrative Expense Priority**” means (i) for Fiscal Year 2023-24, \$30,000, and (ii) for each subsequent year, an amount equal to the preceding fiscal year’s Administrative Expense Priority plus an additional 2% of such amount.

The Bonds are also payable from amounts held in certain funds and accounts pursuant to the Fiscal Agent Agreement, including the Reserve Fund, all as more fully described herein. The Special Tax applicable to each taxable parcel in Improvement Area No. 1 will be levied and collected annually according to the tax liability determined by the application of the Rate and Method, which is set forth in APPENDIX A hereto. The Special Taxes represent fixed liens on the parcels of land subject to a Special Tax in Improvement Area No. 1 and failure to pay the Special Taxes could result in proceedings to foreclose title to the delinquent property. The Special Taxes do not constitute the personal indebtedness of the owners of taxed parcels and no proceedings to collect directly from an owner is permitted. See “SECURITY FOR THE BONDS – Rate and Method” and “APPENDIX A – Rate and Method of Apportionment of Special Tax.”

Pursuant to the Mello-Roos Act, the Resolution of Formation (as defined herein), and the Fiscal Agent Agreement, so long as any Bonds are outstanding, the City will annually levy the Special Tax against all taxable land within Improvement Area No. 1 in accordance with the proceedings for the authorization and issuance of the Bonds and to make provision for the collection of the Special Tax in amounts which will be sufficient to pay interest on, principal of and redemption premium (if any) on the Bonds as such becomes due and payable and to replenish the Reserve Fund (as defined herein) as necessary. See "SECURITY FOR THE BONDS – Special Taxes" herein.

On May 16, 2022, the City Council, as legislative body of the CFD and Improvement Area No. 1, established the bonded indebtedness limit for the District in the principal amount of not to exceed \$50,000,000 (excluding refunding bonds described in Section 53364.2(e) of the Mello-Roos Act) (the "**Authorization**"), initially allocated as follows: (i) for Improvement Area No. 1, \$25,000,000 and (ii) for land within the Future Annexation Area, \$25,000,000. The Bonds are the first series of bonds being issued by the City for Improvement Area No. 1, no additional bonds are currently expected, except that additional bonds secured on parity with the Bonds may be issued for refunding purposes. Land within the Future Annexation Area is expected to annex into the District as one or more separate improvement areas, and is not expected to provide security for the Bonds.

In connection with the issuance of the Bonds, the City will direct the Fiscal Agent to establish a "**Reserve Fund**," which will be funded in an amount equal to the Reserve Requirement (described herein) with respect to the Bonds. Amounts in the Reserve Fund are available for payment of the Bonds in the event of delinquencies in the payment of the Special Taxes to the extent of such delinquencies. See "SECURITY FOR THE BONDS – Reserve Fund." If there are additional delinquencies after depletion of funds in the Reserve Fund, the City is not obligated to pay the Bonds, or supplement the Reserve Fund.

Property Subject to the Special Tax. Improvement Area No. 1 consists of 366 residential lots subject to the Special Tax. The lots are under development by Woodside Home Company (described herein) into four single family residential detached residential neighborhoods currently being marketed as "Valley Oaks at Cypress," "Palo Verde at Cypress," "Sycamore at Cypress," and "Acacia II at Cypress." As of the July 31, 2023 date of the appraisal described herein, development of the project comprised 7 homes owned by individual homeowners, 68 homes under construction, 277 partially improved lots, and 14 completed homes currently serving as models. Marketing in all neighborhoods is ongoing, with 26 homes under contract to homeowners.

Improvement Area No. 1 is the first phase of a larger development being undertaken by the current owner of all the parcels within Improvement Area No. 1, Woodside 05N, LP, a California limited liability partnership ("**Woodside**"). Land in Improvement Area No. 1 and the Future Annexation Area comprises Woodside's "Arista Del Sol" development project anticipated to consist of a total of 740 single-family homes, as well as anticipated public and commercial uses at build-out. *The Bonds are secured only by the parcels in Improvement Area No. 1.*

Value of Property. Property in Improvement Area No. 1 is security for the Special Tax. The City ordered preparation of an appraisal report (the "**Appraisal**"), of the estimated value of the taxable land within Improvement Area No. 1 as of a July 31, 2023 date of value, prepared by Integra Realty Resources, Sacramento, California (the "**Appraiser**"). The Appraiser indicated a value estimate of \$77,114,000 as of the date of value, subject to the conditions and qualifications set forth therein. The Appraisal is set forth in its entirety as APPENDIX B hereto.

The description herein of the Appraisal is intended for limited purposes only; the Appraisal should be read in its entirety. In considering the estimates of value evidenced by the Appraisal, it should be noted that the Appraisal is based upon a number of standard and special assumptions that affected the estimates as to value, in addition to the assumption of completion of the Facilities expected to be funded with the proceeds of the Bonds. See "VALUE OF PROPERTY WITHIN IMPROVEMENT AREA NO. 1."

The principal amount of the direct and overlapping debt in Improvement Area No. 1 is \$15,837,441*, which consists of the estimated amount of Bonds (\$15,500,000*) and \$337,441 of overlapping general obligation and CFD bond debt. Consequently, the estimated value of property in Improvement Area No. 1 subject to the Special Tax lien (\$77,114,000), is approximately 4.9* times the principal amount of the direct and overlapping debt in Improvement Area No. 1. This is an average, and individual parcels may have value-to-lien ratios that are different. See "VALUE OF PROPERTY WITHIN IMPROVEMENT AREA NO. 1 – Value to Special Tax Burden Ratios."

Land may annex into Improvement Area No. 1 or, more likely, a separate improvement area established for the District, from the Future Annexation Area upon the unanimous approval of the owner(s) thereof, without any further proceedings of the City Council. Currently, no annexations into Improvement Area No. 1 are contemplated and per the Fiscal Agent Agreement, bonds can only be issued for refunding purposes.

Risks of Investment. Investment in the Bonds involves risks that may not be appropriate for some investors. See "BOND OWNERS' RISKS" for a discussion of special factors that should be considered, in addition to the other matters set forth herein, in considering the investment quality of the Bonds.

Limited Obligation of the City. The general fund of the City is not liable and the full faith and credit of the City is not pledged for the payment of the interest on, or principal of or redemption premiums, if any, on the Bonds. The Bonds are not secured by a legal or equitable pledge of or charge, lien or encumbrance upon any property of the City or any of its income or receipts, except the Special Tax Revenues and amounts in certain funds established under the Fiscal Agent Agreement as described herein. The Bonds are special limited obligations of the City, and neither the City Council, the City nor any officer or employee thereof shall be liable for the payment of the interest on or principal of or redemption premiums, if any, on the Bonds other than from the Special Tax Revenues and amounts in certain funds established under the Fiscal Agent Agreement as described herein.

* Preliminary, subject to change.

Summary of Information. Brief descriptions of certain provisions of the Fiscal Agent Agreement and certain other documents are included herein. The descriptions and summaries of documents herein do not purport to be comprehensive or definitive, and reference is made to each such document for the complete details of all its respective terms and conditions, copies of which are available for inspection at the office of the City. All statements herein with respect to certain rights and remedies are qualified by reference to laws and principles of equity relating to or affecting creditors' rights generally. Capitalized terms used in this Official Statement and not otherwise defined herein have the meanings ascribed to such terms in the Fiscal Agent Agreement. See "APPENDIX C – Summary of Certain Provisions of the Fiscal Agent Agreement." The information and expressions of opinion herein speak only as of the date of this Official Statement and are subject to change without notice. Neither delivery of this Official Statement, any sale made hereunder, nor any future use of this Official Statement shall, under any circumstances, create any implication that there has been no change in the affairs of the City or Improvement Area No. 1 since the date hereof.

FINANCING PLAN

The Bonds are being issued to (i) construct and acquire certain public facilities, which may include payment of fees related to public facilities, authorized for the District; (ii) deposit into the Reserve Fund an amount equal to the Reserve Requirement with the Bonds; (iii) fund capitalized interest on a portion of the Bonds through and including September 1, 2024; and (iv) pay the costs of issuance of the Bonds.

A summary of the estimated sources and uses of funds associated with the sale of the Bonds follows:

Estimated Sources of Funds:

Principal Amount of the Bonds	\$
Plus/less: [Net] Original Issue Premium/Discount	
Total	\$

Estimated Uses of Funds:

Deposit to Improvement Fund	\$
Deposit to Reserve Fund ⁽¹⁾	
Deposit to Capitalized Interest Account of Bond Fund ⁽²⁾	
Costs of Issuance ⁽³⁾	
Total	\$

(1) Equal to the Reserve Requirement for the Bonds.

(2) Used to pay capitalized interest on a portion of the Bonds through and including September 1, 2024.

(3) Used to pay costs of issuance of the Bonds, including initial fees, expenses and charges of the Fiscal Agent, costs of printing the preliminary and final Official Statements, administrative fees of the City, Underwriter's discount, Municipal Advisor, fees of Bond Counsel and Disclosure Counsel, and other costs of issuance.

THE BONDS

Authority for Issuance

The Bonds are issued pursuant to the Fiscal Agent Agreement, the Resolution adopted by the City Council on April 21, 2023, and the Mello-Roos Act.

On May 16, 2022, the City Council, as legislative body of the CFD and Improvement Area No. 1, established the bonded indebtedness limit for the CFD in the principal amount of not to exceed \$50,000,000 (excluding refunding bonds described in Section 53364.2(e) of the Act) (the “Authorization”), initially allocated as follows: (i) for Improvement Area No. 1, \$25,000,000 and (ii) for land within the Future Annexation Area, \$25,000,000. Under the provisions of the Mello-Roos Act, since there were fewer than 12 registered voters residing within Improvement Area No. 1 at any point during the 90-day period preceding the adoption of the City’s resolution forming the District on May 16, 2022 (the “**Resolution of Formation**”), the sole qualified elector was the developer/landowner who was entitled to cast one vote for each acre or portion of an acre of land owned within Improvement Area No. 1. The landowner voted to incur the indebtedness and to approve the annual levy of Special Taxes to be collected within Improvement Area No. 1, for the purpose of paying for the Facilities, including repaying any indebtedness of Improvement Area No. 1, replenishing reserve funds and paying administrative expenses.

The Bonds are the first series of bonds being issued by the City for Improvement Area No. 1 and the District; after issuance of the Bonds, additional bonds secured on parity with the Bonds may only be issued for refunding purposes.

Description of the Bonds

The Bonds are being issued as fully registered bonds, registered in the name of Cede & Co. as nominee of The Depository Trust Company (“**DTC**”), and will be available to ultimate purchasers in the denomination of \$5,000 or any integral multiple thereof, under the book-entry system maintained by DTC. Ultimate purchasers of Bonds will not receive physical certificates representing their interest in the Bonds. So long as the Bonds are registered in the name of Cede & Co., as nominee of DTC, references herein to the Owners shall mean Cede & Co., and shall not mean the ultimate purchasers of the Bonds. Payments of the principal, premium, if any, and interest on the Bonds will be made directly to DTC, or its nominee, Cede & Co., by U.S. Bank Trust Company, National Association, as the fiscal agent, registrar and transfer agent (the “**Fiscal Agent**”) for the Bonds, so long as DTC or Cede & Co. is the registered owner of the Bonds. Disbursements of such payments to DTC’s Participants is the responsibility of DTC and disbursements of such payments to the Beneficial Owners is the responsibility of DTC’s Participants and Indirect Participants, as more fully described herein. See “APPENDIX G – DTC and the Book-Entry Only System.”

The Bonds will be dated as of and bear interest from the date of delivery thereof at the rates and mature in the amounts and years, as set forth on the cover page hereof. The principal of the Bonds and premiums due upon the redemption thereof, if any, will be payable in lawful money of the United States of America at the principal corporate trust office of the Fiscal Agent in Seattle, Washington, or such other place as designated by the Fiscal Agent, upon presentation and surrender of the Bonds.

Interest on the Bonds, computed on the basis of a 360-day year consisting of twelve 30-day months, will be paid in lawful money of the United States of America semiannually on March 1 and September 1 of each year (each an “**Interest Payment Date**”), commencing March 1, 2024. Interest on the Bonds (including the final interest payment upon maturity or earlier redemption) is payable by check of the Fiscal Agent mailed on each Interest Payment Date by first class mail to the registered Owner thereof at such registered Owner’s address as it appears on the registration books maintained by the Fiscal Agent at the close of business on the 15th day of the calendar month preceding the Interest Payment Date (the “**Record Date**”), or by wire transfer made on such Interest Payment Date upon written instructions received by the Fiscal Agent on or before the Record Date preceding the Interest Payment Date, of any Owner of \$1,000,000 or more in aggregate principal amount of Bonds; provided that so long as any Bonds are in book-entry form, payments with respect to such Bonds shall be made by wire transfer, or such other method acceptable by the Fiscal Agent, to DTC. See “APPENDIX G – DTC and the Book-Entry Only System.”

Each Bond shall bear interest from the Interest Payment Date next preceding the date of authentication thereof unless (i) it is authenticated on an Interest Payment Date, in which event it shall bear interest from such date of authentication, or (ii) it is authenticated prior to an Interest Payment Date and after the close of business on the Record Date preceding such Interest Payment Date, in which event it shall bear interest from such Interest Payment Date, or (iii) it is authenticated prior to the Record Date preceding the first Interest Payment Date, in which event it shall bear interest from the dated date; provided, however, that if at the time of authentication of a Bond, interest is in default thereon, such Bond shall bear interest from the Interest Payment Date to which interest has previously been paid or made available for payment thereon. So long as the Bonds are registered in the name of Cede & Co., as nominee of DTC, payments of the principal, premium, if any, and interest on the Bonds will be made directly to DTC, or its nominee, Cede & Co. Disbursements of such payments to DTC’s Participants is the responsibility of DTC and disbursements of such payments to the Beneficial Owners is the responsibility of DTC’s Participants and Indirect Participants, as more fully described herein. See “APPENDIX G - DTC and the Book-Entry Only System.”

Redemption

Optional Redemption. The Bonds are subject to optional redemption from any source of available funds (other than prepayments of the Special Tax by property owners), in whole or in part among maturities as specified by the City and by lot within a maturity, on any date on and after September 1, 20__ at the following respective redemption prices (expressed as percentages of the principal amount of the Bonds to be redeemed), plus accrued interest thereon to the date of redemption:

<u>Redemption Dates</u>	<u>Redemption Price</u>
September 1, 20__ through August 31, 20__	103%
September 1, 20__ through August 31, 20__	102
September 1, 20__ through August 31, 20__	101
September 1, 20__ and any date thereafter	100

Mandatory Redemption from Prepayments. The Bonds are subject to mandatory redemption from prepayments of the Special Tax by property owners, in whole or in part among maturities as shall be specified by the City and by lot within a maturity, on any Interest Payment Date at the following respective redemption prices (expressed as percentages of the principal amount of the Bonds to be redeemed), plus accrued interest thereon to the date of redemption:

<u>Redemption Dates</u>	<u>Redemption Price</u>
Interest Payment Dates through and including March 1, 20__	103%
September 1, 20__ and March 1, 20__	102
September 1, 20__ and March 1, 20__	101
September 1, 20__ and any Interest Payment Date thereafter	100

See "BOND OWNERS' RISKS – Potential Early Redemption of Bonds from Prepayments" for a discussion of the potential for the Bonds to be priced with original issue premium and then be redeemed from Special Tax prepayments prior to maturity.

Mandatory Sinking Fund Redemption. The Bonds maturing September 1, 20__ and September 1, 20__ (the "Term Bonds") are subject to mandatory sinking payment redemption in part on September 1, 20__ and September 1, 20__, and on each September 1 thereafter to maturity, by lot, at a redemption price equal to one hundred percent (100%) of the principal amount thereof to be redeemed, without premium, in the aggregate respective principal amounts as set forth in the following tables:

September 1, 20__ Term Bonds

<u>Mandatory Redemption Date (September 1)</u>	<u>Sinking Fund Payment</u>
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September 1, 20__ Term Bonds

<u>Mandatory Redemption Date (September 1)</u>	<u>Sinking Fund Payment</u>
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The amounts in the foregoing table shall be reduced pro rata, in order to maintain substantially uniform debt service, as a result of any prior partial optional redemption or mandatory redemption of the Bonds.

In lieu of redemption, moneys in the Bond Fund may be used and withdrawn by the Fiscal Agent for purchase of Outstanding Bonds, upon the filing with the Fiscal Agent of an Officer's Certificate requesting such purchase, at public or private sale as and when, and at such prices (including brokerage and other charges) as such Officer's Certificate may provide, but in no event may Bonds be purchased at a price in excess of the principal amount thereof, plus interest accrued to the date of purchase.

Redemption Procedure by Fiscal Agent. The Fiscal Agent shall cause notice of any redemption to be mailed by first class mail, postage prepaid, at least 20 days but not more than 60 days prior to the date fixed for redemption, to the Securities Depositories and to one or more Information Services, and to the respective registered Owners of any Bonds designated for redemption, at their addresses appearing on the Bond registration books in the Principal Office of the Fiscal Agent; but such mailing shall not be a condition precedent to such redemption and failure to mail or to receive any such notice, or any defect therein, shall not affect the validity of the proceedings for the redemption of such Bonds.

Such notice shall state the redemption date and the redemption price and, if less than all of the then Outstanding Bonds are to be called for redemption, shall designate the CUSIP numbers and bond numbers of the Bonds to be redeemed by giving the individual CUSIP number and number of each Bond to be redeemed or shall state that all Bonds between two stated numbers, both inclusive, are to be redeemed or that all of the Bonds of one or more maturities have been called for redemption, shall state as to any Bond called in part the principal amount thereof to be redeemed, and shall require that such Bonds be then surrendered at the Principal Office of the Fiscal Agent for redemption at the said redemption price, and shall state that further interest on such Bonds will not accrue from and after the redemption date.

The City has the right to rescind any notice of the optional redemption of Bonds. Any notice of redemption shall be cancelled and annulled if for any reason funds will not be or are not available on the date fixed for redemption for the payment in full of the Bonds then called for redemption, and such cancellation shall not constitute an event of default.

Upon the payment of the redemption price of Bonds being redeemed, each check or other transfer of funds issued for such purpose shall, to the extent practicable, bear the CUSIP number identifying, by issue and maturity, the Bonds being redeemed with the proceeds of such check or other transfer.

Whenever provision is made in the Fiscal Agent Agreement for the redemption of less than all of the Bonds of any maturity, the Fiscal Agent shall select the Bonds to be redeemed, from all Bonds or such given portion thereof of such maturity by lot in any manner which the Fiscal Agent in its sole discretion shall deem appropriate. Upon surrender of Bonds redeemed in part only, the City shall execute and the Fiscal Agent shall authenticate and deliver to the registered Owner, at the expense of the City, a new Bond or Bonds, of the same series and maturity, of authorized denominations in aggregate principal amount equal to the unredeemed portion of the Bond or Bonds.

Effect of Redemption. From and after the date fixed for redemption, if funds available for the payment of the principal of, and interest and any premium on, the Bonds so called for redemption shall have been deposited in the Bond Fund, such Bonds so called shall cease to be entitled to any benefit under the Fiscal Agent Agreement other than the right to receive payment of the redemption price, and no interest shall accrue thereon on or after the redemption date specified in such notice.

Transfer or Exchange of Bonds

So long as the Bonds are registered in the name of Cede & Co., as nominee of DTC, transfers and exchanges of Bonds shall be made in accordance with DTC procedures. See APPENDIX G. Any Bond may, in accordance with its terms, be transferred or exchanged by the person in whose name it is registered, in person or by his duly authorized attorney, upon surrender of such Bond for cancellation, accompanied by delivery of a duly written instrument of transfer in a form approved by the Fiscal Agent. Whenever any Bond or Bonds shall be surrendered for transfer or exchange, the City shall execute and the Fiscal Agent shall authenticate and deliver a new Bond or Bonds, for a like aggregate principal amount of Bonds of authorized denominations and of the same maturity. The cost for any services rendered or any expenses incurred by the Fiscal Agent in connection with any such transfer or exchange shall be paid by the City. The Fiscal Agent shall collect from the Owner requesting such transfer any tax or other governmental charge required to be paid with respect to such transfer or exchange.

No transfers or exchanges of Bonds shall be required to be made (i) within 15 days prior to the date established by the Fiscal Agent for selection of Bonds for redemption or (ii) with respect to a Bond after such Bond has been selected for redemption.

SECURITY FOR THE BONDS

The Bonds are secured by and payable from a first pledge of the proceeds of the **“Special Tax Revenues,”** defined in the Fiscal Agent Agreement as the proceeds of the Special Tax received by the City for Improvement Area No. 1, less an amount equal to the Administrative Expense Priority, including all scheduled payments and delinquent payments thereof, interest and penalties thereon and proceeds of the redemption or sale of property sold as a result of foreclosure of the lien of the Special Taxes. **“Administrative Expense Priority”** means (i) for Fiscal Year 2023-24, \$30,000, and (ii) for each subsequent year, an amount equal to the preceding fiscal year’s Administrative Expense Priority plus an additional 2% of such amount.

All of the Special Tax Revenues and all moneys deposited in the Bond Fund and, until disbursed as provided in the Fiscal Agent Agreement, the Improvement Fund and the Special Tax Fund are pledged to secure the repayment of the Bonds. In addition, the Bonds are secured by a pledge of all amounts in the Reserve Fund. Such pledge shall constitute a first lien on the Special Tax Revenues and said amounts.

The Special Tax Revenues and all moneys deposited into said funds are pledged to the payment of the principal of, and interest and any premium on, the Bonds as provided in the Fiscal Agent Agreement and in the Mello-Roos Act until all of the Bonds have been paid and retired or until moneys or Federal Securities (as defined in the Fiscal Agent Agreement) have been set aside irrevocably for that purpose. The City may issue additional bonds secured on a parity with the Bonds only for refunding purposes; see “–Additional Bonds” below.

Amounts in a Costs of Issuance Fund established under the Fiscal Agent Agreement are not pledged to the repayment of the Bonds. The Facilities are not in any way pledged to the repayment of the Bonds. Any proceeds of condemnation, destruction or other disposition of any Facilities are not pledged to the repayment of the Bonds and are free and clear of any lien or obligation imposed under the Fiscal Agent Agreement.

Special Taxes

A Special Tax applicable to each taxable parcel in Improvement Area No. 1 will be levied and collected according to the tax liability determined by the City through the application of the Rate and Method prepared by Goodwin Consulting Group, Inc., Sacramento, California (the **“Special Tax Consultant”**) and set forth in APPENDIX A hereto, for all taxable properties in Improvement Area No. 1. Interest and principal on the Bonds is payable from the annual Special Taxes to be levied and collected on such property within Improvement Area No. 1, from amounts held in certain funds and accounts established under the Fiscal Agent Agreement and from the proceeds, if any, from the sale of such property for delinquency of such Special Taxes.

The Special Taxes are exempt from the property tax limitation of Article XIII A of the California Constitution, pursuant to Section 4 thereof as a “special tax” authorized by a two-thirds vote of the qualified electors. The levy of the Special Taxes was authorized by the City pursuant to the Mello-Roos Act in a maximum amount determined according to the Rate and Method approved by the City. See “Rate and Method” below and “APPENDIX A – Rate and Method of Apportionment of Special Tax.”

The amount of Special Taxes that the City may levy in any year on taxable property in Improvement Area No. 1, from which principal and interest on the Bonds is to be paid, is limited

by the maximum rates approved by the qualified electors within Improvement Area No. 1 which are set forth as the “**Maximum Special Tax**” in the Rate and Method. Under the Rate and Method, Special Taxes will be levied annually in an amount not in excess of the Maximum Special Tax for the purpose of making payments on the Bonds. The Special Taxes and any interest earned on the Special Taxes shall constitute a fund for the principal of and interest on the Bonds pursuant to the Fiscal Agent Agreement and, so long as the amount levied for principal of and interest on these obligations remains unpaid, the Special Taxes and investment earnings thereon shall not be used for any other purpose, except as permitted by the Fiscal Agent Agreement, and shall be held in trust for the benefit of the owners thereof and shall be applied pursuant to the Fiscal Agent Agreement. The Rate and Method apportions the Special Tax Requirement (as defined in the Rate and Method and described below) among the taxable parcels of real property within Improvement Area No. 1 according to the rate and methodology set forth in the Rate and Method. See “– Rate and Method” below. See also “APPENDIX A – Rate and Method of Apportionment of Special Tax.”

The City may levy the Special Tax up to the Maximum Special Tax rate authorized by the qualified electors within Improvement Area No. 1 as set forth in the Rate and Method if conditions so require and the City has covenanted to annually levy the Special Taxes in an amount at least sufficient to pay the Special Tax Requirement (as defined below). Because each Special Tax levy for payment of the Bonds is limited to the Maximum Special Tax rates authorized as set forth in the Rate and Method, no assurance can be given that, in the event of Special Tax delinquencies, the amount of the Special Tax Requirement will in fact be collected in any given year. See “BOND OWNERS’ RISKS – Levy and Collection of the Special Tax” herein. The Special Taxes are collected for the City by the County in the same manner and at the same time as *ad valorem* property taxes.

In addition to the Maximum Special Tax rate limitation in the Rate and Method, Section 53321(d) of the Mello-Roos Act provides that the special tax levied against any parcel for which an occupancy permit for private residential use has been issued may not be increased as a consequence of delinquency or default by the owner of any other parcel within a community facilities district by more than 10% above the amount that would have been levied in such fiscal year had there never been any such delinquencies or defaults.

Rate and Method

The Special Tax authorized under the Mello-Roos Act applicable to land within Improvement Area No. 1 will be levied and collected according to the tax liability determined by the City through the application of the appropriate amount or rate as described in the Rate and Method (defined terms set forth below in this section have the meanings set forth in the Rate and Method) set forth in “APPENDIX A – Rate and Method of Apportionment of Special Tax.” The Special Tax will be levied each year from parcels within Improvement Area No. 1 in an amount at least sufficient to pay debt service on outstanding Bonds and administrative expenses. The Special Tax is expected to be collected at the same time and in the same manner as *ad valorem* property taxes. The City reserves the right to collect the taxes in another manner if required to meet annual obligations of Improvement Area No. 1.

Each year, the City will determine the Special Tax Requirement for the upcoming fiscal year. The “**Special Tax Requirement**” is defined in the Rate and Method as the amount necessary in any fiscal year (i) to pay principal and interest on Bonds which are due in the calendar year which begins in such fiscal year, (ii) to pay periodic costs for the Bonds, including but not limited to, credit enhancement, liquidity support and rebate payments on the Bonds,

(iii) to replenish reserve funds to the extent such replenishment was not included in the computation of the Special Tax Requirement in a previous fiscal year, (iv) to cure any delinquencies in the payment of principal or interest on Bonds which have occurred in the prior fiscal year or, based on prior delinquencies, are expected to occur in the current fiscal year, (v) to pay Administrative Expenses, and (vi) to pay directly for Authorized Facilities, so long as such levy under this clause (vi) does not increase the Special Tax on Final Map Property or Undeveloped Property (as defined in the Rate and Method). The Special Tax Requirement components in clauses (i) and (ii) may be reduced in any fiscal year by (a) interest earnings on, or surplus balances in, funds and accounts for the Bonds to the extent that such earnings or balances are available to apply against debt service pursuant to the Indenture, Bond resolution, or other legal document that set forth these terms, (b) in the sole and absolute discretion of the City, proceeds received by the City from the collection of penalties associated with delinquent Special Taxes; and (c) any other revenues available to pay such costs as determined by the City.

Parcels Subject to the Special Tax. The City will prepare a list of the parcels subject to the Special Tax using the records of the City and the County Assessor. The City has the authorization to tax all parcels within Improvement Area No. 1 except tax-exempt parcels as described in the Rate and Method.

Each Fiscal Year, the Administrator shall: (i) assign each Parcel of Taxable Property to the appropriate Development Class, (ii) for Developed Property, categorize each Parcel as Single Family Detached Property, Single Family Attached Property or Other Property, (iii) for Single Family Detached Property, determine the Lot Category for each SFD Lot; (iv) for Single Family Attached Property, determine the number of SFA Units on each Parcel; (v) for Other Property, determine the Acreage of each Parcel; and (vi) determine the Special Tax Requirement for the Fiscal Year. In addition, the Administrator shall, on an ongoing basis, monitor the Tentative Map, Final Maps, and Building Permits to determine if there are any proposed Land Use Changes that would change the Expected Maximum Special Tax Revenues.

If the Expected Maximum Special Tax Revenues will be revised pursuant to a proposed Land Use Change, the Administrator shall apply the steps set forth in Section D of the Rate and Method. In any Fiscal Year, if it is determined that: (i) a parcel map for property in Improvement Area No. 1 was recorded after January 1 of the prior Fiscal Year (or any other date after which the Assessor will not incorporate the newly-created Parcels into the then current tax roll), (ii) because of the date the parcel map was recorded, the Assessor does not yet recognize the new Parcels created by the parcel map, and (iii) one or more of the newly-created Parcels is in a different Development Class and/or Land Use Category than other Parcels created by the subdivision, the Administrator shall calculate the Special Taxes for the property affected by recordation of the parcel map by determining the Special Taxes that apply separately to the property within each Development Class and/or Land Use Category, then applying the sum of the individual Special Taxes to the Parcel that was subdivided by recordation of the parcel map.

Assignment of Maximum Special Tax. The Rate and Method describes in detail the precise method for assigning the Maximum Special Tax to parcels within Improvement Area No. 1, which generally provides that each year the City will use the definitions contained in the Rate and Method to classify each parcel as tax-exempt or taxable. Changes to maximum special tax rates due to Land Use Changes are handled per Section D of the Rate and Method. See APPENDIX A.

Maximum Special Tax Rates. The Maximum Special Tax for a Parcel of Developed Property based on a lot category of “A,” “B,” or “C” designated in the Rate and Method, based on lot size (see the “Lot Category” definitions in Appendix A) at the time the District was formed, as shown below and in Attachment 2 of the Rate and Method. The Rate and Method includes a designated tax amount for Attached Property and Other Property, however no development into those designations is expected. For additional details, see APPENDIX A.

Development Status	Land Use	Lot Category	FY 2024-25	
			Maximum Special Tax ⁽¹⁾⁽²⁾	
Developed Property	Single Family Detached	A	\$1,859.24	per Residential Unit
	Single Family Detached	B	\$2,682.74	per Residential Unit
	Single Family Detached	C	\$3,463.78	per Residential Unit
	Single Family Attached	N/A	\$1,859.24	per Residential Unit
	Other Property	N/A	\$26,955.74	per Acre
Final Map Property	Single Family Detached	A	\$1,859.24	per SFD Lot
	Single Family Detached	B	\$2,682.74	per SFD Lot
	Single Family Detached	C	\$3,463.78	per SFD Lot
	Single Family Attached	N/A	\$1,859.24	per Residential Unit
	Other Property	N/A	\$26,955.74	per Acre
Undeveloped Property	N/A	N/A	\$26,955.74	per Acre

- (1) On July 1, 2025 and each July 1 thereafter, the Maximum Special Taxes shall be increased by two percent of the amount in effect in the previous fiscal year.
- (2) Represents the Maximum Special Tax rates based on currently expected land uses in the CFD. Subject to change pursuant to Section D of the RMA.

Source: Goodwin Consulting Group, Inc.

In addition to the Maximum Special Tax rate limitation in the Rate and Method, Section 53321(d) of the Mello-Roos Act provides that the special tax levied against any parcel for which an occupancy permit for private residential use has been issued may not be increased as a consequence of delinquency or default by the owner of any other parcel within a community facilities district by more than 10% above the amount that would have been levied in such fiscal year had there never been any such delinquencies or defaults.

Levy of Special Tax. Once the Special Tax Requirement has been determined for a particular Fiscal Year, the Special Tax will be levied Proportionately on each Parcel of Developed Property up to 100% of the Maximum Special Tax for each Parcel of Developed Property until the amount levied is equal to the Special Tax Requirement prior to applying any Capitalized Interest that is available in the CFD accounts. “Developed Property” for purposes of the Rate and Method means, in any Fiscal Year, all Parcels of Taxable Property that are not Taxable Owners Association Property, Taxable Public Property, or Taxable Welfare Exemption Property for which a Building Permit for new construction was issued prior to June 1 of the preceding Fiscal Year.

Termination of the Special Tax. The Special Tax will be levied until all Bonds have been repaid and all authorized facilities have been funded; however, Special Taxes cannot be levied under any circumstance after fiscal year 2062-63.

Prepayment of the Special Tax. The Special Tax obligation assigned to a particular parcel within Improvement Area No. 1 can be prepaid, which will release the parcel making the prepayment from the Mello-Roos special tax lien. Section H of the Rate and Method sets forth a detailed formula by which the prepayment for a parcel can be calculated. Proceeds of such prepayment will be used to redeem a portion of the Bonds. See “THE BONDS – Redemption.”

Projected Fiscal Year 2024-25 Special Tax Levy. The following table shows the projected Fiscal Year 2024-25 special tax levy for Improvement Area No. 1

**Projected Fiscal Year 2024-25
Special Tax Levy ⁽¹⁾**

Projected Fiscal Year 2024-25 Special Tax Levy. The following table shows the projected Fiscal Year 2024-25 special tax levy for Improvement Area No. 1

Development Status	Land Use	Lot Category	FY 2024-25	
			Maximum Special Tax ⁽¹⁾⁽²⁾	
Developed Property	Single Family Detached	A	\$40,903	\$40,903
	Single Family Detached	B	118,041	118,041
	Single Family Detached	C	79,667	79,667
Final Map Property	Single Family Detached	A	\$130,147	\$114,202
	Single Family Detached	B	375,583	329,571
	Single Family Detached	C	232,073	203,642
Undeveloped Property	N/A	N/A	\$0	\$0
Total			\$976,414	\$886,027

(1) Based on building permits issued by July 31, 2023 and final maps recorded by June 30, 2023.

(2) Includes anticipated debt service due in 2025 on the Series 2023 Special Tax Bonds and estimated administrative expenses in the amount of \$30,600. The Administrative Expense Priority for fiscal year 2023-24 is \$30,000 and escalates by 2% per year.

Sources: Goodwin Consulting Group, Inc.

Special Tax Fund

When received, the Special Tax Revenues are required under the Fiscal Agent Agreement to be deposited into a Special Tax Fund to be held by the City in trust for the benefit of the City and the Owners of the Bonds. Within the Special Tax Fund, the City will establish and maintain two accounts, (i) the Debt Service Account, to the credit of which the City will deposit, immediately upon receipt, all Special Tax Revenues, and (ii) the Surplus Account, to the credit of which the City will deposit surplus Special Tax Revenue as described below. Moneys in the Special Tax Fund will be disbursed as provided below and, pending any disbursement, will be subject to a lien in favor of the Owners of the Bonds. Notwithstanding the foregoing, the City may semi-annually transfer from the Special Tax Fund so held an amount equal to one-half of the Administrative Expense Priority as necessary for the payment of Administrative Expenses up to the Administrative Expense Priority.

All Special Tax Revenue will be deposited in the Debt Service Account upon receipt. No later than 10 Business Days prior to each Interest Payment Date, the City will withdraw from the Debt Service Account of the Special Tax Fund and transfer (i) to the Fiscal Agent for deposit in the Reserve Fund, an amount which when added to the amount then on deposit therein, is equal to the Reserve Requirement, and (ii) to the Fiscal Agent for deposit in the Bond Fund an amount, taking into account any amounts then on deposit in the Bond Fund, such that the amount in the Bond Fund equals the principal, including any mandatory sinking fund payments, premium, if any, and interest due on the Bonds on the next Interest Payment Date. At such time as deposits to the Debt Service Account equal the principal, including any mandatory sinking fund payments, premium if any, and interest becoming due on the Bonds

for the current Bond Year and the amount needed to restore the balance of the Reserve Fund to the Reserve Requirement, the amount in the Debt Service Account in excess of such amount may, at the discretion of the City on or after September 15th of each year, be transferred to the Surplus Account and thereafter be free of the pledge to pay the Bonds.

Moneys in the Surplus Account may, at the City's discretion, be used to pay for costs of the Facilities, to pay the principal of, premium, if any, and interest on the Bonds or to replenish the Reserve Fund to the amount of the Reserve Requirement, but are not pledged to payment of the Bonds.

Deposit and Use of Proceeds of Bonds

The Bonds are additionally secured by certain amounts generated from proceeds of the Bonds, together with interest earnings thereon pledged under the Fiscal Agent Agreement. The proceeds of the initial purchase of the Bonds shall be paid to the Fiscal Agent, who shall deposit such proceeds in the 2022 Costs of Issuance Fund, the Improvement Fund, the Bond Fund (for capitalized interest) and the Reserve Fund established under the Fiscal Agent Agreement. See APPENDIX C for information on use of the moneys, including investment earnings thereon, in the various funds established under the Fiscal Agent Agreement. See also “– Reserve Fund” and “– Improvement Fund” below.

Delinquent Payments of Special Tax; Covenant for Foreclosure

The Special Tax will be collected in the same manner and the same time as *ad valorem* property taxes, except at the City's option, the Special Taxes may be billed directly to property owners. In the event of a delinquency in the payment of any installment of Special Taxes, the City is authorized by the Mello-Roos Act to order institution of an action in superior court to foreclose the lien therefore.

The City has covenanted in the Fiscal Agent Agreement with and for the benefit of the Owners of the Bonds that it will annually on or before September 1 of each year review the public records of the County relating to the collection of the Special Tax in order to determine the amount of the Special Tax collected in the prior fiscal year, and if the City determines on the basis of such review that the amount so collected is deficient by more than 5% of the total amount of the Special Tax levied in such fiscal year, it will within 30 days thereafter institute foreclosure proceedings as authorized by the Mello-Roos Act in order to enforce the lien of the delinquent installment of the Special Tax against each separate lot or parcel of land in Improvement Area No. 1 for which such installment of the Special Tax is delinquent, and will diligently prosecute and pursue such foreclosure proceedings to judgment and sale; *provided*, that if the City determines on the basis of such review that:

(a) the amount so collected is deficient by less than 5% of the total amount of the Special Tax levied in Improvement Area No. 1 in such fiscal year, but that property owned by any single property owner in Improvement Area No. 1 is delinquent by more than \$5,000 with respect to the Special Tax due and payable by such property owner in such fiscal year, or

(b) that property owned by any single property owner in Improvement Area No. 1 is delinquent on four consecutive semi-annual Special Tax installments (irrespective of the total delinquencies in Improvement Area No. 1),

then the City will institute, prosecute and pursue such foreclosure proceedings in the time and manner provided in the Fiscal Agent Agreement against each such property owner.

