CITY OF RANCHO CORDOVA

CITY COUNCIL MEETING
Tuesday, January 16, 2024

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

City Hall
2729 Prospect Park Drive, Rancho Cordova

Join the Meeting Via Zoom Link:
https://cityofranchocordova.zoom.us/j/84986107771?pwd=Vu3fzWnij01i4CRA4HwyxiISXxUJjQ.w6ASU0lK0eRR3xyI

Join the Meeting via the Zoom Phone Number
Zoom Phone Number: +1 669 900 6833, +1 253 215 8782
Webinar ID: 849 8610 7771
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@cityofranchocordova.org no later than 2:00 p.m. on Tuesday, January 16, 2024. 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 Tuesday, January 16, 2024, at 2:00 p.m.

AGENDA

1. REGULAR MEETING - CALL TO ORDER/ROLL CALL

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

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

Isabella Eulie, student with St. John Vianney Catholic School will give the invocation.

5. PRESENTATIONS

5.1. Introduction of New Professional Services Company to the City of Rancho Cordova.

5.2. Overview of the Community Enhancement & Investment Fund's New Software and the Fiscal Year 2024-2025 Grant Timeline.

5.3. New Employee Introduction: Austin Miller, Assistant Civil Engineer by Drew Hart, Senior Transportation Planner.

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 December 18, 2023.
Recommendation: Adopt the minutes.

9.2. **Subject:** A Resolution Authorizing the City Manager to Execute Contract No. 2023-263 with Mark Thomas & Company, Inc. in an Amount not to Exceed $580,500 for Planning and Preliminary Design of the Rossmoor Bar Trail Enhancements Planning Project.
Recommendation: Adopt the Resolution.

9.3. **Subject:** A Resolution Authorizing the City Manager to Approve the Final Map of The Ranch Village 1, Subdivision No. FM-2021-002-14 and Execute Subdivision Improvement Agreement Contract No. 2023-255 with K. Hovnanian at Jaeger Ranch, LLC.
Recommendation: Adopt the Resolution.

9.4. **Subject:** A Resolution Authorizing the City Manager to Execute Contract Amendment No. 2021-299-03 to Increase the Contract Amount by $30,928.00 to an Amount not to Exceed $395,178.00 with Wood Rodgers Inc. for the Engineering Design and Right of Way Acquisition Support Services for the White Rock Road Phase 3 - Macal Drive to City Limits Project.
Recommendation: Adopt the Resolution.

9.5. **Subject:** A Resolution Authorizing the City Manager to Execute Contract Amendment No. 2021-336-02 to Increase the Contract Amount by $29,970.39 to an Amount not to Exceed $109,862.75 with Dewberry Engineers Inc. for Design Services for the Mather Field Road Enhancements Project.
Recommendation: Adopt the Resolution.

10. CONSENT PUBLIC HEARING ITEMS - ROLL CALL VOTE

None.

11. PUBLIC HEARING ITEMS

11.1. **Subject:** Mine Shaft Digital Billboard Signs - Conditional Use Permit, Minor Design Review, and Operating Agreement (Mitigated Negative Declaration Prepared Pursuant to Article 6 of the California Environmental Quality Act) - Project PLND-0822-0047 - 2300 Mine Shaft Lane; APN: 072-0231-014-0000.
Recommendation: Continue the proposed project to the February 5, 2024, City Council Meeting.

11.2. **Subject:** A Resolution Approving the City of Rancho Cordova's Adjusted Storm Drainage Impact Fee Schedule for 2024, which is Paid by Developers to Mitigate for their Project Impacts on the City’s Drainage System.
Recommendation: Adopt the Resolution.

12. REGULAR CALENDAR ITEMS

12.1. **Subject:** Presentation on the Proposed Renaming of Poopenaut Court in the Sunridge Park

Community.
Recommendation: Receive direction from City Council on the preferred street name.

12.2. **Subject:** Presentation Regarding the Citywide Roundabout Feasibility Study and Implementation Plan.
Recommendation: Receive presentation and provide feedback on the Citywide Roundabout Feasibility Study and Implementation Plan.

12.3. **Subject:** A Resolution Approving an Incentive Payment for 2023 Performance and a Salary Increase for Micah Runner for Service as City Manager, and Adjusting the Full Time Employee Salary Schedule for the Position of City Manager.
Recommendation: Adopt the Resolution.

13. COUNCIL REQUESTS FOR FUTURE AGENDA ITEMS

14. 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

January 23, 2024	5:30 PM Special Meeting/Work Session
February 5, 2024	4:00 PM Special Meeting/Regular Meeting
February 20, 2024	5:30 PM Regular Meeting
February 27, 2024	5:30 PM Special Meeting/Work Session
March 4, 2024	4:00 PM Special Meeting/Regular Meeting
March 18, 2024	5:30 PM Regular Meeting
March 26, 2024	5:30 PM Special Meeting/Work Session

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

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

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

CERTIFICATION OF POSTING OF AGENDA

I, Stacy Leitner, City Clerk for the City of Rancho Cordova, declare that the foregoing agenda for the January 16, 2024 Regular Meeting of the Rancho Cordova City Council was posted and available for review on January 11, 2024, 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 January 11, 2024, at Rancho Cordova, California.

Stacy Leitner

Stacy Leitner, CMC
City Clerk

CITY OF RANCHO CORDOVA

CITY COUNCIL MEETING
Monday, December 18, 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 Sander called the Regular meeting to order in the David B. Roberts Council Chambers at 5:33 p.m.

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

Council Members Absent: Donald Terry

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

2. METRO CABLE TV TELEVISION ANNOUNCEMENT

The City Clerk read the meetings recordings and playback schedule.

3. PLEDGE OF ALLEGIANCE

Sheriff Jim Cooper led the pledge.

4. INVOCATION

Deacon Walt Little from St. John Vianney Catholic Church gave the invocation.

5. PRESENTATIONS

5.1. Introduction of New Professional Services Company to the City of Rancho Cordova.

5.2. Presentation of Proclamation to Code Enforcement Officer Michael Rodriguez in Honor of his Retirement.

5.3. New Employee Introductions: Kathryn Spuur, Customer Service Representative by Russell Ducharme, Neighborhood Services Manager, Kevin Velazquez, Assistant Civil Engineer by Drew Hart, Senior Transportation Planner, and Veronica Seward-Aponte, Assistant Civil Engineer by Dalia Fadl, Principal Engineer.

6. PUBLIC COMMENT

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

1. Jim Cooper
2. Helen Whelan-Bashaw
3. Valerie Knippschild
4. Michael R. Boyd
5. Marilyn Metzger

Mayor Sander 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.

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

1. Sara Dahle

Mayor Sander closed the public comment period.

9. CONSENT CALENDAR ITEMS - ROLL CALL VOTE

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

ACTION:	Motion to approve items 9.1 through 9.11 by Budge second by Pulipati; Motion passed with a 4:0 vote.
AYES:	Budge, Gatewood, Pulipati, and Sander
NOES:	None
ABSENT:	Terry
ABSTAIN:	None

9.1. **Subject:** Meeting Minutes from the Regular City Council Meetings of November 6, 2023, and December 4, 2023, and the Special Meetings of November 13, 2023, November 28, 2023, December 6, 2023, and December 12, 2023.
Recommendation: Adopt the minutes.

9.2. **Subject:** Treasurer's Report - September 30, 2023.
Recommendation: This report is informational only. It is recommended that the City Council receive and file the September 30, 2023, Treasurer’s Report.

9.3. **Subject:** Second Reading of an Ordinance Amending Title 23, Chapter 23.325 Overlay Zoning Districts, Chapter 23.716 Landscaping, Chapter 23.719 Parking and Loading, Chapter 23.734 Accessory Structures, Chapter 23.743 Signs, and Chapter 23.1104

Definitions (CEQA Exemption Found in Guideline Section 15061(B)(3)).
Recommendation: Waive the second reading and adopt the Ordinance.

9.4. **Subject:** A Resolution Making Certain Findings and Determinations Related to, and Accepting, the Fiscal Year 2022-23 Development Impact Fee Report for Assembly Bill No. 1600 Development Fees.
Recommendation: Adopt the Resolution.

9.5. **Subject:** A Resolution Authorizing the City Manager to Execute Contract No. 2023-257 in an Amount not to Exceed $750,000 with the Sacramento Society for the Prevention of Cruelty to Animals (SPCA) for Animal Shelter Services for a Term of January 1, 2024, to December 31, 2025.
Recommendation: Adopt the Resolution.

9.6. **Subject:** A Resolution Authorizing the City Manager to Execute Contract No. 2023-256 in an Amount not to Exceed $150,000 with Sacramento Regional Transit District for Design Support for the U.S. 50/Rancho Cordova Parkway Interchange Project.
Recommendation: Adopt the Resolution

9.7. **Subject:** A Resolution Authorizing the Continued Use of Military Equipment for Law Enforcement .
Recommendation: Adopt the Resolution

9.8. **Subject:** A Resolution Authorizing the City Manager to Execute Contract Amendment No. 153-2019-2 with R3 Consulting Group Inc. for On-Call Solid Waste Consulting Services to Extend the Term from June 30, 2024, to June 30, 2026, and Increase the Contract Budget from $777,400 to an Amount not to Exceed $1,277,650.
Recommendation: Adopt the Resolution.

9.9. **Subject:** A Resolution Authorizing the City Manager to Execute a Contract with the Sacramento County Sheriff's Office for a Term Starting December 1, 2023, and Ending June 30, 2026, for the Supervision of the Sheriff's Work Project Program, Inmate Crew, for Flood Control and Landscaping Maintenance in an Amount not to Exceed $254,945.
Recommendation: Adopt the Resolution.

9.10. **Subject:** A Resolution Declaring City-Owned Property at 2875 Kilgore Road, APN 072-0490-024, as Surplus Land and Authorizing the City Manager to Proceed with the Surplus Land Act Process for Site Disposition.
Recommendation: Adopt the Resolution.

9.11. **Subject:** A Resolution of the City Council of the City of Rancho Cordova Approving the Fifth Amendment to the First Restated Agreement for Legal Services between the City and Meyers Nave.
Recommendation: Adopt the Resolution.

10. CONSENT PUBLIC HEARING ITEMS - ROLL CALL VOTE

None.

11. PUBLIC HEARING ITEMS

None.

12. REGULAR CALENDAR ITEMS

12.1. **Subject:** A Resolution Authorizing the Issuance of Special Tax Bonds for and on Behalf

of the City of Rancho Cordova Grantline 220 Community Facilities District No. 2023-1, 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.

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

ACTION: Motion to approve item 12.1 by Budge second by Pulipati; Motion passed with a 4:0 vote.
AYES: Budge, Gatewood, Pulipati, and Sander
NOES: None
ABSENT: Terry
ABSTAIN: None

12.2. **Subject:** Chase Drive American River Parkway Connection Project Update.
Recommendation: Receive the presentation and provide feedback.

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

ACTION: Input was received regarding the Chase Drive American River Parkway Connection Project update.

12.3. **Subject:** Discussion and Potential Direction of Planning Commissioner Appointments and Qualifications.
Recommendation: Receive a report on Planning Commission qualifications and two applications received to fill a vacant at-large member seat. Upon conclusion of the discussion and public comment, provide staff with any feedback or direction on the information presented and any future code amendments to Chapter 2.30 Planning Commission to address Council's direction and how to proceed with the two at-large applications received.

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

ACTION: Input was received regarding the discussion and potential direction of Planning Commissioner appointments and qualifications.

12.4. **Subject:** Approval of Council Member Appointments to Regional Boards, Commissions, and Committees.
Recommendation: Confirm commitments to serve on other agency boards, commissions, and committees.

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

ACTION: Motion to approve Council Member appointments to regional boards, commissions, and committees, with the following changes: remove Gatewood and designate Pulipati as the alternate for the Sacramento Area Sewer District and Regional San, add Pulipati as alternate for the Greater Sacramento Economic Council and the Sacramento County Criminal Justice Cabinet, remove Gatewood and designate Pulipati to the Golden State Water Company Ad-hoc Committee, and reinstate the Gateway Signage Ad-

hoc Committee by Gatewood second by Budge.
Motion passed with a 4:0 vote.

AYES: Budge, Gatewood, Pulipati, and Sander
NOES: None
ABSENT: Terry
ABSTAIN: None

12.5. **Subject:** A Resolution Adopting the 2024 City Council Meeting Schedule.
Recommendation: Adopt the Resolution.

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

ACTION: Motion to approve item 12.5 by Budge second by Gatewood;
Motion passed with a 4:0 vote.
AYES: Budge, Gatewood, Pulipati, and Sander
NOES: None
ABSENT: Terry
ABSTAIN: None

12.6. **Subject:** Appointment of Labor Negotiators.
Recommendation: Appoint Mayor David Sander and City Attorney Adam U. Lindgren as Labor Negotiators for negotiations with the current City Manager.

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

ACTION: Motion to approve item 12.6 by Gatewood second by Pulipati;
Motion passed with a 4:0 vote.
AYES: Budge, Gatewood, Pulipati, and Sander
NOES: None
ABSENT: Terry
ABSTAIN: None

13. COUNCIL REQUESTS FOR FUTURE AGENDA ITEMS

1. Sister cities and potential for Ukrainian partnership with the State Department.

14. ADJOURN TO CLOSED SESSION

Mayor Sander adjourned to closed session at 7:33 p.m.

15. CLOSED SESSION - CALL TO ORDER/ROLL CALL

Mayor Sander called closed session to order at 7:35 p.m.

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

Council Members Absent: Donald Terry

Staff Members Present: Adam Lindgren and Micah Runner

16. CLOSED SESSION

Council met in closed session to discuss the following items:

16.1. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION (pursuant to California Government Code Section 54956.9(d)(1)) 350 Sacramento, a California non-profit benefit corporation; and Oscar Balaguer v. City of Rancho Cordova, a general law city; City Council for the City of Rancho Cordova, and DOES 1 to 10, inclusive. Sacramento Superior Court Case No. 23WM000101.

16.2. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION: Significant Exposure to Litigation Pursuant to Government Code Section 54956.9(d)(2)(One case, based on a letter dated October 24, 2023, to the Mayor and Council from Matthew Henderson of Miller Starr Regalia and testimony by Mr. Henderson at the October 24, 2023 City Council meeting opposing and threatening litigation on the proposed Ordinance amending sections of the Villages of Zinfandel Special Planning Area) (One case).

16.3. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION (pursuant to California Government Code Section 54956.9(d)(1)) DPML Bear Hollow, LLC, a Delaware limited liability company and DPML Stonecreek, LLC, a Delaware limited liability company v. City of Rancho Cordova, City Council of Rancho Cordova, and DOES 1 through 25, inclusive. Sacramento Superior Court Case No. 23WM000122.

16.4. CONFERENCE WITH LABOR NEGOTIATORS: Pursuant to Government Code Section 54957.6. Agency Designated Representatives: Mayor David Sander and City Attorney Adam U. Lindgren; Unrepresented Employee: City Manager.

17. OPEN SESSION - REPORT FROM CLOSED SESSION

City Attorney Adam Lindgren reported that Council took up three cases, staff was given direction and no reportable action was taken. City Attorney Adam Lindgren reported that an item would be scheduled at a future Council meeting related to the City Manager Labor Negotiations.

18. ADJOURNMENT

Mayor Sander adjourned the meeting at 8:21 p.m.

_____
Stacy Leitner, CMC
City Clerk

MEMORANDUM

ITEM 9.2.

DATE: January 16, 2024

TO: Honorable Mayor and Council Members

FROM: Albert Stricker, Public Works Director
Jesse Yabes, Assistant Civil Engineer

SUBJECT: **A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE CONTRACT NO. 2023-263 WITH MARK THOMAS & COMPANY, INC. IN AN AMOUNT NOT TO EXCEED $580,500 FOR PLANNING AND PRELIMINARY DESIGN OF THE ROSSMOOR BAR TRAIL ENHANCEMENTS PLANNING PROJECT**

RECOMMENDATION

Adopt the Resolution.

RESULT OF RECOMMENDED ACTION

Adoption of the Resolution would authorize the City Manager to execute Contract No. 2023-263 with Mark Thomas & Company, Inc. in the amount of $580,500 to perform planning and engineering services for the Rossmoor Bar Trails Enhancement Project.

BACKGROUND

This project will improve public access to the American River Parkway by enhancing an existing network of informal pedestrian trails in the Rossmoor Bar area in Rancho Cordova (Attachment 2). These unimproved trails provide limited accessibility for users, especially those with disabilities, due to uneven surfaces and protruding cobbles. The formation of these “social trails” contributes to habitat fragmentation and impacts natural vegetation. This project will determine which trails to enhance for pedestrian use, and which ones to close for restoration. Proposed trail enhancements include section leveling, smooth dirt and gravel surfaces, and uniform trail widths where allowable. Trailheads will be improved to allow access for users of all abilities. This project will provide environmental protection and improve pedestrian accessibility to the natural features of Rossmoor Bar for the benefit of all Parkway visitors.

In 2023, City staff pursued grant opportunities to partially fund the planning and design of the project. On June 19, 2023, the City Council adopted Resolution No. 89-2023 to approve the filing of an application for grant funding from the Wildlife Conservation Board (WCB). As a condition of WCB approval, the project was presented to the Lower American River Program Conservancy Advisory Committee and Sacramento County Parks and Recreation Commission for approval. Both of these bodies found the project to be consistent with the American River Parkway Plan and the American River Natural Resources Management Plan. During a Board meeting on November 15, 2023, the WCB approved the City’s grant application and request of

$597,000. On November 21, 2023, the WCB executed an Agreement (Attachment 3) with the city and issued a Notice to Proceed to begin work described in the work plan, in accordance with the terms and conditions of the Grant Agreement.

City staff propose entering into a contract with Mark Thomas (Attachment 4) to assist the City with performing the tasks outlined in the work plan of the WCB Grant Agreement. City staff recommend Mark Thomas from a list of pre-qualified consulting firms based on their experience performing environmental clearance and their experience in trail design.

Under this agreement, the project team will study the biological and cultural resources in the area to inform the decisions related to planning and design. Trail improvement concepts will be shared with the public via an online survey for comment and feedback. City staff will hold meetings with key stakeholders, such as Sacramento County Regional Parks, to gain input on the proposed plans. This project will design preliminary trail layout plans, landscape and restoration plans, and details for signposts and informational kiosks. Permit applications will be submitted to various agencies to authorize construction of the project in the floodway. The planning study is expected to be complete by the end of 2025. By completing this planning effort, the City will reach an important milestone in preparing the project for final design and future implementation.

FISCAL IMPACT AND FUNDING SOURCE

There is no impact to the City's General Fund. The total cost of this project is approximately $675,000. Funding consists of WCB Grant Funds, Infrastructure Replacement Funds, and Community Enhancement Funds. This project is included in the City's current approved Fiscal Year 2023-25 Capital Improvement Plan.

City staff will seek future grant opportunities to fund the implementation phase of the project.

ATTACHMENT(S)

1. Resolution
2. Project Map
3. WCB Grant Agreement WC-2396CA
4. Draft Contract 2023-263

CITY OF RANCHO CORDOVA

RESOLUTION NO. XX-2024

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA, STATE OF CALIFORNIA, AUTHORIZING THE CITY MANAGER TO EXECUTE CONTRACT NO. 2023-263 WITH MARK THOMAS & COMPANY, INC. IN AN AMOUNT NOT TO EXCEED $580,500 FOR PLANNING AND PRELIMINARY DESIGN OF THE ROSSMOOR BAR TRAIL ENHANCEMENTS PLANNING PROJECT

WHEREAS, the City of Rancho Cordova desires to enter into Contract No. 2023-263 with Mark Thomas & Company, Inc. in an amount not to exceed $580,500 for planning and design services for the Rossmoor Bar Trail Enhancements Project; and

WHEREAS, the Project will conduct environmental review, develop concepts and alternatives, conduct public outreach and stakeholder engagement, perform preliminary design of trail layouts and restoration plans, and submit permit applications; and

WHEREAS, the Wildlife Conservation Board awarded the City of Rancho Cordova grant funds subject to the terms and conditions of Grant Agreement No. WC-2396CA; and

WHEREAS, the Project complies with the American River Parkway Plan and the American River Natural Resources Management Plan; and

WHEREAS, the Project will prepare and file an Addendum to the American River Parkway Plan Environmental Impact Report (EIR) in compliance with state and federal law; and

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

WHEREAS, the Contract will be paid through State funds from the Wildlife Conservation Board, Infrastructure Replacement Fund, and Community Enhancement Fund. The contract does not impact the general fund.

NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA authorizes the City Manager to execute Contract No. 2023-263 with Mark Thomas & Company, Inc. in an amount not to exceed $580,500 in a form approved by the City Attorney.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 16th day of January 2024 by the following vote:

AYES:

NOES:

ABSENT:

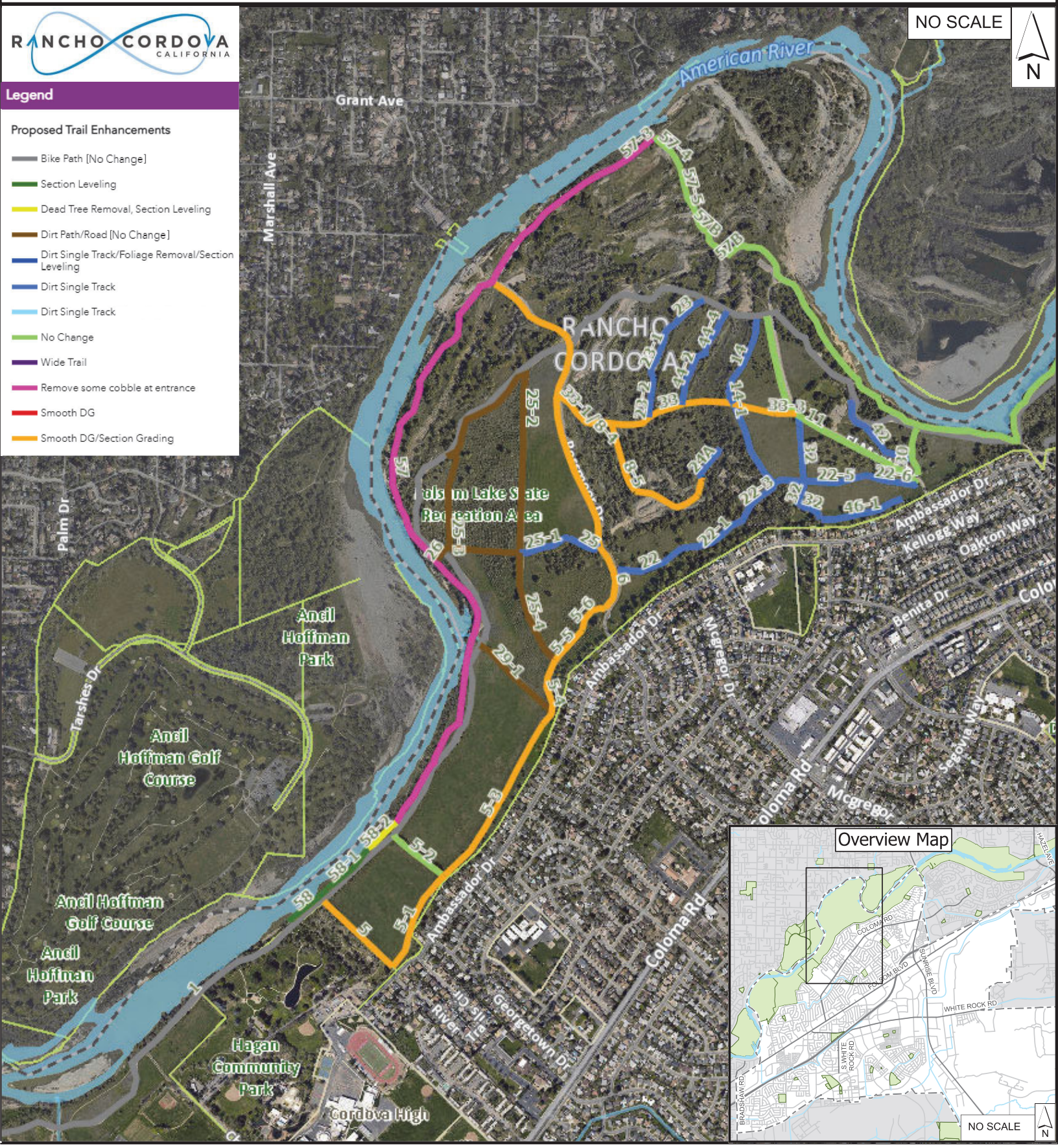
ABSTAIN:

ATTEST:

David Sander, Mayor

Stacy Leitner, CMC
City Clerk

AMERICAN RIVER TRAIL ENHANCEMENTS PROJECT - LOCATION MAP



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CALIFORNIA WILDLIFE CONSERVATION BOARD

GRANT AGREEMENT

Between

STATE OF CALIFORNIA, WILDLIFE CONSERVATION BOARD

and

CITY OF RANCHO CORDOVA

for

ROSSMOOR BAR TRAIL ENHANCEMENTS PLANNING

SACRAMENTO COUNTY, CALIFORNIA

WC–2396CA

State of California
Natural Resources Agency
Department of Fish and Wildlife
Wildlife Conservation Board

DocuSign Envelope ID: 481042ED-0A76-4564-B990-FA237A66C2CB

GRANTEE:	City of Rancho Cordova 2729 Prospect Park Drive Rancho Cordova, CA 95670 Attn.: Jesse Yabes, Assistant Civil Engineer Phone: (916) 851-8959 E-mail: jyabes@cityofranchocordova.org
GRANTOR:	Wildlife Conservation Board P.O. Box 944209 Sacramento, California 94244-2090 Attn.: Cara Allen, State Representative Phone: (916) 926-9584 E-mail: cara.allen@wildlife.ca.gov
Grant Agreement No.:	WC-2396CA
Board Approval Date:	November 15, 2023
Projected Completion Date:	December 31, 2025
Terms of Agreement: **Capital Improvements:**	Notice to Proceed Date (11/21/2023) through December 31, 2025
Project Life:	Terms of Agreement
Project ID:	2023117
Grant Amount:	$597,000
Fund Source:	Proposition 68

DocuSign Envelope ID: 481042ED-0A76-4564-B990-FA237A66C2CB

1. SCOPE OF AGREEMENT

Pursuant to the Wildlife Conservation Law of 1947, Chapter 4.0 of Division 2, (commencing with Section 1300) of the California Fish and Game Code; the California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access for All Act of 2018 (Proposition 68), Public Resources Code Section 80100(a)(b); and the approval granted by the Wildlife Conservation Board on November 15, 2023, the Wildlife Conservation Board (Grantor) hereby grants to the City of Rancho Cordova (Grantee), a sum not to exceed five hundred ninety-seven thousand dollars ($597,000) (Grant Funds), upon and subject to the terms and conditions of this Grant Agreement (Agreement).

2. PURPOSES OF GRANT

Grantor is entering into this Agreement, and the Grant Funds shall be used, only for the purpose of assisting Grantee with the project generally described as planning, design, public outreach, environmental review, and permitting for trail and habitat enhancements (Project) on approximately 400 acres of public land commonly known as Rossmoor Bar of the American River Parkway, located in Sacramento County, California (Property). The Property is generally shown on the attached Exhibit A - LOCATION MAP.

3. CONDITIONS OF GRANT

Grantor's obligation to disburse Grant Funds under this Agreement is conditioned upon and subject to the satisfactory completion of all of the following conditions:

3.1 Grantor shall have reviewed and approved all documents pertaining to the Project, including, without limitation, feasibility and planning studies, designs, plans, budgets, cost estimates, timelines, and agreements. Such review and approval by Grantor will be for compliance with this Agreement as well as funding and other requirements applicable to Grantor and shall not be unreasonably withheld.

3.2 Grantor shall have reviewed and approved a certified resolution or other appropriate action of the governing board or governing body of Grantee, authorizing the execution and performance of this Agreement and the carrying out of the Project by Grantee.

3.3 Grantee shall have disclosed all funding sources for the Project, including all amounts applied for or obtained from sources other than Grantor. These amounts shall be reflected in the attached Exhibit B – BUDGET (Budget) by Budget category. As between Grantor and Grantee, Grantee shall be responsible for any and all Project costs that exceed the amount of the Grant Funds provided under this Agreement.

3.4 The grant proposal shall have been approved by the Wildlife Conservation Board at a public meeting, this Agreement shall have been fully executed by Grantor and Grantee, and Grantee shall have received a written "Notice to Proceed" from Grantor. The approval of the grant proposal by the Wildlife Conservation Board, if such approval is given, shall not constitute authorization for the commencement of the Project or expenditure of Grant Funds. No expenditure made or activity initiated prior to Grantee's

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receipt of a written Notice to Proceed from Grantor will be eligible for reimbursement by Grantor.

4. DISBURSEMENTS

4.1 Upon satisfaction of all of the Conditions of Grant set forth in Section 3, above, and so long as Grantee is not in breach or default under this Agreement, Grantor agrees to disburse the Grant Funds to Grantee, in arrears, in installments as set forth in this Section 4. Disbursements shall be made not more frequently than monthly and disbursements of less than $5,000 should be made not more frequently than quarterly. All disbursements shall be subject to the availability of funds for purposes of the Project as provided in Section 4.8.

4.2 Grantee shall request disbursement of Grant Funds by submitting a disbursement request to Grantor for approved budgeted work performed on the Project in accordance with Section 4.3. Disbursement shall be contingent upon approval of the disbursement request by Grantor.

4.3 The disbursement request must be submitted on Grantee's letterhead, signed by an authorized representative of Grantee, and include a written description of the work completed during the period of the disbursement request. Requests for disbursement must be itemized using the same categories included in the attached Budget. A Disbursement Request Template provides the format to use for submitting disbursement requests to Grantor. Each disbursement request shall contain supporting or back-up documentation for all amounts shown on the request, including receipts for all materials and supplies, all Grantee staff time shown by number of hours worked and hourly rate, and all contractor or sub-contractor services.

4.4 Grantor may withhold ten percent (10%) of the total approved amount from each disbursement (Retained Grant Funds) until Grantor has approved the completion of the Project, the final report required by Section 6.4, and the final request for disbursement.

4.5 Upon completion of Project activities, Grantee may request disbursement of the Retained Grant Funds. Grantee shall submit this request no later than thirty (30) days after the Projected Completion Date (as defined in Section 6.1).

4.6 Please submit disbursement requests electronically to WCB at WCBClerical@wildlife.ca.gov and WCB Project Manager Cara Allen (cara.allen@wildlife.ca.gov) with "Project ID 2023117 Invoice No. ____" in the subject line.

4.7 Grantee shall reimburse Grantor for any erroneous disbursement of Grant Funds under this Agreement. Reimbursement shall occur within 30 days of written demand by Grantor. Interest shall accrue at the highest rate allowed by law from the time that reimbursement becomes due and owing until received by Grantor.

4.8 Grantor shall not be obligated to disburse any remaining unpaid portion of the Grant Funds unless and until sufficient funds identified for allocation to the Project (as further specified in the Funding Certification attached to this Agreement) are released by the

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State Treasurer's Office to Grantor for expenditure for this grant. No request for disbursement submitted prior to the release of such funds to Grantor shall be effective. Despite any contrary provision of this Agreement, Grantor shall not be obligated to disburse any remaining unpaid portion of the Grant Funds if funds identified for allocation to the Project are recalled by the State Treasurer's Office.

4.9 With the final invoice, Grantee shall provide a completed Final Cost Share Accounting Form when work is completed. The completed Final Cost Share Accounting Form shall identify and delineate all cost share funds expended and in-kind services provided during the Grant term before Project completion and will be consistent with Exhibit B – BUDGET.

5. BUDGET AND INDIRECT COSTS

5.1 The attached Budget is an estimate of the Grantee's anticipated costs for the Project and discloses all funding sources for the Project, including all amounts applied for or obtained from sources other than Grantor. Should the Budget not disclose all funding sources for the Project, Grantor may refer this grant to the Department of Finance for a Project audit. Grantee may seek additional funding from sources other than Grantor, with Grantor's approval, to cover cost increases or to reduce Grantor's cost share. Should Grantee obtain additional funds from sources other than Grantor, Grantee shall promptly notify Grantor of the amounts and sources of the additional funding and submit a proposed new budget reflecting any changes to Grantor for its approval.

When actual Project costs indicate that the costs of certain Budget categories payable by Grantor are higher than estimated, and these higher costs are offset by lower costs in other Budget categories payable by Grantor, the Grantee may submit a written request to Grantor to shift funds between such Budget categories. Contingencies shall be used only upon written approval by Grantor. Grantor shall approve or deny a requested Budget revision or use of contingencies in writing within 10 business days of receipt of Grantee's written request.

5.2 Indirect cost rates are limited to 15 percent of the total direct WCB Grant Funds . Any amount over 15 percent will not be funded but may be used as cost share. If Grantee seeks to recover indirect or administrative costs, this item should be included as a line item in the Budget. Any cost that is billed as a direct cost may not be included in indirect cost rates. Indirect costs include, but are not limited to, the following: workers compensation insurance, utilities, office space rental, phone service, and copying which is directly related to completion of the Project.

It is the responsibility of the Grantee to keep documentation for all indirect costs claimed in Exhibit B. For all indirect costs claimed, Grantee must keep backup documents in audit-ready files (these documents are not provided to WCB).

6. GRANTEE'S COVENANTS

In consideration of this Agreement, Grantee hereby covenants and agrees as follows:

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6.1. Grantee will complete or cause to be completed all Project activities in accordance with Grantee's proposed design and specifications submitted to Grantor, a copy of which is attached as Exhibit C - WORK PLAN and incorporated herein by this reference, on or before December 31, 2025 (Projected Completion Date). The Project will be considered complete when all Project activities have been completed and Grantor has approved the completion of the Project, the final report required by Section 6.4, and the final request for disbursement.

6.2 Grantee is responsible for obtaining all necessary permits and approvals for the Project (including its construction, management, monitoring, operation, use and maintenance), and complying with all federal, state and local statutes, laws, regulations, ordinances, orders and other governmental and quasi-governmental requirements that apply to the Project (including its construction, management, monitoring, operation, use and maintenance).

6.3 Grantee shall recognize the cooperative nature of the Project and shall provide credit to the Grantor on signs, demonstrations, promotional materials, advertisements, publications and exhibits prepared or approved by Grantee referencing the Project. Any sign installed on the Property referencing the Project shall be subject to the mutual agreement of Grantor and Grantee regarding text, design and location and shall display the logo of Grantor.

6.4 Not later than 30 days following the completion of all Project activities Grantee will submit one digital copy of a final report of accomplishments, including pre- and post-Project photographs and a final design or site plan of the Project, to Grantor.

7. BREACH AND REMEDIES

7.1 In the event of a breach of Grantee's obligations under this Agreement, Grantor shall give notice to Grantee describing the breach. If Grantee does not cure the breach described in the Grantor's notice within 90 days after the date of Grantor's notice (or, if the breach cannot reasonably be cured within 90 days, Grantee does not commence the cure within the 90-day period and diligently pursue it to completion), then Grantee shall be in default of this Agreement.

7.2 In the event of a default by Grantee before the Project is complete then, in addition to any and all other remedies available at law or in equity, Grantor may seek specific performance of this Agreement. Grantee agrees that specific performance is an appropriate remedy because the benefits to Grantor from Grantee's completion of the Project in accordance with this Agreement, as described in Section 2 (Purposes of Grant), are unique and damages would not adequately compensate Grantor for the loss of such benefits.

7.3 In the event of a default by Grantee, in addition to any and all other remedies available at law or in equity, Grantor may withhold Grant Funds from Grantee or may require reimbursement of Grant Funds that were disbursed in error due to a breach of the Grant terms, including incorrect billing of indirect costs as identified in Section 5.2.

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7.4 In the event of a default by Grantee, in addition to any and all other remedies available under this Agreement, at law or in equity, Grantor may require Grantee to reimburse the Grant Funds to Grantor in an amount determined by application of the following Reimbursement Formula:

"Reimbursement Formula"

Formula: Dollar amount of Grant Funds divided by Project Life, times the number of years remaining in the Project Life.

Example: Grantor grants $50,000 to Grantee for the restoration and enhancement of wetland and riparian habitat, and the Project Life is 25 years. With 10.5 years remaining on the Project Life, the Grantee is in default under the Agreement. The reimbursement amount would be $21,000, calculated as follows:

($50,000 ÷ 25 years) x 10.5 years = $21,000

Reimbursement shall be due from Grantee immediately upon written demand by Grantor. Interest shall accrue at the highest rate allowed by law from the time that the reimbursement becomes due until it is actually received by Grantor.

7.5 Any costs incurred by Grantor, where Grantor is the prevailing party, in enforcing the terms of this Agreement, including but not limited to costs of suit, attorneys' and experts' fees, at trial and on appeal, and costs of enforcing any judgment, shall be borne by Grantee.

7.6 Waiver of any breach or default by Grantee shall not be deemed to be a waiver of any subsequent breach or default, nor shall it constitute a modification of this Agreement.

8. ADDITIONAL TERMS AND CONDITIONS

8.1 Grantee Responsible for Project

While the Grantor undertakes to assist the Grantee with the Project by providing a grant pursuant to this Agreement, the Project itself remains the sole responsibility of the Grantee. Grantor undertakes no responsibilities to the Grantee, the Landowner, or any third party, other than as expressly set out in this Agreement. The responsibility for implementing the Project is solely that of the Grantee, as is the responsibility for any claim or suit of any nature by any third party related in any way to the Project.

8.2 Contracts

All agreements between Grantee and any third party related to the Project must be in writing and contain language that establishes the right of the auditors of the State of California to examine the records of the third party relative to the goods, services, equipment, materials, supplies or other assistance provided to Grantee for the Project. Grantee shall provide a complete copy of each agreement over $10,000 to Grantor prior to commencing work.

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8.3 Indemnification

To the fullest extent permitted by law, Grantee shall indemnify, protect, and hold harmless the Wildlife Conservation Board and the State of California, and their respective members, officers, agents, employees and representatives, from and against any and all claims, demands, damages, losses, costs (including attorneys' fees), expenses, and liability of any nature (Claims) arising out of or incident to the Project, Grantee's entry upon and use of the Property, and the performance of, or failure to observe or perform, any obligations of the Grantee under this Agreement. The obligations of Grantee under this Section 8.3 include, without limitation, Claims resulting from the generation, use, storage, disposal, release or threatened release of any hazardous or toxic substance, material or waste; petroleum or petroleum products and other substances that present a threat to human health or the environment.

8.4 Amendment; Severability

This Agreement may be modified only by a written amendment signed by Grantor and Grantee. No oral or written understanding or agreement not incorporated in this document shall be binding on the parties.

If any provision of this Agreement or the application thereof to any person or circumstance is held to be invalid or unenforceable, that shall not affect any other provision of this Agreement or applications of the Agreement that can be given effect without the invalid provision or application. To this end the provisions of this Agreement are severable.

8.5 Independent Capacity of Grantee; Withholding and Payments

Grantee, its members, officers, directors, employees, agents, and representatives, is each acting in an independent capacity in entering into and carrying out this Agreement, and not as a partner, member, officer, agent, employee, or representative of Grantor. Grantee is responsible for withholding and paying employment taxes, insurance and deductions of any kind required by federal, state, or local laws.

8.6 No Assignment or Transfer

This Agreement is not assignable or transferable by Grantee, either in whole or in part, without the prior written consent of Grantor which Grantor may grant or withhold in Grantor's discretion.

8.7 Accounting/Records/Audits

Grantee shall maintain complete and accurate records of its actual Project costs, in accordance with generally accepted accounting principles and practices, and shall retain said records for at least three years after final disbursement by Grantor. During such time, Grantee shall make said records available (or cause them to be made available) to the State of California for inspection and audit purposes during normal business hours. Expenditures not documented, and expenditures not allowed under this Agreement or otherwise authorized in writing by Grantor shall be borne by Grantee. The audit shall be confined to those matters connected with this Agreement, including but not limited to administration and overhead costs.

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8.8 Use of Grant Funds to Secure Additional Funding

Grantee agrees that the funding provided under this Agreement shall not be used as cost share for other grants, or to secure loans or other monetary awards without written approval from the Executive Director, Wildlife Conservation Board. Such approval shall not be unreasonably withheld as long as the purposes for which the grant was awarded are maintained.

8.9 Termination or Suspension of Agreement

At any time before Grantee has broken ground on the Project Grantor may terminate this Agreement for any reason by providing Grantee not less than 30 days written notice of termination. In addition, Grantor may suspend this Agreement at any time upon written notice to Grantee. In either case, Grantee shall immediately stop work under this Agreement and take all reasonable measures to prevent further costs to Grantor. The Grantor shall be responsible for reasonable and non-refundable obligations or expenses incurred by the Grantee under this Agreement prior to the date of the notice to terminate or suspend, but only up to the undisbursed balance of funding authorized in this Agreement. Any notice suspending work under this Agreement shall remain in effect until Grantor authorizes work to resume by giving further written notice to Grantee.

8.10 Resolution of Disputes

The State Project Representative is identified on Page 1 of this Agreement. The State Project Representative has initial jurisdiction over each controversy arising under or in connection with the interpretation or performance of this Agreement or disbursement of Grant Funds. The Grantee will diligently pursue with the State Project Representative a mutually agreeable settlement of any such controversy.

If the controversy cannot be resolved between Grantee and the State Project Representative, the Grantee must direct the grievance together with any evidence, in writing, to the Executive Director of the Wildlife Conservation Board. The grievance must state the issues in the dispute, the legal authority or other basis for the Grantee's position and the relief sought.

The Executive Director or designee shall meet with a representative of the Grantee to review the issues. A written decision signed by the Executive Director or designee shall be returned to the Grantee within twenty (20) working days of the conclusion of this meeting.

8.11 Drug-Free Workplace Certification

By signing this Agreement, Grantee hereby certifies under penalty of perjury under the laws of the State of California that Grantee will comply with the requirements of the Drug-Free Workplace Act of 1990 (Government Code Section 8350 et seq.) and will provide a drug-free workplace by taking the following actions:

8.11.1 Publish a statement notifying employees that unlawful manufacture, distribution, dispensation, possession, or use of a controlled substance is prohibited and specifying actions to be taken against employees for violations, as required by Government Code Section 8355(a).

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8.11.2 Establish a Drug-Free Awareness Program as required by Government Code Section 8355(b) to inform employees about all of the following:

a) the dangers of drug abuse in the workplace;
b) the person's or organization's policy of maintaining a drug-free workplace;
c) any available counseling, rehabilitation, and employee assistance programs; and,
d) penalties that may be imposed upon employees for drug abuse violations.

8.11.3 Provide, as required by Government Code Section 8355(c), that every employee who works on the proposed contract:

a) will receive a copy of the company's drug-free policy statement; and,
b) will agree to abide by the terms of the company's statement as a condition of employment on the contract.

Failure to comply with these requirements may result in suspension of disbursements under this Agreement or termination of the Agreement or both and Grantee may be ineligible for award of any future state contracts if the Grantor determines that any of the following has occurred: (1) Grantee has made false certification, or (2) Grantee violates the certification by failing to carry out the requirements as noted above.

8.12 Union Organizing

By signing this Agreement, the Grantee hereby acknowledges the applicability to this Agreement of Government Code Sections 16645 through 16649, and certifies that:

8.12.1 No state funds disbursed by this grant will be used to assist, promote, or deter union organizing;

8.12.2 Grantee shall account for state funds disbursed for a specific expenditure by this grant, to show those funds were allocated to that expenditure;

8.12.3 Grantee shall, where state funds are not designated as described in 8.12.2 above, allocate, on a pro-rata basis, all disbursements that support the grant program; and

8.12.4 If Grantee makes expenditures to assist, promote or deter union organizing, Grantee will maintain records sufficient to show that no state funds were used for those expenditures, and that Grantee shall provide those records to the Attorney General upon request.

8.13 Labor Code Requirements; Prevailing Wage

State grants may be subject to California Labor Code requirements, which include prevailing wage provisions. Certain State grants administered by the California Wildlife Conservation Board and the California Department of Fish and Wildlife are not subject to Chapter 1 (commencing with Section 1720) of Part 7 of Division 2 of the Labor Code. For more details, please refer to California Fish and Game Code Section 1501.5 and to the Department of Industrial Relations (DIR) website at http://www.dir.ca.gov. Grantee

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shall pay prevailing wage to all persons employed in the performance of any part of the Project if required by law to do so.

8.14 Disposition of Equipment

Title or ownership of equipment with a unit cost of $5,000 or more may be retained by Grantee or Grantor upon end of the grant cycle; final disposition will be coordinated by WCB's Grant Manager.

8.15 Informational Products

All informational products (e.g. data, studies, findings, management plans, manuals, photos etc.) relating to California's natural environment and produced with the use of public funds shall be cataloged in the California Geoportal (https://gis.data.ca.gov), maintained by the California Department of Technology.

8.16 Non-Discrimination

During the performance of this Agreement, Grantee shall not unlawfully discriminate against, harass, or allow harassment against any employee or applicant for employment because of race, religion, color, national origin, ancestry, physical disability (including HIV and AIDS), mental disability, medical condition, marital status, age (over 40), sex, sexual orientation, or use of family-care leave, medical-care leave, or pregnancy-disability leave. Grantee shall take affirmative action to ensure that the evaluation and treatment of its employees and applicants for employment are free of such discrimination and harassment. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. Grantee shall comply with the provisions of the Fair Employment and Housing Act (Government Code Section 12900 (a-f) et seq.), and applicable regulations (California Code of Regulations, Title 2, Section 7285 et seq.). The regulations of the Fair Employment and Housing Commission regarding Contractor Nondiscrimination and Compliance (Chapter 5 of Division 4 of Title 2 of the California Code of Regulations) are incorporated by reference into this Agreement. Grantee shall give written notice of its obligations under this non-discrimination clause to labor organizations with which Grantee has a collective bargaining or other agreement and shall post in conspicuous places available to employees and applicants for employment, notice setting forth the provisions of this section. Grantee shall also include the nondiscrimination and compliance provisions of this Agreement in all contracts related to the Project.

8.17 Executive Order N-6-22 – Russia Sanctions

On March 4, 2022, Governor Gavin Newsom issued Executive Order N-6-22 (the EO) regarding Economic Sanctions against Russia and Russian entities and individuals. "Economic Sanctions" refers to sanctions imposed by the U.S. government in response to Russia's actions in Ukraine, as well as any sanctions imposed under state law. The EO directs state agencies to terminate contracts and grants with, and to refrain from entering any new contracts or grants with, individuals or entities that are determined to be a target of Economic Sanctions. Accordingly, should Grantor

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determine Grantee is a target of Economic Sanctions or is conducting prohibited transactions with sanctioned individuals or entities, that shall be grounds for termination of this Agreement. Grantor shall provide Grantee advance written notice of such termination, allowing Grantee at least 30 calendar days to provide a written response. Termination shall be at the sole discretion of Grantor.

9. AUTHORIZATION

The signature of the Executive Director certifies that at the meeting of the Wildlife Conservation Board held on November 15, 2023, the Board authorized the award of a grant of up to $597,000 to Grantee for the Project.

10. COUNTERPARTS

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

11. ELECTRONIC SIGNATURES

The Parties agree to accept electronic signatures (as defined in Section 1633.2 of the California Civil Code), faxed versions of an original signature, or electronically scanned and transmitted versions (e.g., via pdf) of an original signature.

12. EFFECTIVENESS OF AGREEMENT

This Agreement shall be deemed executed and effective when fully signed by authorized representative(s) of each of Grantor and Grantee. Each party shall sign original counterparts of this Agreement, by written signature, via DocuSign, or another electronic method acceptable to Grantor. Each fully executed counterpart shall be deemed an original. Grantee shall receive a fully executed original and Grantor shall receive one fully executed original.

14. EXHIBITS

Each of the Exhibits referenced in this Agreement is incorporated by reference as though set forth in full herein. The following Exhibits are attached to this Agreement:

Exhibit A – Location Map
Exhibit B – Budget
Exhibit C – Work Plan

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IN WITNESS WHEREOF, the undersigned parties have executed this Agreement.

GRANTOR
STATE OF CALIFORNIA
WILDLIFE CONSERVATION BOARD

DocuSigned by:
By: Jennifer M. Norris Date: 11/21/2023
B76035E7E059483...
Jennifer M. Norris, Ph.D.
Executive Director

GRANTEE
CITY OF RANCHO CORDOVA

DocuSigned by:
By: Albert Stricker Date: 11/8/2023
34DBD8102C8E4FC...
Albert Stricker
Director of Public Works

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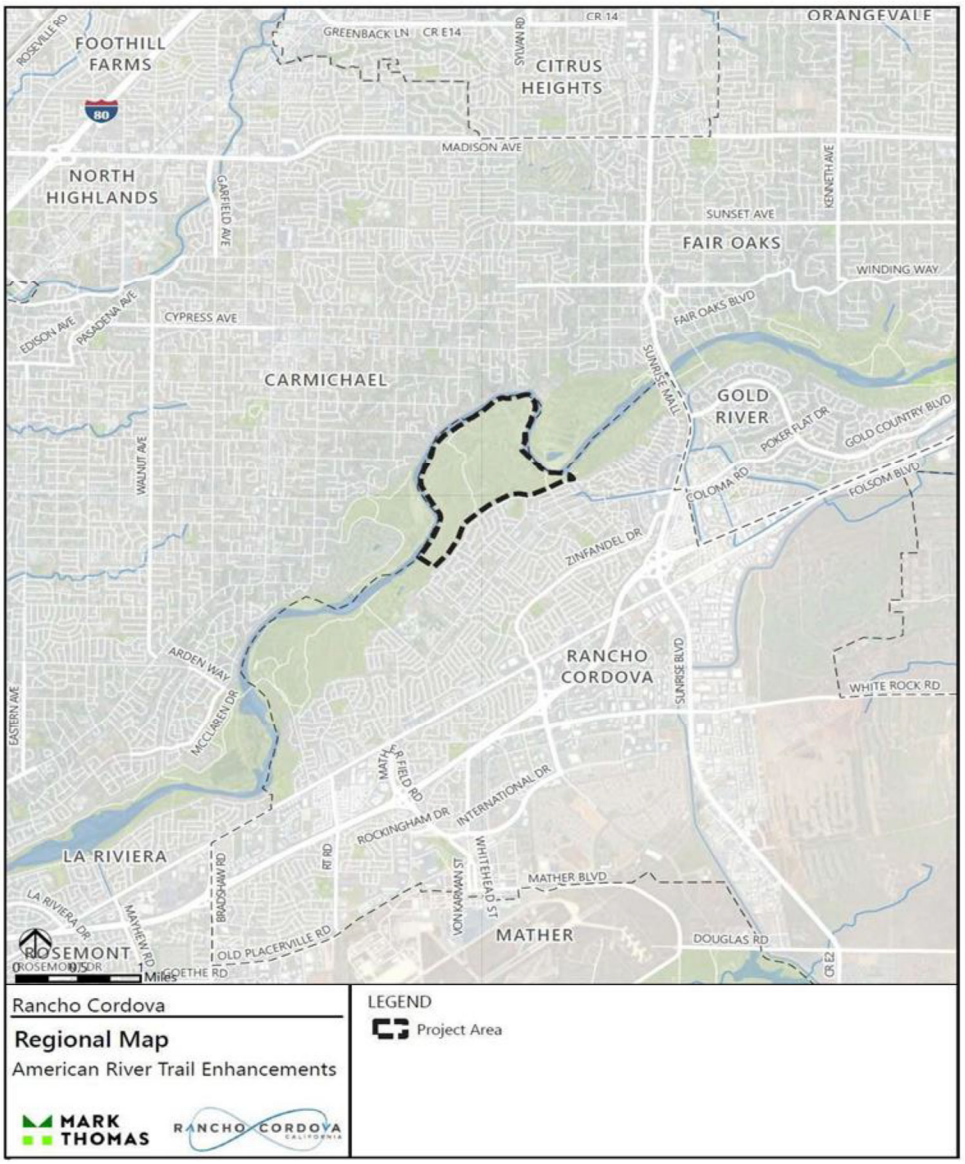
EXHIBIT A – Location Map



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Rossmoor Bar Trail Enhancements Planning
Grant Agreement Number WC-2396CA
Project ID: 2023117

EXHIBIT B - Budget

Project Task	WCB	Grantee	Total
Project Management	$45,106	$6,740	$51,846
Concepts and Alternatives	$25,000	$3,735	$28,735
Public and Stakeholder Outreach	$26,300	$3,810	$30,110
Plans, Specifications, and Estimates	$122,494	$18,304	$140,798
Environmental Review & Permitting	$323,900	$45,411	$369,311
Contingency	$54,200	---	$54,200
TOTAL	$597,000	$78,000	$675,000

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EXHIBIT C – Work Plan

There are currently 10.5 miles of 'social trails' within the Rossmoor Bar area of the American River Parkway (Parkway) that pose a risk to both the surrounding ecosystem and human safety and wellbeing. The current informal trail system causes habitat fragmentation, degrades wildlife habitat, and is characterized by excess dead foliage and invasive plants which increase the risk of fire. The unimproved social trails are a hazard to users and limit public access to Rossmoor Bar.

The Rossmoor Bar Trails Enhancement Planning project (Project) will determine the best approach to closing and enhancing trails, constructing an ADA-compliant trail to the river, restoring native habitat on closed trails, and developing interpretive materials to install along the enhanced trail system. The goals of the Project include planning durable trails with increased accessibility accommodations, creating educational tools and signage, and planting native foliage for conservation efforts in a disadvantaged community. These improvements provide benefits for increased recreational activities, access to nature, climate resilience, and habitat protection efforts. The following tasks will be completed to achieve the Project goals.

Task 1 – Project Management

Grantee will provide technical and administrative services associated with performing and completing the work for the Project, including administering the grant, contracting, overseeing subcontractors, tracking Project schedule and budget, coordinating with project team and agencies, invoicing, reporting, and managing data.

**Deliverables:*

- *Progress reports submitted at least quarterly.*
- *Invoices submitted at least quarterly.*
- *Draft and Final Project Report. Draft report due 30 days before Projected Completion Date.*

Task 2– Concepts and Alternatives

Trail improvement concepts will be prepared to facilitate initial stakeholder and public engagement activities. The project team has found that providing initial concepts to the community gives them something on which to comment and leads to more effective engagement. Input from the public will be used to update the project design.

Two (2) alternative concepts will be developed, mapping the proposed trail routes including at least one ADA-compliant trail to the American River waterfront, two formal trailheads sited adjacent to existing parking areas, sign locations, inspiration for interpretive signs and wayfinding signs, and cross- sections showing surface trail improvements. Data collected from topographic field surveys, site visits, and community input will refine the two trail alternatives. The initial trail alternatives will be prepared in advance to provide guidance on project feasibility based upon engineering and environmental constraints to inform the community as well as

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facilitate input. Similarly, the two alternatives will provide an environmental footprint to guide field studies. This will focus study efforts leading to a more efficient environmental process.

The project team will develop theming for three interpretive signs and wayfinding signage. Inspiration for the interpretive signs may be historic, cultural, or natural. This task is limited to the development of sign theme concepts only. Actual artwork for the signs will be done during the construction phase with tribal government input. A wayfinding signage concept program will be developed for the enhanced trail network and will be consistent with the Parkway's Sign Manual. This program will highlight sign needs inspired by feedback from the public and project team via surveys and community input. Interpretive signs and wayfinding signage will be unique to the Rossmoor Bar area.

The project team and landscape architect will draft a site-specific habitat restoration plan and trail amenity plan that identifies and maps threats to native plant communities and wildlife habitat and sensitive resources to be avoided during site preparation and construction activities. Trail amenities such as benches, trash receptacles, and picnic tables will be incorporated as designated in the American River Parkway Plan and in collaboration with Sacramento County Regional Parks. Specific measures will be proposed for controlling highly invasive plant species and reducing fuel loads throughout the trail network at Rossmoor Bar. A native plant palette will be developed in collaboration with local plant experts and will include culturally significant plants for Native American tribes, native pollinator plants, shade for trail users, and structural heterogeneity for wildlife habitat. An irrigation plan will identify available water sources for a temporary irrigation system and the best type of irrigation system considering the site's constraints and uses.

**Deliverables:*

- *Draft and Final Concept Drawings for two (2) trail alternatives with two trailhead concept plans provided by fall 2024.*
- *Interpretive sign concepts provided by fall 2024.*
- *Draft Habitat Restoration Plan due by fall 2024.*

Task 3 – Public and Stakeholder Outreach

Meetings will be held with key stakeholders to gain input on the proposed improvements. Initial planning designs and graphic concepts will be presented to gather feedback from the following stakeholders, including Sacramento County Regional Parks, Soil Born Farms, Cordova Community Council, Cordova Recreation and Park District, American River Parkway Foundation, Rotary Club of Rancho Cordova, and Folsom-Cordova School District.

The Grantee will prepare a Metroquest survey to gather public feedback for the project. The survey will be posted online for a limited time and will be marketed via website updates and social media feeds to notify residents and interested parties.

Two (2) in-person community meetings will be held to gather additional feedback and support for the project. The meetings will be focused on the Cordova Meadows and Cordova Gardens neighborhoods as the most frequent users of this section of the Parkway. Community meetings will include presentations of conceptual designs and renderings of the Project.

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**Deliverables:*

- *Meeting summaries including attendance roster, meeting materials, and key takeaways from public and stakeholder input provided in progress reports by December 2024.*
- *Summary of Metroquest survey provided in progress reports by fall 2024.*

Task 4 – Engineering, Designs, and Estimates

The project team will advance the conceptual design plans to 65% for civil and landscape plans and finalize the habitat restoration plan.

The Final Habitat Restoration Plan will include a long-term management section that is developed in collaboration with Sacramento County Regional Parks and will describe maintenance activities to address any impacts or damages to the designed trail and habitat improvements, address the County's fiscal ability to maintain the improvements for at least 20 years, and will describe County ordinances regarding illegal encampments and unsheltered individuals as they pertain to the maintenance activities.

As part of the ongoing design process, the engineering team will continue to meet with regulators to receive and address their comments on the design.

Draft construction plans with cost estimates will be prepared and will include trail layouts, social trail abandonment, landscape and planting plans, signposts, and kiosk installation details.

**Deliverables:*

- *65% design plans due by spring 2025.*
- *Final Habitat Restoration Plan due by Projected Completion Date.*

Task 5 – Environmental Review and Permitting

The environmental consultant will prepare an Addendum to the American River Parkway Plan Environmental Impact Report (EIR) with supporting biological and cultural resources technical memorandums. The following studies will be conducted in support of the EIR Addendum.

Aquatic Resources Delineation Report

The project biologist will conduct an aquatic resources delineation to identify wetlands or other waters potentially subject to regulation by the United States Army Corps of Engineers (USACE) and/or the Regional Water Quality Control Board (RWQCB). Any resources subject to California Department of Fish and Wildlife (CDFW) jurisdiction will also be identified. The results of the delineation field work will be documented in a letter report prepared in accordance with USACE and RWQCB standards.

Biological Resources Technical Report

The project biologist will conduct field survey(s) to assess habitat conditions and evaluate potential impacts to sensitive biological resources. These surveys will assess the plant and animal species as well as those that are listed as endangered by the state or federal government. It will also assess the best protocols for habitat protection in the region. These surveys are critical as they will determine what plant life to repopulate the trails with, as well as

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mitigating any potentially negative effects on native species during construction. The results of the field survey(s), in conjunction with a review of existing resource databases and previous studies, will be documented in a biological resources technical report that evaluates potential project impacts to identified biological resources and includes recommended mitigation measures consistent with the American River Parkway Plan EIR.

Cultural Resources Section 106 Report

The project cultural resources specialist will coordinate with the project team to develop an Area of Potential Effects (APE) map for the project, conduct a record search and literature review, and contact the Native American Heritage Commission for a review of its Sacred Lands File. The cultural resources specialist will conduct a pedestrian field survey of the project site. The results of the background review and field survey will be documented in a cultural resources report consistent with Section 106 of the National Historic Preservation Act. Mitigation measures will be recommended, as needed, consistent with the American Parkway Plan EIR. If the cultural resources survey identifies a prehistoric or historic resource, a subsurface testing program will be developed and implemented to determine the significance of the resource, and an evaluation report will be prepared. Any significant or important cultural resources will be avoided by the project, and no data recovery will be required.

Permitting

Construction permit applications for the designed project will be completed and submitted to the appropriate agencies. Anticipated permits include CDFW Section 1602 Notification, USACE Section 404 and 408, RWQCB Section 401, and CVFPB Encroachment Permit.

*Deliverables:

- *Final technical reports due by summer 2024.*
- *Draft CEQA document due by spring 2025.*
- *Final CEQA document and approval by CEQA lead agency due by Projected Completion Date.*
- *Copies of filed permit applications due by Projected Completion Date.*

**PROFESSIONAL SERVICES AGREEMENT BETWEEN
THE CITY OF RANCHO CORDOVA AND
MARK THOMAS & COMPANCY, INC. FOR THE ROSSMOOR BAR TRAIL
ENHANCEMENTS PLANNING PROJECT**

THIS AGREEMENT for professional services is made by and between the City of Rancho Cordova, a California municipal corporation ("City"), and Mark Thomas & Company, Inc., a California Corporation ("Professional") as of _____, 2024.

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

1.1 **Term of Services.** The term of this Agreement shall begin on the date first noted above and shall end on December 31, 2025, the date of completion specified in Exhibit A. Professional shall complete the work described in Exhibit A prior to that date, unless the term of the Agreement is otherwise terminated or extended, as provided for in Section 8. The time provided to Professional to complete the services required by this Agreement shall not affect the City's right to terminate the Agreement, as provided for in Section 8.

1.2 **Standard of Performance.** Professional shall perform all services required pursuant to this Agreement in the manner and according to the standards observed by a competent practitioner of the profession in which Professional is engaged in the geographical area in which Professional practices its profession. Professional shall prepare all work products required by this Agreement in a substantial, first-class manner and shall conform to the standards of quality normally observed by a person practicing in Professional's profession.

1.3 **Assignment of Personnel.** Professional shall assign only competent personnel to perform services pursuant to this Agreement. In the event that City, in its sole discretion, at any time during the term of this Agreement, desires the reassignment of any such persons, Professional shall, immediately upon receiving notice from City of such desire of City, reassign such person or persons.

1.4 **Time.** Professional shall devote such time to the performance of services pursuant to this Agreement as may be reasonably necessary to meet the standard of performance provided in Section 1.2 above and to satisfy Professional's obligations hereunder.

Section 2. **COMPENSATION.** City hereby agrees to pay Professional a sum not to exceed Five Hundred Eighty Thousand, Five Hundred Dollars and Zero Cents ($580,500.00), notwithstanding any contrary indications that may be contained in Professional's proposal, for services to be performed and reimbursable costs incurred under this Agreement. In the event of a conflict between this Agreement and Professional's proposal, attached as Exhibit B, regarding the amount of compensation, the Agreement shall

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

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

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

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

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

2.3 **Final Payment.** City shall make the final payment within sixty (60) days after completion of the services and submittal to City of a final invoice, if all services required have been satisfactorily performed.

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

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

2.5 **Hourly Fees.** Fees for work performed by Professional on an hourly basis shall not exceed the amounts shown on the fee schedule set forth in Exhibit B.

2.6 **Reimbursable Expenses.** Reimbursable expenses, if any, are set forth in Exhibit B, and shall not exceed Six Thousand Seven Hundred Fifty-Six Dollars and Zero Cents ($6,756). Expenses not listed in Exhibit B are not chargeable to City. Reimbursable expenses are included in the total amount of compensation provided under this Agreement that shall not be exceeded.