Under the Mello-Roos Act, foreclosure proceedings are instituted by the bringing of an action in the superior court of the county in which the parcel lies, naming the owner and other interested persons as defendants. The action is prosecuted in the same manner as other civil actions. In such action, the real property subject to the special taxes may be sold at a judicial foreclosure sale for a minimum price which will be sufficient to pay or reimburse the delinquent Special Taxes.

The owners of the Bonds benefit from the Reserve Fund established pursuant to the Fiscal Agent Agreement; however, if delinquencies in the payment of the Special Taxes are significant enough to completely deplete the Reserve Fund, there could be a default or a delay in payments of principal and interest to the Owners of the Bonds pending prosecution of foreclosure proceedings and receipt by the City of the proceeds of foreclosure sales. Additionally, it is possible that no bids are received at a foreclosure sale. Provided that it is not levying the Special Tax at the Maximum Special Tax rates set forth in the Rate and Method, the City may adjust the Special Taxes levied on all property within Improvement Area No. 1 subject to the Special Tax to provide an amount required to pay debt service on the Bonds, and to replenish the Reserve Fund, provided however such adjustment may not exceed the Maximum Special Tax or include an increase as a consequence of delinquency or default by the owner of any other parcel within a community facilities district by more than 10% above the amount that would have been levied in such fiscal year had there never been any such delinquencies or defaults.

Under current law, a judgment debtor (property owner) has at least 140 days from the date of service of the notice of levy in which to redeem the property to be sold. If a judgment debtor fails to redeem and the property is sold, his or her only remedy is an action to set aside the sale, which must be brought within 90 days of the date of sale. If, as a result of such an action a foreclosure sale is set aside, the judgment is revived, and the judgment creditor is entitled to interest on the revived judgment as if the sale had not been made (California Code of Civil Procedure Section 701.680).

Foreclosure by court action is subject to normal litigation delays, the nature and extent of which are largely dependent upon the nature of the defense, if any, put forth by the debtor and the condition of the calendar of the superior court of the county. Such foreclosure actions can be stayed by the superior court on generally accepted equitable grounds or as the result of the debtor's filing for relief under the Federal bankruptcy laws. The Mello-Roos Act provides that, upon foreclosure, the Special Tax lien will have the same lien priority as is provided for *ad valorem* taxes and special assessments. See "VALUE OF PROPERTY WITHIN IMPROVEMENT AREA NO. 1 – Priority of Lien."

Teeter Plan. In 1949, the California Legislature enacted an alternative method for the distribution of property taxes to local agencies. This method, known as the "**Teeter Plan**," is found in Sections 4701-4717 of the California Revenue and Taxation Code. Upon adoption and implementation of this method by a county board of supervisors, local agencies for which the county collects property taxes and certain other public agencies and taxing areas located in the county receive annually the full amount of their shares of property taxes and other impositions collected on the secured roll, including delinquent property taxes which have yet to be collected. While the county bears the risk of loss on unpaid delinquent taxes, it retains the penalties

associated with delinquent taxes when they are paid. In turn, the Teeter Plan provides participating local agencies with stable cash flow and the elimination of collection risk.

The Board of Supervisors of Sacramento County has adopted the Teeter Plan, and the County elects to apply its Teeter Plan to the collection of the Special Taxes annually. As such, the Teeter Plan has been applicable since the initial year of a Special Tax levy, but no assurance can be given that it will continue in any or all of the years that the Bonds are outstanding. To the extent that the County's Teeter Plan continues in existence and is carried out as adopted, and to the extent the County does not discontinue the Teeter Plan with respect to the City or Improvement Area No. 1, the County's Teeter Plan may help protect owners of the Bonds from the risk of delinquencies in the payment of Special Taxes. *However, there can be no assurance that the County will not modify or eliminate its Teeter Plan, or choose to remove Improvement Area No. 1 from its Teeter Plan permanently in any year while the Bonds are outstanding.*

Once adopted, a county's Teeter Plan will remain in effect in perpetuity unless the board of supervisors orders its discontinuance or unless, prior to the commencement of a fiscal year, a petition for discontinuance is received and joined in by resolutions of the governing bodies of not less than two-thirds of the participating districts in the county. An electing county may, however, decide to discontinue the Teeter Plan with respect to any levying agency in the county if the board of supervisors, by action taken not later than July 15 of a fiscal year, elects to discontinue the procedure with respect to such levying agency and the rate of secured tax delinquencies in that agency in any year exceeds 3% of the total of all taxes and assessments levied on the secured roll by that agency.

Reserve Fund

Under the Fiscal Agent Agreement, the Fiscal Agent established the Reserve Fund, which is available for payment of the Bonds in the event of delinquencies in the payment of the Special Taxes to the extent of such delinquencies.

The City is required to maintain on deposit in the Reserve Fund an amount that is equal to the Reserve Requirement with respect to the Bonds. The "**Reserve Requirement**" means the least of (i) 125% of the average Annual Debt Service on the Bonds; (ii) Maximum Annual Debt Service on the Bonds; and (iii) 10% of the original principal amount of the Bonds (or, if the Bonds have more than a de minimis amount of original issue discount or premium, 10% of the issue price of such Series of Bonds); provided, that in no event shall the City be obligated to deposit an amount in the Reserve Fund in excess of the amount permitted by the applicable provisions of the Code to be so deposited from the proceeds of tax-exempt bonds without having to restrict the yield of any investment purchased with any portion of such deposit and, if the amount of any such deposit is so limited, the Reserve Requirement shall be only the amount of such deposit as permitted by the Code. The Reserve Requirement shall not increase subsequent to the issuance of the Bonds.

Amounts deposited in the Reserve Fund will be used and withdrawn by the Fiscal Agent solely for the purpose of making transfers to the Bond Fund in the event of any deficiency at any time in the Bond Fund of the amount then required for payment of the principal of, and interest on, the Bonds secured by the Reserve Fund. If there are additional delinquencies after depletion of funds in the Reserve Fund, the City is not obligated to pay the Bonds or supplement the Reserve Fund.

Whenever, on the Business Day prior to any Interest Payment Date, the amount in the Reserve Fund exceeds the then applicable Reserve Requirement, the Fiscal Agent will transfer an amount equal to the excess from the Reserve Fund to the Bond Fund or the Improvement Fund as provided below, except that investment earnings on amounts in the Reserve Fund may be withdrawn from the Reserve Fund for purposes of making payment to the Federal government to comply with rebate requirements.

Moneys in the Reserve Fund will be invested and deposited in accordance with the Fiscal Agent Agreement. Interest earnings and profits resulting from the investment of moneys in the Reserve Fund and other moneys in the Reserve Fund will remain therein until the balance exceeds the Reserve Requirement; any amounts in excess of the Reserve Requirement will be transferred to the Improvement Fund, if the Facilities have not been completed, or if the Facilities have been completed, to the Bond Fund to be used for the payment of the principal of and interest on the Bonds in accordance with the Fiscal Agent Agreement.

The City has the right at any time to cause the Fiscal Agent to release funds from the Reserve Fund, in whole or in part, by tendering to the Fiscal Agent an irrevocable standby or direct-pay letter of credit or surety bond issued by a commercial bank or insurance company (a "Qualified Reserve Fund Credit Instrument"), provided certain conditions are met, including that the long-term credit rating of such bank or insurance company is rated at least "AA" (without regard to qualifier) by S&P or Moody's.

Whenever the balance in the Reserve Fund exceeds the amount required to redeem or pay the Outstanding Bonds, including interest accrued to the date of payment or redemption and premium, if any, due upon redemption, and making any other transfer required under the Fiscal Agent Agreement, the Fiscal Agent will transfer the amount in the Reserve Fund to the Bond Fund to be applied, on the next succeeding Interest Payment Date, to the payment and redemption of all of the Outstanding Bonds. If the amount so transferred from the Reserve Fund to the Bond Fund exceeds the amount required to pay and redeem the Outstanding Bonds, the balance in the Reserve Fund will be transferred to the City, after payment of any amounts due the Fiscal Agent, to be used for any lawful purpose of the City.

Improvement Fund

Under the Fiscal Agent Agreement, the Fiscal Agent establishes an "**Improvement Fund**," which is held and used by the Fiscal Agent to pay the costs of the Facilities. Disbursements from the Improvement Fund will be made by the Fiscal Agent in accordance with written requests of the City.

Before any payment from the Improvement Fund shall be made, the City shall file or cause to be filed with the Fiscal Agent a written request of the City for disbursement of moneys from such fund. Such withdrawals shall be implemented by the City pursuant to the terms and requirements of the Acquisition Agreement (described below). The Fiscal Agent need not make any such payment if it has received notice of any lien, right to lien or attachment upon, or claim affecting the right to receive payment of, any of the moneys to be so paid, that has not been released or will not be released simultaneously with such payment. The Fiscal Agent shall not incur any liability for any disbursement from the Improvement Fund made in reliance upon any requisition. When the City determines that all of the costs of the Facilities to be financed with proceeds of the Bonds have been paid, the City shall provide written notification of such determination to the Fiscal Agent and direct the Fiscal Agent to transfer any remaining balance in any Improvement Fund into the Bond Fund. See "THE FACILITIES – Acquisition by the City."

Additional Bonds

The Resolution of Formation authorizes the issuance of up to \$25,000,000 of bonded indebtedness for Improvement Area No. 1; the Bonds represent the first series of bonds and under the provisions of the Fiscal Agent Agreement the City is precluded from issuing additional bonds secured by the Special Taxes on parity with the Bonds, except for refunding bonds issued under the Act. The City may issue bonds for Improvement Area No. 1 secured by Special Taxes on a subordinate basis to the pledge of Special Taxes for payment of the Bonds.

DEBT SERVICE SCHEDULE AND COVERAGE

Debt Service Schedule. The annual debt service on the Bonds based on the interest rates and maturity schedule set forth on the cover of this Official Statement is set forth below (assuming no early redemptions).

City of Rancho Cordova
Arista Del Sol Community Facilities District No. 2022-1
Improvement Area No. 1
Special Tax Bonds Series 2023
Debt Service Schedule

Period Ending Sept. 1	Bonds Principal	Bonds Interest ⁽¹⁾	Bonds Total Debt Service
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Total

(1) A portion of the interest on the Bonds due through September 1, 2024 will be paid from capitalized interest.
Source: Underwriter.

Projected Debt Service Coverage. The projected debt service coverage for Fiscal Year 2024-25 is set forth below, and is based on the current status of development and only the Bonds outstanding. To the extent that development status changes, the debt service coverage may be different than what is shown. The Bonds have been structured so there is at least 110% debt service coverage from Special Tax Revenues in every year the Bonds are outstanding.

**City of Rancho Cordova
Arista Del Sol Community Facilities District No. 2022-1
Improvement Area No. 1
Special Tax Bonds Series 2023
Projected Fiscal Year 2024-25 Debt Service Coverage⁽¹⁾⁽²⁾**

Maximum Special Tax Developed Property ⁽³⁾	Maximum Special Tax Developed and Final Map Property ⁽³⁾	Priority Admin ⁽⁴⁾	Estimated Series 2023 Debt Service*	Debt Service Coverage from Developed Property *	Debt Service Coverage from Developed and Final Map Property *
\$238,611	\$976,414	(\$30,600)	\$855,425	24.32%	110.57%

* Preliminary; subject to change.

(1) Pursuant to Section 53321(d) of the Government Code, the special tax levied against any assessor's parcel for which an occupancy permit for private residential use has been issued shall not be increased as a consequence of delinquency or default by the owner of any other assessor's parcel within the District by more than 10% above the amount that would have been levied in the fiscal year had there never been any such delinquencies or defaults.

(2) Based on currently-expected land uses in Improvement Area No. 1. Subject to change pursuant to Section D of the RMA.

(3) Includes projected Maximum Special Tax revenues based on the status of development as of July 31, 2023. Assumes no future development.

(4) As defined in the Fiscal Agent Agreement. Equals \$30,000 in FY 2023-24, escalating by 2% per year thereafter.

Sources: Piper Sandler & Co.; Goodwin Consulting Group, Inc.

IMPROVEMENT AREA NO. 1

Formation and Background

On January 3, 2022, the City Council adopted a Resolution of Intention to form the District, designate Improvement Area No. 1 as an improvement area therein, and establish the Future Annexation Area, to levy a special tax and to incur bonded indebtedness for the purpose of financing the Facilities and making contributions to certain public facilities. After conducting a noticed public hearing, on May 16, 2022, the City Council adopted the Resolution of Formation, which established the District, designated Improvement Area No. 1 therein, and created the Future Annexation Area, approved the Rate and Method for Improvement Area No. 1 and set forth the necessity to incur bonded indebtedness for the District and Improvement Area No. 1 in a total amount not to exceed \$50,000,000 (excluding bonds or notes described in Section 53364.2(e) of the Mello-Roos Act), initially allocated as follows: (i) for Improvement Area No. 1, \$25,000,000 and (ii) for the portion of the District that is in the Future Annexation Area and not currently in Improvement Area No. 1, \$25,000,000. On the same day, an election was held within Improvement Area No. 1 in which Woodside, as the sole eligible landowner voters in the District, approved the proposed bonded indebtedness and the levy of the Special Tax within Improvement Area No. 1. See “OWNERSHIP OF PROPERTY WITHIN IMPROVEMENT AREA NO. 1” below.

Description and Location

General. The District is referred to by the City as the “Arista Del Sol” residential project, which is located within the Sunridge Specific Plan area of the City, northwest of Grantline Road at northwest corner of Chrysanthy Boulevard and Grant Line Road, south of Douglas Road, which represents the main east/west thoroughfare in the neighborhood. This is approximately 15 miles east of the Sacramento Central Business District, south of U.S. Highway 50, one of two main east-west routes in Sacramento. On- and off-ramps for U.S. Highway 50 are accessible via Sunrise Boulevard, about seven miles northwest of the District. To the east, it provides access to El Dorado County, various foothills communities, the Sierra Nevada Mountains and Lake Tahoe. To the west, Highway 50 is the principal route to Sacramento’s Central Business District and other major freeways.

The Sunridge Specific Plan provides a mix of uses organized around the various single family residential neighborhoods, many of which have been completed and sold out. The plan area is primarily residential but is supplemented with commercial and office uses; housing types consist mostly of detached single-family residential units.

Improvement Area No. 1 represents a portion of a planned larger primarily residential community, “Arista Del Sol,” comprised of 740 residential lots. In addition to the residential units, the community is planned for a neighborhood park, commercial lots, two detention basins and two onsite preserves. The portion of the overall Arista Del Sol project in Improvement Area No. 1 is approved for development as 366 single-family residential units on separate lots. As of the July 31, 2023 date of the Appraisal the project included 7 homes owned by individual homeowners, 68 homes under construction, 277 partially improved lots, and 14 completed homes currently serving as models. The greater Rancho Cordova area is a mature suburban area, which encompasses all types of land uses, including single-family and multifamily residential, retail, office and industrial, and has experienced continued growth since the mid 1980’s. This area currently is a substantial suburban office market within the Sacramento region, as well as a major employment center, most of which is located along U.S. Highway 50

which traverses the City. For certain demographic information relating to the City and the County, see "APPENDIX D – Sacramento County and City of Rancho Cordova Demographic Information."

Maps. The following pages show the boundary map of the District (including Improvement Area No. 1 therein), and the villages planned for the project.

[Insert CFD Boundary Map]

[Insert Site Plan Map]

Development in the District

Woodside has provided the following information with respect to development within the District. No assurance can be given that all information is complete. No assurance can be given that development of the property will be completed, or that it will be completed in a timely manner. Since the ownership of the parcels is subject to change, the development plans outlined below may not be continued by the subsequent owner if the parcels are sold, although development by any subsequent owner will be subject to the Development Agreement and the policies and requirements of the City. No assurance can be given that the plans or projections detailed below will actually occur.

The portion of the overall Arista Del Sol project in Improvement Area No. 1 is approved for development into 366 single-family residential units on separate lots, with development underway four neighborhoods known as “Valley Oaks at Cypress,” “Palo Verde at Cypress,” “Sycamore at Cypress,” and “Acacia II at Cypress.” The proposed product mix for the homes planned to be constructed by Woodside within the neighborhoods is set forth in the following table.

Improvement Area No. 1 Floor Plan Summary

Floor Plan	Living Area (SF)	Bedroom	Bathroom	Stories	Garage	Typical Lot Size (SF)	Developer's Base Price ⁽¹⁾
Aster P1	1,877	3	2.0	One	2-Car	4,725	\$575,990
Coral P2	2,065	4	3.0	One	2-Car	4,725	\$599,990
Alpine P3	2,264	4	3.0	Two	2-Car	4,725	\$630,990
Elderberry P4	2,438	4	3.0	Two	2-Car	4,725	\$654,990
Echo P1	1,673	3	2.0	Two	2-Car	4,200	\$515,990
Sage P2	1,850	3	2.5	Two	2-Car	4,200	\$538,990
Grove P3	2,074	4	3.0	Two	2-Car	4,200	\$565,990
Sunrise P4	2,358	4	3.0	Two	2-Car	4,200	\$595,990
Autumn P1	2,166	3	2.5	One	2-Car	4,725	\$624,990
Cove P2	2,460	4	3.5	Two	2-Car	4,725	\$659,990
Crescent P3	2,578	4	3.5	Two	2-Car	4,725	\$674,990
Jasmine P4	2,879	4	3.5	Two	2-Car	4,725	\$719,990
Primrose P1	2,395	3	2.5	One	2-Car	5,775	\$687,990
Canyon P2	2,662	3-4	3.0	One	2-Car	5,775	\$722,990
Orchid P3	3,105	4-5	3.5	Two	2-3-Car	5,775	\$777,990
Waterfall P4	3,523	5	4.5	Two	2-3-Car	5,775	\$842,990

⁽¹⁾ As of July 2023, subject to change.

Status of Development. Woodside obtained approval of final maps in May of 2022, with lots ranging from 4,200 to 5,775 square feet. Model home construction commenced in November 2022 and currently 14 models are open and marketing of homes to consumers is ongoing. The first phase of production homes began in December 2022. As of July 31, 2023, 7 homes are owned by individual homeowners, with the remaining 359 lots comprising 68 homes under construction, 277 partially improved lots, and 14 completed homes currently serving as models. The following table summarizes lot status as of the Appraisal valuation date, July 31, 2023.

**Improvement Area No. 1 Lot Development Status
(as of July 31, 2023)**

Community	Partially Improved Lots	Partially Completed Homes	Completed Homes ⁽¹⁾	Total
Acacia	67	<u>17</u>	6	90
Sycamore	70	23	3	<u>96</u>
Valley Oaks	70	12	6	<u>88</u>
Palo Verde	<u>70</u>	<u>16</u>	<u>6</u>	<u>92</u>
TOTAL	<u>277</u>	<u>68</u>	<u>21</u>	<u>366</u>

(1) These are the model homes; completed homes without a complete assessment for structural improvements by County Assessor.

Woodside's development expectations described above are based on Woodside's current plans. These plans may change due to changes in economic and market conditions or other factors. No assurance can be given that home construction and sales will be carried out on the schedule and according to the plans described herein, or that the home construction and sale plans or base prices set forth above will not change after the date of this Official Statement. Woodside reserves the right to change its development plans at any time without notice. Additionally, homes under contract to be sold may not result in closed escrows as sales contracts are subject to cancellation by the homebuyer. See "SPECIAL RISK FACTORS — Property Values and Risks Related to Development."

Financing Plan. [WOODSIDE TO VERIFY] Woodside intends to finance the development of its neighborhoods within the project using internal sources, including cash generated from its homebuilding operations and advances from affiliates of its parent Woodside Homes Company. Woodside Homes Company has a \$330 million unsecured term loan. Woodside Homes Company also has an unsecured revolving credit facility with borrowing capacity as of April 1, 2023 of \$200 million, which is not subject to a borrowing base. [[UNDERWRITER WANTS CONFIRMATION THESE ARE IN GOOD STANDING]]

As of July 30, 2023, Woodside has expended approximately \$33 million on its development within Improvement Area No. 1, including land acquisition costs and site development cost, and anticipated expending an additional approximately \$145 million to complete the development, including, site development costs, permits and fees, direct and indirect home construction costs, and marketing and sales costs and expenses.

No assurance can be given that amounts necessary to fund the planned development by Woodside in Improvement Area No. 1 will be available when needed. Neither Woodside nor any other entity or person is under any legal obligation of any kind to expend funds for the development of the property as planned by Woodside in Improvement Area No. 1. Any contributions by Woodside or any other entity or person to fund the costs of such development are entirely voluntary. Woodside has no legal obligation to Bond holders to make any such funds available for construction or development, or the payment of ad valorem property taxes or the Special Taxes. Many factors beyond Woodside's control, or a decision by Woodside to alter its current plans, may cause the actual sources and uses to differ from the projections.

If and to the extent that internal funding, including but not limited to home sales revenues and corporate financing from affiliates of Woodside's parent company, is inadequate to pay the costs to complete the planned development by Woodside within Improvement Area No. 1 and other financing by Woodside is not put into place, there could be a shortfall in the funds required

to complete the proposed development by Woodside in Improvement Area No. 1 and the remaining portions of Woodside's project in Improvement Area No. 1 may not be developed. See "SPECIAL RISK FACTORS – Property Values and Property Development" herein.

Environmental Matters

Flood Hazard Map Information. Land in the District is located in Flood Zone X, described as areas outside of the 100 and 500-year flood plains (less than 0.2% annual chance flooding in any given year - flood insurance not required). This information is according to the Federal Emergency Management Agency Flood Map, Community Panel No. 06067C-0309H, revised August 16, 2012. Land in the District is not subject to the Central Valley Flood Protection Plan (SB 5).

Seismic Conditions. According to the California Seismic Safety Commission, the District is located within Zone 3, areas of moderate seismic activity. Zone 3 is considered to be the lowest risk zone in California. In addition, the District is not located within a Fault-Rupture Hazard Zone (formerly referred to as an Alquist-Priolo Special Study Zone), as defined by Special Publication 42 of the California Department of Conservation, Division of Mines and Geology.

Wildfire Hazards. Land in Improvement Area No. 1 is not located in a High or Very High Fire Hazard Severity Zone (FHSZ), as defined by CAL FIRE.

THE FACILITIES

Eligible Facilities

The Facilities eligible to be financed by the District (including Improvement Area No. 1 therein) are set forth in the Resolution of Formation and include roadway and transportation improvements, park improvements, in-tract improvements as well as certain development impact fees imposed by the City and other local agencies, including fees for transportation related facilities, sanitary sewer facilities, water facilities and other capital improvements for which developer impact fees are payable as a condition of development within the District (collectively, the “**Facilities**”), as well as improvements and incidental expenses as authorized by the Mello-Roos Act.

The proceeds of the Bonds will be used for a portion of the cost of the Facilities. See “FINANCING PLAN” for additional details. The following table estimates the cost of the Facilities needed for development of property in Improvement Area No. 1.

Table 2
City of Rancho Cordova
Arista Del Sol Community Facilities District No. 2022-1
Improvement Area No. 1
Special Tax Bonds Series 2023
Expected Cost of CFD Eligible Facilities

<u>Facility Category</u>	<u>Estimated Cost</u>	<u>Costs Expended as of July 2023</u>	<u>Remaining Improvement Area No. 1 Costs</u>
CFD Eligible Construction			
Costs			
Development impact fees			
Total			

Acquisition by the City and other Local Agencies

In connection with the issuance of the Bonds, the City and Woodside will enter into a Funding, Construction and Acquisition Agreement dated as of September 1, 2023 (the “**Acquisition Agreement**”) which provides that Woodside (or successors) will construct (or cause to be constructed or funded) the Facilities. As components of the Facilities are completed, proceeds of a portion of the Bonds will be used to pay all or a part of the purchase price of various Facilities pursuant to the terms of the Acquisition Agreement. The portion of the cost of construction of the Facilities, which will not be provided from Bond proceeds, will be the responsibility of Woodside.

It is also anticipated that the City will enter into joint community facilities agreements with the Cordova Recreation and Park District (CRPD) and/or the Sacramento County Water Agency (SCWA) so that a portion of the proceeds of the Bonds and other special tax bonds issued for Improvement Area No. 1 may finance the development impact fees and/or Facilities to be acquired by those local agencies.

The Rate and Method provides that the funding of Improvement costs can also be made from collections of the Special Tax available for a limited time as the “pay-as-you-go” component of Special Taxes. The pay-as-you-go funding component is expected to provide for funding of the cost of a portion of the Facilities (both improvements and fees) in excess of the amount provided from bond proceeds (if such proceeds are not sufficient) through annual Special Tax collections in excess of the amount needed to pay the debt service.

OWNERSHIP OF PROPERTY WITHIN IMPROVEMENT AREA NO. 1

Unpaid Special Taxes do not constitute a personal indebtedness of the owners of the parcels within Improvement Area No. 1. There is no assurance that an owner or any subsequent owners have the ability to pay the Special Taxes or that, even if they have the ability, they will choose to pay such taxes. An owner may elect to not pay the Special Taxes when due and cannot be legally compelled to do so. Neither the City nor any Bondowner will have the ability at any time to seek payment directly from the owners of property within Improvement Area No. 1 of the Special Tax or the principal or interest on the Bonds, or the ability to control who becomes a subsequent owner of any property within Improvement Area No. 1.

Woodside has provided the respective information set forth under the heading “OWNERSHIP OF PROPERTY WITHIN IMPROVEMENT AREA NO. 1” below. No assurance can be given that all information is complete. No assurance can be given that development of the property will be completed, or that it will be completed in a timely manner. The Special Taxes are not personal obligations of Woodside or of any subsequent landowners; the Bonds are secured only by the Special Taxes and moneys available under the Fiscal Agent Agreement. See “SECURITY FOR THE BONDS” and “BOND OWNERS’ RISKS” herein.

All of the land in Improvement Area No. 1, other than homes recently sold to individual homeowners, is currently owned by Woodside 05N, LP, a California limited partnership (referred to as “**Woodside**”). Woodside does not intend to sell any of its land to merchant builders.

Woodside is wholly owned by Woodside Group, LLC, a Nevada limited liability company (“**Woodside Group**”), directly or through its wholly owned subsidiaries. Woodside is owned 99% directly by Woodside Group, as a limited partner. The remaining 1% interest is owned by WDS GP, Inc., a California corporation, as its general partner, which is wholly owned by Woodside Homes of California, Inc., a California corporation, which in turn is wholly owned by Woodside Group. The parent of Woodside Group is Woodside Homes Company, LLC, a Delaware limited liability company (“**Woodside Homes Company**”). Since February 28, 2017, the ultimate parent of Woodside Homes Company has been Sekisui House, Ltd, one of Japan’s largest homebuilders, which was founded in 1960 and is headquartered in Osaka, Japan.

Woodside Group’s subsidiaries engage in the design, construction, and sale of single-family homes under the brand name of “Woodside Homes.” Woodside is one of America’s top 30 homebuilders having built more than 40,000 homes across the United States, with current operations in Arizona, California, Nevada, and Utah.

VALUE OF PROPERTY WITHIN IMPROVEMENT AREA NO. 1**Appraised Values**

General. The value of taxable property within Improvement Area No. 1 is a critical factor in determining the investment quality of the Bonds. In order to obtain a more accurate estimate of the value of land in Improvement Area No. 1, the City ordered preparation of an appraisal report (the “**Appraisal**”), of the estimated value of the taxable land within Improvement Area No. 1 as of the July 31, 2023 date of value. The Appraisal was prepared by Integra Realty Resources, Sacramento, California (the “**Appraiser**”). The Appraisal is set forth in APPENDIX B hereto. The description herein of the Appraisal is intended for limited purposes only; the Appraisal should be read in its entirety. The conclusions reached in the Appraisal are subject to certain assumptions, conditions and qualifications which are set forth in the Appraisal. For additional background, see APPENDIX B hereto.

Value Estimate. The appraised valuation excludes the value of all portions of the property in Improvement Area No. 1 designated for public and quasi-public purposes and assumes completion of infrastructure funded by the Bonds and accounts for the impact of the lien of the Special Tax. The following estimate represents the market value of the property to be subject to the Special Tax, based on the hypothetical condition certain impact fees to be financed by the Bonds have been paid.

The value estimate for the property as of the date of value, using the methodologies described in the Appraisal and subject to the limiting and hypothetical conditions and general and special assumptions set forth in the Appraisal is \$77,114,000.

The Appraiser’s valuation process began by employing the sales comparison approach to estimate the not-less-than market value for the completed single-family homes, based on the smallest floor plan being marketed within each community. In valuing the residential lots, both a land residual analysis and a discounted cash flow analysis that considers home prices and costs were utilized, leading to an estimate of residual land value, and a sales comparison approach. In the sales comparison approach, adjustments were applied to the prices of comparable bulk lot transactions, and a market value was concluded. The two approaches are then reconciled into an opinion of market value per improved lot. It should be noted that benchmarks are utilized for lot categories and adjustments to the benchmark lot values are considered, as applicable.

**Arista Del Sol Community Facilities District No. 2022-1
Improvement Area No. 1
Appraised Value by Ownership as of July 31, 2023**

Owner: Woodside 05N LP	Lots/Homes	Lot/Home Value	Permit and Fees	Value per Component	Market Value
Finished Lots					
Aracia at Cypress	67	\$181,000	-	\$181,000	\$12,127,000
Sycamore at Cypress	70	170,000	-	170,000	11,900,000
Valley Oak at Cypress	70	170,000	-	170,000	11,900,000
Palo Verde at Cypress	70	165,000	-	165,000	11,550,000
Homes Under Construction					
Aracia at Cypress	17	\$181,000	\$88,900	\$269,900	\$4,588,000
Sycamore at Cypress	23	170,000	88,900	258,900	5,955,000
Valley Oak at Cypress	12	170,000	88,900	258,900	3,107,000
Palo Verde at Cypress	16	165,000	88,900	253,900	4,062,000
Completed Homes					
Aracia at Cypress	5	\$660,000	-	\$660,000	\$3,300,000*
Sycamore at Cypress	2	555,000	-	555,000	1,110,000*
Valley Oak at Cypress	4	540,000	-	540,000	2,160,000*
Palo Verde at Cypress	3	510,000	-	510,000	1,530,000*
Market Value - Woodside Homes	359				\$73,289,000
Individual Homeowners					
Completed Homes					
Aracia at Cypress	1	\$660,000	-	\$660,000	\$660,000*
Sycamore at Cypress	1	555,000	-	555,000	555,000
Valley Oak at Cypress	2	540,000	-	540,000	1,080,000*
Palo Verde at Cypress	3	510,000	-	510,000	1,530,000*
Market Value - Individual Homeowners	7				\$3,825,000
Total Market Value	366				\$77,114,000

* "Not less than" valuations based on smallest floorplan offered.

Source: The Appraisal.

Hypothetical Condition. The market value estimated by the Appraiser is based on a hypothetical condition. A hypothetical condition is defined by USPAP as "a condition, directly related to a specific assignment, which is contrary to what is known by the appraiser to exist on the effective date of the assignment results but is used for the purpose of the analysis." It is a hypothetical condition of the Appraisal that the proceeds from the Bonds will be used to fund certain improvements. The estimate of market value accounts for the impact of the lien of the Special Taxes securing the Bonds.

Assumptions and Limiting Conditions. In considering the estimate of value evidenced by the Appraisal, the Appraisal is based upon a number of limiting conditions and standard and extraordinary assumptions which affect the estimates as to value, including, among others, the following.

- The value conclusions are based on the following hypothetical conditions that may affect the assignment results. A hypothetical condition is a condition contrary to known fact on

the effective date of the appraisal but is supposed for the purpose of analysis. The value conclusions are subject to the following extraordinary assumptions that may affect the assignment results. An extraordinary assumption is uncertain information accepted as fact. If the assumption is found to be false as of the effective date of the appraisal, The Appraiser reserves the right to modify the value conclusions.

- The valuation analysis did not include review of a current title report of all properties to determine any possible conditions of title affecting the properties appraised. The Appraiser accepts no responsibility for matters pertaining to title.

- The Appraiser has also assumed that there is no hazardous material on or in the property that would cause a loss in value. Should future conditions and events involving hazardous material reduce the level of permitted development or delay the completion of any projected development, the value of the undeveloped land would likely be reduced from that estimated by the Appraiser. See “BOND OWNERS’ RISKS – Land Values” and “– Hazardous Substances” below. See “APPENDIX B – The Appraisal” hereto for a description of certain assumptions made by the Appraiser.

Accordingly, because the Appraiser arrived at an estimate of current market value based upon certain conditions and assumptions which may or may not be fulfilled, no assurance can be given that should the parcels become delinquent due to unpaid Special Taxes, and be foreclosed upon and offered for sale for the amount of the delinquency, that any bid would be received for such property or, if a bid is received, that such bid would be sufficient to pay such delinquent Special Taxes.

Limitations of Appraisal Valuation. Property values may not be evenly distributed throughout Improvement Area No. 1; thus, certain parcels may have a greater value than others. This disparity is significant because in the event of nonpayment of the Special Tax, the only remedy is to foreclose against the delinquent parcel.

No assurance can be given that the foregoing valuation can or will be maintained during the period of time that the Bonds are outstanding in that the City has no control over the market value of the property within Improvement Area No. 1 or the amount of additional indebtedness that may be issued in the future by other public agencies, the payment of which, through the levy of a tax or an assessment, may be on a parity with the Special Taxes. See “–Priority of Lien” below.

For a description of certain risks that might affect the assumptions made in the Appraisal, see “BOND OWNERS’ RISKS” herein.

Value to Special Tax Burden Ratios

The principal amount of the direct and overlapping debt in Improvement Area No. 1 is \$15,837,441*, which consists of the estimated amount of Bonds (\$15,500,000*) and \$337,441 of overlapping general obligation and CFD bond debt. Consequently, the estimated value of property in Improvement Area No. 1 subject to the Special Tax lien (\$77,114,000), is approximately 4.9* times the principal amount of the direct and overlapping debt in Improvement Area No. 1. This is an average and individual parcels may vary considerably from this average.

In comparing the value of the real property within Improvement Area No. 1 to the principal amount of the Bonds and other direct and overlapping debt for Improvement Area No. 1, it should be noted that only the real property upon which there is a delinquent Special Tax can be foreclosed upon, and the real property within Improvement Area No. 1 cannot be foreclosed upon as a whole to pay delinquent Special Taxes of the owners of such parcels within Improvement Area No. 1 unless all of the property is subject to a delinquent Special Tax. In any event, individual parcels may be foreclosed upon separately to pay delinquent Special Taxes levied against such parcels.

Other public agencies whose boundaries overlap those of Improvement Area No. 1 could, without the consent of the City and in certain cases without the consent of the owners of the land within Improvement Area No. 1, impose additional taxes or assessment liens on the land within Improvement Area No. 1. The purpose would be to finance additional regional or local public improvements or services. The lien created on the land within Improvement Area No. 1 through the levy of such additional taxes or assessments may be on a parity with the lien of the Special Tax. In addition, construction loans may be obtained by a developer of property in Improvement Area No. 1 or home loans may be obtained by ultimate homeowners. The deeds of trust securing such debt on property within Improvement Area No. 1, however, will be in a junior position to the lien of the Special Tax.

The land within Improvement Area No.1 is located within the boundary of an Elk Grove Unified School District community facility district, pursuant to which an annual special tax of approximately \$200 per parcel will be levied following issuance of a building permit. As additional development occurs in Improvement Area No. 1 the Elk Grove USD CFD lien amount may be larger than what is shown.

* Preliminary, subject to change.

Value-to-lien Ratios by Development Status. The following table shows the projected status of development and value-to-lien ratios by village in Improvement Area No. 1 for fiscal year 2023-24, based on the status of development as of July 31, 2023 and assuming no further development. Value-to-lien ratios on individual parcels may vary considerably from any average.

Table 3
City of Rancho Cordova
Arista Del Sol Community Facilities District No. 2022-1
Improvement Area No. 1
Special Tax Bonds Series 2023
Value-to-Lien Ratios by Appraisal Status – Projected for Fiscal Year 2024-25

Appraisal Status ⁽¹⁾	Owner	Project Name	No. of Parcels	Appraised Value ⁽²⁾	Projected FY 2024-25 Maximum Special Tax	Projected FY 2024-25 Special Tax Levy ⁽³⁾	Percent of Projected Special Tax Levy	CFD Bonds ⁽⁴⁾	Overlapping Debt ⁽⁵⁾	Total Debt	Average Appraised Value-to-Lien
Completed Homes	Individuals	Acacia	1	\$660,000	\$3,464	\$3,464	0.4%	\$60,595	\$2,793	\$63,388	10.4:1
		Sycamore	1	\$555,000	\$2,683	\$2,683	0.3%	\$46,931	\$2,356	\$49,287	11.3:1
		Valley Oak	2	\$1,080,000	\$5,365	\$5,365	0.6%	\$93,863	\$4,587	\$98,450	11.0:1
		Palo Verde	3	\$1,530,000	\$5,578	\$5,578	0.6%	\$97,576	\$6,506	\$104,081	14.7:1
Subtotal			7	\$3,825,000	\$17,090	\$17,090	1.9%	\$298,965	\$16,242	\$315,206	12.1:1
Completed Homes (Models)	Woodside 05N LP	Acacia	5	3,300,000	17,319	17,319	2.0	302,974	13,966	316,940	10.4:1
		Sycamore	2	1,110,000	5,365	5,365	0.6	93,863	4,712	98,575	11.3:1
		Valley Oak	4	2,160,000	10,731	10,731	1.2	187,726	9,174	196,899	11.0:1
		Palo Verde	3	1,530,000	5,578	5,578	0.6	97,576	6,506	104,081	14.7:1
Subtotal			14	8,100,000	38,993	38,993	4.4	682,138	34,357	716,495	11.3:1
Homes Under Construction	Woodside 05N LP	Acacia	17	4,588,000	58,884	58,884	6.6	1,030,111	19,864	1,049,975	4.4:1
		Sycamore	23	5,955,000	61,703	61,703	7.0	1,079,422	25,824	1,105,246	5.4:1
		Valley Oak	12	3,107,000	32,193	32,193	3.6	563,177	13,474	576,650	5.4:1
		Palo Verde	16	4,062,000	29,748	29,748	3.4	520,404	17,629	538,033	7.5:1
Subtotal			68	17,712,000	182,528	182,528	20.6	3,193,114	76,791	3,269,905	5.4:1
Partially Improved Lots	Woodside 05N LP	Acacia	67	12,127,000	232,073	203,642	23.0	3,562,487	53,486	3,615,973	3.4:1
		Sycamore	70	11,900,000	187,791	164,786	18.6	2,882,731	52,674	2,935,406	4.1:1
		Valley Oak	70	11,900,000	187,791	164,786	18.6	2,882,731	52,674	2,935,406	4.1:1
		Palo Verde	70	11,550,000	130,147	114,202	12.9	1,997,834	51,217	2,049,050	5.6:1
Subtotal			277	\$47,477,000	\$737,803	\$647,416	73.1%	\$11,325,784	\$210,051	\$11,535,835	4.1:1
Total			366	\$77,114,000	\$976,414	\$886,027	100.0%	\$15,500,000	\$337,441	\$15,837,441	4.9:1

(1) Ownership information and construction status based on the Appraisal Report and as of the July 31, 2023 date of value of the Appraisal.

(2) Appraised values were allocated to the individual parcels based on the expected development and lot status for each parcel, as reported in the Appraisal. The allocated appraised values are not indicative of the market values of the villages or the individual lots.

(3) Includes building permits issued prior to July 31, 2023, final maps recorded prior to June 30, 2023, and assumes no further development. Includes debt service due in 2025 on the Series 2023 Special Tax Bonds and estimated administrative expenses in the amount of \$30,600. The Administrative Expense Priority for fiscal year 2023-24 is \$30,000.

(4) Includes the \$15,500,000 par amount of the Series 2023 Special Tax Bonds. Allocated based on the Projected FY 2024-25 Special Tax Levy.

(5) Includes the overlapping debt liens listed under "Direct and Overlapping Tax and Assessment Debt" in the overlapping debt report prepared by California Municipal Statistics, Inc. The overlapping debt report is based on the parcel and assessed value as of FY 2022-23. Does not include any PACE liens secured by assessments or special taxes on the property.

Sources: Sacramento County Assessor's Office; Integra Realty Resources, Inc.; Piper Sandler & Co.; Goodwin Consulting Group, Inc.

Value-to-lien Ratios By Category. The following table sets forth the projected value-to-lien ratios by category for parcels in Improvement Area No. 1 for Fiscal Year 2024-25.

Table 4
City of Rancho Cordova
Arista Del Sol Community Facilities District No. 2022-1
Improvement Area No. 1
Special Tax Bonds Series 2023
Value-to-Lien Ratio Ranges – Projected for Fiscal Year 2024-25

Appraised Value-to-Lien Category	No. of Parcels*	Appraised Value (1)*	Projected FY 2024-25 Special Tax Levy (2)*	Percent of Projected Special Tax Levy*	CFD Bonds(3)*	Overlapping Debt (4)*	Total Debt*	Average Appraised Value-to-Lien
10:1 to 20:1	21	\$11,925,000	\$56,083	6.3%	\$981,103	\$50,599	\$1,031,702	11.6:1
5:1 to 10:1	121	\$24,674,000	\$237,846	26.8%	\$4,160,837	\$108,143	\$4,268,980	5.8:1
3:1 to 5:1	224	\$40,515,000	\$592,098	66.8%	\$10,358,061	\$178,699	\$10,536,760	3.8:1
Totals	366	\$77,114,000	\$886,027	100.0%	\$15,500,000	\$337,441	\$15,837,441	4.9:1

* Preliminary; subject to change.

- (1) Appraised values were allocated to the individual parcels based on the expected development and lot status for each parcel, as reported in the Appraisal. The allocated appraised values are not indicative of the market values of the villages or the individual lots.
- (2) Includes building permits issued prior to July 31, 2023, final maps recorded prior to June 30, 2023, and assumes no further development. Includes debt service due in 2025 on the Series 2023 Special Tax Bonds and estimated administrative expenses in the amount of \$30,600. The Administrative Expense Priority for fiscal year 2023-24 is \$30,000.
- (3) Includes the \$15,500,000 par amount of the Series 2023 Special Tax Bonds. Allocated based on the Projected FY 2024-25 Special Tax Levy.
- (4) Includes the overlapping debt liens listed under "Direct and Overlapping Tax and Assessment Debt" in the overlapping debt report prepared by California Municipal Statistics, Inc. The overlapping debt report is based on the parcel and assessed value as of FY 2022-23. Does not include any PACE liens secured by assessments or special taxes on the property.

Sources: Integra Realty Resources, Inc.; Piper Sandler & Co.; Goodwin Consulting Group, Inc.

Priority of Lien

The principal of and interest on the Bonds are payable from the Special Tax authorized to be collected within Improvement Area No. 1, and payment of the Special Tax is secured by a lien on certain real property within Improvement Area No. 1. Such lien is co-equal to and independent of the lien for general taxes and any other liens imposed under the Mello-Roos Act, regardless of when they are imposed on the property in Improvement Area No. 1. The imposition of additional special taxes, assessments and general property taxes will increase the amount of independent and co-equal liens which must be satisfied in foreclosure. The City, the County and certain other public agencies are authorized by the Mello-Roos Act to form other community facilities districts and improvement areas and, under other provisions of State law, to form special assessment districts, either or both of which could include all or a portion of the land within Improvement Area No. 1. In addition, property owners can voluntarily agree to incur Property Assessed Clean Energy (PACE) liens on their properties.

There can be no assurance that the developers will not petition for the formation of other community facilities districts and improvement areas or for a special assessment district or districts and that parity special taxes or special assessments will not be levied by the County or some other public agency to finance additional public facilities, however no other special districts are currently contemplated by the City or the developers.

Private liens, such as deeds of trust securing loans obtained by developers of land in Improvement Area No. 1, may be placed upon property in Improvement Area No. 1 at any time. Under California law, the Special Taxes have priority over all existing and future private liens imposed on property subject to the lien of the Special Taxes.

Set forth below is a statement of direct and overlapping public bonded debt (the “**Overlapping Debt Report**”) prepared by California Municipal Statistics, Inc. as of July 1, 2023. The Overlapping Debt Report includes only such information as has been reported to California Municipal Statistics, Inc. by the issuers of the debt described therein and by others. The Overlapping Debt Report is included for general informational purposes only. Neither the City nor the Underwriter makes any representation as to its completeness or accuracy.

The first column in the table names each public agency which has outstanding bonded debt as of the date of the report and whose territory overlaps Improvement Area No. 1 in whole or in part. The second column shows the assessed value of the area common to Improvement Area No. 1 and the other public agency (overlapping territory), as a percentage of the total assessed value of the other public agency. This percentage, multiplied by the total outstanding bonded debt of each overlapping agency (which is not shown in the table) produces the amount shown in the third column, which is the apportionment of each overlapping agency’s outstanding debt to taxable property in Improvement Area No. 1. In addition to the bonded debt shown in the Overlapping Debt Report, various local agencies, including the City, levy additional parcels charges, assessments and special taxes on parcels in Improvement Area No. 1. See the sample tax bill at Table 6 for estimated amounts of these parcel charges, assessments and special taxes for Fiscal Year 2023-24.

The Overlapping Debt Report does not include PACE debt secured by assessments or special taxes on any property. Given that no individual homeowners yet own property in Improvement Area No. 1, none of the parcels within Improvement Area No. 1 have a PACE lien.

Table 5
City of Rancho Cordova
Arista Del Sol Community Facilities District No. 2022-1
Improvement Area No. 1
Special Tax Bonds Series 2023
Direct and Overlapping Indebtedness
As of July 1, 2023

2022-23 Local Secured Assessed Valuation: \$28,994,860

<u>DIRECT AND OVERLAPPING TAX AND ASSESSMENT DEBT:</u>	<u>% Applicable</u>	<u>Debt 7/1/23</u>	
Los Rios Community College District General Obligation Bonds	0.012%	\$ 52,324	
Elk Grove Unified School District General Obligation Bonds	0.062	268,839	
Elk Grove Unified School District Community Facilities District No. 1	0.009	16,278	
City of Rancho Cordova Community Facilities District No. 2022-1, IA 1	100.	0	(1)
TOTAL DIRECT AND OVERLAPPING TAX AND ASSESSMENT DEBT		\$337,441	
 <u>OVERLAPPING GENERAL FUND DEBT:</u>			
Sacramento County General Fund Obligations	0.014%	\$ 16,379	
Sacramento County Pension Obligation Bonds	0.014	75,615	
Sacramento County Board of Education Certificates of Participation	0.014	302	
Elk Grove Unified School District Certificates of Participation	0.062	6,772	
City of Rancho Cordova Certificates of Participation	0.251	30,396	
Sacramento Metropolitan Fire General Fund Obligations	0.035	2,584	
Sacramento Metropolitan Fire Pension Obligation Bonds	0.035	8,816	
Cordova Recreation and Park District General Fund Obligations	0.156	9,573	
TOTAL GROSS OVERLAPPING GENERAL FUND DEBT		\$150,437	
Less: Sacramento County supported obligations		1,746	
TOTAL NET OVERLAPPING GENERAL FUND DEBT		\$148,691	
 GROSS COMBINED TOTAL DEBT			
		\$487,878	(2)
NET COMBINED TOTAL DEBT		\$486,132	

(1) Excludes Mello-Roos Act bonds to be sold.

(2) Excludes tax and revenue anticipation notes, enterprise revenue, mortgage revenue and non-bonded capital lease obligations.

Ratios to 2022-23 Local Secured Assessed Valuation:

Direct Debt (\$0)	0.00%
Total Direct and Overlapping Tax and Assessment Debt	1.16%
Gross Combined Total Debt.....	1.68%
Net Combined Total Debt.....	1.68%

Source: California Municipal Statistics, Inc.

Estimated Tax Burden on a Single-Family Home

The following table sets forth the estimated total tax burden on a single-family home, based on projected tax rates for Fiscal Year 2023-24.

Table 6
City of Rancho Cordova
Arista Del Sol Community Facilities District No. 2022-1
Improvement Area No. 1
Special Tax Bonds Series 2023
Sample Tax Bill – Fiscal Year 2023-24

Net Taxable Value		Amount
Estimated Market Values ⁽¹⁾		\$555,000.00
Less: Homeowner's Exemption		(7,000.00)
Net Taxable Value		\$548,000.00
Ad Valorem Property Taxes	Rate	Amount
Base Property Tax	1.0000%	\$5,480.00
Los Rios College General Obligation Bond	0.0226%	\$123.85
Elk Grove Unified General Obligation Bond	0.0303%	\$166.04
Total Ad Valorem Property Taxes	1.0529%	\$5,769.89
Parcel Charges, Assessments, and Special Taxes ^{(2)(3)*}		Amount
Water and Drainage Studies - SCWA 13		\$6.92
Elk Grove USD CFD No. 1		\$200.00
Transit Services Tax		\$89.80
Rancho Cordova Lighting District 2012-1		\$2.56
Rancho Cordova CFD 2014-2		\$512.68
Rancho Cordova CFD No. 2013-2		\$624.44
Rancho Cordova CFD No. 2022-1 ⁽⁴⁾		\$2,630.14
Total Parcel Charges, Assessments, and Special Taxes		\$4,066.54
Total Taxes		\$9,836.43
Total Effective Tax Rate		1.77%

* Preliminary; subject to change.

(1) Represents the concluded base retail value for a unit in Sycamore at Cypress, as reported in the Appraisal.

(2) Does not include any PACE assessments or special taxes.

(3) Except where otherwise noted, based on fiscal year 2022-23 tax rates.

(4) Equal to the applicable Maximum Special Tax rate in FY 2023-24.

Sources: Integra Realty Resources, Inc.; Goodwin Consulting Group, Inc.

Special Tax Collections and Delinquencies

Fiscal Year 2023-24 will be the first fiscal year during which the Special Tax will be levied. Accordingly, there is no history of collections and delinquencies. The levy of Special Taxes in Improvement Area No. 1 is currently covered by the Teeter Plan in the County. See "SECURITY FOR THE BONDS – Delinquent Payments of Special Tax; Covenant for Superior Court Foreclosure –Teeter Plan."

BOND OWNERS' RISKS

The purchase of the Bonds involves a degree of risk that may not be appropriate for some investors. The following includes a discussion of some of the risks that should be considered before making an investment decision. This discussion does not purport to be comprehensive or definitive or a complete statement of all factors that may be considered as risks in evaluating the credit quality of the Bonds.

Limited Obligation of the City to Pay Debt Service

The City has no obligation to pay principal of and interest on the Bonds if Special Tax collections are delinquent or insufficient, other than from amounts, if any, on deposit in the Reserve Fund or funds derived from the tax sale or foreclosure and sale of parcels for Special Tax delinquencies. The City is not obligated to advance funds to pay debt service on the Bonds.

Concentration of Ownership of Undeveloped Property

All of the land within Improvement Area No. 1 is currently owned and controlled, directly or indirectly, by Woodside. Although there will be transfers of ownership of this property as development progresses and home sales are closed, the timely payment of the Bonds depends upon the willingness and ability of all of the owners of taxable property within Improvement Area No. 1 to pay the Special Taxes when due. The only assets of the owners of property within Improvement Area No. 1 which constitute security for the Bonds are such owners' real property holdings located within Improvement Area No. 1, and each parcel may only be foreclosed against for delinquent Special Taxes levied against such parcel. If the current landowners choose to pay some but not all of the Special Taxes, they may, as owners of parcels in Improvement Area No. 1, choose to default on payments of the Special Tax on parcels. Also see "– Bankruptcy Delays" below.

Development of undeveloped property within Improvement Area No. 1 may be subject to unexpected delays, disruptions and changes which may affect the willingness and ability of the homebuilder or other property owners to pay the Special Taxes when due. Certain infrastructure improvements remain to be completed in order for homes to be completed on the timeline currently expected by Woodside. No assurance can be given that the proposed residential development will be partially or fully completed, and for purposes of evaluating the investment quality of the Bonds, prospective purchasers should consider the possibility that such parcels will remain vacant and only partially improved. See the information set forth under the caption "IMPROVEMENT AREA NO. 1 – Development in the District."

Levy and Collection of the Special Tax

General. The principal source of payment of principal of and interest on the Bonds is the proceeds of the annual levy and collection of the Special Tax against property within Improvement Area No. 1.

Limitation on Maximum Annual Special Tax Rate. The annual levy of the Special Tax is subject to the maximum annual Special Tax rate authorized in the Rate and Method. The levy cannot be made at a higher rate even if the failure to do so means that the estimated proceeds of the levy and collection of the Special Tax, together with other available funds, will not be sufficient to pay debt service on the Bonds.

In addition to the maximum annual Special Tax rate limitation in the Rate and Method, Section 53321(d) of the Mello-Roos Act provides that the special tax levied against any parcel for which an occupancy permit for private residential use has been issued may not be increased as a consequence of delinquency or default by the owner of any other parcel within a community facilities district by more than 10% above the amount that would have been levied in such fiscal year had there never been any such delinquencies or defaults. In cases of significant delinquency, these factors may result in defaults in the payment of principal of and interest on the Bonds.

No Relationship Between Property Value and Special Tax Levy. Because the Rate and Method is not based on property value, the levy of the Special Tax will rarely, if ever, result in a uniform relationship between the value of particular parcels in Improvement Area No. 1 subject to a Special Tax and the amount of the levy of the Special Tax against those parcels. Thus, there will rarely, if ever, be a uniform relationship between the value of the parcels in Improvement Area No. 1 subject to a Special Tax and their proportionate share of debt service on the Bonds, and certainly not a direct relationship.

Factors that Could Lead to Special Tax Deficiencies. The following are some of the factors that might cause the levy of the Special Tax on any particular parcel of Taxable Property to vary from the Special Tax that might otherwise be expected:

Transfers to Governmental Entities. The number of parcels in Improvement Area No. 1 subject to a Special Tax could be reduced through the acquisition of Taxable Property by a governmental entity and failure of the government to pay the Special Tax based upon a claim of exemption or, in the case of the federal government or an agency thereof, immunity from taxation, thereby resulting in an increased tax burden on the remaining taxed parcels.

Property Tax Delinquencies. Failure of the owners of Taxable Property to pay property taxes (and, consequently, the Special Tax), or delays in the collection of or inability to collect the Special Tax by tax sale or foreclosure and sale of the delinquent parcels, could result in a deficiency in the collection of Special Tax revenues. See “—Property Tax Delinquencies” below.

Delays Following Special Tax Delinquencies and Foreclosure Sales. The Fiscal Agent Agreement generally provides that the Special Tax is to be collected in the same manner as ordinary *ad valorem* property taxes are collected and, except as provided in the special covenant for foreclosure described in “SECURITY FOR THE BONDS – Delinquent Payments of Special Tax; Covenant for Superior Court Foreclosure” and in the Mello-Roos Act, is subject to

the same penalties and the same procedure, sale and lien priority in case of delinquency as is provided for ordinary *ad valorem* property taxes. Under these procedures, if taxes are unpaid for a period of five years or more, the property is deeded to the State and then is subject to sale by the County.

If sales or foreclosures of property are necessary, there could be a delay in payments to owners of the Bonds pending such sales or the prosecution of foreclosure proceedings and receipt by the City of the proceeds of sale if the Reserve Fund is depleted. See “SECURITY FOR THE BONDS – Delinquent Payments of Special Tax; Covenant for Superior Court Foreclosure.”

The ability of the City to collect interest and penalties specified by State law and to foreclose against properties having delinquent Special Tax installments may be limited in certain respects with regard to properties in which the Federal Deposit Insurance Corporation (the “FDIC”) has or obtains an interest. The FDIC would obtain such an interest by taking over a financial institution that has made a loan that is secured by property within Improvement Area No. 1. See “– FDIC/Federal Government Interests in Properties” below.

Other laws generally affecting creditors’ rights or relating to judicial foreclosure may affect the ability to enforce payment of Special Taxes or the timing of enforcement of Special Taxes. For example, the Soldiers and Sailors Civil Relief Act of 1940 affords protections such as a stay in enforcement of the foreclosure covenant, a six-month period after termination of military service to redeem property sold to enforce the collection of a tax or assessment and a limitation on the interest rate on the delinquent tax or assessment to persons in military service if the court concludes the ability to pay such taxes or assessments is materially affected by reason of such service.

Overlapping Tax Districts. The land in Improvement Area No. 1 is also located within the boundaries of various local agencies that could issue debt in the future payable from special taxes or other amounts levied on the parcels in Improvement Area No. 1; this would decrease the value to lien ratios of parcels in Improvement Area No. 1.

Property Tax Delinquencies

General. Delinquencies in the payment of property taxes and, consequently, the Special Taxes, can occur because the owners of delinquent parcels may not have received property tax bills from the County in a timely manner, including situations in which the County initially sent property tax bills to the property developer or merchant builder at a time when the parcels in question had already been sold to individual homeowners. Delinquencies can also reflect economic difficulties and duress by the property owner.

Numerous future delinquencies by the owners of Taxable Property in Improvement Area No. 1 in the payment of property taxes (and, consequently, the Special Taxes, which are collected on the ordinary property tax bills) when due could result in a deficiency in Special Tax Revenues necessary to pay debt service on the Bonds, which could in turn result in the depletion of the Reserve Fund, prior to reimbursement from the resale of foreclosed property or payment of the delinquent Special Tax. In that event, there could be a delay or failure in payments of the principal of and interest on the Bonds. See “SECURITY FOR THE BONDS – Reserve Fund,” and “SECURITY FOR THE BONDS – Delinquent Payments of Special Tax; Covenant for Superior Court Foreclosure.”

The City intends to take certain actions designed to mitigate the impact of future delinquencies, including: enforcing the lien of the Special Taxes through collection procedures that will include foreclosure actions under certain circumstances (see “SECURITY FOR THE BONDS – Delinquent Payments of Special Tax; Covenant for Superior Court Foreclosure”); and increasing the levy of Special Taxes against non-delinquent property owners in Improvement Area No. 1, to the extent permitted under the Rate and Method and the Mello-Roos Act and to the extent the Special Taxes are not already being levied at the Maximum Annual Special Tax rate.

Any future decline in home values in Improvement Area No. 1 could result in property owner unwillingness or inability to pay mortgage payments, as well as *ad valorem* property taxes and Special Taxes, when due. Under such circumstances, bankruptcies are likely to increase. Bankruptcy by homeowners with delinquent Special Taxes would delay the commencement and completion of foreclosure proceedings to collect delinquent Special Taxes.

It is possible that laws could be enacted in the future to assist homeowners in default in the payment of mortgages and property taxes. It is further possible that federal laws could be enacted that would adversely impact the ability of the City to foreclose on parcels with delinquent Special Taxes. No assurance can be given that any such laws will be enacted, or if enacted will be effective in assisting affected homeowners.

Property Values and Risks Related to Development

The value of Taxable Property within Improvement Area No. 1 is a critical factor in determining the investment quality of the Bonds. If a property owner defaults in the payment of the Special Tax, the City’s only remedy is to foreclose on the delinquent property in an attempt to obtain funds with which to pay the delinquent Special Tax. Land values could be adversely affected by economic and other factors beyond the City’s control, such as a general economic downturn, relocation of employers out of the area, shortages of water, electricity, natural gas or other utilities, destruction of property caused by earthquake, flood, wildfires, or other natural disasters, environmental pollution or contamination, or unfavorable economic conditions.

The following is a discussion of specific risk factors that could affect the value of property in Improvement Area No. 1.

Current Challenges to the Homebuilding Industry. No assurances can be given that the timing of construction of homes and/or sale of homes to individual homeowners projected by Woodside in this Official Statement will be accomplished. Due to the current state of world affairs, the pace of homebuilding and sale of homes to individual homeowners in Improvement Area No. 1 may be adversely affected by a variety of factors, including rising interest rates, inflation and changes in economic conditions, increases in certain construction costs, droughts and water shortages or other environmental factors, workforce shortages and supply chain disruptions. Further, the recent increases in interest rates may slow the demand for new residential homes and a combination of historically high new home prices and rising interest rates may price some homebuyers out of entry-level homes. High inflation could force prospective homebuyers to account for other costs over purchasing a new home at a higher interest rate. See “VALUE OF PROPERTY WITHIN IMPROVEMENT AREA NO. 1 – Appraised Values – Currently Changing Market Conditions” above.

Although such factors are not currently having a significant impact on the overall development of homes in Improvement Area No. 1, the impacts caused by such factors are

evolving and no prediction can be made with respect to the ultimate effects of these factors on Woodside's ability to sell and close homes in Improvement Area No. 1. These external factors, if and as they arise, could have a material adverse effect on the ability to develop the homes in Improvement Area No. 1 as planned, and no assurance can be provided that Woodside will be able to (a) complete in whole or in any part, or within any particular time, its construction of homes within Improvement Area No. 1; (b) avoid additional material increases in development costs or delays resulting from work stoppages, reduced attendance of workers and shortages or delays in the delivery of building materials; or (c) sell homes, and close home sales or not experience purchase contract cancellations, due to an economic downturn driven by rising interest rates, inflation or other changes in economic conditions.

Natural Disasters. The value of the Taxable Property in the future can be adversely affected by a variety of natural occurrences, particularly those that may affect infrastructure and other public improvements and private improvements on the Taxable Property and the continued habitability and enjoyment of such private improvements.

The areas in and surrounding Improvement Area No. 1, like those in much of California, may be subject to unpredictable seismic activity, including earthquakes. See "IMPROVEMENT AREA NO. 1 – Description and Location."

Other natural disasters could include, without limitation, floods, wildfires, droughts or tornadoes. One or more natural disasters could occur and could result in damage to improvements of varying seriousness. Although land in Improvement Area No. 1 is not in a high-risk area (or a special fire hazard severity zone) for wildfires, landslides, floods, or tornadoes, natural disasters such as these are unpredictable and may occur anywhere throughout the State, with devastating consequences. In particular, large fires have impacted other parts of the City and County in recent years. The damage may entail significant repair or replacement costs and that repair or replacement may never occur either because of the cost, or because repair or replacement will not facilitate habitability or other use, or because other considerations preclude such repair or replacement. Under any of these circumstances there could be significant delinquencies in the payment of Special Taxes, and the value of the Taxable Property may well depreciate or disappear.

Droughts. The State is subject from time-to-time to drought conditions, which could have an impact on future development in Improvement Area No. 1. Drought conditions have been present in the State numerous times in the recent past. Although much of the State, including property in the City, is now out of the worst drought category, the City cannot predict when worsening drought conditions and concomitant water-reduction requirements will return, what effect drought conditions could have on property values, or whether or to what extent water reduction requirements may affect the development of Improvement Area No. 1.

Legal Requirements. Other events that may affect the value of Taxable Property include changes in the law or application of the law. Such changes may include, without limitation, local growth control initiatives, local utility connection moratoriums and local application of statewide tax and governmental spending limitation measures.

Hazardous Substances. One of the most serious risks in terms of the potential reduction in the value of Taxable Property is a claim with regard to a hazardous substance. In general, the owners and operators of Taxable Property may be required by law to remedy conditions of the parcel relating to releases or threatened releases of hazardous substances. The federal Comprehensive Environmental Response, Compensation and Liability Act of 1980,

sometimes referred to as “CERCLA” or the “Superfund Act,” is the most well-known and widely applicable of these laws, but California laws with regard to hazardous substances are also stringent and similar. Under many of these laws, the owner or operator is obligated to remedy a hazardous substance condition of property whether or not the owner or operator has anything to do with creating or handling the hazardous substance. The effect, therefore, should any of the Taxable Property be affected by a hazardous substance, is to reduce the marketability and value of the parcel by the costs of remedying the condition, because the purchaser, upon becoming owner, will become obligated to remedy the condition.

The property values set forth in this Official Statement do not take into account the possible reduction in marketability and value of any of the Taxable Property by reason of the possible liability of the owner or operator for the remedy of a hazardous substance condition of the parcel. Although the City is not aware that the owner or operator of any of the Taxable Property has such a current liability with respect to any of the Taxable Property, it is possible that such liabilities do currently exist and that the City is not aware of them.

Further, it is possible that liabilities may arise in the future with respect to any of the Taxable Property resulting from the existence, currently, on the parcel of a substance presently classified as hazardous but that has not been released or the release of which is not presently threatened, or may arise in the future resulting from the existence, currently on the parcel of a substance not presently classified as hazardous but that may in the future be so classified. Further, such liabilities may arise not simply from the existence of a hazardous substance but from the method of handling it. All of these possibilities could significantly affect the value of Taxable Property that is realizable upon a delinquency.

Endangered and Threatened Species. It is illegal to harm or disturb any plants or animals in their habitat that have been listed as endangered species by the United States Fish & Wildlife Service under the Federal Endangered Species Act or by the California Fish & Game Commission under the California Endangered Species Act without a permit. Although Woodside believes that no federally listed endangered or threatened species would be affected by the proposed development within Improvement Area No. 1, other than any that are permitted by the entitlements already received (which allow for the impact of development and specify the mitigation required), the discovery of an endangered plant or animal could delay development of vacant property in Improvement Area No. 1 or reduce the value of undeveloped property.

Future Property Development

Continuing development of the parcels in Improvement Area No. 1 may be adversely affected by changes in general or local economic conditions, fluctuations in or a deterioration of the real estate market, increased construction costs, development, financing and marketing capabilities of the developer, water or electricity shortages, discovery on the undeveloped property of any plants or animals in their habitat that have been listed as endangered species, changes in law, and other similar factors. Development in Improvement Area No. 1 may also be affected by development in surrounding areas, which may compete with the property in Improvement Area No. 1.

For example, H.R. 1 of the 115th U.S. Congress, known as the “Tax Cuts and Jobs Act,” was enacted into law on December 22, 2017 (the “**Tax Act**”). The Tax Act made significant changes to many aspects of the Code that could have an impact on future property development, although to-date none have been widespread.

Other Possible Claims Upon the Value of Taxable Property

While the Special Taxes are secured by the Taxable Property, the security only extends to the value of such Taxable Property that is not subject to priority and parity liens and similar claims.

The table in the section entitled "VALUE OF PROPERTY WITHIN IMPROVEMENT AREA NO. 1 –Priority of Lien" shows the presently outstanding amount of governmental obligations (with stated exclusions), the tax or assessment for which is or may become an obligation of one or more of the parcels in Improvement Area No. 1 subject to a Special Tax. The table also states the additional amount of general obligation bonds the tax for which, if and when issued, may become an obligation of one or more of the parcels in Improvement Area No. 1 subject to a Special Tax. The table does not specifically identify which of the governmental obligations are secured by liens on one or more of the parcels in Improvement Area No. 1 subject to a Special Tax.

In addition, other governmental obligations may be authorized and undertaken or issued in the future, the tax, assessment or charge for which may become an obligation of one or more of the parcels in Improvement Area No. 1 subject to a Special Tax and may be secured by a lien on a parity with the lien of the Special Tax securing the Bonds.

In general, as long as the Special Tax is collected on the County tax roll, the Special Tax and all other taxes, assessments and charges also collected on the tax roll are on a parity, that is, are of equal priority. Questions of priority become significant when collection of one or more of the taxes, assessments or charges is sought by some other procedure, such as foreclosure and sale. In the event of proceedings to foreclose for delinquency of Special Taxes securing the Bonds, the Special Tax will be subordinate only to existing prior governmental liens, if any. Otherwise, in the event of such foreclosure proceedings, the Special Taxes will generally be on a parity with the other taxes, assessments and charges, and will share the proceeds of such foreclosure proceedings on a pro rata basis. Although the Special Taxes will generally have priority over non-governmental liens on a parcel of Taxable Property, regardless of whether the non-governmental liens were in existence at the time of the levy of the Special Tax or not, this result may not apply in the case of bankruptcy. See "– Bankruptcy Delays" below.

Exempt Properties

Certain properties are exempt from the Special Tax in accordance with the Rate and Method and the Mello-Roos Act, which provides that properties or entities of the state, federal or local government are exempt from the Special Tax; provided, however, that property within Improvement Area No. 1 acquired by a public entity through a negotiated transaction or by gift or devise, which is not otherwise exempt from the Special Tax, will continue to be subject to the Special Tax. See "SECURITY FOR THE BONDS – Rate and Method."

In addition, although the Mello- Roos Act provides that if property subject to the Special Tax is acquired by a public entity through eminent domain proceedings, the obligation to pay the Special Tax with respect to that property is to be treated as if it were a special assessment, the constitutionality and operation of these provisions of the Mello- Roos Act have not been tested, meaning that such property could become exempt from the Special Tax. The Mello- Roos Act further provides that no other properties or entities are exempt from the Special Tax unless the properties or entities are expressly exempted in a resolution of consideration to levy a new special tax or to alter the rate or method of apportionment of an existing special tax.

FDIC/Federal Government Interests in Properties

General. The ability of the City to foreclose the lien of delinquent unpaid Special Tax installments may be limited with regard to properties in which the FDIC, the Drug Enforcement Agency, the Internal Revenue Service, or other federal agency has or obtains an interest.

Federal courts have held that, based on the supremacy clause of the United States Constitution, in the absence of Congressional intent to the contrary, a state or local agency cannot foreclose to collect delinquent taxes or assessments if foreclosure would impair the federal government interest.

The supremacy clause of the United States Constitution reads as follows: "This Constitution, and the Laws of the United States which shall be made in Pursuance thereof; and all Treaties made, or which shall be made, under the Authority of the United States, shall be the supreme Law of the Land; and the Judges in every State shall be bound thereby, any Thing in the Constitution or Laws of any State to the contrary notwithstanding."

This means that, unless Congress has otherwise provided, if a federal governmental entity owns a parcel that is subject to Special Taxes but does not pay taxes and assessments levied on the parcel (including Special Taxes), the applicable state and local governments cannot foreclose on the parcel to collect the delinquent taxes and assessments.

Moreover, unless Congress has otherwise provided, if the federal government has a mortgage interest in the parcel and the City wishes to foreclose on the parcel as a result of delinquent Special Taxes, the property cannot be sold at a foreclosure sale unless it can be sold for an amount sufficient to pay delinquent taxes and assessments on a parity with the Special Taxes and preserve the federal government's mortgage interest. In *Rust v. Johnson* (9th Circuit; 1979) 597 F.2d 174, the United States Court of Appeal, Ninth Circuit held that the Federal National Mortgage Association ("**FNMA**") is a federal instrumentality for purposes of this doctrine, and not a private entity, and that, as a result, an exercise of state power over a mortgage interest held by FNMA constitutes an exercise of state power over property of the United States.

The City has not undertaken to determine whether any federal governmental entity currently has, or is likely to acquire, any interest (including a mortgage interest) in any of the parcels subject to the Special Taxes, and therefore expresses no view concerning the likelihood that the risks described above will materialize while the Bonds are outstanding.

FDIC. In the event that any financial institution making any loan which is secured by real property within Improvement Area No. 1 is taken over by the FDIC, and prior thereto or thereafter the loan or loans go into default, resulting in ownership of the property by the FDIC, then the ability of the City to collect interest and penalties specified by State law and to foreclose the lien of delinquent unpaid Special Taxes may be limited.

The FDIC's policy statement regarding the payment of state and local real property taxes (the "**Policy Statement**") provides that property owned by the FDIC is subject to state and local real property taxes only if those taxes are assessed according to the property's value, and that the FDIC is immune from real property taxes assessed on any basis other than property value. According to the Policy Statement, the FDIC will pay its property tax obligations when they become due and payable and will pay claims for delinquent property taxes as promptly as is

consistent with sound business practice and the orderly administration of the institution's affairs, unless abandonment of the FDIC's interest in the property is appropriate. The FDIC will pay claims for interest on delinquent property taxes owed at the rate provided under state law, to the extent the interest payment obligation is secured by a valid lien. The FDIC will not pay any amounts in the nature of fines or penalties and will not pay nor recognize liens for such amounts. If any property taxes (including interest) on FDIC-owned property are secured by a valid lien (in effect before the property became owned by the FDIC), the FDIC will pay those claims. The Policy Statement further provides that no property of the FDIC is subject to levy, attachment, garnishment, foreclosure or sale without the FDIC's consent. In addition, the FDIC will not permit a lien or security interest held by the FDIC to be eliminated by foreclosure without the FDIC's consent.

The Policy Statement states that the FDIC generally will not pay non-*ad valorem* taxes, including special assessments, on property in which it has a fee interest unless the amount of tax is fixed at the time that the FDIC acquires its fee interest in the property, nor will it recognize the validity of any lien to the extent it purports to secure the payment of any such amounts. Special taxes imposed under the Mello-Roos Act and a Rate and Method which determines the special tax due each year are specifically identified in the Policy Statement as being imposed each year and therefore covered by the FDIC's federal immunity. The Ninth Circuit issued a ruling on August 28, 2001, in which it determined that the FDIC, as a federal agency, is exempt from special taxes levied under the Act.

The City is unable to predict what effect the application of the Policy Statement would have in the event of a delinquency in the payment of Special Taxes on a parcel within Improvement Area No. 1 in which the FDIC has or obtains an interest, although prohibiting the lien of the Special Taxes to be foreclosed out at a judicial foreclosure sale could reduce or eliminate the number of persons willing to purchase a parcel at a foreclosure sale. Such an outcome could cause a draw on the Reserve Fund and perhaps, ultimately, if enough property were to become owned by the FDIC, a default in payment on the Bonds.

Depletion of Reserve Fund

The Reserve Fund is to be maintained at an amount equal to the Reserve Requirement as defined in the Fiscal Agent Agreement. See "SECURITY FOR THE BONDS – Reserve Fund." The Reserve Fund will be used to pay principal of and interest on the Bonds if insufficient funds are available from the proceeds of the levy and collection of the Special Tax against property within Improvement Area No. 1. If the Reserve Fund is depleted, it can be replenished from the proceeds of the levy and collection of the Special Taxes that exceed the amounts to be paid to the owners of the Bonds under the Fiscal Agent Agreement. However, because the Special Tax levy is limited to the annual Maximum Annual Special Tax rates, it is possible that no replenishment would be achieved if the Special Tax proceeds, together with other available funds, remain insufficient to pay all such amounts. Thus, it is possible that the Reserve Fund will be depleted and not be replenished by the levy and collection of the Special Taxes.

Bankruptcy Delays

The payment of the Special Tax and the ability of the City to foreclose the lien of a delinquent unpaid Special Tax, as discussed in "SECURITY FOR THE BONDS," may be limited by bankruptcy, insolvency or other laws generally affecting creditors' rights or by the laws of the State of California relating to judicial foreclosure. The various legal opinions to be delivered concurrently with the delivery of the Bonds (including Bond Counsel's approving legal opinion) will be qualified as to the enforceability of the various legal instruments by bankruptcy, insolvency, reorganization, moratorium and other similar laws affecting creditors' rights, by the application of equitable principles and by the exercise of judicial discretion in appropriate cases.

Although bankruptcy proceedings would not cause the Special Taxes to become extinguished, bankruptcy of a property owner or any other person claiming an interest in the property could result in a delay in superior court foreclosure proceedings and could result in the possibility of Special Tax installments not being paid in part or in full. Such a delay would increase the likelihood of a delay or default in payment of the principal of and interest on the Bonds.

In addition, the amount of any lien on property securing the payment of delinquent Special Taxes could be reduced if the value of the property were determined by the bankruptcy court to have become less than the amount of the lien, and the amount of the delinquent Special Taxes in excess of the reduced lien could then be treated as an unsecured claim by the court. Any such stay of the enforcement of the lien for the Special Tax, or any such delay or non-payment, would increase the likelihood of a delay or default in payment of the principal of and interest on the Bonds and the possibility of delinquent Special Taxes not being paid in full.

To the extent that property in Improvement Area No. 1 continues to be owned by a limited number of property owners, the chances are increased that the Reserve Fund could be fully depleted during any such delay in obtaining payment of delinquent Special Taxes. As a result, sufficient moneys would not be available in the Reserve Fund to make up shortfalls resulting from delinquent payments of the Special Tax and thereby to pay principal of and interest on the Bonds on a timely basis.