2.7 **Payment of Taxes.** Professional is solely responsible for the payment of employment taxes incurred under this Agreement and any similar federal or state taxes.

2.8 **Payment upon Termination.** In the event that the City or Professional terminates this Agreement pursuant to Section 8, the City shall compensate the Professional for all outstanding costs and reimbursable expenses incurred for work satisfactorily completed as of the date of written notice of termination. Professional shall maintain adequate logs and timesheets in order to verify costs incurred to that date.

2.9 **Authorization to Perform Services.** The Professional is not authorized to perform any services or incur any costs whatsoever under the terms of this Agreement until receipt of authorization from the Contract Administrator.

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

City shall furnish physical facilities such as desks, filing cabinets, and conference space, as may be reasonably necessary for Professional's use while consulting with City employees and reviewing records and the information in possession of the City. The location, quantity, and time of furnishing those facilities shall be in the sole discretion of City. In no event shall City be obligated to furnish any facility that may

involve incurring any direct expense, including but not limited to computer, long-distance telephone or other communication charges, vehicles, and reproduction facilities.

Section 4. **INSURANCE REQUIREMENTS.** Before beginning any work under this Agreement, Professional, at its own cost and expense, shall procure "occurrence coverage" insurance against claims for injuries to persons or damages to property that may arise from or in connection with the performance of the work hereunder by the Professional and its agents, representatives, employees, and subcontractors. Professional shall provide proof satisfactory to City of such insurance that meets the requirements of this section and under forms of insurance satisfactory in all respects to the City. Professional shall maintain the insurance policies required by this section throughout the term of this Agreement. The cost of such insurance shall be included in the Professional's bid. Professional shall not allow any subcontractor to commence work on any subcontract until Professional has obtained all insurance required herein for the subcontractor(s) and provided evidence thereof to City. Verification of the required insurance shall be submitted and made part of this Agreement prior to execution. Professional shall maintain all required insurance listed herein for the duration of this Agreement.

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

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

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

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

4.2.1 **General requirements.** Professional, at its own cost and expense, shall maintain commercial general liability insurance for the term of this Agreement in an amount not less than TWO MILLION DOLLARS ($2,000,000.00) and automobile liability

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

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

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

a. City and its officers, employees, agents, and volunteers shall be covered as additional insureds with respect to each of the following: liability arising out of activities performed by or on behalf of Professional, including the insured's general supervision of Professional; products and completed operations of Professional; premises owned, occupied, or used by Professional; and automobiles owned, leased, or used by the Professional. The coverage shall contain no special limitations on the scope of protection afforded to City or its officers, employees, agents, or volunteers.

b. The insurance shall cover on an occurrence or an accident basis, and not on a claims-made basis.

c. An endorsement must state that coverage is primary insurance with respect to the City and its officers, officials, employees and volunteers, and that no insurance or self-insurance maintained by the City shall be called upon to contribute to a loss under the coverage.

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

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

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

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

4.3.2 An endorsement shall state that coverage shall not be suspended, voided, canceled by either party, or reduced in coverage or in limits, except after thirty (30) days' prior written notice by certified mail, return receipt requested, has been given to the City.

4.3.3 The following provisions shall apply if the professional liability coverages are written on a claims-made form:

a. The retroactive date of the policy must be shown and must be before the date of the Agreement.

b. Insurance must be maintained and evidence of insurance must be provided for at least five (5) years after completion of the Agreement or the work, so long as commercially available at reasonable rates.

c. If coverage is canceled or not renewed and it is not replaced with another claims-made policy form with a retroactive date that precedes the date of this Agreement, Professional must provide extended reporting coverage for a minimum of five (5) years after completion of the Agreement or the work. The City shall have the right to exercise, at the Professional's sole cost and expense, any extended reporting provisions of the policy, if the Professional cancels or does not renew the coverage.

d. A copy of the claim reporting requirements must be submitted to the City prior to the commencement of any work under this Agreement.

4.4 All Policies Requirements.

4.4.1 Acceptability of insurers. All insurance required by this section is to be placed with insurers with a Bests' rating of no less than A:VII.

4.4.2 Verification of coverage. Prior to beginning any work under this Agreement, Professional shall furnish City with certificates of insurance and with original endorsements effecting coverage required herein. The certificates and endorsements for each insurance policy are to be signed by a person authorized by that insurer to bind coverage on its behalf. The City reserves the right to require complete, certified copies of all required insurance policies, at any time.

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

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

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

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

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

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

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

Section 5. INDEMNIFICATION AND PROFESSIONAL'S RESPONSIBILITIES.

5.1 **General Requirement.** Professional shall indemnify, defend with counsel selected by the City, and hold harmless the City and its officials, officers, employees, agents, and volunteers from and against any and all losses, liability, claims, suits, actions, damages, and causes of action arising out of any personal injury, bodily injury, loss of life, or damage to property, or any violation of any federal, state, or municipal law or ordinance, to the extent caused, in whole or in part, by the willful misconduct or negligent acts or omissions of Professional or its employees, subcontractors, or agents, by acts for which they could be held strictly liable, or by the quality or character of their work. The foregoing obligation of Professional shall not apply when (1) the injury, loss of life, damage to property, or violation of law arises wholly from the negligence or willful misconduct of the City or its officers, employees, agents, or volunteers and (2) the actions of Professional or its employees, subcontractor, or agents have contributed in no part to the injury, loss of life, damage to property, or violation of law. It is understood that the duty of Professional to indemnify and hold harmless includes the duty to defend as set forth in Section 2778 of the California Civil Code. Acceptance by City of insurance certificates and endorsements required under this Agreement does not relieve Professional from liability under this indemnification and hold harmless clause. This indemnification and hold harmless clause shall apply to any damages or claims for damages whether or not such insurance policies shall have been determined to apply. By execution of this Agreement, Professional acknowledges and agrees to the provisions of this Section and that it is a material element of consideration.

5.2 **PERS Indemnification.** In the event that Professional or any employee, agent, or subcontractor of Professional providing services under this Agreement is determined by a court of competent jurisdiction or the California Public Employees Retirement System

("PERS") to be eligible for enrollment in PERS as an employee of City, Professional shall indemnify, defend, and hold harmless City for the payment of any and all employee and/or employer contributions for PERS benefits on behalf of Professional or its employees, agents, or subcontractors, as well as for the payment of any penalties and interest on such contributions, which would otherwise be the responsibility of City, and any attorneys' fees and costs incurred by the City to enforce this Section.

5.3 **Design Professionals.** To the extent that the services under this Agreement include design professional services subject to California Civil Code Section 2782.8, as may be amended from time to time, Professional's duty to indemnify under Sections 5.1 and 5.2 shall only be to the maximum extent permitted by California Civil Code Section 2782.8.

Section 6. STATUS OF PROFESSIONAL.

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

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

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

Section 7. LEGAL REQUIREMENTS.

7.1 Governing Law. The laws of the State of California shall govern this Agreement.

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

7.3 Other Governmental Regulations. To the extent that this Agreement may be funded by fiscal assistance from another governmental entity, Professional and any subcontractors shall comply with all applicable rules and regulations to which City is bound by the terms of such fiscal assistance program. This Agreement utilizes grant funds from the California Wildlife Conservation Board. In accordance with the terms and conditions associated with such grant funds, Professional acknowledges and agrees that auditors for the State of California and the California Wildlife Conservation Board shall have the right to examine the records of the Professional relative to the goods, services, equipment, materials, supplies or other assistance provided to City under this Agreement.

7.4 Licenses and Permits. Professional represents and warrants to City that Professional and its employees, agents, and any subcontractors have all licenses, permits, qualifications, and approvals of whatsoever nature that are legally required to practice their respective professions. Professional represents and warrants to City that Professional and its employees, agents, any subcontractors shall, at their sole cost and expense, keep in effect at all times during the term of this Agreement any licenses, permits, and approvals that are legally required to practice their respective professions. In addition to the foregoing, Professional and any subcontractors shall obtain and maintain valid Business Licenses from City during the term of this Agreement.

7.5 Nondiscrimination and Equal Opportunity. Professional shall not discriminate, on the basis of a person's race, religion, color, national origin, age, physical or mental handicap or disability, medical condition, marital status, sex, or sexual orientation, against any employee, applicant for employment, subcontractor, bidder for a subcontract, or participant in, recipient of, or applicant for any services or programs provided by Professional under this Agreement. Professional shall comply with all applicable federal, state, and local laws, policies, rules, and requirements related to equal opportunity and nondiscrimination in employment, contracting, and the provision of any services that are the subject of this Agreement, including but not limited to the satisfaction of any positive obligations required of Professional thereby.

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

Section 8. TERMINATION AND MODIFICATION.

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

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

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

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

8.3 Amendments. The Parties may amend this Agreement only by a writing signed by all the Parties.

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

8.5 Survival. All obligations arising prior to the termination of this Agreement and all provisions of this Agreement allocating liability between City and Professional shall survive the termination of this Agreement.

8.6 **Options upon Breach by Professional.** If Professional materially breaches any of the terms of this Agreement, City's remedies shall include, but not be limited to, the following:

8.6.1 Immediately terminate the Agreement;

8.6.2 Retain the plans, specifications, drawings, reports, design documents, and any other work product prepared by Professional pursuant to this Agreement;

8.6.3 Retain a different Professional to complete the work described in Exhibit A not finished by Professional; or

8.6.4 Charge Professional the difference between the cost to complete the work described in Exhibit A that is unfinished at the time of breach and the amount that City would have paid Professional pursuant to Section 2 if Professional had completed the work.

Section 9. KEEPING AND STATUS OF RECORDS.

9.1 **Records Created as Part of Professional's Performance.** All reports, data, maps, models, charts, studies, surveys, photographs, memoranda, plans, studies, specifications, records, files, or any other documents or materials, in electronic or any other form, that Professional prepares or obtains pursuant to this Agreement and that relate to the matters covered hereunder shall be the property of the City. Professional hereby agrees to deliver those documents to the City upon termination of the Agreement. It is understood and agreed that the documents and other materials, including but not limited to those described above, prepared pursuant to this Agreement are prepared specifically for the City and are not necessarily suitable for any future or other use. City and Professional agree that, until final approval by City, all data, plans, specifications, reports and other documents are confidential and will not be released to third parties without prior written consent of both parties.

9.2 **Professional's Books and Records.** Professional shall maintain any and all ledgers, books of account, invoices, vouchers, canceled checks, and other records or documents evidencing or relating to charges for services or expenditures and disbursements charged to the City under this Agreement for a minimum of three (3) years, or for any longer period required by law, from the date of final payment to the Professional pursuant to this Agreement.

9.3 **Inspection and Audit of Records.** Any records or documents that Section 9.2 of this Agreement requires Professional to maintain shall be made available for inspection, audit, and/or copying at any time during regular business hours, upon oral or written request of the City. Under California Government Code Section 8546.7, if the amount of public funds

expended under this Agreement exceeds TEN THOUSAND DOLLARS ($10,000.00), the Agreement shall be subject to the examination and audit of the State Auditor, at the request of City or as part of any audit of the City, for a period of three (3) years after final payment under the Agreement.

Section 10 MISCELLANEOUS PROVISIONS.

10.1 Attorneys' Fees. If a Party to this Agreement brings any action, including an action for declaratory relief, to enforce or interpret the provision of this Agreement, the prevailing Party shall be entitled to reasonable attorneys' fees in addition to any other relief to which that Party may be entitled. The court may set such fees in the same action or in a separate action brought for that purpose.

10.2 Venue. In the event that either Party brings any action against the other under this Agreement, the Parties agree that trial of such action shall be vested exclusively in the state courts of California in the County of Sacramento or in the United States District Court for the Eastern District of California.

10.3 Severability. If a court of competent jurisdiction finds or rules that any provision of this Agreement is invalid, void, or unenforceable, the provisions of this Agreement not so adjudged shall remain in full force and effect. The invalidity in whole or in part of any provision of this Agreement shall not void or affect the validity of any other provision of this Agreement.

10.4 No Implied Waiver of Breach. The waiver of any breach of a specific provision of this Agreement does not constitute a waiver of any other breach of that term or any other term of this Agreement.

10.5 Successors and Assigns. The provisions of this Agreement shall inure to the benefit of and shall apply to and bind the successors and assigns of the Parties.

10.6 Use of Recycled Products. Professional shall prepare and submit all reports, written studies and other printed material on recycled paper to the extent it is available at equal or less cost than virgin paper.

10.7 Conflict of Interest. Professional may serve other clients, but none whose activities within the corporate limits of City or whose business, regardless of location, would place Professional in a "conflict of interest," as that term is defined in the Political Reform Act, codified at California Government Code Section 81000 *et seq.*

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

Professional hereby warrants that it is not now, nor has it been in the previous twelve (12) months, an employee, agent, appointee, or official of the City. If Professional was an employee, agent, appointee, or official of the City in the previous twelve months, Professional warrants that it did not participate in any manner in the forming of this Agreement. Professional understands that, if this Agreement is made in violation of Government Code §1090 *et.seq.*, the entire Agreement is void and Professional will not be entitled to any compensation for services performed pursuant to this Agreement, including reimbursement of expenses, and Professional will be required to reimburse the City for any sums paid to the Professional. Professional understands that, in addition to the foregoing, it may be subject to criminal prosecution for a violation of Government Code § 1090 and, if applicable, will be disqualified from holding public office in the State of California.

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

10.9 **Contract Administration.** This Agreement shall be administered by Jesse Yabes, P.E. ("Contract Administrator"). All correspondence shall be directed to or through the Contract Administrator or his or her designee.

10.10 **Notices.** Any written notice to Professional shall be sent to:
Matt Brogan, P.E.
701 University Ave, Ste 200
Sacramento, CA 95825

Email Address (for Insurance Update Requests)
jpangburn@markthomas.com

Any written notice to City shall be sent to:
Jesse Yabes, P.E.
2729 Prospect Park Drive
Rancho Cordova, CA 95670

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

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

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

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

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

CITY OF RANCHO CORDOVA

_____

Micah Runner, City Manager

Date: _____

Attest:

Stacy Leitner, CMC, City Clerk

Date: _____

Approved as to Form:

_____

Adam U. Lindgren, City Attorney

PROFESSIONAL

_____

Matt Brogan, P.E., Vice President

Date: _____

EXHIBIT A

SCOPE OF SERVICES

SCOPE OF WORK

PROJECT UNDERSTANDING

Rossmoor Bar is located along the American River Parkway, in Rancho Cordova, CA. The project will formalize and enhance the recreational hiking trail system to improve accessibility, navigability, and engagement with the natural environment. The project will include surface improvements of existing established dirt trails with decomposed granite and trail borders. The surface improvements will result in a more comfortable walking experience for all users. Americans with Disabilities Act (ADA) standards for accessible pathways will be incorporated where feasible. No biking will be allowed.

As a focus on trail user experience, the project will include enhancements to the existing trailhead locations and the addition of interpretive and wayfinding signage for established trail routes. Portions of existing "social trails" will be closed to promote use of the formalized trails and to reduce disturbance to the natural environment. To maximize recreational benefit and encourage ongoing use of the new formalized trails, their alignments will be of a natural form responding to vegetation, landform, and scenic view opportunities. The Project will be consistent with the County's American River Parkway Plan and Natural Resource Management Plan.

This scope of work is consistent with the "planning" phase grant awarded by the Wildlife Conservation Board. This scope will include concept plans, topographic surveys, public outreach, design plans to 65% level, and resource agency permit applications. Final Design and Construction Documents are not included with this scope of work.

The date of completion of this agreement is December 31, 2025.

TASK 1. PROJECT MANAGEMENT

Mark Thomas will provide overall consultant team management and leadership for the scope of services described herein. The specific activities and sub-tasks associated with this task are detailed below:

Task 1.1. Project Administration / Project Coordination

Mark Thomas will prepare and submit monthly progress reports identifying work performed on each task in the preceding month. The monthly summary will show total charges made to each task, the contract budget for each task, reallocated budget amounts, prior billing amount, current billing, total billed to date, and a total percentage billed to date. An engineering progress report will also accompany the monthly reports and will include subconsultant charges for each sub-task with an estimated percent completed of work.

Task 1.2. Project Management and Control

Mark Thomas will prepare a detailed critical path method (CPM) schedule to reflect plan and progress of Services and to serve as a master schedule for the Project. The schedule will be updated monthly to include key milestones and tasks completed. This task also includes preparation and maintenance of an action item log, project files, Submittals Log Registry, Risk Registry, Risk Management Plan and Project Management Plan. The Team assumes the total Project timeline to cover 12 months, from the kick-off meeting to the 65% submittal milestone.

Task 1.3. Meeting Preparation and Attendance

Mark Thomas will arrange and conduct project team coordination calls, PDT meetings, focus meetings, and field reviews for the project. Mark Thomas will prepare and submit all meeting agendas one (1) week prior to the relevant meeting date and distribute draft meeting minutes for review within ten (10) working days after each meeting. Final meeting minutes will be distributed to the PDT incorporating relevant comments received on draft meeting minutes. PDT members are likely to include members of the consultant team and the City of Rancho Cordova. The anticipated meetings are outlined in further detail below:

Project Initiation and Kick-off Meeting (1) - Consultant team will attend one Project kick-off meeting via teleconference with the City. As an integral element of Project kick-off, the Team will begin preparation of the data needs list as part of this meeting.

Field Review Meetings (2) - Project manager and select members of the technical team will conduct up to two (2) field reviews of the Project corridor and potential alternative sites to capture additional details needed to support an understanding of any environmental constraints, challenges, and/or opportunities. The Team will also rely on site photos to supplement existing conditions information. The field review meetings will be documented with brief memoranda to file.

Project Development Team (PDT) Meetings (12) – Consultant team will up to twelve (12) Project team meetings via a virtual platform (e.g., MS Teams, Zoom) with City staff.

Environmental Focus Meetings (3) – So that the approval and implementation schedule objectives are satisfied, the Team assumes environmental focus meetings will include three (3) coordination meetings with the City. These meetings are expected to be targeted and focused environmental meetings that will provide move the environmental deliverables forward. The meetings will occur over a virtual platform with follow-up correspondence occurring electronically via email and phone calls.

WCB Grant Management Meetings (2) - Mark Thomas will support the City to coordinate and attend up to Two (2) coordination meetings with the WCB to resolve technical issues or discuss grant administration.

City Council Presentations (2): This task includes up to two (2) additional meetings for presenting the project to the County Council, or other stakeholder groups as required.

TASK 1 DELIVERABLES:

- CPM Schedule Updates (up to 12)
- PDT Meeting Agendas and Minutes (up to 12)
- Environmental Focus Meeting Agendas and Minutes (up to 3)
- Monthly Invoices and Progress Reports (up to 12)
- Field Review Memoranda (2)
- Action Item Log Updates (Following each PDT)
- Data Request List
- *All deliverables to be submitted in .pdf format unless specifically stated otherwise.*

TASK 2. TRAIL CONCEPT DEVELOPMENT

Trail improvement concepts will be prepared to facilitate initial stakeholder and public engagement activities.

Task 2.1. Trail Alternative Development

Two (2) alternative concepts will be developed, mapping the proposed trail routes, sign locations, inspiration for interpretive signs and wayfinding signs (Task 2.2), and cross-sections showing surface trail improvements.

Task 2.2. Interpretive Signs and Trail Amenities

In support of the alternatives developed in Task 2.1, the project team will develop theming and concept design/inspiration for interpretive signs and wayfinding signs. Inspiration for the interpretive signs may be historic, cultural, or natural (flora and fauna). This task is limited to the development of subjects, inspiration, and concepts only. Mark Thomas will collaborate with a qualified artist to prepare artwork for the signs. A wayfinding signage conceptual program will be developed for the project's trail network. This program will highlight sign designs inspired by a theme developed with feedback from the public and project team and will be unique to Rossmoor Bar area. Trailhead improvements will be showcased with color rendered concept plans for two (2) trailheads. Trailheads will be sited adjacent to existing parking areas.

TASK 2 DELIVERABLES:

- Draft and Final Versions of Trail Concept Drawings - 2 Alternatives
- Interpretive Sign Concepts
- Two Trailhead Concept Plans
- All deliverables to be submitted in .pdf format unless specifically stated otherwise.

TASK 3. PUBLIC AND STAKEHOLDER ENGAGEMENT

Task 3.1. Stakeholder Meetings

Mark Thomas anticipates attending up to eight (8) key stakeholder meetings, as directed by the City. The potential stakeholders include but are not limited to the following:

- Sacramento Regional Parks
- Soil Born Farms
- Cordova Community Council
- Cordova Recreation and Park District
- American River Parkway Foundation
- Rotary Club of Rancho Cordova
- Folsom-Cordova School District

Mark Thomas will prepare meeting summaries and action item lists following each meeting. All input from the key stakeholders will be tabulated for use in developing the 65% plans.

Task 3.2. Community Meetings

Two (2) in-person community meetings will be held to gather feedback and support for the project. The meetings will be focused on the following neighborhood groups:

- Cordova Meadows
- Cordova Gardens
- Mills Ranch
- Sunriver
- Rossmoor

Task 3.3. On-Line Survey

Mark Thomas will support the city in the preparation of a Metroquest survey to gather public feedback for the project. Mark Thomas will attend one (1) meeting to discuss the survey layout and content. Mark Thomas will also prepare up to six (6) graphics pieces to be included in the survey. The city will work with others to prepare the survey, administer the survey, and gather a summary report.

TASK 3 DELIVERABLES

- Stakeholder Meeting Attendance and Summaries (8)
- Community Meeting Attendance and Summaries (2)
- Graphic Pieces to Support On-Line Metroquest Survey (up to 6)
- *All deliverables to be submitted in .pdf and Word format unless specifically stated otherwise.*

TASK 4. ENGINEERING, DESIGNS, AND ESTIMATES

The project team will prepare 65% drawings and will refine the design and project footprint in preparation for permitting.

Task 4.1. Civil Engineering Design and Base Mapping

Task 4.1.1. Topographic Base Mapping

Mark Thomas will establish control by GPS and conventional methods, based horizontally on the California Coordinate System North American Datum of 1983 (NAD83) in U.S. Survey feet and vertically based on the North American Vertical Datum of 1988 (NAVD88). Project control will be established based upon GPS ties to the California Spatial Reference Center (CSRC) network. Local project control will be set, as needed, based upon the project control network. This scope assumes no record of survey will be required.

Mark Thomas will perform field surveys to collect topographic data within the project limits intended to serve as the basis for design work for the project. The mapping will be at a scale of 1" =50' and will have a one-foot contour intervals. The topographic survey will include, but not be limited to, flowlines, grade breaks, pavement limits, pathway limits, surface visible utilities, trees and driplines, fences, signs, and guard rails.

Mark Thomas will engage with the utility owners to verify mapping of existing facilities. Utility records will be added to the base map in ACAD. An amended scope of work will be required if potholing is required, as potholing is excluded from this scope of service.

Task 4.1.2. Civil Engineering Plans

The Mark Thomas team will prepare 65% Plans and Estimate for the Rossmoor Bar Trail Enhancements. Plans will be prepared consistent with City of Rancho Cordova Standard. It is anticipated that the following sheets will be prepared:

Description	Scale	Estimate Sheet Count
Title Sheet	N/A	1
Typical Cross Sections	N/A	2
Key Map	1" = 200'	1
Project Control	1" = 200'	1
Layouts	1" = 50'	4
Profile	1" = 50'H(H); 1" = 5'(V)	4
Construction Details	Varies	4
Water Pollution Control Plans	1" = 50'	4
Total Estimated Plan Sheets		21

Task 4.2. Planting, Irrigation and Trail Amenity Plans

The Mark Thomas Landscape Architecture Team will prepare 65% level planting plans, irrigation plans, and trail amenity plans. Irrigation plans will identify points of connection to the water meters, mainlines, and other master overall system elements. Comments received on the conceptual planting palette and landscape guidelines will be considered and addressed in the 65% PS&E and responded to in the comment response matrix. Draft specifications will be provided for landscape and irrigation elements. Landscape and irrigation details and specifications will be provided. Mark Thomas will not provide structural, utility, or electrical design in relation to the landscape plans and specifications. Erosion control seed mix will be recommended for approval by the Sacramento County Parks Department.

Description	Scale	Estimate Sheet Count
Way Finding Sign Plan	1" =50'	4
Irrigation Plan	1" = 20' and varies	6
Planting Plan	1" =20' and varies	6
Irrigation Details	Varies	3
Planting Details	Varies	1
Total Estimated Plan Sheets		20

TASK 4 DELIVERABLES:

- 65% Civil Plans (11x17 PDF)
- 65% Planting, Irrigation, and Trail Amenity Plans
- 65% Engineers Estimate (MS Excel, PDF)
- Topographic Base Mapping (1" =50' Scale) (ACAD Civil 3D)
- Utility Base Mapping (ACAD Civil 3D); Pothole Report (PDF, if required)

TASK 5. ENVIRONMENTAL REVIEW AND PERMITTING

Task 5.1. CEQA EIR Addendum

LSA will prepare an Addendum to the American River Parkway Plan Environmental Impact Report (EIR) with supporting biological and cultural resources technical memorandums, as described in Tasks 5.2 and 5.3 below. In accordance with Section 15164 of the CEQA Guidelines, a lead agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred. Those conditions include substantial changes to the project or with respect to the circumstances under which the project is undertaken, or new information of substantial importance, which result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Thus, the EIR Addendum will demonstrate that the Rossmoor Bar trail enhancements would involve no substantial changes or new significant impacts that were not considered in the previous EIR. This scope of work assumes that the proposed trail improvements would not result in new significant impacts or an increase in the severity of a previously identified impact, as identified in the American River Parkway Plan EIR.

Task 5.1.1. Administrative Draft EIR Addendum

LSA will prepare an Administrative Draft EIR Addendum for review by the City of Rancho Cordova. The EIR Addendum will be formatted as a memorandum and will include an introduction with a brief description of the American River Parkway Plan and the Rossmoor Bar trail improvements, as well as a description of the required contents and applicability of preparing an EIR Addendum. The Administrative Draft EIR Addendum will evaluate whether any new significant environmental effects or a substantial increase in the severity of previously identified significant effects will occur. The results of the biological and cultural resources analyses, described below, will be reflected in the Administrative Draft EIR Addendum. The Administrative Draft EIR Addendum will be transmitted electronically for City review.

Task 5.1.2. Review Draft EIR Addendum

LSA will respond to City comments on the Administrative Draft EIR Addendum, complete necessary revisions, and resubmit the document for City approval. The Draft Final EIR Addendum will be transmitted electronically for City review. Consistent with requirements under CEQA, LSA does not anticipate that a public review meeting or public circulation will be required as part of this process.

Task 5.1.3. Final EIR Addendum

LSA will incorporate the final comments and responses into the Final EIR Addendum and will submit an electronic copy to the city.

Task 5.2. Aquatic Resources Delineation Report

LSA will conduct an aquatic resources delineation to identify wetlands or other waters potentially subject to regulation by the United States Army Corps of Engineers (USACE) and/or the Regional Water Quality Control Board (RWQCB). Any resources subject to California Department of Fish and Wildlife (CDFW) jurisdiction will also be identified. The results of the delineation field work will be documented in a letter report prepared in accordance with the USACE Minimum Standards for Acceptance of Aquatic Resources Delineation Reports, dated January 2016 and the USACE Regulatory Guidance Letter 16-01 (October 2016) regarding Preliminary Jurisdictional Delineations. The report will include a description of the setting, a discussion of the methods and results, the completed wetland data forms, location and vicinity maps, and a preliminary delineation map showing the limits of all potential jurisdictional waters of the United

States (U.S.) and State on the site. If requested by the USACE, LSA will conduct a field verification with USACE staff and revise the delineation map based on the field verification visit.

Task 5.3. Biological Resources Technical Report

LSA will evaluate the biological resources present on the project site and determine project effects to those resources consistent with CEQA. A key objective of the evaluation will be to identify any special-status plant or wildlife species, or sensitive habitats, which may be affected by the project. Prior to a field survey, LSA will conduct a biological resources records search of the California Natural Diversity Database (CNDDB) and the United States Fish and Wildlife Services' Information for Planning and Consultation online database. LSA will review the databases for known occurrences of special-status biological resources in the project area, as well as the American River Parkway Plan EIR and American River Natural Resource Management Plan EIR.

Following the background review, LSA will conduct a 2-day general field survey of the project site to map plant communities and assess habitat conditions, as well as to evaluate potential impacts to sensitive biological resources from the proposed project. The survey will be timed in early spring to help inform the design process. The survey will be conducted on foot, walking the perimeter and throughout the project site. Any observations of rare plant and/or wildlife species on the project site will be mapped. If the general field survey indicates that there is habitat for special-status plants within the project site, LSA will conduct one focused survey to determine if these species occur on the project site. The surveys will be scheduled to coincide with the normal blooming periods of the target species to ensure that they are readily identifiable during the survey. Elderberry shrubs, the host plant for the federally listed valley elderberry longhorn beetle (VELB), may also be mapped for avoidance during the focused survey.
The results of the background review and field surveys will be documented in a biological resources technical report addressing CEQA requirements. The report will include a discussion of the land cover/vegetation communities present on the site, as well as a discussion of plant and animal species occurring (or expected to occur) on the site based on the communities present. Any sensitive biological resources identified will be mapped on an aerial photo exhibit. The report will include a quantitative assessment of potential project impacts on sensitive biological resources, and recommended mitigation measures consistent with the American River Parkway Plan EIR will be provided.
While LSA anticipates that potential impacts to sensitive biological resources, including listed species, will be avoided or minimized to the extent feasible as part of the design process, based on a review of the American River Parkway Plan EIR and LSA's knowledge of the project area, the trail improvements have the potential to impact VELB. If needed, LSA will prepare a succinct Biological Assessment to facilitate Section 7 consultation with the United States Fish and Wildlife Service (USFWS) as part of this task.

Task 5.4. Cultural Resource Section 106 Report

LSA will coordinate with the project team to develop an Area of Potential Effects (APE) map for the project, conduct a record search and literature review, and contact the Native American Heritage Commission for a review of its Sacred Lands File. Once the results of the record search have been obtained, LSA will conduct a pedestrian field survey of the project site to identify resources within the project. The survey will be timed in early spring to help inform the design process. The results of the background review and field survey will be documented in a cultural resource report consistent with Section 106 of the National Historic Preservation Act (NHPA) if a Section 404 permit from the USACE is anticipated. Mitigation measures will be prepared to avoid potential project impacts to resources, as needed, consistent with the American Parkway Plan EIR. LSA has also budgeted to assist with Native American consultation under Section 106 of the NHPA or as specified by Assembly Bill 52, if requested by the city. Based on the results of the record search, field survey, and cultural resources report, additional evaluation may be necessary consistent with Task 5.5 if cultural resources are identified within the APE.

Task 5.5. Cultural Resources Testing / Evaluation (Optional Task)

Consistent with the existing mitigation measures in the EIR, any cultural resources found in the project during the record search or survey will need to be recorded/updated and a subsurface testing program developed and implemented to determine the significance of the resource, followed by preparation of a descriptive evaluation report describing such finds. Significant/important cultural resources will be avoided by the project and no data recovery will be required.

Task 5.6. CDFW 1602 Notification

Riparian vegetation removal along the American River will require a Streambed Alteration Agreement from CDFW. LSA will submit a notification of streambed alteration to CDFW. The notification will also include a revegetation plan for approval by CDFW. A processing fee will be included with the notification (to be provided by the city).

Task 5.7. USACE Section 404 Permit Application

For any impacts to waters of the U.S. regulated by the USACE, LSA will submit a Preconstruction Notification (PCN) to the USACE requesting verification that the project can be authorized under one or more Nationwide Permits consistent with Section 404 of the Clean Water Act (CWA). The PCN will also include the aquatic resources delineation report, biological assessment (if needed), and Section 106 report.

Task 5.8. RWQCB Section 401 Permit Application

For any impacts to waters of the State regulated by the RWQCB, LSA will submit an application for water quality certification consistent with Section 401 of the CWA. The application will include a simple Alternatives Analysis, documenting how impacts to waters of the State have been avoided to the maximum extent feasible. LSA will coordinate with the project engineer, as needed, to obtain input on the previously reviewed alternatives. An application fee will be included with the application (to be provided by the city).

Task 5.9. USACE Section 408 Permit Application

The project will require a Section 408 permit from the USACE for construction work within a federally regulated floodplain. The project team will apply to the USACE to obtain the authorization for work within the floodplain. LSA will prepare a screening memo that will include the Checklist for *Categorical Permission (CP) 22 Trails, Roads, and Ramps* and exhibits of the project area. The memo will be used as the basis for engaging the USACE Section 408 Unit in discussion.

Task 5.10. CVFPB Encroachment Permit Application

Mark Thomas will prepare documentation to achieve Project Approval from Caltrans. This scope assumes that both a Draft Project Report (DPR) and Project Report will be prepared and submitted to Caltrans for approval. In the Caltrans project development system, a "Draft Project Report" is prepared as a standalone, approved document that identifies the project design alternatives engineering features which are being included in the circulated Draft Environmental Document. Approval of the DPR is required to circulate the environmental document. DPR will be prepared and approved by Caltrans ahead of Draft Environmental Document Circulation.

An encroachment permit is required from the Central Valley Flood Protection Board (CVFPB) for work within a designated floodway. The project team will submit an application to the CVFPB to obtain the authorization for work within the floodway. An application fee must be included with the application (to be provided by the city).

Task 5.11. Environmental Project Management

LSA's project manager will manage the day-to-day activities associated with the project and monitor the scope, budget, and scheduling of the project. LSA staff will also participate in conference calls with the project team and regulatory agency staff, as needed, throughout the project duration. We have budgeted for up to six virtual project meetings, including a project kick-off meeting and other meetings with the project team as needed.

TASK 5 DELIVERABLES:

- Task 5.1 Administrative Draft EIR Addendum (MS Word)
- Task 5.1 Review Draft EIR Addendum (MS Word)
- Task 5.1 Final EIR Addendum (PDF)
- Task 5.2 Draft Aquatic Resources Delineation Report (PDF)
- Task 5.2 Final Aquatic Resources Delineation Report (PDF)
- Task 5.3 Draft Biological Resources Technical Report (PDF)
- Task 5.3 Final Biological Resources Technical Report (PDF)
- Task 5.4 Draft Cultural Resources Section 106 Report (PDF)
- Task 5.4 Final Cultural Resources Section 106 Report (PDF)
- Task 5.5 Draft Cultural Resources Evaluation Report (PDF)
- Task 5.5 Final Cultural Resources Evaluation Report (PDF)
- Task 5.6 CDFW 1602 Notification (PDF)
- Task 5.6 CDFW Habitat Restoration Plan (PDF)
- Task 5.7 USACE Section 404 Permit Application (PDF)
- Task 5.8 RWQCB Section 401 Permit Application (PDF)
- Task 5.9 CVFPB Permit Application / CP Request (PDF)

SCOPE ASSUMPTIONS / EXCLUSIONS

- General
  - No traffic or pedestrian counts will be included with this scope.
  - Drainage design will be limited to trailhead areas only. It is assumed that no drainage systems will be required for trails.
  - Scope assumes two (2) concept alternatives that will be presented to the public. A single alternative will be carried to the 65% design phase.
  - 95%, 100%, and Final submittals are not included in this scope.
  - SWPPP is not included in this scope.
  - No Potholing of existing utilities is included with this scope.
  - Detailed right of way surveys not included with this scope. We have assumed all improvements are within County lands.
  - No preliminary title reports will be ordered.
  - Geotechnical field work and analysis are not included in this scope of work.
- Environmental Technical Reports Assumptions
  - All permitting fees will be paid by the city.

EXHIBIT B

COMPENSATION SCHEDULE

COST PROPOSAL FOR PROJECT SCOPE: Rancho Cordova - Rossmoor Bar Trail Enhancements

		Project Manager $272	Project Engineer $194	Design Engineer I $135	Survey Manager II $280	Project Surveyor III $225	Survey Technician II $140	2-Person Crew (OE3)* $335	LAUD Division Manager $292	LAUD Project Manager $243	Landscape Architect $182	Landscape Designer I $116	Sr. Project Accountant $179	Sr. Project Coordinator $173	Graphic Designer $161	Total Hours	Total MT Cost	Subconsultants: LSA	Subconsultants: INTERPRETIVE SIGN ARTIST	TOTAL COST
1.0	**PROJECT MANAGEMENT**																			
1.1	Project Administration / Coordination	24											4	8		36	$8,628		-	$8,628
1.2	Project Management and Control	24											4	8		36	$8,628		-	$8,628
1.3	Meeting Preparation and Attendance	80														80	$21,760		-	$21,760
	Subtotal Phase 1	**128**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**16**	**0**	**152**	**$39,016**	**$0**	**$0**	**$39,016**
2.0	**CONCEPTS & ALTERNATIVES**																			
2.1	Trail Alternative Development	4	16	80												100	$14,992	-	-	$14,992
2.2	(LAUD) Interpretive Signs and Trail Amenities								2	8	40					50	$9,808	-	5,000	$14,808
	Subtotal Phase 2	**4**	**16**	**80**	**0**	**0**	**0**	**0**	**2**	**8**	**40**	**0**	**0**	**0**	**0**	**150**	**$24,800**	**$0**	**$5,000**	**$29,800**
3.0	**PUBLIC & STAKEHOLDER ENGAGEMENT**																			
3.1	Stakeholder Meetings	8	12	24											6	50	$8,710	-	-	$8,710
3.2	Community Meetings	8	12	24											14	58	$9,998	-	-	$9,998
3.3	On-Line Survey	8	12	8											12	40	$7,516	-	-	$7,516
	Subtotal Phase 3	**24**	**36**	**56**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	**148**	**$26,224**	**$0**	**$0**	**$26,224**
4.0	**ENGINEERING DESIGNS & ESTIMATES**																			
4.1	Civil Engineering Design and Base Mapping															0	$0	-	-	$0
4.1.1	(SURVEY) Topographic Base Mapping				2	8	44	34								88	$19,910	-	-	$19,910
4.1.2	Civil Engineering Plans	32	80	284												396	$62,564	-	-	$62,564
4.2	(LAUD) Planting, Irrigation, and Trail Amenity Plans								4	16	64	200				284	$39,904	-	-	$39,904
	Subtotal Phase 4	**32**	**80**	**284**	**2**	**8**	**44**	**34**	**4**	**16**	**64**	**200**	**0**	**0**	**0**	**768**	**$122,378**	**$0**	**$0**	**$122,378**
5.0	**ENVIRONMENTAL REVIEW & PERMITTING**																			
5.1	CEQA EIR Addendum	6	8	6												20	$3,994	27,790	-	$31,784
5.2	Aquatic Resources Delineation Report	2	2	4												8	$1,472	22,910	-	$24,382
5.3	Biological Resources Technical Report	4	4	4												12	$2,404	22,910	-	$25,314
5.4	Cultural Resources Section 106 Report	4	6	8												18	$3,332	28,561	-	$31,893
5.5	Cultural Resources Testing / Evaluation (NOT AUTHORIZED)	2	2	4												8	$1,472	105,000	-	$106,472
5.6	CDFW 1602 Notification	4	0	0												4	$1,088	16,043	-	$17,131
5.7	USACE Section 404 Permit Application	2	4	6												12	$2,130	10,640	-	$12,770
5.8	RWQCB Section 401 Permit Application	1	1	1												3	$601	12,917	-	$13,518
5.9	USACE Section 408 Permit Application	6	8	26												40	$6,694	4,099	-	$10,793
5.10	CVFPB Encroachment Permit Application	6	8	26												40	$6,694	4,099	-	$10,793
5.11	Environmental Project Management															0	$0	16,053	-	$16,053
	Subtotal Phase 5	**37**	**43**	**85**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**165**	**$29,881**	**$271,019**	**$0**	**$300,900**
6.0	**CONTINGENCY**																			
6.1	Contingency																$55,426	-	-	$55,426
	Subtotal Phase 6	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$55,426**	**$0**	**$0**	**$55,426**
TOTAL HOURS		**225**	**175**	**505**	**2**	**8**	**44**	**34**	**6**	**24**	**104**	**200**	**8**	**16**	**32**	**1383**				
ANTICIPATED SALARY INCREASE																	**$0**	**$0**	**$0**	**$0**
OTHER DIRECT COSTS																	**$2,494**	**$4,262**	**$0**	**$6,756**
TOTAL COST		**$61,200**	**$33,950**	**$68,175**	**$560**	**$1,800**	**$6,160**	**$11,390**	**$1,752**	**$5,832**	**$18,928**	**$23,200**	**$1,432**	**$2,768**	**$5,152**		**$300,219**	**$275,281**	**$5,000**	**$580,500**

Please note that the rates shown are for estimating purposes only.
See rate schedule for actual rates/ranges.

MEMORANDUM

ITEM 9.3.

DATE: January 16, 2024

TO: Honorable Mayor and Council Members

FROM: Albert Stricker, Public Works Director
Quoc Nham, Senior Civil Engineer

SUBJECT: **A RESOLUTION AUTHORIZING THE CITY MANAGER TO APPROVE THE FINAL MAP OF THE RANCH VILLAGE 1, SUBDIVISION NO. FM-2021-002-14 AND EXECUTE SUBDIVISION IMPROVEMENT AGREEMENT CONTRACT NO. 2023-255 WITH K. HOVNANIAN AT JAEGER RANCH, LLC**

RECOMMENDATION

Adopt the Resolution.

RESULT OF RECOMMENDED ACTION

Adoption of the Resolution would result in the City entering into Subdivision Improvement Agreement Contract No. 2023-255 (Attachment 2) with K. Hovnanian at Jaeger Ranch, LLC., guaranteeing the construction of public roads and utilities and the recording of the final subdivision map of The Ranch Village 1 (Attachment 3) creating 86 residential lots, 1 protected drainage area, 1 open space buffer area, and 1 passive green area located north of Chrysanthy Boulevard and east of Rancho Cordova Parkway.

BACKGROUND

The map has been examined and checked for compliance with Title 22 of the City of Rancho Cordova Municipal Code and the California Subdivision Map Act. The City Council approved the Small Lot Tentative Map on January 6, 2020. A Development Agreement between the City and K. Hovnanian at Jaeger Ranch, LLC. was entered into on February 21, 2020, and recorded on May 1, 2020, in the Official Records of Sacramento County as Document No. 202005010617. A copy of the final map, Attachment 3, and copy of the vicinity map, Attachment 4, are included with this Staff Report.

Roads are offered for dedication with this subdivision. K. Hovnanian at Jaeger Ranch, LLC. has provided a performance and labor and material bond guaranteeing the construction of the public improvements. Wood Rodgers, Inc. has waived the requirement for a bond to guarantee payment for setting the survey monuments with the subdivision. The soil report requirement has been satisfied by Wallace-Kuhl and Associates dated September 26, 2019.

There are no delinquent taxes against the property and the Tax Collector has so certified. The 2022/2023 estimated taxes have been secured with the Sacramento County Tax Collector.

FISCAL IMPACT AND FUNDING SOURCE

There is no fiscal impact to the City.

ATTACHMENT(S)

1. Resolution
2. Contract 2023-255 The Ranch
3. Final Map for The Ranch
4. Vicinity Map The Ranch

CITY OF RANCHO CORDOVA

RESOLUTION NO. XX-2024

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA, STATE OF CALIFORNIA, APPROVING THE FINAL MAP OF THE RANCH VILLAGE 1, SUBDIVISION NO. FM-2021-002-14 AND AUTHORIZING THE CITY MANAGER TO EXECUTE SUBDIVISION IMPROVEMENT AGREEMENT NO. 2023-255 WITH K. HOVNANIAN AT JAEGER RANCH, LLC

WHEREAS, the City Council approved the Small Lot Tentative Map on January 6, 2020, per Resolution No. 5-2020; and

WHEREAS, the Final Map is in substantial compliance with the approved Tentative Map; and

WHEREAS, the conditions of approval have been complied with; and

WHEREAS, the Final Map complies with Title 22 of the City of Rancho Cordova Municipal Code and the California Subdivision Map Act; and

WHEREAS, the approval of Final Map is exempt from review under the California Environmental Quality Act (CEQA) pursuant to CEQA Regulation Section 15268(b)(3) as a ministerial approval; and

WHEREAS, the City desires to enter into a subdivision improvement agreement with the developer to ensure necessary public improvements are completed and secured with a bond.

NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA does approve the Final Map of The Ranch Village 1 Subdivision No. FM-2021-002-14 and does authorize the City Manager to execute Subdivision Improvement Agreement No. 2023-255 with K. Hovnanian at Jaeger Ranch, LLC., in a form approved by the City Attorney.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 16th day of January 2024 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

_____
David Sander, Mayor

_____
Stacy Leitner, CMC
City Clerk

SUBDIVISION IMPROVEMENT AGREEMENT

THE RANCH VILLAGE 1
SUBDIVISION NO. FM-2021-002-14

THIS SUBDIVISION IMPROVEMENT AGREEMENT (hereinafter, "Agreement") entered into this _____day of _____, 20__, by and between the City of Rancho Cordova, (hereinafter "City"), a California municipal corporation, and **K. Hovnanian at Jaeger Ranch, LLC**, a California limited liability company (hereinafter "Principal").

RECITALS

WHEREAS, Section 66462 of the Government Code provides that if the work of improvement required therein is not completed prior to the acceptance of a final subdivision map, the owner of the subdivision may enter into an agreement with the City to perform the work of improvement as required by said sections in consideration of the acceptance of said final subdivision map by the City; and

WHEREAS, Section 66499 of the Government Code requires that said agreement be secured by a surety bond or by an instrument of credit issued by a financial institution subject to regulation by the State or federal governments or by a cash deposit; and

WHEREAS, Section 66499.3 establishes the types and amount of security to guarantee the performance of any such improvement agreement; and

WHEREAS, City and Principal desire to enter into an improvement agreement as authorized by the Subdivision Map Act under the terms and conditions hereinafter set forth.

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

1. **Incorporation of Recitals**. The foregoing recitals are hereby incorporated by reference.

2. **Findings and Conditions of Subdivision Map**. Principal recognizes that approval of its subdivision was subject to the findings and conditions attached to such approval and hereby acknowledges and agrees to be bound by such findings and conditions.

3. **City Approval of Subdivision Map**. City agrees to approve the final map of the subdivision presented to it by Principal and designated **The Ranch Village 1, Subdivision No. FM-2021-002-14** (the "**Subdivision**") and to accept on behalf of the public all lands, rights of way and easements therein offered in dedication, in accordance with the conditions hereinafter set forth.

4. **Completion of Improvements**. In consideration of such approval, Principal agrees to complete the work of improvement required for said Subdivision in accordance with the requirements of the Rancho Cordova Municipal Code and such standard specifications created by applicable City ordinances or resolutions which are in effect at the time of the installation of said improvements. The work required may lie within or outside the Subdivision and must be completed within **24** months of the date of this Agreement.

5. **Payment For Services**. Principal further agrees to promptly pay, when due, all costs for plan checking, inspection services and material testing performed by City pursuant to the requirements of Sections 12.03.210 et. seq. of the Rancho Cordova Municipal Code for the Subdivision.

6. **Acceptance of Improvements**. Upon satisfactory completion of all public improvements in accordance with standard specifications created by City ordinances or resolutions which are in effect at the time of the installation of said improvements, City agrees to accept for maintenance the work of improvement within the dedicated parcels shown on said final subdivision map, and any off site easements granted, subject to the provisions of paragraph 8 hereof. Acceptance will be postponed until such time the City determines a public purpose exists. Public Purpose is defined as existence of habitable structures within the Subdivision.

7. **Notice of Commencement of Work**. Principal shall notify the City Engineer in writing of the commencement of the work of improvements.

8. **Correction of Defects**. Principal agrees to remedy any defects in the improvements that are the subject of this Agreement arising from faulty or defective construction of said improvements occurring within twelve months after acceptance thereof by City.

9. **Indemnity**. Principal shall indemnify and hold harmless with counsel selected by the City, the City, its agents, officers, consultants, and employees from any and all loss, damage or liability arising out of or resulting from Principal's performance or non-performance of his duties and obligations under this Agreement, or from the negligent act or omission of himself, his agents, servants and employees. Principal shall, at his own cost and expense, defend any and all actions, suits, or legal proceedings arising out of or resulting from the performance or nonperformance of this Agreement, that may be brought or instituted against the City, its officers and employees, on any such claim or demand, and pay or satisfy any judgment that may be rendered against the City in any such action, suit or legal proceedings, or result thereof, regardless whether caused in part by a party indemnified

hereunder

10. **Extension of Completion Date.** If the construction of the work or improvement should be delayed without fault of Principal, the time for completion thereof may be extended by City for such period of time as City may deem reasonable.

11. **Improvement Security.** (a) Principal shall obtain and furnish to City an improvement security consisting of a surety bond in favor of City, issued by a corporate surety authorized to do business in the State of California, and in form approved by City, securing the faithful performance by Principal of the work of improvement required, and also securing the payment of the costs and interest, if any, due under Sections 12.030.210 et seq. of the Rancho Cordova Municipal Code, as provided in Paragraph 5 herein and an additional bond issued by a corporate surety authorized to do business in the State of California, in the amount of not less than 50 percent of the total estimated cost of the improvement, securing payment to contractor, his subcontractors, and to persons renting equipment or furnishing labor or materials for the improvement.

(b) In lieu of said corporate surety bonds, Principal may furnish an improvement security consisting of a letter of credit, certificate of deposit, or similar instrument of credit, in form satisfactory to City, issued by a financial institution subject to regulation by the State or Federal government, pledging that the funds necessary to meet the performance required herein are on deposit, and guaranteed for payment on demand. Said letter of credit, certificate of deposit, or similar instrument of credit shall provide that the funds designated therein shall become trust funds for the purposes set forth in said instrument.

(c) The failure of Principal to commence the required work of improvements, or to complete the same within the time required after commencement thereof, shall entitle City to the full payment of the security, or so much thereof as may be necessary to complete the required work of improvement pursuant to this Agreement. The amount of the surety bond for faithful performance shall be in the sum of **$4,492,439.60**. The amount of the surety bond for the payment of the claims of the contractor, his subcontractors, and to persons renting equipment or furnishing labor or materials for the improvement shall be at least 50 percent of the above amount. The letter of credit,
certificate of deposit or similar instrument of credit, or cash deposit for faithful performance, shall be in the above amount plus an additional 50 percent for the purposes set forth herein.

12. **Improvement Security As Condition Precedent.** The furnishing of the improvement security by Principal as required by paragraph 11 hereof shall be a condition precedent to acceptance by City of the above described real property and the performance by the City of the covenants herein on its part to be performed.

13. **Inspection of Work In Progress.** (a) Principal may request the City Engineer to inspect the work as it progresses. If the work performed is found to be in accordance with the requirements of City, it may be accepted as it progresses and a partial refund of the cash deposit, or a release pro tanto of the faithful performance bond, letter of credit, certificate of deposit or similar instrument of credit shall be made in a sum in the same ratio to the total deposit as the work accepted bears to the total work to be done. No refund in excess of 85 percent of the total amount of the improvement security for faithful performance shall be made until all the work has been completed and accepted.

(b) The determination of the Administrator of Public Works of City as to the amount of work done, and the amount of refund or partial release pro tanto, shall be final and conclusive. When the work of improvement is accepted, 10 percent of the improvement security shall be retained to guarantee faithful performance of the provisions of paragraph 8 of this Agreement.

(c) Improvement security given to secure payment to contractor, his subcontractors and to persons renting equipment or furnishing labor or materials for the work of improvement may, six months after completion and acceptance of the work, be reduced to an amount not less than the total of all claims on which an action has been filed, and notice thereof given in writing to City, and if there are no actions filed, such improvement security may be released in full.

14. **Execution By Real Party In Interest.** Where title to the subdivision property is held by the record owner thereof under a holding Agreement, this Agreement and the bond given pursuant thereto must be executed by the real party or parties in interest.

15. **Waiver of Civil Code Section 2819.** Any extension of time hereunder shall not operate to release the surety on the bond filed pursuant to this Agreement. In this connection the surety waives the provisions of Section 2819 of the Civil Code of the State of California.

16. **City Construction of Improvements.** In the event that all or any portion of the works of improvement contemplated herein are proposed to be constructed by street improvement proceedings under the control of City, the undertaking of such proceedings shall in no way relieve Principal of any duties under this Agreement, except where all of the works of improvement that are required under this Agreement have in fact been constructed and accepted by City.

17. **Interest.** Interest shall accrue at the highest rate permitted by law on all sums from the date payment is due under the terms of this Agreement and the sum due is certain or reasonably capable of being made certain.

18. **Attorneys' Fees.** In the event that it is necessary for the City to enforce the obligations secured by the improvement security furnished pursuant to Paragraph 11 hereof, the City shall be entitled to recover its costs and reasonable expenses and fees, including reasonable attorneys' fees, as provided for in Government Code Section 66499.4.

19. **Amendments.** This Agreement may be modified or amended, or any of its provisions waived, only by a subsequent written agreement executed by the parties hereto.

20. **Entire Agreement.** This Agreement and any attachments hereto constitute the sole, final, complete, exclusive and integrated expression and statement of the terms and conditions of this Agreement among the parties hereto concerning the subject matter addressed herein, and supercedes all prior negotiations, representations or agreements, oral or written, that may be related to the subject matter of this Agreement.

21. **Construction and Interpretation.** It is agreed and acknowledged by the Principal that the provisions of this Agreement have been arrived at through negotiation, and that the Principal has had a full and fair opportunity to revise the provisions of this Agreement and to have such provisions reviewed by legal counsel. Therefore, the normal rule of construction that any ambiguities are to be resolved against the drafting party shall not apply in construing or interpreting this Agreement.

22. **Successors and Assigns.** This Agreement shall bind and inure to the benefit of the respective successors and assigns of the parties hereto.

23. **Time.** Time is of the essence in the performance of each and every term of this Agreement.

SIGNATURE PAGE FOLLOWING

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

CITY OF RANCHO CORDOVA,
California Municipal Corporation

_____
Micah Runner, City Manager

Date: _____

K. Hovnanian at Jaeger Ranch, LLC,
a California Limited Liability Company

_____
Yahya Zakour Baayoun, Division President

Date: 12/11/2023

ATTEST:

_____
Stacy Leitner, CMC, City Clerk

APPROVED AS TO FORM:

_____
Adam U. Lindgren, City Attorney

Date: _____

OWNER'S STATEMENT

THE UNDERSIGNED HEREBY CONSENT TO THE PREPARATION AND RECORDING OF THIS FINAL MAP OF THE RANCH VILLAGE 1.

THE REAL PROPERTY DESCRIBED BELOW IS DEDICATED AS AN EASEMENT FOR PUBLIC PURPOSES:

THE UNDERSIGNED HEREBY OFFERS FOR DEDICATION AND DOES HEREBY DEDICATE TO ANY AND ALL PUBLIC USES, THE PUBLIC ROADS DESIGNATED HEREON AS DOVEKIE COURT, MAPLE MEADOWS COURT, PINE WARBLER COURT, INCA GROVE COURT, RALLIDAE COURT, AND WHEAT RIDGE DRIVE, AS SHOWN HEREON, AND DOES HEREBY DEDICATE TO SPECIFIC PURPOSES THE FOLLOWING:

1. EASEMENT FOR PLANTING AND MAINTAINING TREES, ELECTROLIERS, TRAFFIC CONTROL DEVICES, WATER AND GAS PIPES, AND UNDERGROUND WIRES AND CONDUITS FOR ELECTRIC, TELEVISION AND TELEPHONE SERVICES, TOGETHER WITH ANY AND ALL APPURTENANCES PERTAINING THERETO, ON, OVER, UNDER AND ACROSS THOSE STRIPS OF LAND 10.00 FEET IN WIDTH AND 12.50' IN WIDTH, LYING CONTIGUOUS TO THE PUBLIC STREETS SHOWN HEREON AND DESIGNATED "PUBLIC UTILITY EASEMENT" (PUE).
2. AN EASEMENT FOR CONSTRUCTING AND MAINTAINING CENTRALIZED MAIL DELIVERY BOXES, PEDESTALS, AND SLABS, TOGETHER WITH ANY AND ALL APPURTENANCES PERTAINING THERETO INCLUDING PEDESTRIAN ACCESS FOR DELIVERY AND RECEIPT OF MAIL ON, OVER, UNDER AND ACROSS STRIPS OF LAND FIVE FEET IN WIDTH LYING CONTIGUOUS TO THE PUBLIC STREETS SHOWN HEREON.

K. HOVNANIAN AT JAEGER RANCH, LLC,
A CALIFORNIA LIMITED LIABILITY COMPANY

BY: _____

NAME: Yahya Baayoun

TITLE: Division President

BENEFICIARY'S STATEMENT

WILMINGTON TRUST, NATIONAL ASSOCIATION AS BENEFICIARY UNDER DEED OF TRUST RECORDED MARCH 12, 2020, AS DOCUMENT NO. 202003120392, SACRAMENTO COUNTY RECORDS.

BY: _____

NAME: Timothy J Collison

TITLE: Division Controller

SURVEYOR'S STATEMENT

THIS FINAL MAP WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED UPON A FIELD SURVEY IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCE AT THE REQUEST OF AG EHC II (HOV) CA 1 L.P., IN SEPTEMBER 2021. I HEREBY STATE THAT ALL THE MONUMENTS SHOWN HEREON ARE OF THE CHARACTER, AND OCCUPY THE POSITIONS INDICATED, OR THAT THEY WILL BE SET IN THOSE POSITIONS BEFORE JANUARY 31, 2026 AND THAT THE MONUMENTS ARE, OR WILL BE, SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED.

WOOD RODGERS, INC.

_____
DENNIS L. BARBER
P.L.S. 8067

12/14/23
DATE

PROFESSIONAL LAND SURVEYOR
DENNIS L. BARBER
No. 8067
STATE OF CALIFORNIA

NOTARY'S ACKNOWLEDGMENT

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

STATE OF California)
COUNTY OF Placer) SS

ON 12th DAY OF December, 2023 (SF) BEFORE ME, Sandi Fong
_____, A NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE, PERSONALLY APPEARED Yahya Baayoun
_____ WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

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

WITNESS MY HAND AND OFFICIAL SEAL: Sandi Fong

PRINTED NAME: SANDI FONG

MY PRINCIPAL PLACE OF BUSINESS IS IN THE COUNTY OF: PLACER

MY COMMISSION EXPIRES: 06/21/2027

MY COMMISSION No.: 2447731

NOTARY'S ACKNOWLEDGMENT

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

STATE OF California)
COUNTY OF Placer) SS

ON 12th DAY OF December, 2023 (SF) BEFORE ME, SANDI FONG
_____, A NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE, PERSONALLY APPEARED TIMOTHY J. COLLISON
_____ WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

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

WITNESS MY HAND AND OFFICIAL SEAL: Sandi Fong

PRINTED NAME: SANDI FONG

MY PRINCIPAL PLACE OF BUSINESS IS IN THE COUNTY OF: PLACER

MY COMMISSION EXPIRES: 06/21/2027

MY COMMISSION No.: 2447731

CITY CLERK'S STATEMENT

I HEREBY STATE THAT THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA HAS APPROVED THIS FINAL MAP AND HAS ACCEPTED, SUBJECT TO IMPROVEMENTS, ON BEHALF OF THE PUBLIC, ALL EASEMENTS AND RIGHTS OF WAY SHOWN HEREON, AND DO HEREBY CERTIFY THE ABANDONMENTS LISTED HEREON.

BY: _____ DATED: _____
CITY CLERK, CITY OF RANCHO CORDOVA

CITY ENGINEER'S STATEMENT

I HEREBY STATE THAT I HAVE EXAMINED THIS FINAL MAP OF THE RANCH VILLAGE 1, AND FIND IT TO BE SUBSTANTIALLY THE SAME AS THE TENTATIVE MAP APPROVED BY THE CITY OF RANCHO CORDOVA, AND ANY APPROVED ALTERATIONS THEREOF; THAT ALL PROVISIONS OF THE SUBDIVISION MAP ACT AND ALL APPLICABLE CITY ORDINANCES HAVE BEEN COMPLIED WITH.

_____
CITY ENGINEER, ALBERT STRICKER, R.C.E. 64057

DATED: _____

REGISTERED PROFESSIONAL ENGINEER
ALBERT STRICKER
No. 64057
CIVIL
STATE OF CALIFORNIA

CITY SURVEYOR'S STATEMENT

I HEREBY STATE THAT I AM SATISFIED THAT THIS FINAL MAP OF THE RANCH VILLAGE 1 IS TECHNICALLY CORRECT.

LICENSED LAND SURVEYOR
JOCELYN L. LIMAS
9596
STATE OF CALIFORNIA

_____
JOCELYN L. LIMAS
PLS 9596

_____
DATE

RECORDER'S STATEMENT

FILED THIS_____DAY OF _____, 2024, AT _____ ___.M. IN BOOK _____ OF MAPS, AT PAGE _____ AT THE REQUEST OF WOOD RODGERS, INC. TITLE TO THE LAND INCLUDED IN THIS FINAL MAP BEING VESTED AS PER CERTIFICATE NO. _____ ON FILE IN THIS OFFICE.