On July 30, 1992, the United States Court of Appeals for the Ninth Circuit issued its opinion in a bankruptcy case entitled *In re Glaspy Marine Industries*. In that case, the court held that *ad valorem* property taxes levied by Snohomish County in the State of Washington after the date that the property owner filed a petition for bankruptcy were not entitled to priority over a secured creditor with a prior lien on that property. The court upheld the priority of unpaid *ad valorem* taxes imposed before the bankruptcy petition (the "pre-petition taxes"), but unpaid taxes imposed after the filing of the bankruptcy petition ("post-petition taxes") were declared to be unsecured "administrative expenses" of the bankruptcy estate, and were therefore held to be payable from the bankruptcy estate only after payment of all secured creditors. As a result, the secured creditor of the property was able to foreclose on the property and retain all of the proceeds of the sale except for the amount of the pre-petition taxes.

According to the court's ruling, as administrative expenses, post-petition taxes would have to be paid, but only if the debtor had sufficient assets not subject to other perfected security interests to do so. In certain circumstances, payment of such administrative expenses may also be allowed to be deferred. Once the property is transferred out of the bankruptcy estate (through foreclosure or otherwise) it would at that time again become subject to and would secure liens for then current and future *ad valorem* taxes.

Glasply was controlling precedent on bankruptcy courts in the State of California for several years subsequent to the date of the Ninth Circuit's holding. Pursuant to state law, the lien date for general *ad valorem* property taxes levied in the State of California is the January 1 preceding the fiscal year for which the taxes are levied. Under the *Glasply* holding, a bankruptcy petition filing would have prevented the lien for general *ad valorem* property taxes levied in fiscal years subsequent to the filing of a bankruptcy petition from attaching and becoming a lien so long as the property was a part of the estate in bankruptcy. However, the *Glasply* holding was for the most part subsequently rendered inoperative with respect to the imposition of a lien for and the collection of *ad valorem* taxes by amendments to the federal Bankruptcy Code (Title 11 U.S.C.) which were part of the Bankruptcy Reform Act of 1994 (the "Bankruptcy Reform Act") passed by Congress during the later part of 1994. The Bankruptcy Reform Act added a provision to the automatic stay section of the Bankruptcy Code which, pursuant to Section 362(b)(18) thereof, excepts from the Bankruptcy Code's automatic stay provisions, "the creation of a statutory lien for an *ad valorem* property tax imposed by . . . a political subdivision of a state, if such tax comes due after the filing of the petition" by a debtor in bankruptcy court. The effect of this provision is to continue the secured interest of *ad valorem* taxes on real property (i.e., post-petition taxes) in effect during the period following the filing of a bankruptcy petition, including during the period bankruptcy proceedings are pending.

Without further clarification by the courts or Congress, the original rationale of the *Glasply* holding could, however, still result in the treatment of post-petition special taxes as "administrative expenses," rather than as tax liens secured by real property, at least during the pendency of bankruptcy proceedings. This treatment might result from the fact that, although the lien of special taxes is of record from the date of the filing of a Notice of Special Tax Lien, the actual special tax is levied annually. As noted above, special taxes have a different lien date than the lien date for general *ad valorem* taxes in the State of California noted above. The lien of a Mello-Roos special tax attaches upon recordation of the notice of the special tax lien, as provided for in Section 53328.3 of the Act, as opposed to the annual January 1 lien date for general *ad valorem* taxes. Thus, in deciding whether the original *Glasply* ruling is applicable to a bankruptcy proceeding involving special taxes rather than general *ad valorem* property taxes, a court might consider the differences in the statutory provisions for creation of the applicable tax lien (general *ad valorem* or special tax) in determining whether there is a basis for post petition special taxes to be entitled to a lien on the property during pending bankruptcy proceedings. If a court were to apply *Glasply* to eliminate the priority of the special tax lien as a secured claim against property with respect to post-petition levies of the Special Taxes made against property owners within Improvement Area No. 1 who file for bankruptcy, collections of the Special Taxes from such property owners could be reduced as the result of being treated as "administrative expenses" of the bankruptcy estate. Also, and most importantly, is the fact that the original holding in *Glasply* and the mitigation of that holding by the Bankruptcy Reform Act of 1994 both appear to be applicable only to general *ad valorem* taxes, and, therefore, the exemption from the automatic stay in Section 362(b)(18) discussed above may not be applicable to special taxes since they were not expressly mentioned or provided for in this section, nor defined to be included within the term "*ad valorem* taxes."

Disclosure to Future Purchasers

The City has recorded a notice of the Special Tax lien in the Office of the County Recorder. While title companies normally refer to such notices in title reports, there can be no guarantee that such reference will be made or, if made, that a prospective purchaser or lender will consider such special tax obligation in the purchase of a parcel of land or a home in Improvement Area No. 1 or the lending of money secured by property in Improvement Area No. 1. The Mello-Roos Act and the City's Mello-Roos Act Goals and Policies require the subdivider of a subdivision (or its agent or representative) to notify a prospective purchaser or long-term lessor of any lot, parcel, or unit subject to a Mello-Roos special tax of the existence and maximum amount of such special tax using a statutorily prescribed form. California Civil Code Section 1102.6b requires that in the case of transfers other than those covered by the above requirement, the seller must at least make a good faith effort to notify the prospective purchaser of the special tax lien in a format prescribed by statute. Failure by an owner of the property to comply with these requirements, or failure by a purchaser or lessor to consider or understand the nature and existence of the Special Tax, could adversely affect the willingness and ability of the purchaser or lessor to pay the Special Tax when due.

No Acceleration Provisions

The Bonds do not contain a provision allowing for their acceleration in the event of a payment default or other default under the terms of the Bonds or the Fiscal Agent Agreement. Under the Fiscal Agent Agreement, a Bondowner is given the right for the equal benefit and protection of all Bondowners similarly situated to pursue certain remedies. So long as the Bonds are in book-entry form, DTC will be the sole Bondowner and will be entitled to exercise all rights and remedies of Bondholders, in accordance with its procedures and rules.

Loss of Tax Exemption

As discussed under the caption "TAX MATTERS," interest on the Bonds might become includable in gross income for purposes of federal income taxation retroactive to the date the Bonds were issued as a result of future acts or omissions of the City in violation of its covenants in the Fiscal Agent Agreement. The Fiscal Agent Agreement does not contain a special redemption feature triggered by the occurrence of an event of taxability. As a result, if interest on the Bonds were to become includable in gross income for purposes of federal income taxation, the Bonds would continue to remain outstanding until maturity unless earlier redeemed pursuant to optional redemption, mandatory sinking fund redemption or special mandatory redemption upon prepayment of the Special Taxes. See "THE BONDS – Redemption."

Future legislative proposals, if enacted into law, clarification of the Code or court decisions may cause interest on the Bonds to be subject, directly or indirectly, to federal income taxation or to be subject to or exempted from state income taxation, or otherwise prevent Bondowners from realizing the full current benefit of the tax status of such interest.

IRS Audit of Tax-Exempt Bond Issues

The Internal Revenue Service (the "IRS") has initiated an expanded program for the auditing of tax-exempt bond issues, including both random and targeted audits. It is possible that the Bonds will be selected for audit by the IRS. It is also possible that the market value of such Bonds might be affected as a result of such an audit (or by an audit of similar bonds or securities).

Voter Initiatives

Under the California Constitution, the power of initiative is reserved to the voters for the purpose of enacting statutes and constitutional amendments. Since 1978, the voters have exercised this power through the adoption of Proposition 13 and similar measures, including Proposition 218, which was approved in the general election held on November 5, 1996, and Proposition 26, which was approved on November 2, 2010.

Any such initiative may affect the collection of fees, taxes and other types of revenue by local agencies such as the City. Subject to overriding federal constitutional principles, such collection may be materially and adversely affected by voter-approved initiatives, possibly to the extent of creating cash-flow problems in the payment of outstanding obligations such as the Bonds.

Proposition 218 – Voter Approval for Local Government Taxes—Limitation on Fees, Assessments, and Charges—Initiative Constitutional Amendment, added Articles XIII C and XIII D to the California Constitution, imposing certain vote requirements and other limitations on the imposition of new or increased taxes, assessments and property-related fees and charges.

On November 2, 2010, California voters approved Proposition 26, entitled the “Supermajority Vote to Pass New Taxes and Fees Act.” Section 1 of Proposition 26 declares that Proposition 26 is intended to limit the ability of the State Legislature and local government to circumvent existing restrictions on increasing taxes by defining the new or expanded taxes as “fees.” Proposition 26 amended Articles XIII A and XIII C of the State Constitution. The amendments to Article XIII A limit the ability of the State Legislature to impose higher taxes (as defined in Proposition 26) without a two-thirds vote of the Legislature. Article XIII C requires that all new local taxes be submitted to the electorate before they become effective. Special Taxes for general governmental purposes require a majority vote and taxes for specific purposes (“special taxes”) require a two-thirds vote.

The Special Taxes and the bond authorization for Improvement Area No. 1 were each authorized by not less than a two-thirds vote of the landowners within Improvement Area No. 1 who constituted the qualified electors at the time of such voted authorization. The City believes, therefore, that issuance of the Bonds does not require the conduct of further proceedings under the Act, Proposition 218 or Proposition 26.

Case Law Related to the Mello-Roos Act Voting

On August 1, 2014, the California Court of Appeal, Fourth Appellate District, issued its opinion in *City of San Diego v. Melvin Shapiro, et al.* (D063997). The case involved a Convention Center Facilities District (the “CCFD”) established by the City of San Diego. The CCFD is a financing district established under the City’s charter (the “Charter”) and was intended to function much like a community facilities district established under the Mello-Roos Act. The CCFD was comprised of all of the real property in the entire City. However, the CCFD special tax was to be levied only on properties in the CCFD that were improved with a hotel.

At the election to authorize the CCFD special tax, the CCFD proceedings limited the electorate to owners of hotel properties and lessees of real property owned by a governmental entity on which a hotel was located. Registered voters in the City of San Diego were not permitted to vote. This definition of the qualified electors of the CCFD was based on Section

53326(c) of the Mello-Roos Act, which generally provides that, if a special tax will not be apportioned in any tax year on residential property, the legislative body may provide that the vote shall be by the landowners of the proposed community facilities district whose property would be subject to the special tax.

The *San Diego* Court held that the CCFD special tax election did not comply with the City's Charter and with applicable provisions of the California Constitution -- specifically Article XIII A, section 4 ("Cities, Counties and special districts, by a two-thirds vote of the qualified electors of such district, may impose special taxes on such district...") and Article XIII C, section 2(d) ("No local government may impose, extend, or increase any special tax unless and until that tax is submitted to the electorate and approved by a two-thirds vote.") -- because the electors in the CCFD election should have been the registered voters residing within the CCFD (the boundaries of which were coterminous with the boundaries of the City of San Diego).

As to Improvement Area No. 1, there were fewer than 12 registered voters within Improvement Area No. 1 at the time of the election to authorize the Special Taxes. Significantly, the *San Diego* Court expressly stated that it was not addressing the validity of a landowner election to impose special taxes on residential property pursuant to the Mello-Roos Act in situations where there are fewer than 12 registered voters. Therefore, by its terms, the *San Diego* Court's holding does not apply to the special tax election in Improvement Area No. 1.

Moreover, Sections 53341 and 53359 of the Act establish a limited period of time in which special taxes levied under the Mello-Roos Act may be challenged by a third party:

53341. Any action or proceeding to attack, review, set aside, void, or annul the levy of a special tax or an increase in a special tax pursuant to [the Mello-Roos Act] shall be commenced within 30 days after the special tax is approved by the voters....

53359. An action to determine the validity of bonds issued pursuant to [the Mello-Roos Act] or the validity of any special taxes levied pursuant to [the Mello-Roos Act] ... shall be commenced within 30 days after the voters approve the issuance of the bonds or the special tax ...

Section 53326(b) of the Mello-Roos Act defines the authorized voters for an election in which the special taxes will be levied on residential property: "Except as otherwise provided in subdivision (c), if at least 12 persons, who need not necessarily be the same 12 persons, have been registered to vote within the territory of the proposed community facilities district for each of the 90 days preceding the close of the protest hearing, the vote shall be by the registered voters of the proposed district, with each voter having one vote. Otherwise, the vote shall be by the landowners of the proposed district and each person who is the owner of land at the close of the protest hearing, or the authorized representative thereof, shall have one vote for each acre or portion of an acre of land that he or she owns within the proposed community facilities district not exempt from the special tax...."

Landowner voters approved the Special Taxes and the issuance of bonds for Improvement Area No. 1 in compliance with all applicable requirements of the Mello-Roos Act and, pursuant to Sections 53341 and 53359 of the Mello-Roos Act, the statute of limitations period to challenge the validity of the special tax has expired. Because the *San Diego* Court expressly stated that it did not consider the facts presented by Improvement Area No. 1 and the

District, and because the period for challenging the Special Taxes has passed, the City believes the Special Taxes are valid and cannot be challenged.

Secondary Market for Bonds

There can be no guarantee that there will be a secondary market for the Bonds or, if a secondary market exists, that any Bonds can be sold for any particular price. Prices of bond issues for which a market is being made will depend upon then-prevailing circumstances. Such prices could be substantially different from the original purchase price.

No assurance can be given that the market price for the Bonds will not be affected by the introduction or enactment of any future legislation (including without limitation amendments to the Internal Revenue Code), or changes in interpretation of the Internal Revenue Code, or any action of the IRS, including but not limited to the publication of proposed or final regulations, the issuance of rulings, the selection of the Bonds for audit examination, or the course or result of any IRS audit or examination of the Bonds or obligations that present similar tax issues as the Bonds.

Pandemic Diseases

In recent years and particularly as a result of the COVID-19 pandemic, public health authorities have warned of threats posed by outbreaks of disease and other public health threats. Pandemic diseases arising in the future could have significant adverse health and financial impacts throughout the world, leading to loss of jobs and personal financial hardships, and/or actions by federal, State and local governmental authorities to contain or mitigate the effects of an outbreak.

Taxpayer assistance measures may include deferral of due dates of property taxes, which was an assistance program during the COVID-19 pandemic, and with or without a deferral some taxpayers may be unable to make their property and Special Tax payments. No assurance can be given that the property tax payment dates will not be deferred in the future, which may cause a delay in the receipt of Special Taxes. In addition, home values may be affected by a reduction in demand stemming from personal finances, or general widespread economic circumstances resulting from pandemic diseases.

Cyber Security

The City, like many other public and private entities, relies on computer and other digital networks and systems to conduct its operations. As a recipient and provider of personal, private or other sensitive electronic information, the City is potentially subject to multiple cyber threats, including without limitation hacking, viruses, ransomware, malware and other attacks. No assurance can be given that the City's efforts to manage cyber threats and attacks will be successful in all cases, or that any such attack will not materially impact the operations or finances of the City or Improvement Area No. 1, or the administration of the Bonds. The City is also reliant on other entities and service providers in connection with the administration of the Bonds, including without limitation the County tax collector for the levy and collection of Special Taxes, the Fiscal Agent, and the dissemination agent. No assurance can be given that the City, Improvement Area No. 1 and these other entities will not be affected by cyber threats and attacks in a manner that may affect the Bond owners.

Potential Early Redemption of Bonds from Prepayments

Property owners within Improvement Area No. 1, including Woodside and individual homeowners, are permitted to prepay their Special Tax obligation at any time. Such prepayments could also be made from the proceeds of bonds issued by or on behalf of an overlapping special assessment district or community facilities district. Such prepayments will result in a redemption of the Bonds on the interest payment date for which timely notice may be given under the Fiscal Agent Agreement following the receipt of the prepayment. The resulting redemption of Bonds that were purchased at a price greater than par could reduce the otherwise expected yield on such Bonds.

LEGAL MATTERS**Legal Opinion**

The legal opinion of Jones Hall, A Professional Law Corporation, San Francisco, California, Bond Counsel, approving the validity of the Bonds will be made available to purchasers at the time of original delivery and is attached in substantially final form as APPENDIX E.

Jones Hall, A Professional Law Corporation, San Francisco, California, has served as Disclosure Counsel to the City. Meyers Nave, A Professional Law Corporation, Sacramento, California, will pass upon certain legal matters for the City as its City Attorney. Kutak Rock LLP, Irvine, California, is serving as counsel to the Underwriter.

No Litigation

At the time of delivery of the Bonds, the City will certify that there is no action, suit, proceeding, inquiry or investigation, at law or in equity, before or by any court, public board or body, pending with respect to which the City has been served with process or threatened, which (i) in any way questions the powers of the City Council or the City, (ii) in any way questions the validity of any proceeding taken by the City Council in connection with the issuance of the Bonds, (iii) wherein an unfavorable decision, ruling or finding could have a material adverse effect on the transactions contemplated by the purchase contract with respect to the Bonds, (iv) which, in any way, could adversely affect the validity or enforceability of the resolutions of the City Council adopted in connection with the formation of the District or Improvement Area No. 1, or the issuance of the Bonds, the Fiscal Agent Agreement, the Continuing Disclosure Agreement or the purchase contract with respect to the Bonds, (v) to the knowledge of the City, which in any way questions the exclusion from gross income of the recipients thereof of the interest on the Bonds for federal income tax purposes, or (vi) in any other way questions the status of the Bonds under State tax laws or regulations.

TAX MATTERS

Federal Tax Status. In the opinion of Jones Hall, A Professional Law Corporation, San Francisco, California, Bond Counsel, subject, however to the qualifications set forth below, under existing law, the interest on the Bonds is excluded from gross income for federal income tax purposes and such interest is not an item of tax preference for purposes of the federal alternative minimum tax. Interest on the Bonds may be subject to the corporate alternative minimum tax.

The opinions set forth in the preceding paragraph are subject to the condition that the City comply with all requirements of the Internal Revenue Code of 1986, as amended (the “**Tax Code**”) that must be satisfied subsequent to the issuance of the Bonds in order that the interest thereon be, and continue to be, excludable from gross income for federal income tax purposes. The City has made certain representations and covenants in order to comply with each such requirement. Inaccuracy of those representations, or failure to comply with certain of those covenants, may cause the inclusion of such interest in gross income for federal income tax purposes, which may be retroactive to the date of issuance of the Bonds.

Tax Treatment of Original Issue Discount and Premium. If the initial offering price to the public at which a Bond is sold is less than the amount payable at maturity thereof, then such difference constitutes “original issue discount” for purposes of federal income taxes and State of California personal income taxes. If the initial offering price to the public at which a Bond is sold is greater than the amount payable at maturity thereof, then such difference constitutes “original issue premium” for purposes of federal income taxes and State of California personal income taxes. *De minimis* original issue discount and original issue premium are disregarded.

Under the Tax Code, original issue discount is treated as interest excluded from federal gross income and exempt from State of California personal income taxes to the extent properly allocable to each owner thereof subject to the limitations described in the first paragraph of this section. The original issue discount accrues over the term to maturity of the Bond on the basis of a constant interest rate compounded on each interest or principal payment date (with straight-line interpolations between compounding dates). The amount of original issue discount accruing during each period is added to the adjusted basis of such Bonds to determine taxable gain upon disposition (including sale, redemption, or payment on maturity) of such Bond. The Tax Code contains certain provisions relating to the accrual of original issue discount in the case of purchasers of the Bonds who purchase the Bonds after the initial offering of a substantial amount of such maturity. Owners of such Bonds should consult their own tax advisors with respect to the tax consequences of ownership of Bonds with original issue discount, including the treatment of purchasers who do not purchase in the original offering to the public at the first price at which a substantial amount of such Bonds is sold to the public.

Under the Tax Code, original issue premium is amortized on an annual basis over the term of the Bond (said term being the shorter of the Bond’s maturity date or its call date). The amount of original issue premium amortized each year reduces the adjusted basis of the owner of the Bond for purposes of determining taxable gain or loss upon disposition. The amount of original issue premium on a Bond is amortized each year over the term to maturity of the Bond on the basis of a constant interest rate compounded on each interest or principal payment date (with straight-line interpolations between compounding dates). Amortized bond premium is not deductible for federal income tax purposes. Owners of premium Bonds, including purchasers who do not purchase in the original offering, should consult their own tax advisors with respect

to State of California personal income tax and federal income tax consequences of owning such Bonds.

California Tax Status. In the further opinion of Bond Counsel, interest on the Bonds is exempt from California personal income taxes.

Other Tax Considerations. Current and future legislative proposals, if enacted into law, clarification of the Tax Code or court decisions may cause interest on the Bonds to be subject, directly or indirectly, to federal income taxation or to be subject to or exempted from state income taxation, or otherwise prevent beneficial owners from realizing the full current benefit of the tax status of such interest. The introduction or enactment of any such legislative proposals, clarification of the Tax Code or court decisions may also affect the market price for, or marketability of, the Bonds. It cannot be predicted whether or in what form any such proposal might be enacted or whether, if enacted, such legislation would apply to bonds issued prior to enactment.

The opinions expressed by Bond Counsel are based upon existing legislation and regulations as interpreted by relevant judicial and regulatory authorities as of the date of such opinion, and Bond Counsel has expressed no opinion with respect to any proposed legislation or as to the tax treatment of interest on the Bonds, or as to the consequences of owning or receiving interest on the Bonds, as of any future date. Prospective purchasers of the Bonds should consult their own tax advisors regarding any pending or proposed federal or state tax legislation, regulations or litigation, as to which Bond Counsel expresses no opinion.

Owners of the Bonds should also be aware that the ownership or disposition of, or the accrual or receipt of interest on, the Bonds may have federal or state tax consequences other than as described above. Other than as expressly described above, Bond Counsel expresses no opinion regarding other federal or state tax consequences arising with respect to the Bonds, the ownership, sale or disposition of the Bonds, or the amount, accrual or receipt of interest on the Bonds.

CONTINUING DISCLOSURE

The City

The City has covenanted for the benefit of owners of the Bonds to provide certain financial information and operating data relating to Improvement Area No. 1 by not later than nine months after the end of the City's fiscal year (presently June 30) in each year (the "**City Annual Report**") commencing with its report for the 2022-23 fiscal year (due by April 1, 2024) (provided that the City Annual Report due by April 1, 2024 shall be satisfied by the posting of this Official Statement and the City's audited financial statements for Fiscal Year 2022-23), and to provide notices of the occurrence of certain enumerated events. Additionally, Woodside has covenanted for the benefit of owners of the Bonds to provide certain information by April 1 and October 1 of any fiscal year (commencing April 1, 2024) with respect to the property owned by it and its Affiliates (as defined in the Continuing Disclosure Certificate) within Improvement Area No. 1 (the "**Developer Semi-Annual Report**") to owners of the Bonds (so long as it is responsible for a certain percentage of the Special Taxes), as described in the Developer Semi-Annual Report, and to provide notices of the occurrence of certain enumerated events.

The City Annual Report and the Developer Semi-Annual Report and notices of listed events will be filed with the Municipal Securities Rulemaking Board. The covenants of the City have been made in order to assist the Underwriter in complying with Securities Exchange Commission Rule 15c2-12(b)(5) (the “**Rule**”). The specific nature of the information to be contained in the Annual Report or the notices of listed events by the City and the Semi-Annual Reports for Woodside is summarized in “APPENDIX F – Form of Continuing Disclosure Undertakings.”

A review of the City’s compliance with prior continuing disclosure undertakings in the last five years indicates that the City has been in compliance during such period.

The City retains Goodwin Consulting Group, Inc. to serve as dissemination agent with respect to the filings to be made with respect to the Bonds and its other undertakings under the Rule.

Woodside

Woodside is not an obligated party under the Rule but has voluntarily agreed to provide semi-annual continuing disclosure for the benefit of Bondowners. Woodside will enter into a Continuing Disclosure Certificate (Developer) covenanting to provide certain information regarding the development of its property and notice of certain material events as they occur until such time as Woodside owns property in Improvement Area No. 1 responsible for less than 20% of the special tax levy for Improvement Area No. 1.

Woodside represents that it is not aware of any material failures by it within the past five years to comply with previous undertakings to provide continuing disclosure reports or notices of certain listed material events with respect to community facilities districts or assessment districts in California.

NO RATING

The City has not obtained a formal credit rating on the Bonds and does not anticipate obtaining one on the Bonds in the future. Prospective purchasers of the Bonds are required to make independent determinations as to the credit quality of the Bonds and their appropriateness as an investment.

UNDERWRITING

The Bonds are being purchased by Piper Sandler & Co., as underwriter (the “**Underwriter**”), at a purchase price of \$_____ (which represents the aggregate principal amount of the Bonds (\$_____), [plus/minus][net] original issue [premium/discount] of \$_____, and less an Underwriter’s discount of \$_____).

The purchase agreement relating to the Bonds provides that the Underwriter will purchase all of the Bonds, if any are purchased, the obligation to make such purchase being subject to certain terms and conditions set forth in such purchase agreement.

The Underwriter may offer and sell the Bonds to certain dealers and others at prices lower than the offering prices stated on the inside cover page hereof. The offering prices may be changed from time to time by the Underwriter.

PROFESSIONAL FEES

In connection with the issuance of the Bonds, some or all of fees or other compensation payable to certain professionals is contingent upon the issuance and delivery of the Bonds. Those professionals include:

- Piper Sandler & Co., as the Underwriter;
- Jones Hall, A Professional Law Corporation, as Bond Counsel and Disclosure Counsel;
- Kutak Rock LLP, as Underwriter's Counsel;
- Goodwin Consulting Group, Inc., as Special Tax Consultant;
- NHA Advisors, LLC, as Municipal Advisor; and
- U.S. Bank Trust Company, National Association, as Fiscal Agent for the Bonds.

EXECUTION

The execution and delivery of the Official Statement by the City has been duly authorized by the City Council, acting as the legislative body of the District and Improvement Area No. 1.

CITY OF RANCHO CORDOVA

By: _____
Administrative Services Director

APPENDIX A

RATE AND METHOD OF APPORTIONMENT OF SPECIAL TAX

APPENDIX B
THE APPRAISAL

APPENDIX C

SUMMARY OF CERTAIN PROVISIONS OF THE FISCAL AGENT AGREEMENT

APPENDIX D

**SACRAMENTO COUNTY AND CITY OF RANCHO CORDOVA
DEMOGRAPHIC INFORMATION**

The following information concerning the City of Rancho Cordova (the “City”) and the County of Sacramento (the “County”) is included only for the purpose of supplying general information regarding the area of the City and County. The Bonds are not a debt of the City, the County, the State of California (the “State”) or any of its political subdivisions, and neither the City, the County, the State nor any of its political subdivisions is liable therefor.

General

The City. The City was incorporated on July 1, 2003, is located in the northeastern portion of the County, 10 miles east of downtown Sacramento and 90 miles northeast of San Francisco. Organized as a General Law City under State law, the City operates under the Council-Manager form of government with five members elected to the Council, one of which serves as mayor for a year.

The County. The County was incorporated in 1850 as one of the original 27 counties of the State. The County’s largest city, the City of Sacramento serves as the seat of government for both the County and the State. Sacramento became the State Capital in 1854. The County is the major component of the Sacramento Metropolitan Statistical Area (“**SMSA**”), which includes Sacramento, El Dorado, and Placer Counties.

The County encompasses approximately 994 square miles in the northern portion of the Central Valley, which is California’s prime agricultural region. The County is bordered by Contra Costa and San Joaquin Counties on the south, Amador and El Dorado Counties on the east, Placer and Sutter Counties on the north, and Yolo and Solano Counties on the west. The County extends from the low delta lands between the Sacramento and San Joaquin rivers north to about ten miles beyond the State Capitol and east to the foothills of the Sierra Nevada Mountains. The southernmost portion of the County has direct access to San Francisco Bay.

Population

The following table lists population estimates for the City, the County and the State for the last five calendar years, as of January 1, 2023.

**CITY OF RANCHO CORDOVA, COUNTY OF SACRAMENTO
AND STATE OF CALIFORNIA
Population Estimates
Calendar Years 2019 through 2023, as of January 1**

<u>Calendar Year</u>	<u>City of Rancho Cordova</u>	<u>County of Sacramento</u>	<u>State of California</u>
2019	77,259	1,538,054	39,605,361
2020	78,333	1,553,157	39,648,938
2021	79,480	1,579,186	39,286,510
2022	80,156	1,573,366	39,078,674
2023	81,117	1,572,453	38,940,231

Source: State Department of Finance.

Employment and Industry

The unemployment rate in the Sacramento--Roseville--Arden-Arcade MSA was 4.4 percent in June 2023, up from a revised 4.0 percent in May 2023, and below the year-ago estimate of 3.7 percent. This compares with an unadjusted unemployment rate of 4.9 percent for California and 3.8 percent for the nation during the same period. The unemployment rate was 3.9 percent in El Dorado County, 3.8 percent in Placer County, 4.5 percent in Sacramento County, and 4.8 percent in Yolo County.

The table below provides information about employment rates and employment by industry type for the Sacramento MSA (which includes Sacramento, Placer, Yolo and El Dorado Counties) for the calendar years 2018 through 2022.

**SACRAMENTO-ARDEN ARCADE-ROSEVILLE MSA
(El Dorado, Placer, Sacramento, Yolo Counties)
Employment by Industry
(March 2022 Benchmark)**

	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
Civilian Labor Force ⁽¹⁾	1,088,500	1,101,200	1,095,600	1,107,800	1,124,500
Employment	1,047,200	1,061,100	998,400	1,036,700	1,082,500
Unemployment	41,200	40,100	97,200	71,100	42,000
Unemployment Rate	3.8%	3.6%	8.9%	6.4%	3.7%
Wage and Salary Employment ⁽²⁾					
Agriculture	9,100	8,700	8,300	9,000	8,600
Mining and Logging	400	500	500	500	500
Construction	64,500	69,400	70,200	74,900	76,800
Manufacturing	36,000	36,800	36,100	37,700	40,300
Wholesale Trade	28,400	28,600	26,600	26,900	28,300
Retail Trade	102,000	100,500	95,100	100,600	100,800
Transportation, Warehousing and Utilities	29,500	32,200	34,300	37,500	40,500
Information	36,700	35,200	34,800	34,100	33,200
Finance and Insurance	36,700	35,200	34,800	34,100	33,200
Real Estate and Rental and Leasing	16,800	17,300	16,900	17,700	19,100
Professional and Business Services	136,000	137,300	133,500	140,600	147,500
Educational and Health Services	159,800	166,600	164,000	168,800	175,400
Leisure and Hospitality	106,200	109,600	83,900	93,600	108,700
Other Services	34,200	35,400	31,000	33,300	36,100
Federal Government	14,100	14,200	14,800	14,500	14,300
State Government	120,400	121,900	121,700	127,300	128,700
Local Government	103,500	105,300	98,900	98,400	102,900
Total, All Industries ⁽³⁾	1,009,900	1,031,300	980,700	1,025,400	1,072,300

(1) Labor force data is by place of residence; includes self-employed individuals, unpaid family workers, household domestic workers, and workers on strike.

(2) Industry employment is by place of work; excludes self-employed individuals, unpaid family workers, household domestic workers, and workers on strike.

(3) Totals may not add due to rounding.

Source: State of California Employment Development Department.

Principal Employers

The following table shows the principal employers in the City, as shown in the City's Annual Comprehensive Financial Report for fiscal year ending June 30, 2022.

**CITY OF RANCHO CORDOVA
Principal Employers
As of June 2022**

Employer	Number of Employees	Percent of Total Employment
VSP Global	1,600	3.32%
Franklin Templeton	1,200	2.49
Cordova Folsom Unified School District	1,017	2.11
Accentcare Home Health	727	1.51
Health Net Federal Services	700	1.45
The Permanente Medical Group	559	1.16
Kaiser Foundation Hospitals	497	1.03
Plexus Optix, Inc.	428	0.89
Nidec Motor Corporation	400	0.83
Automotive Importing Manufacturing Ir	303	0.63

Source: City of Rancho Cordova, Annual Comprehensive Financial Report for the Fiscal Year Ended June 30, 2022.

Major Employers

The following table lists the major employers within the County as of July 2023, in alphabetical order.

COUNTY OF SACRAMENTO
Major Employers
As of July 2023

Employer Name	Location	Industry
Aerojet Rocketdyne Inc	Rancho Cordova	Aerospace Industries (mfrs)
Agreeya Solutions	Folsom	Information Technology Services
AMPAC FINE CHEMICALS LLC	Rancho Cordova	Electronic Equipment & Supplies-Mfrs
Apple Distribution Ctr	Elk Grove	Distribution Centers (whls)
California Department-Crrctns	Sacramento	Insurance Agents Brokers & Service
California State Univ Scrmnt	Sacramento	Schools-Universities & Colleges Academic
Corrections Department	Sacramento	State Govt-Correctional Institutions
Dept of Transportation In Ca	Sacramento	Government Offices-State
Disabled American Veterans	Sacramento	Veterans' & Military Organizations
Employment Development Dept	Sacramento	Outplacement Consultants
Environmental Protection Agcy	Sacramento	State Govt-Air/Water/Solid Waste Management
Intel Corp	Folsom	Semiconductor Devices (mfrs)
Kaiser Permanente South	Sacramento	Hospitals
L A Care Health Plan	Sacramento	Health Plans
Mercy General Hospital	Sacramento	Hospitals
Mercy San Juan Medical Ctr	Carmichael	Hospitals
Sacramento Bee	Sacramento	Newspapers (publishers/Mfrs)
Sacramento Municipal Utility	Sacramento	Utility Contractors
Sacramento Municipal Utility	Sacramento	Electric Contractors
Securitas Security Svc USA	Sacramento	Security Guard & Patrol Service
State Compensation Ins Fund	Sacramento	Insurance
Summit Funding Inc	Sacramento	Real Estate Loans
Sutter Medical Ctr-Sacramento	Sacramento	Hospitals
Villara Building Systems	McClellan	Building Contractors
Water Resource Dept	Sacramento	Government Offices-State

Source: State of California Employment Development Department, extracted from The America's Labor Market Information System (ALMIS) Employer Database, 2023 2nd Edition.

Effective Buying Income

“Effective Buying Income” is defined as personal income less personal tax and nontax payments, a number often referred to as “disposable” or “after-tax” income. Personal income is the aggregate of wages and salaries, other labor-related income (such as employer contributions to private pension funds), proprietor’s income, rental income (which includes imputed rental income of owner-occupants of non-farm dwellings), dividends paid by corporations, interest income from all sources, and transfer payments (such as pensions and welfare assistance). Deducted from this total are personal taxes (federal, state and local), nontax payments (fines, fees, penalties, etc.) and personal contributions to social insurance. According to U.S. government definitions, the resultant figure is commonly known as “disposable personal income.”

The following table summarizes the total effective buying income for the City, the County, the State and the United States for the period 2019 through 2023.

**CITY OF RANCHO CORDOVA, COUNTY OF SACRAMENTO, THE STATE OF CALIFORNIA
AND THE UNITED STATES
Effective Buying Income
As of January 1, 2019 through 2023**

Year	Area	Total Effective Buying Income (000s’ Omitted)	Median Household Effective Buying Income
2019	City of Rancho Cordova	\$1,747,688	\$54,335
	County of Sacramento	40,651,806	56,387
	California	1,183,264,399	62,637
	United States	9,017,967,563	52,841
2020	City of Rancho Cordova	\$1,882,411	\$57,795
	County of Sacramento	42,705,779	59,288
	California	1,243,564,816	65,870
	United States	9,487,165,436	55,303
2021	City of Rancho Cordova	\$2,040,016	\$62,867
	County of Sacramento	45,067,224	62,945
	California	1,290,894,604	67,956
	United States	9,809,944,764	56,790
2022	City of Rancho Cordova	\$2,246,178	\$68,685
	County of Sacramento	51,287,459	70,279
	California	1,452,426,153	77,058
	United States	11,208,582,541	64,448
2023	City of Rancho Cordova	\$2,533,621	\$71,022
	County of Sacramento	51,865,551	70,001
	California	1,461,799,662	77,175
	United States	11,454,846,397	65,326

Source: Claritas, LLC

Commercial Activity

A summary of historic taxable sales within the City and the County during the past five years in which data is available is shown in the following tables.

Total taxable sales during the first quarter of calendar year 2023 in the City were reported to be \$510,811,705, a 2.04% increase in total taxable sales of \$500,623,682 reported during the first quarter calendar year 2022.

CITY OF RANCHO CORDOVA
Taxable Transactions
(Dollars in Thousands)

	Retail and Food Services Stores		Total All Outlets	
	Number of Permits	Taxable Transactions	Number of Permits	Taxable Transactions
2018	1,311	1,101,787	2,345	1,619,685
2019	1,355	1,174,329	2,487	1,682,310
2020	1,512	1,113,850	2,788	1,701,472
2021	1,404	1,341,515	2,597	1,983,873
2022	1,429	1,383,055	2,682	2,157,443

Source: California Department of Tax and Fee Administration

Total taxable sales during the first quarter of calendar year 2023 in the County were reported to be \$8,267,684,541, a 3.23% decrease in total taxable sales of \$8,543,643,235 reported during the first quarter calendar year 2022.

COUNTY OF SACRAMENTO
Taxable Transactions
(Dollars in Thousands)

	Retail and Food Services Stores		Total All Outlets	
	Number of Permits	Taxable Transactions	Number of Permits	Taxable Transactions
2018	24,853	17,593,375	39,066	25,443,669
2019	25,530	18,156,992	40,858	26,717,621
2020	28,055	18,488,106	45,361	27,173,406
2021	25,936	23,795,032	42,482	33,918,020
2022	26,589	24,592,149	44,158	36,380,064

Source: California Department of Tax and Fee Administration

Construction Activity

The following tables show a five-year summary of the valuation of building permits issued in the City and the County.

CITY OF RANCHO CORDOVA
Total Building Permit Valuations
(Dollars in Thousands)

	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<u>Permit Valuation</u>					
New Single-family	\$104,525.9	\$158,521.8	\$164,435.7	\$171,194.6	\$186,410.7
New Multi-family	3,069.2	0.0	0.0	0.0	0.0
Res. Alterations/Additions	<u>3,798.0</u>	<u>3,492.2</u>	<u>7,657.0</u>	<u>6,503.1</u>	<u>6,202.0</u>
Total Residential	111,393.1	162,014.0	172,092.7	177,697.7	192,619.0
New Commercial	10,152.0	2,320.7	28,635.4	2,672.0	12,093.0
New Industrial	11,662.0	366.0	0.0	0.0	2,030.0
New Other	805.7	1,336.2	2,150.6	5,970.7	11,624.9
Com. Alterations/Additions	<u>26,283.6</u>	<u>24,046.0</u>	<u>34,812.6</u>	<u>67,569.2</u>	<u>35,436.7</u>
Total Nonresidential	48,903.3	28,068.9	65,598.6	76,211.9	61,184.6
<u>New Dwelling Units</u>					
Single Family	217	561	575	552	620
Multiple Family	<u>50</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>149</u>
TOTAL	267	561	575	552	769

Source: Construction Industry Research Board, Building Permit Summary.

COUNTY OF SACRAMENTO
Total Building Permit Valuations
(Dollars in Thousands)

	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<u>Permit Valuation</u>					
New Single-family	\$1,069,568.4	\$1,108,399.9	\$1,008,391.7	\$1,310,379.5	\$1,183,213.4
New Multi-family	158,647.0	265,188.8	467,418.7	323,462.6	413,368.8
Res. Alterations/Additions	<u>276,723.6</u>	<u>293,210.5</u>	<u>262,864.6</u>	<u>276,570.4</u>	<u>373,410.0</u>
Total Residential	1,504,939.0	1,666,799.2	1,738,675.0	1,910,412.5	1,969,995.8
New Commercial	303,806.0	666,664.3	449,494.3	197,946.8	268,582.0
New Industrial	14,151.1	31,851.4	31,155.0	83,171.4	38,163.2
New Other	128,325.7	105,555.1	75,356.7	104,932.9	155,071.3
Com. Alterations/Additions	<u>518,663.2</u>	<u>700,604.0</u>	<u>335,458.0</u>	<u>320,447.6</u>	<u>432,950.0</u>
Total Nonresidential	964,946.0	1,504,674.8	891,464.0	706,498.7	894,766.5
<u>New Dwelling Units</u>					
Single Family	3,589	3,981	3,588	4,205	3,832
Multiple Family	<u>1,272</u>	<u>2,008</u>	<u>2,868</u>	<u>2,266</u>	<u>3,419</u>
TOTAL	4,861	5,989	6,456	6,471	7,251

Source: Construction Industry Research Board, Building Permit Summary.

APPENDIX E
FORM OF OPINION OF BOND COUNSEL

[Closing Date]

City Council
City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, California 95670

OPINION: \$ _____ City of Rancho Cordova
Arista Del Sol Community Facilities District No. 2022-1
Improvement Area No. 1, Special Tax Bonds Series 2023

Members of the City Council:

We have acted as bond counsel to the City of Rancho Cordova (the "City") in connection with the delivery by the City of the above-referenced bonds (the "Bonds"), issued pursuant to the provisions of the Mello-Roos Community Facilities Act of 1982, as amended, being California Government Code Section 53311, *et seq.* (the "Act"), and pursuant to a Fiscal Agent Agreement, dated September 1, 2023, by and between the City and U.S. Bank Trust Company, National Association, as fiscal agent (the "Fiscal Agent Agreement"). We have examined the Act, an executed copy of the Fiscal Agent Agreement and such certified proceedings and other papers as we deem necessary to render this opinion.

As to questions of fact material to our opinion, we have relied upon representations of the City contained in the Fiscal Agent Agreement and in the certified proceedings and other certifications of public officials furnished to us, without undertaking to verify the same by independent investigation.

Based upon our examination we are of the opinion, under existing law, that:

1. The City is duly organized and existing under the laws of the State of California, with power to enter into the Fiscal Agent Agreement, to perform the agreements on its part contained therein, and to issue the Bonds.
2. The Bonds have been duly authorized, executed and delivered by the City and are legal, valid and binding obligations of the City.
3. The Fiscal Agent Agreement has been duly approved by the City and constitutes a legal, valid and binding obligation of the City, enforceable against the City in accordance with its terms.
4. Pursuant to the Act, the Fiscal Agent Agreement establishes a valid lien on and pledge of the Special Tax Revenues (as defined in the Fiscal Agent Agreement) and the other sources pledged for the security of the Bonds.
5. Interest on the Bonds is excluded from gross income for federal income tax purposes and is not an item of tax preference for purposes of the federal alternative minimum

tax. Interest on the Bonds may be subject to the corporate alternative minimum tax. The opinions set forth in the preceding sentences are subject to the condition that the City comply with all requirements of the Internal Revenue Code of 1986, as amended, that must be satisfied subsequent to the issuance of the Bonds in order that interest thereon be, or continue to be, excluded from gross income for federal income tax purposes. The City has covenanted to comply with each of such requirements. Failure to comply with certain of such requirements may cause the inclusion of such interest in gross income for federal income tax purposes to be retroactive to the date of delivery of the Bonds.

6. The interest on the Bonds is exempt from personal income taxation imposed by the State of California.

We express no opinion regarding any other tax consequences arising with respect to the ownership, sale or disposition of, or the amount, accrual or receipt of interest on, the Bonds.

The rights of the owners of the Bonds and the enforceability of the Bonds and the Fiscal Agent Agreement may be subject to bankruptcy, insolvency, reorganization, moratorium and other similar laws affecting creditors' rights heretofore or hereafter enacted and may also be subject to the exercise of judicial discretion in accordance with principles of equity or otherwise in appropriate cases.

This opinion is given as of the date hereof, and we assume no obligation to revise or supplement this opinion to reflect any facts or circumstances that may hereafter come to our attention, or any changes in law that may hereafter occur. Moreover, our opinions are not a guarantee of a particular result, and are not binding on the Internal Revenue Service or any court; rather, our opinions represent our legal judgment based upon our review of existing law that we deem relevant to such opinions and in reliance upon the representations, opinions, and covenants referenced above.

Our engagement with respect to this matter has terminated as of the date hereof.

Respectfully submitted,

A Professional Law Corporation

APPENDIX F

FORM OF CONTINUING DISCLOSURE UNDERTAKINGS

CONTINUING DISCLOSURE CERTIFICATE
(City)

\$ _____
CITY OF RANCHO CORDOVA
ARISTA DEL SOL COMMUNITY FACILITIES DISTRICT NO. 2022-1
IMPROVEMENT AREA NO. 1
SPECIAL TAX BONDS
SERIES 2023

THIS CONTINUING DISCLOSURE CERTIFICATE (the “Disclosure Certificate”) is executed and delivered by the City of Rancho Cordova, a public body, corporate and politic, organized and existing under and by virtue of the laws of the State of California (the “City”), in connection with the issuance of the bonds captioned above (the “Bonds”). The Bonds are being issued pursuant to a Fiscal Agent Agreement, dated as of September 1, 2023 (the “Fiscal Agent Agreement”), by and between the City and U.S. Bank Trust Company, National Association, as fiscal agent (the “Fiscal Agent”). The City hereby covenants and agrees as follows:

Section 1. Purpose of the Disclosure Certificate. This Disclosure Certificate is being executed and delivered by the City for the benefit of the holders and beneficial owners of the Bonds and in order to assist the Participating Underwriter in complying with S.E.C. Rule 15c2-12(b)(5).

Section 2. Definitions. In addition to the definitions set forth above and in the Fiscal Agent Agreement, which apply to any capitalized term used in this Disclosure Certificate unless otherwise defined in this Section, the following capitalized terms shall have the following meanings:

“*Annual Report*” means any Annual Report provided by the City pursuant to, and as described in, Sections 3 and 4 of this Disclosure Certificate.

“*Annual Report Date*” means the date that is nine months after the end of the City’s fiscal year (currently April 1 based on the City’s fiscal year end of June 30).

“*Dissemination Agent*” means Goodwin Consulting Group, or any successor Dissemination Agent designated in writing by the City and which has filed with the City a written acceptance of such designation.

“*District*” means the City of Rancho Cordova Arista Del Sol Community Facilities District No. 2022-1.

“EMMA System” means the Electronic Municipal Market Access system of the MSRB or such other electronic system designated by the MSRB or the Securities and Exchange Commission for compliance with the Rule.

“Improvement Area No. 1” means Improvement Area No. 1 of the District.

“Listed Events” means any of the events listed in Section 5(a) of this Disclosure Certificate.

“MSRB” means the Municipal Securities Rulemaking Board, or any other repository of disclosure information that may be designated by the Securities and Exchange Commission as such for purposes of the Rule in the future.

“Official Statement” means the final official statement executed by the City in connection with the issuance of the Bonds.

“Participating Underwriter” means Piper Sandler & Co., as the initial underwriter of the Bonds.

“Rule” means Rule 15c2-12(b)(5) adopted by the Securities and Exchange Commission under the Securities Exchange Act of 1934, as it may be amended from time to time.

Section 3. Provision of Annual Reports.

(a) The City shall, or shall cause the Dissemination Agent to, not later than the Annual Report Date, commencing April 1, 2024, with the report for the 2022-23 fiscal year (provided that the City Annual Report due by April 1, 2024 shall be satisfied by the posting of this Official Statement and the City’s audited financial statements for Fiscal Year 2022-23), provide to the MSRB through the EMMA System an Annual Report that is consistent with the requirements of Section 4 of this Disclosure Certificate. Not later than 15 Business Days prior to the Annual Report Date, the City shall provide the Annual Report to the Dissemination Agent (if other than the City). If by 15 Business Days prior to the Annual Report Date the Dissemination Agent (if other than the City) has not received a copy of the Annual Report, the Dissemination Agent shall contact the City to determine if the City is in compliance with the previous sentence. The Annual Report may be submitted as a single document or as separate documents comprising a package, and may include by reference other information as provided in Section 4 of this Disclosure Certificate; provided that the audited financial statements of the City may be submitted separately from the balance of the Annual Report, and later than the Annual Report Date, if not available by that date. If the City’s fiscal year changes, it shall give notice of such change in the same manner as for a Listed Event under Section 5(b). The City shall provide a written certification with each Annual Report furnished to the Dissemination Agent to the effect that such Annual Report constitutes the Annual Report required to be furnished by the City hereunder.

(b) If the City does not provide, or cause the Dissemination Agent to provide, an Annual Report by the Annual Report Date as required in subsection (a) above, the Dissemination Agent shall provide in a timely manner to the MSRB through the EMMA System, in an electronic format as prescribed by the MSRB, a notice to such effect.

(c) The Dissemination Agent shall:

(1) determine each year prior to the Annual Report Date the then-applicable rules and electronic format prescribed by the MSRB for the filing of annual continuing disclosure reports; and

(2) if the Dissemination Agent is other than the City, file a report with the City and the Participating Underwriter certifying that the Annual Report has been provided pursuant to this Disclosure Certificate, and stating the date it was provided.

Section 4. Content of Annual Reports. The City's Annual Report shall contain or incorporate by reference the following documents and information:

(a) Audited Financial Statements prepared in accordance with generally accepted accounting principles as promulgated to apply to governmental entities from time to time by the Governmental Accounting Standards Board. If the Issuer's audited financial statements are not available by the time the Annual Report is required to be filed pursuant to Section 3(a), the Annual Report shall contain unaudited financial statements in a format similar to the financial statements contained in the final Official Statement, and the audited financial statements shall be filed in the same manner as the Annual Report when they become available. This submission should be made with the following caveat:

THE CITY'S ANNUAL FINANCIAL STATEMENT IS PROVIDED SOLELY TO COMPLY WITH THE SECURITIES EXCHANGE COMMISSION STAFF'S INTERPRETATION OF RULE 15c2-12. NO FUNDS OR ASSETS OF THE CITY (OTHER THAN THE PROCEEDS OF THE SPECIAL TAXES LEVIED FOR Improvement Area No. 1 AND SECURING THE BONDS) ARE REQUIRED TO BE USED TO PAY DEBT SERVICE ON THE BONDS AND THE CITY IS NOT OBLIGATED TO ADVANCE AVAILABLE FUNDS FROM THE CITY TREASURY TO COVER ANY DELINQUENCIES. INVESTORS SHOULD NOT RELY ON THE FINANCIAL CONDITION OF THE CITY IN EVALUATING WHETHER TO BUY, HOLD OR SELL THE BONDS.

(b) The following additional items, indicating information as of the previous September 30th, with respect to the Bonds:

(1) Principal amount of Bonds outstanding under the Fiscal Agent Agreement.

(2) Balance in Reserve Fund.

(3) Table indicating Special Tax levy, amount collected, delinquent amount and percent delinquent for the most recent year, and whether the Special Tax levy is covered by the Teeter Plan.

(4) Status of foreclosure proceedings and summary of results of foreclosure sales, if any.

(5) Identity of any delinquent taxpayer representing more than 5% of levy and value-to-lien ratios of applicable properties (using assessed values unless more accurate information is available without charge to the City).

(6) Aggregate assessed value for all parcels in Improvement Area No. 1.

(7) Until the fiscal year in which the Special Tax levied on the developed property in Improvement Area No. 1 is greater than or equal to the annual debt service on the Bonds, the number of building permits issued by the City for single family residential homes in such fiscal year in Improvement Area No. 1.

(c) For so long as there is any owner of property in Improvement Area No. 1 whose properties collectively represent 10% or more of the Special Taxes, the following information regarding the status of development in Improvement Area No. 1:

(1) Significant amendments to land use entitlements.

(2) Status of any legislative, administrative and judicial challenges to the construction of the development known to the City.

(3) Assessed valuation of property shown on County Assessor's tax rolls with no "improvements" value in Improvement Area No. 1 for the current (as of the date of the report) fiscal year.

(4) List of landowners (as shown County Assessor's tax roll) and assessor's parcel number(s) of parcels held by owners whose properties collectively represent 10% or more of the Special Taxes for the current (as of the date of the report) fiscal year.

(d) In addition to any of the information expressly required to be provided under paragraphs (a), (b) and (c) of this Section, the Issuer shall provide such further information, if any, as may be necessary to make the specifically required statements, in the light of the circumstances under which they are made, not misleading.

Any or all of the items listed above may be included by specific reference to other documents, including official statements of debt issues of the City or related public entities, which are available to the public on the MSRB's Internet web site or filed with the Securities and Exchange Commission. The City shall clearly identify each such other document so included by reference.

Section 5. Reporting of Listed Events.

(a) The City shall give, or cause to be given, notice of the occurrence of any of the following Listed Events with respect to the Bonds:

- (1) Principal and interest payment delinquencies.
- (2) Non-payment related defaults, if material.
- (3) Unscheduled draws on debt service reserves reflecting financial difficulties.
- (4) Unscheduled draws on credit enhancements reflecting financial difficulties.
- (5) Substitution of credit or liquidity providers, or their failure to perform.
- (6) Rating Changes.
- (7) Adverse tax opinions, the issuance by the Internal Revenue Service of proposed or final determinations of taxability, Notices of Proposed Issue (IRS Form 5701-TEB) or other material notices or determinations with respect to the tax status of the Bonds, or other material events affecting the tax status of the Bonds.

- (8) Modifications to rights of security holders, if material.
- (9) Bond calls, if material, and tender offers.
- (10) Defeasances.
- (11) Release, substitution, or sale of property securing repayment of the securities, if material.
- (12) Bankruptcy, insolvency, receivership or similar event of the City.
- (13) The consummation of a merger, consolidation, or acquisition involving the City, or the sale of all or substantially all of the assets of the City (other than in the ordinary course of business), the entry into a definitive agreement to undertake such an action, or the termination of a definitive agreement relating to any such actions, other than pursuant to its terms, if material.
- (14) Appointment of a successor or additional Fiscal Agent or the change of name of the Fiscal Agent, if material.
- (15) Incurrence of a financial obligation of the City, if material, or agreement to covenants, events of default, remedies, priority rights, or other similar terms of a financial obligation of the City, any of which affect security holders, if material (for a definition of "financial obligation," see clause (e)).
- (16) Default, event of acceleration, termination event, modification of terms, or other similar events under the terms of a financial obligation of the City, any of which reflect financial difficulties (for a definition of "financial obligation," see clause (e)).

(b) Whenever the City obtains knowledge of the occurrence of a Listed Event, the City shall, or shall cause the Dissemination Agent (if not the City) to, file a notice of such occurrence with the MSRB through the EMMA System, in an electronic format as prescribed by the MSRB, in a timely manner not in excess of 10 business days after the occurrence of the Listed Event. Notwithstanding the foregoing, notice of Listed Events described in subsections (a)(8) and (9) above need not be given under this subsection any earlier than the notice (if any) of the underlying event is given to holders of affected Bonds under the Fiscal Agent Agreement.

(c) The City acknowledges that the events described in subparagraphs (a)(2), (a)(7), (a)(8) (if the event is a bond call), (a)(10), (a)(13), (a)(14) and (a)(15) of this Section 5 contain the qualifier "if material" and that subparagraph (a)(6) also contains the qualifier "material" with respect to certain notices, determinations or other events affecting the tax status of the Bonds. The City shall cause a notice to be filed as set forth in paragraph (b) above with respect to any such event only to the extent that it determines the event's occurrence is material for purposes of U.S. federal securities law. Whenever the City obtains knowledge of the occurrence of any of these Listed Events, the City will as soon as possible determine if such event would be material under applicable federal securities law. If such event is determined to be material, the City will cause a notice to be filed as set forth in paragraph (b) above.

(d) For purposes of this Disclosure Certificate, any event described in paragraph (a)(12) above is considered to occur when any of the following occur: the appointment of a receiver, fiscal agent, or similar officer for the City in a proceeding under the United States Bankruptcy Code or in any other proceeding under state or federal law in which a court or governmental authority has assumed jurisdiction over substantially all of the assets or business of the City, or if such jurisdiction has been assumed by leaving the existing governing body and officials or officers in possession but subject to the supervision and orders of a court or governmental authority, or the entry of an order confirming a plan of reorganization,

arrangement, or liquidation by a court or governmental authority having supervision or jurisdiction over substantially all of the assets or business of the City.

(e) For purposes of Section 5(a)(15) and (16), “financial obligation” means a (i) debt obligation; (ii) derivative instrument entered into in connection with, or pledged as security or a source of payment for, an existing or planned debt obligation; or (iii) guarantee of (i) or (ii). The term financial obligation shall not include municipal securities as to which a final official statement has been provided to the Municipal Securities Rulemaking Board consistent with the Rule.

Section 6. Identifying Information for Filings with the MSRB. All documents provided to the MSRB under the Disclosure Certificate shall be accompanied by identifying information as prescribed by the MSRB.

Section 7. Termination of Reporting Obligation. The City’s obligations under this Disclosure Certificate shall terminate upon the legal defeasance, prior redemption or payment in full of all of the Bonds. If such termination occurs prior to the final maturity of the Bonds, the City shall give notice of such termination in the same manner as for a Listed Event under Section 5(b).

Section 8. Dissemination Agent. The City may, from time to time, appoint or engage a Dissemination Agent to assist it in carrying out its obligations under this Disclosure Certificate, and may discharge any such Agent, with or without appointing a successor Dissemination Agent. The initial Dissemination Agent will be Goodwin Consulting Group, Inc.

Section 9. Amendment; Waiver. Notwithstanding any other provision of this Disclosure Certificate, the City may amend this Disclosure Certificate, and any provision of this Disclosure Certificate may be waived, provided that the following conditions are satisfied:

(a) if the amendment or waiver relates to the provisions of Sections 3(a), 4 or 5(a), it may only be made in connection with a change in circumstances that arises from a change in legal requirements, change in law, or change in the identity, nature, or status of an obligated person with respect to the Bonds, or type of business conducted;

(b) the undertakings herein, as proposed to be amended or waived, would, in the opinion of nationally recognized bond counsel, have complied with the requirements of the Rule at the time of the primary offering of the Bonds, after taking into account any amendments or interpretations of the Rule, as well as any change in circumstances; and

(c) the proposed amendment or waiver either (1) is approved by holders of the Bonds in the manner provided in the Fiscal Agent Agreement for amendments to the Fiscal Agent Agreement with the consent of holders, or (2) does not, in the opinion of the Fiscal Agent or nationally recognized bond counsel, materially impair the interests of the holders or beneficial owners of the Bonds.

If the annual financial information or operating data to be provided in the Annual Report is amended pursuant to the provisions hereof, the first annual financial information filed pursuant hereto containing the amended operating data or financial information shall explain, in narrative form, the reasons for the amendment and the impact of the change in the type of operating data or financial information being provided.

If an amendment is made to the undertaking specifying the accounting principles to be followed in preparing financial statements, the annual financial information for the year in which the change is made shall present a comparison between the financial statements or information prepared on the basis of the new accounting principles and those prepared on the basis of the former accounting principles. The comparison shall include a qualitative discussion of the differences in the accounting principles and the impact of the change in the accounting principles on the presentation of the financial information, in order to provide information to investors to enable them to evaluate the ability of the City to meet its obligations. To the extent reasonably feasible, the comparison shall be quantitative. A notice of the change in the accounting principles shall be filed in the same manner as for a Listed Event under Section 5(b).

Section 10. Additional Information. Nothing in this Disclosure Certificate shall be deemed to prevent the City from disseminating any other information, using the means of dissemination set forth in this Disclosure Certificate or any other means of communication, or including any other information in any Annual Report or notice of occurrence of a Listed Event, in addition to that which is required by this Disclosure Certificate. If the City chooses to include any information in any Annual Report or notice of occurrence of a Listed Event in addition to that which is specifically required by this Disclosure Certificate, the City shall have no obligation under this Disclosure Certificate to update such information or include it in any future Annual Report or notice of occurrence of a Listed Event.

Section 11. Identifying Information for Filings with EMMA. All documents provided to EMMA under this Disclosure Certificate will be accompanied by identifying information as prescribed by the MSRB.

Section 12. Default. In the event of a failure of the City to comply with any provision of this Disclosure Certificate, the Participating Underwriter or any holder or beneficial owner of the Bonds may take such actions as may be necessary and appropriate, including seeking mandate or specific performance by court order, to cause the City to comply with its obligations under this Disclosure Certificate. A default under this Disclosure Certificate shall not be deemed an Event of Default under the Fiscal Agent Agreement, and the sole remedy under this Disclosure Certificate in the event of any failure of the City to comply with this Disclosure Certificate shall be an action to compel performance.

Section 13. Duties, Immunities and Liabilities of Dissemination Agent. The Dissemination Agent shall have only such duties as are specifically set forth in this Disclosure Certificate, and the City agrees to indemnify and save the Dissemination Agent, its officers, directors, employees and agents, harmless against any loss, expense and liabilities which it may incur arising out of or in the exercise or performance of its powers and duties hereunder, including the costs and expenses (including attorneys' fees) of defending against any claim of liability, but excluding liabilities due to the Dissemination Agent's negligence or willful misconduct. The Dissemination Agent shall have no duty or obligation to review any information provided to it hereunder and shall not be deemed to be acting in any fiduciary capacity for the City, the Fiscal Agent, the Bond owners or any other party. The obligations of the City under this Section shall survive resignation or removal of the Dissemination Agent and payment of the Bonds.

Section 14. Beneficiaries. This Disclosure Certificate shall inure solely to the benefit of the City, the Fiscal Agent, the Dissemination Agent, the Participating Underwriter and holders and beneficial owners from time to time of the Bonds, and shall create no rights in any other person or entity.

Section 15. Counterparts. This Disclosure Certificate may be executed in several counterparts, each of which shall be regarded as an original, and all of which shall constitute one and the same instrument.

Date: _____, 2023

CITY OF RANCHO CORDOVA for and on
behalf of CITY OF RANCHO CORDOVA
ARISTA DEL SOL COMMUNITY
FACILITIES DISTRICT NO. 2022-1

By: _____
Authorized Officer

AGREED AND ACCEPTED:
GOODWIN CONSULTING GROUP,
as Dissemination Agent

By: _____
Name: _____
Title: _____

**CONTINUING DISCLOSURE CERTIFICATE
(Developer)**

Relating to:

\$ _____
CITY OF RANCHO CORDOVA
ARISTA DEL SOL COMMUNITY FACILITIES DISTRICT NO. 2022-1
IMPROVEMENT AREA NO. 1
SPECIAL TAX BONDS
SERIES 2023

THIS CONTINUING DISCLOSURE CERTIFICATE (Developer) (the "Disclosure Certificate") dated as of _____, 2023, is executed and delivered by Woodside 05N, LP, a California limited liability partnership (the "Developer") in connection with the issuance by the City of Rancho Cordova (the "City") of its \$ _____ City of Rancho Cordova Arista Del Sol Community Facilities District No. 2022-1 Improvement Area No. 1 Special Tax Bonds Series 2023 (the "Bonds"). The Bonds are being executed and delivered pursuant to a Fiscal Agent Agreement, dated as of September 1, 2023 (the "Fiscal Agent Agreement"), by and between the City and U.S. Bank Trust Company, National Association, as fiscal agent (the "Fiscal Agent"). The Developer covenants and agrees as follows:

Section 1. Purpose of the Disclosure Certificate. This Disclosure Certificate is being executed and delivered by the Developer for the benefit of the holders and beneficial owners of the Bonds.

Section 2. Definitions. In addition to the definitions set forth herein and in the Fiscal Agent Agreement, which apply to any capitalized term used in this Disclosure Certificate unless otherwise defined in this Disclosure Certificate, the following capitalized terms shall have the following meanings:

"Affiliate" means with respect to the Developer, means any other Person (i) who directly, or indirectly through one or more intermediaries, is currently controlling, controlled by or under common control with the Developer, and (ii) for whom information, including financial information or operating data, concerning such Person is material to potential investors in their evaluation of Improvement Area No. 1 and investment decision regarding the Bonds (i.e., information regarding such Person's assets or funds that would materially affect the Developer's ability to develop the Property as described in the Official Statement or to pay its Special Taxes on the Property (to the extent the responsibility of the Developer) prior to delinquency). For purposes hereof, the term "control" (including the terms "controlling," "controlled by" or "under common control with") means the present possession, direct or indirect, of the power to direct or cause the direction of the management and policies of a Person, whether through the ownership of voting securities, by contract or otherwise.

"Woodside" means Woodside 05N, L.P., a California limited partnership.

"Assumption Agreement" means an undertaking of a Major Owner, or an Affiliate thereof, for the benefit of the holders and beneficial owners of the Bonds containing terms substantially similar to this Disclosure Certificate (as modified for such Major Owner's development and financing plans with respect to Improvement Area No. 1), whereby such Major Owner or Affiliate agrees to provide Periodic Reports and notices of significant events, setting forth the information

described in sections 4 and 5 hereof, respectively, with respect to the portion of the property in Improvement Area No. 1 owned by such Major Owner and its Affiliates and, at the option of the Developer or such Major Owner, agrees to indemnify the Dissemination Agent (if any) pursuant to a provision substantially in the form of Section 11 hereof.

“Dissemination Agent” means the entity acting in its capacity as Dissemination Agent hereunder, or any successor Dissemination Agent designated in writing by the Developer and which has filed with the Developer, the City, and the Participating Underwriter a written acceptance of such designation, and which is experienced in providing dissemination agent services such as those required under this Disclosure Certificate. The Initial Dissemination Agent is the Developer.

“District” means the City of Rancho Cordova Arista Del Sol Community Facilities District No. 2022-1.

“EMMA” shall mean the Municipal Securities Rulemaking Board’s Electronic Municipal Market Access System for municipal securities disclosures, maintained on the Internet at <http://emma.msrb.org/>.

“Improvement Area No. 1” means Improvement Area No. 1 of the District.

“Listed Events” means any of the events listed in Section 5(a) of this Disclosure Certificate.

“Major Owner” means, as of any Report Date, an owner of land in Improvement Area No. 1 that is responsible in the aggregate for 20% or more of the Special Taxes anticipated to be levied at any time during the then-current fiscal year.

“Official Statement” means the final official statement executed by the City in connection with the issuance of the Bonds.

“Participating Underwriter” means Piper Sandler & Co., the original underwriter of the Bonds.

“Periodic Report” means any Periodic Report provided by the Developer pursuant to, and as described in, Sections 3 and 4 of this Disclosure Certificate.

“Person” means an individual, a corporation, a partnership, a limited liability company, an association, a joint stock company, a trust, any unincorporated organization or a government or political subdivision thereof.

“Property” means the real property in Improvement Area No. 1 that is owned by (i) the Developer, (ii) any Affiliate of the Developer.

“Report Date” means April 1 and October 1 of any fiscal year. If, in any year, the Report Date falls on a Saturday, Sunday, or a holiday, such Report Date shall be extended to the next following day that is not a Saturday, Sunday, or holiday.

“Special Taxes” means the special taxes levied on taxable property in Improvement Area No. 1.

Section 3. Provision of Periodic Reports.

(a) The Developer shall, or, upon written direction of the Developer the Dissemination Agent shall, not later than the Report Date, commencing April 1, 2024, file or cause to be filed with EMMA a Periodic Report which is consistent with the requirements of Section 4 of this Disclosure Certificate with a copy to the Participating Underwriter and the City. Not later than 15 calendar days prior to the Report Date, the Developer shall provide the Periodic Report to the Dissemination Agent (if different from the Developer). The Developer shall provide a written certification with (or included as a part of) each Periodic Report furnished to the Dissemination Agent (if different from the Developer), the Participating Underwriter and the City to the effect that such Periodic Report constitutes the Periodic Report required to be furnished by it under this Disclosure Certificate. The Dissemination Agent, the Participating Underwriter and the City may conclusively rely upon such certification of the Developer and shall have no duty or obligation to review the Periodic Report. The Periodic Report may be submitted as a single document or as separate documents comprising a package and may incorporate by reference other information as provided in Section 4 of this Disclosure Certificate.

(b) If the Dissemination Agent does not receive a Periodic Report by 15 calendar days prior to the Report Date, the Dissemination Agent shall send a reminder notice to the Developer that the Periodic Report has not been provided as required under Section 3(a) above. The reminder notice shall instruct the Developer to determine whether its obligations under this Disclosure Certificate have terminated (pursuant to Section 6 below) and, if so, to provide the Dissemination Agent with a notice of such termination in the same manner as for a Listed Event (pursuant to Section 5 below). If the Developer does not provide, or cause the Dissemination Agent to provide, a Periodic Report to EMMA by the Report Date as required in subsection (a) above, the Dissemination Agent shall send a notice to EMMA in the format prescribed by the MSRB, with a copy to City and the Participating Underwriter.

(c) With respect to the Periodic Report, the Dissemination Agent shall, to the extent the Periodic Report has been furnished to it, file the Periodic Report with EMMA and file a report with the Developer (if the Dissemination Agent is other than the Developer), the City and the Participating Underwriter certifying that the Periodic Report has been provided pursuant to this Disclosure Certificate, stating the date it was provided to and filed with EMMA.

Section 4. Content of Periodic Reports. The Developer's Periodic Report shall contain or incorporate by reference the information set forth in Exhibit A relating to the Developer, any or all of which may be included by specific reference to other documents, including official statements of debt issues of the Developer or related public entities, which have been submitted to EMMA or the Securities and Exchange Commission. If the document included by reference is a final official statement, it must be available from EMMA. The Developer shall clearly identify each such other document so included by reference.

In addition to any of the information expressly required to be provided in Exhibit A, the Developer's Periodic Report shall include such further information, if any, as may be necessary to make the specifically required statements, in the light of the circumstances under which they are made, not misleading.

Section 5. Reporting of Significant Events.

(a) The Developer shall give, or cause to be given, notice of the occurrence of any of the following Listed Events with respect to itself or the Property, if material:

(i) bankruptcy or insolvency proceedings commenced by or against the Developer and, if known, any bankruptcy or insolvency proceedings commenced by or against any Affiliate of the Developer that is reasonably likely to have a significant impact on the Developer's ability to pay Special Taxes on the Property or to sell or develop the Property;

(ii) failure to pay any taxes, special taxes (including the Special Taxes) or assessments due with respect to the Property on or prior to the delinquency date to the extent such failure is not promptly cured by the Developer upon discovery thereof;

(iii) filing of a lawsuit of which the Developer is aware against the Developer or an Affiliate seeking damages, which is reasonably likely to have a significant impact on the Developer's ability to pay Special Taxes on the Property or to sell or develop the Property;

(iv) material damage to or destruction of any of the improvements on the Property; and

(v) any payment default or other material default by the Developer on the Option Agreements or any loan with respect to the construction of improvements on the Property.

(b) Whenever the Developer obtains knowledge of the occurrence of a Listed Event, the Developer shall as soon as possible determine if such event would be material under applicable Federal securities law.

(c) If the Developer determines that knowledge of the occurrence of a Listed Event would be material under applicable Federal securities law, the Developer shall, or shall cause the Dissemination Agent to, promptly file a notice of such occurrence with EMMA, with a copy to the City and the Participating Underwriter.

Section 6. Duration of Reporting Obligation.

(a) All the Developer's obligations hereunder shall commence on the date hereof and terminate (except as provided in Section 11) on the earliest to occur of the following:

(i) upon the legal defeasance, prior redemption or payment in full of all the Bonds, or

(ii) at such time as Property owned by the Developer is no longer responsible for payment of 20% or more of the Special Taxes levied in Improvement Area No. 1, or

(iii) the date on which the Developer prepays in full all of the Special Taxes attributable to the Property.

The Developer shall give notice of the termination of its obligations under this Disclosure Certificate in the same manner as for a Listed Event under Section 5.

(b) If a portion of the Property owned by the Developer, or any Affiliate of the Developer, is conveyed to a Person that, upon such conveyance, will be a Major Owner, the

obligations of the Developer hereunder with respect to the property in Improvement Area No. 1 owned by such Major Owner and its Affiliates may be assumed by such Major Owner or by an Affiliate thereof, and if so assumed the Developer's obligations hereunder with respect to such portion of the Property will be terminated. In order to effect such an assumption, such Major Owner or Affiliate shall enter into an Assumption Agreement. If not so assumed, the Developer shall report the information, as applicable to the transferee, required herein so long as the transferee is a Major Owner.

Section 7. Dissemination Agent. The Developer may, from time to time, appoint or engage a Dissemination Agent to assist the Developer in carrying out its obligations under this Disclosure Certificate, and may discharge any such Dissemination Agent, with or without appointing a successor Dissemination Agent. The initial Dissemination Agent shall be the Developer. The Dissemination Agent may resign by providing thirty days' written notice to the City, the Participating Underwriter and the Developer. The acquisition of any portion of the Property by the Developer pursuant to the Option Agreements shall not require any assumption by the Developer.

Section 8. No Amendment. The Developer may not amend this Disclosure Certificate.

Section 9. Additional Information. Nothing in this Disclosure Certificate shall be deemed to prevent the Developer from disseminating any other information, using the means of dissemination set forth in this Disclosure Certificate or any other means of communication, or including any other information in any Periodic Report or notice of occurrence of a Listed Event, in addition to that which is required by this Disclosure Certificate. If the Developer chooses to include any information in any Periodic Report or notice of occurrence of a Listed Event in addition to that which is specifically required by this Disclosure Certificate, the Developer shall have no obligation under this Disclosure Certificate to update such information or include it in any future Periodic Report or notice of occurrence of a Listed Event.

Section 10. Default. In the event of a failure of the Developer to comply with any provision of this Disclosure Certificate, the Participating Underwriter and any holder or beneficial owner of the Bonds may, take such actions as may be necessary and appropriate, including seeking mandate or specific performance by court order, to cause the Developer to comply with its obligations under this Disclosure Certificate. A default under this Disclosure Certificate shall not be deemed an Event of Default under the Fiscal Agent Agreement, and the sole and exclusive remedy under this Disclosure Certificate in the event of any failure of the Developer to comply with this Disclosure Certificate shall be an action to compel performance. Neither the Developer nor the Dissemination Agent shall have any liability to any holder or beneficial owner of the Bonds or any other party for monetary damages or financial liability of any kind whatsoever arising from or relating to this Disclosure Certificate.

Section 11. Duties, Immunities and Liabilities of Dissemination Agent. The Dissemination Agent shall have only such duties as are specifically set forth in this Disclosure Certificate, and the Developer agrees to indemnify and save the Dissemination Agent, its officers, directors, employees and agents (each, an "Indemnified Party"), harmless against any loss, expense and liabilities which it may incur arising out of or in the exercise or performance of its powers and duties hereunder, including the reasonable costs and expenses (including attorneys' fees) of defending against any claim of liability, but excluding loss, liabilities, costs and expenses due to an Indemnified Party's negligence or willful misconduct or failure to perform its duties hereunder. The Dissemination Agent shall be paid compensation for its services provided hereunder in accordance with its schedule of fees as amended from time to

time, which schedule, as amended, shall be reasonably acceptable, and all reasonable expenses, reasonable legal fees and advances made or incurred by the Dissemination Agent in the performance of its duties hereunder. The Dissemination Agent shall have no duty or obligation to review any information provided to it hereunder and shall not be deemed to be acting in any fiduciary capacity for the City, the Developer, the Fiscal Agent, the Bond owners, or any other party. The obligations of the Developer under this Section shall survive resignation or removal of the Dissemination Agent and payment of the Bonds.

Section 12. Notices. Any notice or communications to be among any of the parties to this Disclosure Certificate may be given by regular, overnight or electronic mail as follows:

To the Developer	Woodside 05N, LP 111 Woodmere Road, Suite 190 Folsom, CA 95630 Email: michael.lafortunei@woodsidehomes.com
To the City:	City of Rancho Cordova Attn: CFD Administrator 2729 Prospect Park Drive Rancho Cordova, CA 95670 Email: Kjuran@cityofranchocordova.org mmingay@cityofranchocordova.org
To the Participating Underwriter:	Piper Sandler & Co. 3626 Fair Oaks Boulevard, Suite 100 Sacramento, CA 95864 Email: Dennis.McGuire@psc.com

Any person may, by written notice to the other persons listed above, designate a different address or telephone number(s) to which subsequent notices or communications should be sent.

Section 13. Beneficiaries. This Disclosure Certificate shall inure solely to the benefit of the City, the Developer (its successors and assigns), the Dissemination Agent, the Participating Underwriter and holders and beneficial owners from time to time of the Bonds and shall create no rights in any other person or entity. All obligations of the Developer hereunder shall be assumed by any legal successor to the obligations of the Developer as a result of a sale, merger, consolidation or other reorganization.

Section 14. Counterparts. This Disclosure Certificate may be executed in several counterparts, each of which shall be an original and all of which shall constitute but one and the same instrument.

IN WITNESS WHEREOF, the Developer has executed this Disclosure Certificate as of the date first above written.

WOODSIDE 05N, LP,
A California limited partnership

By: _____

Name: _____

Title: _____

EXHIBIT A
PERIODIC REPORT

Relating to:

\$ _____
CITY OF RANCHO CORDOVA
ARISTA DEL SOL COMMUNITY FACILITIES DISTRICT NO. 2022-1
SPECIAL TAX BONDS
SERIES 2023

This Periodic Report is hereby submitted under Section 4 of the Continuing Disclosure Certificate (Developer) (the "Disclosure Certificate") dated _____, 2023 executed by Woodside 05N, LP, a California limited liability partnership (the "Developer") in connection with the issuance of special tax bonds by the City of Rancho Cordova (the "City") with respect to the City of Rancho Cordova Arista Del Sol Community Facilities District No. 2022-1 (the "District").