DONNA ALLRED COUNTY RECORDER
COUNTY OF SACRAMENTO

DOCUMENT NO.: _____

BY: _____ FEE: $ _____
DEPUTY RECORDER

FINAL MAP OF
THE RANCH VILLAGE 1
SUBDIVISION NO. FM-2021-002-14

A PORTION OF LOTS 13, 14, AND E OF THAT FINAL MAP RECORDED IN BOOK 429 OF MAPS, AT PAGE 8, SCR;
CITY OF RANCHO CORDOVA, COUNTY OF SACRAMENTO,
STATE OF CALIFORNIA

WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
3301 C St, Bldg. 100-B Tel 916.341.7760
Sacramento, CA 95816 Fax 916.341.7767

JANUARY 2024

Sheet 1 of 7

1296.006

BOUNDARY SHEET

NOTES

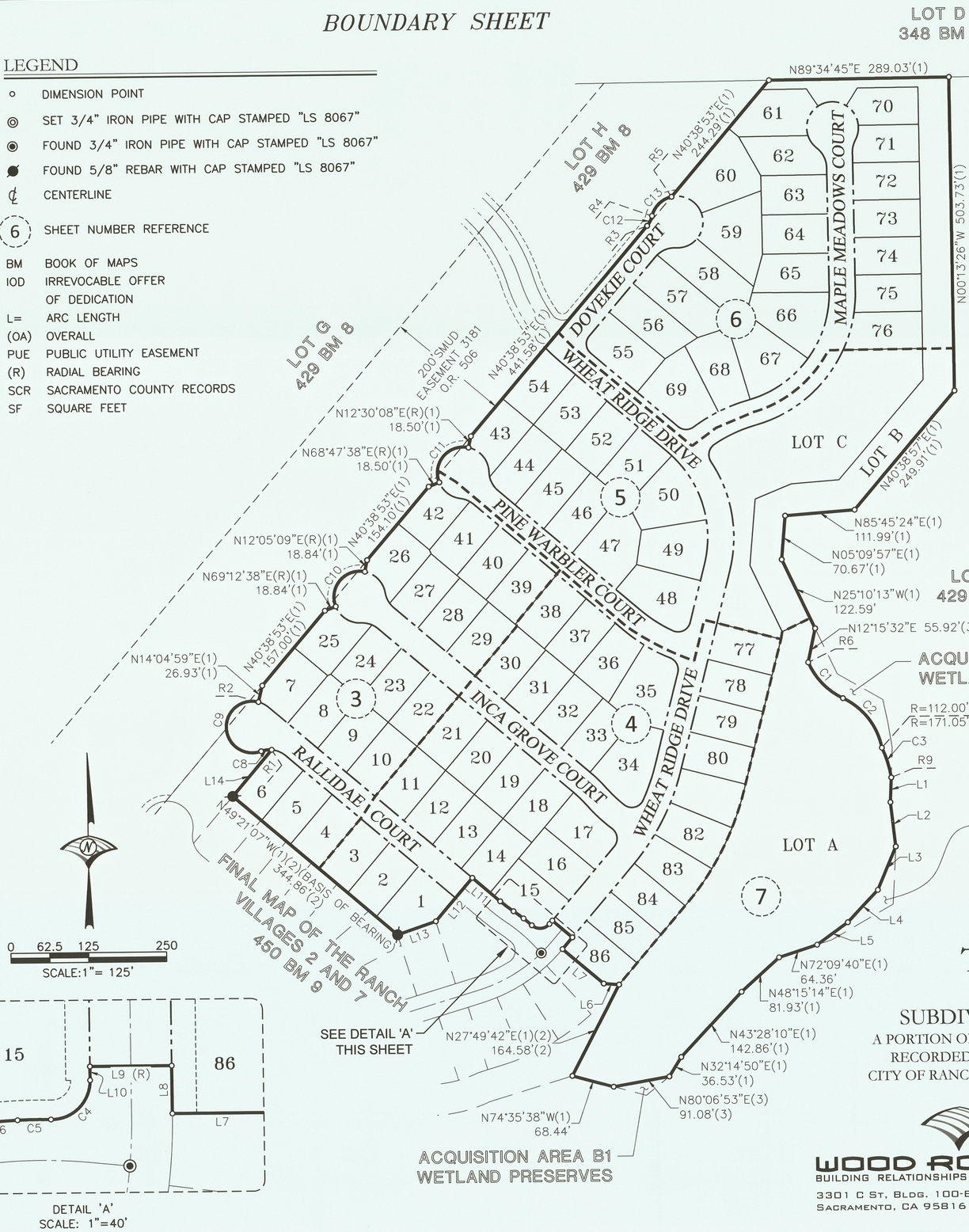
1. ALL CURVES DIMENSIONED WITH RADIUS, DELTA, AND ARC LENGTH.
2. ALL DISTANCES SHOWN HEREON ARE GROUND BASED AND ARE EXPRESSED IN FEET AND DECIMALS THEREOF.
3. DUE TO ROUNDING, THE SUM OF THE INDIVIDUAL DIMENSIONS MAY NOT EQUAL THE OVERALL DIMENSION.
4. TOTAL AREA FOR THIS SUBDIVISION OF "THE RANCH VILLAGE 1" IS 23.52± ACRES, CONSISTING OF 86 RESIDENTIAL LOTS, 1 PROTECTED DRAINAGE AREA, 1 OPEN SPACE BUFFER AREA, AND 1 PASSIVE PARK AREA.
5. 5/8" REBAR CAPPED "LS 8067" WILL BE SET AT ALL REAR LOT CORNERS, ALONG WITH ALL LOT LINE ANGLE POINTS OR AT A 2.00 FOOT PROJECTION ALONG LOT LINES ADJACENT TO WALLS (2.00 FOOT BY 2.00 FOOT OFFSETS FOR ANGLE POINTS ADJACENT TO WALLS). FRONT CORNERS WILL BE SET WITH A 1" BRASS DISK STAMPED "LS 8067" AT A 1.00 FOOT PROJECTION OF THE PROPERTY LINE ONTO THE SIDEWALK.
6. NOTICE IS HEREBY GIVEN THAT THE KIEFER LANDFILL IS LOCATED APPROXIMATELY 2 MILES SOUTHEASTERLY OF THIS SUBDIVISION.
7. LOT A IS FOR DETENTION BASIN PURPOSES, WHICH WILL INCLUDE A BICYCLE/PEDESTRIAN TRAIL AND SHALL BE GRANTED TO THE CITY OF RANCHO CORDOVA.
8. LOT B IS FOR OPEN SPACE BUFFER PURPOSES WHICH WILL INCLUDE A BICYCLE/PEDESTRIAN TRAIL AND DRAINAGE FACILITIES AND SHALL BE GRANTED TO THE CITY OF RANCHO CORDOVA.
9. LOT C IS FOR PASSIVE ~~PARK~~ Green PURPOSES WHICH WILL INCLUDE A BICYCLE/PEDESTRIAN TRAIL AND DRAINAGE FACILITIES AND SHALL BE GRANTED TO THE CITY OF RANCHO CORDOVA.
10. A SOILS REPORT DATED SEPTEMBER 26, 2019, WAS PREPARED FOR THIS SUBDIVISION BY WALLACE KUHL & ASSOCIATES. A COPY OF THIS REPORT ENTITLED "GEOTECHNICAL ENGINEERING REPORT, THE RANCH – RESIDENTIAL DEVELOPMENT, RANCHO CORDOVA, CALIFORNIA, WKA NO. 11103.03", IS AVAILABLE FOR PUBLIC INSPECTION AT THE OFFICE OF THE CITY OF RANCHO CORDOVA BUILDING INSPECTOR.
11. ALL LOTS BEING CREATED BY THIS MAP INCLUDE FEE TITLE TO THE CENTERLINE OF THE COURT AND DRIVES SHOWN HEREON, EXCEPT WHERE THE PUBLIC ROAD EASEMENT LINE IS ALSO THE COMMON LINE OF THE SUBDIVISION BOUNDARY, THEN THE FEE TITLE IS TO THE SUBDIVISION BOUNDARY.
12. PURSUANT TO SECTION 66434(g) OF THE GOVERNMENT CODE, THE FOLLOWING PUBLIC IRREVOCABLE OFFER OF DEDICATION FOR RIGHT-OF-WAY (IOD) AND PUBLIC UTILITY EASEMENT (PUE) ARE HEREBY ABANDONED:
    - 12.1. ALL OF THAT 10' PUE DEPICTED ON AND OFFERED FOR DEDICATION ON THAT MAP ENTITLED "LARGE LOT FINAL MAP OF THE RANCH" FILED IN BOOK 429 OF MAPS, AT PAGE 8, SACRAMENTO COUNTY RECORDS, LYING WITHIN THE BOUNDARY OF THIS MAP AND NOT SHOWN HEREON.

BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS SURVEY IS THE NORTHWESTERLY LINE OF LOTS 50 THROUGH LOTS 55 AS SHOWN ON THE "FINAL MAP OF THE RANCH VILLAGES 2 & 7" FILED FOR RECORD IN BOOK 450 OF MAPS, AT PAGE 9, SACRAMENTO COUNTY RECORDS. THE BEARING OF SAID LINE IS NORTH 49°21'07" WEST. DISTANCES SHOWN HEREON ARE GROUND BASED.

LEGEND

○	DIMENSION POINT
◎	SET 3/4" IRON PIPE WITH CAP STAMPED "LS 8067"
◉	FOUND 3/4" IRON PIPE WITH CAP STAMPED "LS 8067"
◙	FOUND 5/8" REBAR WITH CAP STAMPED "LS 8067"
℄	CENTERLINE
(6)	SHEET NUMBER REFERENCE
BM	BOOK OF MAPS
IOD	IRREVOCABLE OFFER OF DEDICATION
L=	ARC LENGTH
(OA)	OVERALL
PUE	PUBLIC UTILITY EASEMENT
(R)	RADIAL BEARING
SCR	SACRAMENTO COUNTY RECORDS
SF	SQUARE FEET



CURVE TABLE – THIS SHEET ONLY			
NO.	RADIUS	DELTA	LENGTH
C1	113.00' (3)	41°19'14" (3)	81.49' (3)
C2	112.00' (3)	53°35'46" (3)	104.77' (3)
C3	171.05' (3)	16°46'33" (3)	50.08' (3)
C4	20.00' (1)(2)	91°12'22" (1)(2)	31.84' (1)(2)
C5	271.00' (1)(2)	3°38'34" (2)	17.23' (2)
C6	271.00' (2)	4°11'55" (2)	19.86' (2)
C7	229.00' (2)	6°38'07" (2)	26.52' (2)
C8	40.00' (2)	24°42'31" (2)	17.25' (2)
C9	41.50' (1)	214°33'50"	155.41'
C10	41.50' (1)	122°52'31" (1)	89.00' (1)
C11	41.50' (1)	123°42'30" (1)	89.60' (1)
C12	40.00' (1)	25°45'37" (1)	17.98' (1)
C13	41.50' (1)	63°43'43" (1)	46.16' (1)

REFERENCES:

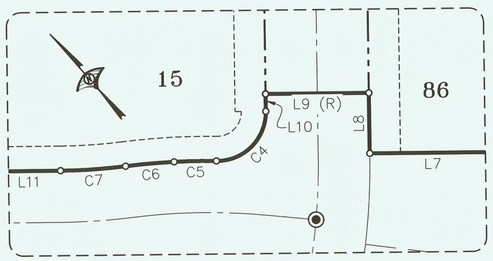
(1) 429 BM 8 – LARGE LOT MAP OF THE RANCH

(2) 450 BM 9 – FINAL MAP OF THE RANCH VILLAGES 2 AND 7

(3) DOC#202212300695 – WETLAND PRESERVES

RADIAL BEARING TABLE	
NO.	BEARING
R1	S5°09'14"W (2)
R2	N15°00'33"E (1)
R3	N50°00'02"W (1)
R4	S75°45'10"E (1)
R5	N12°01'27"W (1)
R6	N67°12'11"E
R7	N79°28'43"E (3)
R8	S64°52'46"W
R9	N81°39'19"E (3)

LINE TABLE – THIS SHEET ONLY		
NO.	BEARING	LENGTH
L1	N2°47'19"E (1)	39.71'
L2	N6°01'09"W (1)	71.64' (1)
L3	N23°30'03"E (3)	75.39' (3)
L4	N43°23'48"E (3)	70.70' (3)
L5	N54°28'38"E (3)	61.02' (3)
L6	N85°29'30"W (2)	24.77' (2)
L7	N49°21'07"W (1)(2)	86.00' (1)(2)
L8	N40°38'53"E (1)(2)	24.57' (2)
L9	N49°21'07"W (2)	42.00' (2)
L10	N40°38'53"E (2)	7.00' (2)
L11	N49°21'07"W (2)	58.66' (2)
L12	N40°38'53"E (1)(2)	91.00' (2)
L13	N71°13'13"E (1)(2)	65.04' (1)(2)
L14	N40°38'53"E (2)	97.57' (2)



DETAIL 'A'
SCALE: 1"=40'

FINAL MAP OF THE RANCH VILLAGE 1

SUBDIVISION NO. FM-2021-002-14

A PORTION OF LOTS 13, 14, AND E OF THAT FINAL MAP RECORDED IN BOOK 429 OF MAPS, AT PAGE 8, SCR; CITY OF RANCHO CORDOVA, COUNTY OF SACRAMENTO, STATE OF CALIFORNIA

JANUARY 2024

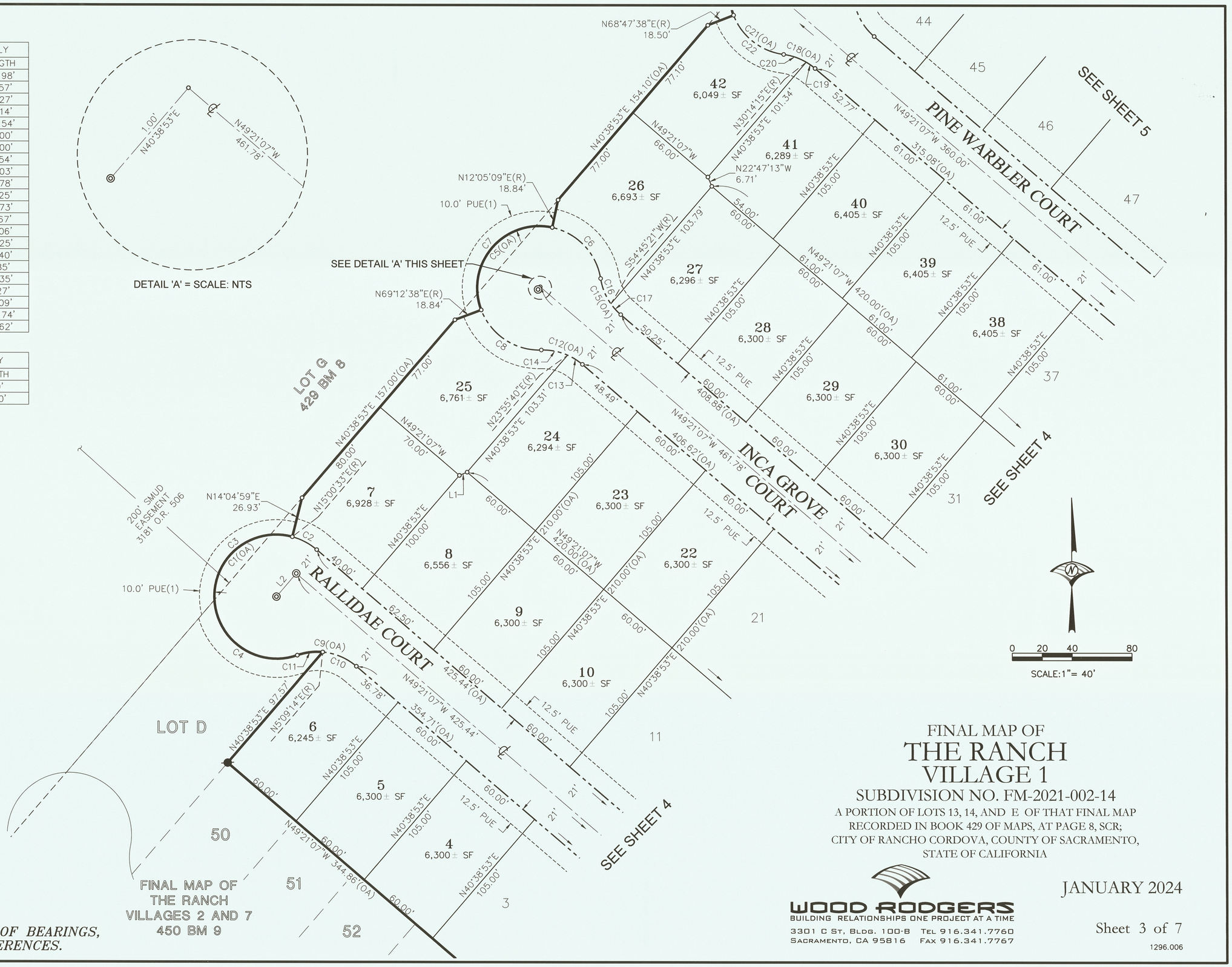
WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
3301 C St, Bldg. 100-B Tel 916.341.7760
Sacramento, CA 95816 Fax 916.341.7767

Sheet 2 of 7

1296.006

CURVE TABLE – THIS SHEET ONLY			
NO.	RADIUS	DELTA	LENGTH
C1	41.50'	240°12'10"	173.98'
C2	41.50'	25°38'20"	18.57'
C3	41.50'	108°04'03"	78.27'
C4	41.50'	106°29'47"	77.14'
C5	41.50'	263°03'45"	190.54'
C6	41.50'	69°02'00"	50.00'
C7	41.50'	122°52'31"	89.00'
C8	41.50'	71°09'14"	51.54'
C9	40.00'	60°12'10"	42.03'
C10	40.00'	35°29'39"	24.78'
C11	40.00'	24°42'31"	17.25'
C12	40.00'	42°35'30"	29.73'
C13	40.00'	16°43'13"	11.67'
C14	40.00'	25°52'17"	18.06'
C15	40.00'	40°28'15"	28.25'
C16	40.00'	26°21'47"	18.40'
C17	40.00'	14°06'28"	9.85'
C18	40.00'	33°27'04"	23.35'
C19	40.00'	10°24'38"	7.27'
C20	40.00'	23°02'26"	16.09'
C21	41.50'	261°57'16"	189.74'
C22	41.50'	61°35'49"	44.62'

LINE TABLE – THIS SHEET ONLY		
NO.	BEARING	LENGTH
L1	N67°12'47"E	5.59'
L2	N40°38'53"E	20.50'



FINAL MAP OF
THE RANCH VILLAGE 1
SUBDIVISION NO. FM-2021-002-14
A PORTION OF LOTS 13, 14, AND E OF THAT FINAL MAP RECORDED IN BOOK 429 OF MAPS, AT PAGE 8, SCR; CITY OF RANCHO CORDOVA, COUNTY OF SACRAMENTO, STATE OF CALIFORNIA

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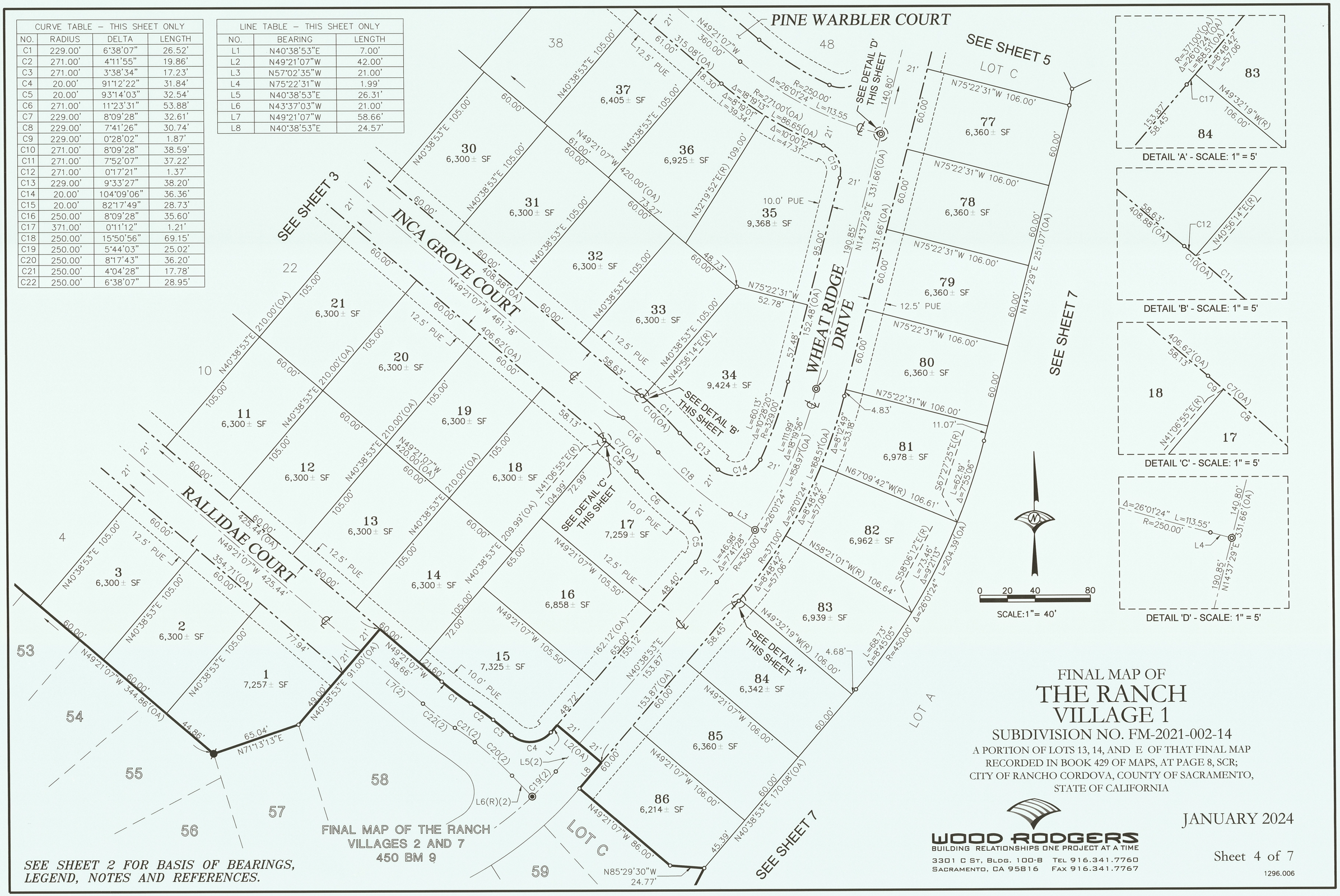
Sheet 3 of 7

1296.006

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

CURVE TABLE – THIS SHEET ONLY			
NO.	RADIUS	DELTA	LENGTH
C1	229.00'	6°38'07"	26.52'
C2	271.00'	4°11'55"	19.86'
C3	271.00'	3°38'34"	17.23'
C4	20.00'	91°12'22"	31.84'
C5	20.00'	93°14'03"	32.54'
C6	271.00'	11°23'31"	53.88'
C7	229.00'	8°09'28"	32.61'
C8	229.00'	7°41'26"	30.74'
C9	229.00'	0°28'02"	1.87'
C10	271.00'	8°09'28"	38.59'
C11	271.00'	7°52'07"	37.22'
C12	271.00'	0°17'21"	1.37'
C13	229.00'	9°33'27"	38.20'
C14	20.00'	104°09'06"	36.36'
C15	20.00'	82°17'49"	28.73'
C16	250.00'	8°09'28"	35.60'
C17	371.00'	0°11'12"	1.21'
C18	250.00'	15°50'56"	69.15'
C19	250.00'	5°44'03"	25.02'
C20	250.00'	8°17'43"	36.20'
C21	250.00'	4°04'28"	17.78'
C22	250.00'	6°38'07"	28.95'

LINE TABLE – THIS SHEET ONLY		
NO.	BEARING	LENGTH
L1	N40°38'53"E	7.00'
L2	N49°21'07"W	42.00'
L3	N57°02'35"W	21.00'
L4	N75°22'31"W	1.99'
L5	N40°38'53"E	26.31'
L6	N43°37'03"W	21.00'
L7	N49°21'07"W	58.66'
L8	N40°38'53"E	24.57'



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

FINAL MAP OF THE RANCH VILLAGES 2 AND 7 450 BM 9

FINAL MAP OF THE RANCH VILLAGE 1

SUBDIVISION NO. FM-2021-002-14

A PORTION OF LOTS 13, 14, AND E OF THAT FINAL MAP RECORDED IN BOOK 429 OF MAPS, AT PAGE 8, SCR; CITY OF RANCHO CORDOVA, COUNTY OF SACRAMENTO, STATE OF CALIFORNIA

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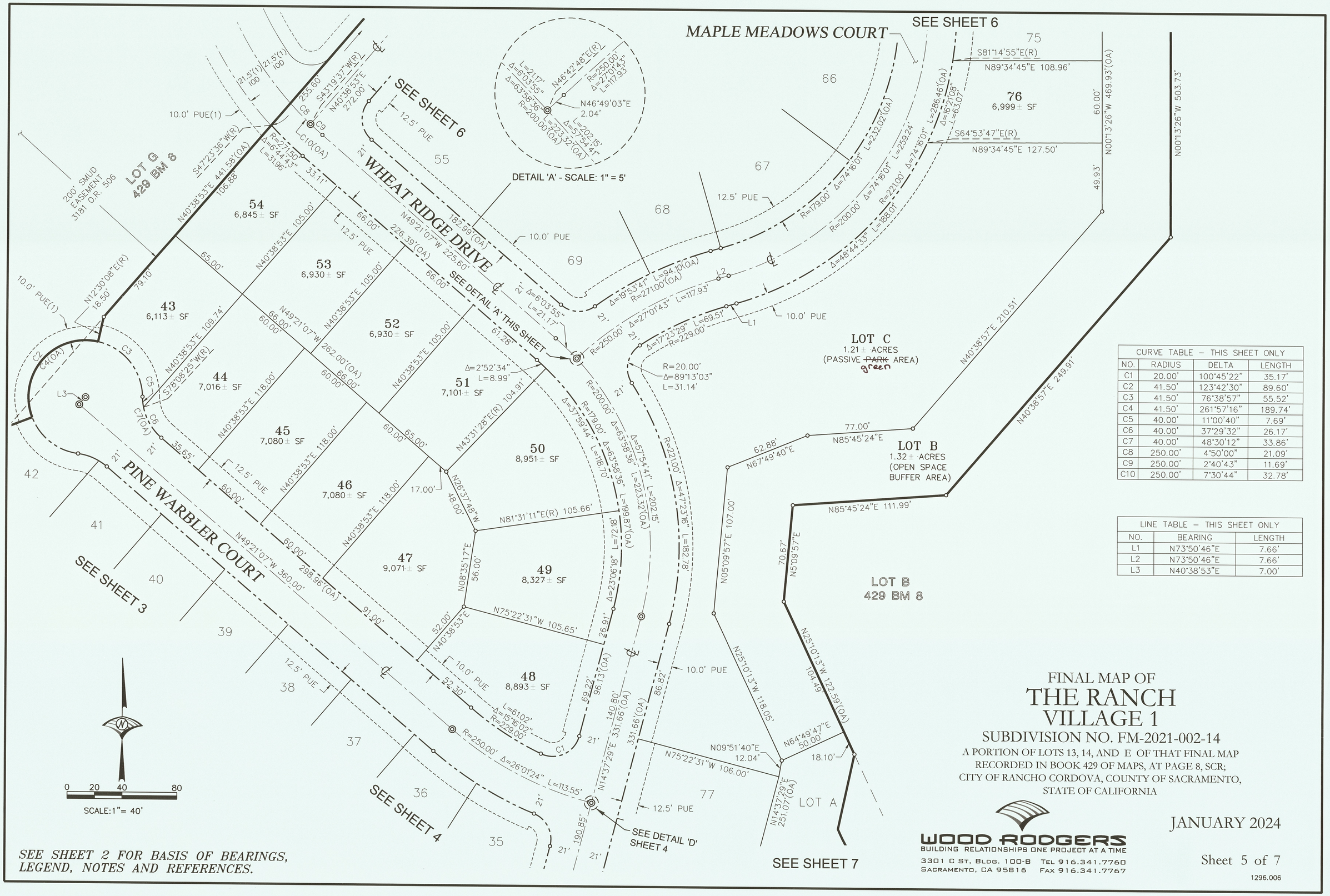
Sacramento, CA 95816 Fax 916.341.7767

JANUARY 2024

Sheet 4 of 7

1296.006



CURVE TABLE – THIS SHEET ONLY			
NO.	RADIUS	DELTA	LENGTH
C1	20.00'	100°45'22"	35.17'
C2	41.50'	123°42'30"	89.60'
C3	41.50'	76°38'57"	55.52'
C4	41.50'	261°57'16"	189.74'
C5	40.00'	11°00'40"	7.69'
C6	40.00'	37°29'32"	26.17'
C7	40.00'	48°30'12"	33.86'
C8	250.00'	4°50'00"	21.09'
C9	250.00'	2°40'43"	11.69'
C10	250.00'	7°30'44"	32.78'

LINE TABLE – THIS SHEET ONLY		
NO.	BEARING	LENGTH
L1	N73°50'46"E	7.66'
L2	N73°50'46"E	7.66'
L3	N40°38'53"E	7.00'

FINAL MAP OF

THE RANCH VILLAGE 1

SUBDIVISION NO. FM-2021-002-14

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JANUARY 2024

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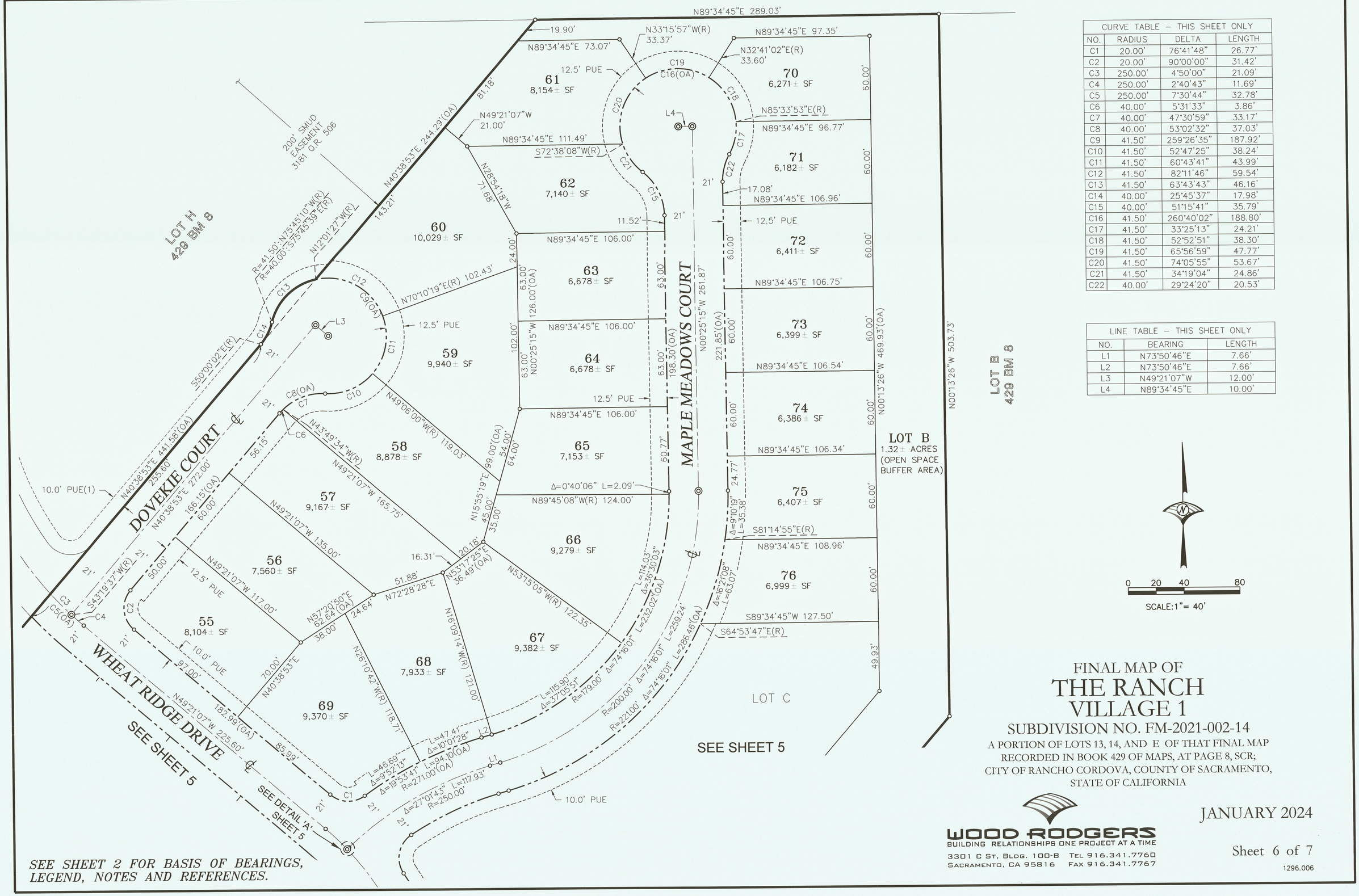
Sheet 5 of 7

1296.006

CURVE TABLE – THIS SHEET ONLY			
NO.	RADIUS	DELTA	LENGTH
C1	20.00'	76°41'48"	26.77'
C2	20.00'	90°00'00"	31.42'
C3	250.00'	4°50'00"	21.09'
C4	250.00'	2°40'43"	11.69'
C5	250.00'	7°30'44"	32.78'
C6	40.00'	5°31'33"	3.86'
C7	40.00'	47°30'59"	33.17'
C8	40.00'	53°02'32"	37.03'
C9	41.50'	259°26'35"	187.92'
C10	41.50'	52°47'25"	38.24'
C11	41.50'	60°43'41"	43.99'
C12	41.50'	82°11'46"	59.54'
C13	41.50'	63°43'43"	46.16'
C14	40.00'	25°45'37"	17.98'
C15	40.00'	51°15'41"	35.79'
C16	41.50'	260°40'02"	188.80'
C17	41.50'	33°25'13"	24.21'
C18	41.50'	52°52'51"	38.30'
C19	41.50'	65°56'59"	47.77'
C20	41.50'	74°05'55"	53.67'
C21	41.50'	34°19'04"	24.86'
C22	40.00'	29°24'20"	20.53'

LINE TABLE – THIS SHEET ONLY		
NO.	BEARING	LENGTH
L1	N73°50'46"E	7.66'
L2	N73°50'46"E	7.66'
L3	N49°21'07"W	12.00'
L4	N89°34'45"E	10.00'



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

FINAL MAP OF THE RANCH VILLAGE 1

SUBDIVISION NO. FM-2021-002-14

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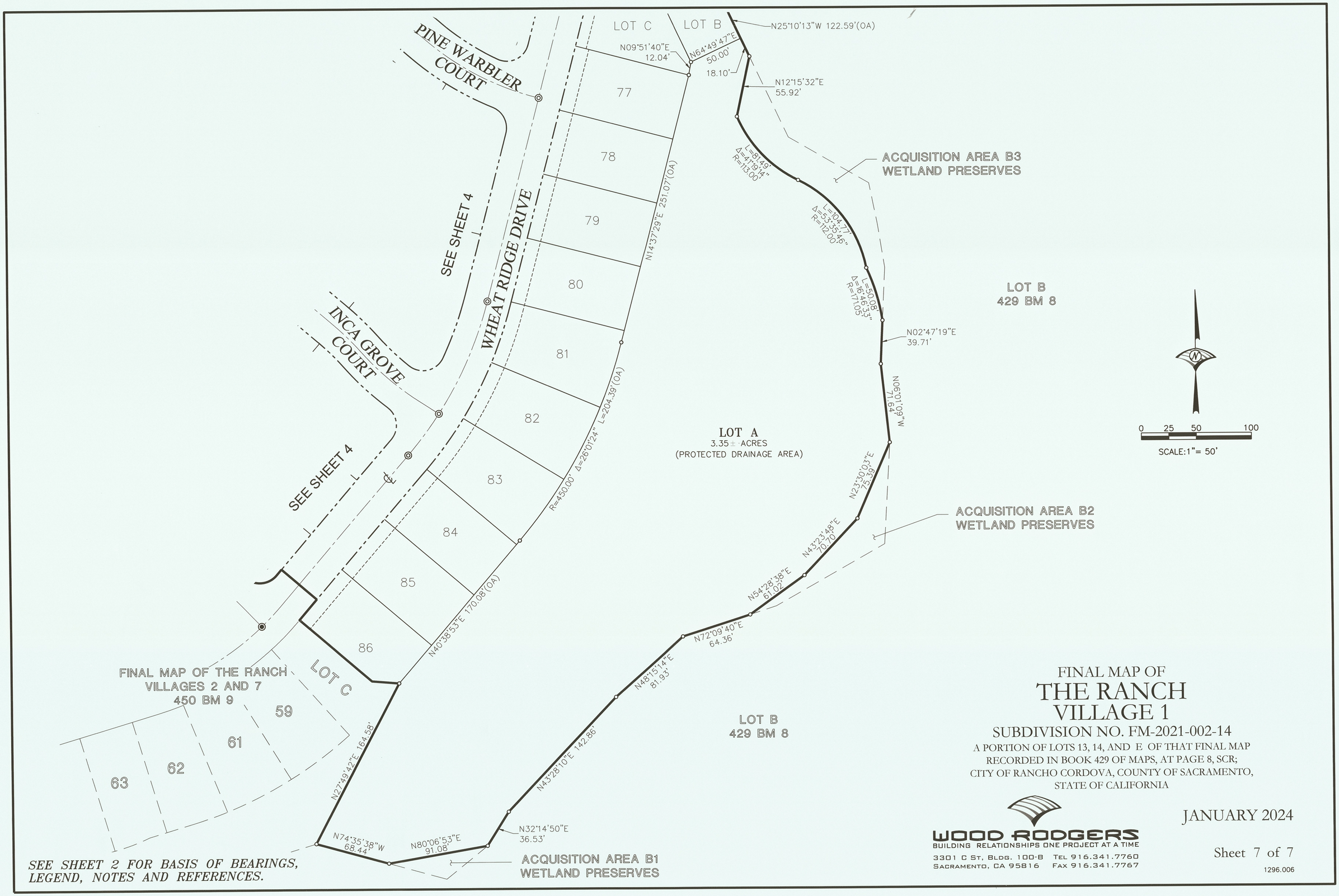

SEE SHEET 2 FOR BASIS OF BEARINGS, LEGEND, NOTES AND REFERENCES.

FINAL MAP OF

THE RANCH VILLAGE 1

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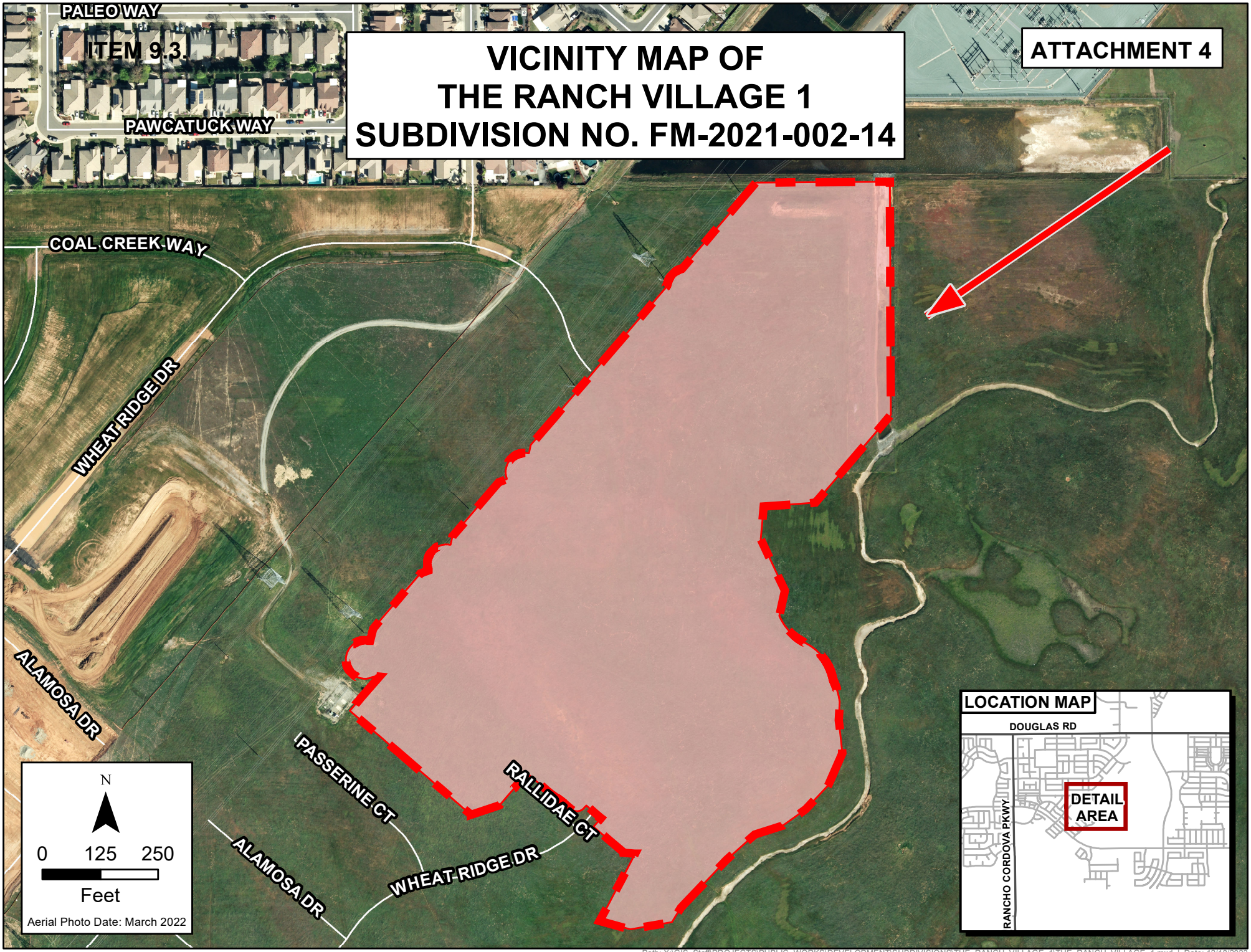
Sheet 7 of 7

1296.006

VICINITY MAP OF THE RANCH VILLAGE 1 SUBDIVISION NO. FM-2021-002-14

ATTACHMENT 4



Path: X:\GIS_Staff\PROJECTS\PUBLIC_WORKS\DEVELOPMENT\SUBDIVISIONS\THE_RANCH_VILLAGE_1\THE_RANCH_VILLAGE_1.mxd | Date: 12/12/2022

MEMORANDUM

ITEM 9.4.

DATE: January 16, 2024

TO: Honorable Mayor and Council Members

FROM: Albert Stricker, Public Works Director
Edgar Medina, Principal Engineer

SUBJECT: **A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE CONTRACT AMENDMENT NO. 2021-299-03 TO INCREASE THE CONTRACT AMOUNT BY $30,928.00 TO AN AMOUNT NOT TO EXCEED $395,178.00 WITH WOOD RODGERS INC. FOR THE ENGINEERING DESIGN AND RIGHT OF WAY ACQUISITION SUPPORT SERVICES FOR THE WHITE ROCK ROAD PHASE 3 - MACAL DRIVE TO CITY LIMITS PROJECT**

RECOMMENDATION

Adopt the Resolution.

RESULT OF RECOMMENDED ACTION

Adoption of the Resolution would authorize the City Manager to execute an engineering services contract with Wood Rodgers, Inc. in the amount of $395,178.00 for engineering design and right of way support services for the final phase of the White Rock Road Phase 3 - Macal Drive to City Limits Project, CP22-2228.

BACKGROUND

White Rock Road from Macal Drive to the City limits is currently an undivided two-lane road with narrow shoulders, no bicycle facilities, and poor pavement condition with vertical and horizontal alignment challenges. At full build-out, White Rock Road will include six lanes with class II bicycle lanes, sidewalks, and landscaped median and frontage. In the interim, the road will be four lanes with bike lanes, a landscaped median, storm water facilities, and traffic signals.

This project will facilitate housing development along White Rock Road within the approved Rio del Oro Specific Plan and Westborough Specific Plan. The project will increase safety and beauty of the corridor, promote economic development by improving access between 70,000 existing jobs in Rancho Cordova and 24,000 new jobs from adjacent developments, and provide an alternate route to U.S. 50 that relieves regional congestion.

The road segment of White Rock from Fitzgerald Road to 0.5 mile east of Rancho Cordova Parkway was completed in 2022. This phase of White Rock Road will continue the four lane road section from Macal Drive to the City's easterly limits (Attachment 2 - Project Limits).

To date, the City has received environmental approvals, successfully secured $9.5 million in state and federal grants, and is aggressively pursuing additional funding. Wood Rodgers, Inc. performed preliminary engineering on the project for the entire corridor and, therefore, has been selected to complete the final design which will maximize efficiency and minimize re-work.

The proposed amendment to design Contract No. 2021-299-03 will complete the full design of the four-lane road segment in preparation for securing additional state or federal funding for construction. This final segment of White Rock has an estimated project cost of $12.5 million, which is offset by the $9.5 million in grants that have been awarded to the project.

The preliminary schedule for completion of final design and acquisitions is the end of 2024 with an anticipated construction start in 2025.

FISCAL IMPACT AND FUNDING SOURCE

Funding for White Rock Road Phase 3 - Macal Drive to City Limits consists of $5,500,000 in SACOG Regional Grant, $4,000,000 Congressional Direct Spending Funds, and in Traffic Mitigation Impact Fees. There are no impacts to the City's General Fund.

This project is included in the City’s current approved Capital Improvement Plan and in the 2023/24 budget.

ATTACHMENT(S)

1. Resolution
2. Project Limits
3. Contract Amendment No. 2021-299-03

CITY OF RANCHO CORDOVA

RESOLUTION NO. XX-2024

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA, STATE OF CALIFORNIA, AUTHORIZING THE CITY MANAGER TO EXECUTE CONTRACT AMENDMENT NO. 2021-299-03 TO INCREASE THE CONTRACT AMOUNT AN AMOUNT NOT TO EXCEED $395.178 WITH WOOD RODGERS, INC. FOR THE ENGINEERING DESIGN & RIGHT OF WAY ACQUISITIONS SUPPORT SERVICES FOR THE WHITE ROCK ROAD PHASE 3 - MACAL DRIVE TO CITY LIMITS

WHEREAS, on October 4, 2021, City Council approved Contract No. 2021-299 with Wood Rodgers, Inc. in the amount of $364,250.00 for engineering design and right of way acquisition support services for White Rock Road Phase 3 - Macal Drive to City Limits Project, CP22-2228; and

WHEREAS, on November 1, 2022, the City approved Administrative Amendment No. 2021-299-01 to reallocate available budget within the original contract amount to Task 5 - Grant Application Support; and

WHEREAS, on March 6, 2023, the City approved Administrative Amendment No. 2021-299-02 to reallocate available budget within the original contract amount to Task 2 - Final Design; and

WHEREAS, the proposed Contract Amendment No. 2021-299-03 will increase the contract amount by $30,928.00 to an amount not to exceed $395,178.00 for final engineering design and right of way acquisition services; and

WHEREAS, this project was reviewed under the requirements of the California Environmental Quality Act and National Environmental Policy Act and Initial Study with Mitigated Negative Declaration/Environmental Assessment with Finding of No Significant Impact and Section 4(f) Evaluation was approved in January 2016 and re-validated in September 2020; and

WHEREAS, funding for the final phase of the White Rock Road Safety and Beautification Project currently consists of a $5,500,000 Sacramento Area Council of Governments (SACOG) Regional Grant, $4,000,000 Congressional Direct Spending Funds, Sacramento Water Agency Funds and Traffic Mitigation Impact Fees. The contract does not impact the general fund.

NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA does authorize the City Manager to execute Contract No. 2021-299-03 to Increase the Contract Amount by $30,928.00 to an amount not to exceed $395,178.00 with Wood Rodgers, Inc., in a form approved by the City Attorney.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 16th day of January 2024 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

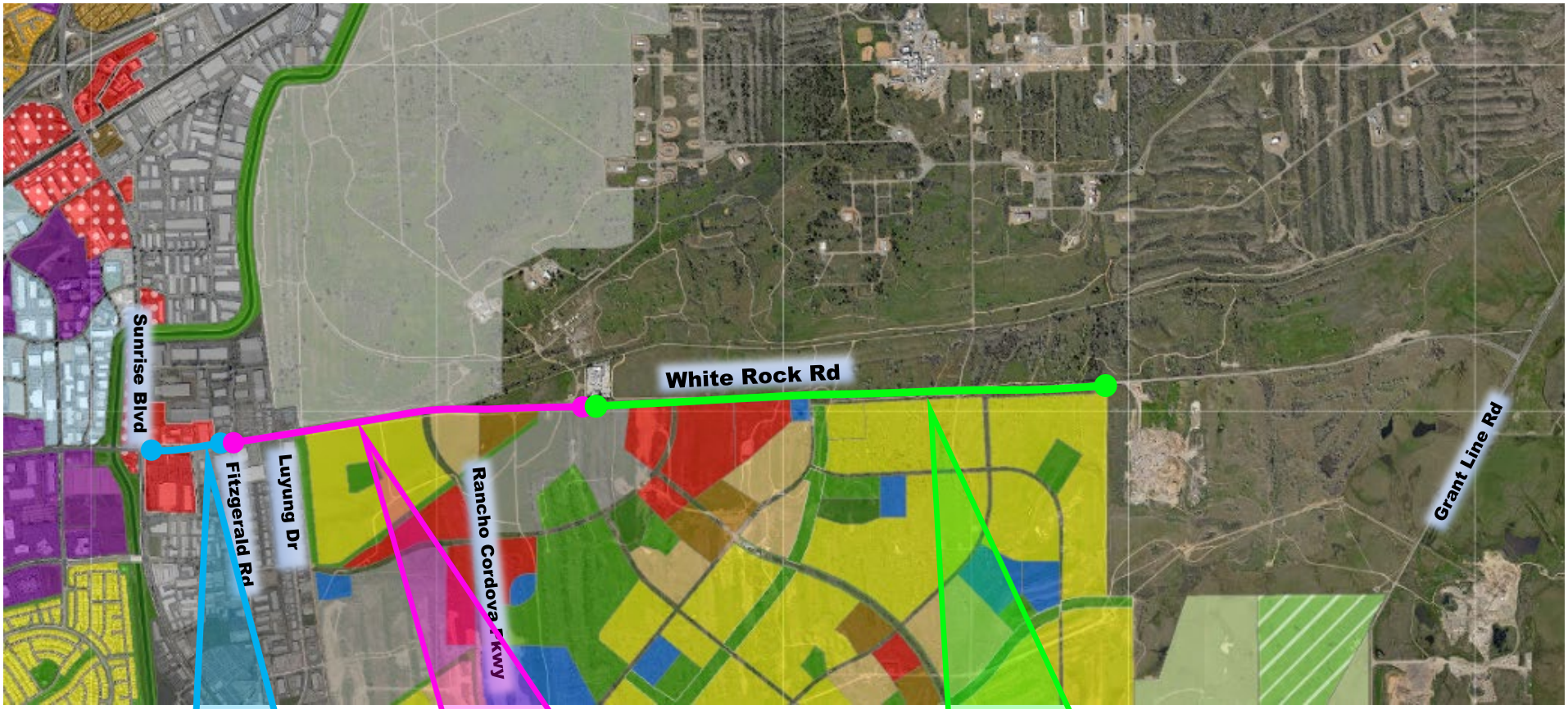
ATTEST:

David Sander, Mayor

Stacy Leitner, CMC
City Clerk

Attachment 2 – Project Limits

White Rock Road Project



Phase 1

WRR: Sunrise Blvd to Fitzgerald Road

Construction Completed December 2023

Phase 2

WRR: Fitzgerald Road to 0.5 Mile East of Rancho Cordova Parkway

Construction Completed December 2022

Phase 3

White Rock Road – Macal Drive to Easterly City Limits
Design Completion - Fall 2024

THIRD AMENDMENT TO THE PROFESSIONAL SERVICES AGREEMENT BETWEEN THE CITY OF RANCHO CORDOVA AND WOOD RODGERS, INC. FOR ENGINEERING DESIGN AND RIGHT OF WAY ACQUISITION SERVICES FOR THE WHITE ROCK ROAD PHASE 3 – MACAL DRIVE TO CITY LIMITS PROJECT, CP22-2228

This Third Amendment to the Agreement for Professional Services ("Amendment") is made by and between the City of Rancho Cordova ("City") and Wood Rodgers Inc. ("Professional") as of January 16, 2024. City and Professional are hereinafter collectively referred to as the "Parties."

RECITALS

WHEREAS, the Parties entered into a Professional Services Agreement ("PSA") dated October 4, 2021 for the purpose of providing engineering design and right of way acquisition services for Phase 2 of the White Rock Road Safety and Beautification Project; and

WHEREAS, on November 1, 2022, the City approved administrative amendment 2021-299-01 to reallocate available budget within the original contract amount to Task 5 - Grant Application Support; and

WHEREAS, on March 6, 2023, the City approved administrative amendment 2021-299-02 to reallocate available budget within the original contract amount to Task 2 - Final Design; and

WHEREAS, contract amendment 2021-299-03 will increase the contract amount by $30,928.00 to an amount not to Exceed $395,178.00 for Design and Right of Way Services; and

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

NOW, THEREFORE, the Parties hereto agree as follows:

AGREEMENT

1. The Parties agree to modify the document entitled "Scope of Services," attached hereto as **Exhibit A**, shall replace and supersede the PSA's **Exhibit A**.

2. The Parties agree to modify the document entitled "Fee Proposal," attached hereto as **Exhibit B**, shall replace and supersede the PSA's **Exhibit B**.

3. All other terms and conditions in the PSA shall remain in full force and effect to the extent they are not in conflict with this Amendment.

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

5. **Contract Administration.** This Agreement shall be administered by Mr. Edgar Medina, P.E. ("Contract Administrator"). All correspondence shall be directed to or through the Contract Administrator or his or her designee.

Notices. Any written notice to Professional shall be sent to:
Wood Rodgers, Inc.
Attention: Mark Rayback, P.E. President, Project Manager
Email Address (for Insurance Update Requests):
mrayback@woodrodgers.com

Any written notice to City shall be sent to:
City of Rancho Cordova, Dept. of Public Works
Attention: Edgar Medina, P.E.
2729 Prospect Park Drive
Rancho Cordova, Ca. 95670
emedina@cityofranchocordova.org

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

CITY OF RANCHO CORDOVA

_____
Micah Runner, City Manager

Date:_____

Attest:

_____
Stacy Leitner, CMC, City Clerk
Date:_____
Approved as to Form:

_____
Adam U. Lindgren, City Attorney
Date:_____

WOOD RODGERS, INC.
PROFESSIONAL

_____
Mark Rayback, President

Date:_____

EXHIBIT A
SCOPE OF SERVICES

WOOD RODGERS

November 21, 2023

Mr. Edgar Medina, Senior Civil Engineer, Public Works
City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, California 95670

Re: AMENDMENT No. 3

Budget Allocation Modification Request of Consulting Services Agreement for the Preparation of the Plans, Specifications and Estimate for the White Rock Road Widening – Fitzgerald Road to City Limits Project Phase 3

Mr. Medina,

The City of Rancho Cordova (City) has directed Wood Rodgers, Inc. (Wood Rodgers) to modify the 90% design of the White Rock Road Widening – Fitzgerald Road to City Limits Project Phase 3 with new cross section configurations to align construction costs with available construction budget. These new sections 1A and 5 are enclosed in Attachment B. Section 1A shall extend from the western conform of the project, located just to the east of Macal Drive, to approximately Station 239+00 of the previously prepared 90% plan set. The remaining segment of White Rock Road between Sation 239+00 and the eastern City Limit shall be designed per Section 5. These modifications have substantial impacts to the 90% design that was submitted in February 2023 and will require a significant update to the plans.

As of October 31, 2023, Wood Rodgers has **$121.25** remaining in *Task 2 – Phase 3 Final Design,* and **$12,492.50** remaining in *Task 3 – Phase 3 SCWA Water Line Design*. Wood Rodgers understands that the SCWA Water Line Design work is essentially complete. Therefore, we request to reallocate the remaining Task 3 budget to Task 2. After this reallocation, the remaining budget amount for Task 5 will be **$0**. If any minor design is still required on the SCWA water line going forward, Wood Rodgers will perform this work under Task 2.

The budget reallocation alone will not provide sufficient budget to complete PS&E under the new design. Wood Rodgers will require additional budget to revise the 90% Plans, Specifications, and Estimate (PS&E) and then prepare Final PS&E. In addition to reallocating the Task 5 budget as described above, Wood Rodgers is requesting an additional **$30,928.00** to complete 90% and Final PS&E. A detailed staff work hour breakdown and cost estimate of the remaining work is provided in Attachment A.

The budget reallocation and additional budget will increase the total Task 2 contract budget to **$283,961.25** and will increase the total contract budget to **$395,178.00.**

Corporate Office: 3301 C Street, Bldg. 100-B • Sacramento, CA 95816 • 916.341.7760 • Fax 916.341.7767
Offices located in California and Nevada
www.woodrodgers.com

EXHIBIT B
FEE PROPOSAL

ATTACHMENT
White Rock Road Widening - Phase 3

Task Description	WOOD RODGERS									TOTAL COST
	Principal in Charge	Project Manager	Associate Engineer I	Engineer II	Engineer I	CAD Tech. III	Survey Crew	Project Coordinator	TOTAL HOURS	
	$240	$185	$175	$150	$140	$135	$270	$120		
TASK 1 - PROJECT MANAGEMENT	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**
TASK 2 - PHASE 3 FINAL DESIGN	**4**	**56**	**12**	**16**	**120**	**80**	**0**	**0**	**288**	**$43,420**
Task 2.1 - Roadway Design	0	16	0	0	80	0	0	0	96	
Task 2.2 - Draft PS&E Submittal (90%)	0	8	0	8	16	48	0	0	80	
Task 2.3 -Final PS&E (100% Plans)	0	8	0	4	24	32	0	0	68	
Task 2.4 - Utility Coordination	0	8	4	0	0	0	0	0	12	
Task 2.5 - Caltrans Local Assistance Support	4	16	8	4	0	0	0	0	32	
TASK 3 - PHASE 3 SCWA WATER LINE DESIGN	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-$12,492.50***
Task 3.1 - Project Management									0	
Task 3.2 - Data Collection									0	
Task 3.3 - Design Services									0	
Task 3.4 - Permitting									0	
TASK 4 - PHASE 3 BIDDING AND CONSTRUCTION ASSISTANCE	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**
Task 4.1 - Bidding Assistance									0	
Task 4.2 - SCWA Bid Services									0	
Task 4.3 - Construction Assistance									0	
TASK 5 - GRANT APPLICATION SUPPORT	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**
Total Hours (WR)	**4**	**56**	**12**	**16**	**120**	**80**	**0**	**0**	**288**	
TOTAL BUDGET REQUEST TO COMPLETE PS&E (WR)	**$960**	**$10,360**	**$2,100**	**$2,400**	**$16,800**	**$10,800**	**$0**	**$0**		**$30,928**

*** Remaining Task Budget to be Reallocated to Task 2**

Direct Expenses
Mileage
Plotting, Printing
Mailing

Total Direct Expenses (WR) **$0**

WR Total Cost **$30,928**

Amendment 3 Total Cost **$30,928**

MEMORANDUM

ITEM 9.5.

DATE: January 16, 2024

TO: Honorable Mayor and Council Members

FROM: Albert Stricker, Public Works Director
Edgar Medina, Principal Engineer

SUBJECT: **A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE CONTRACT AMENDMENT NO. 2021-336-02 TO INCREASE THE CONTRACT AMOUNT BY $29,970.39 TO AN AMOUNT NOT TO EXCEED $109,862.75 WITH DEWBERRY ENGINEERS INC. FOR DESIGN SERVICES FOR THE MATHER FIELD ROAD ENHANCEMENTS PROJECT**

RECOMMENDATION

Adopt the Resolution.

RESULT OF RECOMMENDED ACTION

Adoption of the Resolution would authorize the City Manager to execute Contract Amendment No. 2021-336-02 to increase the Contract amount by $29,970.39 to an amount not to exceed $109,862.75 with Dewberry Engineers Inc. for Design Services for the Mather Field Road Enhancements Project.

BACKGROUND

The City has identified Mather Field Road as a key entry point and corridor for the City and over the past several years has invested heavily in upgrading the roadway infrastructure to current standards. The City is completing the current phase of construction that rehabilitated Mather Field Road from Folsom Boulevard to International Drive.

In 2022 and in alignment with the rehabilitation project, City Council approved Community Enhancement and Investment Funds and American Rescue Plan Act funds to design and construct the Mather Field Road Enhancement Project. This project is intended to improve the aesthetic on certain elements within the corridor that were not part of the rehabilitation project.

The enhancement project includes converting the California Department of Transportation's (Caltrans) fence to a concrete sound wall on the north side of U.S. 50, upgrade the landscaping and hardscaping near the westbound offramp lanes, upgrade the aesthetic wall treatment along the east side of Mather Field, and replace the pedestrian fencing along the overpass structure over U.S. 50.

The City utilized its professional services on-call list and selected Dewberrry Engineers, Inc. to

assist in developing the project design and associated coordination with Caltrans. The proposed contract amendment is a result of the extensive coordination with Caltrans regarding the bridge structure attachments. Contract Amendment No. 2021-336-02 will allow staff to complete the final design of the enhancements and finalize Caltrans approvals, in preparation for construction.

The preliminary schedule for completion of final design and approvals is Spring 2024 with an anticipated construction start in Summer/Fall 2024.

FISCAL IMPACT AND FUNDING SOURCE

Funding for Mather Field Road Enhancements Projects consists of Community Enhancement & Investment Funds, American Rescue Plan Act Funds and Infrastructure Replacement Funds. There is no impact to the City's General Fund.

This project is included in the City’s current approved Capital Improvement Plan and in the 2023/24 budget.

ATTACHMENT(S)

1. Resolution
2. Contract Amendment No. 2021-336-02

CITY OF RANCHO CORDOVA

RESOLUTION NO. XX-2024

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA, STATE OF CALIFORNIA, AUTHORIZING THE CITY MANAGER TO EXECUTE CONTRACT AMENDMENT NO. 2021-336-02 TO INCREASE THE CONTRACT AMOUNT BY $29,970.39 TO AN AMOUNT NOT TO EXCEED $109,862.75 WITH DEWBERRY ENGINEERS, INC. FOR ENGINEERING DESIGN SERVICES FOR THE MATHER FIELD ROAD ENHANCEMENTS PROJECT, CP22-2233

WHEREAS, the Public Works Department employs the assistance of qualified consultants for engineering design services in order to provide flexibility to adapt to the variable Capital Improvement Program demands; and

WHEREAS, on December 2, 2021, the City approved Contract No. 2021-336 with Dewberry Engineers, Inc. in the amount of $79,892.36 for engineering design services for Mather Field Road Enhancements Project, CP22-2233; and

WHEREAS, on December 1, 2023, the City approved Contract Amendment No. 2021-336-01 with Dewberry Engineers, Inc. to extend the contract term to June 30, 2025; and

WHEREAS, the proposed contract amendment will increase the contract amount by $29,970.39 to an amount not to exceed $109,862.75 for engineering design services for the project; and

WHEREAS, funding for the Mather Field Road Enhancements Project consists of Community Enhancement & Investment Funds, American Rescue Plan Act Funds, and Infrastructure Replacement Funds. There is no impact to the City's General Fund.

NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA does authorize the City Manager to execute Contract mendment No. 2021-336-02 to increase the contract amount by $29,970.39 to an amount not to exceed $109,862.75 with Dewberry Engineers, Inc. for engineering design services for the Mather Field Road Enhancements Project, CP22-2233, and in a form approved by the City Attorney.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 16th day of January 2024 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

David Sander, Mayor

Stacy Leitner, CMC
City Clerk

SECOND AMENDMENT TO THE PROFESSIONAL SERVICES AGREEMENT BETWEEN THE CITY OF RANCHO CORDOVA AND DEWBERRY ENGINEERS, INC. FOR ENGINEERING DESIGN FOR THE MATHER FIELD ROAD ENHANCEMENTS PROJECT, CP22-2233

This Second Amendment to the Agreement for Professional Services ("Amendment") is made by and between the City of Rancho Cordova ("City" or "LOCAL AGENCY") and Dewberry Engineers, Inc. a California Corporation ("Professional" or "CONSULTANT") as of January 16, 2024. City and Professional are hereinafter collectively referred to as the "Parties."

RECITALS

WHEREAS, the Parties entered into a Professional Services Agreement ("PSA") dated January 24, 2022, for the purpose of providing engineering design services; and

WHEREAS, on December 01, 2023, City approved administrative amendment 2021-336-01 that amended Section 1.1 Performance Period, extending the term of this agreement from June 30, 2023, to June 30, 2025: and

WHEREAS, this Amendment 2021-336-02 will amend Section 2 "Compensation" to Increase the contract amount by $29,970.39 to an amount not to exceed $109,862.75: and

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

NOW, THEREFORE, the Parties hereto agree as follows:

AGREEMENT

1. The Parties agree to amend Section 2 "COMPENSATION" of the PSA to Increase the contract amount by $29,970.39. The first sentence of Section 2. COMPENSATION of the PSA is amended to read as follows:

   "City hereby agrees to pay Professional a sum not to exceed **One Hundred Nine Thousand Eight Hundred Sixty Two Dollars and Seventy Five Cents ($109,862.75**), notwithstanding any contrary indications that may be contained in Professional's cost proposal dated November 14, 2023, for services to be performed and reimbursable costs incurred under this Agreement.