Capitalized terms used in this Periodic Report but not otherwise defined have the meanings given to them in the Disclosure Certificate.

I. Property Ownership and Development

The information in this section is provided as of _____ (this date must be not more than 60 days before the date of this Periodic Report).

A. Property currently owned by the Developer or its Affiliates (if any) in Improvement Area No. 1 (the "Property"):

Development name: _____

Number of lots (acreage if not subdivided): _____

B. Status of land development or construction activities:

C. Number of building permits pulled during the reporting period and the aggregate number of building permits for the Property developed by the Developer or an Affiliate (if any), and any significant amendments to land use or development entitlements:

D. Aggregate property sold, optioned or leased by the Developer or an Affiliate (if any) to end users or merchant builders:

Since the Reported Date of Since the Last Periodic

Information in the Official Report
Statement

Lots _____ Lots _____

E. Any updates to ownership of the Property by the Developer or an Affiliate (if any), as stated in the Official Statement, and any other changes in ownership, whether acquisition of land in Improvement Area No. 1 by the Developer or an Affiliate (if any), or sales of land in Improvement Area No. 1 to other property owners, distinguishing between (i) end users (e.g., single family homeowners), (ii) developers and (iii) merchant builders.

II. Legal and Financial Status of Developer

Unless such information has previously been included or incorporated by reference in a Periodic Report, describe any change in the legal structure of the Developer or the financial condition and financing plan of the Developer that would materially and adversely interfere with its ability to complete its development plan described in the Official Statement.

III. Change in Development or Financing Plans

Unless such information has previously been included or incorporated by reference in a Periodic Report, describe any development plans or financing plans relating to the Property *that are materially different from* the proposed development and financing plan described in the Official Statement.

IV. Official Statement Updates

Unless such information has previously been included or incorporated by reference in a Periodic Report, describe any other significant changes in the information relating to the Developer or the Property contained in the Official Statement under the heading "IMPROVEMENT AREA NO. 1 – Development in the District" that would materially and adversely interfere with the Developer's ability to develop and sell the Property as described in the Official Statement.

V. Other Material Information

In addition to any of the information expressly required above, provide such further information, if any, as may be necessary to make the specifically required statements, in the light of the circumstances under which they are made, not misleading.

Certification

The undersigned Developer hereby certifies that this Periodic Report constitutes the Periodic Report required to be furnished by the Developer under the Disclosure Certificate.

ANY STATEMENTS REGARDING THE DEVELOPER, THE DEVELOPMENT OF THE PROPERTY, THE DEVELOPER'S FINANCING PLAN OR FINANCIAL CONDITION, OR THE BONDS, OTHER THAN STATEMENTS MADE BY THE DEVELOPER IN AN OFFICIAL RELEASE, OR FILED WITH THE MUNICIPAL SECURITIES RULEMAKING BOARD, ARE NOT AUTHORIZED BY THE DEVELOPER. THE DEVELOPER IS NOT RESPONSIBLE FOR THE ACCURACY, COMPLETENESS OR FAIRNESS OF ANY SUCH UNAUTHORIZED STATEMENTS.

THE DEVELOPER HAS NO OBLIGATION TO UPDATE THIS PERIODIC REPORT OTHER THAN AS EXPRESSLY PROVIDED IN THE DISCLOSURE CERTIFICATE.

Dated: _____

WOODSIDE 05N, LP,
A California limited partnership

By: _____

Name: _____

Title: _____

APPENDIX G

DTC AND THE BOOK-ENTRY ONLY SYSTEM

The following description of the Depository Trust Company (“DTC”), the procedures and record keeping with respect to beneficial ownership interests in the Bonds, payment of principal, interest and other payments on the Bonds to DTC Participants or Beneficial Owners, confirmation and transfer of beneficial ownership interest in the Bonds and other related transactions by and between DTC, the DTC Participants and the Beneficial Owners is based solely on information provided by DTC. Accordingly, no representations can be made concerning these matters and neither the DTC Participants nor the Beneficial Owners should rely on the foregoing information with respect to such matters, but should instead confirm the same with DTC or the DTC Participants, as the case may be.

*Neither the issuer of the Bonds (the “**Issuer**”) nor the trustee, fiscal agent or paying agent appointed with respect to the Bonds (the “**Agent**”) take any responsibility for the information contained in this Appendix.*

No assurances can be given that DTC, DTC Participants or Indirect Participants will distribute to the Beneficial Owners (a) payments of interest, principal or premium, if any, with respect to the Bonds, (b) certificates representing ownership interest in or other confirmation or ownership interest in the Bonds, or (c) redemption or other notices sent to DTC or Cede & Co., its nominee, as the registered owner of the Bonds, or that they will so do on a timely basis, or that DTC, DTC Participants or DTC Indirect Participants will act in the manner described in this Appendix. The current “Rules” applicable to DTC are on file with the Securities and Exchange Commission and the current “Procedures” of DTC to be followed in dealing with DTC Participants are on file with DTC.

1. The Depository Trust Company (“DTC”), New York, NY, will act as securities depository for the securities (the “Securities”). The Securities will be issued as fully-registered securities registered in the name of Cede & Co. (DTC’s partnership nominee) or such other name as may be requested by an authorized representative of DTC. One fully-registered Security certificate will be issued for each issue of the Securities, each in the aggregate principal amount of such issue, and will be deposited with DTC. If, however, the aggregate principal amount of any issue exceeds \$500 million, one certificate will be issued with respect to each \$500 million of principal amount, and an additional certificate will be issued with respect to any remaining principal amount of such issue.

2. DTC, the world’s largest securities depository, is a limited-purpose trust company organized under the New York Banking Law, a “banking organization” within the meaning of the New York Banking Law, a member of the Federal Reserve System, a “clearing corporation” within the meaning of the New York Uniform Commercial Code, and a “clearing agency” registered pursuant to the provisions of Section 17A of the Securities Exchange Act of 1934. DTC holds and provides asset servicing for over 3.5 million issues of U.S. and non-U.S. equity issues, corporate and municipal debt issues, and money market instruments (from over 100 countries) that DTC’s participants (“Direct Participants”) deposit with DTC. DTC also facilitates the post-trade settlement among Direct Participants of sales and other securities transactions in deposited securities, through electronic computerized book-entry transfers and pledges between Direct Participants’ accounts. This eliminates the need for physical movement of securities certificates. Direct Participants include both U.S. and non-U.S. securities brokers and dealers, banks, trust companies, clearing corporations, and certain other organizations. DTC is

a wholly-owned subsidiary of The Depository Trust & Clearing Corporation ("DTCC"). DTCC is the holding company for DTC, National Securities Clearing Corporation and Fixed Income Clearing Corporation, all of which are registered clearing agencies. DTCC is owned by the users of its regulated subsidiaries. Access to the DTC system is also available to others such as both U.S. and non-U.S. securities brokers and dealers, banks, trust companies, and clearing corporations that clear through or maintain a custodial relationship with a Direct Participant, either directly or indirectly ("Indirect Participants"). DTC has a Standard & Poor's rating of AA+. The DTC Rules applicable to its Participants are on file with the Securities and Exchange Commission. More information about DTC can be found at www.dtcc.com.

3. Purchases of Securities under the DTC system must be made by or through Direct Participants, which will receive a credit for the Securities on DTC's records. The ownership interest of each actual purchaser of each Security ("Beneficial Owner") is in turn to be recorded on the Direct and Indirect Participants' records. Beneficial Owners will not receive written confirmation from DTC of their purchase. Beneficial Owners are, however, expected to receive written confirmations providing details of the transaction, as well as periodic statements of their holdings, from the Direct or Indirect Participant through which the Beneficial Owner entered into the transaction. Transfers of ownership interests in the Securities are to be accomplished by entries made on the books of Direct and Indirect Participants acting on behalf of Beneficial Owners. Beneficial Owners will not receive certificates representing their ownership interests in Securities, except in the event that use of the book-entry system for the Securities is discontinued.

4. To facilitate subsequent transfers, all Securities deposited by Direct Participants with DTC are registered in the name of DTC's partnership nominee, Cede & Co., or such other name as may be requested by an authorized representative of DTC. The deposit of Securities with DTC and their registration in the name of Cede & Co. or such other DTC nominee do not effect any change in beneficial ownership. DTC has no knowledge of the actual Beneficial Owners of the Securities; DTC's records reflect only the identity of the Direct Participants to whose accounts such Securities are credited, which may or may not be the Beneficial Owners. The Direct and Indirect Participants will remain responsible for keeping account of their holdings on behalf of their customers.

5. Conveyance of notices and other communications by DTC to Direct Participants, by Direct Participants to Indirect Participants, and by Direct Participants and Indirect Participants to Beneficial Owners will be governed by arrangements among them, subject to any statutory or regulatory requirements as may be in effect from time to time. Beneficial Owners of Securities may wish to take certain steps to augment the transmission to them of notices of significant events with respect to the Securities, such as redemptions, tenders, defaults, and proposed amendments to the Security documents. For example, Beneficial Owners of Securities may wish to ascertain that the nominee holding the Securities for their benefit has agreed to obtain and transmit notices to Beneficial Owners. In the alternative, Beneficial Owners may wish to provide their names and addresses to the registrar and request that copies of notices be provided directly to them.

6. Redemption notices will be sent to DTC. If less than all of the Securities within an issue are being redeemed, DTC's practice is to determine by lot the amount of the interest of each Direct Participant in such issue to be redeemed.

7. Neither DTC nor Cede & Co. (nor any other DTC nominee) will consent or vote with respect to Securities unless authorized by a Direct Participant in accordance with DTC's MMI

Procedures. Under its usual procedures, DTC mails an Omnibus Proxy to Issuer as soon as possible after the record date. The Omnibus Proxy assigns Cede & Co.'s consenting or voting rights to those Direct Participants to whose accounts Securities are credited on the record date (identified in a listing attached to the Omnibus Proxy).

8. Redemption proceeds, distributions, and dividend payments on the Securities will be made to Cede & Co., or such other nominee as may be requested by an authorized representative of DTC. DTC's practice is to credit Direct Participants' accounts upon DTC's receipt of funds and corresponding detail information from Issuer or Agent, on payable date in accordance with their respective holdings shown on DTC's records. Payments by Participants to Beneficial Owners will be governed by standing instructions and customary practices, as is the case with securities held for the accounts of customers in bearer form or registered in "street name," and will be the responsibility of such Participant and not of DTC, Agent, or Issuer, subject to any statutory or regulatory requirements as may be in effect from time to time. Payment of redemption proceeds, distributions, and dividend payments to Cede & Co. (or such other nominee as may be requested by an authorized representative of DTC) is the responsibility of Issuer or Agent, disbursement of such payments to Direct Participants will be the responsibility of DTC, and disbursement of such payments to the Beneficial Owners will be the responsibility of Direct and Indirect Participants.

9. A Beneficial Owner will give notice to elect to have its Securities purchased or tendered, through its Participant, to the Agent, and will effect delivery of such Securities by causing the Direct Participant to transfer the Participant's interest in the Securities, on DTC's records, to the Agent. The requirement for physical delivery of Securities in connection with an optional tender or a mandatory purchase will be deemed satisfied when the ownership rights in the Securities are transferred by Direct Participants on DTC's records and followed by a book-entry credit of tendered Securities to the Agent's DTC account.

10. DTC may discontinue providing its services as depository with respect to the Securities at any time by giving reasonable notice to Issuer or Agent. Under such circumstances, in the event that a successor depository is not obtained, Security certificates are required to be printed and delivered.

11. Issuer may decide to discontinue use of the system of book-entry-only transfers through DTC (or a successor securities depository). In that event, Security certificates will be printed and delivered to DTC.

12. The information in this section concerning DTC and DTC's book-entry system has been obtained from sources that Issuer believes to be reliable, but Issuer takes no responsibility for the accuracy thereof.

§ _____
CITY OF RANCHO CORDOVA
ARISTA DEL SOL COMMUNITY FACILITIES DISTRICT NO. 2022-1
IMPROVEMENT AREA NO. 1
SPECIAL TAX BONDS
SERIES 2023

BOND PURCHASE AGREEMENT

_____, 2023

City of Rancho Cordova
 Arista del Sol Community Facilities District No. 2022-1
 2729 Prospect Park Drive
 Rancho Cordova, California 95670

Ladies and Gentlemen:

The undersigned, Piper Sandler & Co., as underwriter (the “Underwriter”), acting not as a fiduciary or agent for you, but on behalf of itself, offers to enter into this Bond Purchase Agreement (this “Purchase Agreement”) with the City of Rancho Cordova (the “City”) for its Arista del Sol Community Facilities District No. 2022-1 (the “Community Facilities District”), which upon acceptance will be binding upon the Underwriter and the City. The agreement of the Underwriter to purchase the Bonds (as hereinafter defined) is contingent upon the City satisfying all of the obligations imposed upon it under this Purchase Agreement. This offer is made subject to the City’s acceptance by the execution of this Purchase Agreement and its delivery to the Underwriter at or before 11:59 p.m., California time, on the date hereof, and, if not so accepted, will be subject to withdrawal by the Underwriter upon notice delivered to the City at any time prior to the acceptance hereof by the City. All capitalized terms used herein, which are not otherwise defined, shall have the meaning provided for such terms in the Fiscal Agent Agreement, dated as of September 1, 2023 (the “Fiscal Agent Agreement”) by and between the City and U.S. Bank Trust Company, National Association, as fiscal agent (the “Fiscal Agent”).

1. Purchase, Sale and Delivery of the Bonds.

A. Subject to the terms and conditions and in reliance upon the representations, warranties and agreements set forth herein: the Underwriter hereby agrees to purchase from the City and the City hereby agrees to sell to the Underwriter all (but not less than all) of the \$_____ aggregate principal amount of the City of Rancho Cordova Arista del Sol Community Facilities District No. 2022-1 Improvement Area No. 1 Special Tax Bonds, Series 2023 (the “Bonds”), dated the Closing Date (as hereinafter defined), bearing interest at the rates and maturing on the dates and in the principal amounts set forth in Appendix A hereto. The purchase price for the Bonds shall be \$_____ (being 100% of the aggregate principal amount thereof, less a net original issue discount of \$_____, less an Underwriter’s discount of \$_____).

The Underwriter agrees to make a bona fide initial public offering of all of the Bonds in compliance with federal and state securities laws, at a price not in excess of the initial offering prices (or yields) set forth in Appendix A attached hereto and incorporated herein by reference. Subsequent to the initial public offering, the Underwriter reserves the right to change the public offering prices (or yields) as it deems necessary in connection with the offering of the Bonds, without any

requirement of prior notice, provided that the Underwriter shall not change the interest rates set forth in Appendix A. The Bonds may be offered and sold to certain dealers at prices lower than such initial offering prices.

The Bonds shall be substantially in the form described in, shall be issued and secured under the provisions of, and shall be payable from the Special Taxes and certain other amounts as provided in the Fiscal Agent Agreement, the Preliminary Official Statement (as hereinafter defined), and the Mello-Roos Community Facilities Act of 1982, as amended, being Chapter 2.5, Part 1, Division 2, Title 5 of the Government Code of the State of California (the “Community Facilities District Act”). The issuance of the Bonds has been duly authorized by the City pursuant to a resolution (the “Resolution”), adopted by its City Council (the “City Council”) on behalf of the Community Facilities District, on _____, 2023. The proceeds of the Bonds shall be used to (i) construct and acquire certain public facilities, including payment of fees related to public facilities, authorized for the District and Improvement Area No. 1 of the Community Facilities District (“Improvement Area No. 1”); (ii) make a deposit into the debt service reserve fund for the Bonds; (iii) pay capitalized interest on a portion of the Bonds through and including September 1, 2024 and (iv) pay the costs of issuance of the Bonds.

B. The City hereby acknowledges that the Underwriter is entering into this Purchase Agreement in reliance on the representations, warranties and agreements made by the City on behalf of itself and on behalf of the Community Facilities District herein, and the City shall take all action necessary to enforce its rights hereunder for the benefit of the Underwriter and shall immediately notify the Underwriter if it becomes aware that any representation, warranty or agreement made by the City, on behalf of itself or on behalf of the Community Facilities District, herein is incorrect in any material respect.

C. The City acknowledges and agrees that: (i) the primary role of the Underwriter, as an underwriter, is to purchase securities for resale to investors in an arm’s-length commercial transaction between the City and the Underwriter and that the Underwriter has financial and other interests that differ from those of the City and the Community Facilities District; (ii) the Underwriter is not acting as a municipal advisor, financial advisor or fiduciary to the City, the Community Facilities District, or any other person or entity and has not assumed any advisory or fiduciary responsibility to the City or the Community Facilities District with respect to the transaction contemplated hereby and the discussions, undertakings and proceedings leading thereto (irrespective of whether the Underwriter has provided other services or is currently providing other services to the City or the Community Facilities District on other matters); (iii) the only obligations the Underwriter has to the City or the Community Facilities District with respect to the transaction contemplated hereby expressly are set forth in this Purchase Agreement, except as otherwise provided by applicable rules and regulations of the Securities and Exchange Commission or the rules of the Municipal Securities Rulemaking Board (the “MSRB”); and (iv) the City has consulted its own legal, accounting, tax, financial and other advisors, as applicable, to the extent it has deemed appropriate in connection with the transaction contemplated herein. The City acknowledges that it has previously provided the Underwriter with an acknowledgement of receipt of the required Underwriter disclosure under Rule G-17 of the MSRB and acknowledges that it has engaged NHA Advisors, LLC, as its municipal advisor (as defined in Securities and Exchange Commission Rule 15Ba1) and will rely solely on NHA Advisors, LLC for financial advice with respect to the Bonds.

D. Pursuant to the authorization of the City, the Underwriter has distributed copies of the Preliminary Official Statement dated _____, 2023, relating to the Bonds, which, together with the cover page, inside cover page and appendices thereto is herein called the “Preliminary Official Statement.” By its acceptance of this Purchase Agreement, the City hereby

consents to and ratifies the use and distribution by the Underwriter of the Preliminary Official Statement, and the City agrees to execute a final official statement relating to the Bonds (the “Official Statement”) which will consist of the Preliminary Official Statement with such changes as may be made thereto, with the approval of Jones Hall, a Professional Corporation, Bond Counsel and Disclosure Counsel (herein called “Bond Counsel”), and the Underwriter, and to provide copies thereof to the Underwriter as set forth in Section 2(S) hereof. The City hereby authorizes and requires the Underwriter to use and promptly distribute, in connection with the offer and sale of the Bonds, the Preliminary Official Statement, the Official Statement and any supplement or amendment thereto. The City further authorizes the Underwriter to use and distribute, in connection with the offer and sale of the Bonds, the Fiscal Agent Agreement, this Purchase Agreement and all information contained herein, and all other documents, certificates and statements furnished by or on behalf of the City or the Community Facilities District to the Underwriter in connection with the transactions contemplated by this Purchase Agreement. The Preliminary Official Statement and/or the Official Statement may be delivered and printed in a “designated electronic format” as defined in the MSRB’s Rule G-32 and as may be agreed to by the City and the Underwriter. The City confirms that it does not object to distribution of the Preliminary Official Statement or the Official Statement in electronic form. A copy of the most recent Preliminary Official Statement sent to a potential purchaser shall be sent by first class mail or electronically (or other equally prompt means) not later than the first business day following the day upon which each such request is received.

E. To assist the Underwriter in complying with Securities and Exchange Commission Rule 15c2-12(b)(5) (the “Rule”), the City will undertake pursuant to the City Continuing Disclosure Certificate, in the form attached to the Official Statement under Appendix F (the “City Continuing Disclosure Certificate”), to provide annual reports and notices of certain enumerated events. A description of this undertaking is set forth in the Preliminary Official Statement and will also be set forth in the Official Statement.

F. Except as the Underwriter and the City may otherwise agree, the City will deliver to the Underwriter, at the offices of Bond Counsel in San Francisco, California, or at such other location as may be mutually agreed upon by the Underwriter and the City, the documents hereinafter mentioned; and the City will deliver to the Underwriter through The Depository Trust Company’s (“DTC”) FAST delivery system, the Bonds, in definitive form (all Bonds bearing CUSIP® numbers printed thereon), duly executed by the City and authenticated by the Fiscal Agent in the manner provided for in the Fiscal Agent Agreement and the Community Facilities District Act at 8:00 a.m. California time, on _____, 2023 (the “Closing Date”), and the Underwriter will accept such delivery and pay the purchase price of the Bonds as set forth in paragraph (A) of this Section by wire transfer, payable in federal or other immediately available funds (such delivery and payment being herein referred to as the “Closing”). The Bonds shall be in fully registered book-entry form (which may be typewritten) and shall be registered in the name of Cede & Co., as nominee of DTC, which will act as securities depository for the Bonds, and the specimen Bonds will be made available for checking by the Underwriter not less than 5 days prior to the Closing.

G. Except as the City and the Underwriter may otherwise agree, the City will deliver to the Underwriter, at the offices of Bond Counsel in San Francisco, California, or at such other location as may be mutually agreed upon by the Underwriter and the City, the documents hereinafter mentioned on the Closing Date.

2. Representations, Warranties and Covenants of the Community Facilities District. The City represents, warrants and covenants to the Underwriter, on behalf of itself and the Communities Facilities District, as the case may be, that:

A. The City is a municipal corporation duly organized and validly existing pursuant to the Constitution and laws of the State of California (the “State”), and has duly authorized the formation of the Community Facilities District pursuant to resolutions duly adopted by the City Council (the “Community Facilities District Formation Resolution” and, together with the Resolution, the “Community Facilities District Resolutions”) and the Community Facilities District Act. The City Council, as the legislative body of the Community Facilities District, has duly adopted the Community Facilities District Formation Resolution, has duly adopted a Resolution and Ordinance levying the Special Taxes (for all purposes herein, as such are defined in the Fiscal Agent Agreement) within Improvement Area No. 1 (the “Ordinance”), and has caused to be recorded in the real property records of Sacramento County, a notice of special tax lien (the “Notice of Special Tax Lien”) (the Community Facilities District Formation Resolution, the Ordinance, and the Notice of Special Tax Lien being collectively referred to herein as the “Formation Documents”), and the City Council has duly adopted the Resolution. Each of the Formation Documents remains in full force and effect as of the date hereof and has not been amended. The Community Facilities District is duly organized and validly existing as a community facilities district under the laws of the State. The City has, and at the Closing Date will have, as the case may be, full legal right, power and authority: (i) to execute, deliver and perform its obligations under this Purchase Agreement and the Fiscal Agent Agreement and to carry out all transactions contemplated by each of such agreements; (ii) to enter into the City Continuing Disclosure Certificate; and (iii) to carry out, give effect to and consummate the transactions contemplated by the Formation Documents, the Fiscal Agent Agreement, this Purchase Agreement and the Official Statement.

This Purchase Agreement, the Fiscal Agent Agreement, and the City Continuing Disclosure Certificate are collectively referred to herein as the “City Documents.”

B. By all necessary official action of the City, the City has duly authorized and approved the execution and delivery by the City of, and the performance by City of, the obligations on its part contained in, the City Documents and has approved the use and distribution by the Underwriter of the Preliminary Official Statement and the execution, use and distribution by the Underwriter of the Official Statement, and, as of the date hereof, such authorizations and approvals are in full force and effect and have not been amended, modified or rescinded. When executed and delivered by the parties thereto, the City Documents will constitute the legally valid and binding obligations of the City, on its own behalf and on behalf of the Communities Facilities District, enforceable upon the City and the Community Facilities District in accordance with their respective terms, except as enforcement may be limited by bankruptcy, insolvency, reorganization, moratorium or similar laws or equitable principles relating to or affecting creditors’ rights generally. To the best of the City’s knowledge, the City has complied, and will at the Closing Date be in compliance in all respects, with the terms of the City Documents that are applicable to the City, and the Community Facilities District has complied, and will at the Closing Date be in compliance in all respects, with the terms of the City Documents that are applicable to the Community Facilities District.

C. The information in the Preliminary Official Statement (other than statements pertaining to the book-entry system and under the headings “IMPROVEMENT AREA NO. 1 – Development in the District,” as to which no view is expressed) as of its date was and as of the date hereof is, and in the Official Statement (other than statements pertaining to the book-entry system and under the headings “IMPROVEMENT AREA NO. 1 – Development in the District,” as to which no view is expressed) as of its date is, true and correct in all material respects and does not contain

any untrue statement of a material fact or omit to state a material fact necessary to make the statements therein, in light of the circumstances under which they were made, not misleading; and, upon delivery and up to and including 25 days after the End of the Underwriting Period (as defined in paragraph (D) below), the Official Statement will be amended and supplemented so as to contain no misstatement of any material fact or material omission of any statement necessary to make the statements contained therein, in the light of the circumstances in which such statements were made, not misleading.

D. Up to and including 25 days after the End of the Underwriting Period (as defined below), the City will advise the Underwriter promptly of any proposal to amend or supplement the Official Statement and will not effect or consent to any such amendment or supplement without the consent of the Underwriter, which consent will not be unreasonably withheld. The City will advise the Underwriter promptly of the institution of any proceedings known to it by any governmental agency prohibiting or otherwise materially affecting the use of the Official Statement in connection with the offering, sale or distribution of the Bonds. As used herein, the term “End of the Underwriting Period” means the later of such time as: (i) the Bonds are delivered to the Underwriter; or (ii) the Underwriter does not retain, directly or as a member of an underwriting syndicate, an unsold balance of the Bonds for sale to the public. Unless the Underwriter gives notice to the contrary, the End of the Underwriting Period shall be deemed to be the Closing Date. Any notice delivered pursuant to this provision shall be written notice delivered to the City at or prior to the Closing Date and shall specify a date (other than the Closing Date) to be deemed the “End of the Underwriting Period.” If in the opinion of the Underwriter any such event or proceedings requires the preparation and distribution of a supplement or amendment to the Official Statement, the City shall prepare and furnish to the Underwriter, at the City’s expense, such number of copies of the supplement or amendment to the Official Statement, in (i) a “designated electronic format” consistent with the requirements of the MSRB’s Rule G-32 and (ii) a printed format form in substance mutually agreed upon by the City and the Underwriter as the Underwriter may reasonably request. If such amendment or supplement to the Official Statement shall be made subsequent to the Closing Date, the City also shall furnish, or cause to be furnished, such additional legal opinions, certificates, instruments and other documents as the Underwriter may reasonably deem necessary to evidence the truth and accuracy of any such supplement or amendment to the Official Statement.

E. As of the time of acceptance hereof and as of the Closing Date, the City and the Community Facilities District, as applicable, have each complied, and will at the Closing Date be in compliance in all material respects, with the Formation Documents and the City Documents, and any immaterial noncompliance by the City or the Community Facilities District, if any, will not impair the ability of the City or the Community Facilities District, as applicable, to carry out, give effect to or consummate the transactions contemplated by the foregoing. From and after the date of issuance of its Bonds, the City will continue to comply with the covenants of the City contained in the City Documents and it shall cause the Community Facilities District to continue to comply with the covenants of the Community Facilities District contained in the City Documents.

F. Except as described in the Preliminary Official Statement, neither the City nor the Community Facilities District is, and as of the Closing Date, neither will be, in any respect material to the transactions referred to herein or contemplated hereby, in breach of or in default under, any law or administrative rule or regulation of the State, the United States of America, or of any department, division, agency or instrumentality of either thereof, or under any applicable court or administrative decree or order, or under any loan agreement, note, resolution, indenture, contract, agreement or other instrument to which the City or the Community Facilities District, as the case may be, is a party or is otherwise subject or bound; and, to the City’s knowledge, no event has occurred and is continuing which, with the passage of time or the giving of notice, or both, would

constitute a default or event of default under any such instrument which breach, default or event could have an adverse effect on the City's ability or the Community Facilities District's ability to perform their respective obligations under the City Documents; and as of such times, except as disclosed in the Official Statement, the authorization, execution and delivery of the City Documents and compliance with the provisions of each thereof, or the performance of the conditions precedent to be performed by the City pursuant to this Purchase Agreement, will not conflict with or constitute a breach of or default under any applicable law or administrative rule or regulation of the State, the United States of America, or of any department, division, agency or instrumentality of either thereof, or under any applicable court or administrative decree or order, or under any loan agreement, note, resolution, indenture, contract, agreement or other instrument to which the City is a party or is otherwise subject or bound, in any manner which would materially and adversely affect the performance by the City or the Community Facilities District of their respective obligations under the City Documents or the performance of the conditions precedent to be performed by the City pursuant to this Purchase Agreement. The City has received all licenses, permits or other regulatory approvals required, if any, for the pledge, collection and/or application by the Community Facilities District of the Special Taxes (as defined in the Fiscal Agent Agreement) and other moneys pledged to the payment of the principal of and interest on the Bonds under the Fiscal Agent Agreement.

G. Except as may be required under the "blue sky" or other securities laws of any jurisdiction, all approvals, consents, authorizations, elections and orders of, or filings or registrations with, any governmental authority, board, agency or commission having jurisdiction which would constitute a condition precedent to, or the absence of which would materially adversely affect, the performance by the City or the Community Facilities District of their respective obligations under the City Documents, and the performance of the conditions precedent to be performed by the City pursuant to this Purchase Agreement, have been or will be obtained at the Closing Date and are or will be in full force and effect at the Closing Date.

H. At the time of acceptance hereof there is and as of the Closing there will be no action, suit, proceeding, inquiry or investigation, at law or in equity, before or by any court, government agency, public board or body (collectively and individually, an "Action") pending (notice of which has been served on the City or the Community Facilities District) or to the best knowledge of the City or the Community Facilities District threatened, in which any such Action: (i) in any way questions the powers of the City Council or the existence of the Community Facilities District or the titles of the officers of the City and/or the Community Facilities District to their respective offices; (ii) affects, contests or seeks to prohibit, restrain or enjoin the issuance or delivery of the Bonds or the payment or collection of Special Taxes or any amounts pledged or to be pledged to pay the principal of and interest on the Bonds, or in any way contests or affects the validity of the City Documents or the consummation of the transactions on the part of the City or the Community Facilities District contemplated thereby; (iii) contests the exclusion of interest on the Bonds from federal or State income taxation or contests the powers of the City or the Community Facilities District which may result in any material adverse change relating to the financial condition of the City or the Community Facilities District; (iv) except as disclosed in the Official Statement, wherein an unfavorable decision, ruling or finding would materially adversely affect the financial position or condition of the City or the Community Facilities District or would result in any material adverse change in the ability of the City to pledge or apply the Special Taxes (as defined in the Fiscal Agent Agreement) or to pay debt service on the Bonds; or (v) contests the completeness or accuracy of the Preliminary Official Statement or the Official Statement or any supplement or amendment thereto or asserts that the Preliminary Official Statement or the Official Statement contained any untrue statement of a material fact or omitted to state any material fact required to be stated therein or necessary to make the statements therein, in the light of the circumstances under which they were

made, not misleading; and as of the time of acceptance hereof there is and, as of the Closing Date, there will be no known basis for any Action of the nature described in clauses (i) through (v) of this sentence.

I. The City will furnish such information, execute such instruments and take such other action in cooperation with the Underwriter and at the expense of the Underwriter as the Underwriter may reasonably request in order: (i) to qualify the Bonds for offer and sale under the “blue sky” or other securities laws and regulations of such states and other jurisdictions of the United States of America as the Underwriter may designate; and (ii) to determine the eligibility of the Bonds for investment under the laws of such states and other jurisdictions and will use its best efforts to continue such qualifications in effect so long as required for the distribution of the Bonds, provided; however, that the City will not be required to execute a special or general consent to service of process or qualify as a foreign corporation in connection with any such qualification in any jurisdiction.

J. The City Documents conform as to form and tenor to the descriptions thereof contained in the Preliminary Official Statement. The City represents that the Bonds, when issued, executed and delivered in accordance with the Fiscal Agent Agreement and sold to the Underwriter as provided herein, will be validly issued and outstanding obligations of the City, entitled to the benefits of the Fiscal Agent Agreement. The City and the Community Facilities District will each comply with the covenant in the Fiscal Agent Agreement to cause the Special Taxes to be levied and collected at the same time and in the same manner as ordinary *ad valorem* property taxes. The Fiscal Agent Agreement creates a valid pledge of, first lien upon and security interest in, the Special Taxes, and in the moneys in the Special Tax Fund established pursuant to the Fiscal Agent Agreement, on the terms and conditions set forth in the Fiscal Agent Agreement. The Fiscal Agent Agreement creates a valid pledge of the moneys in certain funds and accounts established pursuant to the Fiscal Agent Agreement, subject in all cases to the provisions of the Fiscal Agent Agreement permitting the application thereof for the purposes and on the terms and conditions set forth therein.

K. Except as disclosed in the Preliminary Official Statement, there are, to the best of the City’s knowledge, no entities with outstanding assessment liens against any of the properties within Improvement Area No. 1 which are senior to or on a parity with the Special Taxes.

L. The issuance and sale of the Bonds is not subject to any transfer or other documentary stamp taxes of the State or any political subdivision thereof.

M. The City shall not knowingly take or omit to take any action that, under existing law, may adversely affect the exclusion from gross income for federal income tax purposes, or the exemption from State of California personal income tax, of the interest on the Bonds. The City has not been notified of any listing or proposed listing by the Internal Revenue Service to the effect that the City is a bond issuer whose arbitrage certifications may not be relied upon.

N. Any certificate signed on behalf of the Community Facilities District by any officer or employee of the City authorized to do so and delivered to the Underwriter in connection with the issuance and sale of the Bonds shall be deemed to be a representation and covenant by the Community Facilities District to the Underwriter as to the statements made therein.

O. The City will apply the proceeds of the Bonds in accordance with the Fiscal Agent Agreement and as described in the Official Statement.

P. At or prior to the Closing, the City will have duly authorized, executed and delivered the City Continuing Disclosure Certificate in substantially the form under Appendix F to the Official Statement. Based on a review of previous undertakings, the Preliminary Official Statement and the Official Statement describe the instances in which the City has failed to comply with any previous undertakings with regard to the Rule to provide annual reports or notices of material events in the last five years.

Q. Between the date of this Purchase Agreement and the date of Closing, the City will not offer or issue any bonds, notes or other obligations for borrowed money not previously disclosed to the Underwriter and the City shall not create, assume or guarantee any indebtedness payable from, or pledge or otherwise encumber, the Special Taxes or other assets, properties, funds or interests that will be pledged as security for the Bonds pursuant to the City Documents.

R. Until such time as moneys have been set aside in an amount sufficient to pay all then outstanding Bonds at maturity or to the date of redemption if redeemed prior to maturity, plus unpaid interest thereon and premium, if any, to maturity or to the date of redemption if redeemed prior to maturity, the City will faithfully perform and abide by all of the covenants, undertakings and provisions contained in the Fiscal Agent Agreement.

S. The Preliminary Official Statement was deemed final by a duly authorized officer of the City prior to its delivery to the Underwriter, except for the omission of such information as is permitted to be omitted in accordance with paragraph (b)(1) of the Rule. The City hereby covenants and agrees that, within seven (7) business days from the date hereof, or upon reasonable written notice from the Underwriter within sufficient time to accompany any confirmation requesting payment from any customers of the Underwriter, the City shall cause a final electronic and/or printed form of the Official Statement as set forth in Section 1 above to be delivered to the Underwriter in sufficient quantity to comply with paragraph (b)(4) of the Rule and Rules G-12, G-15, G-32 and G-36 of the Municipal Securities Rulemaking Board.

T. The City hereby approves the preparation and distribution of the Official Statement, consisting of the Preliminary Official Statement with such changes as are noted thereon and as may be made thereto, with the approval of Bond Counsel and the Underwriter from time to time prior to the Closing Date.

U. The City hereby ratifies any prior use of and authorizes the future use by the Underwriter, in connection with the offering and sale of the Bonds, of the Preliminary Official Statement, the Official Statement, this Purchase Agreement and all information contained herein, and all other documents, certificates and written statements furnished by the City to the Underwriter in connection with the transactions contemplated by this Purchase Agreement.

The execution and delivery of this Purchase Agreement by the City shall constitute a representation by the City to the Underwriter that the representations and warranties contained in this Section 2 with respect to the City and the Community Facilities District are true as of the date hereof.

3. Conditions to the Obligations of the Underwriter. The obligation of the Underwriter to accept delivery of and pay for the Bonds on the Closing Date shall be subject, at the option of the Underwriter, to the accuracy in all material respects of the representations and warranties on the part of the City, on its own behalf and on behalf of the Community Facilities District, contained herein, to the accuracy in all material respects of the statements of the officers and other officials of the city and the Community Facilities District made in any certificates or other documents furnished pursuant to the provisions hereof, to the performance by the City and the Community Facilities District of

their obligations to be performed hereunder at or prior to the Closing Date and, to the following additional conditions:

A. At the Closing Date, the Community Facilities District Resolutions, the Formation Documents, and the City Documents shall be in full force and effect, and shall not have been amended, modified or supplemented, except as may have been agreed to in writing by the Underwriter, and there shall have been taken in connection therewith, with the issuance of the Bonds, and with the transactions contemplated thereby, and by this Purchase Agreement, all such actions as, in the opinion of Bond Counsel, shall be necessary and appropriate.

B. At the Closing Date, except as was described in the Preliminary Official Statement, neither the City nor the Community Facilities District shall be, in any respect material to the Bonds, the City Documents or the transactions referred to herein or contemplated hereby, in breach of or in default under, any law or administrative rule or regulation of the State, the United States of America, or of any department, division, agency or instrumentality of either thereof, or under any applicable court or administrative decree or order, or under any loan agreement, note, resolution, indenture, contract, agreement or other instrument to which the City or the Community Facilities District, respectively, is a party or is otherwise subject or bound, and the performance by the City or the Community Facilities District, respectively, of its obligations under the Bonds, the City Documents, the Community Facilities District Resolutions, this Purchase Agreement and any other instruments contemplated by any of such documents, and compliance with the provisions of each thereof, will not conflict with or constitute a breach of or default under any applicable law or administrative rule or regulation of the State, the United States of America or of any department, division, agency or instrumentality of either thereof or under any applicable court or administrative decree or order or under any loan agreement, note, resolution, indenture, contract, agreement or other instrument to which the City or the Community Facilities District, respectively, is a party or is otherwise subject or bound, in any manner which would materially and adversely affect the performance by the City or the Community Facilities District, respectively, of its obligations under the City Documents, the Bonds or the Community Facilities District Resolutions.