2. All other terms and conditions in the PSA shall remain in full force and effect to the extent they are not in conflict with this Amendment.

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

4. **Contract Administration.** This Agreement shall be administered by Mr. Edgar Medina, P.E. ("Contract Administrator"). All correspondence shall be directed to or through the Contract Administrator or his or her designee.

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

Dewberry Engineers, Inc.
Attention: Matt Satow, P.E. Vice President
11060 White Rock Road, Ste 200
Rancho Cordova, Ca. 95670
msatow@dewberry.com

Any written notice to City shall be sent to:

Mr. Edgar Medina, P.E.
City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, CA 95670
emedina@cityofranchocordova.org

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

CITY OF RANCHO CORDOVA

_____
Micah Runner, City Manager

Date:_____

Attest:

_____
Stacy Leitner, City Clerk

Date:_____

Approved as to Form:

_____
Adam Lindgren, City Attorney

Date: _____

PROFESSIONAL

_____
Dennis Haglan, President

Date:_____

EXHIBIT A
FEE PROPOSAL

Dewberry

November 14, 2023

Mr. Edgar Medina
Rancho Cordova Department of Public Works
2729 Prospect Park Drive
Rancho Cordova, CA 95670

SUBJECT: Mather Field Road Enhancement Project
Request for Contract Amendment #2

Dear Edgar,

Dewberry is requesting an amendment to our contract for preparing the design and obtaining the Caltrans encroachment permit for the Mather Field Road Enhancement project. During the project development phase and in our discussions with Caltrans regarding the installation of new fencing across the U.S. 50/Mather Field Road interchange, it was determined that a custom structural connection between the fence and barrier rail would be needed. The original contract scope assumed that the fence connection used for previous City/Caltrans projects would be acceptable.

The custom structural design will require review and approval by Caltrans before the City can obtain the encroachment permit needed for construction. The Dewberry structures team has drafted a technical memorandum on the potential solutions and met with Caltrans to review the alternatives. Based on the feedback from Caltrans, an acceptable alternative was selected and we estimate the additional effort to design the barrier rail/fence connection and obtain structural approvals from Caltrans to be $29,970.39.

The total estimated not to exceed amount of these services is $29,970.39 and brings our total Not to Exceed contract amount to $109,862.75. These additional services will be billed on a time and materials basis at our current 2023 rates.

Please let me know if you have any questions or comments about this proposal and thank you again for the opportunity to serve the City of Rancho Cordova.

Sincerely,

Dewberry Engineers Inc.

Matt Satow, P.E.
Project Manager/Vice President

Mather Field Road Enhancements
City of Rancho Cordova

Dewberry

Dewberry Engineers Inc.

Prime

Attachment A: Amendment 2 Free

Task Number	Task Name	PI/CPM, Matthew Salow	Project Engineer, Kerwin Li	Senior Engineer, Range A, To Be Determined	Engineer, Range B, To Be Determined	Senior CAD Designer, To Be Determined	TASK HOURS	ESCALATION	TASK COSTS
Loaded Rate:		$295.00	$198.00	$175.00	$150.00	$125.00			
1.0	**Project Management**								
1.1	Project Management/Coordination		2				2		$396.00
1.2	Design Cooordination/Meetings		4				4		$792.00
1.3	Quality Assurance/Quality Control								
1.4	Public Outreach Support								
1.5	Caltrans Coordination/Grant Support								
	Total Task 1		6				6		$1,188.00
	Subtotal Phase 1		6				6		$1,188.00
2.0	**Preliminary Engineering and Environmental**								
2.1	Research and Field Investigation								
2.2	Design Memo and Aesthetic Renderings								
2.3	Limited Topographic Survey								
	Total Task 2								
	Subtotal Task 2								
3.0	**PS&E Activities**								
3.1	Utilty Coordination and Right of Way Coordination								
3.2	First Submittal of Plans and Estimate (60%)								
3.3	Second Submittal of Plans, Specs and Estimate (90%)								
3.4	Final Submittal of Plans, Specs and Estimate (100%)								
3.5	Structures Fence/Barrier Design		9	120	40		169		$28,782.39
	Total Task 3		9	120	40		169		$28,782.39
	Subtotal Task 3		9	120	40		169		$28,782.39
4.0	**Bidding & Construction Assistance**								
4.1	Bidding Services								
4.2	Services (Design Support) During Construction								
	Total Task 4								
	Subtotal Task 4								
	TOTAL DIRECT LABOR HOURS		15	120	40		175		$29,970.39
							TOTAL PROJECT COST		**$29,970.39**

MEMORANDUM

ITEM 11.1.

DATE: January 16, 2024

TO: Honorable Mayor and Council Members

FROM: Arlene Granadosin-Jones, AICP, Senior Planner

SUBJECT: **MINE SHAFT DIGITAL BILLBOARD SIGNS - CONDITIONAL USE PERMIT, MINOR DESIGN REVIEW, AND OPERATING AGREEMENT (MITIGATED NEGATIVE DECLARATION PREPARED PURSUANT TO ARTICLE 6 OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT) - PROJECT PLND-0822-0047 - 2300 MINE SHAFT LANE; APN: 072-0231-014-0000**

PROPERTY OWNER:	**APPLICANT:**
Cordova Community Council Foundation 2729 Prospect Park Drive, Suite 117 Rancho Cordova, CA 95670	RSC Engineering, Inc. 1420 Rocky Ridge Drive, Suite 150 Roseville, CA 95661

PROJECT:	The Applicant, Cordova Community Council, is seeking approval of a Conditional Use Permit, Minor Design Review, and Operating Agreement for two digital billboard signs along US Highway 50. Each sign has two sign area displays, each measuring 1,200 square feet. The digital signs are approximately 2,708 feet from each other. The east sign height is 60 feet, and the west sign height is 70 feet. The Applicant will enter into an Operating Agreement with the City to govern the operation of the digital signs.
FILE:	PLND-0822-0047
LOCATION:	2300 Mine Shaft Lane
APN:	072-0231-014-000
PLANNER:	Arlene Granadosin-Jones, AICP, Senior Planner

RECOMMENDATION

Continue the proposed project to the February 5, 2024, City Council Meeting.

MEMORANDUM

ITEM 11.2.

DATE: January 16, 2024

TO: Honorable Mayor and Council Members

FROM: Albert Stricker, Public Works Director
Dalia Fadl, Principal Engineer

SUBJECT: **A RESOLUTION APPROVING THE CITY OF RANCHO CORDOVA'S ADJUSTED STORM DRAINAGE IMPACT FEE SCHEDULE FOR 2024, WHICH IS PAID BY DEVELOPERS TO MITIGATE FOR THEIR PROJECT IMPACTS ON THE CITY'S DRAINAGE SYSTEM**

RECOMMENDATION

Adopt the Resolution.

RESULT OF RECOMMENDED ACTION

Adoption of the Resolution would approve the 2024 Storm Drainage Impact Fee Schedule.

BACKGROUND

The City's Storm Drainage Impact Fee Program was established in 2020 through the City Council's adoption of Rancho Cordova Municipal Code (RCMC) Chapter 16.95. The City started collecting fees under this program in March 2021. The fees collected as part of the Storm Drainage Impact Fee Program facilitate new development through construction of major drainage infrastructure that provides regional benefits, while mitigating development impacts of the City's drainage system. **The fees are paid by developers and collected at the project approval phase.**

On an annual basis, the impact fees are adjusted to account for inflation based on the Engineering News - Record (ENR) index. This year the adjustment is 2.31%. In addition, credits and reimbursements are adjusted annually pursuant to RCMC 16.95.110 and 16.95.120.

The 2024 Storm Drainage Impact Fee schedule (Attachment 2) includes a table showing the proposed fees that will take effect immediately upon approval of the Resolution.

FISCAL IMPACT AND FUNDING SOURCE

The proposed Resolution would have no impact on the City's General Fund. Funds collected pursuant to the Storm Drainage Impact Fee Program will be used for City storm drain improvements.

ATTACHMENT(S)

1. Resolution

2. Exhibit A to the Resolution - 2024 Drainage Impact Fees
3. Presentation

CITY OF RANCHO CORDOVA

RESOLUTION NO. XX-2024

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA, STATE OF CALIFORNIA, APPROVING THE ADJUSTED STORM DRAINAGE IMPACT FEE SCHEDULE FOR 2024

WHEREAS, the City separated from Sacramento County's Zone 11 drainage fee program and created a Storm Drainage Impact Fee Program in 2020; and

WHEREAS, City Council adopted Municipal Code Chapter 16.95 establishing the City's Storm Drainage Impact Fee Program in October 2020; and

WHEREAS, the City started implementing the new Storm Drainage Impact Fee Program in March 2021; and

WHEREAS, annually in January, the City will update the drainage impact fee schedule to account for inflation based on the Engineering News-Record Index, and this year the increase is 2.30%; and

WHEREAS, the adjusted 2024 Storm Drainage Impact Fee Schedule is included in Exhibit A.

NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA adopts the 2024 Storm Drainage Impact Fee Schedule.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 16th day of January 2024 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

David Sander, Mayor

Stacy Leitner, CMC
City Clerk

NOTICE OF UPDATED FEE 1-1-2024
Storm Drainage Impact Fees

NOTICE IS HEREBY GIVEN that the Storm Drainage Impact Fees will automatically be adjusted in January by averaging the percentage change in the 20-City and San Francisco Construction Cost Index (CCI) as reported by Engineering New Record (ENR) for the twelve-month period ending in October of the prior year.

Land Use	Percent Impervious	Construction Cost/Acre	Administrative Cost/Acre	Total Fee/Acre
Commercial/Office/Retail[1]	70%	$ 25,195.90	$ 1,008.40	$ 26,204
Industrial	70%	$ 25,195.90	$ 1,008.40	$ 26,204
High Density Residential				
RMH	75%	$ 26,997.45	$ 1,080.50	$ 28,078
RD-30[2]	70%	$ 25,195.90	$ 1,008.40	$ 26,204
RD-25	70%	$ 25,195.90	$ 1,008.40	$ 26,204
RD-20	70%	$ 25,195.90	$ 1,008.40	$ 26,204
Medium Density Residential				
RD-15	70%	$ 25,195.90	$ 1,008.40	$ 26,204
RD-10	60%	$ 21,597.10	$ 864.19	$ 22,461
RD-7	50%	$ 17,997.23	$ 719.98	$ 18,717
RD-6	40%	$ 14,398.43	$ 575.76	$ 14,974
Low Density Residential				
RD-5	40%	$ 14,398.43	$ 575.76	$ 14,974
RD-4	38%	$ 13,678.45	$ 546.71	$ 14,225
RD-3	33%	$ 11,699.33	$ 467.07	$ 12,166
RD-2	28%	$ 9,898.85	$ 394.96	$ 10,294
RD-1	25%	$ 8,999.15	$ 360.53	$ 9,360
AR-1	17%	$ 6,119.25	$ 244.30	$ 6,364
AR-2	10%	$ 3,598.80	$ 144.21	$ 3,743
AR-5	10%	$ 3,598.80	$ 144.21	$ 3,743
AR-10	10%	$ 3,598.80	$ 144.21	$ 3,743
Mowed grass with graded and piped to drain	20%	$ 7,198.68	$ 288.42	$ 7,487
Mowed grass with no piped drainage	10%	$ 3,598.80	$ 144.21	$ 3,743
Impervious Area Park[2]	75%	$ 26,997.45	$ 1,080.50	$ 28,078
School Campus with detention	25%	$ 8,999.15	$ 360.53	$ 9,360
School Campus	50%	$ 17,997.23	$ 719.98	$ 18,717

[1] Impervious area for Commercial and Industrial reduced to reflect the use of Low Impact Development (LID) practices, meeting HMP requirements and increased landscaping standards. Actual fees may vary if LID not utilized

[2] A school or park that detains greater than 50% of peak flow value, at the discreation of the City, may reduce the fee by 50%.

DRAINAGE IMPACT FEES PAID BY DEVELOPMENT

2024 UPDATE

January 16, 2024

Background

- The program transitioned from the County to the City in 2020, City started collecting fees in March 2021.
- The Drainage Impact Fee Program requires developers to pay a fee to mitigate for their project impacts to the City's drainage system.
- The program funds are used to fund installation of new regional storm drain facilities and the enhancement of existing facilities to mitigate development impacts and facilitate future development.

Fee Implementation

- The fees shall be paid at the issuance of a building permit or approval of the improvement plans by the City, whichever occurs first.
- The fees shall be based on the fee schedule in effect at the time of payment. The fee is based on the proposed land use and expected hardscape area.
- In January of each calendar year, the fees are adjusted using the average of the percentage change in the 20-City and the San Francisco Construction Cost Index as reported by Engineering News Record.
- Tonight's action will approve the fee table for 2024.

MEMORANDUM

ITEM 12.1.

DATE:	January 16, 2024
TO:	Honorable Mayor and Council Members
FROM:	Albert Stricker, Public Works Director Quoc Nham, Senior Civil Engineer
SUBJECT:	**PRESENTATION ON THE PROPOSED RENAMING OF POOPENAUT COURT IN THE SUNRIDGE PARK COMMUNITY**

RECOMMENDATION

Receive direction from City Council on the preferred street name.

RESULT OF RECOMMENDED ACTION

If so directed by City Council, staff will proceed with posting the Council-selected street name at the site for a minimum ten-day period, followed by a public hearing to formally change the name, and installation of a new street name sign.

BACKGROUND

Poopenaut Court was developed as part of the Sunridge Park Phase II Subdivision, recorded March 7th, 2006, in Book 348 of Maps, at Page 1. Many of the streets within this subdivision follow a nature inspired theme, influenced by various natural features, trails, and lakes. Poopenaut is the name of a valley and trail head in Yosemite National Park. Poopenaut Court is a public and non-residential road currently providing access to a SMUD substation facility, an adjacent City stormwater detention basin, and a future Juniper Creek Battery Storage Facility. City Council requested that staff evaluate options for a street name change for Poopenaut Court.

Street names must be unique within Sacramento County to avoid confusion for emergency services and the general public. Staff identified the following unique names in the Sierra Nevada theme:

- Mono Pass Court
- Towering Rock Court
- Preston Falls Court
- Artist Point Court
- Peoria Ridge Court
- Lava Bluff Court

The City polled the Sunridge Park community twice on their preferred names from the list. In November and December 2023 there were four responses to the poll with the top three

selected as:

- Towering Rock Court
- Artist Point Court
- Mono Pass Court

Staff is requesting direction from City Council on the preferred name. If so directed by City Council, next steps would include posting the proposed name at the site for a minimum of 10 days, holding a public hearing where Council would consider formally adopting a resolution to change the name, and the installation of the new street name sign.

FISCAL IMPACT AND FUNDING SOURCE

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

ATTACHMENT(S)

1. Presentation

STREET NAME CHANGE

Poopenaut Court

RANCHO CORDOVA CALIFORNIA

Presentation Goals

- Background
- Select New Street Name

Presentation Outline

- Background
- Location of Poopenaut Court
- Street Name Change Process
- Sunridge Park Theme
- Review Street Name Options
- Community Outreach
- Recommendations
- Next Steps

Background

- City Council directed staff to evaluate options to change the name of Poopenaut Court located east of Rancho Cordova Parkway and South of Douglas Road within the Sunridge Park Community.
- “Poopenaut” is the name of a valley and trail head in Yosemite National Park.
- The street is public providing access to the SMUD Facility, an adjacent City drainage basin, and the approved future Juniper Creek Energy Storage Facility.

Location Map

Street Name Change Process

- Guidelines include: City to ensure street names are not duplicates within the County and not more than 13 characters.
- Provide County with a list of street names for review, approval, and hold for use.
- City to select street name and confirm agreement from service providers such as the County, Fire District, Police, SMUD, and the U.S. Post Office, and
- Provide notification to current occupants.

Street Name Change Process

- Notice of public hearing shall be posted along subject street 10 days prior to the hearing.
- City shall hold a public hearing for the new street name.
- If accepted, City to notify in writing all affected property owners and service providers of the change.
- City to erect new street signs.

Sunridge Park Theme

- Poopenaut Court is part of the Sunridge Park community.
- The street names for the community follow a nature inspired theme, influenced by various natural features, trails, lakes, etc. in California.
- To continue the same theme of the community, staff proposes alternative nature inspired street names approved by the County.

Street Name Options

- The new street names proposed and available for use as confirmed by the County are as follows:
  - Mono Pass Court
  - Towering Rock Court
  - Preston Falls Court
  - Artist Point Court
  - Peoria Ridge Court
  - Lava Bluff Court.

Community Outreach

- The Sunridge Park Community was notified twice of the proposed name change through neighborhood social media.
  - Notification included a poll with the list of proposed street names that was available for the month of November and December 2023.
  - 4 people responded to the poll
  - With 2 respondents favoring Towering Rock Court, followed by Artist Point Court and Mono Pass Court for the other 2 respondents.

Recommendation

- Provide direction to staff regarding Council preferred street name.
  - Names reserved with County are: **Towering Rock Court, Artist Point Court, Mono Pass Court**, Preston Falls Court, Peoria Ridge Court, Lava Bluff Court.
  - Or other name preferred by Council

Next Steps

- Public Notice for 10-days.
- Return to Council in early 2024 for a Consent Public Hearing.
- If Approved, City Staff to install new street name signs

THANK YOU

MEMORANDUM

ITEM 12.2.

DATE:	January 16, 2024
TO:	Honorable Mayor and Council Members
FROM:	Albert Stricker, Public Works Director Kristine Courdy, Senior Civil Engineer
SUBJECT:	**PRESENTATION REGARDING THE CITYWIDE ROUNDABOUT FEASIBILITY STUDY AND IMPLEMENTATION PLAN**

RECOMMENDATION

Receive presentation and provide feedback on the Citywide Roundabout Feasibility Study and Implementation Plan.

RESULT OF RECOMMENDED ACTION

Staff would incorporate Council feedback and return with the final Citywide Roundabout Feasibility Study and Implementation Plan which would provide a roadmap for potential retrofitting of roundabouts at existing locations in the City and guidelines for including roundabouts in future developments.

BACKGROUND

The City of Rancho Cordova applied for and successfully received a Fiscal Year 2021-22 California Department of Transportation (Caltrans) Sustainable Transportation Planning Grant in the amount of $154,928.00 for the Citywide Roundabout Feasibility Study & Implementation Plan (Plan). The Plan explored options to include roundabouts to better serve the needs of the community and evaluated the feasibility of switching traffic signals and stop sign controlled intersections to roundabouts. The Plan created a prioritized roundabout implementation plan with conceptual designs of potential locations and created guidelines to evaluate roundabout locations in the future.

On June 6, 2022, the City Council awarded a professional services agreement to Kittelson & Associates, Inc. to prepare the Plan. To develop the Plan, Kittelson screened potential roundabout locations, studied the top location intersections, tested overlay design sketches, and gathered input from the community and stakeholders. The community feedback included three community meetings reaching 50 attendees and an online survey with 88 responses. One section of the Plan includes the Roundabout Guidelines (refer to Appendix E of the Plan) that will help guide the design of roundabouts in new developments throughout the City.

The next steps will be to finalize the Plan for Council approval and test the top five concepts against future traffic volumes, continue community engagement for top locations, seek grants

and funding to implement concepts, and use the Roundabout Guidelines to identify new roundabouts within future development.

FISCAL IMPACT AND FUNDING SOURCE

Funding for the Citywide Roundabout Feasibility Study and Implementation Plan consists of $154,928.00 from the Caltrans Sustainable Transportation Planning Grant Program and the required City match is funded from Gas Tax for the delivery of this project. The project has no impact on the City's General Fund.

This project is included in the City's current approved Capital Improvement Plan and is in the current budget.

ATTACHMENT(S)

1. Citywide Roundabout Feasibility Study & Implementation Plan
2. Presentation

DECEMBER 2023

RANCHO CORDOVA ROUNDABOUT FEASIBILITY STUDY REPORT

RANCHO CORDOVA
CALIFORNIA

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Introduction

Introduction

The City of Rancho Cordova got its start during the Gold Rush, when entrepreneurial spirits raced to extract wealth and opportunity from the landscape. Today, in its prime spot along the American River outside Sacramento, Rancho Cordova is once again a boom town. The city is one of the region's largest employers and boasts a population that has grown by almost 50 percent in 20 years.[1] The city's recent growth in population has created the need to address local transportation safety, circulation, and congestion.

This report summarizes the results of the City of Rancho Cordova Roundabout Feasibility Study, a project funded through the California Department of Transportation (Caltrans) Sustainable Transportation Planning Grant Program. The study considered roundabouts as a way to decrease city congestion, improve traffic safety, and reduce greenhouse gas emissions by identifying appropriate existing and future intersection locations for roundabouts. This document identifies the top existing locations for potential Rancho Cordova roundabout projects, offers concepts for those locations, and outlines guidance to help the City plan and implement roundabouts moving forward.

About the Project

Versatile in their size, shape, and design, roundabouts offer numerous safety and operational benefits. Their design forces low vehicle speeds, reduces conflict points for all road users, and promotes efficient traffic operations.[2] Installing roundabouts can reduce the number and severity of crashes, reduce traffic congestion, and help create a sense of place and function as a gateway into a community (**Figure 1**). And, because they don't require electrical controllers or signal operations, many roundabouts have reduced ongoing costs compared to traffic signals. Roundabouts also are resilient during natural disasters since the intersections continue to function as designed when the power goes out.

To take advantage of these safety and operational benefits, the City of Rancho Cordova studied the feasibility of building roundabouts at new and existing intersections throughout the city. Using a series of data points and community feedback, the project team evaluated and prioritized potential roundabout locations, created an implementation plan—including conceptual designs at five potential roundabout locations—and developed guidelines to help the City plan for and prioritize future roundabouts.

Figure 1. Planted Roundabout as Community Gateway (Citrus Heights, CA)

Source: Google Earth, (38.684381, -121.296489)

1 City of Rancho Cordova, "Growth by the Numbers," https://www.cityofranchocordova.org/Home/Components/News/News/4586/19.

2 FHWA, "Roundabouts," August 2023, https://highways.dot.gov/safety/intersection-safety/intersection-types/roundabouts.

Project Goals

With this project, the City set out to achieve three goals:

1. Identify suitable existing locations for roundabouts.
2. Prepare planning and design guidelines for future roundabouts.
3. Develop a forward-looking roundabout priority plan for the City of Rancho Cordova.

Throughout this project, the City relied on public and stakeholder feedback to help shape and refine the study.

Project Process

1/ **Screen potential roundabout locations using existing city data.**

2/ **Study top location intersections and test overlay design sketches.**

3/ **Gather input from the community and technical advisory committee and develop roundabout designs.**

4/ **Prepare City roundabout guidelines.**

Why Roundabouts?

Roundabouts are a type of circular intersection where vehicles move counterclockwise around a central island. Drivers entering the roundabout yield and wait for a gap to appear before merging into circulating traffic. This design feature means that no one movement has priority or more dedicated time over the other movements.

Roundabouts have proven safety and operational benefits:

Safer Intersections

Roundabouts can effectively decrease the frequency and severity of crashes by reducing the number of conflict points for drivers, pedestrians, and bicyclists and by reducing vehicle speeds (see **Figure 3**).

More Attractive Streets

Roundabout central islands provide natural locations for landscape and art, which can enhance street aesthetics and help visually indicate that roadway users are entering a distinct community.

More Resilient Infrastructure

Because roundabouts typically don't have signals requiring power, they continue to function even when the power goes out, such as during an earthquake, wildfire, or other emergency.

Access Management

Roundabouts can naturally provide U-turn movements but without the delay of vehicles waiting to make a tight U-turn. This allows the installation of raised medians that restrict left turn movements across traffic, which can help make the street safer.

Lower Life Cycle Costs

Roundabouts don't need electrical controllers, signal maintenance, or retiming, and they have a longer service life than traffic signals. As a result, roundabouts can reduce municipality maintenance costs compared to a signal.[3]

Less Congestion and Reduced Emissions

When operating within their capacity, roundabouts typically result in lower travel time delays and reduced emissions compared to other intersection control types.[4] Drivers yield to circulating traffic and take turns rather than waiting for a programmed green signal. This benefit is especially helpful when traffic volume is low outside the peak periods.

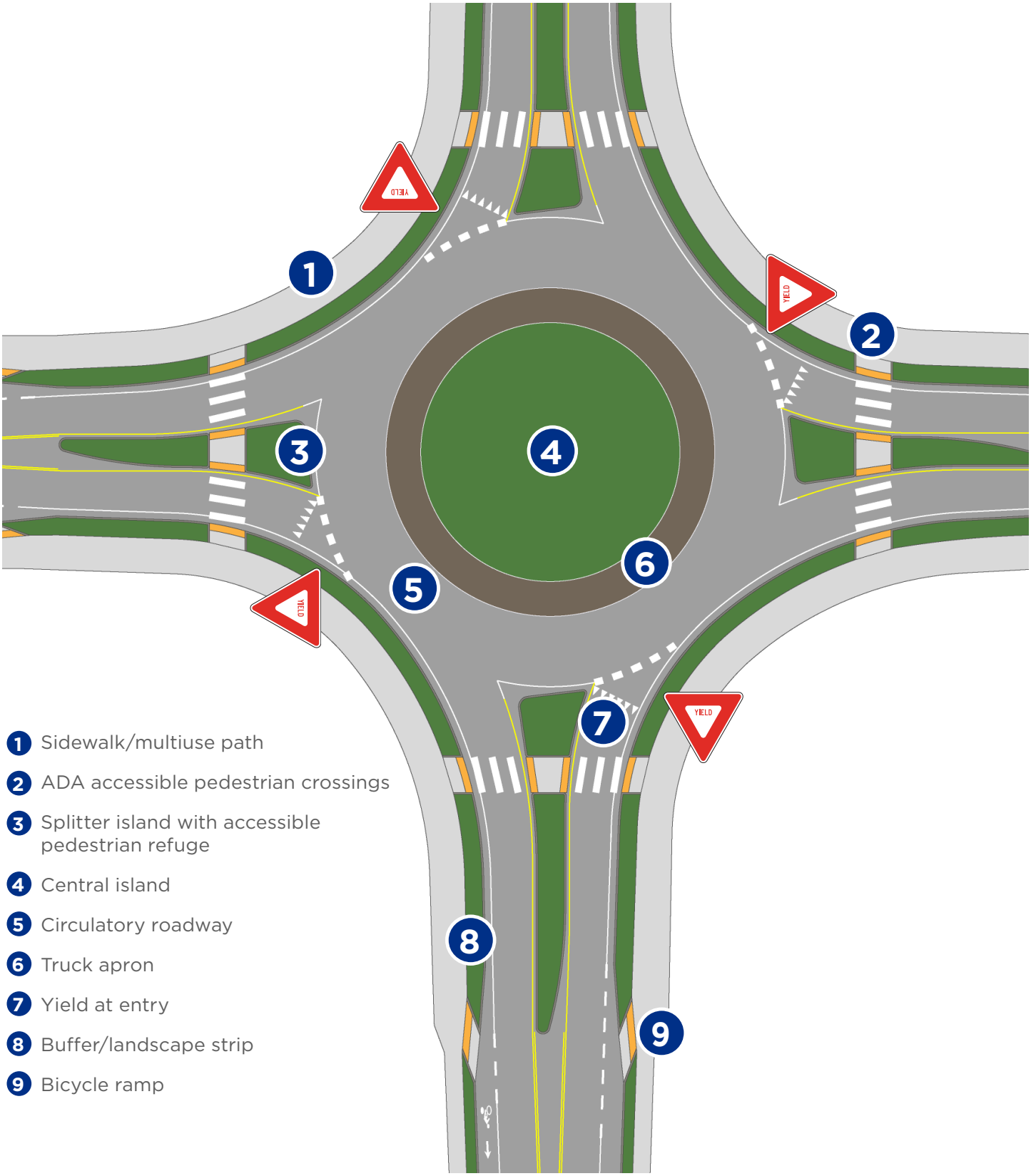
3 Niederhauser, M., B. Collins, and E. Myers. "The Use of Roundabouts: Comparison with Alternate Design Solution." Presented at the 67th Annual Meeting of the Institute of Transportation Engineers, Washington, DC, 1997.

4 National Cooperative Highway Research Program (NCHRP), *NCHRP Research Report 1043: Guide for Roundabouts* (2023), Section 2.4.2, https://nap.nationalacademies.org/catalog/27069/guide-for-roundabouts and Salamati, K., N. Rouphail, C. Frey, B. Schroeder, and L. Rodegerdts. A*ssessment of the Environmental Characteristics of Roundabouts. Vol. III of VII, Accelerating Roundabout Implementation in the United States*, publication FHWA-SA-15-071, FHWA, US Department of Transportation, 2015.

Roundabout Features

Not all circular intersections are roundabouts: roundabouts require drivers to yield on entry. **Figure 2** illustrates common features of roundabouts in the United States.

Figure 2. Roundabout Features



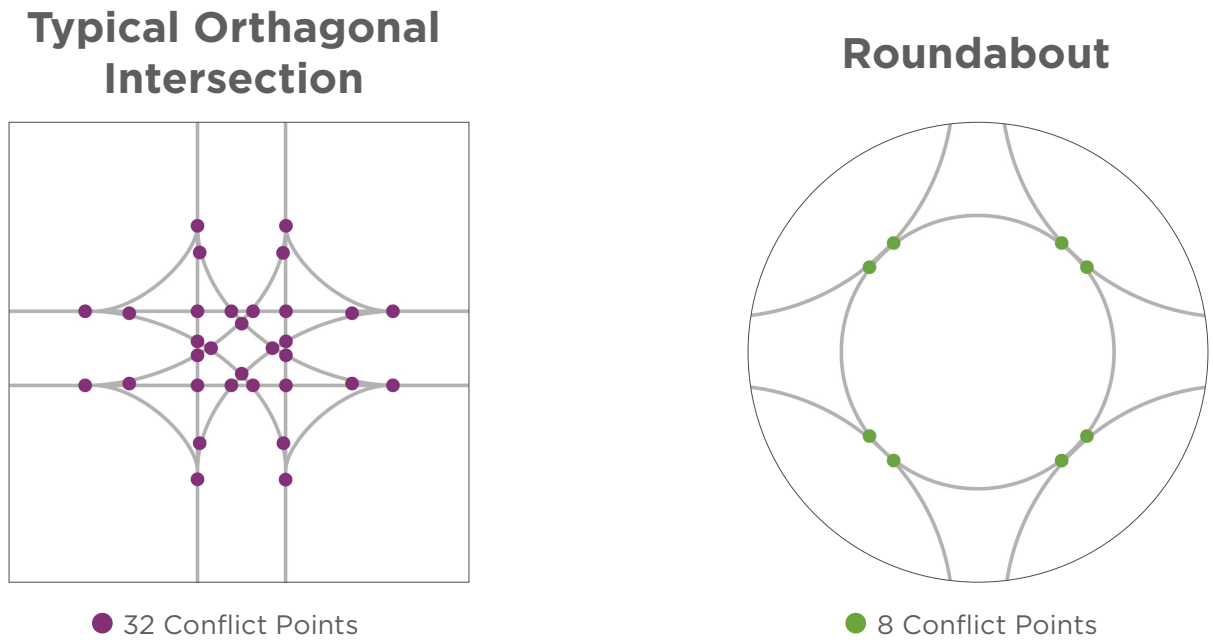
Source: Adapted from NCHRP Research Report 1043, Exhibit 2.1

Roundabouts Reduce Conflict Points

Because they reduce the number of conflict points and their potential severity, roundabouts design away potentially severe head-on and left-turn conflicts (**Figure 3**).

For more on the proven safety outcomes of roundabouts, check out https://highways.dot.gov/safety/proven-safety-countermeasures/roundabouts.

Figure 3. Comparing Conflict Points: Signalized or Stop-Controlled Intersection vs. Roundabout



Source: Adapted from NCHRP Research Report 1043, Exhibits 7.2 and 7.3.

Speed Management

A roundabout's circular design creates deflection, which naturally reduces vehicle speeds.

Vehicle speed is a critical component of intersection safety because the speed at which a crash occurs greatly influences the survivability of that crash—particularly for vulnerable road users like bicyclists and pedestrians. Roundabouts save lives by keeping speeds low. In a roundabout, every movement is controlled by forcing drivers to turn along curved paths rather than merely going straight. This deflection naturally slows drivers down (**Figure 4**).

For more on the impact and influence of speed, check out *City Limits: Setting Safe Speed Limits on City Streets* from the National Association of City Transportation Officials and *NCHRP Research Report 1043: Guide for Roundabouts*.

Well-designed roundabouts keep speeds low at entrances, conflict points, and pedestrian crossings.

Solutions to Site-Specific Challenges

Particular locations where roundabouts could provide more benefits than another intersection type share some common features. Intersections or corridors with one or more of the following features could be good candidates for a roundabout:

- Documented crash history—especially severe angle, turning, or speed-related crashes
- Drivers routinely exceed the posted or target speed
- Desired traffic calming
- Particularly low traffic volumes during non-peak hours compared to the peak hours
- Two-way stop-control with long delays on side streets
- Five or more legs of the intersection
- A high percentage of turning movements, especially left turns or U-turns
- Change in context and speed (such as at the entrance into a business district or residential neighborhood)
- A campus, neighborhood, commercial development, or urban area gateway or entrance

Reduced Head-On and Right-Angle Crashes

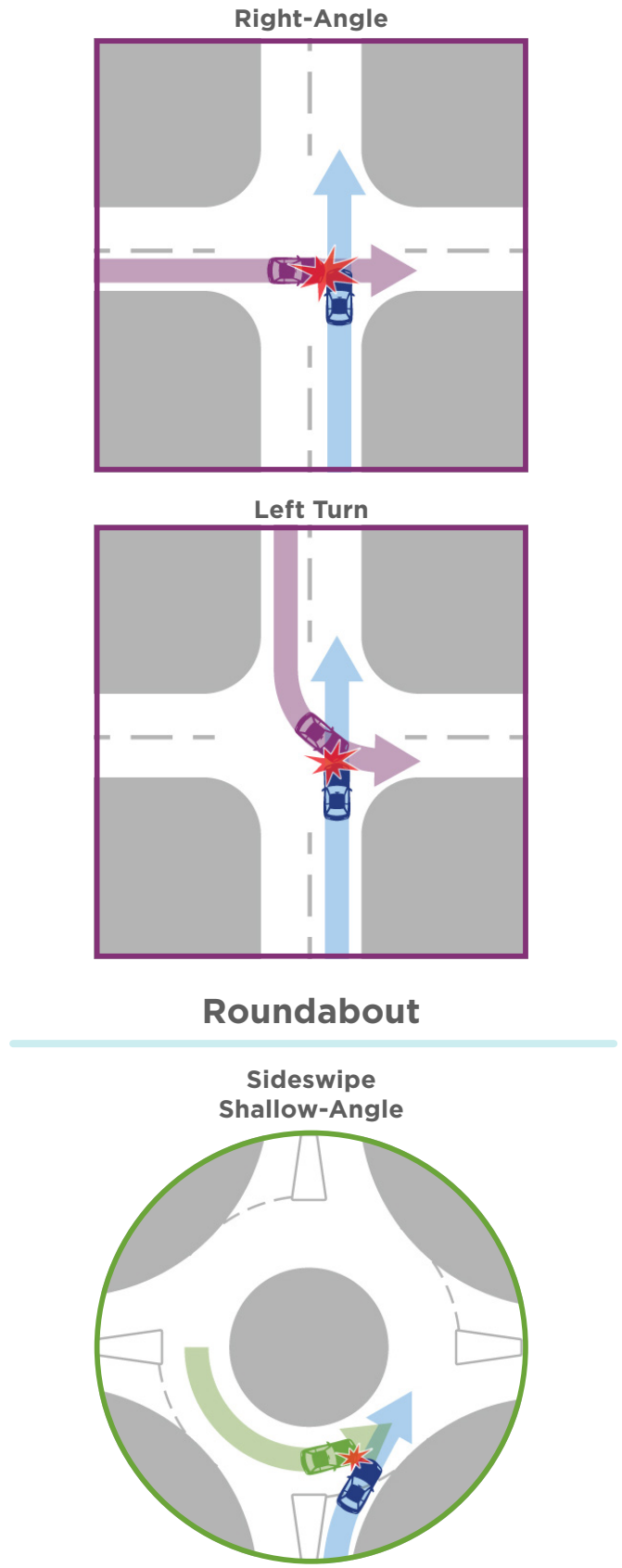
As they reduce conflict points, roundabouts also design away two types of crashes: right-angle (also called T-bone) and left-turn crashes (**Figure 4**). These two crash types are typically some of the most severe due to the angles of the collision and the resulting high levels of energy transfer involved.

Collisions that occur in a roundabout—typically sideswipe, shallow-angle, or low-speed rear-end crashes—are less severe because the collision angles reduce the impact force and because vehicles are traveling at slower speeds.

Additional Resources

- Federal Highway Association, "Roundabouts," https://highways.dot.gov/safety/proven-safety-countermeasures/roundabouts.
- NCHRP Research Report 1043: Guide for Roundabouts, 2023, https://www.trb.org/Publications/Blurbs/182939.aspx.

Figure 4. Comparing Crash Types: Signalized or Stop-Controlled Intersection vs. Roundabout

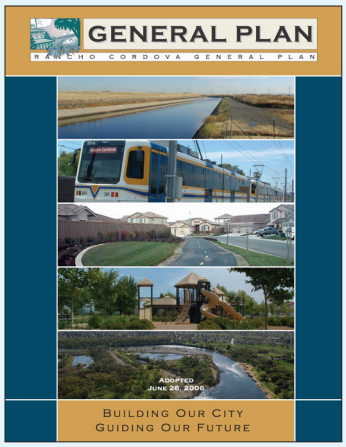


Source: Adapted from Kansas Roundabout Guide, Second Edition

Planning Context

Planning Context

The City of Rancho Cordova works hard to develop plans and policies that provide safe and efficient transportation options for everyone who lives in and visits the city. This project was developed within the City's larger planning and policy ecosystem.



General Plan

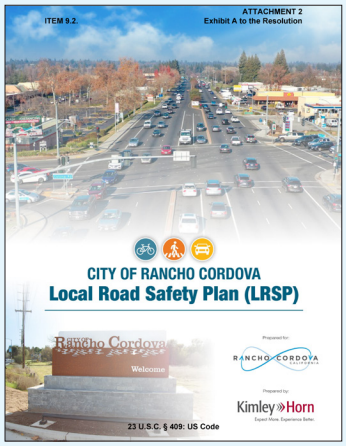
The 2006 Rancho Cordova General Plan and its subsequent updates provide a long-term vision for land use in the city. The City uses this plan as a reference for anticipated future land use and travel demand.

The travel demand needs from the General Plan influence roundabout viability and help determine whether a single-lane or multilane roundabout will be most appropriate in a given location. This roundabout feasibility study and accompanying guidelines offers the next general plan a means to incorporate and evaluate roundabouts as part of future development.

Bicycle Master Plan

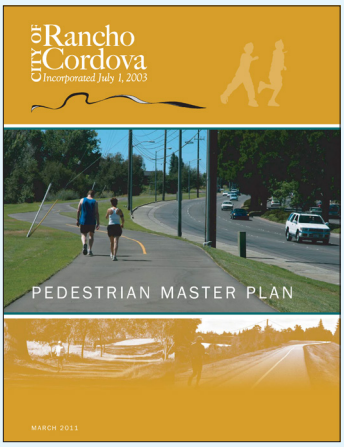
The City's 2016 Bicycle Master Plan puts the General Plan's bicycling policies and goals into action. The Bicycle Master Plan recommends infrastructure like bike lanes and paths and charts a course for implementation.

This roundabout study used the Bicycle Master Plan to design prospective roundabouts in the context of planned bicycle networks. For example, where the bicycle plan recommends separated bike lanes, this project includes those facilities in the concept design.



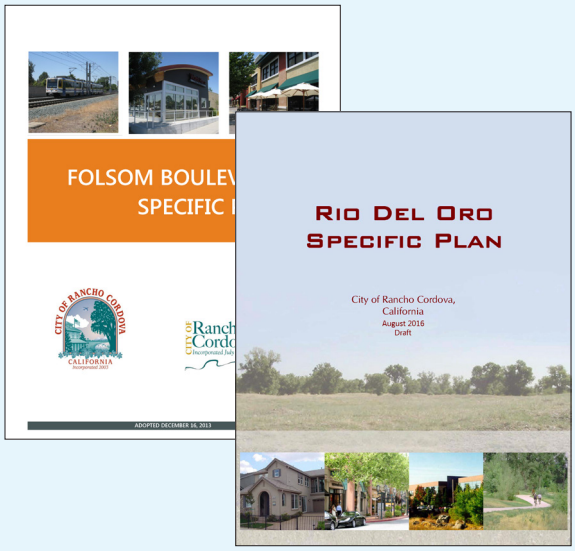
Local Road Safety Plan

The City's Local Road Safety Plan identifies emphasis areas, priority locations, and project recommendations for the City to implement to improve traffic safety. The City may reconsider these locations in light of the results of this feasibility report to determine whether roundabouts are appropriate at previously identified locations.



Pedestrian Master Plan

The City's 2011 Pedestrian Master Plan offers a policy framework to increase walking and improve walking conditions in the city. In addition to development patterns that support walking, the plan identifies pedestrian-supportive infrastructure improvements, such opportunities to fill sidewalk gaps, intersection and crossing improvements, street lights, and neighborhood traffic calming efforts. The Pedestrian Master Plan is a supplement to the General Plan's Circulation Element.



Specific Plans

A specific plan sets planning policies and standardizes how a particular geographic area should develop, including where development can occur, how dense that development can be, and what structures might look like. For the City's specific plans, check out the Planning Division's document library.

When developing specific plans, the City can use information in this roundabout study to identify roundabout locations before setting development constraints.

Community Engagement

Community Engagement

Throughout this project, the project team collaborated with Rancho Cordova community members. Their questions, concerns, and ideas informed project priorities and the viability of future roundabout locations.

For more on community engagement for this project, see Appendix A.

Engagement by the Numbers

3
Public Meetings

50
Attendees

88
Survey Responses

138
Total Connections

Project Website

To help connect community members with study information, the project team developed a website (**Figure 5**). The site explained the study's purpose and timeline and provided links to public meetings and presentation materials. To visit the site, check out https://www.cityofranchocordova.org/residents/new-businesses-and-projects/public-works-plans-and-projects/.

Figure 5. Roundabout Project Website

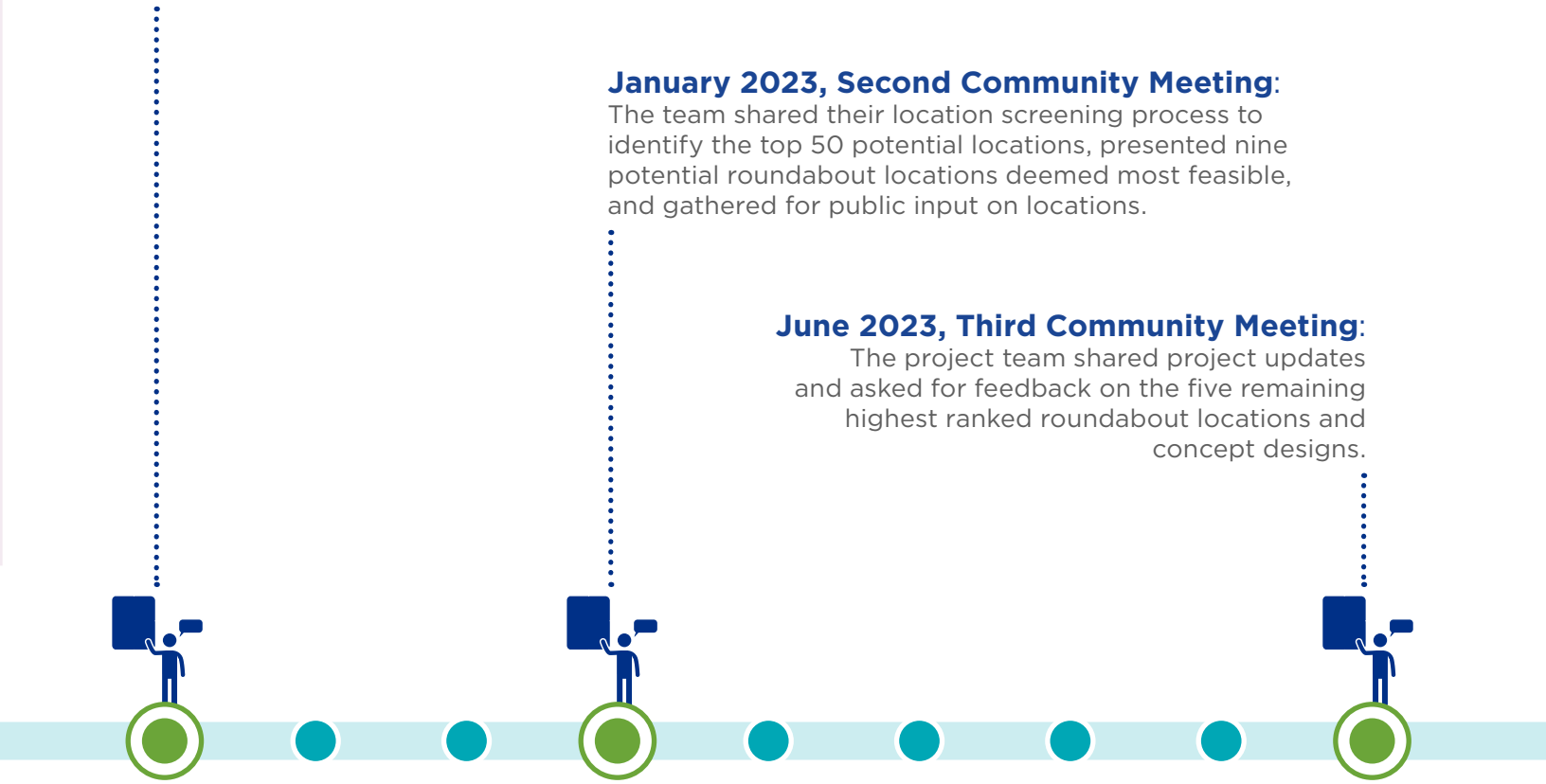
Community Meetings

The project team hosted three community meetings during this project.

October 2022, First Community Meeting:
The team introduced the project and implementation plan. The team also explained why the City is considering roundabouts and answered questions about the plan and roundabouts. This meeting was recorded, and the video remained available on the website throughout the project.

January 2023, Second Community Meeting:
The team shared their location screening process to identify the top 50 potential locations, presented nine potential roundabout locations deemed most feasible, and gathered for public input on locations.

June 2023, Third Community Meeting:
The project team shared project updates and asked for feedback on the five remaining highest ranked roundabout locations and concept designs.



For complete meeting summaries, see Appendix A.

Key Findings

- Safety is this community's top priority.
- Residents are excited to see landscape features in roundabout center islands.
- Rancho Cordova residents have concerns about driver behavior.
- Meeting attendees had questions about the roundabouts in future City development plans.

Online Survey

To hear from more community members about the project and different design concepts, the project team hosted an online survey, which was open during June and July in 2023 (**Figure 6**). The survey received 88 responses and asked participants about the five potential intersection locations and about different roundabout features, including landscape, public art, and bicycle and pedestrian treatments. The survey also asked Rancho Cordova community members about their priorities when it comes to roundabout implementation.

Survey respondents had positive reactions to pedestrian crossing safety elements, and ranked the following priorities for siting future roundabouts:

1/ Safety improvements

2/ Reduced traffic delay

3/ Bicycle comfort

4/ Prioritizing social equity

5/ Walking comfort

6/ Aesthetic improvements

For complete survey results, see Appendix A.

Community Survey Voices

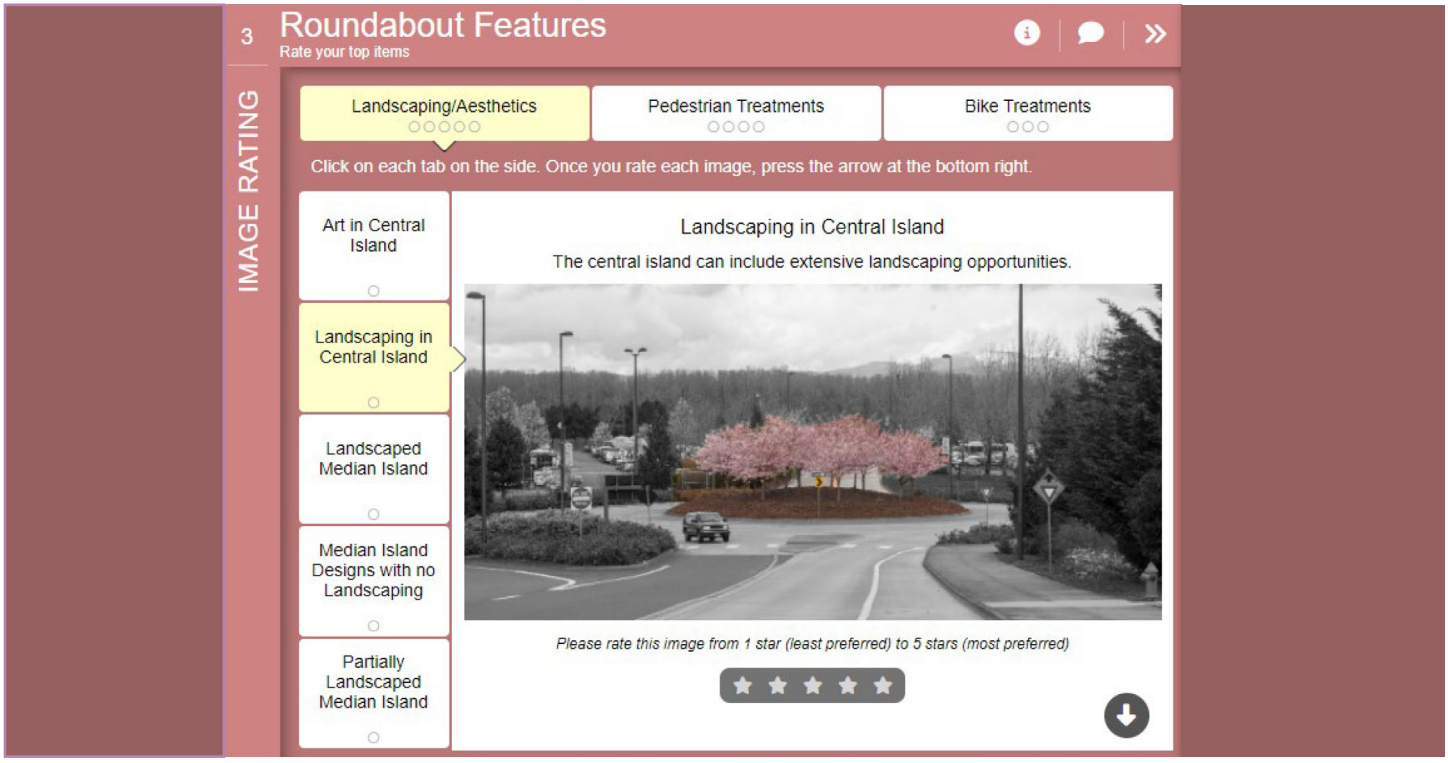
Life is a short trip. People need to slow down and stay safe. Roundabouts are an innovative way to increase safety for all.

I like the look and feel of roundabouts; they add value to cities' aesthetics.

Safety is the number one priority.

More than half of survey respondents indicated that safety was their top priority.

Figure 6. Sample Survey Question



Source: Metroquest

Technical Advisory Committee

Throughout the project, feedback and questions from the Technical Advisory Committee (TAC) helped guide design priorities, emergency vehicle and access needs, and existing and planned transit needs. The team began collaborating with the TAC in September 2022 and provided subsequent updates throughout the project. The TAC reviewed and gave valuable feedback on this report.

TAC Members

Sacramento Regional Transit District (SacRT)

Folsom Cordova Unified School District

Sacramento Metropolitan Fire District

Multimodal Advocacy Groups

Civic Thread

Sacramento Area Bicycle Advocates

Location Screening

Location Screening

To identify existing intersections in Rancho Cordova that would be good candidates for roundabouts, the project team developed a screening process that evaluated locations first by priority and then by feasibility. The screening process used data on traffic counts and travel demand forecasts, land use, roadway characteristics, demographics, and environmental characteristics. Below is a summary of the screening process.

For a complete discussion of both the priority screening and feasibility screening process, see Appendix B.

What Data Did We Use?

Transportation Data

- Roadway functional classification
- Posted speed limits
- Number of lanes
- Existing intersection control type
- Existing and proposed bikeway classification
- Transit lines and stops
- Existing and projected traffic volumes
- Crash history

Land Use Data

- Planning areas
- Zoning opportunities and constraints

Demographic, Socioeconomic, and Environmental Data

- Social equity indicators
- Hazard risk

Priority Screening

To understand what locations would most benefit from a roundabout, the project team began a priority screening process of all city intersections. The first step was to remove intersections that met one or more of the follow criteria:

- Had vehicle travel volumes higher than the estimated capacity for a two-lane roundabout.
- On a state highway or exclusively on neighborhood streets.
- Had six or more total lanes.[5]

The project team then screened the remaining intersections according to locations that were appropriate for roundabouts and locations that reflected City priorities.

To identify locations that aligned with City priorities, the project team examined:

- **Safety**—The frequency and severity of crashes at intersections over a five-year period.
- **Social equity**—How disadvantaged, underserved or burdened the area is according to two indicators: the CalEnviroScreen and Healthy Places Index (see Appendix B).
- **Modal priority**—Whether a location was along an existing or planned bike lane or bike route (increased priority); whether it was within 250 feet of a transit stop (increased priority); and whether it was on a designated STAA truck route (decreased priority).
- **Land use opportunities and constraints**—Whether the intersection area may have fewer property conflicts (due to being on undeveloped land or City-owned parcels, for example) and whether it avoids potentially sensitive land uses (such as a creek or other waterway).
- **Natural hazard risk**—The likelihood of impacts from wildfire, flood, or earthquake according to the Federal Emergency Management Agency's National Risk Index.

These factors alerted the project team to potential design challenges, how the intersection might grow and change over time, and whether a roundabout might slow traffic or need further speed management treatments.

The list of screened locations was then prioritized using a system that placed a heavier emphasis on intersections with identified safety concerns (**Figure 7**). Safety is the City's—and community's—top priority, and this weighting scheme prioritizes roundabouts in locations that could benefit most. From this list of prioritized projects, the team identified the top 50 locations, which represented the intersections with the greatest potential to reap the many benefits of a roundabout.

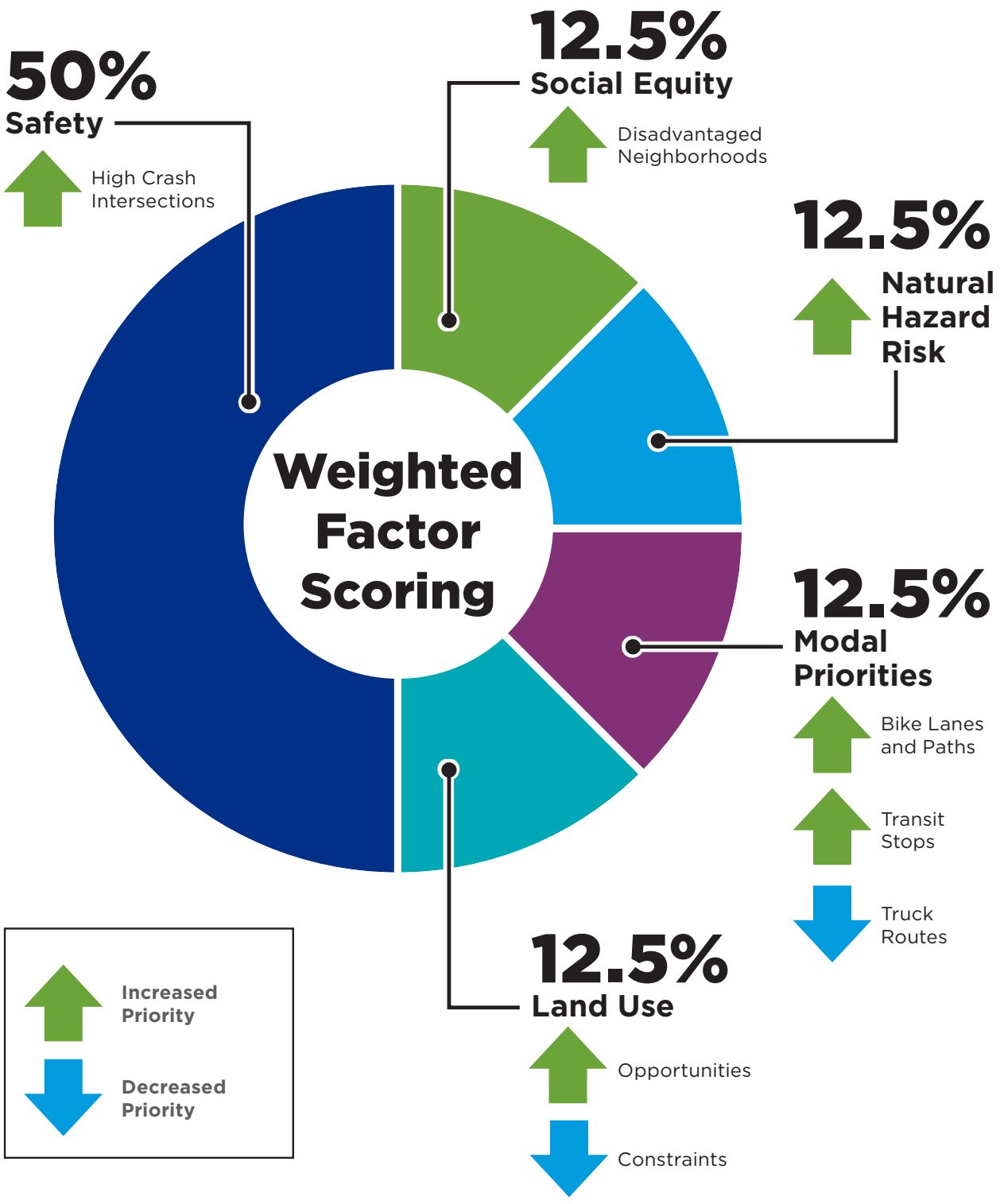
Roundabouts and Resilience

Roundabouts are a more resilient type of intersection because they do not rely on electrically-powered traffic signals to operate. This means that during times of power outages, such as in the aftermath of an earthquake, flood, or wildfire, the intersection can continue to move people and goods through the community.

To help Rancho Cordova prepare to meet the increasing uncertainty from a changing climate, the screening criteria for this project prioritized areas that would be most at-risk for natural hazards.

5 The team removed six-lane roadways from consideration because properly accommodating three lanes of circulating vehicle traffic requires a very large roundabout. Designs for roundabouts of this size are challenging to implement. Roundabouts with three circulating lanes offer fewer benefits and did not align with study goals. Smaller, one- and two-lane roundabouts are a better fit for City needs because they offer the greatest safety and operational benefits.

Figure 7. Priority Screening Weighted Factor Scoring

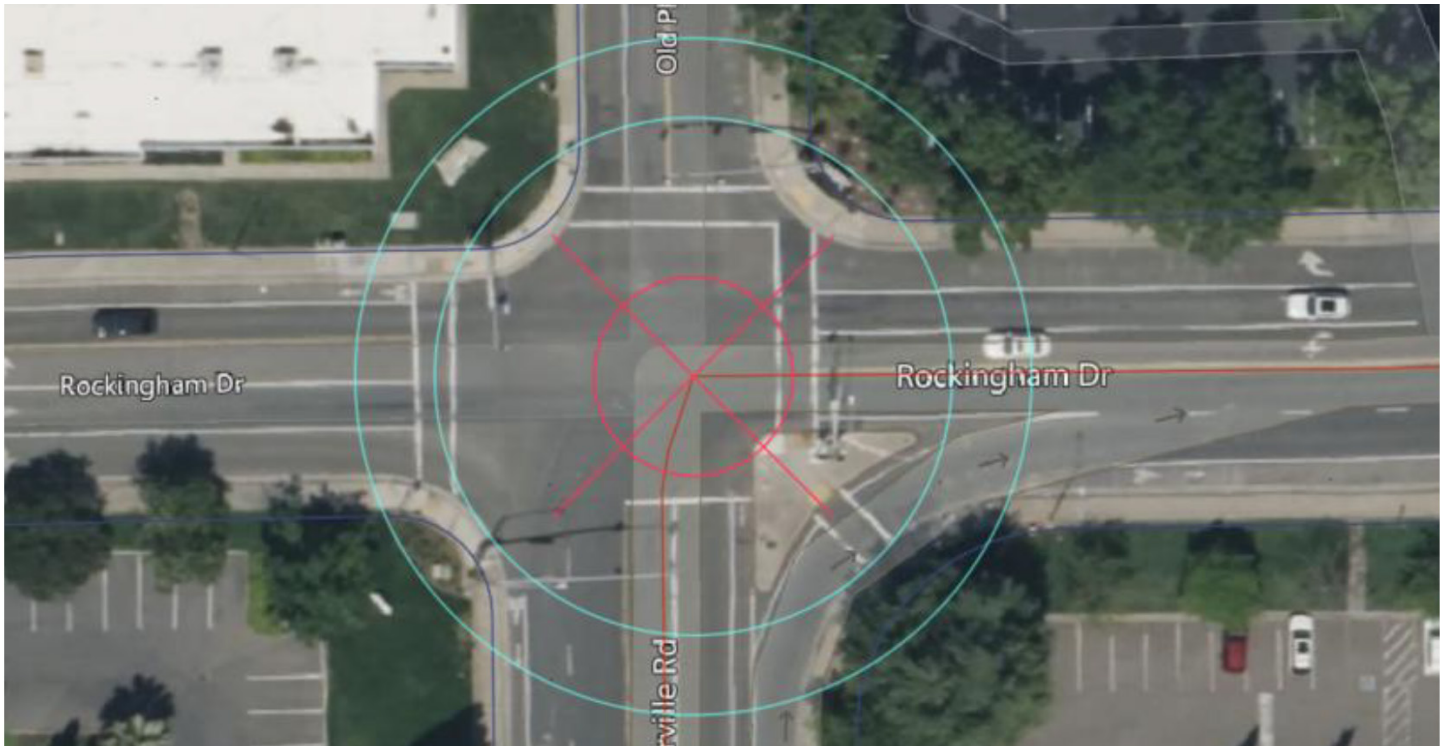


Locations were evaluated to put safety first.

Feasibility Screening

To develop the list of the top 50 intersections, the project team placed planning-level roundabout footprints on top of aerial imagery according to national best-practice standards outlined NCHRP Research Report 1043: Guide for Roundabouts (**Figure 8**). Footprint sizes corresponded to the number of travel lanes and the types and sizes of vehicles expected to use that intersection. For more on these sketches and standard sizing, see Appendix B and the Rancho Cordova Roundabout Guidelines.

Figure 8. Sample Roundabout Footprint Sketch



Source: Google Earth and Kittelson and Associates, Inc.

Sketches of potential roundabouts and the space they would occupy (called footprints) were used to identify nine intersections that could accommodate a new roundabout with limited right-of-way and property impacts:

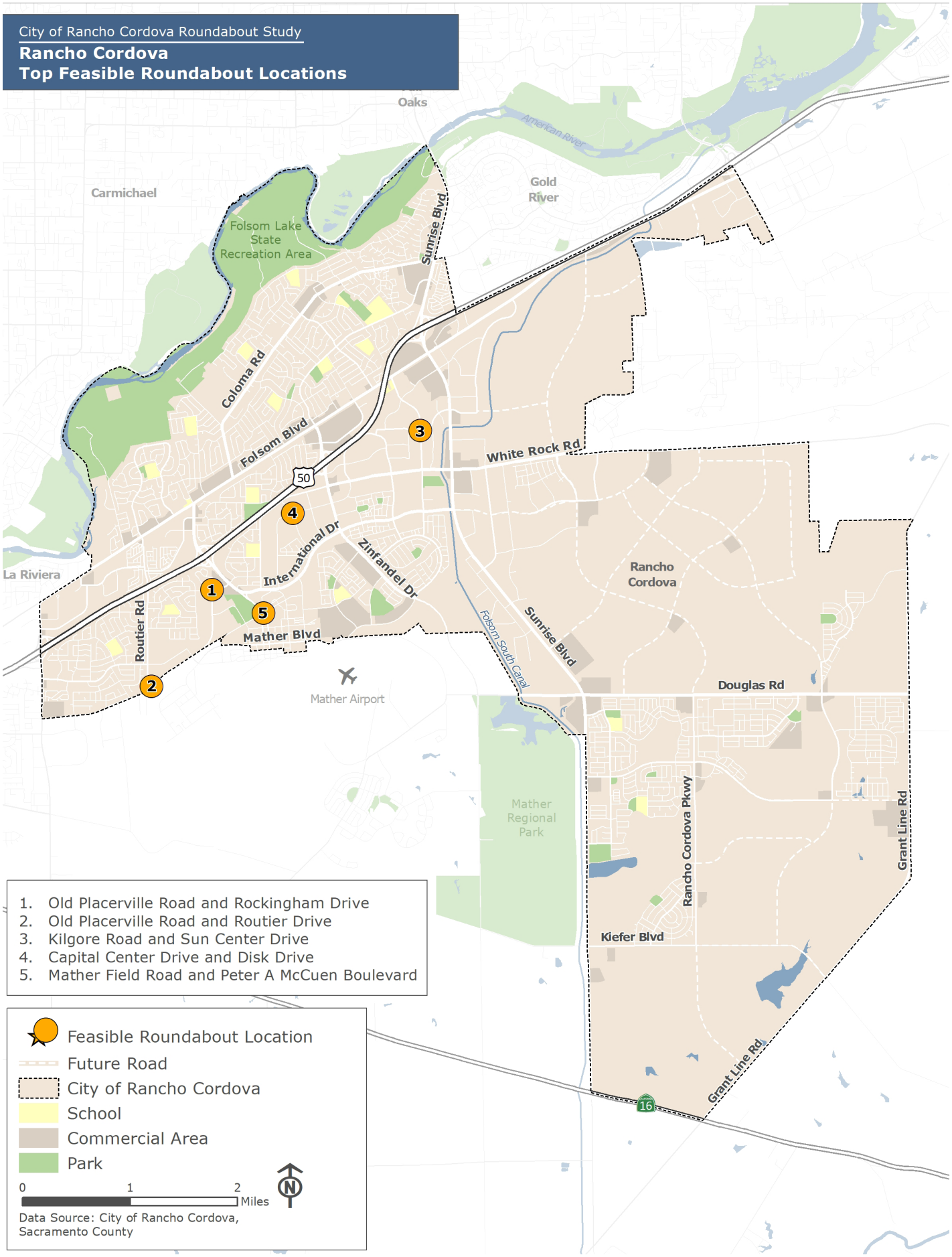
- Rockingham Drive and Routier Road
- Vehicle Drive and Zinfandel Drive
- Old Placerville and Rockingham Drive
- Old Placerville Road and Routier Road
- Kilgore Road and Sun Center Drive
- Capital Center Drive and Disk Drive
- Femoyer Street and Peter A McCuen Boulevard
- DeBellevue Street and Peter A McCuen Boulevard
- Mather Field Road and Peter A McCuen Boulevard

To assess feasibility, context, and support for these nine intersections; the project team sought public input and coordinated with other City planning and engineering teams to assess planning and engineering feasibility and land use impacts.

This additional assessment narrowed down the list of feasible locations from nine to five (see **Figure 9**):

- Old Placerville Road and Rockingham Drive
- Old Placerville Road and Routier Drive
- Kilgore Road and Sun Center Drive
- Capital Center Drive and Disk Drive
- Mather Field Road and Peter A McCuen Boulevard

Figure 9. Rancho Cordova Roundabout Priority Locations



Results

Results

To better understand how a roundabout would fit at each of the five intersections, the project team developed sketch design concepts for each site (see **Figure 10**–**Figure 14**). Drawn over scaled aerial photo base maps, these initial concepts helped the project team and community members envision the potential roundabout at the site and helped the City prepare for project development and future funding opportunities.

The project team also prepared scorecards to summarize each location's screening results according to safety, social equity, hazard risk, modal priority, opportunities and constraints, intersection volume and capacity, and crash history.

The following pages present an overview of each priority location and include the concept sketch and score results. For each site's scaled design drawings, see Appendix C.

Old Placerville Road and Rockingham Drive

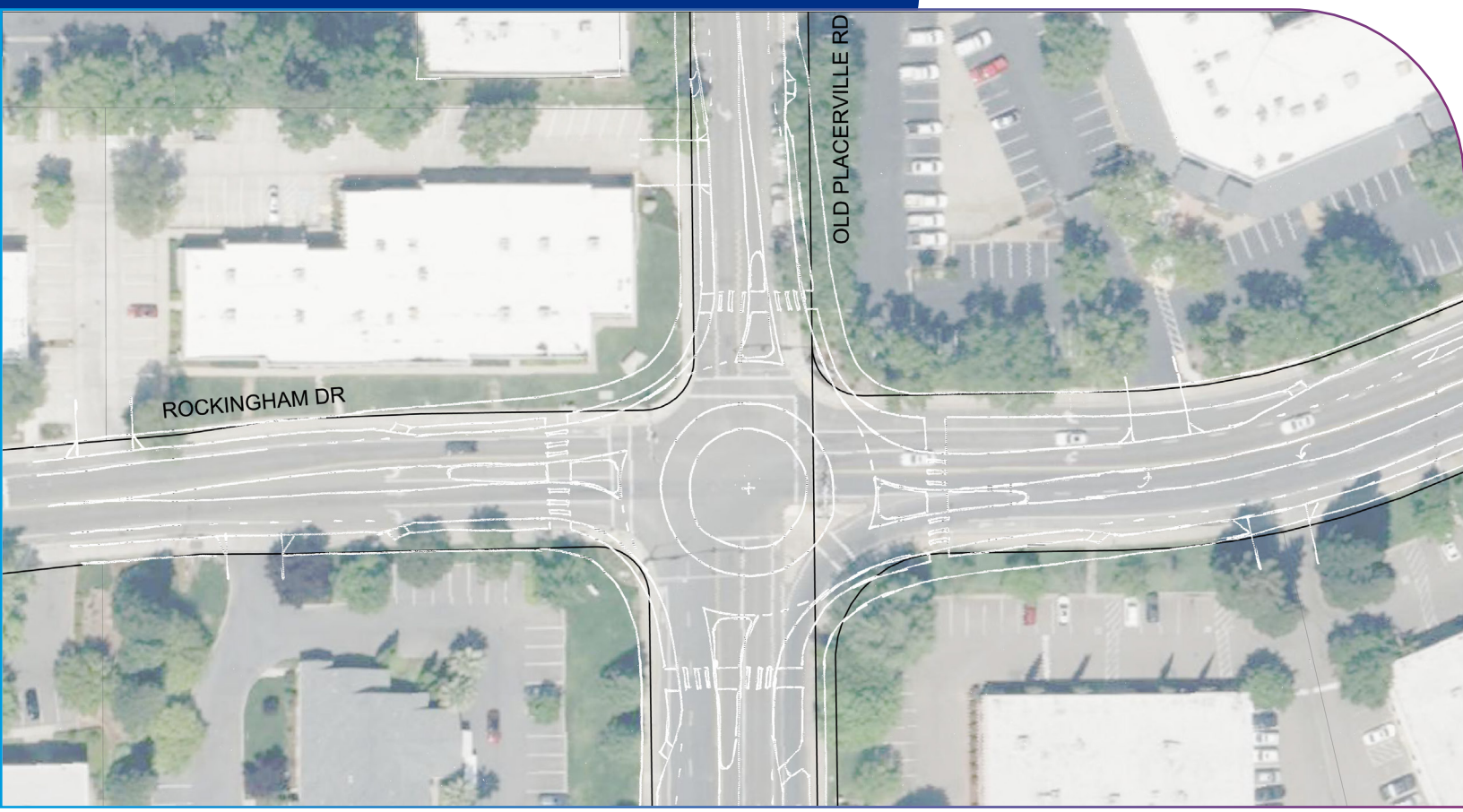
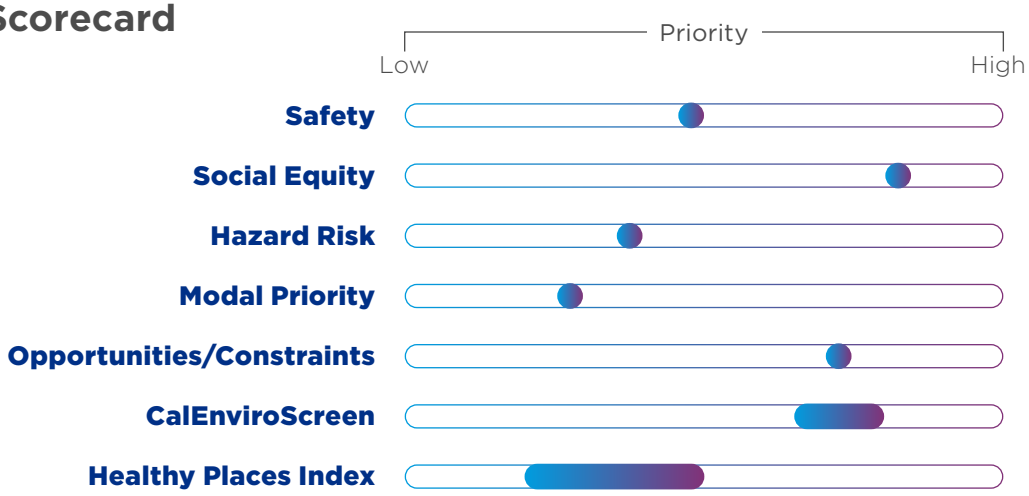


Figure 10. Old Placerville Road and Rockingham Drive Concept Sketch

Scorecard



Historically Disadvantaged Community X

SACOG Disadvantaged Communities Low Income

Volume to Capacity Ratio **24%** below capacity with roundabout

Number of Crashes (2017–2021) **15** 3 injury + 12 property damage

Old Placerville Road and Routier Drive

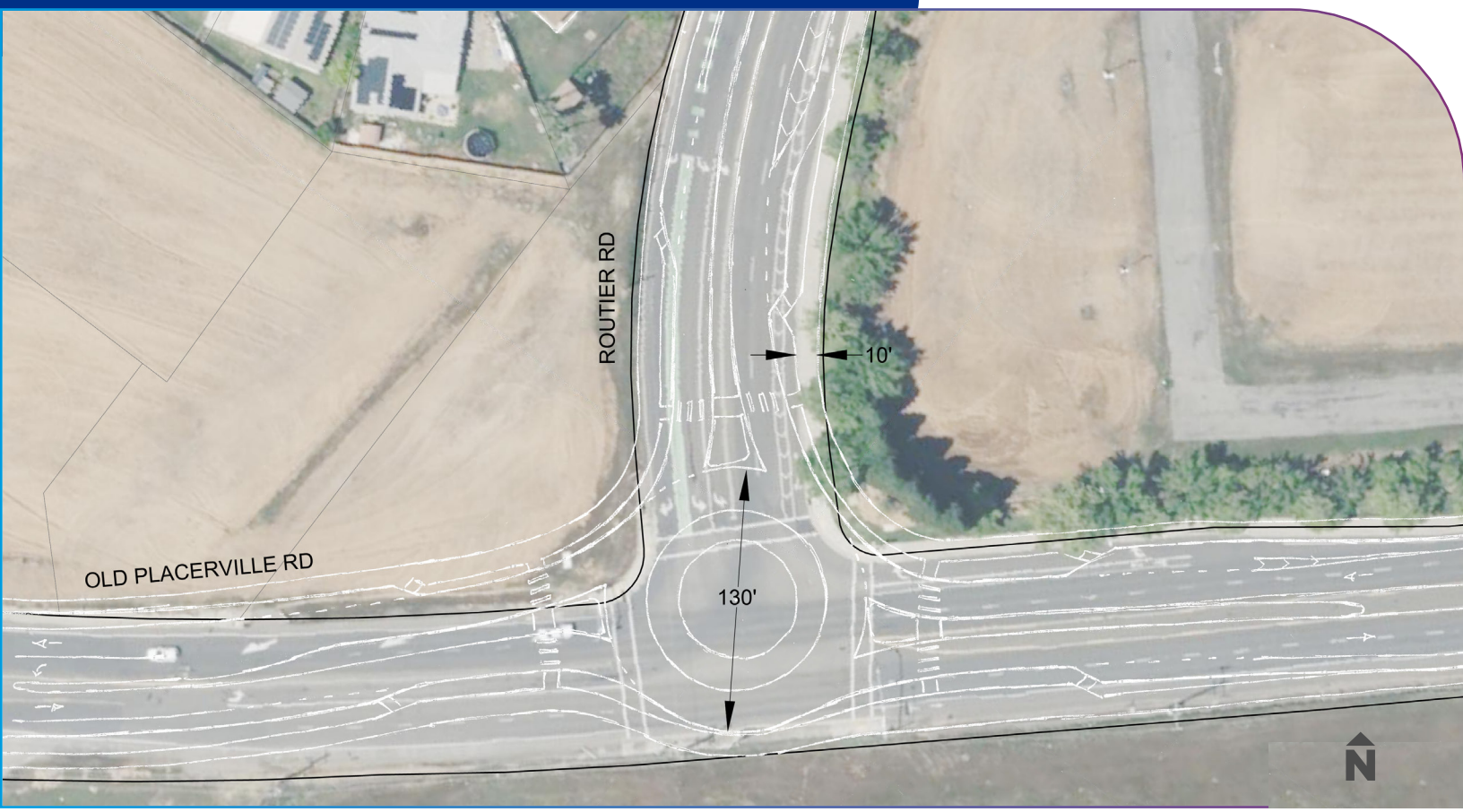
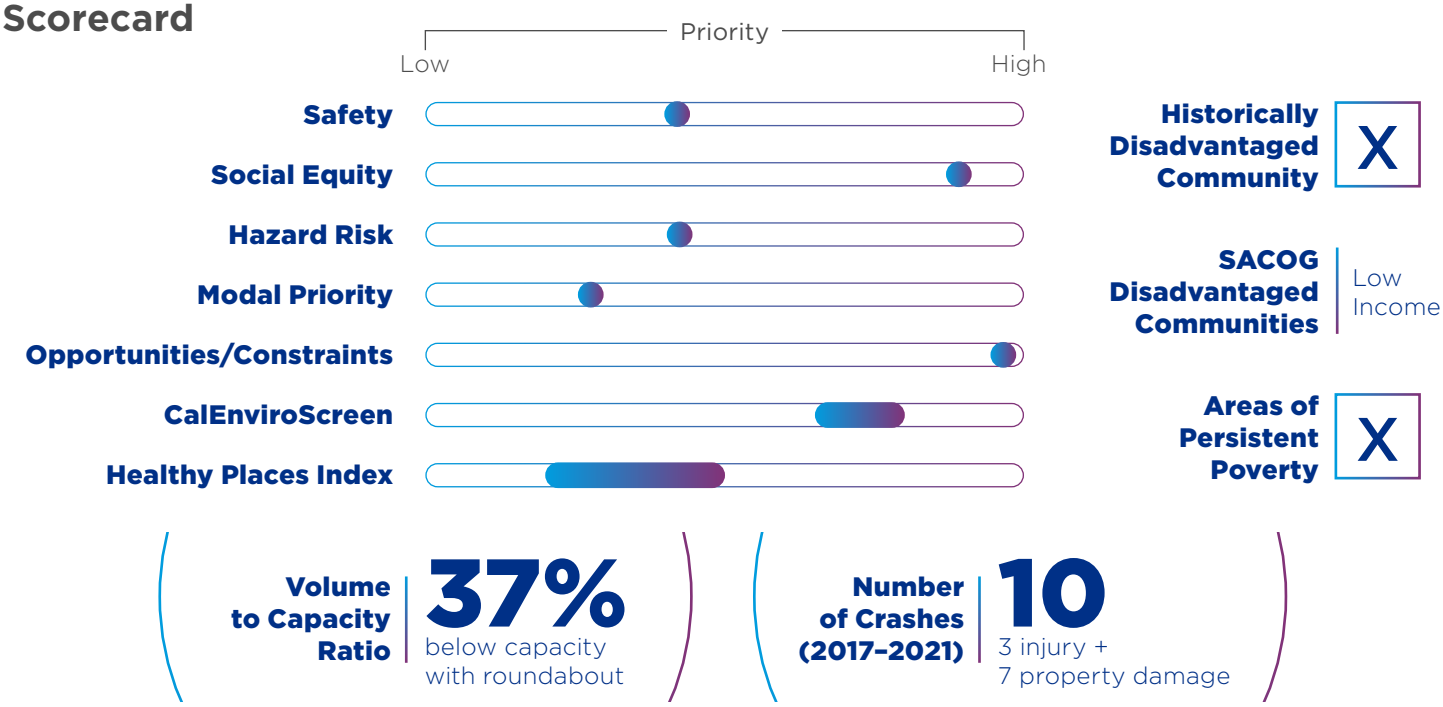


Figure 11. Old Placerville Road and Routier Drive Concept Sketch

Scorecard



Kilgore Road and Sun Center Drive

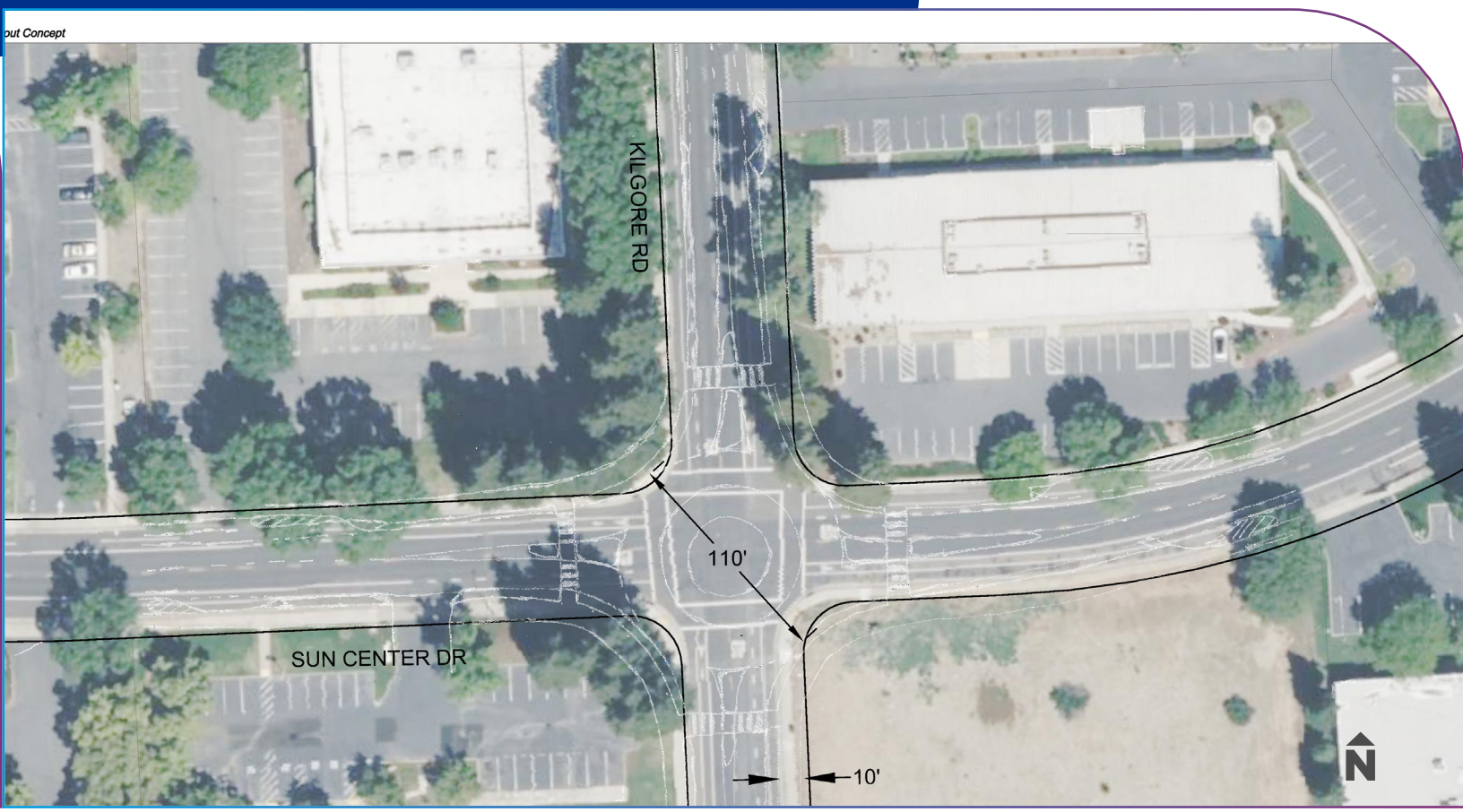
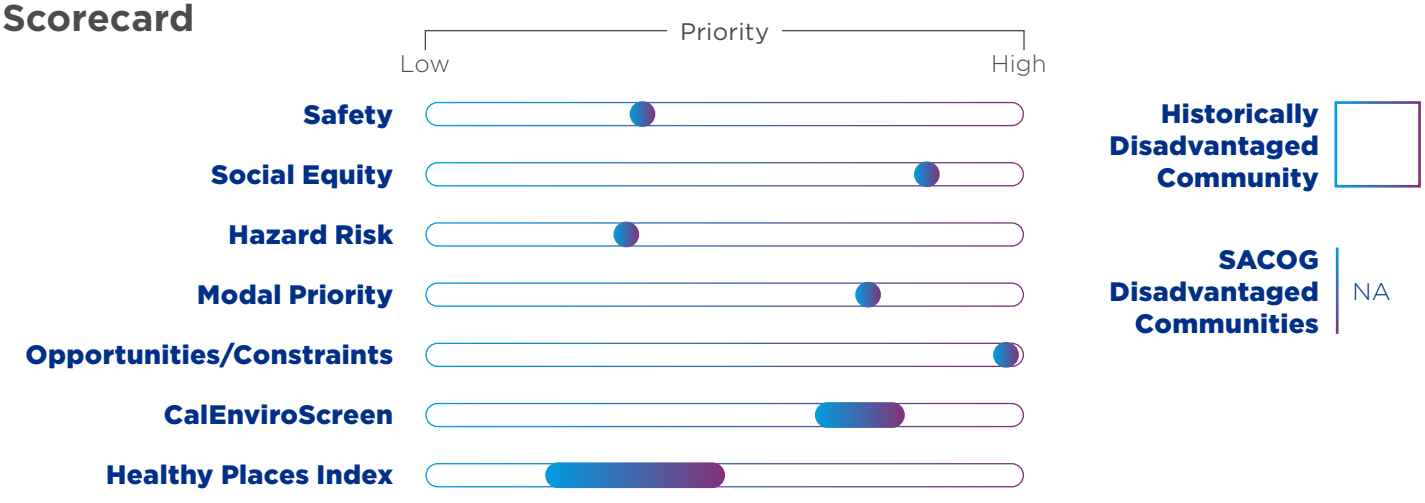


Figure 12. Kilgore Road and Sun Center Drive Concept Sketch

Scorecard



Volume to Capacity Ratio | **67%** below capacity with roundabout

Number of Crashes (2017–2021) | **5** 4 injury + 1 property damage

Capital Center Drive and Data Drive

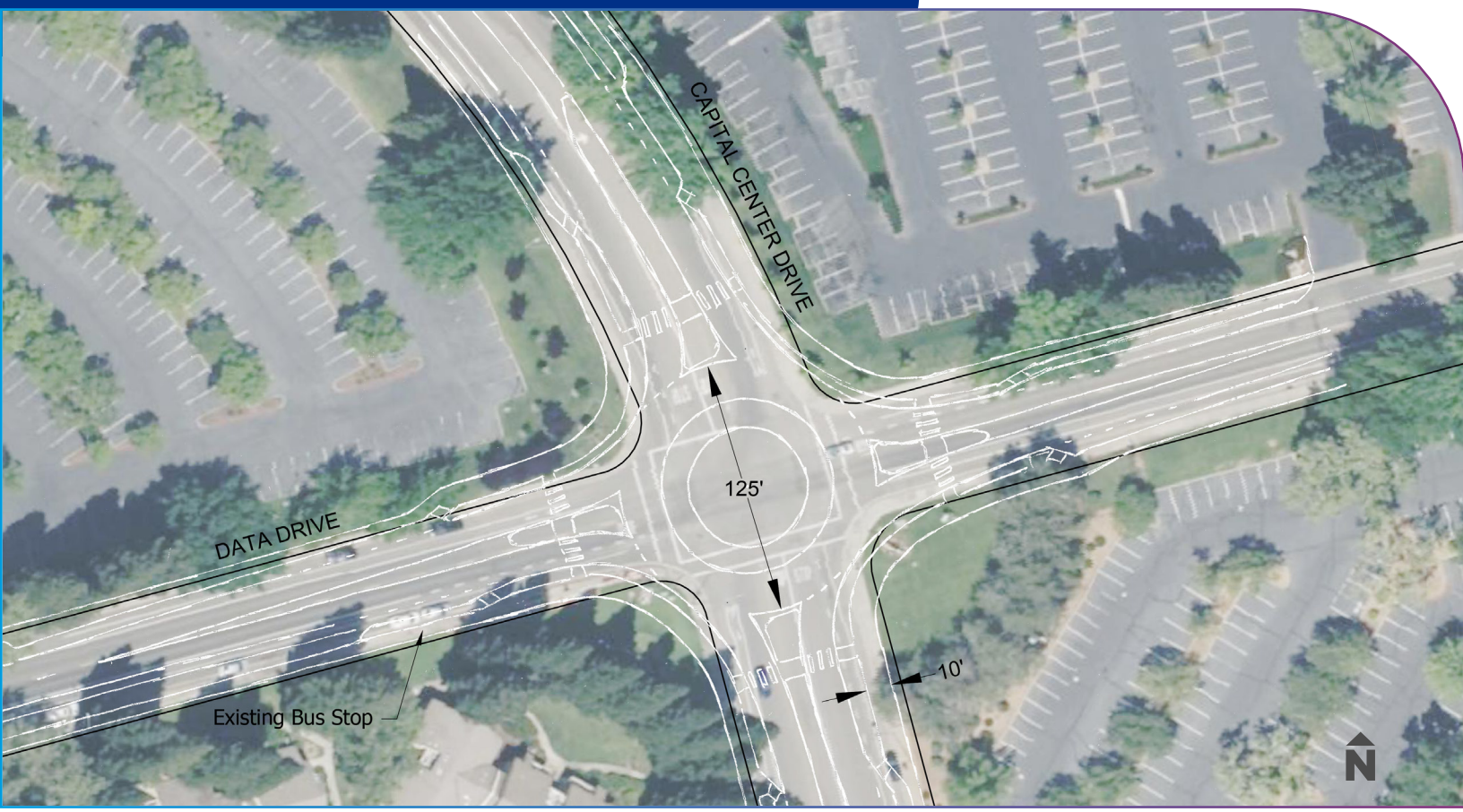
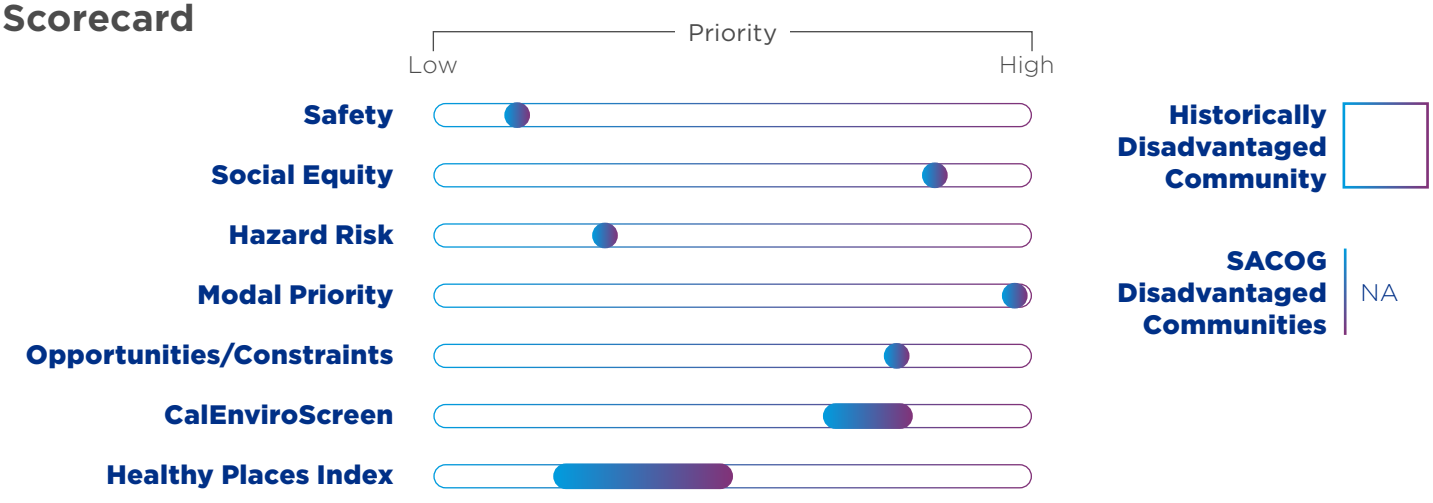


Figure 13. Capital Center Drive and Data Drive Concept Sketch

Scorecard



Volume to Capacity Ratio | **85%** below capacity with roundabout

Number of Crashes (2017–2021) | **2** 1 injury + 1 property damage

Mather Field Road and Peter A McCuen Boulevard

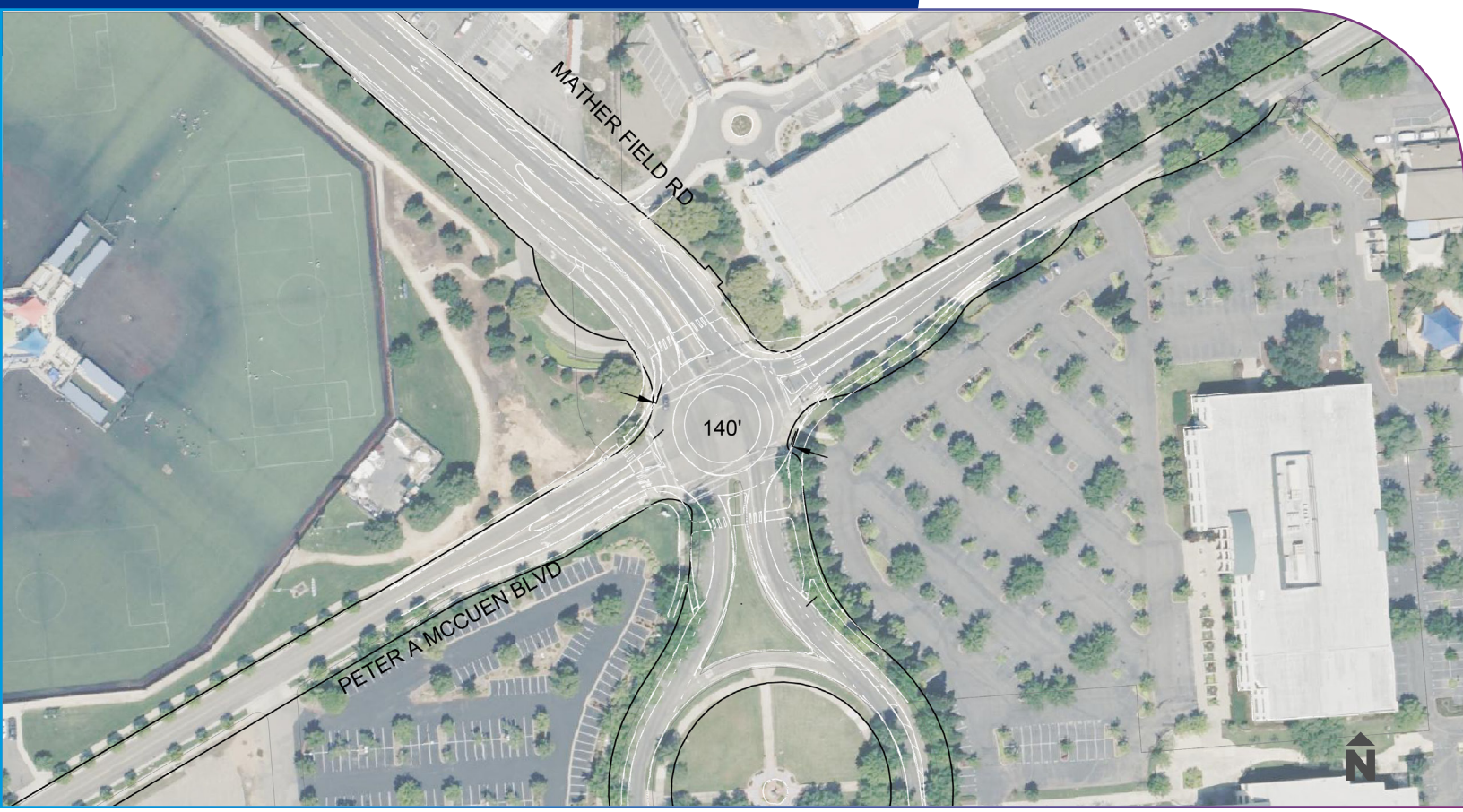
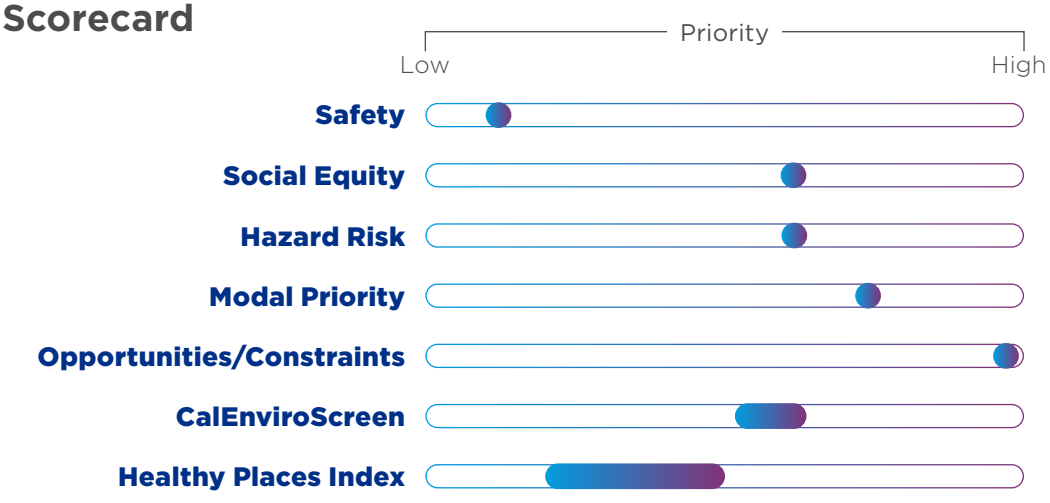


Figure 14. Mather Field Road and Peter A McCuen Boulevard Concept Sketch

Scorecard



Historically Disadvantaged Community X

SACOG Disadvantaged Communities Low Income

Volume to Capacity Ratio **38%** below capacity with roundabout

Number of Crashes (2017–2021) **1** 1 injury + 0 property damage

What's Next?

What's Next?

Next Steps for Existing Locations

Over the course of this project, the project team identified the five most viable roundabout locations according to existing traffic volumes, land use constraints, and screening criteria. To help make the final five roundabouts a reality, the City can:

1/ Use the City's updated travel demand model to determine if the proposed concepts can adequately serve projected traffic growth using **Appendix E: Roundabout Guidelines**.

2/ Continue to gather input to understand and address community concerns.

3/ Discuss projects with landowners to determine implementation feasibility in areas with property impacts.

4/ Identify appropriate funding sources to make viable roundabouts a reality (see the funding section on the next page).

5/ Use the Rancho Cordova Roundabout Guidelines and principles from *NCHRP Research Report 1043* to develop context-appropriate designs.

Next Steps for Future Locations

To support more roundabouts in Rancho Cordova, the City can also:

/ Identify locations for desired roundabouts in future developments.

/ Use traffic volume forecasts to inform feasibility and design.

/ Pursue grants to fund roundabout implementation.

/ Integrate potential priority locations into upcoming specific plans.

Funding

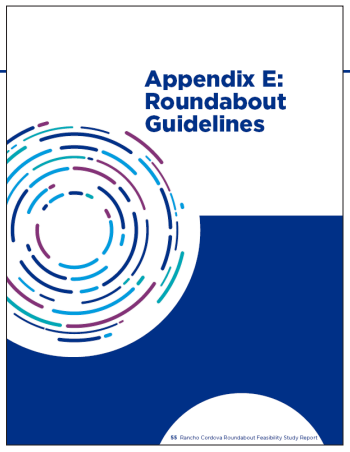
There are several funding sources that can help the City pay for roundabout projects (**Table 1**). The listed funding sources have requirements and scoring systems that will determine whether the five concepts or any other potential locations could be competitive. For more information on funding sources, see Appendix D.

TABLE 1. Funding Source Summary, as of 2023

Funding Source	Frequency	Application Period
Safe Streets for All (SS4A)	Annual until Fiscal Year 2026	March–July Award Notification: October
Surface Transportation Block Grant Program	Annual	Application Due Date Varies Apportionment: October
Rebuilding American Infrastructure with Sustainability and Equity (RAISE), formerly BUILD & TIGER	Annual	Dec–Feb Award Notification: June
Congestion Mitigation and Air Quality (CMAQ) Improvement Program	Annual	Apportionment: October
Active Transportation Program (ATP)	Every 2–3 years	March–June Award Notification: October
Highway Safety Improvement Program (HSIP)	Every 1–2 Years	May–November Award Notification: March
Affordable Housing and Sustainable Communities Program	Every 1–2 years	January–April Award Notification: August
Transformative Climate Communities (TCC)	Annual	March–August Pre-Proposals due in May Award Notification: December
Sacramento Area Council of Governments (SACOG) regional funding rounds	Annual	Varies

Roundabout Guidelines

As part of this project, the project team developed a guide for planning and designing future roundabouts (Appendix E). Based on national best practices, this guide will help support City staff, consultants, and other practitioners involved in City projects during the roundabout planning and design process. These guidelines will also help the City and partners site, plan, and move roundabouts through the project development process.



Appendix A: Community & Stakeholder Engagement Materials

City of Rancho Cordova Roundabout Feasibility Study Stakeholder Meeting

September 14, 2022

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CityOfRanchoCordova.org

1

Meeting Goals

- Introductions
- Provide Project Overview
- Provide Information on Roundabouts
- Solicit Stakeholder Feedback

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2

Project Team

FY21/22 Caltrans Sustainable Transportation Planning Grant

Project: Citywide Feasibility Study & Implementation Plan

City of Rancho Cordova (Grant Recipient)

Project Manager = Kristine Courdy
Principal Engineer = Edgar Medina
Senior Transportation Planner = Drew Hart

Kittelson & Associates, Inc. (Project Consultant)

Project Manager = Mike Alston
Principal In-Charge = Wade Scarbrough
Project Planner = Matt Braughton

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Project Objectives

- Develop the Roundabout Priority Plan for the City
- Prepare Guidelines for Future Decisions about Roundabouts
- Utilize Public & Stakeholder Feedback to Develop Project Deliverables

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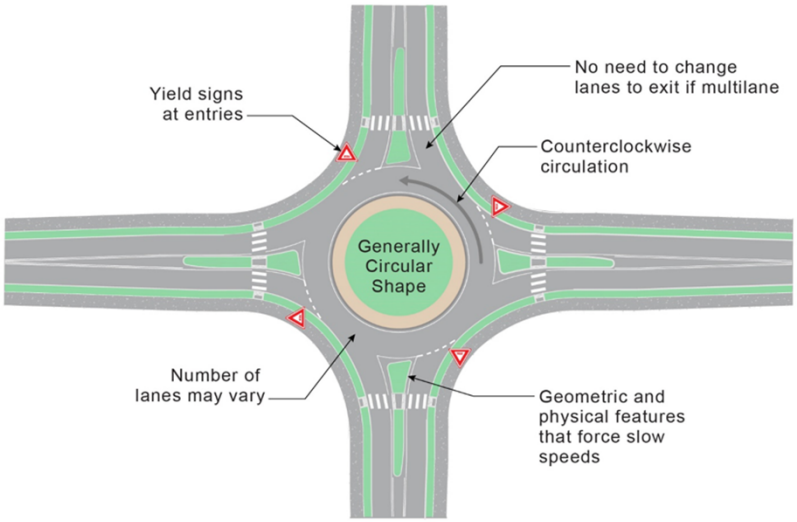
What is a Roundabout?



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What is a Roundabout?

Sacramento
West River Dr / Orchard Ln

Source: Google Earth

Roseville
Oak St / Washington Blvd

Source: Google Earth

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Why Build Roundabouts?

- Roundabouts are being considered as viable or even preferred alternatives due to potential benefits:
  - Safety performance
  - Lower delay
  - Environmental benefits (emissions, fuel savings)
  - Access management
  - Operations and maintenance costs
  - Aesthetics

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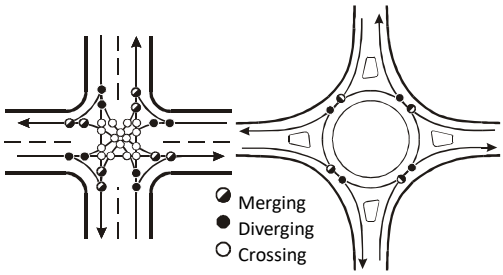
Safety Performance

- 90-100% reduction in fatalities
- 75% reduction in injuries
- 35% reduction in total crashes
- Very little reported pedestrian and bicycle crash experience



Source: NCHRP Report 572, NCHRP Report 672

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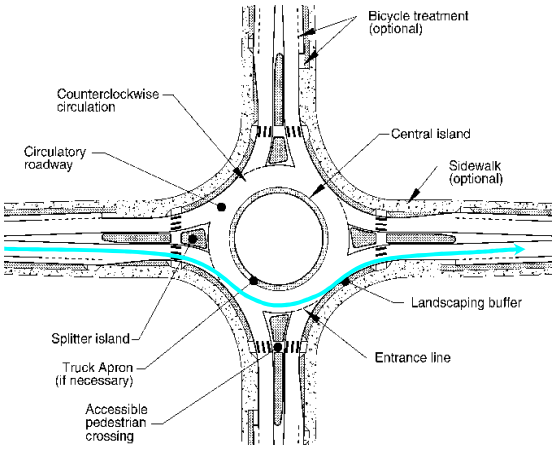
Vehicle Speeds: Reduced

- Geometry controls entry and circulating speeds roundabouts
  - Entry speeds at or less than:
    - 25 mph for single-lane
    - 30 mph for two-lane
  - Circulating speeds: 10 to 12mph
- Slow intersection speeds =
  - Increased time for driver reaction
  - Decreased chance for injury or fatality



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Aesthetic & Green Infrastructure Opportunities

Bend, Oregon
Source: Lee Rodegerdts

Portland, Oregon
Source: Lee Rodegerdts

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Where to Consider Roundabouts?

Advantageous	Potentially Challenging
• **Identified opportunity to improve safety** • **Long delays** (Two-way or all-way stop capacity exceeded) • **Closely spaced intersections** • **Aesthetic/gateway treatment desired** • **Near Schools** • **Unusual geometry**	• **Physical or geometric constraints** • **Frequent large vehicles:** Routes or land uses generating oversized loads • Nearby Preemption needs (e.g. nearby rail crossing) • **Location along a coordinated signal network**

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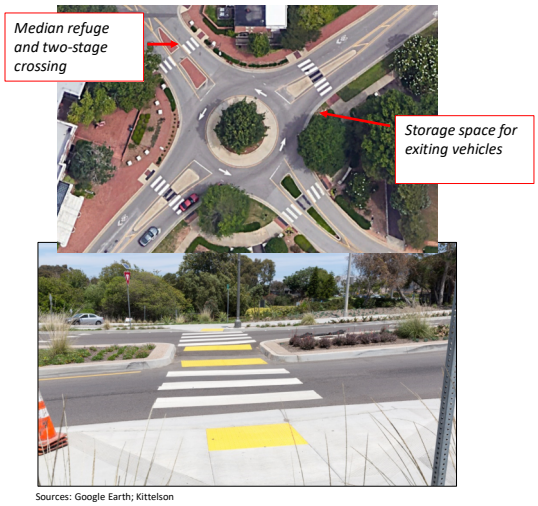
Roundabouts & Pedestrians

- Benefits:
  - Slow vehicle speeds
  - Two-stage crossing
- Considerations:
  - Crosswalk alignment
  - Width of splitter island
  - Space for exiting vehicles to yield to pedestrians
  - Yield-controlled crossings



Sources: Google Earth; Kittelson

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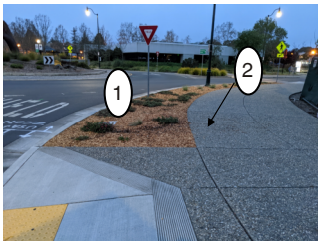
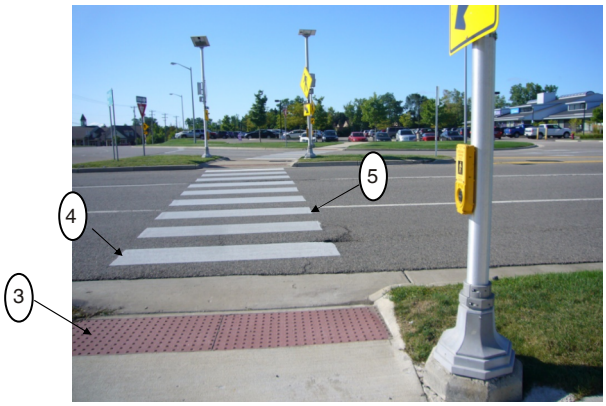
Roundabouts & Pedestrians

Considerations for Visually Impaired:

1. Well defined walkway edges
2. Separated walkways
3. Aligned detectable warnings
4. Perpendicular crossings
5. Contrasting crosswalk markings

Performance assessment detailed in NCHRP Report 834





Note presence of push-button for multilane roundabout crossing.
Source: Lee Rodegerdts

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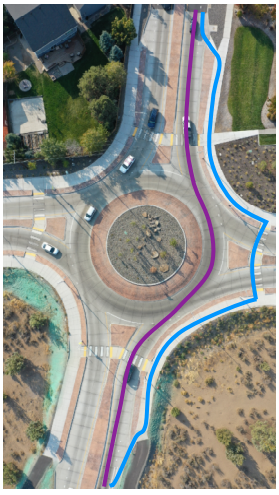
Roundabouts & Bicycles

- Roundabouts slow vehicles to speeds compatible with bicycles
- Bicyclists have option of traveling as vehicle or pedestrian
  - Serve different users based on their level of comfort
- No bicycle lanes within circulatory roadway
- Guidance for off-street paths is emerging



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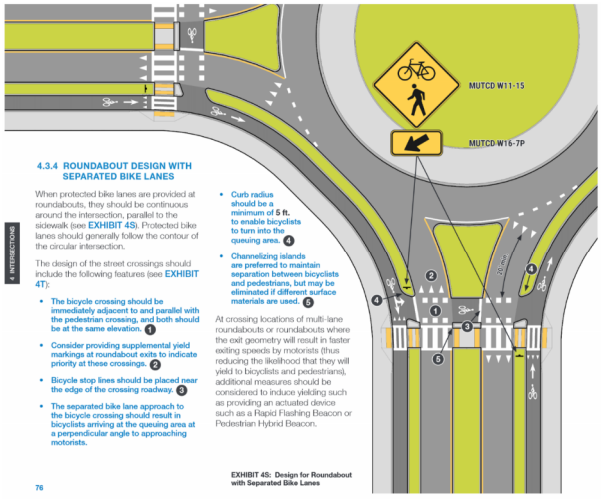
Separate Bike/Ped Options



Source: Massachusetts DOT *Separated Bike Lane Planning and Design Guide*

San Luis Obispo, California
Source: Brian Ray

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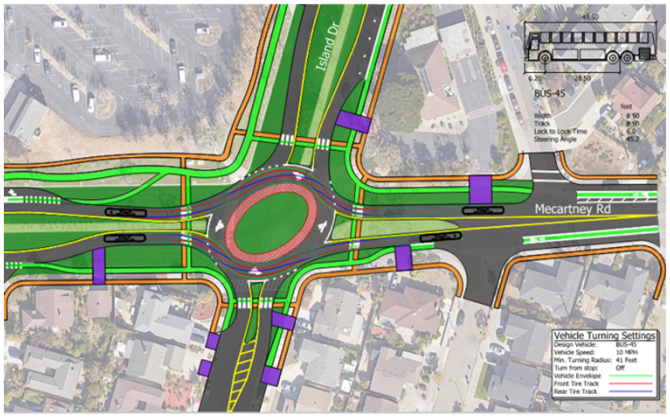
Roundabouts & Buses

- Buses will be a design vehicle; use turn analysis to verify line/route movements
- Bus stops may be on entry or exit:
  - Locate near crosswalk
  - Avoid conflict with circulatory roadway
  - May end up further from corner compared to other intersection types



Verifying bus movements at a roundabout concept.

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Roundabouts & Larger Vehicles

- "Design" versus "accommodate" larger vehicles
- Accommodations include:
  - Truck aprons
  - Placement of landscaping
  - Reinforced curbs

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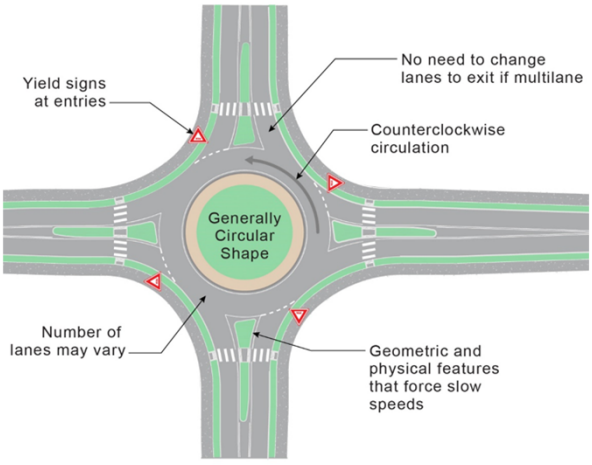
Stakeholder Feedback

- We want to hear from you:
  - Overall feedback on Roundabouts
  - Concerns
  - Input on how to prioritize locations
  - Additional engagement
  - How to make future projects successful



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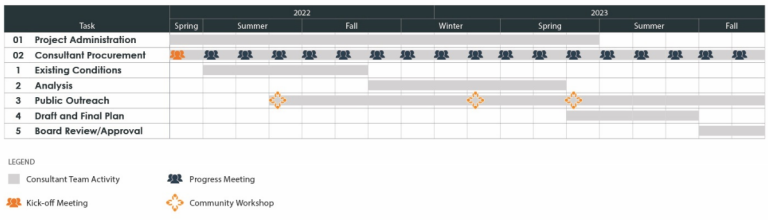
Next Steps

- Community Meeting
- Launch Project Website
- Develop Prioritization Plan
- Develop Concept Locations
- Future Stakeholder Working Meetings?



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THANK YOU

Check Web Portal for Project Updates:
www.cityofranchocordova.org/CurrentProjects

If you have additional questions about the project, please reach out to the City's Project Manager:

Kristine Courdy
(916) 851-8842
kcourdy@cityofranchocordova.org

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CityOfRanchoCordova.org 20

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City of Rancho Cordova Roundabout Feasibility Study

Community Workshop #1

Meeting Summary

Introduction

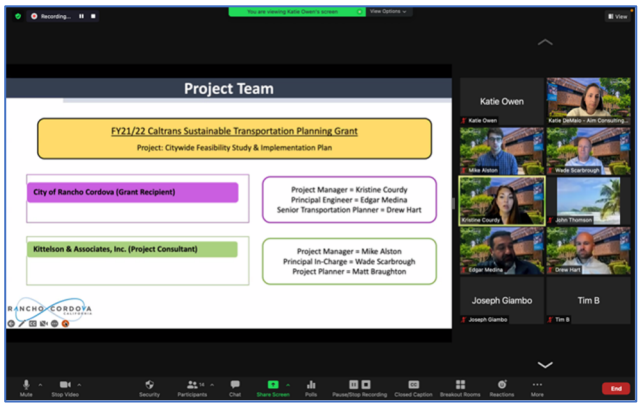
On Wednesday, October 12, 2022, from 5:30 – 6:30 p.m., the City of Rancho Cordova held its first virtual community workshop about the Roundabout Feasibility Study, wherein participants had a chance to learn about roundabouts and provide feedback on potential locations and implementation. A total of 41 community members registered, and 19 community members attended the meeting, which was hosted virtually through Zoom to create the most flexibility and accommodation for participants. The project team also hosted six community members in person at City Hall.

About the Project

The City of Rancho Cordova received a grant to begin the Roundabout Feasibility Study, which explores the possibility of constructing roundabouts in new and existing intersections throughout the city. There are many benefits of installing roundabouts including fewer and less severe crashes, reduction of traffic congestion, less vehicle pollution, creating a sense of place and a "gateway" into the community, and lower maintenance costs compared to traffic signals. The study will evaluate and prioritize potential locations, create an implementation plan including conceptual designs, and develop guidelines for additional roundabout locations in the future.

Community Workshop Purpose & Format

As the first community outreach effort of the Roundabout Feasibility Study, the purpose of this community meeting was more to inform and begin the conversation with the public. Specifically, the virtual community workshop educated participants the benefits of roundabouts and why the city is considering them as well as created a space for community feedback on roundabouts themselves and where they should be considered for installation.



Introducing the project team from the City & from Kittelson.

Following a presentation, Katie DeMaio of AIM Consulting led the project team in facilitating a large group discussion where participants asked questions and provided input through the virtual "chat box" or by verbally asking questions. The project team concluded the community workshop by reviewing project's next steps and plans for future outreach events.

Presentation

City of Rancho Cordova's Project Manager Kristine Courdy began the meeting by welcoming everyone, introducing the team, and introducing the project in a high-level way.

First Poll

Katie then facilitated two polls to gauge participants' connection to the project and background with roundabouts:

1) How people are connected to Rancho Cordova (resident, work, recreation, visit with friends/leisure, other); and
2) What are your general thoughts/attitude about roundabouts (Likert scale ranging from "very negative" to "very positive").

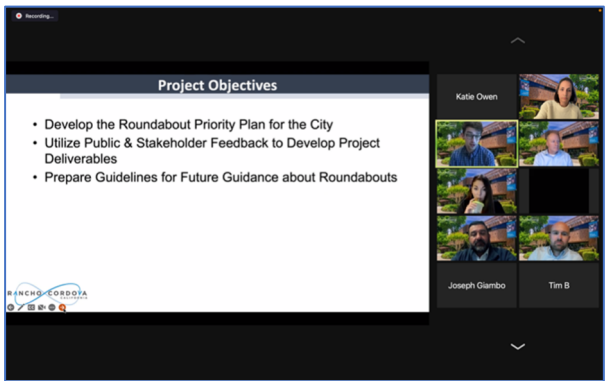
Most people are indeed residents and/or work in Rancho Cordova, and there were mostly positive feelings about roundabouts. In addition to the digital poll results below, three in-person submissions all noted they are residents. Two are "very positive" about roundabouts and one is "neutral."

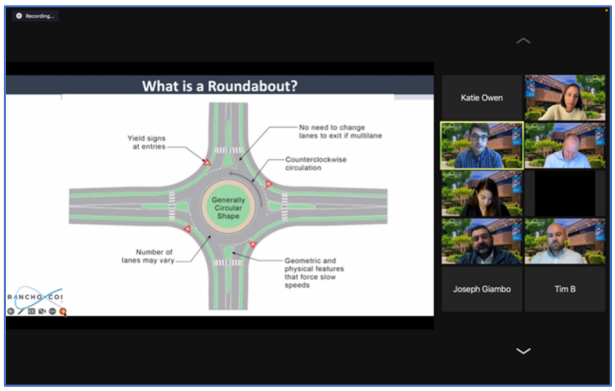
1.Identify your purpose here in Rancho Cordova?			
Resident			
Resident; Work			
Resident			
Work			
Resident; Work; Recreation			
Resident; Work; Recreation			

1.What are your general thoughts/attitude about roundabouts?			
5- Very Positive			
5- Very Positive			
5- Very Positive			
4 - Slightly Positive			
4 - Slightly Positive			
2- Slightly Negative			

Detailed results from the first two live poll questions in Zoom.

Mike Alston, Project Manager from Kittelson & Associates, Inc., began the formal presentation, which provided an overview of the benefits of roundabouts, addressed common questions, and shared the four-phase process for the study. A link to the presentation is included on the Project website.





The presentation started by stating objectives, then defining what a roundabout is so as to discuss benefits.

Second Poll

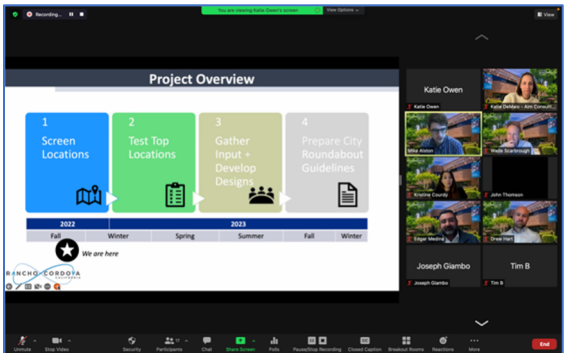
Following Mike's presentation, Katie facilitated a live poll asking people "Do you feel you have a better understanding of roundabouts?" A lot of participants have a better understanding of roundabouts because of the presentation. This was also reflected in the three in-person poll answers: two understand them better while one remains "already an expert" (written in). Following the live poll, Mike Alston continued the presentation, now focusing on the Rancho Cordova Roundabout Feasibility Study.

1.Do you feel you have a better understanding of roundabouts?
Yes - I understand them better
Unchanged
Unchanged
Unchanged
Yes - I understand them better
Unchanged
Yes - I understand them better
Unchanged
Yes - I understand them better

Detailed results from the live poll question.

Project Overview

A high-level project schedule was shared, demonstrating the four phases of the project: screen locations using existing data such as traffic volumes and bus routes, test top locations by looking at the specifics at desirable intersections and overlaying design sketches, gather input and develop designs, and prepare city roundabout guidelines as a formal report. The entire project is anticipated to conclude by the end of winter 2023-2024.



Project overview, demonstrating the four phases.

Third Poll

As a transition into the Question & Answer session, Katie asked two questions for the third poll:

1) *What is the top priority you would like the City to emphasize for roundabout project opportunities?* Answer options: maximum safety benefit, social equity location emphasis, bike route locations, others (participants were encouraged to utilize the Zoom chat box to share additional priorities).
    - 88% of participants selected safety.
    - Two of the three people in person also selected safety (one of whom added "air quality"), and the third noted bike route locations.

1.What is the top priority you would like the City to emphasize for roundabout project opportunities?
Maximum safety benefit
Maximum safety benefit
Maximum safety benefit
Maximum safety benefit
Maximum safety benefit
Social equity location emphasis
Maximum safety benefit
Maximum safety benefit

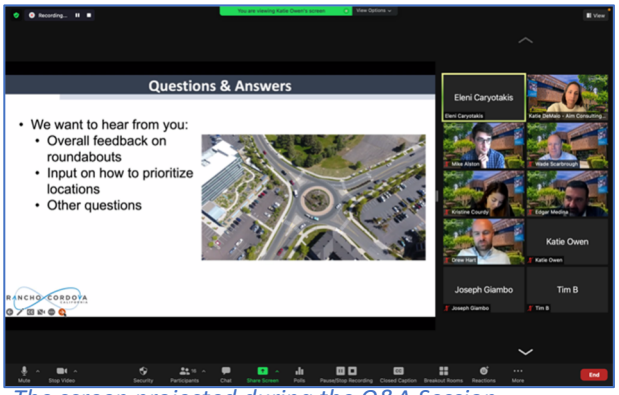
2) *Has the information presented today changed your thoughts on roundabouts at all?* Answer options as a Likert scale ranging from "significantly less favorable opinion" to "significantly more favorable opinion"
    - A lot of opinions were unchanged, but there were a lot of favorable opinions coming in already.
    - Again, this was reflected in the in-person results: one remained unchanged ("no change in expertise"), while two noted "significantly more favorable opinion."

1.Has the information presented today changed your thoughts on roundabouts at all?
4 - Slightly more favorable opinion
3 - Opinion has not changed
3 - Opinion has not changed
4 - Slightly more favorable opinion
3 - Opinion has not changed
3 - Opinion has not changed
3 - Opinion has not changed

Detailed results from the live poll question.

Question and Answer Discussion

The meeting was then opened up for questions and answers. What follows is a summary of each question and the project team's response:



The screen projected during the Q&A Session.

Participant 1 asked if the team has considered adding in Rancho Cordova Police ticketing information, specifically around failure to yield.

- The project team noted that they are including crash history, so it gets added in an indirect way. They don't have anything as granular as ticket citations, failure to yield in particular – but it is a great idea, and it can be discussed as the project moves forward.

Participant 2 gets around town on a bike or foot. For roundabouts where bikes take a lane, how does the cultural element get tackled so that everyone can use it without issue? How do we help people know what the actual traffic laws are?

- If it's a location where it is appropriate to have a bike lane on the approach roadways, then it may be the case for it to be appropriate to provide a bike lane outside of the roundabout to keep bicyclists off the roadway. If it's a location where speeds are managed pretty well, then people on bikes can use the travel lanes.
- The City does have a Bike Master Plan which will also inform this project and the development of the guidelines. Once roundabouts are actually getting implemented, there will be a corresponding educational campaign in the community.

Zoom Chat: Participants started sharing possible intersection ideas in the chat box, including Coloma Road & Zinfandel Road, Olsen Drive & Calle Del Sol Way, Routier & Rockingham, Sunrise near the new developments, Aramon Drive & Chassella Way, and Rancho Cordova Parkway.

Participant 3 asked for a right-of-way clarification: if a test plot on the desired location goes over into private property, the city has to make an offer to buy that property, correct?

- The project team noted that right of way constraints are a consideration for each location and if required will follow the right of way acquisition procedures.

Participant 4 asked if the crash data will be provided to the public because there are a lot of hot spots/areas that need improvement but it's hard to suggest locations without access to true data.

- The project team noted that their intent is to share their work with the public as the Project moves along. The city also has a Local Road Safety Plan adopted by City Council earlier this year which captures crash history data from the past five years. That will be available on the City's website.