C. The information contained in the Official Statement is, as of the Closing Date and as of the date of any supplement or amendment thereto pursuant hereto, true and correct in all material respects and does not, as of the Closing Date or as of the date of any supplement or amendment thereto, contain any untrue statement of a material fact or omit to state a material fact required to be stated therein or necessary to make the statements therein, in light of the circumstances under which they were made, not misleading.

D. The Underwriter shall have the right to cancel its obligation to purchase the Bonds and to terminate this Purchase Agreement by written notice to the City if, between the date of this Purchase Agreement and the Closing Date, in the Underwriter's sole and reasonable judgment any of the following events shall occur (each a "Termination Event"):

1. Between the date hereof and the Closing Date, the market price or marketability, at the initial offering prices set forth on the cover page of the Official Statement, of the Bonds, or the ability of the Underwriter to enforce contracts for the sale of the Bonds, shall have been materially adversely affected, in the judgment of the Underwriter (evidenced by a written notice to the City terminating the obligation of the Underwriter to accept delivery of and pay for the Bonds), by reason of any of the following:

a. Legislation introduced in or enacted (or resolution passed) by the Congress of the United States of America or the legislature of the State or recommended to the

Congress by the President of the United States of America or a member of the President's Cabinet, the Department of the Treasury, the Internal Revenue Service or any member of Congress or favorably reported for passage to either House of Congress by any committee of such House to which such legislation had been referred for consideration, or a decision rendered by a court established under Article III of the Constitution of the United States of America or by the Tax Court of the United States of America, or an order, ruling, regulation (final, temporary or proposed), press release or other form of notice issued or made by or on behalf of the Treasury Department of the United States of America, the Internal Revenue Service or other federal or State authority with appropriate jurisdiction, with the purpose or effect, directly or indirectly, of imposing federal or State income taxation upon such interest as would be received by any owners of the Bonds beyond the extent to which such interest is subject to taxation as of the date hereof;

b. Legislation introduced in or enacted (or resolution passed) by the Congress, or shall have been favorably reported out of committee or be pending in committee, or shall have been recommended to the Congress for passage by the President of the United States of America or a member of the President's Cabinet, or an order, decree, injunction or decision issued by any court of competent jurisdiction, or an order, ruling, regulation (final, temporary or proposed), press release, statement or other form of notice issued or made by or on behalf of the Securities and Exchange Commission, or any other governmental agency having jurisdiction of the subject matter, to the effect that obligations of the general character of the Bonds, the Resolution or the City Documents, are not exempt from registration under or other requirements of the Securities Act of 1933, as amended, or that the Fiscal Agent Agreement is not exempt from qualification under or other requirements of the Trust Indenture Act of 1939, as amended, or that the issuance, offering or sale of obligations of the general character of the Bonds, as contemplated hereby or by the Official Statement or otherwise is or would be in violation of the federal securities laws as amended and then in effect;

c. A general suspension of trading in securities on the New York Stock Exchange or other major exchange shall be in force, or minimum or maximum prices for trading shall have been fixed and be in force, or maximum ranges for prices for securities shall have been required and be in force on any such exchange, whether by virtue of determination by that exchange or by order of the Securities and Exchange Commission or any other governmental authority having jurisdiction;

d. there shall have occurred (1) an outbreak or escalation of hostilities or the declaration by the United States of a national emergency or war or (2) any other calamity or crisis in the financial markets of the United States or elsewhere or the escalation of such calamity or crisis;

e. Except as disclosed in or contemplated by the Official Statement, any material adverse change in the affairs of the City or the Community Facilities District shall have occurred;

2. The introduction, proposal or enactment of any amendment to the federal or California Constitution or any action by any federal or State court, legislative body, regulatory body or other authority materially adversely affecting the tax status of the City or the Community Facilities District, their property, income, securities (or interest thereon), the validity or enforceability of Special Taxes;

3. Any event occurring or information becoming known which, in the judgment of the Underwriter, makes untrue or incorrect in any material respect any statement or

information contained in the Preliminary Official Statement or in the Official Statement or has the effect that the Preliminary Official Statement or the Official Statement contains any untrue statement of a material fact or omits to state a material fact required to be stated therein or necessary to make the statements therein, in the light of the circumstances under which they were made, not misleading;

4. A general banking moratorium shall have been declared by federal, State of New York or State of California officials authorized to do so or a material disruption in securities settlement, payment or clearance services affecting the Bonds shall have occurred;

5. Any new restriction on transactions in securities materially affecting the market for securities (including the imposition of any limitation in interest rates) or the extension of credit by, or a charge to the net capital requirements of, underwriters shall have been established by the New York Stock Exchange, the Comptroller of the Currency, the Securities and Exchange Commission or any other federal or State agency or the Congress of the United States of America, or by Executive Order;

6. A decision by a court of the United States of America shall be rendered, or a stop order, release, regulation or no-action letter by or on behalf of the Securities and Exchange Commission or any other governmental agency having jurisdiction of the subject matter shall have been issued or made, to the effect that the issuance, offering or sale of the Bonds as contemplated by this Purchase Agreement or by the Official Statement, or any document relating to the issuance, offering or sale of the Bonds is or would be in violation of any provision of the federal securities laws at the Closing Date, including the Securities Act of 1933, the Securities Exchange Act of 1934 and the Trust Indenture Act of 1939;

7. Any proceeding shall have been commenced or be threatened in writing by the Securities and Exchange Commission against the City or the Community Facilities District.

8. The commencement of an Action described in Section 2(H).

Upon the occurrence of a Termination Event and the termination of this Purchase Agreement by the Underwriter, all obligations of the City, the Community Facilities District, and the Underwriter under this Agreement shall terminate, without further liability, except that the City and the Underwriter shall pay their respective expenses as set forth in Section 6 below.

E. At or prior to the Closing Date, the Underwriter shall have received a counterpart original or certified copy of the following documents, in each case satisfactory in form and substance to the Underwriter:

1. Official Statement. The Official Statement and each supplement or amendment, if any thereto, executed by an authorized officer of the City;

2. Fiscal Agent Agreement. The Fiscal Agent Agreement, duly executed and delivered by the City and the Fiscal Agent;

3. Resolutions. Certifications by the City Clerk with respect to each resolution and ordinance of the City Council, for the City or as the legislative body of the Community Facilities District, relating to the City Documents, the transactions contemplated thereby, formation of the Community Facilities District and issuance of the Bonds;

4. City Continuing Disclosure Certificate. The City Continuing Disclosure Certificate executed and delivered by the City;

5. Bond Counsel Opinion. An unqualified approving opinion for the Bonds, dated the Closing Date and addressed to the City, of Bond Counsel, to the effect that the Bonds are the valid, legal and binding obligations of the City and that the interest thereon is excluded from gross income for federal income tax purposes and exempt from personal income taxes of the State, in substantially the form included as Appendix E to the Official Statement, together with a letter of Bond Counsel, dated the Closing Date and addressed to the Underwriter, to the effect that such opinion addressed to the City may be relied upon by the Underwriter to the same extent as if such opinion was addressed to it;

6. Supplemental Opinion. A supplemental opinion or opinions, dated the Closing Date and addressed to the Underwriter, of Bond Counsel, to the effect that:

(i) this Purchase Agreement has been duly authorized, executed and delivered by the City and, assuming due authorization, execution and delivery by the other parties thereto, constitutes the legal, valid and binding agreement of the City and is enforceable in accordance with its terms, except to the extent that enforceability may be limited by moratorium, bankruptcy, reorganization, insolvency or other similar laws affecting creditors' rights generally or by the exercise of judicial discretion in accordance with general principles of equity or otherwise in appropriate cases and by limitations on legal remedies against public agencies in the State;

(ii) the Bonds are not subject to the registration requirements of the Securities Act of 1933, as amended, and the Fiscal Agent Agreement is exempt from qualification under the Trust Indenture Act of 1939, as amended;

(iii) the information contained in the Official Statement on the cover and under the captions "THE BONDS" (other than by reference Appendix G – DTC and the Book-Entry Only System), "SECURITY FOR THE BONDS," "LEGAL MATTERS" and in Appendices C and E to the Official Statement (excluding any financial, statistical and economic data, forecasts, numbers, charts, graphs, estimates, projections, and assumptions and any information regarding The Depository Trust Company and the book-entry system as to which Bond Counsel need express no opinion or view, and further, excluding any material that may be treated as included under such captions by cross-reference), are accurate insofar as such statements purport to summarize certain provisions of the Bonds, the Fiscal Agent Agreement, Bond Counsel's final approving opinion and the Community Facilities District Act; and

(iv) the Community Facilities District has been duly formed, and the Special Taxes have been duly and validly levied in accordance with the provisions of the Community Facilities District Act and, except to the extent prohibited by moratorium, bankruptcy, reorganization, fraudulent conveyance or transfer, insolvency or other similar laws affecting creditors' rights generally, a lien to secure payment of the Special Taxes has been imposed on taxable property in Improvement Area No. 1 of the Community Facilities District;

7. Special Counsel Opinion. An opinion, dated the Closing Date and addressed to the Underwriter, of Jones Hall, a Professional Corporation, acting as special counsel to the City and the Community Facilities District, substantially in the form of Appendix B hereto;

8. Closing Certificate of the City. A certificate, dated the Closing Date, and signed by an authorized officer of the City substantially in the form of Appendix C hereto, together with such additional certifications as Bond Counsel may require;

9. Bank Incumbency Certificate. Certified copies of the general resolution of the Fiscal Agent authorizing the execution and delivery of certain documents by certain officers of the Fiscal Agent, which resolution authorizes the execution of the Fiscal Agent Agreement and the authentication of the Bonds;

10. Fiscal Agent's Certificate. A certificate of the Fiscal Agent, dated the Closing Date, in form and substance acceptable to the Underwriter and its counsel, substantially in the form of Appendix D hereto;

11. Fiscal Agent's Counsel Opinion. An opinion of counsel to the Fiscal Agent, dated the Closing Date, addressed to the Underwriter and the City, substantially in the form of Appendix E hereto;

12. Disclosure Counsel Opinion. An opinion, dated the Closing Date and addressed to the Underwriter and to the City, of Jones Hall, a Professional Corporation, as disclosure counsel ("Disclosure Counsel"), in form and substance acceptable to the Underwriter;

13. Opinion of Underwriter's Counsel. An opinion of Kutak Rock LLP, counsel to the Underwriter, dated the date of the Closing, addressed to the Underwriter, in form and substance acceptable to the Underwriter;

14. Special Tax Consultant Certificate. A certificate, dated the Closing Date from Goodwin Consulting Group substantially in the form attached as Appendix F hereto;

15. Certificate Regarding Continuing Disclosure Compliance. A Continuing Disclosure Compliance Certificate, dated the Closing Date, duly executed and delivered by Goodwin Consulting Group, Inc. in form and substance acceptable to the Underwriter and Disclosure Counsel;

16. Transcript. A transcript of all proceedings relating to the authorization, issuance, sale and delivery of the Bonds, including certified copies of the Fiscal Agent Agreement and all resolutions of the City and the Community Facilities District relating thereto;

17. Nonarbitrage Certificate. A certificate of the City, dated the Closing Date, in a form acceptable to Bond Counsel and the Underwriter, that the Bonds are not arbitrage bonds within the meaning of Section 148 of the Internal Revenue Code of 1986, as amended;

18. Specimen Bonds. Copies of the Specimen Bonds;

19. Issue Price Certificate. An issue price certificate of the Underwriter in the form attached as Appendix J hereto;

20. Certificate of Underwriter. A certificate from the Underwriter to the City, in form satisfactory to the City and signed by an authorized officer of the Underwriter, accepting delivery of the Bonds to the Underwriter and receipt of all documents required by the Underwriter, and the satisfaction or waiver of all conditions and terms of this Purchase Agreement by

the City, and confirming to the City that as of the Closing Date, all of the representations of the Underwriter contained in this Purchase Agreement are true, complete and correct in all material respects;

21. Form 8038-G. An Information Return for Tax-Exempt Bond Issues (Internal Revenue Service Form 8038-G), in a form satisfactory to Bond Counsel for filing, executed by a duly authorized officer of the City, together with evidence that such Form 8038-G has been mailed;

22. CDIAC Statements. Copies of filings with the California Debt and Investment Advisory Commission relating to the issuance of the Bonds;

23. Letter of Representations. A copy of the Blanket Letter of Representations to DTC relating to the Bonds signed by the City;

24. Certificate Regarding Preliminary Official Statement. Prior to and in connection with printing and distribution of the Preliminary Official Statement, (i) an executed certificate of the City and (ii) an executed certificate of Woodside 05N, LP (the "Property Owner") in the form under Appendix G hereto.

25. Property Owner Continuing Disclosure Certificate. Executed copies of the Continuing Disclosure Certificate (Developer) from the Property Owner in the form set forth under Appendix F of the Official Statement.

26. Property Owner Closing Certificate. An executed bring-down certificate from the Property Owner, dated as of the Closing Date, in form and substance as set forth in Appendix H hereto.

27. Property Owner Counsel Opinion. The opinion of counsel to the Property Owner, dated the Closing Date and addressed to the City and the Underwriter, in form and substance acceptable to the Underwriter and Bond Counsel.

28. Appraiser Closing Certificate. A certificate in form and substance as set forth in Appendix I hereto of Integra Realty Resources , the appraiser of the property within Improvement Area No. 1, dated as of the Closing Date.

29. Additional Documents. Such additional legal opinions, certificates, instruments and other documents as the Underwriter may reasonably request to evidence the truth and accuracy, as of the date hereof and as of the Closing Date, of the material representations and warranties of the City, on its own behalf and on behalf of the Community Facilities District, contained herein, and of the statements and information contained in the Official Statement and the due performance or satisfaction by the City at or prior to the Closing of all agreements then to be performed and all conditions then to be satisfied by the City and the Community Facilities District in connection with the transactions contemplated hereby and by the Fiscal Agent Agreement and the Official Statement.

If the City shall be unable to satisfy the conditions to the obligations of the Underwriter to purchase, accept delivery of and pay for the Bonds contained in this Purchase Agreement, or if the obligations of the Underwriter to purchase, accept delivery of and pay for the Bonds shall be terminated for any reason permitted by this Purchase Agreement, this Purchase Agreement shall

terminate and neither the City nor the Underwriter shall be under any further obligation hereunder, except that the respective obligations of the Underwriter and the City set forth in Section 6 hereof shall continue in full force and effect.

4. Representations and Agreements of the Underwriter. The Underwriter represents to and agrees with the City that:

A. The Underwriter is duly authorized to execute and deliver this Purchase Agreement and to take any action under the Purchase Agreement required to be taken by it.

B. The Underwriter is in compliance with MSRB Rule G-37 with respect to the City and the Community Facilities District, and is not prohibited thereby from acting as underwriter with respect to securities of the City and the Community Facilities District. The Underwriter is in compliance with MSRB Rule G-17 with respect to the City and the Community Facilities District.

C. The Underwriter has, and has had, no financial advisory relationship with the City or the Community Facilities District with respect to the Bonds, and no investment firm controlling, controlled by or under common control with the Underwriter has or has had any such financial advisory relationship, within the meaning of California Government Code Section 53590, or otherwise.

D. The Underwriter has not paid or agreed to pay, nor will it pay or agree to pay, any entity, company, firm or person (including, but not limited to, the City's financial consultants, or any officer, agent or employee thereof), other than a bona fide officer, agent or employee working for the Underwriter, any compensation, fee, gift or other consideration contingent upon or resulting from the award of or entering into this Purchase Agreement.

E. The Underwriter has reasonably determined that the City's undertaking in the City Continuing Disclosure Certificate to provide continuing disclosure with respect to the Bonds is sufficient to effect compliance with the Rule.

5. Establishment of Issue Price.

A. The Underwriter agrees to assist the City in establishing the issue price of the Bonds and shall execute and deliver to the City at Closing an "issue price" or similar certificate, together with the supporting pricing wires or equivalent communications, substantially in the form attached hereto as Appendix J, with such modifications as may be appropriate or necessary, in the reasonable judgment of the Underwriter, the City and Bond Counsel, to accurately reflect, as applicable, the sales price or prices or the initial offering price or prices to the public of the Bonds.

B. Except as otherwise set forth in Appendix A attached hereto, the City will treat the first price at which 10% of each maturity of the Bonds (the "10% test") is sold to the public as the issue price of that maturity. At or promptly after the execution of this Purchase Agreement, the Underwriter shall report to the City the price or prices at which it has sold to the public each maturity of Bonds. If at that time the 10% test has not been satisfied as to any maturity of the Bonds, the Underwriter agrees to promptly report to the City the prices at which it sells the unsold Bonds of that maturity to the public. That reporting obligation shall continue, whether or not the Closing Date has occurred, until either (i) the Underwriter has sold all Bonds of that maturity or (ii) the 10% test has been satisfied as to the Bonds of that maturity, provided that, the Underwriter's reporting obligation after the Closing Date may be at reasonable periodic intervals or otherwise upon request of the City or Bond Counsel. For purposes of this Section, if Bonds mature on the same date but have different

interest rates, each separate CUSIP number within that maturity will be treated as a separate maturity of the Bonds.

C. The Underwriter confirms that it has offered the Bonds to the public on or before the date of this Purchase Agreement at the offering price or prices (the “initial offering price”), or at the corresponding yield or yields, set forth in Appendix A attached hereto. Appendix A also sets forth, as of the date of this Purchase Agreement, the maturities, if any, of the Bonds for which the Underwriter represents that (i) the 10% test has been satisfied (assuming orders are confirmed by the close of the business day immediately following the date of this Purchase Agreement) and (ii) the 10% test has not been satisfied and for which the City and the Underwriter agree that the restrictions set forth in the next sentence shall apply, which will allow the City to treat the initial offering price to the public of each such maturity as of the sale date as the issue price of that maturity (the “hold-the-offering-price rule”). So long as the hold-the-offering-price rule remains applicable to any maturity of the Bonds, the Underwriter will neither offer nor sell unsold Bonds of that maturity to any person at a price that is higher than the initial offering price to the public during the period starting on the sale date and ending on the earlier of the following:

- a. the close of the fifth (5th) business day after the sale date; or
- b. the date on which the Underwriter has sold at least 10% of that maturity of the Bonds to the public at a price that is no higher than the initial offering price to the public.

The Underwriter will advise the City promptly after the close of the fifth (5th) business day after the sale date whether it has sold 10% of that maturity of the Bonds to the public at a price that is no higher than the initial offering price to the public.

D. The Underwriter confirms that:

(i) any selling group agreement and any third-party distribution agreement relating to the initial sale of the Bonds to the public, together with the related pricing wires, contains or will contain language obligating each dealer who is a member of the selling group and each broker-dealer that is a party to such third-party distribution agreement, as applicable:

(A)(i) to report the prices at which it sells to the public the unsold Bonds of each maturity allocated to it, whether or not the Closing Date has occurred, until either all Bonds of that maturity allocated to it have been sold or it is notified by the Underwriter that the 10% test has been satisfied as to the Bonds of that maturity, provided that, the reporting obligation after the Closing Date may be at reasonable periodic intervals or otherwise upon request of the Underwriter and (ii) to comply with the hold-the-offering-price rule, if applicable, if and for so long as directed by the Underwriter,

(B) to promptly notify the Underwriter of any sales of Bonds that, to its knowledge, are made to a purchaser who is a related party to an underwriter participating in the initial sale of the Bonds to the public (each such term being used as defined below), and

(C) to acknowledge that, unless otherwise advised by the dealer or broker-dealer, the Underwriter shall assume that each order submitted by the dealer or broker-dealer is a sale to the public.

(ii) any selling group agreement relating to the initial sale of the Bonds to the public, together with the related pricing wires, contains or will contain language obligating each dealer that is a party to a third-party distribution agreement to be employed in connection with the initial sale of the Bonds to the public to require each broker-dealer that is a party to such third-party distribution agreement to (A) report the prices at which it sells to the public the unsold Bonds of each maturity allocated to it, whether or not the Closing Date has occurred, until either all Bonds of that maturity allocated to it have been sold or it is notified by the Underwriter or the dealer that the 10% test has been satisfied as to the Bonds of that maturity, provided that, the reporting obligation after the Closing Date may be at reasonable periodic intervals or otherwise upon request of the Underwriter or the dealer, and (B) comply with the hold-the-offering-price rule, if applicable, if and for so long as directed by the Underwriter or the dealer and as set forth in the related pricing wires.

E. The City acknowledges that, in making the representation set forth in this section, the Underwriter will rely on (i) in the event a selling group has been created in connection with the initial sale of the Bonds to the public, the agreement of each dealer who is a member of the selling group to comply with the requirements for establishing issue price of the Bonds, including, but not limited to, its agreement to comply with the hold-the-offering-price rule, if applicable to the Bonds, as set forth in a selling group agreement and the related pricing wires, and (ii) in the event that a third-party distribution agreement was employed in connection with the initial sale of the Bonds to the public, the agreement of each broker-dealer that is a party to such agreement to comply with the requirements for establishing issue price of the Bonds, including, but not limited to, its agreement to comply with the hold-the-offering-price rule, if applicable to the Bonds, as set forth in the third-party distribution agreement and the related pricing wires. The City further acknowledges that the Underwriter shall not be liable for the failure of any dealer who is a member of a selling group, or of any broker-dealer that is a party to a third-party distribution agreement, to comply with its corresponding agreement to comply with the requirements for establishing issue price of the Bonds, including, but not limited to, its agreement to comply with the hold-the-offering-price rule, if applicable to the Bonds.

F. The Underwriter acknowledges that sales of any Bonds to any person that is a related party to the Underwriter shall not constitute sales to the public for purposes of this section. Further, for purposes of this section:

a. “public” means any person other than an underwriter or a related party;

b. “underwriter” means (A) any person that agrees pursuant to a written contract with the City (or with the lead underwriter to form an underwriting syndicate) to participate in the initial sale of the Bonds to the public and (B) any person that agrees pursuant to a written contract directly or indirectly with a person described in clause (A) to participate in the initial sale of the Bonds to the public (including a member of a selling group or a party to a third-party distribution agreement participating in the initial sale of the Bonds to the public);

c. a purchaser of any of the Bonds is a “related party” to an underwriter if the underwriter and the purchaser are subject, directly or indirectly, to (A) more than 50% common ownership of the voting power or the total value of their stock, if both entities are corporations (including direct ownership by one corporation of another), (B) more than 50% common ownership of their capital interests or profits interests, if both entities are partnerships (including direct ownership by one partnership of another), or (C) more than 50% common ownership of the value of the outstanding stock of the corporation or the

capital interests or profit interests of the partnership, as applicable, if one entity is a corporation and the other entity is a partnership (including direct ownership of the applicable stock or interests by one entity of the other); and

d. “sale date” means the date of execution of this Purchase Agreement by all parties.

6. Expenses.

A. Whether or not the Underwriter accepts delivery of and pays for the Bonds as set forth herein, it shall be under no obligation to pay, and the City shall pay out of the proceeds of the Bonds or any other legally available funds of the City, all expenses incidental to the performance of the City’s obligations hereunder, including but not limited to the cost of printing and delivering the Bonds to the Underwriter; the costs of printing and shipping the Preliminary Official Statement and the Official Statement; the fees and disbursements of the City, the Community Facilities District, the Fiscal Agent, Bond Counsel, Disclosure Counsel, accountants and any other experts or consultants retained by the City or the Community Facilities District in connection with the issuance and sale of the Bonds; and any other expenses not specifically enumerated in paragraph (B) of this Section incurred in connection with the issuance and sale of the Bonds.

B. Whether or not the Bonds are delivered to the Underwriter as set forth herein, the City shall be under no obligation to pay, and the Underwriter shall be responsible for and pay, CUSIP® and CDIAF fees and expenses to qualify the Bonds for sale under any “blue sky” laws; and all other expenses incurred by the Underwriter in connection with its public offering and distribution of the Bonds not specifically enumerated in paragraph (A) of this Section, including the fees and disbursements of its counsel.

7. Undertakings of the City. The City agrees: (a) to inform the Underwriter, from time to time, upon the reasonable request of the Underwriter, of the amount then on deposit in the Reserve Fund and all accounts thereunder; and (b) to make available to the Underwriter, upon reasonable request of the Underwriter, at the expense of the City, sufficient copies of its audited financial statements, if any, and any resolutions of its legislative body with respect to the Community Facilities District Resolutions, the Bonds, the Fiscal Agent Agreement, the Official Statement, any amendments or supplements thereto, and other documents relating to the Bonds and pertaining to the City or the Community Facilities District adopted or executed, as the case may be, after the Closing Date, to the extent that such documents are publicly available.

8. Notices. Any notice of other communication to be given to the City under this Purchase Agreement may be given by delivering the same in writing to the City of Rancho Cordova, 2729 Prospect Park Drive, Rancho Cordova, California 95670, Attention: Finance Director; any notice or other communication to be given to the Underwriter under this Purchase Agreement may be given by delivering the same in writing to Piper Sandler & Co., 2321 Rosecrans Ave., Suite 3200, El Segundo, California 90245 Attention: Public Finance. All such notices, requests or other communications may be made by telephone, personal or courier delivery, registered or certified mail, facsimile transmission or electronic communication, provided that delivery by facsimile transmission or electronic communication must be confirmed by the sender. The City and the Underwriter may, by notice given as aforesaid, specify a different address for any such notices, requests or other communications.

9. Parties In Interest. This Purchase Agreement is made solely for the benefit of the City and the Underwriter (including any successors or assignees of the Underwriter) and no other

person shall acquire or have any right hereunder or by virtue hereof. The City and the Underwriter may not assign this Agreement. The term “successor” shall not include any holder of any Bonds merely by virtue of such holding.

10. Survival of Representations and Warranties. The representations and warranties of the City under this Purchase Agreement shall not be deemed to have been discharged, satisfied or otherwise rendered void by reason of the Closing and regardless of any investigations made by or on behalf of the Underwriter (or statements as to the results of such investigations) concerning such representations and statements of the City or the Community Facilities District and regardless of delivery of and payment for the Bonds.

11. Severability. If any provision of this Purchase Agreement is, or is held or deemed to be, invalid, inoperative or unenforceable as applied in any particular case in any jurisdiction or jurisdictions, because it conflicts with any provisions of any constitution, statute, rule of public policy or for any other reason, such circumstances shall not make the provision in question invalid, inoperative or unenforceable in any other case or circumstance, or make any other provision or provisions of this Agreement invalid, inoperative or unenforceable to any extent whatsoever.

12. Electronic Signature. Each of the parties hereto agrees that the transaction consisting of this Purchase Agreement may be conducted by electronic means. Each party agrees and acknowledges that it is such party’s intent, that if such party signs this Purchase Agreement using an electronic signature, it is signing, adopting and accepting this Purchase Agreement and that signing this Purchase Agreement using an electronic signature is the legal equivalent of having placed the undersigned officer’s handwritten signature on this Purchase Agreement on paper. Each party acknowledges that it is being provided with an electronic or paper copy of this Purchase Agreement in a usable format.

13. Execution in Counterparts. This Purchase Agreement may be executed by the parties hereto in separate counterparts, each of which when so executed and delivered shall be an original, but all such counterparts shall together constitute but one and the same instrument.

14. Effective. This Purchase Agreement shall become effective and binding upon the respective parties hereto upon the execution of the acceptance hereof by the City and shall be valid and enforceable as of the time of such acceptance.

15. No Prior Agreements. This Purchase Agreement supersedes and replaces all prior negotiations, agreements and understanding between the parties hereto in relation to the sale of the Bonds by the City.

16. Governing Law. This Purchase Agreement shall be governed by the laws of the State.

17. Effective Date. This Purchase Agreement shall become effective and binding upon the respective parties hereto upon the execution of the acceptance hereof by the City and shall be valid and enforceable as of the time of such acceptance.

Very truly yours,
PIPER SANDLER & CO.

By: _____
Its: Authorized Officer

The foregoing is hereby agreed to and
accepted as of the date first above written:

CITY OF RANCHO CORDOVA

By: _____
Authorized Representative

Time of Execution: _____ p.m. California time

**[EXECUTION PAGE OF BOND PURCHASE AGREEMENT – CITY OF RANCHO
CORDOVA ARISTA DEL SOL COMMUNITY FACILITIES DISTRICT NO. 2022-1
IMPROVEMENT AREA NO. 1 SERIES 2023 BONDS]**

APPENDIX A

\$ _____

CITY OF RANCHO CORDOVA
ARISTA DEL SOL COMMUNITY FACILITIES DISTRICT NO. 2022-1
IMPROVEMENT AREA NO. 1
SPECIAL TAX BONDS
SERIES 2023

MATURITY SCHEDULE

Maturity (September 1)	Principal Amount	Interest Rate	Yield	Price	10% Test Satisfied*	10% Test Not Satisfied	Subject to Hold-The- Offering-Price Rule (<i>marked if used</i>)
2024							
2025							
2026							
2027							
2028							
2029							
2030							
2031							
2032							
2033							
2034							
2035							
20____ ^(T)							
20____ ^(T)							

^(T) Term Bond.

^(C) Priced to optional call at [par] on September 1, 20____.

* At the time of execution of this Purchase Agreement and assuming orders are confirmed by the close of the business day immediately following the date of this Purchase Agreement.

APPENDIX B

OPINION OF SPECIAL COUNSEL

[Closing Date]

VIA OVERNIGHT MAIL

Piper Sandler & Co.
 2321 Rosecrans Ave., Suite 3200
 El Segundo, California 90245

City of Rancho Cordova
 Arista del Sol Community Facilities District No. 2022-1
 2729 Prospect Park Drive
 Rancho Cordova, California 95670

Re: City of Rancho Cordova Arista del Sol Community Facilities District No. 2022-1 Improvement Area No. 1 Special Tax Bonds, Series 2023

Ladies and Gentlemen:

We have acted as counsel for the City of Rancho Cordova (the “City”) and the City of Rancho Cordova Arista del Sol Community Facilities District No. 2022-1 (the “Community Facilities District”), in connection with the purchase and sale of the City of Rancho Cordova Arista del Sol Community Facilities District No. 2022-1 Improvement Area No. 1 Special Tax Bonds, Series 2023 (the “Bonds”). As such Counsel, we have reviewed the Bond Purchase Agreement, dated [BPA Date] (the “Purchase Agreement”), by and between Piper Sandler & Co. (the “Underwriter”) and the City, the Fiscal Agent Agreement, dated as of September 1, 2023 (the “Fiscal Agent Agreement”) by and between the City and U.S. Bank Trust Company, National Association, as fiscal agent (the “Fiscal Agent”), the City Continuing Disclosure Certificate, dated [Closing Date], executed by the City (the “City Continuing Disclosure Certificate”), the Preliminary Official Statement, dated [POS Date], relating to the Bonds (the “Preliminary Official Statement”), the Official Statement, dated [BPA Date], relating to the Bonds (the “Official Statement”), Resolution No. _____ adopted by the City Council of the City on _____, 2023 (“Bond Resolution”), and such other documents, certificates, records and papers as we have deemed necessary to render the below opinions.

The Bonds, Fiscal Agent Agreement, Purchase Agreement, and the City Continuing Disclosure Certificate, are collectively referred to herein as the “Bond Documents.” Capitalized terms used herein and not otherwise defined shall have the meanings assigned to them in the Purchase Agreement.

With your permission we have assumed, without undertaking to verify the same by independent investigation, the following: (a) the authenticity of original documents and the genuineness of all signatures (other than those of the City and the Community Facilities District); (b) the conformity to the originals of all documents submitted to us as copies; (c) the truth, accuracy, and completeness of the information, representations, and warranties contained in these documents, certificates, records and papers we have reviewed; and (d) compliance with all covenants and agreements contained in such documents.

Based on the foregoing, and in reliance thereon, as of the date hereof, we are of the following opinions:

1. The City is a municipal corporation duly organized and validly existing pursuant to the Constitution and laws of the State of California;

2. The Community Facilities District is duly organized and validly existing as a community facilities district under the Constitution and laws of the State;

3. The Bond Resolution was duly adopted at a meeting of the City Council, which meeting was duly called and held pursuant to law and with all public notice required by law and at which a quorum was present and acting throughout;

4. The preparation and distribution of the Preliminary Official Statement and the Official Statement have been duly approved by the City Council, acting for itself or as the Legislative Body of the Community Facilities District;

5. The execution and delivery by the City of the Bond Documents, and the Bonds and the performance of its obligations thereunder have been duly authorized by all requisite action of the City Council, acting for itself or as the Legislative Body of the Community Facilities District, and the Bonds and the Bond Documents have been duly executed and delivered by the Community Facilities District, and constitute legal, valid and binding obligations of the Community Facilities District enforceable against the Community Facilities District, in accordance with their respective terms, subject to bankruptcy, insolvency, reorganization, moratorium and other laws affecting the enforcement of creditors' rights in general and to the application of equitable principles if equitable remedies are sought;

6. To the best of our knowledge, no action, suit, proceeding, inquiry or investigation, at law or in equity, before or by any court, regulatory agency, public board or body is pending or to the best of such counsel's knowledge, threatened in any way affecting the existence of the City or the Community Facilities District or the titles of the officers of each to their respective offices, or seeking to restrain or to enjoin the execution and delivery of the Bond Documents, or the issuance, sale or delivery of the Bonds or the application of the proceeds thereof or the collection or application of the Special Taxes, or the exclusion from gross income for State personal income taxes of interest on the Bonds, or in any way contesting or affecting the validity or enforceability of the Bonds, the Bond Documents or any action of the City or the Community Facilities District contemplated by any of said documents or in any way contesting the completeness or accuracy of the Preliminary Official Statement or the Official Statement or the powers of the City or its authority with respect to the Purchase Agreement or any other applicable agreement, or any action on the part of the City or the Community Facilities District contemplated by any of said documents;

7. To the best of our knowledge, the City and the Community Facilities District are not in breach of or in default under any court or administrative decree or order, or under any loan agreement, note, resolution, indenture, contract, agreement or other instrument to which the City or the Community Facilities District is a party or is otherwise subject or bound, including the Bond Documents, a consequence of which could be to materially and adversely affect the ability of the City or the Community Facilities District to perform their obligations under the Bonds, the Bond Documents or which, with the passage of time or the giving of notice or both, would constitute an event of default thereunder; and;

8. To the best of our knowledge, the adoption of the Bond Resolution and the execution and delivery of the Bonds and the Bond Documents, did not and will not conflict with or constitute a breach of or default under any applicable court or administrative decree or order, or under any loan agreement, note, ordinance, resolution, indenture, contract, agreement or other instrument to which the City or the Community Facilities District, as the case may be, is a party or is otherwise subject or bound, a consequence of which could be to materially and adversely affect the ability of City or the Community Facilities District to perform their obligations under the Bonds or any Bond Documents.

The opinions set forth above are subject to the following additional qualifications:

General principles of equity, regardless of whether such enforceability is considered in a proceeding in equity or at law; and limitations imposed by bankruptcy, insolvency, fraudulent conveyance, receivership, conservatorship, reorganization, arrangement, liquidation, moratorium or other similar laws affecting the enforcement of creditors' rights in general heretofore or hereafter enacted, as such laws may be applied in the event of bankruptcy, insolvency, reorganization, arrangement, receivership, conservatorship, liquidation, readjustment of debt or other similar proceedings of, or moratorium or similar occurrence affecting municipal corporations in the State.

We express no opinion as to matters governing by laws other than the laws of the State and the federal laws of the United States of America, or the enforceability of any choice of law provision in the documents described herein.

This opinion is solely for your benefit in connection with the transactions covered by the first paragraph of this letter and may not be relied upon or used by, circulated, quoted or referred to, nor may copies hereof be delivered to, any other person or for any other purpose without our prior written approval; provided, however, copies of this opinion may be included in the closing transcripts for the transactions connected with the issuance of the Bonds. We disclaim any obligation to update this opinion letter for events occurring or coming to our attention after the date hereof.

Respectfully submitted,

JONES HALL, A PROFESSIONAL CORPORATION

APPENDIX C

**CITY OF RANCHO CORDOVA
ARISTA DEL SOL COMMUNITY FACILITIES DISTRICT NO. 2022-1
IMPROVEMENT AREA NO. 1
SPECIAL TAX BONDS
SERIES 2023**

CLOSING CERTIFICATE OF THE CITY

I, the undersigned, hereby certify that I am the _____ of the City of Rancho Cordova (the “City”), the City Council (the “City Council”) of which is the Legislative Body for Arista del Sol Community Facilities District No. 2022-1 (the “Community Facilities District”), a community facilities district duly organized and existing under the laws of the State of California (the “State”) and I am authorized to execute this Certificate on behalf of the City in connection with the issuance of the above-captioned bonds (the “Bonds”). All capitalized terms herein not otherwise defined shall have the meanings given such terms in the Bond Purchase Agreement (the “Bond Purchase Agreement”), dated [BPA Date], by and between the City and Piper Sandler & Co.