Participant 5 asked if intersections without streetlights can be prioritized.

- The project team noted they include traffic signals in the analysis. They have not used street lighting data, but that can be assessed as locations are tested.

Next Steps

Kristine Courdy concluded the meeting by sharing the next steps of the project, which reviewed the four phases shared earlier in the presentation. The next community workshop is planned for early 2023.

Two final comments/questions were made at the end of the meeting:
Participant 6 asked about road design, noting that the trend in traffic engineering is now toward traffic calming. That being the case, why are new roads in the newer parts of the city still being designed like highways?

- The project team shared that part of this project is creating guidelines to be taken into the development of future projects – so it is not just for how they implement roundabouts in existing parts of the city, but also as an integral planning element in the development of newer communities.
- The historic trend for a long time used to prioritize how to get the most cars through the fastest, but now the industry is seeing a shift toward traffic calming especially in neighborhoods – so people will start to see the newer developments incorporate roundabouts. But the project team doesn't want to just focus on the newer parts of the city – they want to look at where roundabouts would be appropriate treatments and design elements in all parts of the city.

Participant 7 commented that he believes only single-lane roundabouts should be used; multilane streets should be reduced prior to the crosswalks. Please design streets physically (narrowing lane widths, etc.) to reduce speeds approaching roundabouts to 15 mph or less, without relying on ineffective "speed limit" signs. Separate bicycle lanes would be great.

City of Rancho Cordova Roundabout Feasibility Study Community Workshop

October 12, 2022

RANCHO CORDOVA CALIFORNIA

CityOfRanchoCordova.org

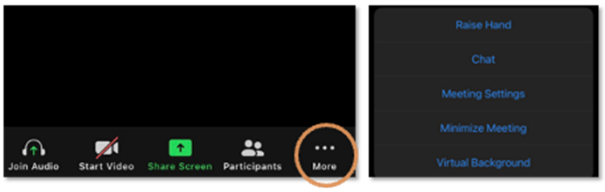
1

Zoom Instructions

Before we get started...

- Participants will remain muted during the presentation to limit background noise.
- Add any questions or comments to the chat box or use the "Raise Hand" function
- If you're calling in, press *9 to raise your hand. When we call on you and unmute you, then press *6 to begin speaking.

PHONE:



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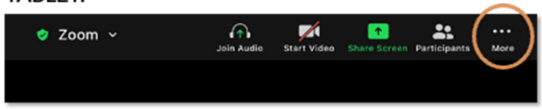

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2

Meeting Goals

- Introductions
- Provide Information on Roundabouts
- Provide Project Overview
- Solicit Community Feedback

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3

Project Team

FY21/22 Caltrans Sustainable Transportation Planning Grant

Project: Citywide Feasibility Study & Implementation Plan

City of Rancho Cordova (Grant Recipient)

Project Manager = Kristine Courdy
Principal Engineer = Edgar Medina
Senior Transportation Planner = Drew Hart

Kittelson & Associates, Inc. (Project Consultant)

Project Manager = Mike Alston
Principal In-Charge = Wade Scarbrough
Project Planner = Matt Braughton

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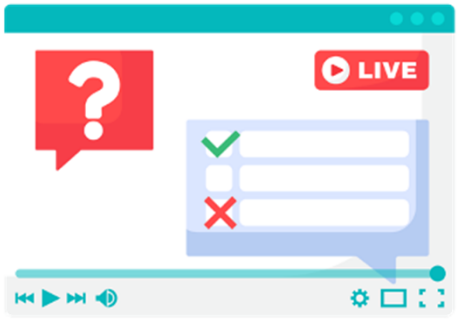
4

Live Poll #1

Question 1: Identify Purpose In Rancho Cordova
A. Resident
B. Work
C. Recreation
D. Visit with Friends/Leisure
E. Other (put in chat)

Question 2: What are your general thoughts/attitude about roundabouts?
1 - Very negative
2 – Slightly negative
3 - Neutral
4 – Slightly positive
5 – Very positive



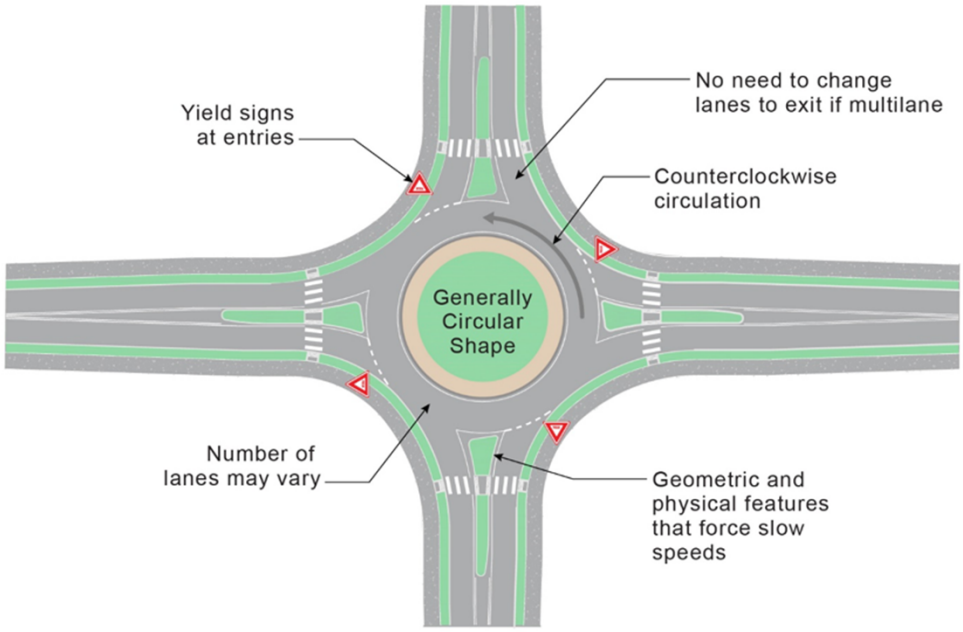
5

Project Objectives

- Develop the Roundabout Priority Plan for the City
- Utilize Public & Stakeholder Feedback to Develop Project Deliverables
- Prepare Guidelines for Future Guidance about Roundabouts

6

What is a Roundabout?



7

What is a Roundabout?

Sacramento
West River Dr / Orchard Ln

Source: Google Earth

Roseville
Oak St / Washington Blvd

Source: Google Earth

8

Why Build Roundabouts?

- Roundabouts are being considered for potential benefits:
  - Safety improvements
  - Lower delay
  - Environmental benefits (emissions, fuel savings)
  - Access management
  - Operations and maintenance costs
  - Aesthetics

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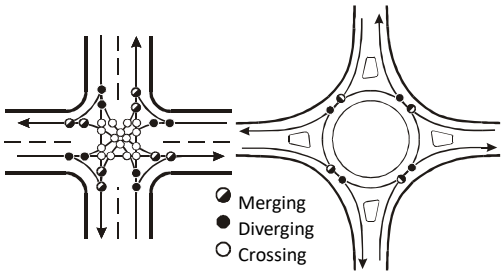
Safety Performance

- 90-100% reduction in fatalities
- 75% reduction in injuries
- 35% reduction in total crashes
- Very little reported pedestrian and bicycle crash experience



Source: NCHRP Report 572, NCHRP Report 672

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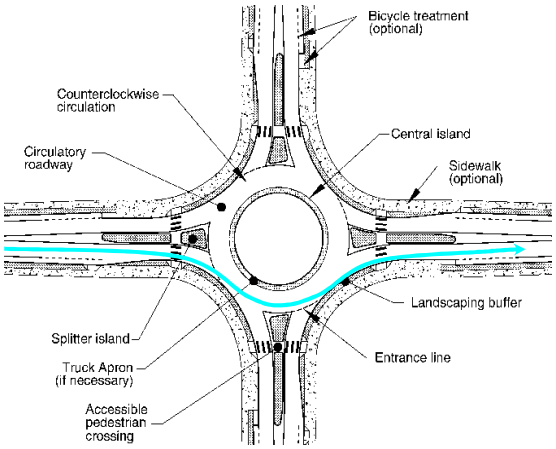
Vehicle Speeds Reduced

- Roundabouts controls vehicle speeds
  - Entry speeds at or less than:
    - 25 mph for single-lane
    - 30 mph for two-lane
  - Circulating speeds: 10 to 12mph
- Slow speeds
  - Increased time for driver reaction
  - Decreased chance for injury or fatality



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Aesthetic & Green Infrastructure Opportunities

Bend, Oregon
Source: Lee Rodegerdts

Portland, Oregon
Source: Lee Rodegerdts

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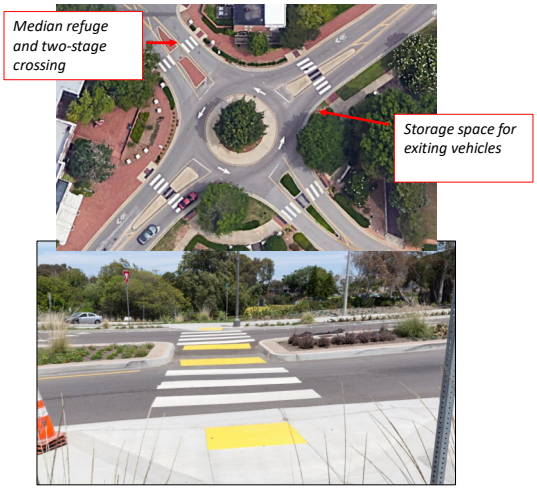
Roundabouts & Pedestrians

- Benefits:
  - Slow vehicle speeds
  - Two-stage crossing
- Considerations:
  - Crosswalk location
  - Space for exiting vehicles to yield to pedestrians
  - Yield-controlled crossings



Sources: Google Earth; Kittelson

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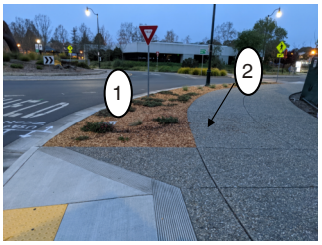
Roundabouts & Pedestrians

Considerations for Visually Impaired:

1. Well defined walkway edges
2. Separated walkways
3. Aligned detectable warnings
4. Perpendicular crossings
5. Contrasting crosswalk markings

Performance assessment detailed in NCHRP Report 834



Note presence of push-button for multilane roundabout crossing.
Source: Lee Rodegerdts

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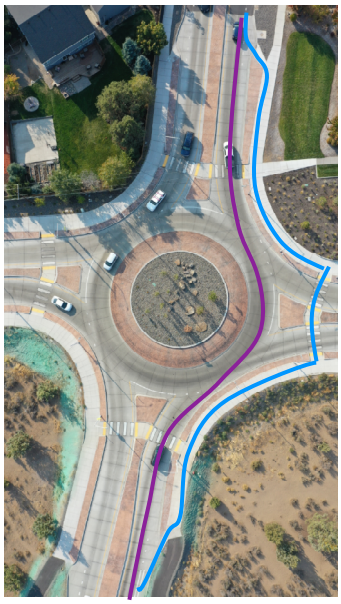
Roundabouts & Bicycles

- Roundabouts slow vehicles to speeds compatible with bicycles
- Bicyclists have option of traveling as vehicle or pedestrian
  - Serve different users based on their level of comfort
- No bicycle lanes within circulatory roadway
- Guidance for off-street paths is emerging



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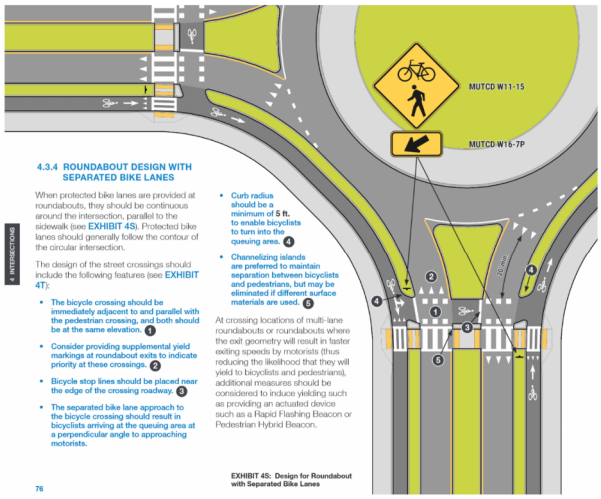
Separate Bike/Ped Options



Source: Massachusetts DOT *Separated Bike Lane Planning and Design Guide*

San Luis Obispo, California
Source: Brian Ray

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Roundabouts & Larger Vehicles

- Roundabouts can accommodate large vehicles through design:
  - Truck aprons
  - Placement of landscaping
  - Reinforced curbs

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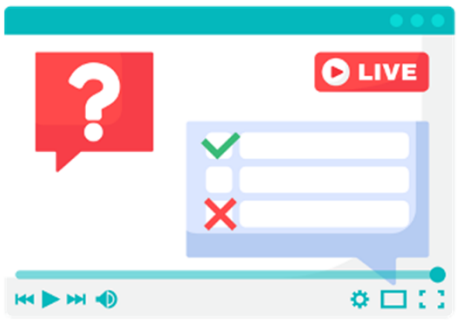
Live Poll #2

Question 1: Do you feel you have a better understanding of roundabouts?

A. Yes – I understand them better
B. Unchanged
C. No – I have more confusion



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Project Overview

1 Screen Locations

2 Test Top Locations

3 Gather Input + Develop Designs

4 Prepare City Roundabout Guidelines

2022	2023				
Fall	Winter	Spring	Summer	Fall	Winter

We are here

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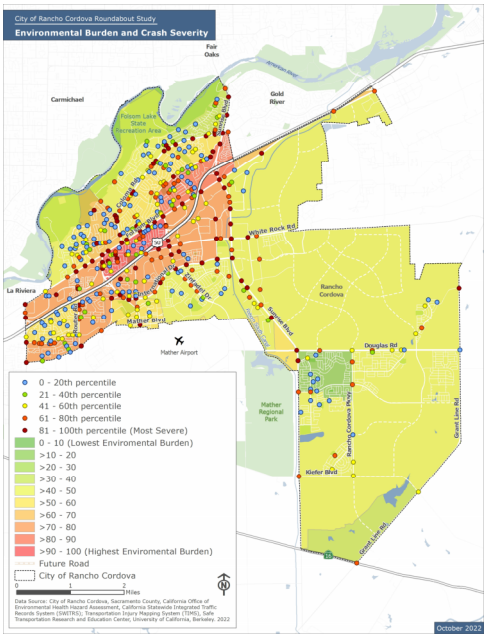
Project Overview

- Part 1: Screen Locations
  - Filter locations with data
  - Use prioritization scores



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Project Overview

Part 2: Test Top Locations

Example feasibility Testing, starting with assumed size and advancing to sketch level concept.

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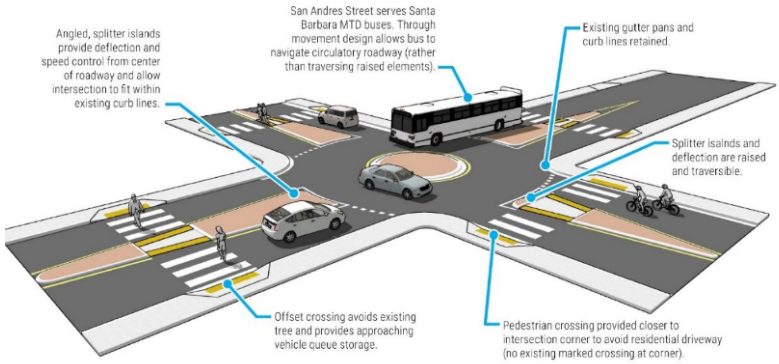
Project Overview

Part 3: Gather Input + Develop Designs



Example rendering of roundabout design concept

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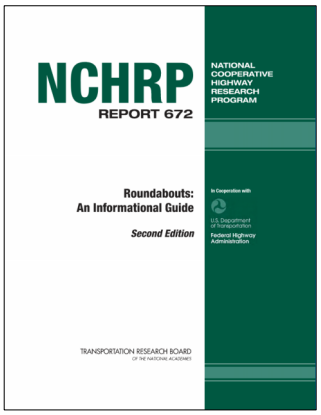
Project Overview

- Part 4: Prepare City Roundabout Guidelines



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Project Overview

1 Screen Locations

2 Test Top Locations

3 Gather Input + Develop Designs

4 Prepare City Roundabout Guidelines

2022	2023				
Fall	Winter	Spring	Summer	Fall	Winter

We are here

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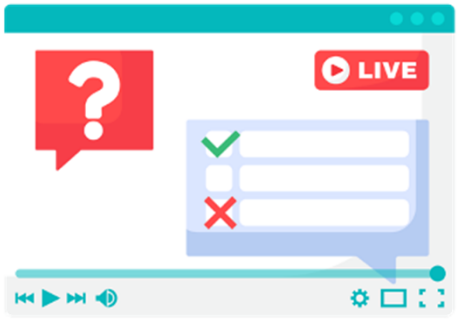
Live Poll #3

Question 1: What is the top priority you would like the City to emphasize for roundabout project opportunities?
A. Maximum safety benefit
B. Social equity location emphasis
C. Bike route locations
D. Other (tell us your comment in the chat!)

Question 2: Has the information presented today changed your thoughts on roundabouts at all?
1 - Significantly less favorable opinion
2 – Slightly less favorable opinion
3 – Opinion has not changed
4 – Slightly more favorable opinion
5 – I now have a significantly more favorable opinion



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Questions & Answers

- We want to hear from you:
  - Overall feedback on roundabouts
  - Input on how to prioritize locations
  - Other questions

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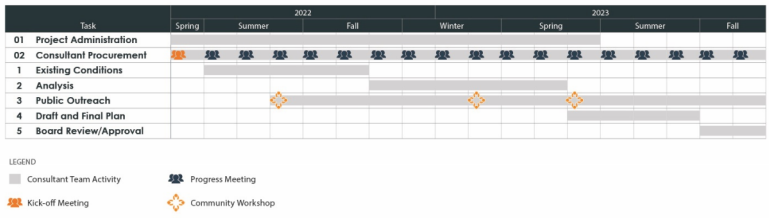
Next Steps

- Identify top locations
- Develop Concept Locations
- Document feedback and best practices for City Guidelines
- Next Community Workshop in early 2023



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THANK YOU

Check Web Portal for Project Updates:
www.cityofranchocordova.org/CurrentProjects

If you have additional questions about the project, please reach out to the City's Project Manager:

Kristine Courdy
(916) 851-8842
kcourdy@cityofranchocordova.org

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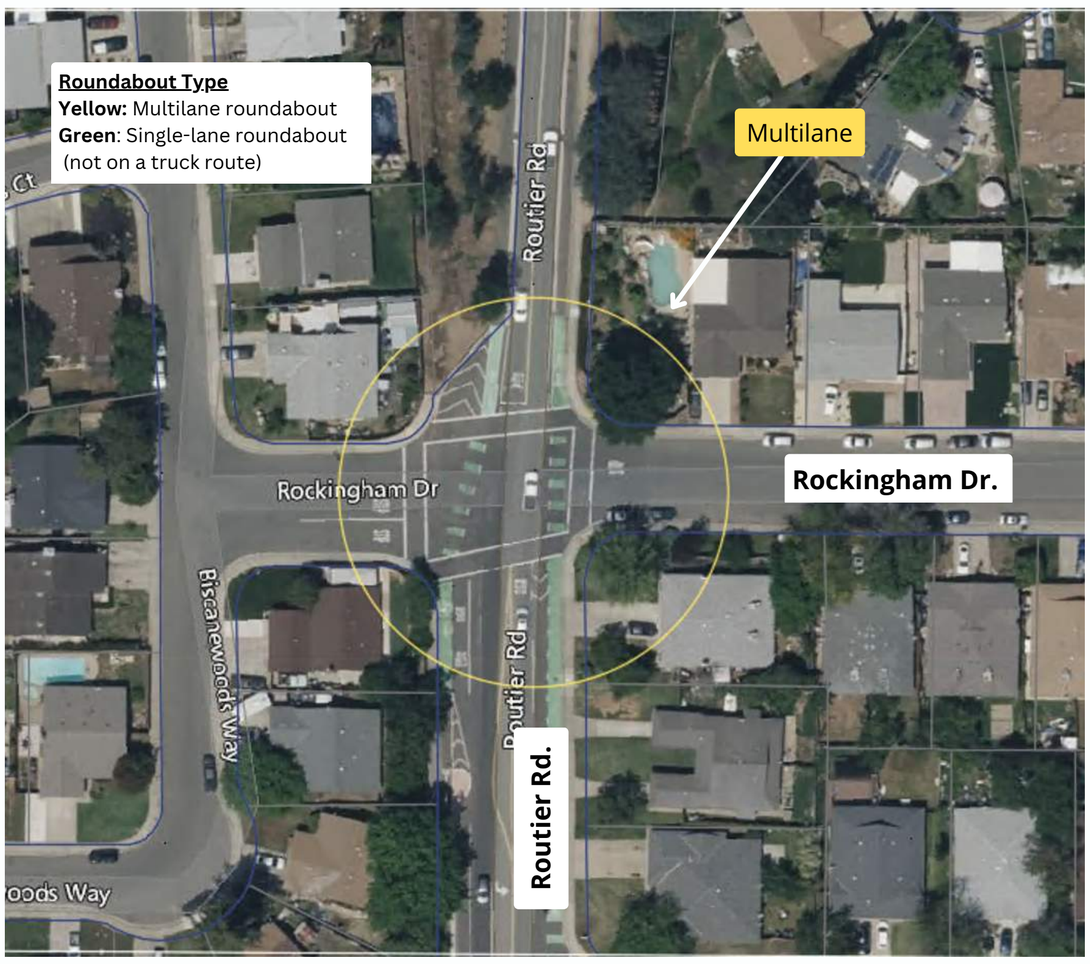
Slide 27

dh0 Consider:
Add new first bullet, "Document Feedback"
dhart@cityofranchocordova.org, 2022-10-11T23:50:58.782

ROCKINGHAM DRIVE & ROUTIER ROAD



Do you think this is a good location for a roundabout?

YES OR NO

Comments/Concerns

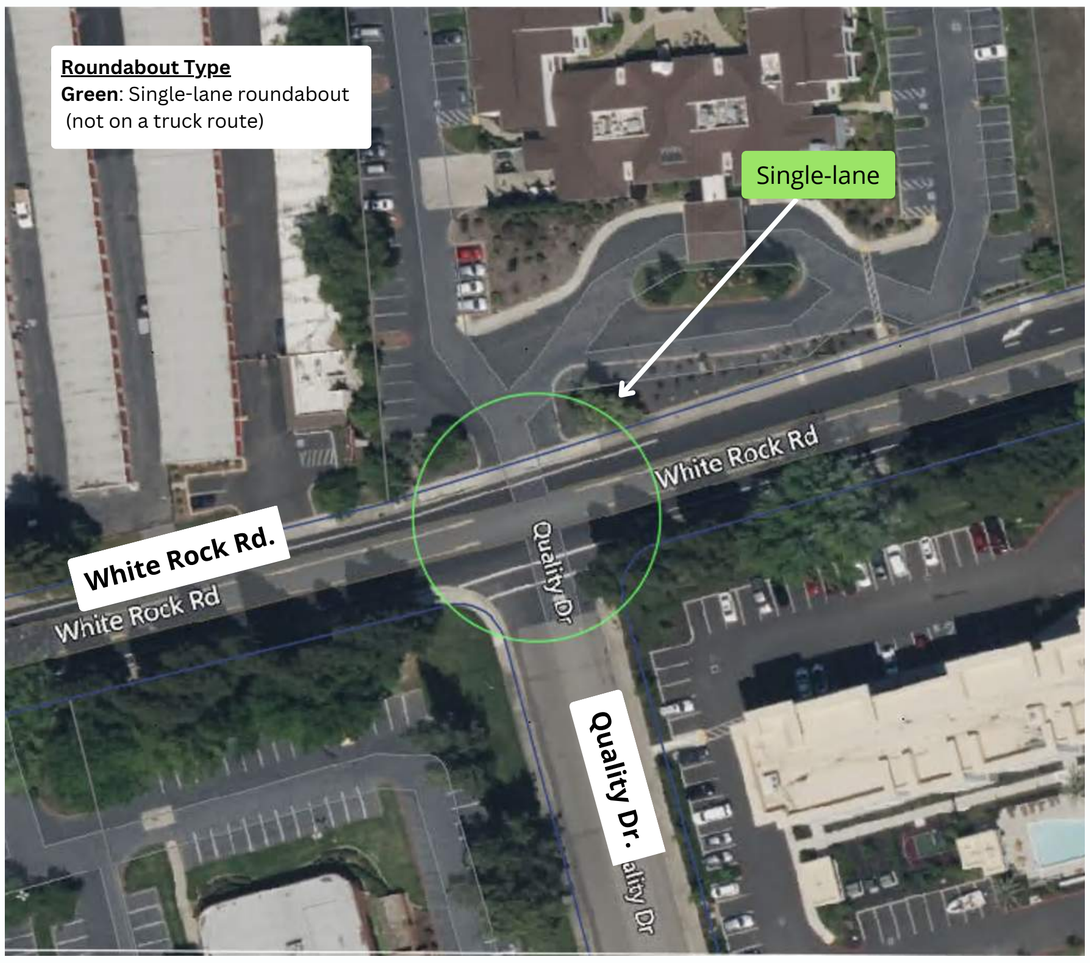
DATA DRIVE & DISK DRIVE

Do you think this is a good location for a roundabout?

YES OR NO

Comments/Concerns

QUALITY DRIVE & WHITE ROCK ROAD



Do you think this is a good location for a roundabout?

YES OR NO

Comments/Concerns

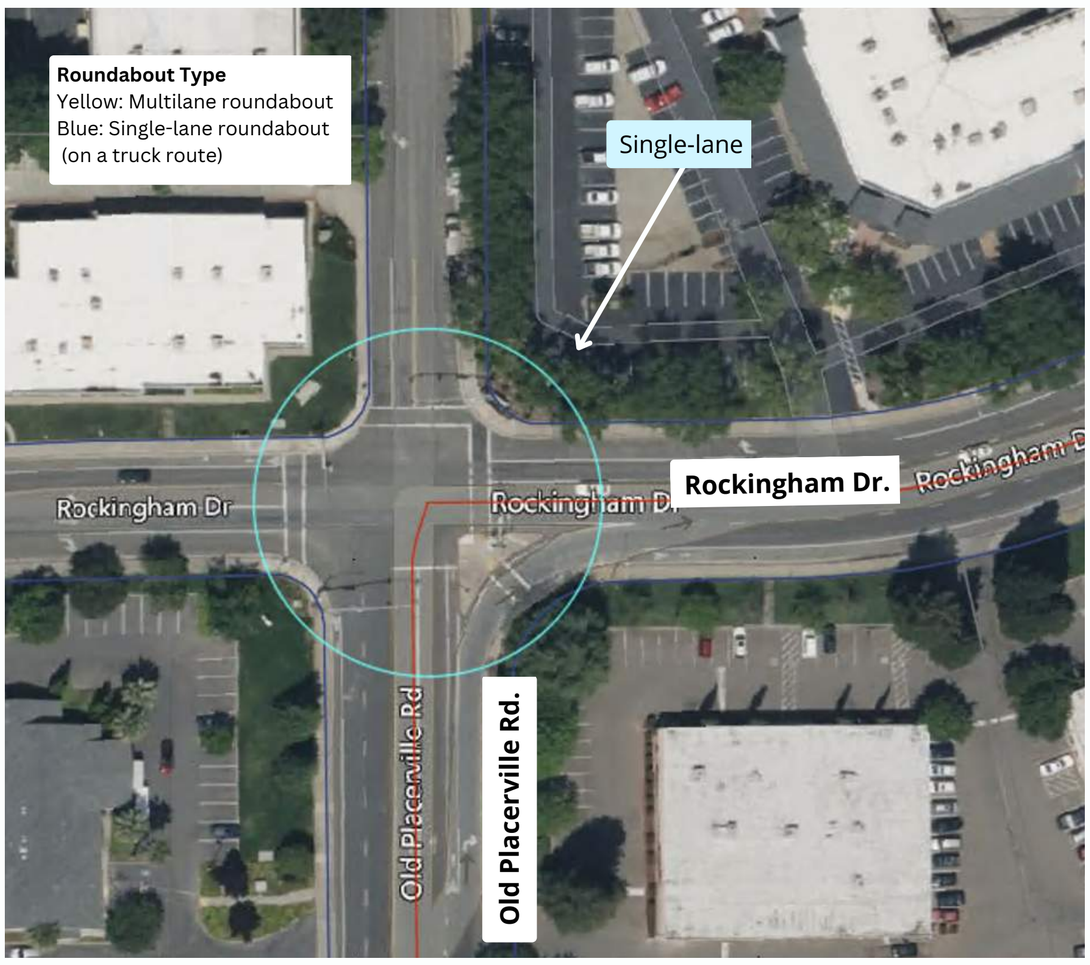
VEHICLE DRIVE & ZINFANDEL DRIVE

Do you think this is a good location for a roundabout?

YES OR NO

Comments/Concerns

OLD PLACERVILLE ROAD & ROCKINGHAM ROAD

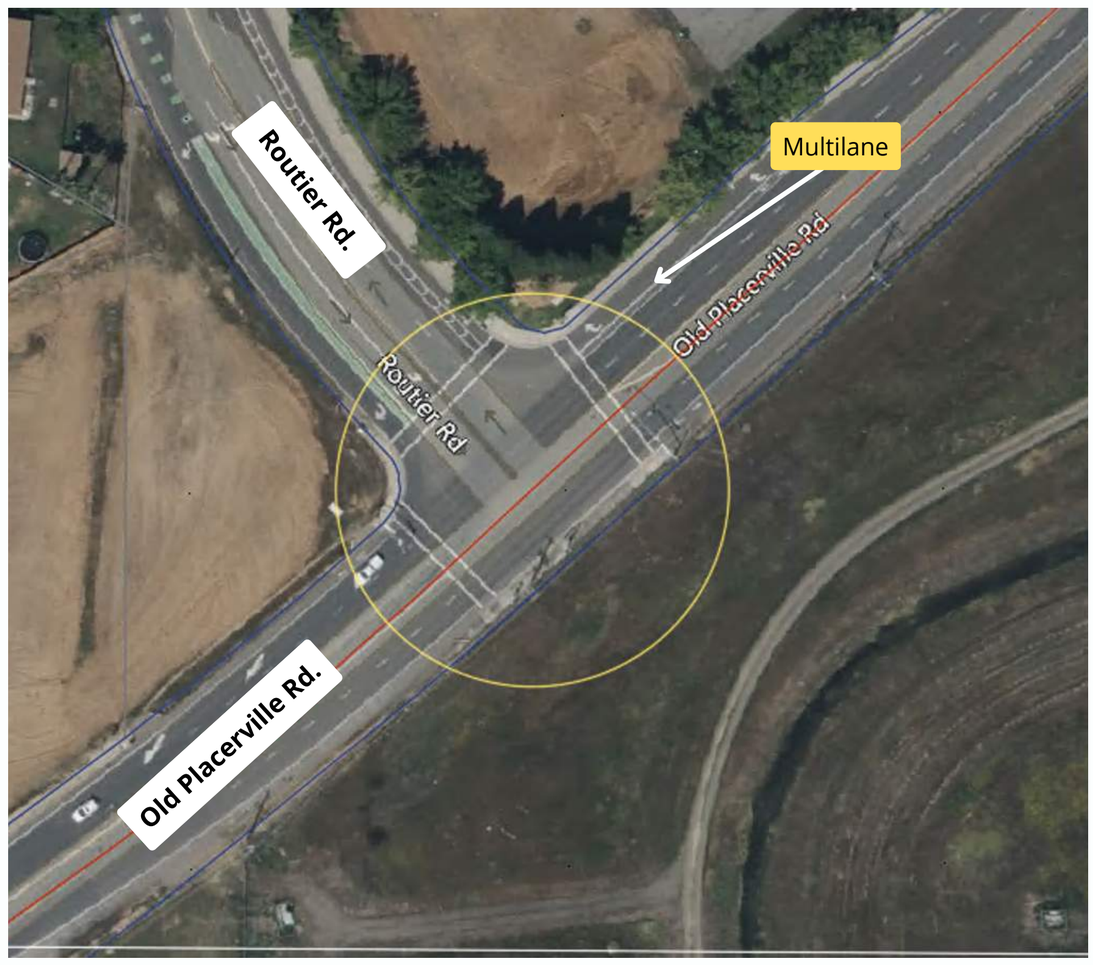


Do you think this is a good location for a roundabout?

YES OR NO

Comments/Concerns

OLD PLACERVILLE ROAD & ROUTIER ROAD



Do you think this is a good location for a roundabout?

YES OR NO

Comments/Concerns

KILGORE ROAD & SUN CENTER DRIVE

Do you think this is a good location for a roundabout?

YES OR NO

Comments/Concerns

EXPLORER DRIVE & LINCOLN VILLAGE DRIVE

Do you think this is a good location for a roundabout?

YES OR NO

Comments/Concerns

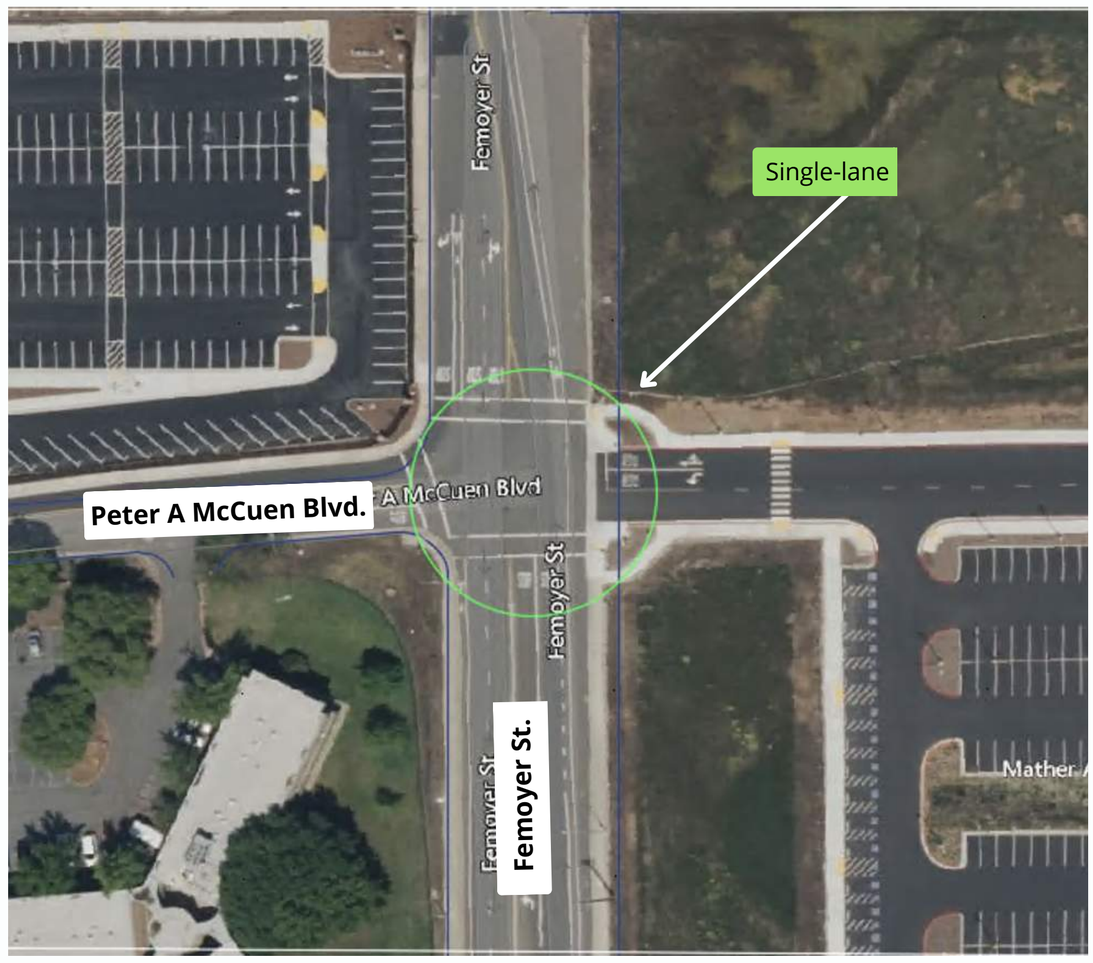
CAPITAL CENTER DRIVE & DATA DRIVE

Do you think this is a good location for a roundabout?

YES OR NO

Comments/Concerns

FEMOYER STREET & PETER A MCCUEN BLVD



Do you think this is a good location for a roundabout?

YES OR NO

Comments/Concerns

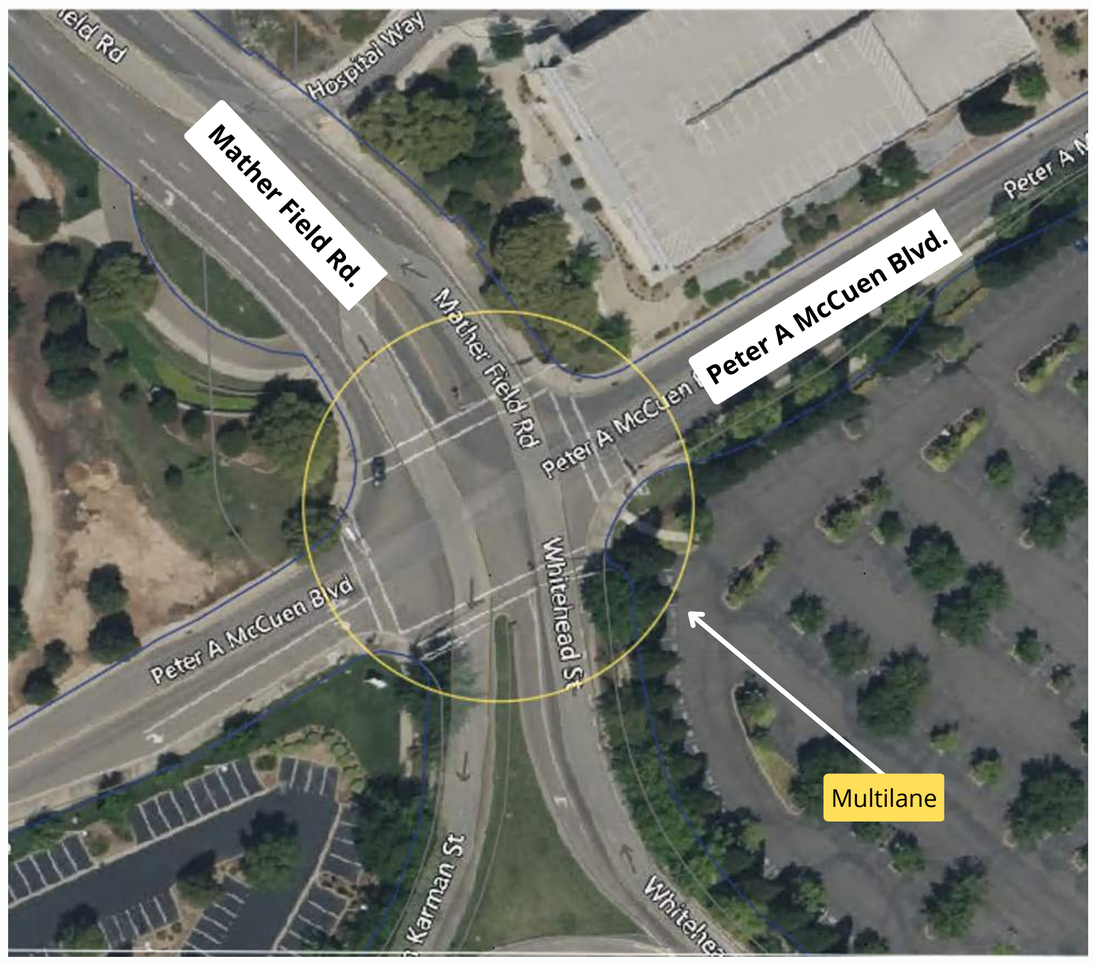
DEBELLEVUE STREET PETER MCCUEN BLVD

Do you think this is a good location for a roundabout?

YES OR NO

Comments/Concerns

MATHER FIELD ROAD & PETER A MCCUEN BLVD



Do you think this is a good location for a roundabout?

YES OR NO

Comments/Concerns

City of Rancho Cordova Roundabout Feasibility Study Stakeholder Meeting

May 16, 2023

RANCHO CORDOVA CALIFORNIA

CityOfRanchoCordova.org

1

Meeting Goals

- Provide Project Update
- Get Feedback on Prioritization for Future Intersections
- Solicit Stakeholder Feedback

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2

Project Objectives

- Develop the Roundabout Priority Plan for the City
- Prepare Guidelines for Future Decisions about Roundabouts
- Utilize Public & Stakeholder Feedback to Develop Project Deliverables

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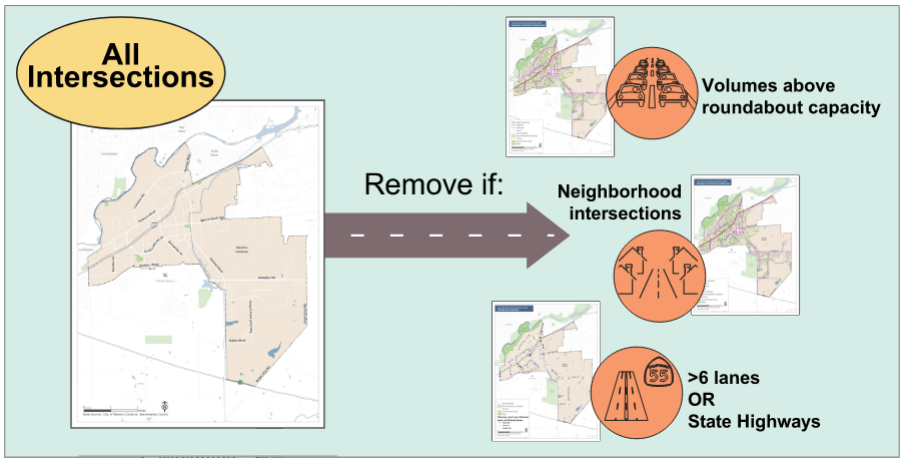
3

Screening and Prioritization



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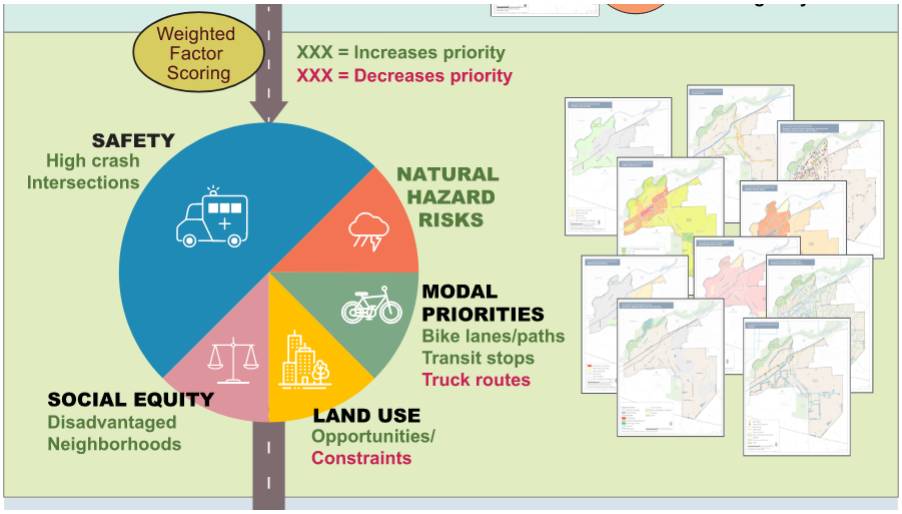
Screening and Prioritization



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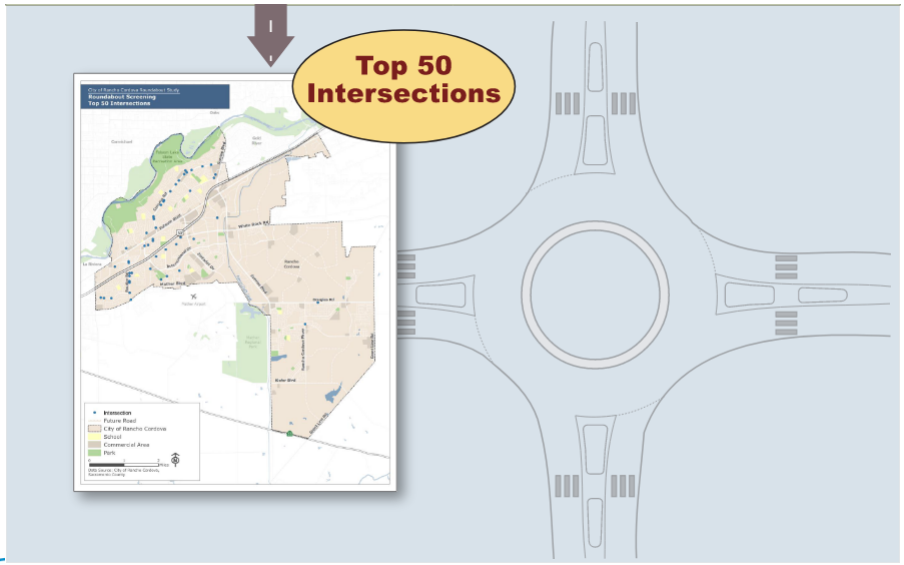
5

Screening and Prioritization



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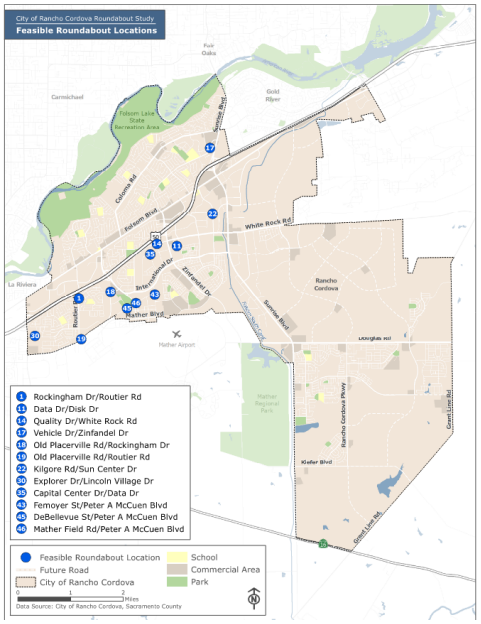
6

Screening and Prioritization

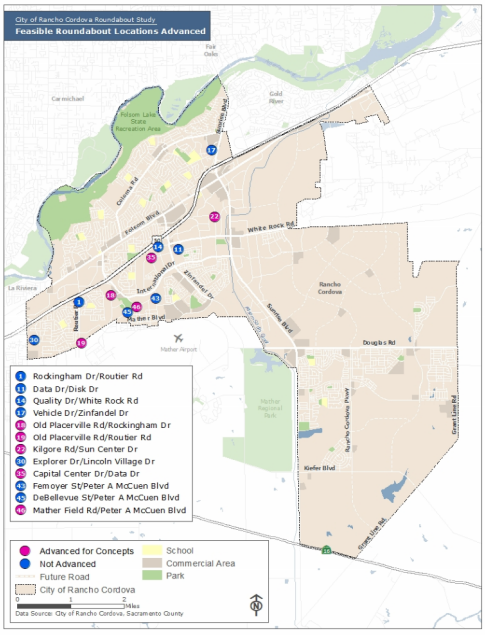
- Vetted top 50 for feasibility
  - Traffic volumes accounting for future growth
  - Size of intersection based on design vehicles
  - Narrowed list to 12 intersections



7

Advancing Five Locations for Concept Designs

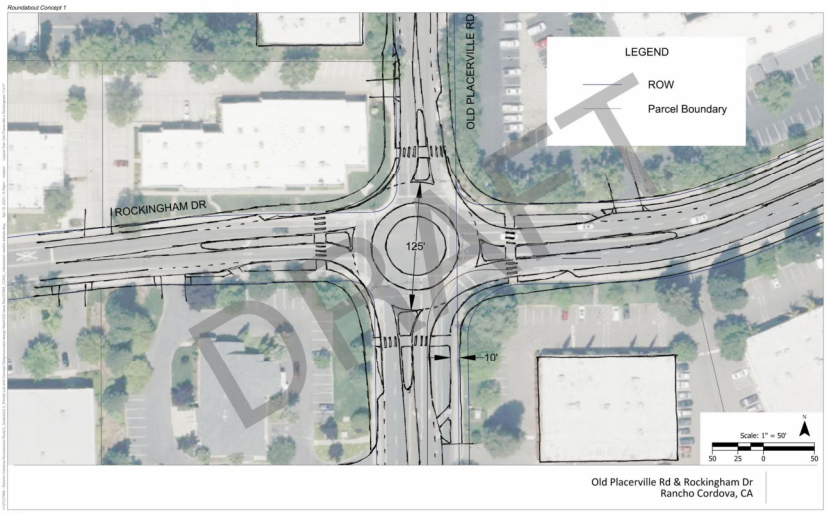
- Narrowed to five based on:
  - Prioritization rank
  - Land uses (avoiding property takes)
  - Public input
  - Public Works and Planning feedback
  - Traffic Data
- 5 Locations are:
  - Old Placerville Rd / Rockingham Dr
  - Old Placerville Rd / Routier Dr
  - Kilgore Rd / Sun Center Dr
  - Capital Center Dr / Data Dr
  - Mather Field Rd / Peter A McCuen Blvd



8

Draft Concepts

#18 Old Placerville Rd / Rockingham Dr



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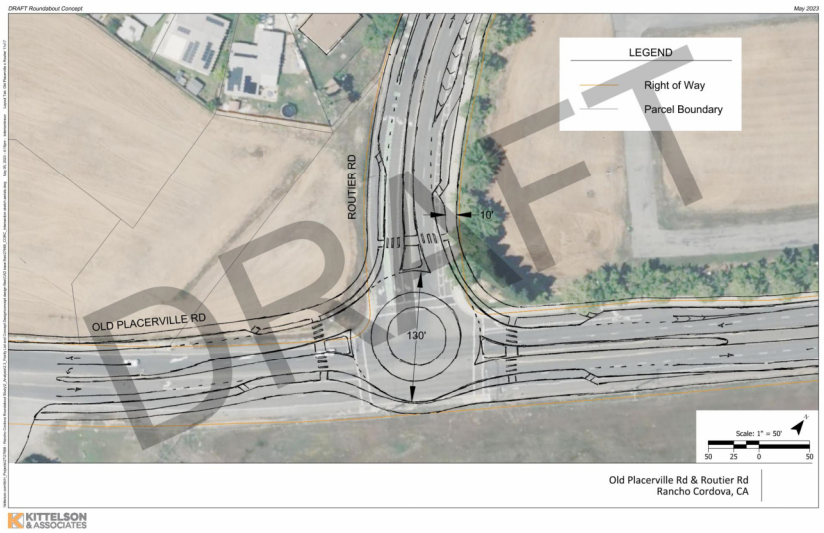
KITTELSON & ASSOCIATES

9

Draft Concepts

#19 Old Placerville Rd / Routier Dr



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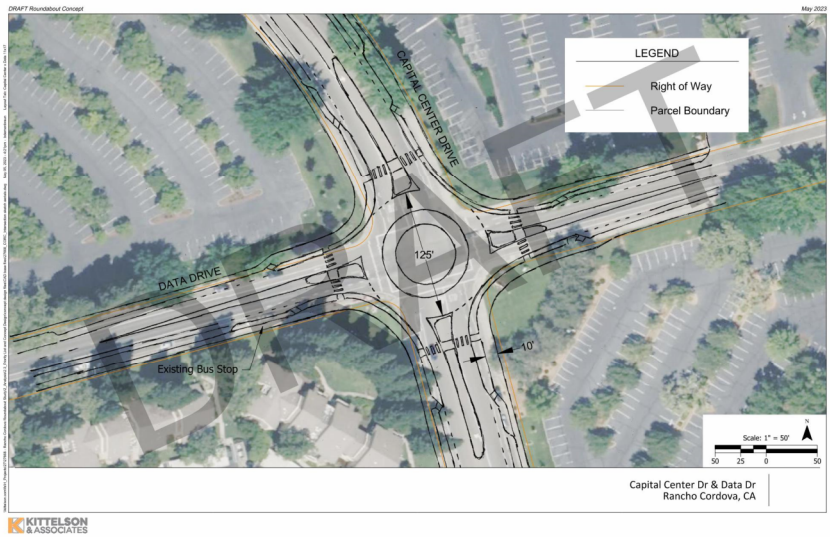
KITTELSON & ASSOCIATES

10

Draft Concepts

#35 Capital Center Dr / Data Dr



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11

Draft and Final Plan

- Document work to date
- Identify funding and implementation plan
- Developing greenfield intersection/roundabout approach
- **We welcome your input now on what to prioritize/consider**

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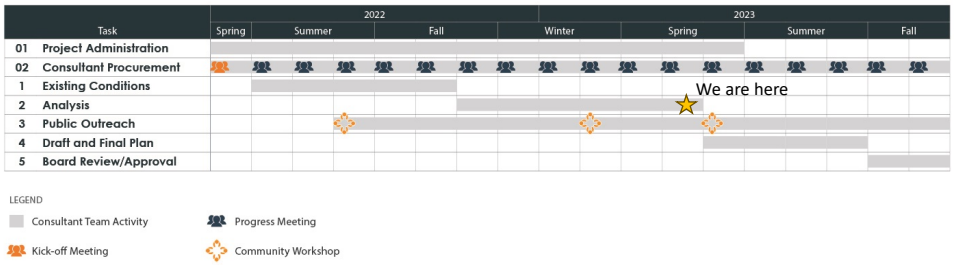
Next Steps

- 6/7 Community Meeting and survey
- Refine concept locations
- Develop prioritization plan



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THANK YOU

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www.cityofranchocordova.org/CurrentProjects

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Kristine Courdy
(916) 851-8842
kcourdy@cityofranchocordova.org

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City of Rancho Cordova Roundabout Feasibility Study Community Workshop

June 7th, 2023

RANCHO CORDOVA CALIFORNIA

CityOfRanchoCordova.org

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Meeting Agenda

- Introductions
- Meet the Team
- Prior Engagement
- Project Objectives
- Information on Roundabouts
- Feasible Locations
- Next Steps

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Project Team

FY21/22 Caltrans Sustainable Transportation Planning Grant

Project: Citywide Feasibility Study & Implementation Plan

City of Rancho Cordova (Grant Recipient)

Project Manager = Kristine Courdy
Principal Engineer = Edgar Medina
Senior Transportation Planner = Drew Hart

Kittelson & Associates, Inc. (Project Consultant)

Project Manager = Mike Alston
Principal In-Charge = Wade Scarbrough
Project Planner = Matt Braughton

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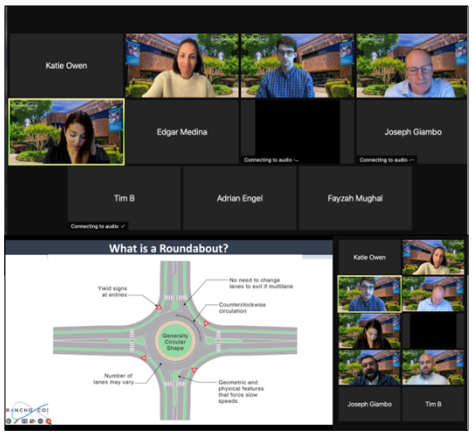
Prior Engagement

Virtual Workshop October 2022



Open House January 2023

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Project Objectives

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Project Objectives

Develop the Roundabout Priority Plan for the City

Utilize Public & Stakeholder Feedback to Develop Project Deliverables

Prepare Guidelines for Future Guidance about Roundabouts

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Roundabout Education

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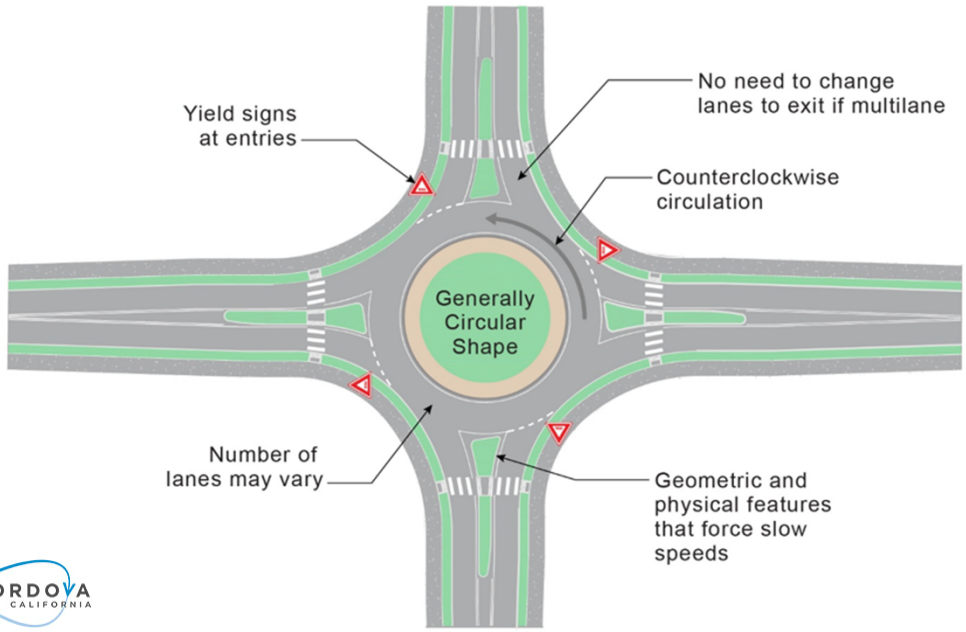
What is a Roundabout?



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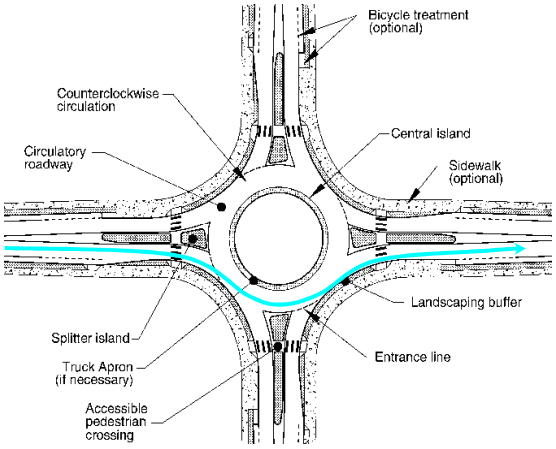
Why Build Roundabouts?

Safety improvements:

- 90-100% reduction in fatalities
- 75% reduction in injuries
- 35% reduction in total crashes

Roundabouts controls vehicle speeds:

- 25 mph for single-lane
- 30 mph for two-lane
- Increased time for drive reaction
- Decreased chance for injury or fatality



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Aesthetic & Green Infrastructure Opportunities

Bend, Oregon
Source: Lee Rodegerdts

Portland, Oregon
Source: Lee Rodegerdts

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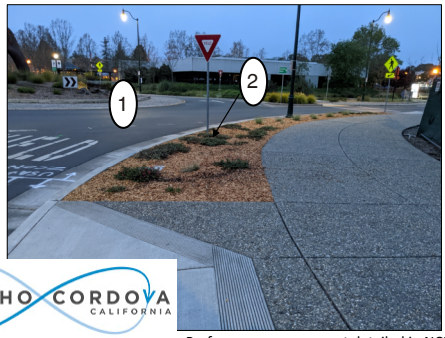
Roundabouts & Pedestrians

Considerations for Visually Impaired:

1. Well defined walkway edges
2. Separated walkways
3. Aligned detectable warnings
4. Perpendicular crossings
5. Contrasting crosswalk markings



Note presence of push-button for multilane roundabout crossing.
Source: Lee Rodegerdts

Performance assessment detailed in NCHRP Report 834

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Roundabouts & Bicycles

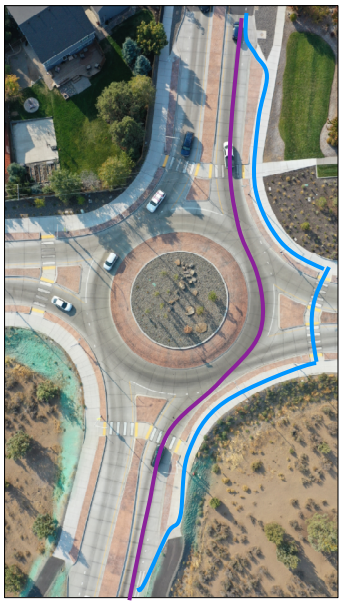
Roundabouts slow vehicles to speeds compatible with bicycles

Bicyclists have option of traveling as vehicle or pedestrian

- Serve different users based on their level of comfort

No bicycle lanes within circulatory roadway

Guidance for off-street paths is emerging



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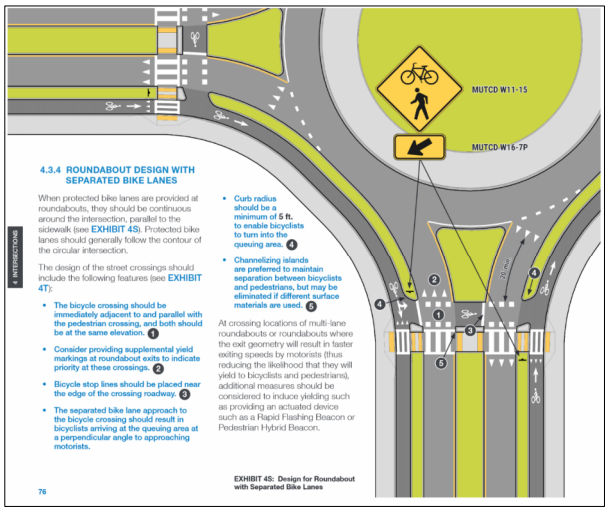
Separate Bike/Ped Options



Source: Massachusetts DOT *Separated Bike Lane Planning and Design Guide*

San Luis Obispo, California
Source: Brian Ray

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Roundabouts & Larger Vehicles

Roundabouts can accommodate large vehicles through design:

- Truck aprons
- Placement of landscaping
- Reinforced curbs

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Project Overview

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Project Overview

1 Screen Locations

2 Test Top Locations

3 Gather Input + Develop Designs

4 Prepare City Roundabout Guidelines

2022	2023				
Fall	Winter	Spring	Summer	Fall	Winter

We are here

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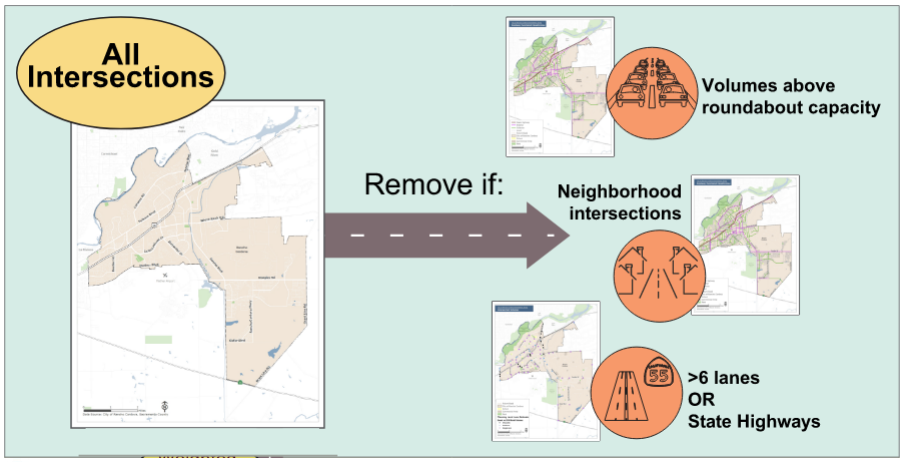
Project Overview

Part 1: Screen Locations



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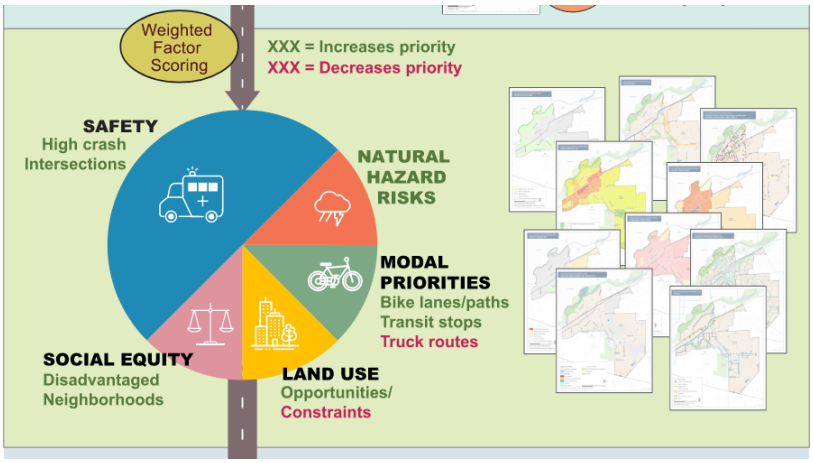
Project Overview

Part 1: Screen Locations



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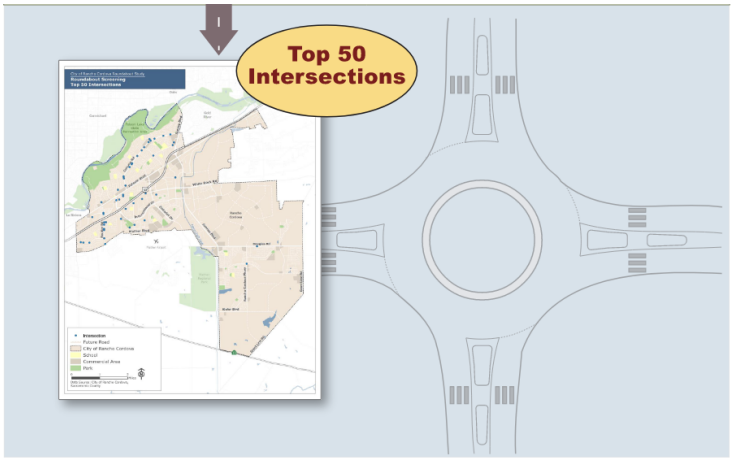
Project Overview

Part 1: Screen Locations



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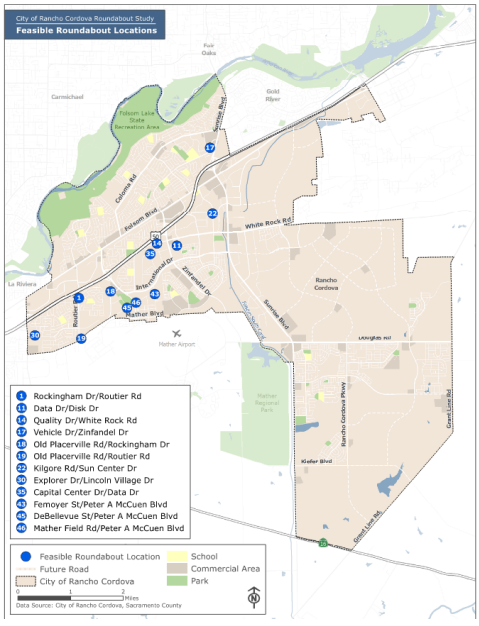
Project Overview

Part 2: Test Top Locations

- Vetted top 50 for feasibility
  - Traffic volumes accounting for future growth
  - Size of intersection based on design vehicles
  - Narrowed list to 12 intersections

KILGORE ROAD & SUN CENTER DRIVE

Example feasibility testing



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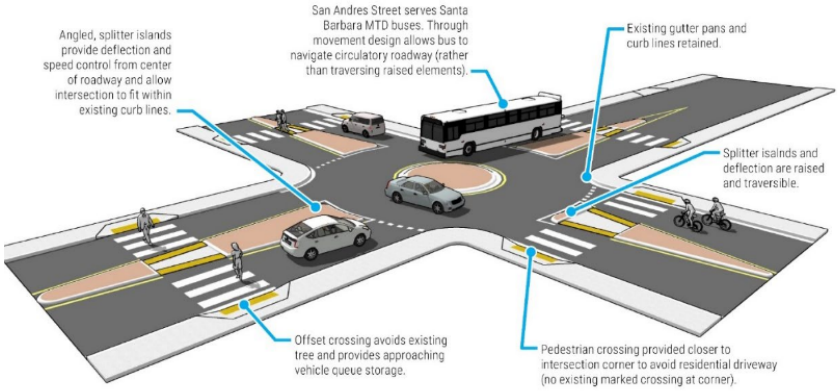
Project Overview

Part 3: Gather Input + Develop Designs



Example rendering of roundabout design concept

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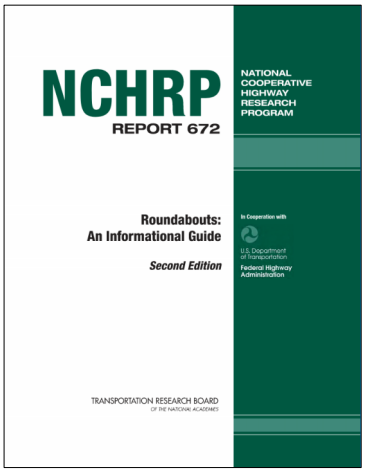
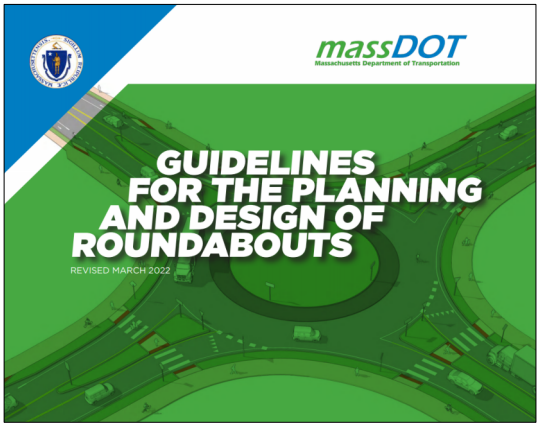
Project Overview

Part 4: Prepare City Roundabout Guidelines





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Feasible Locations

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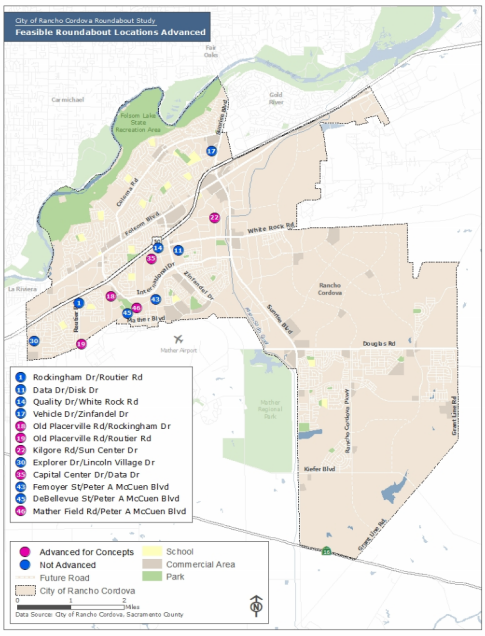
Advancing Five Locations for Concept Designs

- Narrowed to five based on:
  - Prioritization rank
  - Land uses (avoiding property takes)
  - Public input
  - Public Works and Planning feedback
  - Traffic Data
- 5 Locations are:
  - Old Placerville Rd / Rockingham Dr
  - Old Placerville Rd / Routier Dr
  - Kilgore Rd / Sun Center Dr
  - Capital Center Dr / Data Dr
  - Mather Field Rd / Peter A McCuen Blvd



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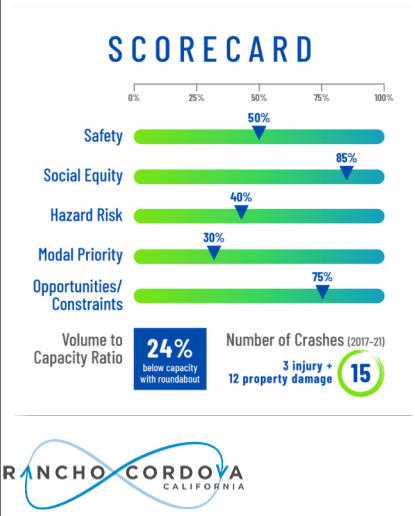
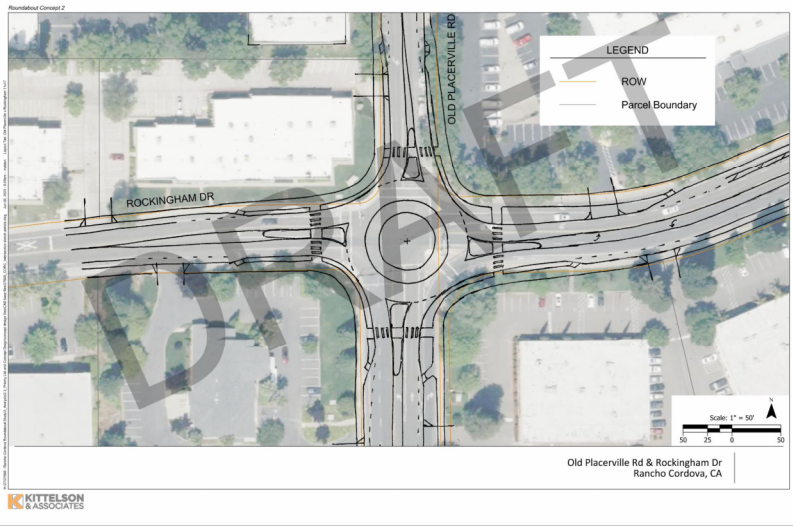
Draft Concepts

#18 Old Placerville Rd / Rockingham Dr





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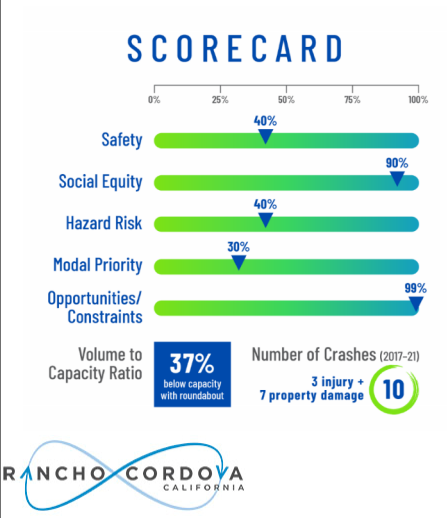
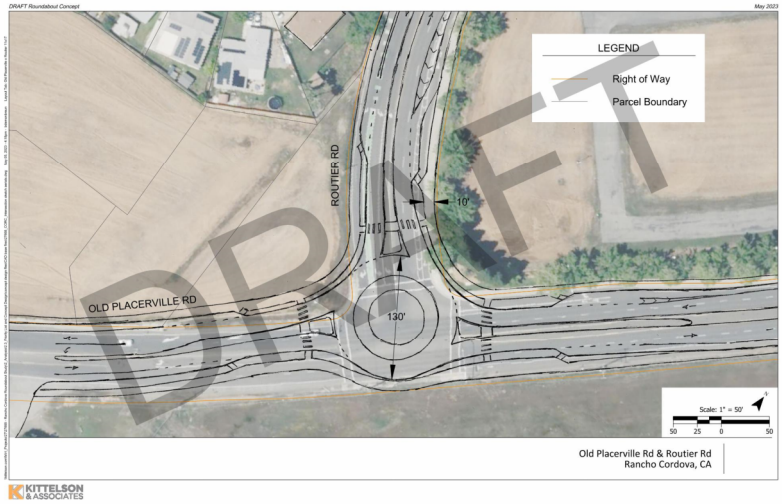
Draft Concepts

#19 Old Placerville Rd / Routier Dr





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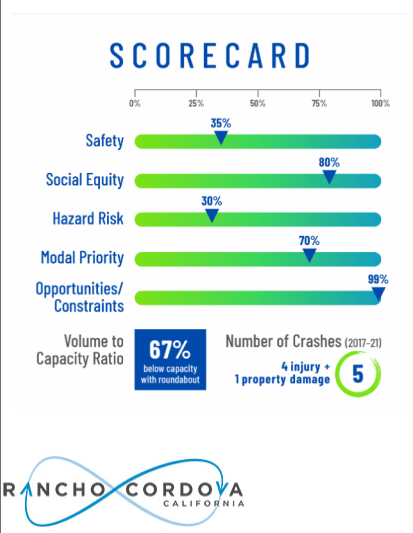
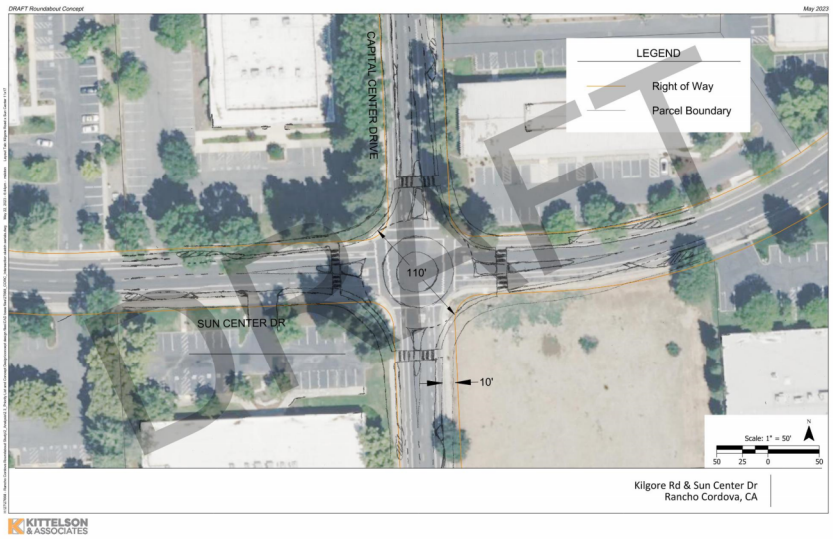
Draft Concepts

#22 Kilgore Rd / Sun Center Dr





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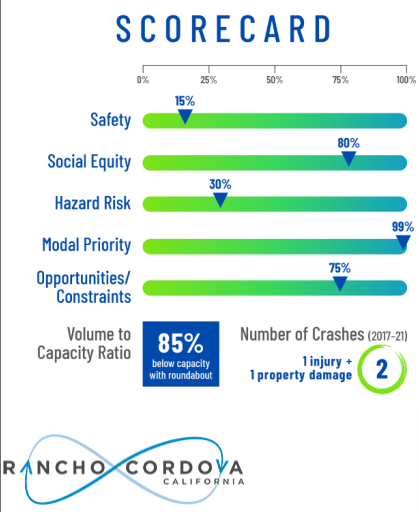
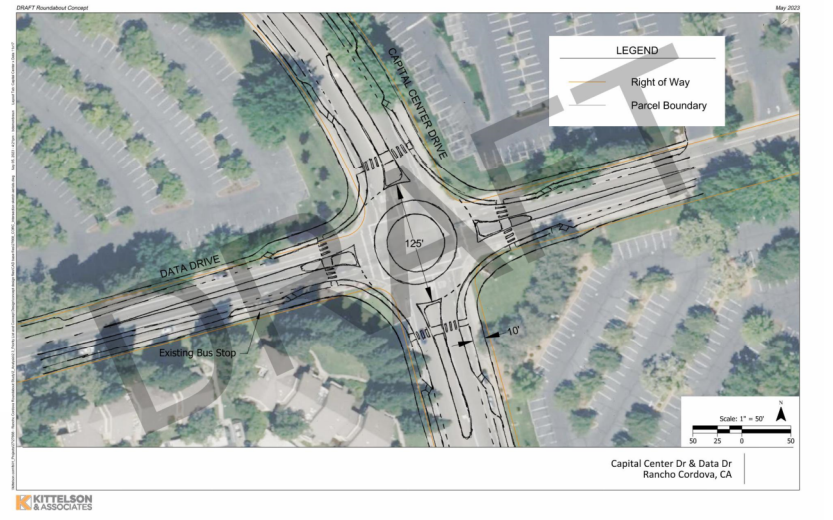
Draft Concepts

#35 Capital Center Dr / Data Dr





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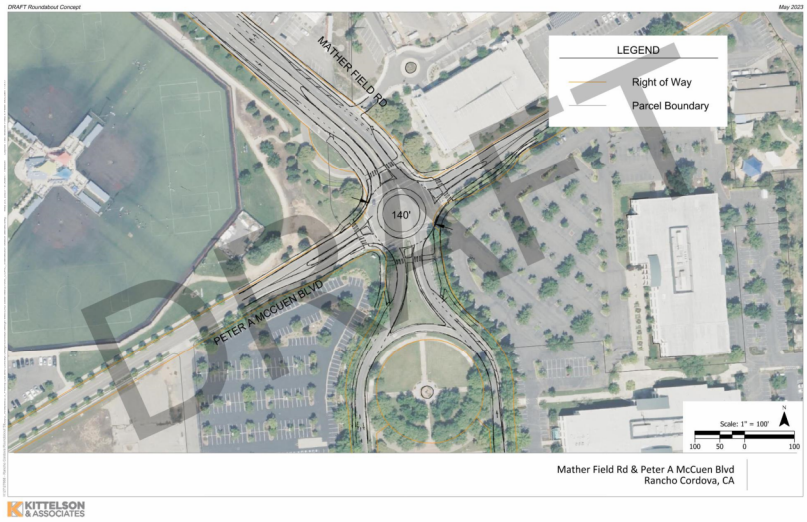
Draft Concepts

#46 Mather Field Rd / Peter A McCuen Blvd



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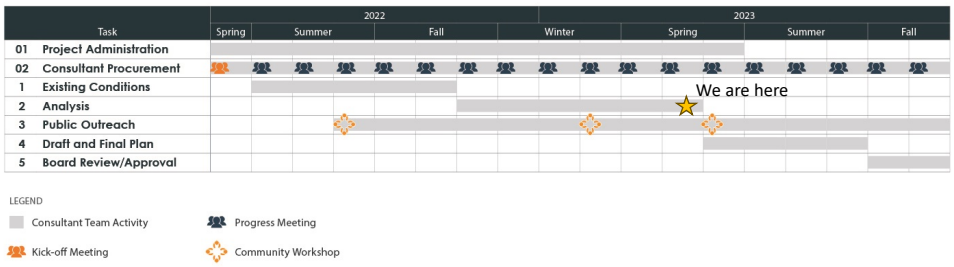
Next Steps

- Refine concept locations
- Develop prioritization plan



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Next Steps

We want to hear from you!

https://metroquestsurvey.com/dv2v2i
Or bit.ly/RanchoRoundabout

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THANK YOU

Check Web Portal for Project Updates:
www.cityofranchocordova.org/CurrentProjects

If you have additional questions about the project, please reach out to the City's Project Manager:

Kristine Courdy
(916) 851-8842
kcourdy@cityofranchocordova.org

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CityOfRanchoCordova.org 32

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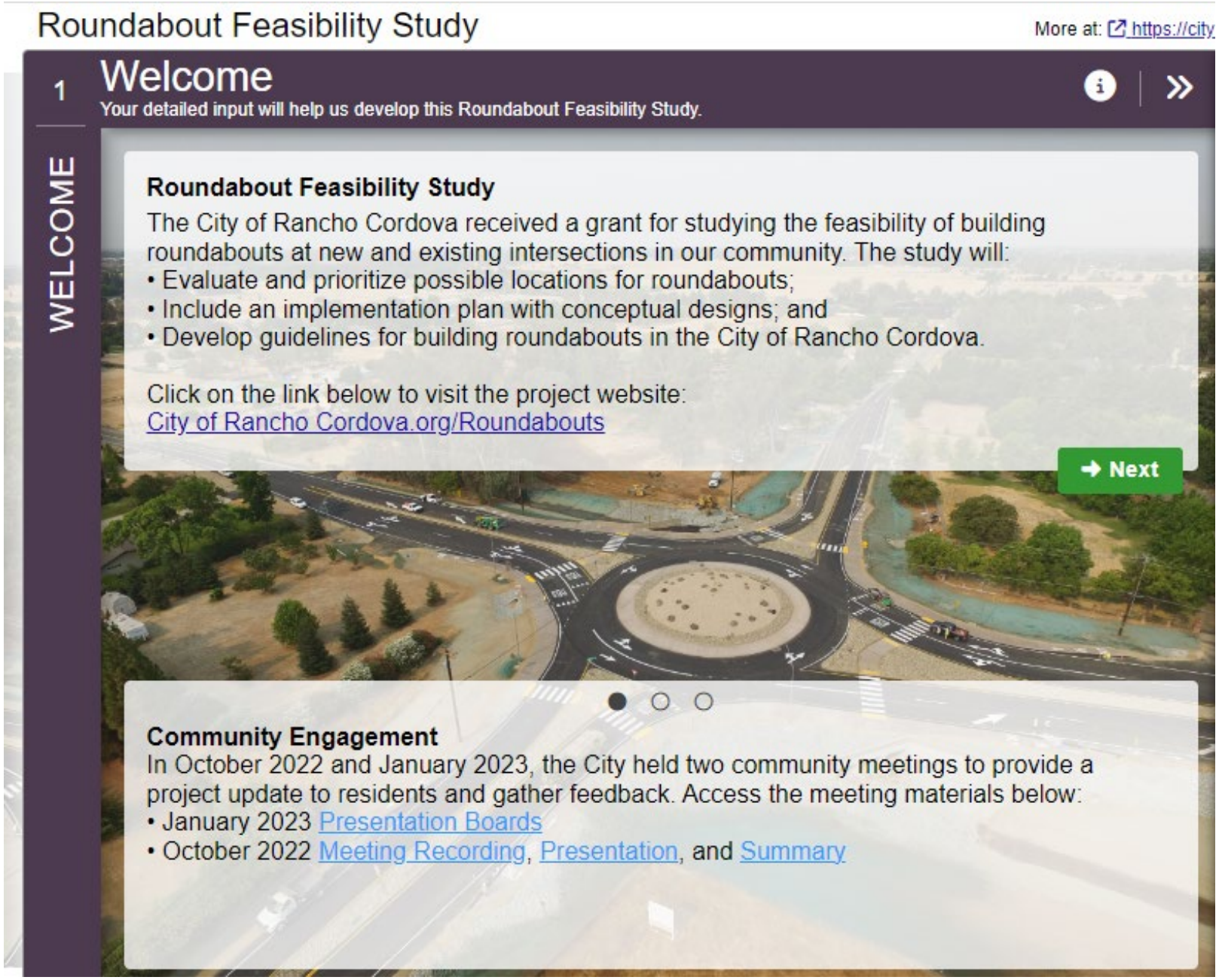
Roundabout Feasibility Study

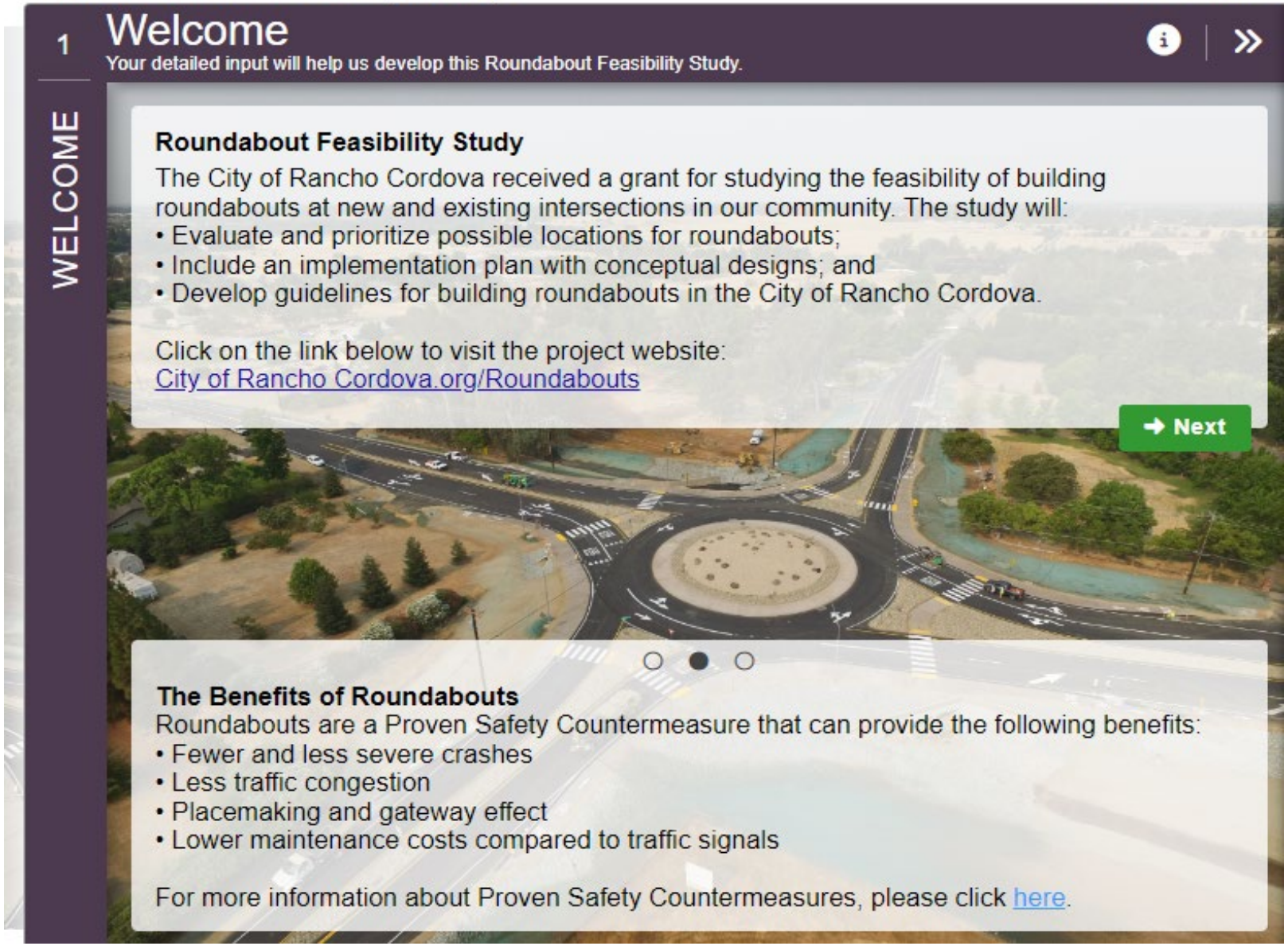
Survey Screens

August 1, 2023


Roundabout Feasibility Study
More at: https://city
1
Welcome
Your detailed input will help us develop this Roundabout Feasibility Study.
WELCOME
Roundabout Feasibility Study
The City of Rancho Cordova received a grant for studying the feasibility of building roundabouts at new and existing intersections in our community. The study will:
• Evaluate and prioritize possible locations for roundabouts;
• Include an implementation plan with conceptual designs; and
• Develop guidelines for building roundabouts in the City of Rancho Cordova.
Click on the link below to visit the project website:
City of Rancho Cordova.org/Roundabouts
Next
Community Engagement
In October 2022 and January 2023, the City held two community meetings to provide a project update to residents and gather feedback. Access the meeting materials below:
• January 2023 Presentation Boards
• October 2022 Meeting Recording, Presentation, and Summary

Roundabout Feasibility Study

More at: https://city



Roundabout Feasibility Study

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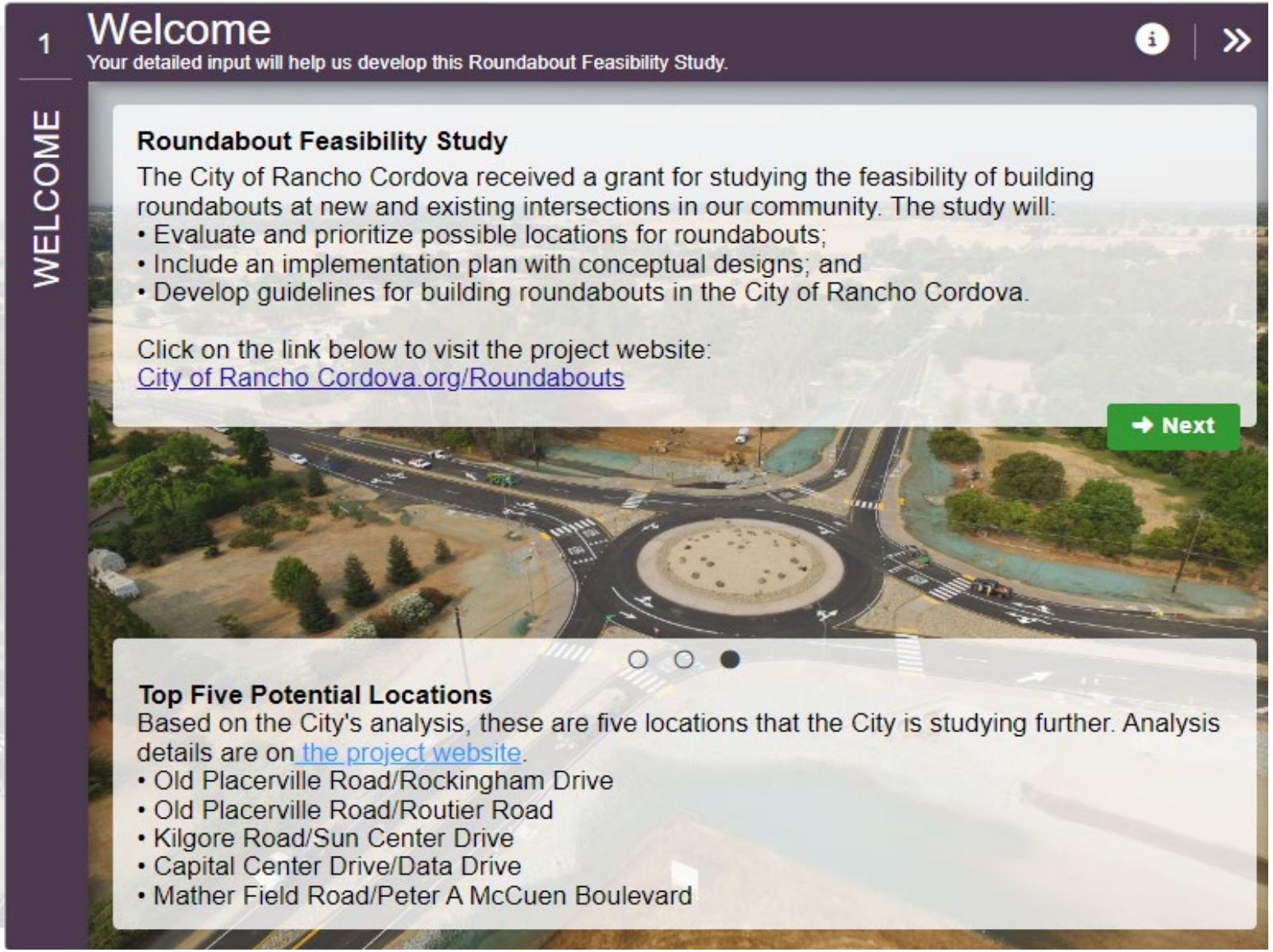
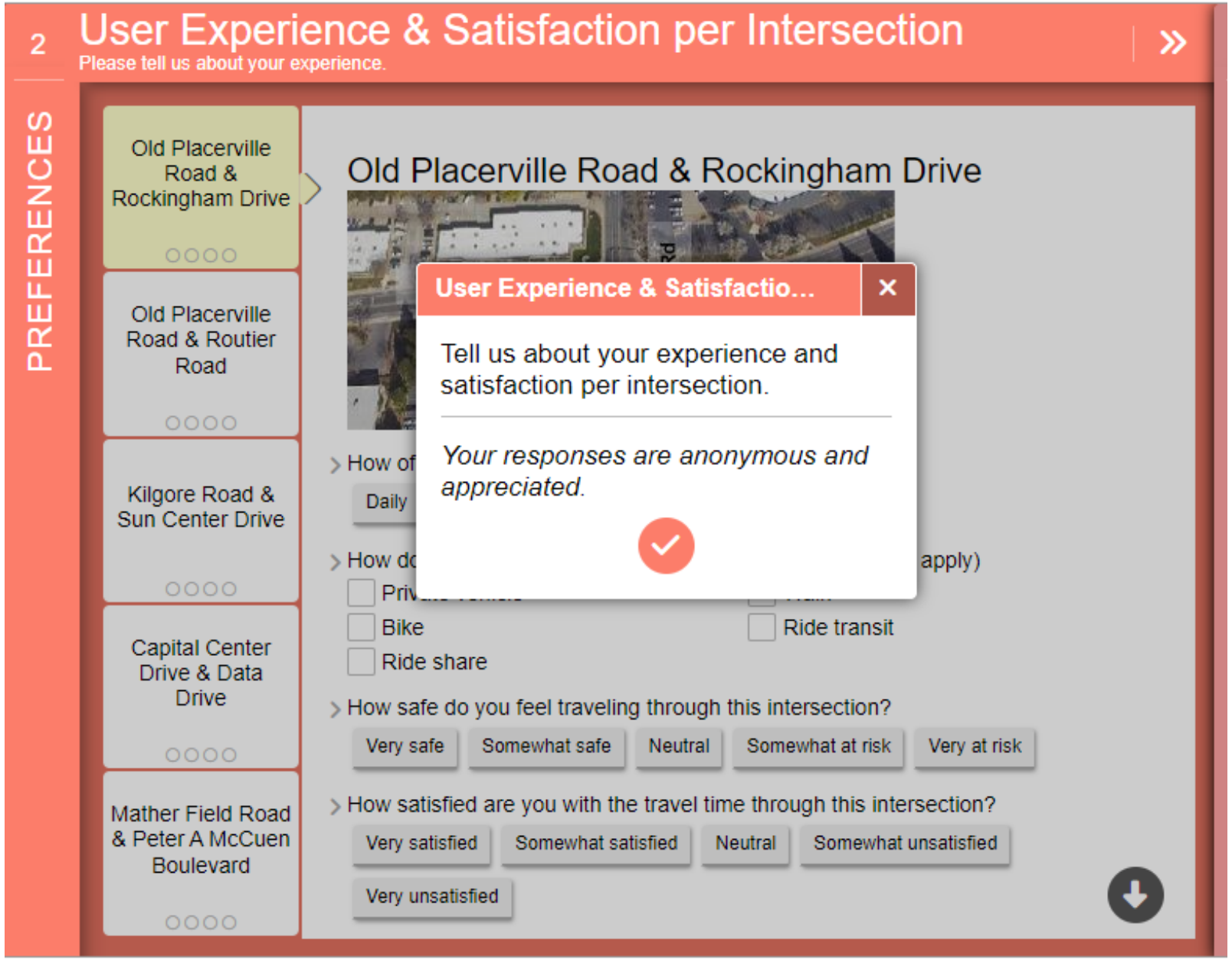



2
User Experience & Satisfaction per Intersection
Please tell us about your experience.
PREFERENCES
Old Placerville Road & Rockingham Drive
Old Placerville Road & Routier Road
Kilgore Road & Sun Center Drive
Capital Center Drive & Data Drive
Mather Field Road & Peter A McCuen Boulevard
Old Placerville Road & Rockingham Drive
User Experience & Satisfactio...
Tell us about your experience and satisfaction per intersection.
Your responses are anonymous and appreciated.
How of
Daily
How do
apply)
Bike
Ride share
Ride transit
How safe do you feel traveling through this intersection?
Very safe
Somewhat safe
Neutral
Somewhat at risk
Very at risk
How satisfied are you with the travel time through this intersection?
Very satisfied
Somewhat satisfied
Neutral
Somewhat unsatisfied
Very unsatisfied

2 User Experience & Satisfaction per Intersection

Please tell us about your experience.

PREFERENCES

- Old Placerville Road & Rockingham Drive
- Old Placerville Road & Routier Road
- Kilgore Road & Sun Center Drive
- Capital Center Drive & Data Drive
- Mather Field Road & Peter A McCuen Boulevard

Old Placerville Road & Rockingham Drive

How often do you use this intersection?

Daily | A few times a month | A few times a year | Never

How do you travel through this intersection? (check all that apply)

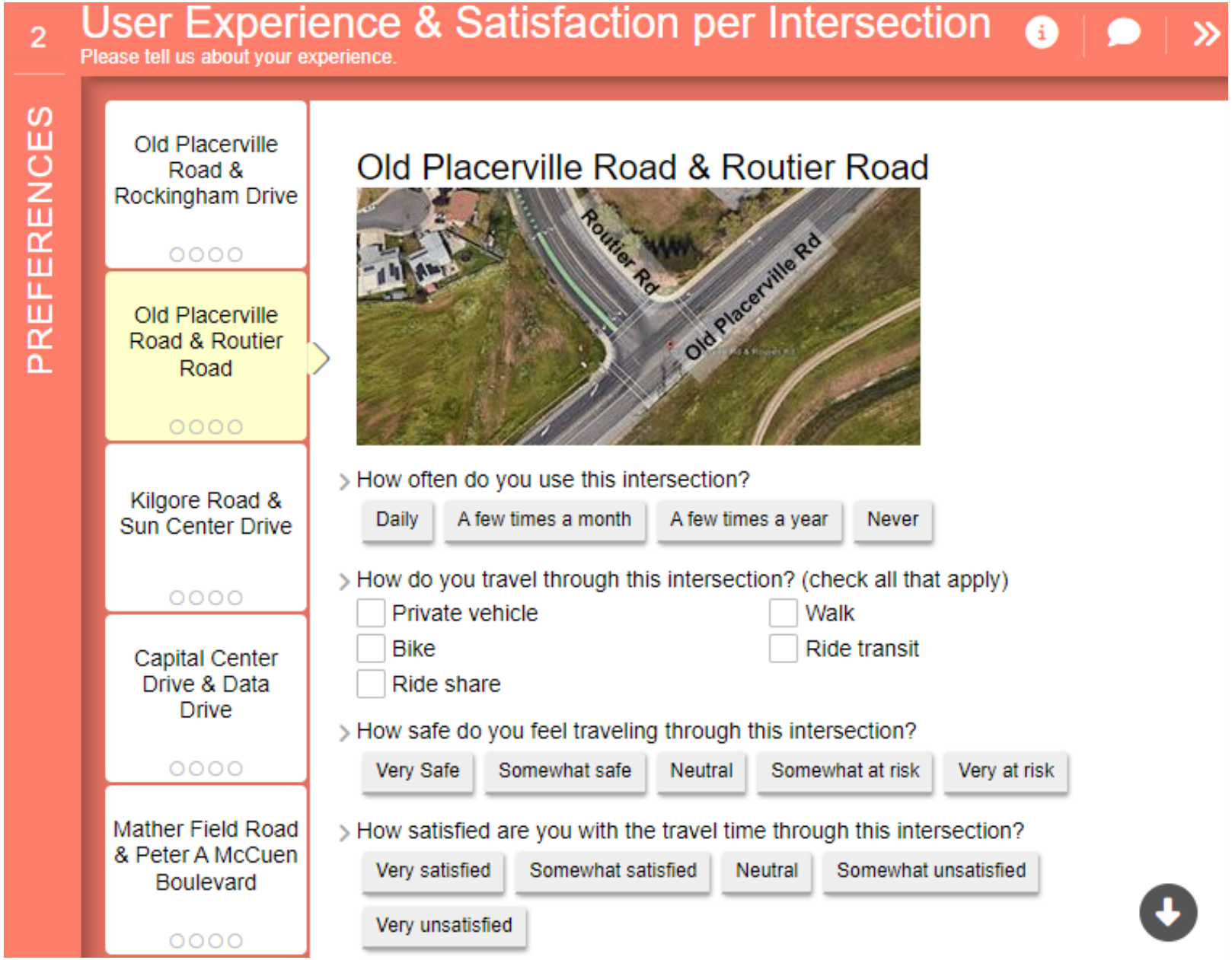
- ☐ Private vehicle
- ☐ Walk
- ☐ Bike
- ☐ Ride transit
- ☐ Ride share

How safe do you feel traveling through this intersection?

Very safe | Somewhat safe | Neutral | Somewhat at risk | Very at risk

How satisfied are you with the travel time through this intersection?

Very satisfied | Somewhat satisfied | Neutral | Somewhat unsatisfied | Very unsatisfied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Old Placerville Road & Routier Road
Routier Rd
Old Placerville Rd
How often do you use this intersection?
Daily
A few times a month
A few times a year
Never
How do you travel through this intersection? (check all that apply)
Private vehicle
Walk
Bike
Ride transit
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Kilgore Road & Sun Center Drive

How often do you use this intersection?

Daily | A few times a month | A few times a year | Never

How do you travel through this intersection? (check all that apply)

- [ ] Private vehicle
- [ ] Walk
- [ ] Bike
- [ ] Ride transit
- [ ] Ride share

How safe do you feel traveling through this intersection?

Very safe | Somewhat safe | Neutral | Somewhat at risk | Very at risk

How satisfied are you with the travel time through this intersection?

Very satisfied | Somewhat satisfied | Neutral | Somewhat unsatisfied | Very unsatisfied

2 User Experience & Satisfaction per Intersection

Please tell us about your experience.

PREFERENCES

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- Old Placerville Road & Routier Road
- Kilgore Road & Sun Center Drive
- Capital Center Drive & Data Drive
- Mather Field Road & Peter A McCuen Boulevard

Capital Center Drive & Data Drive

How often do you use this intersection?

Daily | A few times a month | A few times a year | Never

How do you travel through this intersection? (check all that apply)

☐ Private vehicle ☐ Walk ☐ Bike ☐ Ride transit ☐ Ride share

How safe do you feel traveling through this intersection?

Very safe | Somewhat safe | Neutral | Somewhat at risk | Very at risk

How satisfied are you with the travel time through this intersection?

Very satisfied | Somewhat satisfied | Neutral | Somewhat unsatisfied | Very unsatisfied

2 User Experience & Satisfaction per Intersection

Please tell us about your experience.

PREFERENCES

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Mather Field Road & Peter A McCuen Boulevard

How often do you use this intersection?

Daily | A few times a month | A few times a year | Never

How do you travel through this intersection? (check all that apply)

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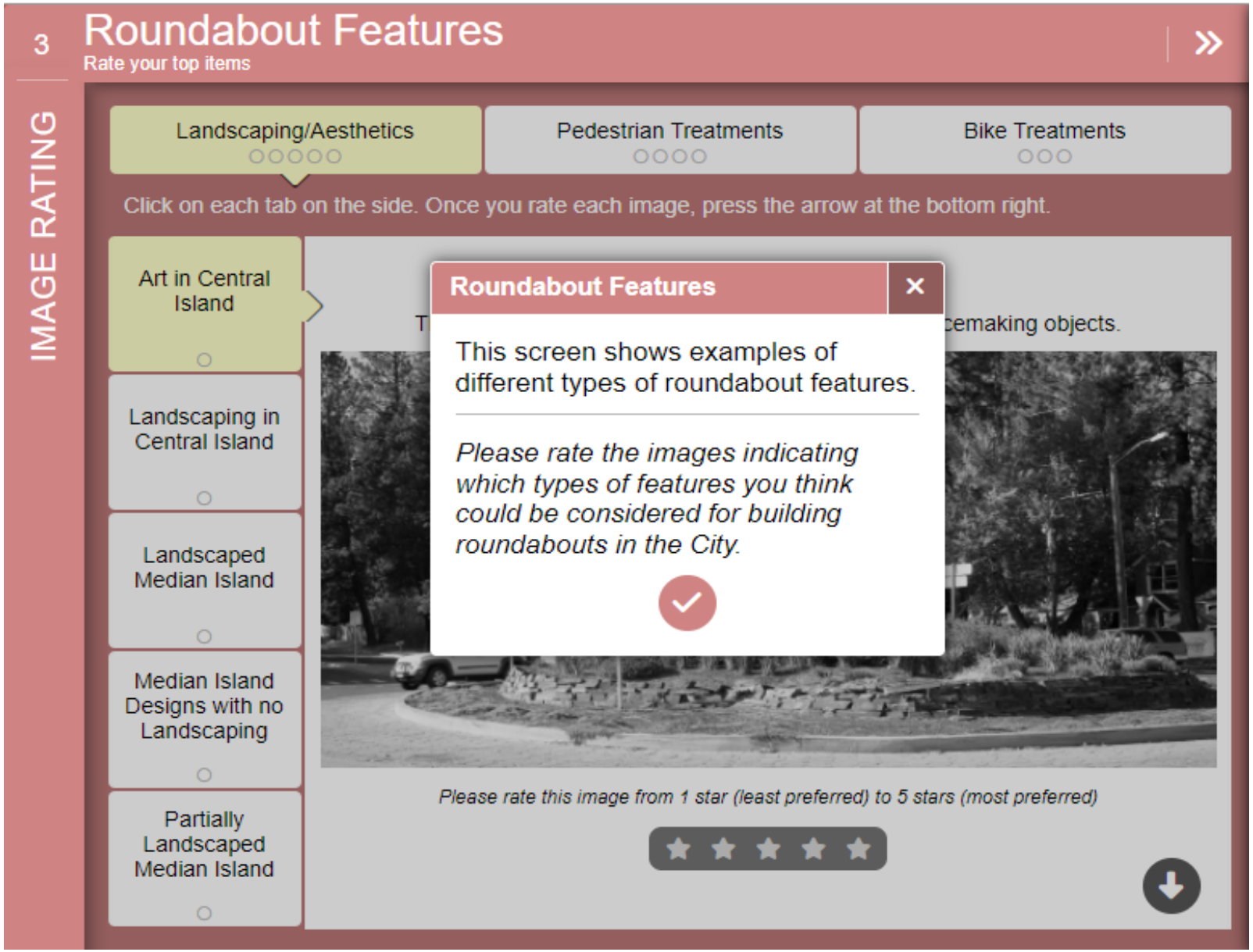
- [ ] Walk
- [ ] Bike
- [ ] Ride transit
- [ ] Ride shate

How safe do you feel traveling through this intersection?

Very safe | Somewhat safe | Neutral | Somewhat at risk | Very at risk

How satisfied are you with the travel time through this intersection?

Very satisfied | Somewhat satisfied | Neutral | Somewhat unsatisfied | Very unsatisfied


3
Roundabout Features
Rate your top items
IMAGE RATING
Landscaping/Aesthetics
Pedestrian Treatments
Bike Treatments
Click on each tab on the side. Once you rate each image, press the arrow at the bottom right.
Art in Central Island
Landscaping in Central Island
Landscaped Median Island
Median Island Designs with no Landscaping
Partially Landscaped Median Island
Roundabout Features
This screen shows examples of different types of roundabout features.
Please rate the images indicating which types of features you think could be considered for building roundabouts in the City.
cemaking objects.
Please rate this image from 1 star (least preferred) to 5 stars (most preferred)

3 Roundabout Features

Rate your top items

IMAGE RATING

Landscaping/Aesthetics ○○○○○ | Pedestrian Treatments ○○○○ | Bike Treatments ○○○

Click on each tab on the side. Once you rate each image, press the arrow at the bottom right.

- Art in Central Island
- Landscaping in Central Island
- Landscaped Median Island
- Median Island Designs with no Landscaping
- Partially Landscaped Median Island

Art in Central Island

The central island can include sculptures or other placemaking objects.

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)

★ ★ ★ ★ ★

3

Roundabout Features

Rate your top items

IMAGE RATING

Landscaping/Aesthetics ○○○○○

Pedestrian Treatments ○○○○

Bike Treatments ○○○

Click on each tab on the side. Once you rate each image, press the arrow at the bottom right.

- Art in Central Island ○
- Landscaping in Central Island ○
- Landscaped Median Island ○
- Median Island Designs with no Landscaping ○
- Partially Landscaped Median Island ○

Landscaping in Central Island

The central island can include extensive landscaping opportunities.

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)

★ ★ ★ ★ ★

3

Roundabout Features

Rate your top items

IMAGE RATING

Landscaping/Aesthetics ○○○○○ | Pedestrian Treatments ○○○○ | Bike Treatments ○○○

Click on each tab on the side. Once you rate each image, press the arrow at the bottom right.

- Art in Central Island ○
- Landscaping in Central Island ○
- Landscaped Median Island ○
- Median Island Designs with no Landscaping ○
- Partially Landscaped Median Island ○

Landscaped Median Island

The median islands can have landscaping but need to be low-lying to maintain sight distance for drivers.

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)

★ ★ ★ ★ ★

3

Roundabout Features

Rate your top items

IMAGE RATING

Landscaping/Aesthetics ○○○○○ | Pedestrian Treatments ○○○○ | Bike Treatments ○○○

Click on each tab on the side. Once you rate each image, press the arrow at the bottom right.

- Art in Central Island ○
- Landscaping in Central Island ○
- Landscaped Median Island ○
- Median Island Designs with no Landscaping ○
- Partially Landscaped Median Island ○

Median Island Designs with no Landscaping

At some sites, medians may not have room for landscaping and would be just concrete.

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)

★ ★ ★ ★ ★

3

Roundabout Features

Rate your top items

IMAGE RATING

Landscaping/Aesthetics ○○○○○ | Pedestrian Treatments ○○○○ | Bike Treatments ○○○

Click on each tab on the side. Once you rate each image, press the arrow at the bottom right.

- Art in Central Island ○
- Landscaping in Central Island ○
- Landscaped Median Island ○
- Median Island Designs with no Landscaping ○
- Partially Landscaped Median Island ○

Partially Landscaped Median Island

Sometimes the median islands may have landscaping on only some portions.

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)

★ ★ ★ ★ ★

3 Roundabout Features

Rate your top items

IMAGE RATING

Landscaping/Aesthetics ○○○○○ | Pedestrian Treatments ○○○○ | Bike Treatments ○○○

Click on each tab on the side. Once you rate each image, press the arrow at the bottom right.

- Two Stage Crossing
- One Stage Crossing
- Flashing Lights
- Raised Crosswalk with RRFB

Two Stage Crossing

"Two-stage" involves pedestrians crossing one direction of traffic at a time, with an island to wait in between crossings.

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)

★ ★ ★ ★ ★

3 Roundabout Features

Rate your top items

IMAGE RATING

Landscaping/Aesthetics ○○○○○ | Pedestrian Treatments ○○○○ | Bike Treatments ○○○

Click on each tab on the side. Once you rate each image, press the arrow at the bottom right.

- Two Stage Crossing
- One Stage Crossing
- Flashing Lights
- Raised Crosswalk with RRFB

One Stage Crossing

"One-stage" involves pedestrians crossing both directions of traffic without a place on the island to stop between.

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)

★ ★ ★ ★ ★

3

Roundabout Features

Rate your top items

IMAGE RATING

Landscaping/Aesthetics ○○○○○

Pedestrian Treatments ○○○○

Bike Treatments ○○○

Click on each tab on the side. Once you rate each image, press the arrow at the bottom right.

- Two Stage Crossing ○
- One Stage Crossing ○
- Flashing Lights ○
- Raised Crosswalk with RRFB ○

Flashing Lights

Rectangular Rapid Flashing Beacons (RRFB) are push-button activated and give drivers a flashing yellow indication and improve driver yielding. They are typically used for multilane roundabouts.

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)

3

Roundabout Features

Rate your top items

IMAGE RATING

Landscaping/Aesthetics ○○○○○ | Pedestrian Treatments ○○○○ | Bike Treatments ○○○

Click on each tab on the side. Once you rate each image, press the arrow at the bottom right.

- Two Stage Crossing ○
- One Stage Crossing ○
- Flashing Lights ○
- Raised Crosswalk with RRFB ○

Raised Crosswalk with RRFB

Raised crosswalks force all drivers to slow down and improve driver yielding. They may be paired with other treatments, especially at multilane roundabouts.
*RRFB: Rectangular Rapid Flashing Beacons

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)

★ ★ ★ ★ ★

3

Roundabout Features

Rate your top items

IMAGE RATING

Landscaping/Aesthetics ○○○○○

Pedestrian Treatments ○○○○

Bike Treatments ○○○

Click on each tab on the side. Once you rate each image, press the arrow at the bottom right.

- Shared Riding in Lane ○
- Multiuse Path at Roundabout ○
- Separated Pedestrian and Bicycle Crossings ○

Shared Riding in Lane

This option is always available to people riding bikes. Some roundabouts do not include multi-use paths, so riding in the lane is the only way to ride through the intersection.

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)

3

Roundabout Features

Rate your top items

IMAGE RATING

Landscaping/Aesthetics ○○○○○

Pedestrian Treatments ○○○○

Bike Treatments ○○○

Click on each tab on the side. Once you rate each image, press the arrow at the bottom right.

Shared Riding in Lane ○

Multiuse Path at Roundabout ○

Separated Pedestrian and Bicycle Crossings ○

Multiuse Path at Roundabout

Bicycle ramps allow people riding bikes to ramp up to a shared multi-use path and ride alongside people walking, separated from the travel lane.

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)

★ ★ ★ ★ ★

3

Roundabout Features

Rate your top items

IMAGE RATING

Landscaping/Aesthetics ○○○○○

Pedestrian Treatments ○○○○

Bike Treatments ○○○

Click on each tab on the side. Once you rate each image, press the arrow at the bottom right.

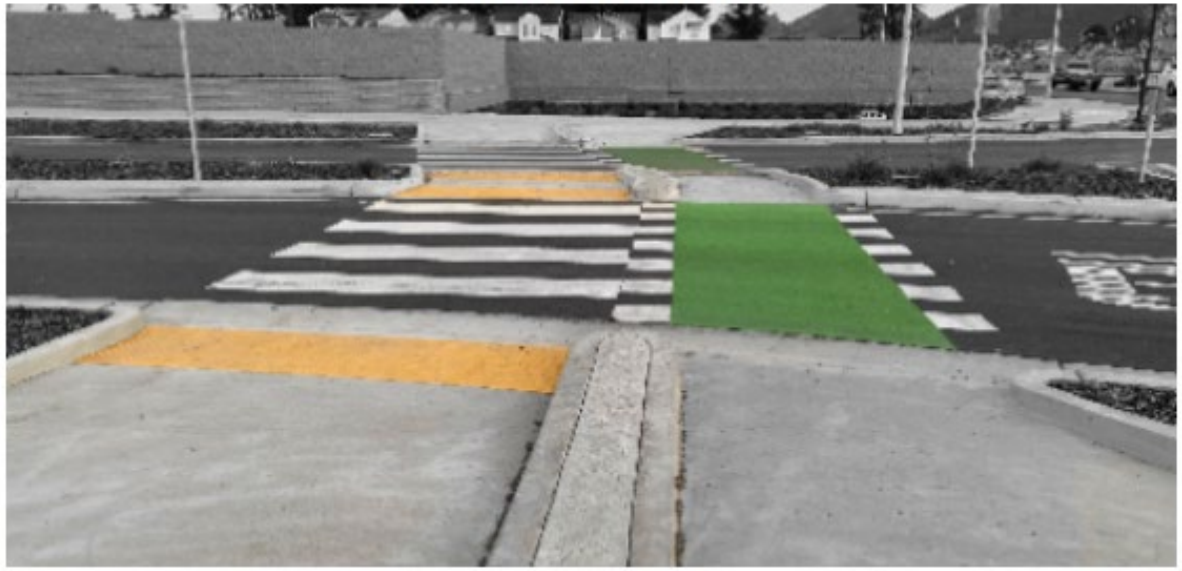
Shared Riding in Lane ○

Multiuse Path at Roundabout ○

Separated Pedestrian and Bicycle Crossings ○

Separated Pedestrian and Bicycle Crossings

Separated paths and bike lanes allow people riding bikes to ride separated from the travel lane and from people walking.



Please rate this image from 1 star (least preferred) to 5 stars (most preferred)

★ ★ ★ ★ ★

4

Future Roundabout Implementation

Please pick your top 3 qualities that you think are the most important.

PRIORITIES

↑ Order your top 3 items above this line ↑

Aesthetic Improve

Safety Improven

Reduced Traffic

Bicycle Comf

Prioritizing Social

Walking Comf

Walking Comfort

oss one direction
ch roundabout
rossing compared
to other intersection types. Slow speeds at roundabout crossings improve driver-yielding behavior.

Future Roundabout Implemen…

This screen lists different qualities for you to prioritize with future roundabout implementation.

Please drag items above the line in your preferred order.

4

Future Roundabout Implementation

Please pick your top 3 qualities that you think are the most important.

PRIORITIES

↑ Order your top 3 items above this line ↑

- Aesthetic Improvements
- Safety Improvements
- Reduced Traffic Delay
- Bicycle Comfort
- Prioritizing Social Equity
- Walking Comfort

Aesthetic Improvements

Roundabouts can reinforce a change of context, promote speed reduction, and provide a connection to the community through landscaping or art.

4

Future Roundabout Implementation

Please pick your top 3 qualities that you think are the most important.

PRIORITIES

↑ Order your top 3 items above this line ↑

- Aesthetic Improvements
- Safety Improvements
- Reduced Traffic Delay
- Bicycle Comfort
- Prioritizing Social Equity
- Walking Comfort

Safety Improvements

Roundabouts eliminate t-bone and head-on crashes because of the nature of the design. This results in a 78-82% reduction in crashes.

4

Future Roundabout Implementation

Please pick your top 3 qualities that you think are the most important.

PRIORITIES

↑ Order your top 3 items above this line ↑

- Aesthetic Improvements
- Safety Improvements
- Reduced Traffic Delay
- Bicycle Comfort
- Prioritizing Social Equity
- Walking Comfort

Reduced Traffic Delay

A roundabout uses yield signs rather than stop signs or stop lights, allowing for traffic to slow down, yet keep moving along at a steady pace.

4

Future Roundabout Implementation

Please pick your top 3 qualities that you think are the most important.

PRIORITIES

↑ Order your top 3 items above this line ↑

- Aesthetic Improvements
- Safety Improvements
- Reduced Traffic Delay
- Bicycle Comfort
- Prioritizing Social Equity
- Walking Comfort

Bicycle Comfort

Low speeds improve bicycling comfort at roundabouts with appropriate design facilities (e.g., multi-use paths or separated bicycle lanes), and roundabouts can make comfortable biking connections.

4

Future Roundabout Implementation

Please pick your top 3 qualities that you think are the most important.

PRIORITIES

↑ Order your top 3 items above this line ↑

- Aesthetic Improvements
- Safety Improvements
- Reduced Traffic Delay
- Bicycle Comfort
- Prioritizing Social Equity
- Walking Comfort

Prioritizing Social Equity

When deciding where to install roundabouts, the City should focus on underserved communities.

4

Future Roundabout Implementation

Please pick your top 3 qualities that you think are the most important.

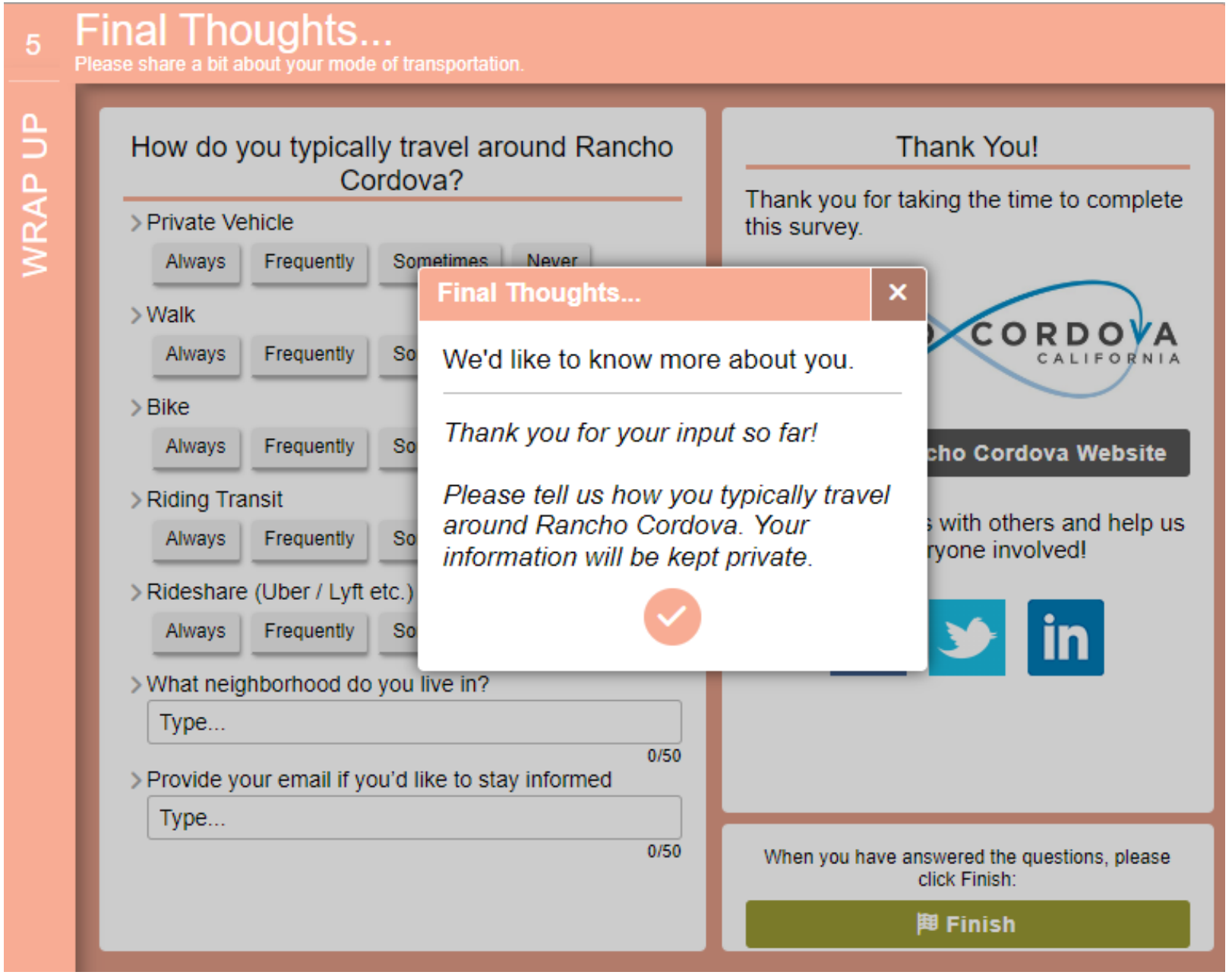
PRIORITIES

↑ Order your top 3 items above this line ↑

- Aesthetic Improvements
- Safety Improvements
- Reduced Traffic Delay
- Bicycle Comfort
- Prioritizing Social Equity
- Walking Comfort

Walking Comfort

Pedestrians typically cross one direction of traffic at a time at each roundabout approach, simplifying crossing compared to other intersection types. Slow speeds at roundabout crossings improve driver-yielding behavior.