I further certify on behalf of the City that:

(i) The representations, warranties and covenants of the City contained in the Bond Purchase Agreement, made on behalf of the City and the Community Facilities District, are true and correct in all material respects on and as of the date hereof as if made on the date hereof;

(ii) The Community Facilities District Resolutions, Formation Documents and the City Documents are in full force and effect and have not been amended, modified or supplemented;

(iii) Except as described in the Official Statement, there is no action, suit, proceeding, inquiry or investigation at law or in equity, or by any court or regulatory agency, public board or body pending, with respect to which the City or the Community Facilities District has been served with process, or to the best knowledge of the City or the Community Facilities District, threatened wherein an unfavorable decision, ruling or finding would: (a) affect the creation, organization, existence or powers of the City or the Community Facilities District, or the titles of their officers to their respective offices, (b) enjoin or restrain the issuance, sale and delivery of the Bonds, the levy or collection of the Special Taxes or any other moneys or property pledged or to be pledged under the Fiscal Agent Agreement, or the pledge thereof, (c) in any way question or affect any of the rights, powers, duties or obligations of the City or the Community Facilities District with respect to the Special Taxes or moneys and assets pledged or to be pledged to pay the principal of, premium, if any, or interest on the Bonds, (d) in any way question or affect any authority for the issuance of the Bonds, or the validity or enforceability of the Bonds or the proceedings relating to the issuance of the Bonds, or (e) in any way question or affect the Bond Purchase Agreement or the transactions contemplated thereby, the Official Statement or the City Documents;

(iv) The information in the Preliminary Official Statement (other than statements pertaining to the book-entry system and under the headings “IMPROVEMENT AREA NO. 1 – Development in the District,” as to which no view is expressed) as of its date was and as of the date hereof is, and in the Official Statement (other than statements pertaining to the book-entry system and under the headings “IMPROVEMENT AREA NO. 1 – Development in the District,” as to which no view is expressed) as of its date was and as of the date hereof is, true and correct in all material

respects and does not contain any untrue statement of a material fact or omit to state a material fact necessary to make the statements therein, in light of the circumstances under which they were made, not misleading;

(v) The City has complied with all agreements and covenants, and satisfied all conditions, on its part to be complied with or satisfied under the Bond Purchase Agreement and under the Community Facilities District Resolutions, the Formation Documents, the City Documents and the Official Statement at or prior to the date hereof;

(vi) No event has occurred since the date of the Official Statement which either makes untrue or incorrect in any material respect as of the date hereof any statement or information contained in the Preliminary Official Statement or the Official Statement (other than statements pertaining to the book-entry system and under the headings "IMPROVEMENT AREA NO. 1 – Development in the District," as to which no view is expressed) or is not reflected in the Official Statement but should be reflected therein in order to make the statements and information therein not misleading in any material respect;

(vii) The use of and distribution by the Underwriter of the Preliminary Official Statement and the Official Statement in connection with the offer and sale of the Bonds is hereby ratified; and

(viii) The City and the Community Facilities District are each in compliance with all covenants set forth in the Fiscal Agent Agreement.

IN WITNESS WHEREOF, the undersigned has executed this certificate as of the date set forth below.

Dated: [Closing Date]

CITY OF RANCHO CORDOVA

By: _____

Its: _____

APPENDIX D

**CITY OF RANCHO CORDOVA
ARISTA DEL SOL COMMUNITY FACILITIES DISTRICT NO. 2022-1
IMPROVEMENT AREA NO. 1
SPECIAL TAX BONDS
SERIES 2023**

U.S. BANK TRUST COMPANY, NATIONAL ASSOCIATION CERTIFICATE

The undersigned is an authorized officer of U.S. Bank Trust Company, National Association (the “Bank”), and as such, is familiar with the facts herein certified and is authorized and qualified to state and certify the following:

(i) The Bank is duly organized and existing as a national banking association under the laws of the United States of America, having the full power and authority to accept and perform its duties under the Fiscal Agent Agreement, dated as of September 1, 2023 (the “Fiscal Agent Agreement”) by and between the City and the Bank, as fiscal agent. Capitalized terms used herein and not otherwise defined have the meanings given to such terms in the Bond Purchase Agreement, dated [BPA Date], by and between the City and Piper Sandler & Co.;

(ii) Pursuant to the Fiscal Agent Agreement, the Bank will apply the proceeds from the Bonds to the purposes specified in the Fiscal Agent Agreement;

(iii) The Bank is duly authorized to accept the obligations created by the Fiscal Agent Agreement and to authenticate the Bonds pursuant to the terms of the Fiscal Agent Agreement;

(iv) The Fiscal Agent Agreement has been duly authorized, executed and delivered by the Bank and, assuming due authorization, execution and delivery thereof by the other parties thereto, constitutes a valid and binding agreement of the Bank enforceable against the Bank in accordance with its terms;

(v) The Bonds have been validly authenticated and delivered by the Bank pursuant to the Fiscal Agent Agreement;

(vi) No consent, approval, authorization or other action by any governmental or regulatory authority having jurisdiction over the Bank that has not been obtained is or will be required for the authentication of the Bonds or the consummation by the Bank of the other transactions contemplated to be performed by the Bank in connection with the authentication of the Bonds and the acceptance and performance of the obligations created by the Fiscal Agent Agreement;

(vii) There is no action, suit, proceeding, inquiry or investigation, at law or in equity, before or by any court, regulatory agency, public board or body that has been served on the Bank or, to the best of its knowledge, threatened in any way affecting the existence of the Bank, or seeking to restrain or to enjoin the execution and delivery of the Fiscal Agent Agreement or the authentication of the Bonds, by the Bank, or in any way contesting or affecting the validity or

enforceability, as against the Bank, of the Fiscal Agent Agreement or any action of the Bank contemplated by any of said documents, or in which an adverse outcome would materially and adversely affect the ability of the Bank to perform its obligations under the Fiscal Agent Agreement;

(viii) The Bank is not in breach of or in default under any applicable law or administrative rule or regulation of the State of California (the “State”) or the United States of America, or of any department, division, agency or instrumentality of either thereof, or under any applicable court or administrative decree or order, or under any loan agreement, note, resolution, indenture, contract, agreement or other instrument to which the Bank is a party or is otherwise subject or bound, a consequence of which could be to materially and adversely affect the ability of the Bank to perform its obligations under the Fiscal Agent Agreement (*provided, however*, that the Bank does not certify as to compliance with State or federal securities laws); and

(ix) The authentication of the Bonds, and the execution and delivery of the Fiscal Agent Agreement by the Bank, and compliance with the provisions of each, will not conflict with or constitute a breach of or default under any applicable law or administrative rule or regulation of the State or the United States of America, or of any department, division, agency or instrumentality of either thereof, or under any applicable court or administrative decree or order, or under any loan agreement, note, ordinance, resolution, Fiscal Agent Agreement, contract, agreement or other instrument to which the Bank is a party or is otherwise subject or bound, a consequence of which could be to materially and adversely affect the ability of the Bank to perform its obligations under the Fiscal Agent Agreement.

Dated: [Closing Date]

U.S. BANK TRUST COMPANY, NATIONAL
ASSOCIATION,
as Fiscal Agent

By: _____
Authorized Officer

APPENDIX E

FISCAL AGENT'S COUNSEL OPINION

[Closing Date]

City of Rancho Cordova
Arista del Sol Community Facilities District No. 2022-1
Rancho Cordova, California

Piper Sandler & Co.
El Segundo, California

Re: City of Rancho Cordova Arista del Sol Community Facilities District No. 2022-1 Improvement Area No. 1 Special Tax Bonds, Series 2023

Ladies and Gentlemen:

We have acted as counsel for U.S. Bank Trust Company, National Association, a national banking association (the "Bank") in connection with the execution by the Bank of the Fiscal Agent Agreement, dated as of September 1, 2023 (the "Fiscal Agent Agreement") by and between the City and the Bank, as fiscal agent. We are generally familiar with the Articles of Association and the Bylaws of the Bank and are also familiar with the corporate proceedings of the Bank with regard to its authorization, execution and delivery of the Fiscal Agent Agreement. Capitalized terms used herein shall have the respective meanings ascribed to them in the Fiscal Agent Agreement, except as otherwise defined herein.

We have examined such documents and have reviewed such questions of law as we have considered necessary and appropriate for the purposes of this opinion. In such review, we have assumed the genuineness of all signatures, the authenticity of all documents submitted to us as originals, and the conformity with originals of all documents submitted to us as copies. Where questions of fact material to our opinions expressed below were not established independently, we have relied upon statements of officers of the Bank as contained in their certificates.

Based upon the foregoing, we are of the opinion that:

1. The Bank is a national banking association duly organized, validly existing and in good standing under the laws of the United States of America.
2. The Bank has all requisite corporate power, authority and legal right to execute and deliver the Fiscal Agent Agreement and to perform its duties and obligations under the Fiscal Agent Agreement, and has taken all necessary corporate action to authorize the execution and delivery thereof and the performance of its obligations thereunder, including the authentication and delivery of the Bonds in its capacity as Fiscal Agent under the Fiscal Agent Agreement.

3. The Bank has duly authorized, executed and delivered the Fiscal Agent Agreement. Assuming the due authorization, execution and delivery thereof by the other parties thereto, the Fiscal Agent Agreement is a legal, valid and binding agreement of the Bank, enforceable in accordance with its terms against the Bank.

4. To our knowledge, no authorization, approval, consent, or order of any governmental agency or regulatory authority having jurisdiction over the Bank that has not been obtained by the Bank is required for the authorization, execution and delivery by the Bank of the Fiscal Agent Agreement or the authentication and delivery of the Bonds by the Bank under the Fiscal Agent Agreement.

The opinions set forth above are subject to the following qualifications and exceptions:

(a) the opinions are subject to the effect of any applicable bankruptcy, insolvency, fraudulent transfer, reorganization, moratorium or other similar laws of general application affecting creditors' rights; and

(b) the opinions are subject to the effect of general principles of equity, including (without limitation) concepts of materiality, reasonableness, good faith and fair dealing, and other similar doctrines affecting the enforceability of agreements generally (regardless of whether considered in a proceeding in equity or at law).

Our opinions expressed above are limited to the laws of the State of California and the federal laws of the United States of America.

The foregoing opinions are being furnished to you solely for your benefit and may not be relied upon by, nor may copies be delivered to, any other person without our prior written consent.

Very truly yours,

APPENDIX F

**CITY OF RANCHO CORDOVA
ARISTA DEL SOL COMMUNITY FACILITIES DISTRICT NO. 2022-1
IMPROVEMENT AREA NO. 1
SPECIAL TAX BONDS
SERIES 2023**

CERTIFICATE OF SPECIAL TAX CONSULTANT

The undersigned hereby states and certifies:

1. That he is an authorized officer of Goodwin Consulting Group, Inc. (the “Special Tax Consultant”) and as such is familiar with the facts herein certified and is authorized and qualified to certify the same.

2. That the Special Tax Consultant has prepared the Rate and Method of Apportionment of Special Tax (the “Rate and Method”) as set forth in Appendix A to the Official Statement dated [BPA Date], for the City of Rancho Cordova Arista del Sol Community Facilities District No. 2022-1 (the “Community Facilities District”) Improvement Area No. 1 Special Tax Bonds, Series 2023 (the “Bonds”). Capitalized terms not otherwise defined herein shall be defined as provided in the Rate and Method or the Fiscal Agent Agreement, dated as of September 1, 2023 (the “Fiscal Agent Agreement”) by and between the City and U.S. Bank Trust Company, National Association, as fiscal agent.

3. That the Special Taxes, if levied in accordance with the Rate and Method and collected will annually yield sufficient revenue to make timely payments of the annual debt service on the Bonds, and annual Administrative Expenses related to the levy and collection of the Special Taxes and the expenses of the Fiscal Agent for the Bonds (no representation is made as to the actual amounts that will be collected in future years).

4. That the Annual Special Tax, if collected in the maximum amounts permitted pursuant to the Rate and Method on the Closing Date (net of estimated Administrative Expenses equal to a maximum of \$30,000 for Fiscal Year 2023-24 (subject to inflation at 2.00% per Fiscal Year effective for Fiscal Year 2024-25)), would generate at least 110% of the Annual Debt Service payable with respect to the Bonds payable from such Special Taxes, assuming the debt service schedule shown in the Official Statement is true and correct.

5. That all information supplied by the Special Tax Consultant for use in the Official Statement is true and correct, as of the date of the Official Statement and as of the date hereof.

6. That, as of the dates of the Preliminary Official Statement and the Official Statement and as of the date hereof, the information contained in those portions of the Official Statement entitled “SECURITY FOR THE BONDS – Special Taxes and – Rate and Method,” “IMPROVEMENT AREA NO. 1,” “CONTINUING DISCLOSURE,” “APPENDIX A,” including the tables sourced to the Special Tax Consultant, and the other data provided by the Special Tax Consultant and included in the Official Statement, do not, to our knowledge, contain any untrue statement of a material fact or omit to state a material fact necessary to make the statements made therein, in light of the circumstances under which they were made, not misleading.

7. The Community Facilities District, the City, the Underwriter, Piper Sandler & Co., and all the professionals involved in the financing are entitled to rely on this Certificate.

Dated: [Closing Date]

GOODWIN CONSULTING GROUP

By: _____

Title: _____

APPENDIX G

CITY OF RANCHO CORDOVA
ARISTA DEL SOL COMMUNITY FACILITIES DISTRICT NO. 2022-1
IMPROVEMENT AREA NO. 1
SPECIAL TAX BONDS
SERIES 2023

CERTIFICATE OF PROPERTY OWNER

[POS Date]

The undersigned party certifies and represents that it is duly authorized on behalf of WOODSIDE 05N, LP, a California limited liability partnership (the “**Property Owner**”), to execute and deliver this Certificate of Property Owner (this “**Certificate**”) in connection with the issuance, sale and delivery by the City of Rancho Cordova of the Bonds captioned above (the “**Bonds**”).

Capitalized terms used but not defined in this Certificate have the same meaning as is set forth in the Bond Purchase Agreement with respect to the Bonds between Piper Sandler & Co., as underwriter (the “**Underwriter**”), and the City.

As used in this Certificate, the phrase “**Actual Knowledge of the Undersigned**” means the actual knowledge (as opposed to constructive) that the undersigned currently has as of the date of this Certificate or has obtained through (i) interviews with such current officers and responsible employees of the Property Owner as the undersigned has reasonably determined are likely, in the ordinary course of his or her respective duties, to have knowledge of the matters set forth in this Certificate, and (ii) review of documents reasonably available to the undersigned and which the undersigned reasonably deemed necessary for the undersigned to obtain knowledge of the matters set forth in this Certificate. The undersigned has not conducted any extraordinary inspection or inquiry other than such inspections or inquiries as are prudent and customary in connection with the ordinary course of the Property Owner’s current business and operations. The undersigned has not contacted individuals who are no longer employed by the Property Owner.

As used in this Certificate, the term “**Relevant Entity**” of the Property Owner means any Person presently directly or indirectly through one or more intermediaries controlling, controlled by, or under common control with the Property Owner, and about whom information could be material to potential investors in their investment decision regarding the Bonds (including without limitation information relevant to Property Owner’s proposed development of the Property (defined herein), or to the Property Owner’s ability to pay the Special Taxes prior to delinquency). As used in this Certificate, the term “**Person**” means an individual, a corporation, a partnership, a limited liability company, an association, a joint stock company, a trust, any unincorporated organization, or a government or political subdivision thereof. For purposes hereof, the term “**control**” (including the terms “**controlling**,” “**controlled by**,” or “**under common control with**”) means the possession, direct or indirect, of the power to direct or cause the direction of the management and policies of a Person, whether through the ownership of voting securities, by contract or otherwise.

As used in this Certificate, the term “**Property**” means the real property currently owned by the Property Owner within Improvement Area No. 1 of the City of Rancho Cordova Arista del Sol

Community Facilities District No. 2022-1 (the “**Community Facilities District**”), as further described in the Preliminary Official Statement.

The undersigned certifies that he or she is familiar with the facts set forth in this Certificate, and further hereby certifies as follows, as an authorized offer or representative of Property Owner:

(1) The Property Owner has been duly organized and validly exists in good standing under the laws of the State of California and has or will have prior to the Closing, as required, all requisite right, power and authority:

(i) to execute and deliver this Certificate,

(ii) to execute and deliver the Continuing Disclosure Certificate (Developer) at Closing,

(iii) to acquire, own, develop and sell the Property, as described in the Preliminary Official Statement,

(iv) to carry on its business as described in the Preliminary Official Statement, and

(v) to perform its obligations under the Continuing Disclosure Certificate (Developer).

(2) The Property Owner agrees to execute at Closing the Continuing Disclosure Certificate (Developer) substantially in the form attached to the Preliminary Official Statement under Appendix F, with such additional changes as may be agreed upon by the Underwriter, Bond Counsel and the Property Owner.

(3) Except as disclosed in the Preliminary Official Statement, to the Actual Knowledge of the Undersigned, Property Owner is not aware of any material failures by it or any entity under managerial control of Property Owner to comply in all material respects with previous continuing disclosure undertakings in a written certificate or agreement executed by it to provide periodic continuing disclosure reports or notices of material events respecting securities offerings in California within the past five (5) years.

(4) To the Actual Knowledge of the Undersigned, execution and delivery of the Continuing Disclosure Certificate (Developer), and the performance by the Property Owner of its obligations under the Continuing Disclosure Certificate (Developer), will not conflict with or constitute a breach of or default under any loans, lines of credit, agreements, or other contractual or financial obligations of the Property Owner, or any applicable law, regulation, judgment or decree.

(5) To the Actual Knowledge of the Undersigned, neither the Property Owner nor any of its Relevant Entities is currently in material default on any loans, lines of credit, credit agreements, or other material contractual or financial obligations, or in breach of any applicable law, regulation, judgment or decree, and no event has occurred and is continuing that would constitute such a default or breach, the result of which could reasonably be expected to materially and adversely affect the ability of the Property Owner:

(i) to acquire, own, develop and sell the Property, as described in the Preliminary Official Statement,

(ii) to pay Special Taxes on the Property (to the extent the responsibility of the Property Owner) prior to delinquency,

(iii) to carry on its business as described in the Preliminary Official Statement, or

(iv) to perform its obligations under the Continuing Disclosure Certificate (Developer).

(6) Except as disclosed in the Preliminary Official Statement, to the Actual Knowledge of the Undersigned, the Property Owner has not assumed any obligations under any loans, lines of credit, credit agreements, or other material contractual or financial obligations, or any applicable judgment or decree, which could reasonably be expected to materially and adversely affect the ability of the Property Owner:

(i) to acquire, own, develop and sell the Property, as described in the Preliminary Official Statement,

(ii) to pay Special Taxes on the Property (to the extent the responsibility of the Property Owner) prior to delinquency,

(iii) to carry on its business as described in the Preliminary Official Statement, or

(iv) to perform its obligations under the Continuing Disclosure Certificate (Developer).

(7) Except as described in the Preliminary Official Statement, the Property Owner does not have any loans outstanding and unpaid and no lines of credit that are secured by the Property.

(8) Except as disclosed in the Preliminary Official Statement, to the Actual Knowledge of the Undersigned, neither the Property Owner nor any of its Relevant Entities is currently in default in, or, in the last five (5) years, has ever defaulted to any material extent in, the payment of special taxes or assessments in connection with the Community Facilities District or any other community facilities districts or assessment districts in California that was not cured prior to the institution of any enforcement action with a court of law.

(9) Except as disclosed in the Preliminary Official Statement, to the Actual Knowledge of the Undersigned, there is no litigation, inquiry, investigation or administrative proceeding of any nature pending against the Property Owner (with service of process to the Property Owner having been accomplished), or to the Actual Knowledge of the Undersigned, overtly threatened in writing against the Property Owner, or to the Actual Knowledge of the Undersigned, pending (with service of process to such Relevant Entity having been accomplished) or overtly threatened in writing against any Relevant Entity of the Property Owner, in each case which, if successful, could reasonably be expected to:

(i) materially and adversely affect the ability of the Property Owner to acquire, own, develop and sell the Property, as described in the Preliminary Official Statement,

(ii) materially and adversely affect the ability of the Property Owner to pay Special Taxes on the Property (to the extent the responsibility of the Property Owner) prior to delinquency,

(iii) materially and adversely affect the ability of the Property Owner to carry on its business as described in the Preliminary Official Statement,

(iv) materially adversely affect the ability of the Property Owner to perform its obligations under the Continuing Disclosure Certificate (Developer),

(v) challenge, question the validity or enforceability of, or restrain or enjoin the performance of, the Special Taxes, the Bonds, the Resolution, the Fiscal Agent Agreement, the Continuing Disclosure Certificate (Developer), or the Bond Purchase Agreement, or

(vi) restrain or enjoin collection of Special Taxes or other sums to be pledged to pay the principal of and interest on the Bonds.

(10) Except as disclosed in the Preliminary Official Statement or in this Certificate:

(i) the Property Owner and, to the Actual Knowledge of the Undersigned, its Relevant Entities, are solvent;

(ii) neither the Property Owner nor, to the Actual Knowledge of the Undersigned, any of its Relevant Entities, has filed for bankruptcy or been declared bankrupt in the last 10 years; and

(iii) to the Actual Knowledge of the Undersigned, there are no proceedings pending (with service of process to the Property Owner having been accomplished) or overtly threatened in writing in which the Property Owner or any of its Relevant Entities may be adjudicated as bankrupt, become the debtor in a bankruptcy proceeding, be discharged from any or all of its respective debts or obligations, be granted an extension of time to pay its respective debts or obligations, or be granted a reorganization or readjustment of its respective debts or obligations.

(11) As of the date hereof, to the Actual Knowledge of the Undersigned, the information in the sections of the Preliminary Official Statement entitled “IMPROVEMENT AREA NO. 1 – Development in the District,” “OWNERSHIP OF PROPERTY WITHIN IMPROVEMENT AREA NO. 1”, and “CONTINUING DISCLOSURE - Woodside,” concerning the Property Owner and its Relevant Entities, the Property, the Property Owner’s development and financing plans, and the Property Owner’s contractual arrangements (but excluding any information cited as coming from a source other than the Property Owner), is true and correct in all material respects, and contains no untrue statement of a material fact

and does not omit any material fact necessary in order to make the statements therein, in the light of the circumstances under which they were made, not misleading.

(12) Except as disclosed in the Preliminary Official Statement, the Property Owner has not submitted an application for, nor received actual notice of,

(i) the formation or authorization of any other assessment district or community facilities district that would include any portion of the Property, or

(ii) the authorization or issuance of any debt secured by an assessment or another special tax to be levied on any portion of the Property, other than the Special Tax.

(13) Except as set forth in the Preliminary Official Statement, to the Actual Knowledge of the Undersigned, there are no claims, disputes, lawsuits, actions or contingent liabilities of or against the Property Owner or its Relevant Entities, or among, by or between the Property Owner and any contractors working on the development of the Property, which could reasonably be expected to materially and adversely affect:

(i) the ability of the Property Owner to acquire, own, develop and sell the Property, as described in the Preliminary Official Statement,

(ii) the ability of the Property Owner to pay Special Taxes on the Property (to the extent the responsibility of the Property Owner) prior to delinquency,

(iii) the ability of the Property Owner to carry on its business as described in the Preliminary Official Statement, or

(iv) the ability of the Property Owner to perform its obligations under the Continuing Disclosure Certificate (Developer).

(14) To the Actual Knowledge of the Undersigned, the written information submitted by, or on behalf of and authorized by the employees of the Property Owner involved in the issuance of the Bonds to Integra Realty Resources (the "**Appraiser**") and contained in the sections of the Appraisal Report dated _____, 2023 and highlighted in Exhibit A attached hereto, was, at the time of submission true and correct in all material respects.

(15) The Property Owner covenants that, while the Bonds or any refunding obligations related thereto are outstanding, the Property Owner will not bring any action, suit, proceeding, inquiry or investigation at law or in equity, before any court, regulatory agency, public board or body, that in any way:

(i) seeks to challenge or overturn the formation of the Community Facilities District,

(ii) seeks to challenge the adoption of the ordinance levying Special Taxes within Improvement Area No. 1 of the Community Facilities District,

(iii) seeks to invalidate the Community Facilities District or any of the Bonds or any refunding obligations, or

(iv) seeks to invalidate the special tax liens imposed under Section 3115.5 of the Streets and Highways Code based on recordation of the notices of special tax lien relating thereto.

The foregoing covenant shall not prevent the Property Owner in any way from bringing any other action, suit, proceeding, inquiry or investigation at law or in equity before any court, regulatory agency, public board or body, relating to the following:

(a) a claim that the Special Tax has not been levied in accordance with the Rate and Method,

(b) the application or use of the Special Taxes levied and collected, or

(c) the enforcement of the obligations of the City or the Community Facilities District under the Fiscal Agent Agreement or any agreements between the Property Owner and the City or the Community Facilities District or under which the Property Owner is a party or beneficiary.

(16) The Property Owner has received a copy of the Rate and Method containing the prepayment formula. The Property Owner acknowledges that any prepayment of the Special Taxes may only be made in accordance with the Rate and Method.

(17) The Property Owner shall comply with the provision of the Mello-Roos Community Facilities Act of 1982, as amended, relating to the Notice of Special Tax described in California Government Code Section 53341.5 in connection with the sale of the Property.

(18) Based upon its current development plans, including, without limitation, its current budget and subject to economic conditions and risks generally inherent in the development of real property, the Property Owner anticipates that it will have sufficient funds to (i) carry on its business as described in the Preliminary Official Statement, (ii) acquire, own, develop and sell the Property as described in the Preliminary Official Statement, and (iii) pay Special Taxes on the Property (to the extent the responsibility of the Property Owner) prior to delinquency.

However, no assurance can be given that sources of financing available to the Property Owner will be sufficient to complete the property development and home construction as currently anticipated and as described in the Preliminary Official Statement. While the Property Owner has made such internal financing available in the past, there can be no assurance whatsoever of its willingness or ability to do so in the future. Neither the Property Owner nor any of its Relevant Entities has any legal obligation of any kind to make any such funds available or to obtain loans. Other than pointing out the willingness of the Property Owner to provide internal financing in the past, the Property Owner has not represented in any way that it will do so in the future. If and to the extent that internal financing and home sales revenues are inadequate to pay the costs to complete the Property Owner's planned development in Improvement Area No. 1 of the Community Facilities

District and other financing by the Property Owner is not put into place, there could be a shortfall in the funds required to complete the proposed development by the Property Owner and portions of the Property may not be developed.

(19) The Property Owner consents to the issuance of the Bonds. The Property Owner acknowledges and agrees that the proceeds of such Bonds will be used for the acquisition and construction of the improvements described in the Preliminary Official Statement. The Property Owner acknowledges that the costs to acquire and construct such improvements are estimates, and that any increase in costs in excess of the estimated costs relating to improvements will reduce the improvements which may be financed by the City, and neither the City, nor the Community Facilities District has any obligation to provide moneys to pay for any such costs other than from the proceeds of Bonds or Special Taxes.

(20) During the period between the date of this Certificate and the Closing Date, if the Property Owner has actual knowledge of any event relating to or affecting such Property Owner, its Relevant Entities, or the acquisition, ownership, development or sale of the Property which could cause the information under the captions of the Preliminary Official Statement indicated in Section 11 of this Certificate (and subject to the limitations and exclusions contained in Section 11 of this Certificate) to contain an untrue statement of a material fact or to omit to state a material fact necessary to make the statements therein, in the light of the circumstances under which they were made, not misleading, such Property Owner shall notify the City and the Underwriter and if, in the opinion of counsel to the City or the Underwriter, such event requires the preparation and publication of a supplement or amendment to the Preliminary Official Statement, such Property Owner shall reasonably cooperate with the City in the preparation of an amendment or supplement to the Preliminary Official Statement in form and substance satisfactory to counsel to the City and to the Underwriter.

(21) As a condition to the issuance of the Bonds, the Property Owner agrees to deliver a bring-down certificate, dated the Closing Date, in substantially the form attached as Appendix H to the Bond Purchase Agreement, to affirm and restate the Property Owner's certifications, representations and covenants made in this Certificate. If any event related to or affecting the Property Owner, its Relevant Entities or the acquisition, ownership, development or sale of the Property occurs, as a result of which it is necessary to modify the bring-down certificate, the Property Owner agrees to deliver a new bring-down certificate revised to reflect such event.

(22) The Property Owner acknowledges and agrees that:

(i) in connection with the purchase and sale of the Bonds under the Bond Purchase Agreement, and with the discussions, undertakings and procedures leading up to the consummation of the purchase and sale of the Bonds under the Bond Purchase Agreement, the Underwriter is and has been acting solely as principal and is not acting as the agent or fiduciary of the Property Owner,

(iii) the Underwriter has not assumed a fiduciary responsibility in favor of the Property Owner with respect to (a) the offering of the Bonds contemplated hereby or the process leading thereto (whether or not the Underwriter, or any affiliate of the Underwriter, has advised or is currently advising the Property Owner on other

matters), or (b) any other obligation to the Property Owner with respect to the offering contemplated by the Bond Purchase Agreement, and

(iii) the Property Owner has consulted its own legal, financial and other advisors to the extent it has deemed appropriate in connection with the offering contemplated by the Bond Purchase Agreement.

On behalf of the Property Owner, the undersigned has reviewed the contents of this Certificate and the Property Owner has consulted with counsel regarding the meaning of its contents. The Property Owner acknowledges and understands that a variety of state and federal laws, including but not limited to the Securities Act of 1933, as amended, and Rule 10b-5 promulgated under the Securities Exchange Act of 1934, as amended, may apply to the Property Owner, and that under some circumstances certification as to the matters set forth in this Certificate, without additional disclosures or other action, may not fully discharge all duties and obligations of the Property Owner under such laws.

The undersigned has executed this Certificate solely in his or her capacity as an authorized officer or representative of the Property Owner and he or she will have no personal liability arising from or relating to this Certificate. Any liability arising from or relating to this Certificate may only be asserted against the Property Owner.

WOODSIDE 05N, LP,
a California limited liability partnership

By:_____

Name:_____

Title:_____

EXHIBIT A

EXCERPTS FROM THE APPRAISAL REPORT

(to be attached)

APPENDIX H

\$ _____
CITY OF RANCHO CORDOVA
ARISTA DEL SOL COMMUNITY FACILITIES DISTRICT NO. 2022-1
IMPROVEMENT AREA NO. 1
SPECIAL TAX BONDS
SERIES 2023

BRING-DOWN CERTIFICATE OF PROPERTY OWNER

The undersigned party certifies and represents he or she is duly authorized on behalf of WOODSIDE 05N, LP, a California limited liability partnership (the “**Property Owner**”), to execute and deliver this Bring-Down Certificate of Property Owner (this “**Bring-Down Certificate**”) in connection with the issuance, sale and delivery by City of Rancho Cordova of the Bonds captioned above (the “**Bonds**”).

This Bring-Down Certificate is delivered pursuant to the Bond Purchase Agreement with respect to the Bonds dated [BPA Date], between Piper Sandler & Co., as underwriter, and the City (the “**Purchase Agreement**”).

In connection with the distribution of the Preliminary Official Statement relating to the Bonds, the Property Owner executed a Certificate of Property Owner dated [POS Date] (the “**Certificate**”).

Capitalized terms used but not defined in this Bring-Down Certificate have the same meanings as set forth in the Purchase Agreement and the Certificate.

The undersigned, on behalf of the Property Owner, further certifies as follows:

(1) The undersigned is familiar with the facts certified in the Certificate and this Bring-Down Certificate, and is authorized and qualified to certify the same as an authorized officer or representative of the Property Owner.

(2) The undersigned has received the final Official Statement relating to the Bonds (the “**Final Official Statement**”).

(3) Each statement made in the Certificate is affirmed and restated as if made on the date hereof; provided that each statement made in the Certificate referring to the Preliminary Official Statement is affirmed as it relates to the Final Official Statement.

(4) To the Actual Knowledge of the Undersigned (as defined in the Certificate), no event has occurred since the date of the Preliminary Official Statement that has, in any material way, adversely affected the statements and information described in Paragraph 11 of the Certificate (and subject to the limitations and exclusions contained in Paragraph 11 of the Certificate) relating to the Property Owner and its Relevant Entities, the Property, the Property Owner’s development and financing plans, and the Property Owner’s contractual arrangements (but excluding any information cited as coming from a source other than the Property Owner), which should be disclosed in the Final Official Statement for the purposes for which it is to be used in order to make such statements and information contained in the Final Official Statement not misleading in any material respect.

(5) For a period of 90 days after the Closing Date, if the undersigned has actual knowledge of any event relating to or affecting the Property Owner, its Relevant Entities, or the acquisition, ownership development or sale of the Property which could cause the information under the captions of the Final Official Statement indicated in Section 11 of the Certificate (and subject to the limitations and exclusions contained in Section 11 of the Certificate) to contain an untrue statement of a material fact or to omit to state a material fact necessary to make the statements therein, in the light of the circumstances under which they were made, not misleading, the Property Owner shall notify the City and the Underwriter and if, in the opinion of counsel to the City or the Underwriter, such event requires the preparation and publication of a supplement or amendment to the Final Official Statement, the Property Owner shall reasonably cooperate with the City in the preparation of an amendment or supplement to the Final Official Statement in form and substance satisfactory to counsel to the City and to the Underwriter.

(6) The Property Owner has duly executed and delivered the Continuing Disclosure Certificate (Developer), and the Continuing Disclosure Certificate (Developer) constitutes the legal, valid and binding obligation of the Property Owner, enforceable against the Property Owner in accordance with its terms, except as such enforcement is limited by bankruptcy, insolvency, reorganization, arrangement, moratorium, fraudulent conveyance, and other similar laws relating to or affecting the rights of creditors and certain equitable, legal, or statutory principles affecting the enforcement of contractual rights generally, regardless of whether such enforcement is considered in a proceeding in equity or at law.

The undersigned has executed this Bring-Down Certificate solely in his or her capacity as an authorized officer or representative of the Property Owner and he or she will have no personal liability arising from or relating to this Bring-Down Certificate. Any liability arising from or relating to this Bring-Down Certificate may only be asserted against the Property Owner.

Dated: [Closing Date]

WOODSIDE 05N, LP,
a California limited liability partnership

By: _____

Name: _____

Title: _____

APPENDIX I

**CITY OF RANCHO CORDOVA
ARISTA DEL SOL COMMUNITY FACILITIES DISTRICT NO. 2022-1
IMPROVEMENT AREA NO. 1
SPECIAL TAX BONDS
SERIES 2023**

CERTIFICATE OF APPRAISER

Integra Realty Resources (the “Appraiser”), Rocklin, California prepared an appraisal of the properties within Improvement Area No. 1 of the City of Rancho Cordova Arista del Sol Community Facilities District No. 2022-1 (the “Community Facilities District”) dated _____, 2023 (the “Appraisal”). The Appraisal is described and summarized in the Preliminary Official Statement dated [POS Date] (the “Preliminary Official Statement”) and the Official Statement dated [BPA Date] (the “Official Statement”), including as Appendix B thereto, relating to the bonds captioned above.

The Appraiser hereby certifies that, to the best of his knowledge and belief, all information with respect to the Appraisal in the Preliminary Official Statement and in the Official Statement was true and correct as of the date of the Appraisal and that the Appraiser is aware that acts and events may have occurred since the date of the Appraisal which could result in both positive and negative effects on market value; however, an updated Appraisal has not been completed as of this date.

The Appraiser hereby consents to the use of the Appraisal in connection with the distribution and use of the Preliminary Official Statement and Official Statement.

Dated: [Closing Date]

INTEGRA REALTY RESOURCES

By:_____

APPENDIX J

\$ _____
CITY OF RANCHO CORDOVA
ARISTA DEL SOL COMMUNITY FACILITIES DISTRICT NO. 2022-1
IMPROVEMENT AREA NO. 1
SPECIAL TAX BONDS
SERIES 2023

FORM OF ISSUE PRICE CERTIFICATE

The undersigned, on behalf of Piper Sandler & Co. (“Piper”) hereby certifies as set forth below with respect to the sale and issuance of the above-captioned obligations (the “Bonds”).

1. ***Sale of the Bonds.***

(a) Piper offered each Maturity of the Bonds to the Public for purchase at the respective initial offering prices listed in Schedule A (the “Initial Offering Prices”) on or before the Sale Date. A copy of the pricing wire or equivalent communication for the Bonds is attached to this certificate as Schedule B.

(b) As set forth in the Bond Purchase Agreement, dated [BPA Date], between the Issuer and Piper, Piper agreed in writing that, (i) for each Maturity of the Bonds, it would neither offer nor sell any of the Bonds of such Maturity to any person at a price that is higher than the Initial Offering Price for such Maturity during the Holding Period for such Maturity (the “hold-the-offering-price rule”), and (ii) any selling group agreement shall contain the agreement of each dealer who is a member of the selling group, and any retail distribution agreement shall contain the agreement of each broker-dealer who is a party to the retail distribution agreement, to comply with the hold-the-offering-price rule. Pursuant to such agreement, no Underwriter (as defined below) has offered or sold any Maturity of the Bonds at a price that is higher than the respective Initial Offering Price for that Maturity of the Bonds during the Holding Period.

2. ***Defined Terms.***

(a) *Holding Period* means, for each Maturity of the Bonds, the period starting on the Sale Date and ending on the earlier of (i) the close of the fifth business day after the Sale Date, or (ii) the date on which Piper has sold at least 10% of such Maturity of the Bonds to the Public at prices that are no higher than the Initial Offering Price for such Maturity.

(b) *Issuer* means the City of Rancho Cordova.

(c) *Maturity* means Bonds with the same credit and payment terms. Bonds with different maturity dates, or Bonds with the same maturity date but different stated interest rates, are treated as separate Maturities.

(d) *Public* means any person (including an individual, trust, estate, partnership, association, company, or corporation) other than an Underwriter or a related party to an Underwriter.

The term “related party” for purposes of this certificate generally means any two or more persons who have greater than 50 percent common ownership, directly or indirectly.

(e) *Sale Date* means the first day on which there is a binding contract in writing for the sale of a Maturity of the Bonds. The Sale Date of the Bonds is [BPA Date].

(f) *Underwriter* means (i) any person that agrees pursuant to a written contract with the Issuer (or with the lead underwriter to form an underwriting syndicate) to participate in the initial sale of the Bonds to the Public, and (ii) any person that agrees pursuant to a written contract directly or indirectly with a person described in clause (i) of this paragraph to participate in the initial sale of the Bonds to the Public (including a member of a selling group or a party to a retail distribution agreement participating in the initial sale of the Bonds to the Public).

The representations set forth in this certificate are limited to factual matters only. Nothing in this certificate represents Piper’s interpretation of any laws, including specifically Sections 103 and 148 of the Internal Revenue Code of 1986, as amended, and the Treasury Regulations thereunder. The undersigned understands that the foregoing information will be relied upon by the Issuer with respect to certain of the representations set forth in the Certificate as to Arbitrage and with respect to compliance with the federal income tax rules affecting the Bonds, and by Jones Hall, A Professional Law Corporation in connection with rendering its opinion that the interest on the Bonds is excluded from gross income for federal income tax purposes, the preparation of the Internal Revenue Service Form 8038-G, and other federal income tax advice that it may give to the Issuer from time to time relating to the Bonds.

Dated: [Closing Date]

PIPER SANDLER & CO.

By: _____
Managing Director

SCHEDULE A
SALE PRICES

(Attached)

SCHEDULE B

PRICING WIRE OR EQUIVALENT COMMUNICATION

(Attached)