5
Final Thoughts...
Please share a bit about your mode of transportation.
WRAP UP
How do you typically travel around Rancho Cordova?
Private Vehicle
Always
Frequently
Sometimes
Never
Walk
Always
Frequently
Bike
Always
Frequently
Riding Transit
Always
Frequently
Rideshare (Uber / Lyft etc.)
Always
Frequently
What neighborhood do you live in?
Type...
0/50
Provide your email if you'd like to stay informed
Type...
0/50
Final Thoughts...
We'd like to know more about you.
Thank you for your input so far!
Please tell us how you typically travel around Rancho Cordova. Your information will be kept private.
Thank You!
Thank you for taking the time to complete this survey.
CORDOVA
CALIFORNIA
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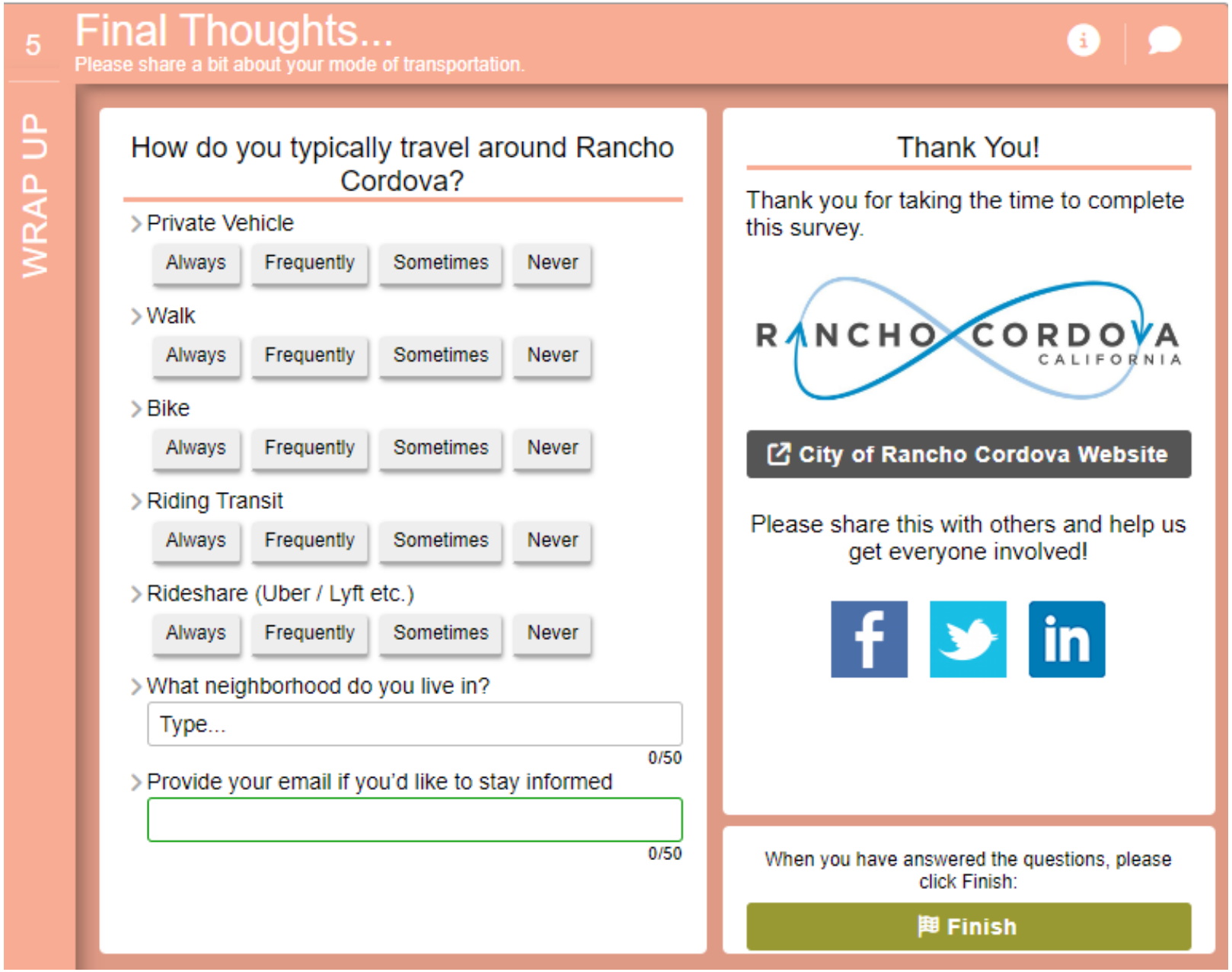
with others and help us
ryone involved!
When you have answered the questions, please click Finish:
Finish


5
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Please share a bit about your mode of transportation.
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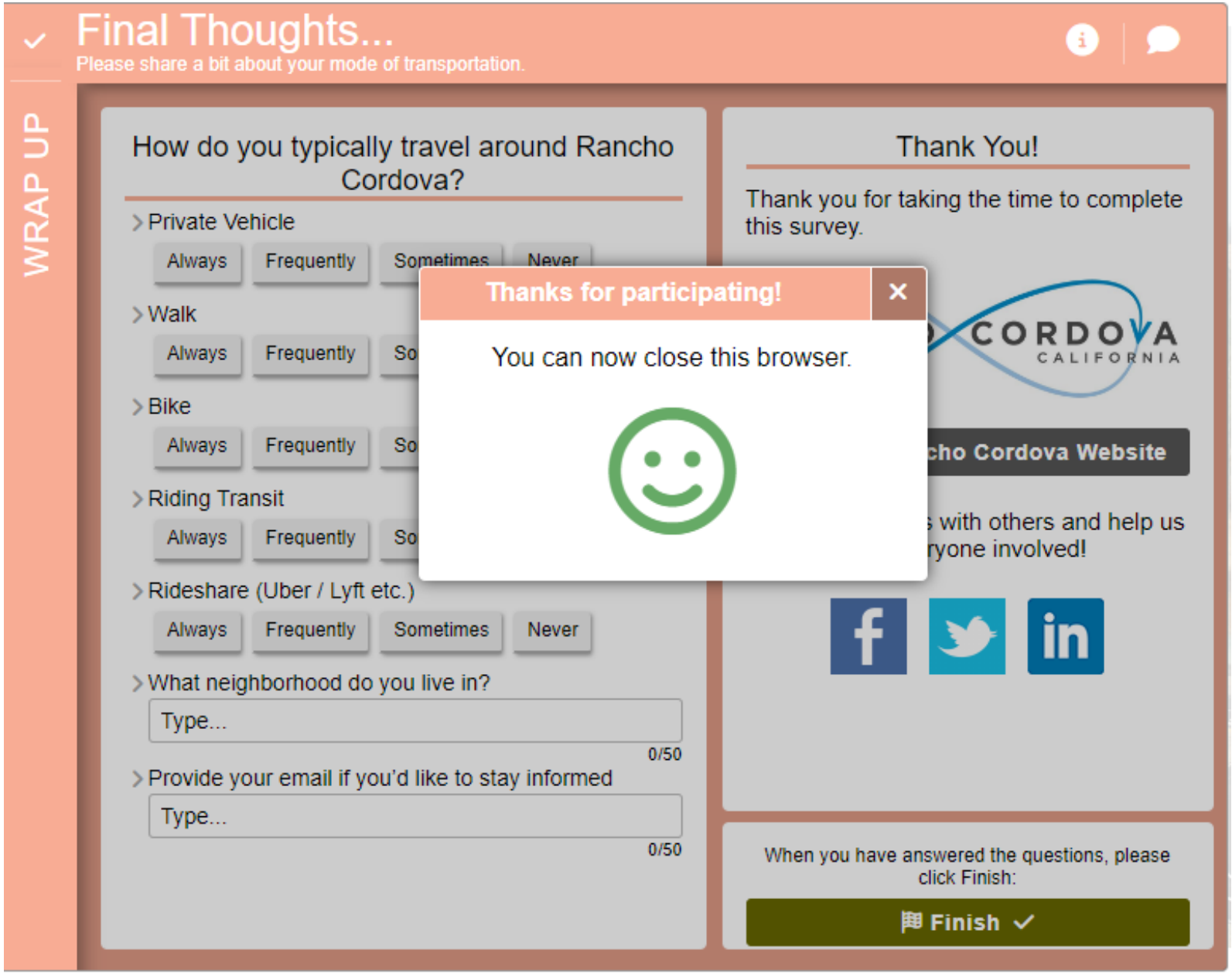
Walk
Always
Frequently
Sometimes
Never
Bike
Always
Frequently
Sometimes
Never
Riding Transit
Always
Frequently
Sometimes
Never
Rideshare (Uber / Lyft etc.)
Always
Frequently
Sometimes
Never
What neighborhood do you live in?
Type...
0/50
Provide your email if you'd like to stay informed
0/50
Thank You!
Thank you for taking the time to complete this survey.
RANCHO CORDOVA
CALIFORNIA
City of Rancho Cordova Website
Please share this with others and help us get everyone involved!
When you have answered the questions, please click Finish:
Finish


WRAP UP
Final Thoughts...
Please share a bit about your mode of transportation.
How do you typically travel around Rancho Cordova?
Private Vehicle
Always
Frequently
Sometimes
Never
Walk
Always
Frequently
Bike
Always
Frequently
Riding Transit
Always
Frequently
Rideshare (Uber / Lyft etc.)
Always
Frequently
Sometimes
Never
What neighborhood do you live in?
Type...
0/50
Provide your email if you'd like to stay informed
Type...
0/50
Thanks for participating!
You can now close this browser.
Thank You!
Thank you for taking the time to complete this survey.
CORDOVA
CALIFORNIA
cho Cordova Website
s with others and help us
ryone involved!
When you have answered the questions, please click Finish:
Finish

Appendix B: Screening Memo

KITTELSON & ASSOCIATES
155 Grand Avenue, Suite 505
Oakland, CA 94612
P 510.839.1742

Technical Memorandum

January 17, 2023 Project# 27668

To: Kristine Courdy, PE
City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, CA 95670

From: Kittelson & Associates, Inc.

CC: Edgar Medina, PE; Drew Hart

RE: Roundabout Study – Final Existing Conditions and Screening Process Memo

INTRODUCTION AND PURPOSE

Kittelson & Associates, Inc. (Kittelson) is helping the City of Rancho Cordova (City) develop a Citywide Roundabout Feasibility Study and Implementation Plan. The plan will identify top locations for roundabout projects, including concepts for those locations and guidance for roundabout planning and implementation moving forward.

Top locations will be identified with a priority and feasibility screening. The screening will use data that describe existing conditions and planning priorities for the City.

This memo documents the data and planning information assembled to describe existing transportation, land use, and demographic information in the City. Each data source is desribed and visually presented in a map. Following the description of existing conditions data, this memo proposes a priority and feasibility screening methodology that will allow the City to transparently describe a roundabout prioritization process. As a next step, Kittelson and the City will test the proposed screening scenarios to identify top locations for roundabouts.

The memo is organized as follows:

- Existing Conditions Data
- Proposed Screening Methodology
- Next Steps

EXISTING CONDITIONS DATA

This section documents the data available for potential use in a citywide roundabout priority and feasibility screening process. The available data include:

- **Transportation data**
  - Roadway functional classification
  - Posted speed limits
  - Lane numbers
  - Intersection control type
  - Existing and proposed bikeway classification
  - Truck routes
  - Transit lines and stops
  - Existing and projected traffic volumes
  - Crash history
- **Land use data**
  - Planning areas
  - Land use opportunities and constraints
- **Demographic, Socioeconomic, and Environmental Data**
  - Social equity indicators
  - Hazard risk

Transportation data

This section documents assembled data that describe existing and proposed transportation conditions in the City. The transportation data are displayed in a series of maps starting on page 7.

Roadway Functional Classification

City-provided data include the following roadway functional classification designations: state highway, arterial, collector, and local. The City data also included the location of proposed future roads, shown in the figure.

Because the screening will analyze and identify intersections, Kittelson has classified intersections by their intersecting roadway functional classes, including the highest order classification each intersection serves (e.g., if an intersection connects a local and arterial roadway, the arterial roadway would be identified as the highest-order functional classification). The following roadways were changed from local to collector classification (so that they could be included in the screening) at the direction of the City.

- Georgetown Drive
- Anatolia Drive
- Cobble Brook Drive
- Dawes Street
- Country Garden Drive
- Laurelhurst Drive
- Rockingham Drive
- Peter A McCuen Boulevard

Posted Speed Limits

City-provided data include posted speed limits.

Roundabouts are a proven safety treatment that force slow driving speeds (typically entry speeds no higher than 30 miles per hour and circulating/exiting speeds ranging from 15 to 25 miles per hour). Roundabouts built on higher-speed roadways (45 miles per hour or higher) may require some additional traffic calming measures in advance of the intersection or design features to promote slow speeds on approach. The desirable maximum entry design speed for a roundabout is dependent upon the roadway operational context, which may impact the roundabout design. At a high level, NCHRP Report 672 Exhibit 1-9 recommends desirable entry speeds for different roundabout types.

- Mini Roundabout (1 lane): 15 - 20 mph
- Single-Lane Roundabout (1 lane): 20 – 25 mph
- Multilane roundabout (2+ lanes): 25 – 30 mph

Roundabouts have successfully been built in higher speed environments with additional speed-reduction elements (e.g., extending splitter islands on the approaching roadway).

Lane Numbers

City-provided data include information on the total number of through lanes for each roadway (which does not include turn lanes at intersections).

Existing roadway lane numbers do not necessarily indicate how many lanes a roundabout would require but do provide an indication of existing curb-to-curb and right-of-way space and the relative amount of traffic a road may carry (streets with more lanes typically carry more traffic)[1]. In the absence of traffic volume data at any location, the number of lanes on a roadway is a starting point for an assumption about whether a single- or multilane roundabout would provide adequate capacity. The City and Kittelson have agreed that a feasibility screening will screen out six-lane roadways (total through lane number) from further consideration. Ultimately, traffic volumes are necessary to plan roundabout lane number and sizing.

Intersection Control Type

City-provided data include intersection locations and control type. The control type data include the following values: 1 way stop, 2 way stop, 3 way stop, 4 way stop, traffic signal, or uncontrolled. Existing traffic control data provide helpful context.

Existing and Proposed Bikeways by Classification

Kittelson obtained existing and proposed citywide bikeway network data as identified in the Bicycle Master Plan.[2]

These data indicate the City's priorities for people biking; existing and proposed bikeways will determine how people biking are to be served at the intersection for any roundabout project (e.g., shared or separated dedicated lane on approach or exit). A separated, dedicated lane will typically require more space at the intersection, so the desired bikeway type helps to determine planning-level size estimates.

Truck Routes

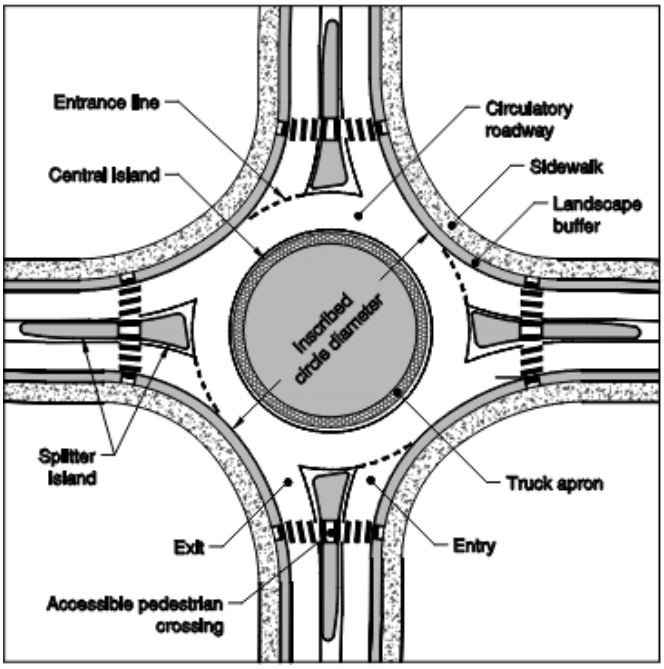
The City provided data on the federal and local truck routes, as well as other roadways along which trucks frequently travel to serve commercial businesses. More detailed information will become available with the City's ongoing freight study.

Truck volume and size is a key design input for roundabouts. Large trucks and buses typically dictate a roundabout's dimensions: if either vehicle frequently uses the intersection, the roundabout will need to be larger than it otherwise would be. At any location, the largest vehicle frequently using the intersection, or the **design vehicle**, should be able to make all movements in-lane without striking curbs or crossing outside its travel lane. Less frequent larger vehicles can be accommodated through the design (e.g., with use of a truck apron for the rear wheels of a larger truck (see Exhibit 1).

[1] Many City roadways are built to accommodate anticipated future (2040) volumes, further reinforcing that lane numbers are a rough proxy for traffic volume data.

[2] Available at https://www.cityofranchocordova.org/home/showpublisheddocument/11416/635996042085130000 (as of July 27,2022)

Exhibit 1: Basic Geometric Elements of a Roundabout



Source: Reproduced from NCHRP Report 672

Transit Lines and Stops

Kittelson obtained transit routes and stop locations within the City from the Sacramento Regional Transit (SacRT) website. Transit stop location is helpful in the design of a roundabout but would typically not affect its feasibility.

Existing and Projected Traffic Volumes

Existing approach roadway traffic volumes will help identify at a planning level whether a single-lane roundabout would suffice or whether some portions of a roundabout would need multiple lanes. Future projected traffic volumes will allow the project team to test the resilience of roundabout sizing decisions against projected future growth.

Two sources of traffic volume data were available to the project team:

- **Existing and future model volumes from SACSIM.** SACSIM is the Sacramento Area Council of Governments (SACOG) activity based model that represents the Sacramento County area and provides existing and future calibrated hourly and daily volumes.
- **City Fee Study projected future (2055) volumes.** The City has prepared future volumes for its recent traffic impact fee study.

For this screening Kittelson recommends used existing (2016) SacSIM volumes to screen locations that could not feasibly be served by single or multilane roundabouts. Because future volumes in Rancho Cordova show anticipated growth, a feasibility assessment would only rule out locations that would be over capacity with existing volumes and would therefore continue to exceed capacity into the future.

Crash History

Reported crash history for the City for 2017-2021 was obtained from the online Statewide Integrated Traffic Reporting System (SWITRS) database maintained by California Highway Patrol and the Transportation Injury Mapping System (TIMS) maintained by SafeTREC at the University of California, Berkeley. The crash datasets were combined into a single geocoded dataset. The dataset was then filtered to include intersection-related crashes on local roadways (i.e., not state highways).[3]

The crash dataset was then used to develop crash severity scores. Severity scores are calculated based on Caltrans estimated costs of crash outcomes and are normalized to be expressed in terms of equivalent property damage only collisions (PDOs).[4] The relative severity values are as follows:

- Fatal/severe injury collisions are 119.9 equivalent PDOs at signalized intersections and 190.8 at unsignalized intersections.
- Moderate injuries are 10.7.
- Minor injuries are 6.1.

For example, a signalized intersection with an annualized crash severity score of 48, for example, would represent the equivalent of 48 PDO collisions per year, two fatal/severe injury collisions over 5 years (119.9*2/5 = 48), or some combination of severity levels resulting in the same score.

Figure 9 on page 15 shows the crash severity scores at each intersection.

Because roundabouts are a proven safety treatment and have been demonstrated to drastically reduce fatal and injury crashes, the screening can prioritize locations with a high severity score that would see a substantial safety benefit from a roundabout project.

.

[3] Intersection-related crashes are those recorded as occurring within 250 feet of an intersection. This distance is a typical value used to consider the influence area of the intersection and is the definition used by Caltrans.
[4] Caltrans Local Road Safety Manual (April 2022).

Figure 1: Roadway Functional Classification

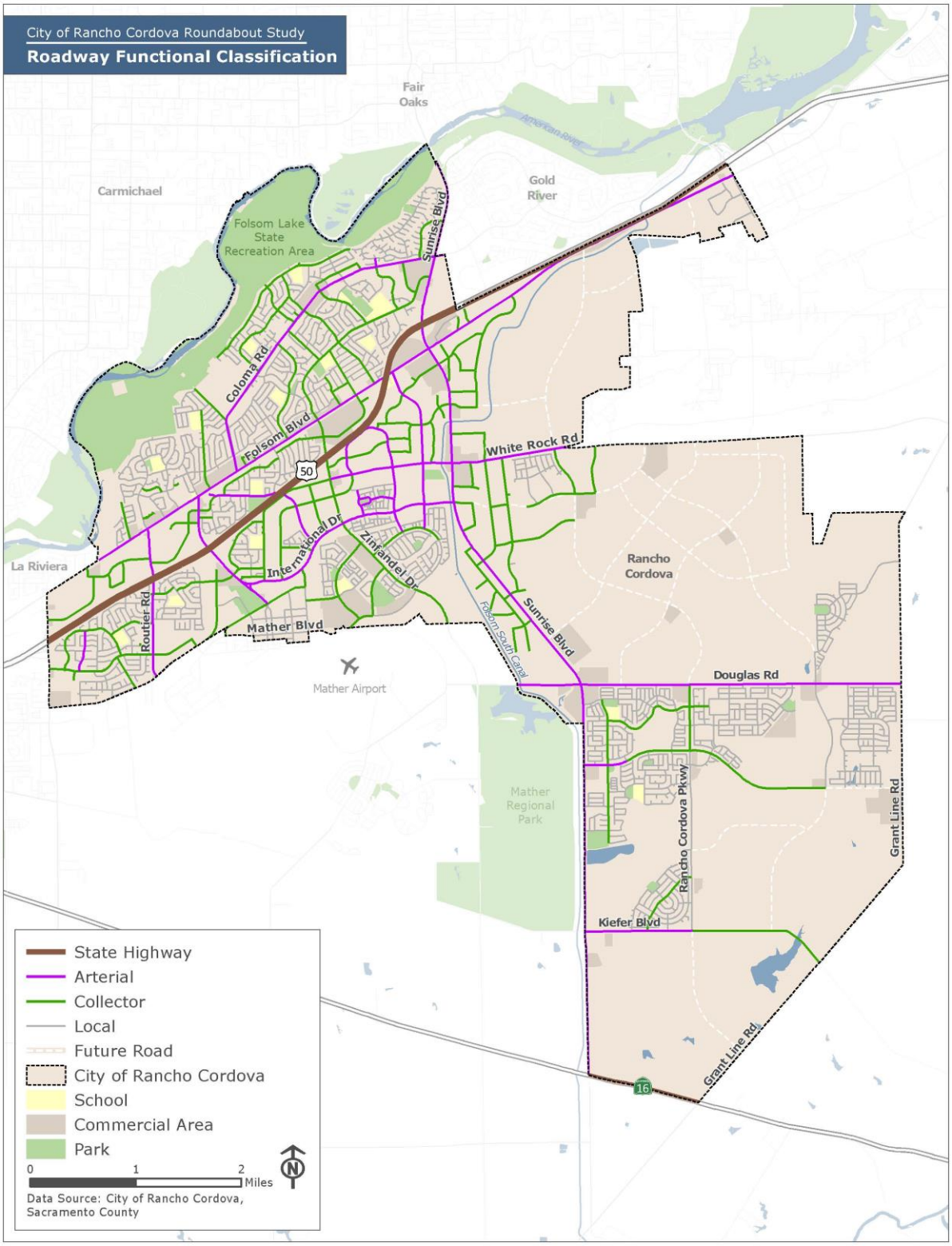


Figure 2. Posted Speed Limits

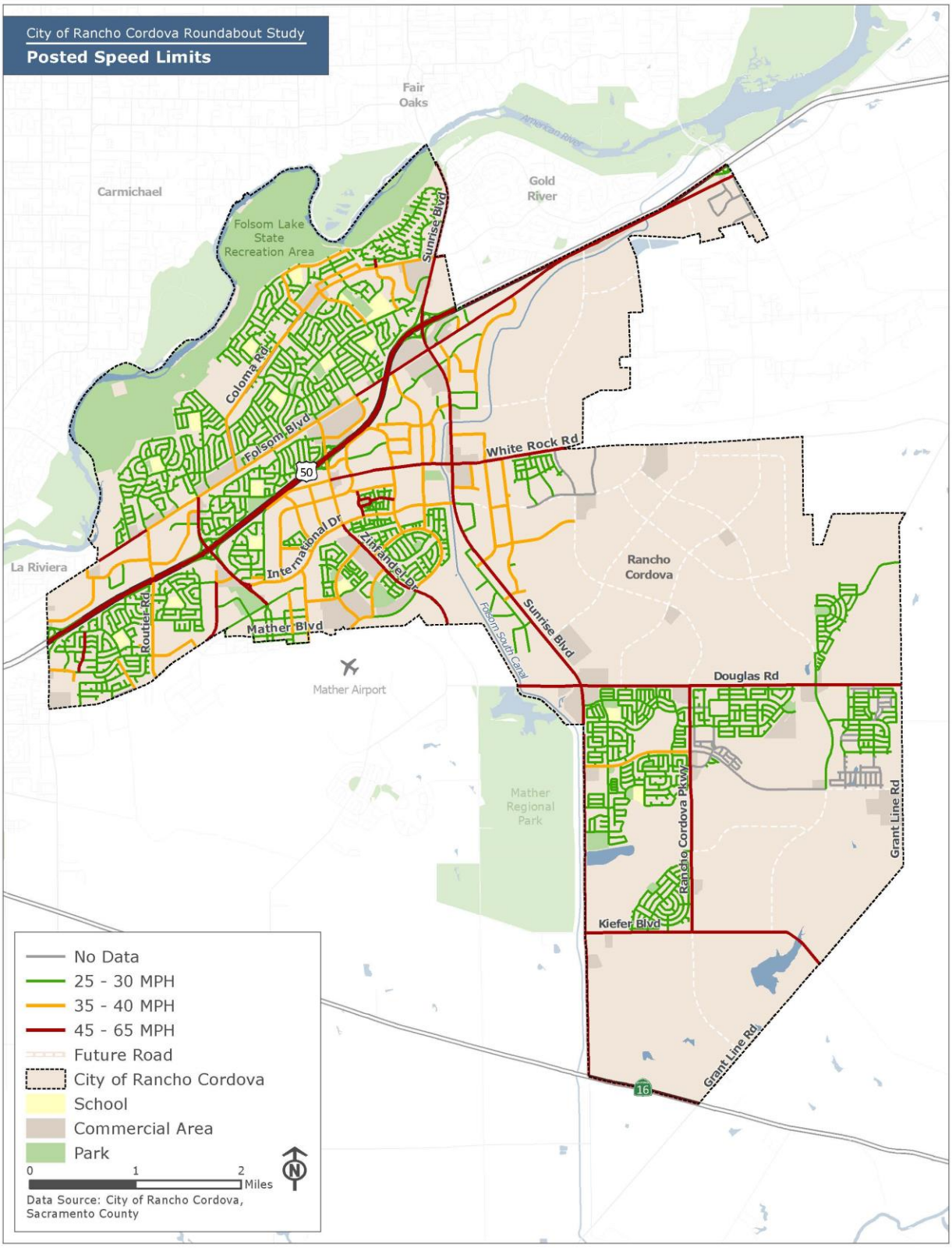


Figure 3. Number of Lanes

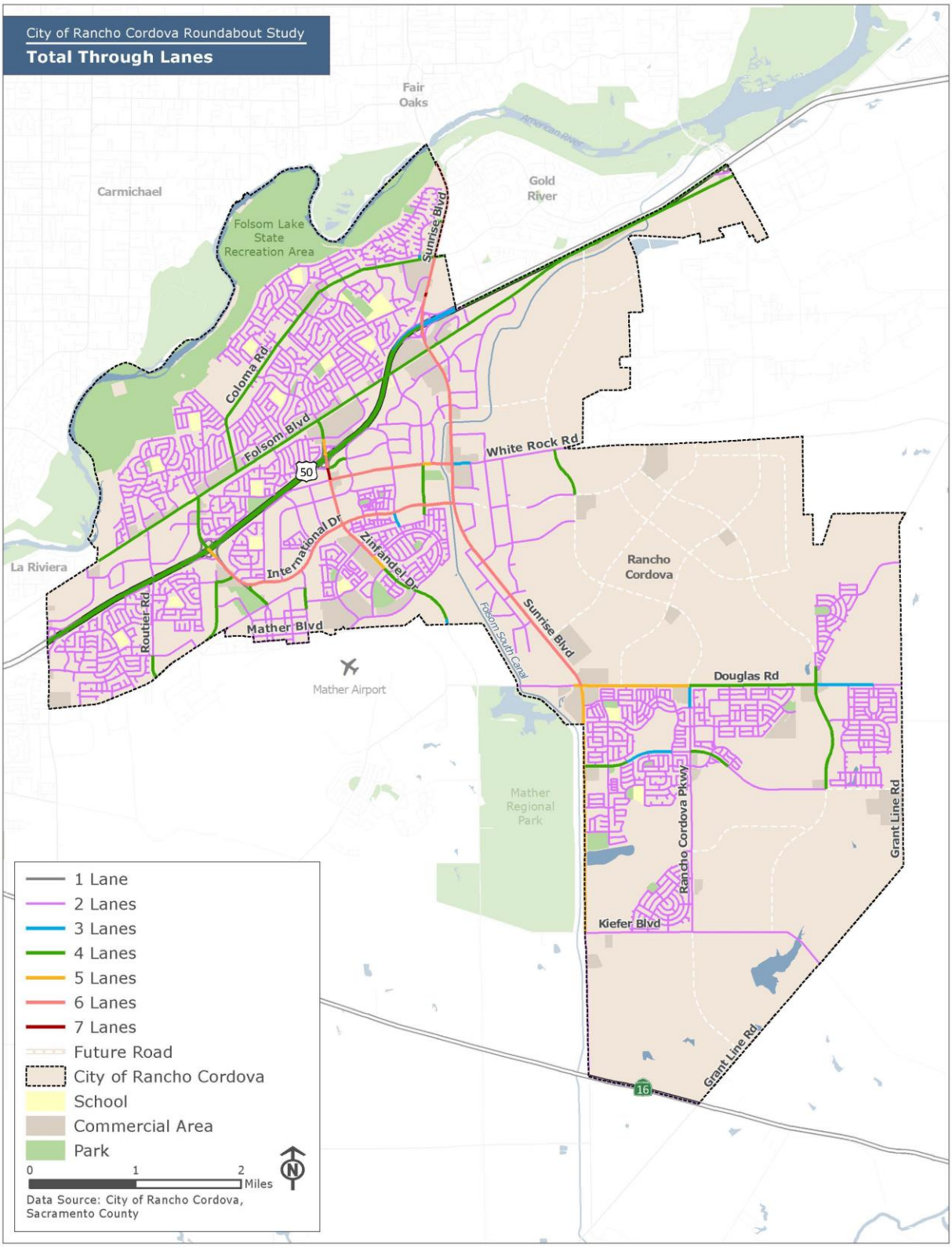


Figure 4. Intersection Control Type

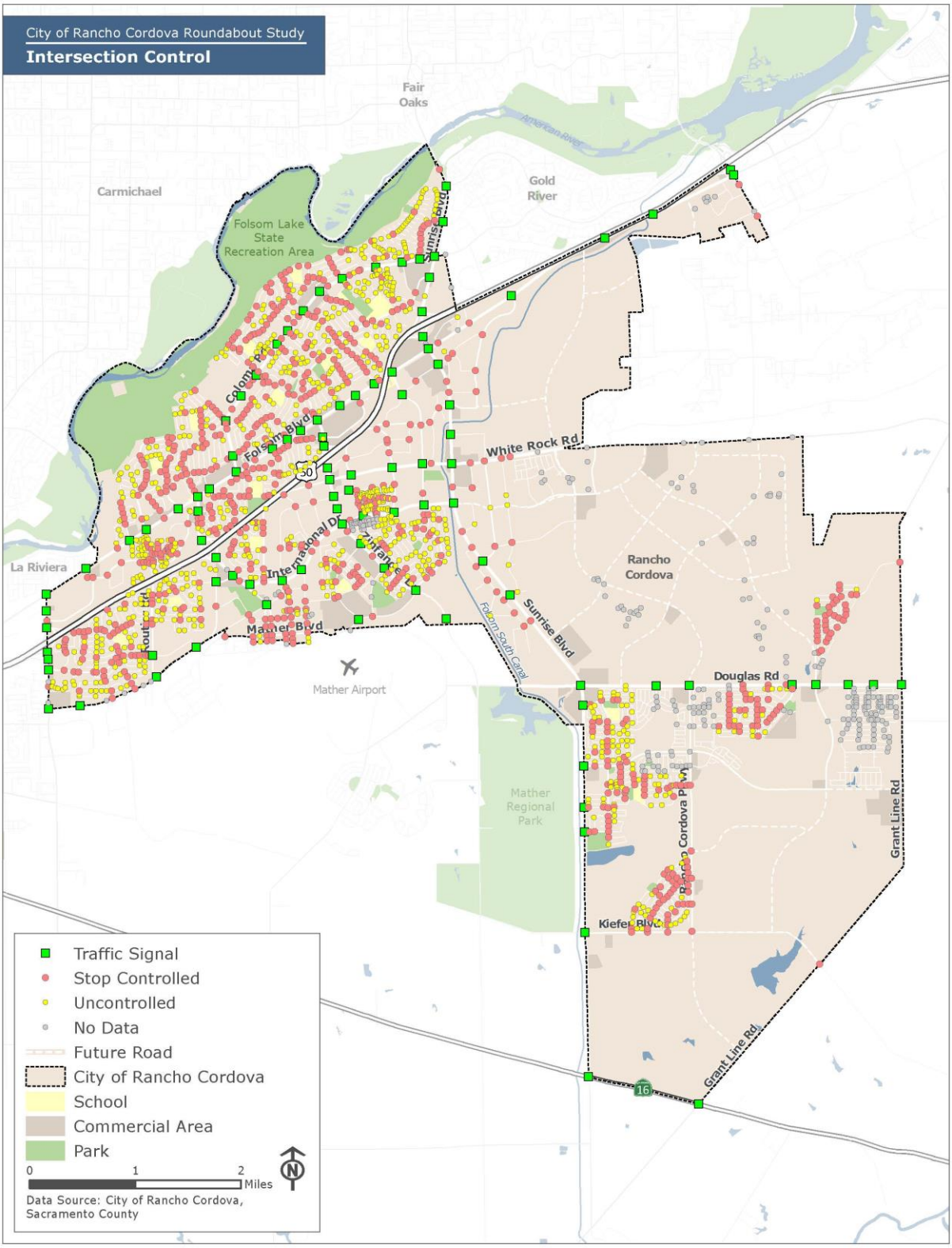


Figure 5. Existing and Proposed Bikeways

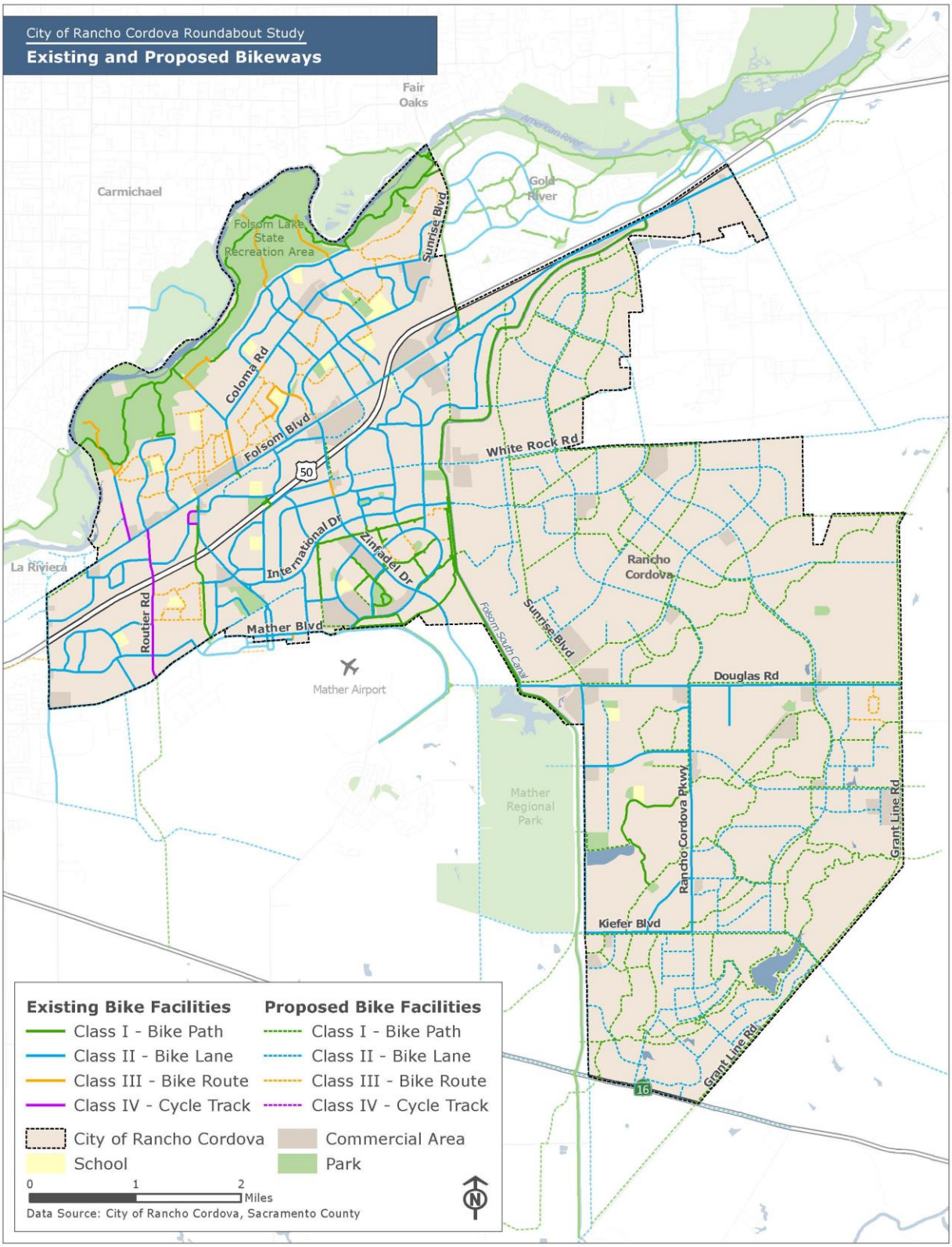


Figure 6. Truck Routes

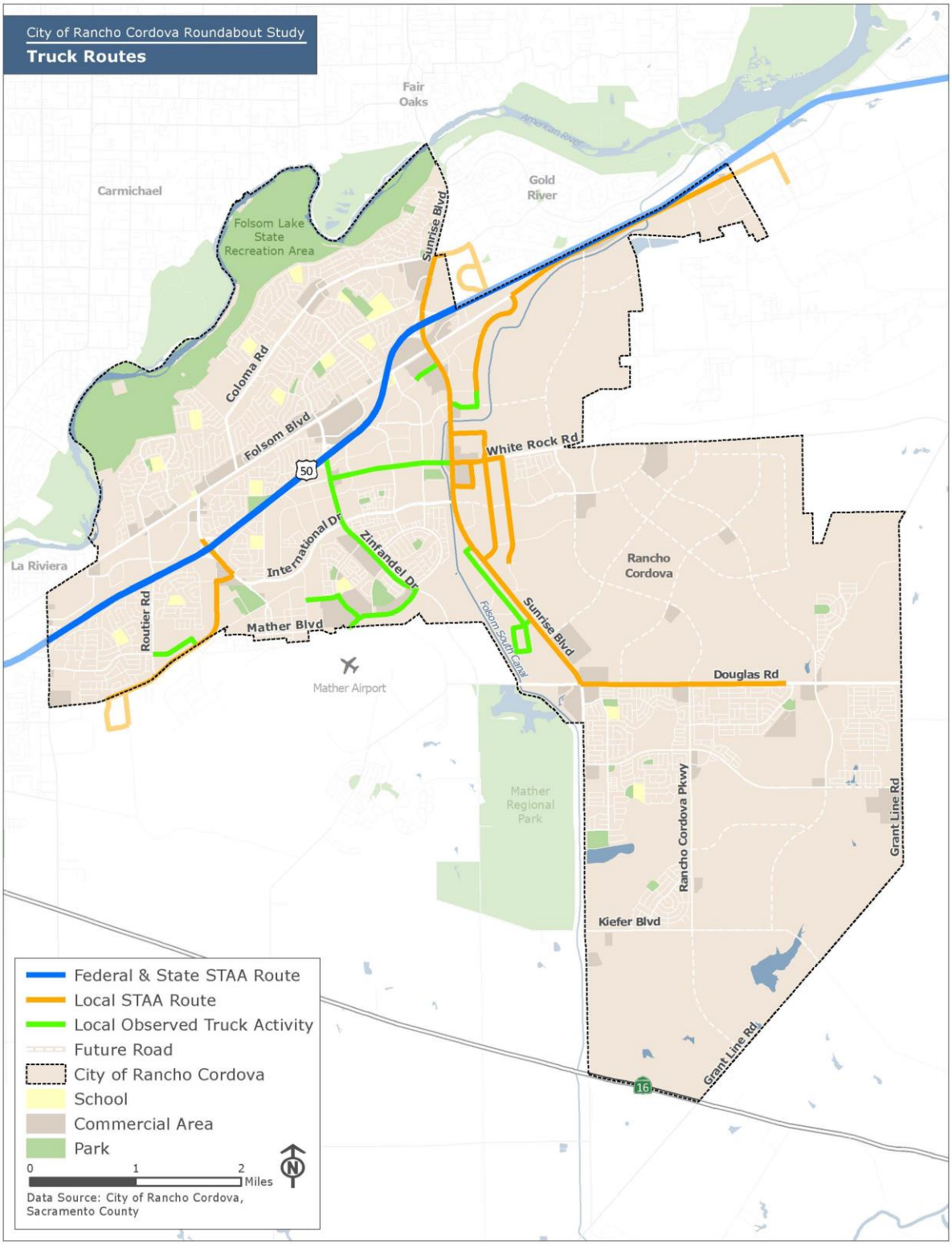


Figure 7. Transit Lines & Stops

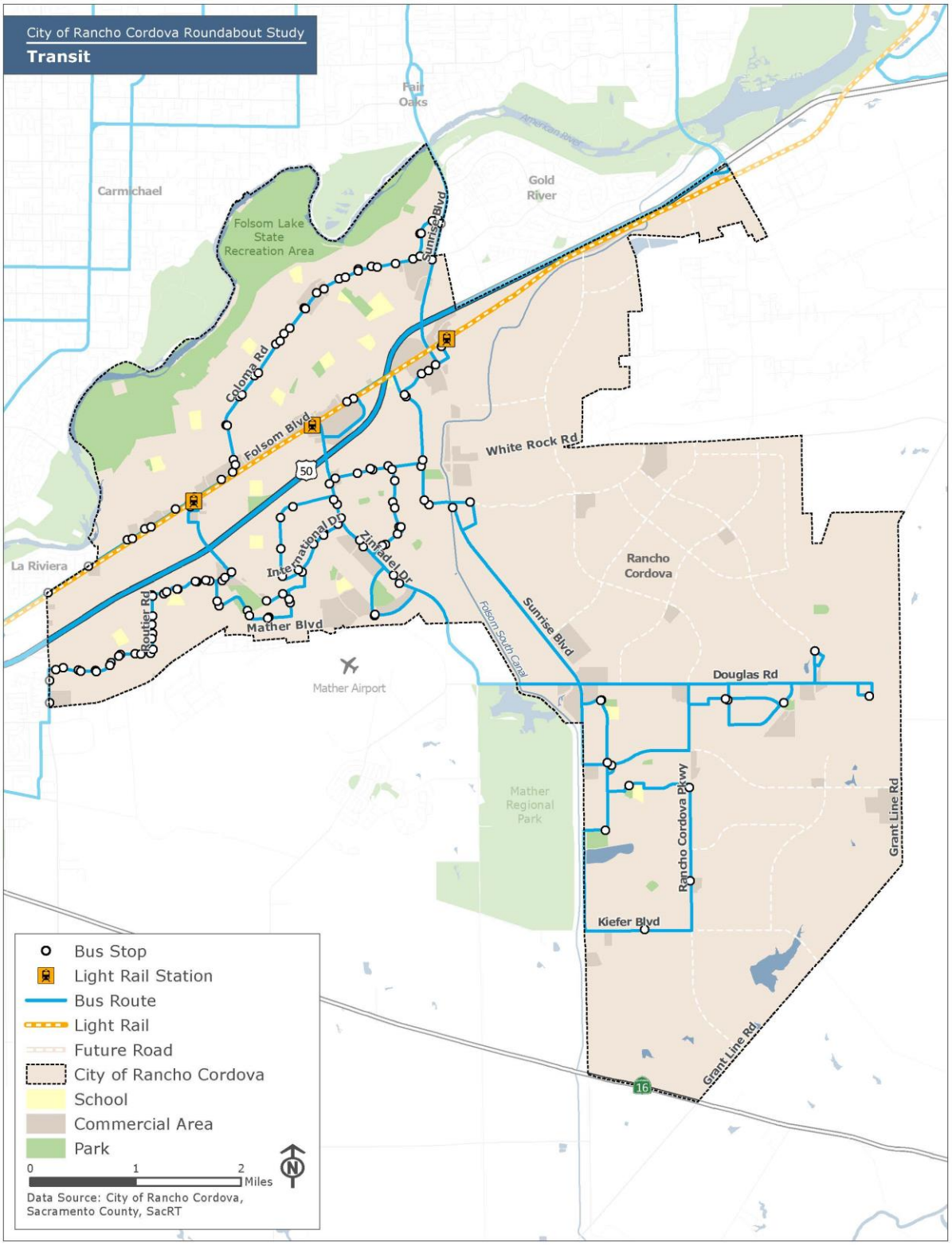


Figure 8 Intersection Volumes

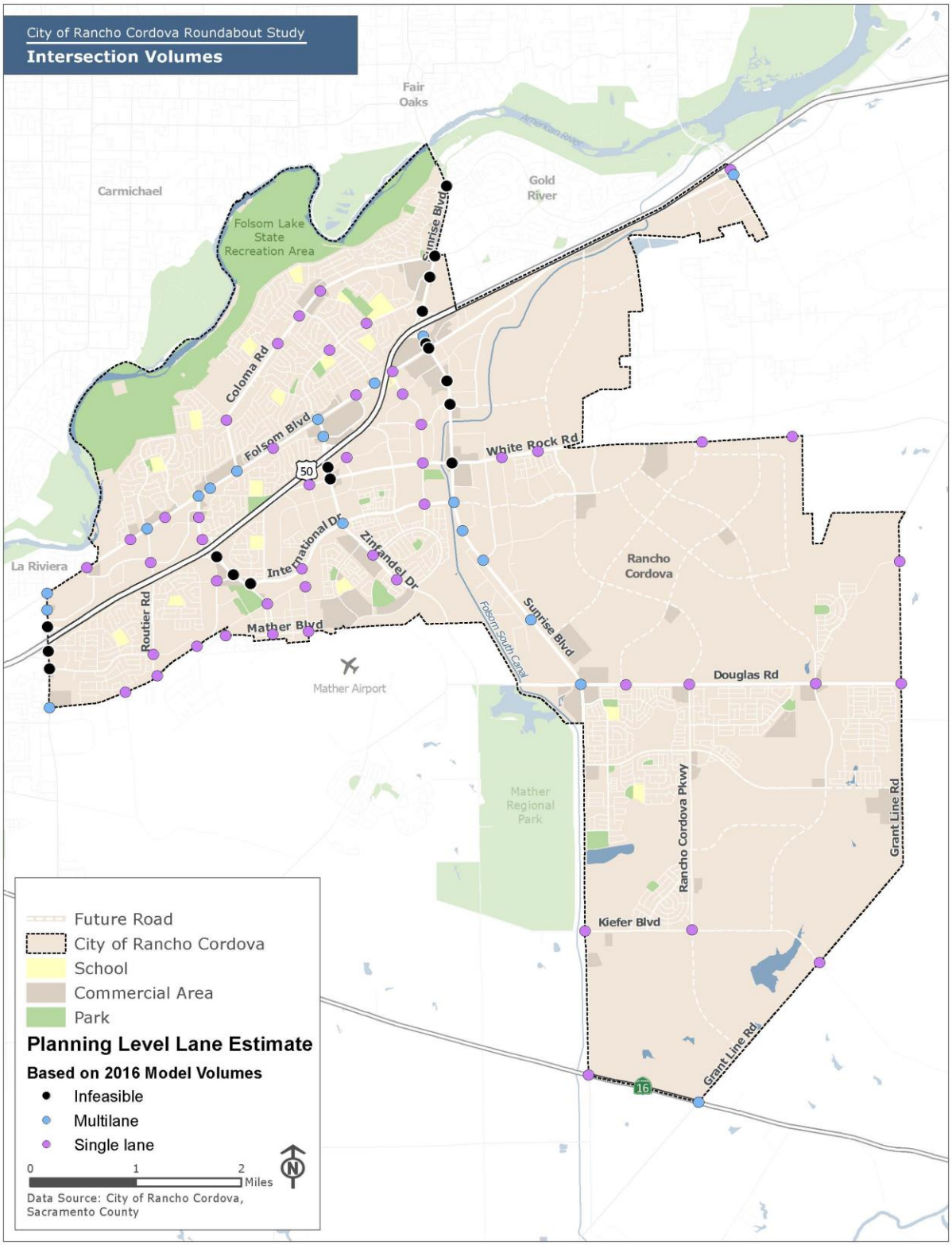
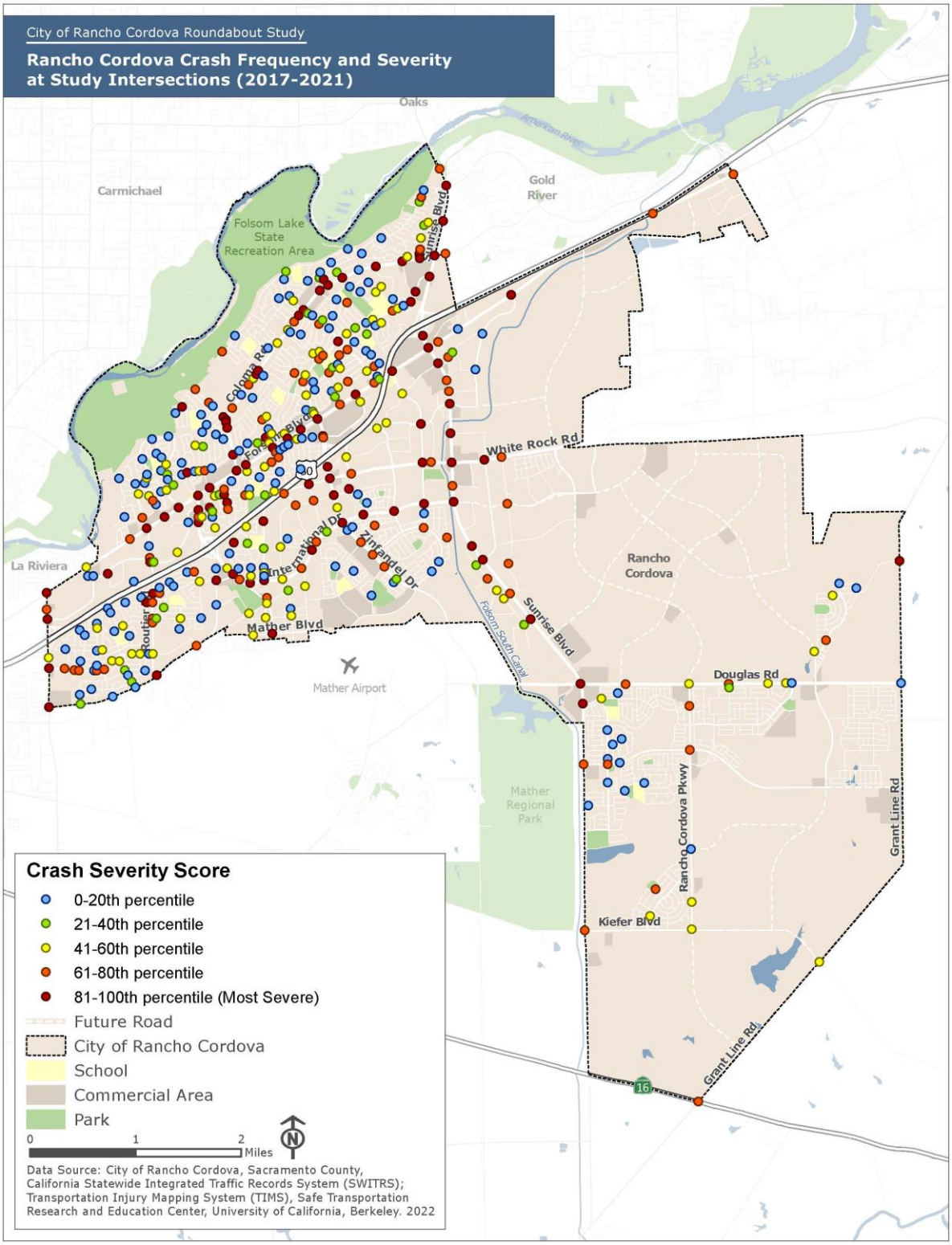


Figure 9. Crash Frequency and Severity (2017-2021)



Land Use Data

This section includes the data that describe existing and proposed land use in the City.

Planning Areas

The City's website provides the spatial boundaries of Special Planning areas, which allow for creative implementation of the City's General Plan. Special Planning Areas may have unique standards to achieve certain planning outcomes. However, planning Areas would not be a part of the screening. Their location and relation to potential roundabout sites will be retained for future City decision making.

Land Use Opportunities and Constraints

Kittelson obtained parcel-level data identifying existing land use categories. These data indicate potential opportunities (e.g., vacant parcels or city-owned parcels where right-of-way impacts may be accommodated) and "fatal flaw" right-of-way impacts (e.g., sensitive land uses on the corner of an intersection). Figure 11 on page 18 shows the following land uses as opportunities:

- Vacant parcels, where a project with a right-of-way impact may be feasible).
- Parcels identified as flood plains, where a roundabout project may provide an increase in pervious area or may include rain garden features to help guard against flooding.

Conversely, the figure shows the following as constraints, where a project with right-of-way impacts would likely be infeasible:

- Cemeteries
- Utilities
- Drainage ditches
- Levees
- Adjacent rail tracks

Figure 10: Planning Areas

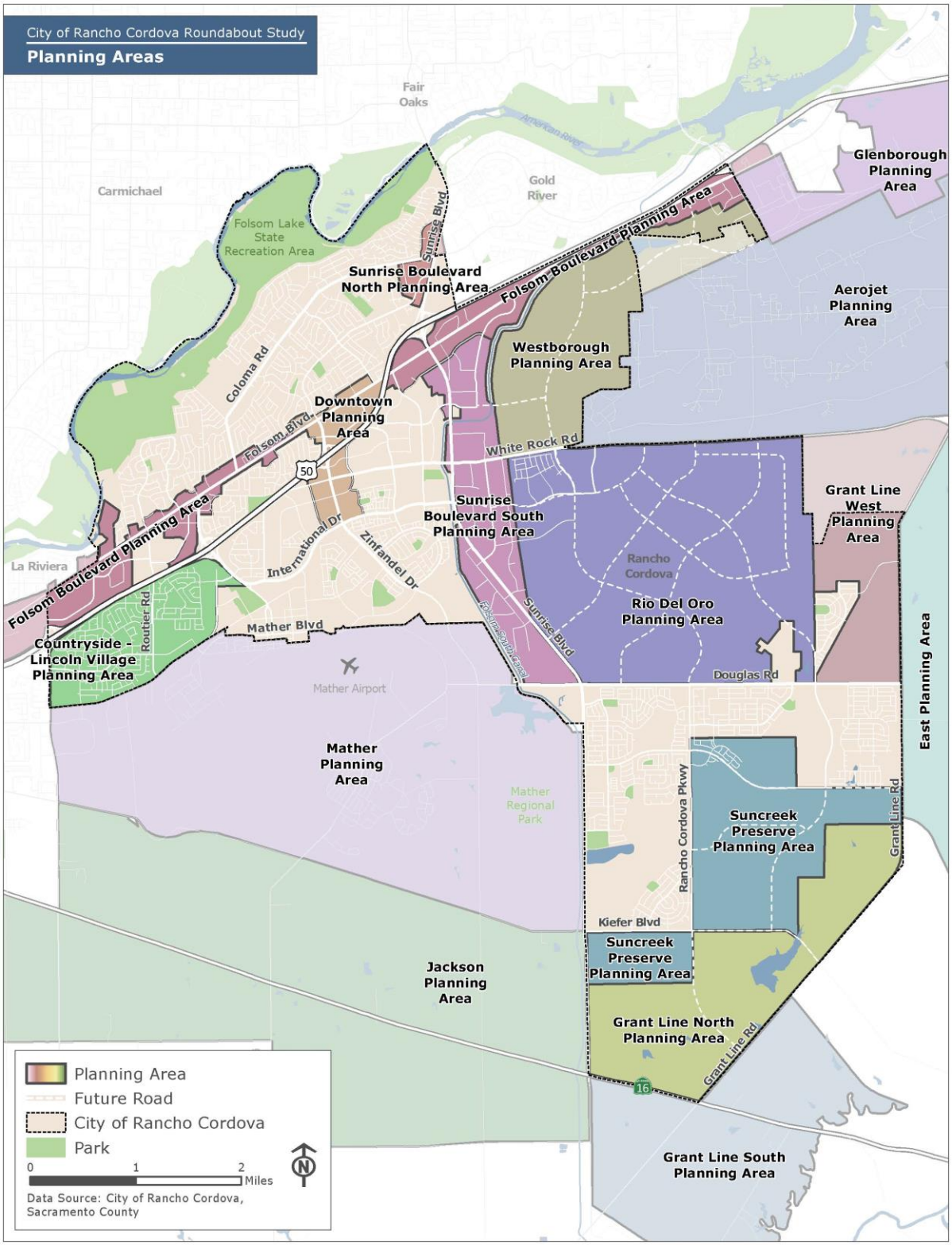
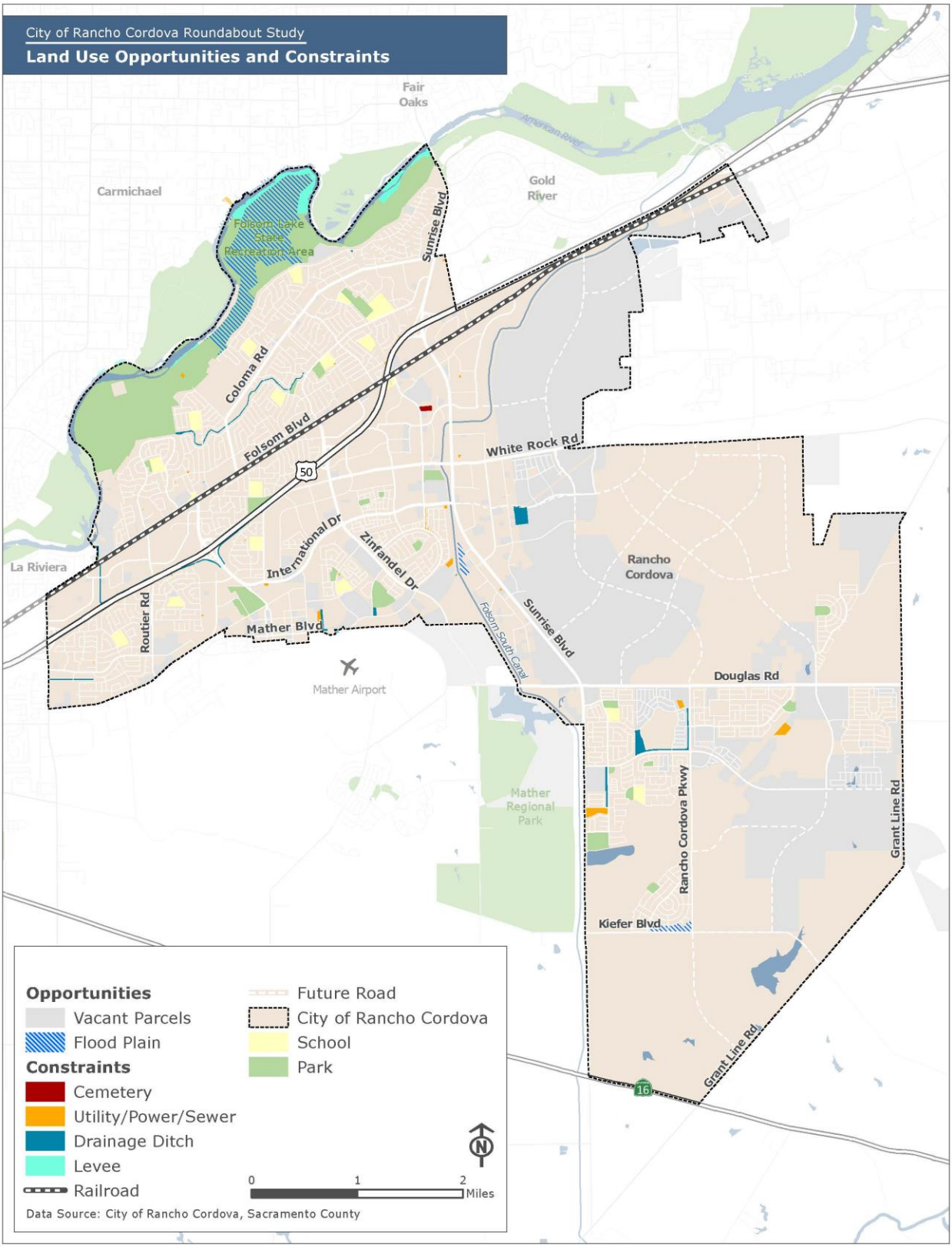


Figure 11. Land Use Opportunities & Constraints



Demographic, Socioeconomic, and Environmental Data

Social Equity Indicators

A number of social equity indicators are available at the national, state, and regional level to characterize population characteristics and environmental conditions. The following social equity indicators compiled were obtained or compiled:

- USDOT Historically Disadvantaged Communities (Figure 12)
- USDOT Areas of Persistent Poverty (Figure 13)
- CalEnviroScreen 4.0 (Figure 14)
- Healthy Places Index (Figure 15)
- SACOG Disadvantaged Communities and Communities of Concern (Figure 16)
- TDP index, calculated from US Census ACS data (Figure 17)

In addition to several national, federal, and regional social equity focused indicators which provide data at the Census tract level, Kittelson has supplemented with ACS data to incorporate a number of demographic and socioeconomic factors at the more granular Census block group level to identify populations with overlapping determinants of economic disadvantage.

Table 1 summarizes the social equity datasets Kittelson has compiled. Several of these indicators have historically been included as social equity critiera in grant programs such as the federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) and the state Sustainable Communities Planning Grant programs.

Table 1. Social Equity Indicators

Social Equity Indicator	Associated Governmental Level	Granularity	Inputs	Application
Areas of Persistent Poverty	Federal (USDOT)	Census tract (2010)	▪ Poverty	▪ Y/N
Historically Disadvantaged Communities	Federal (USDOT)	Census tract (2010)	▪ Transportation Access ▪ Health ▪ Environmental ▪ Economic ▪ Resilience ▪ Social ▪	▪ Y/N
CalEnviroScreen 4.0	State	Census tract (2010)	▪ Pollution burden ▪ Environmental quality, ▪ Socioeconomic ▪ Public health conditions	▪ Percentile scores
Healthy Places Index 3.0[2]	State	Census tract (2010)	▪ Economic ▪ Education ▪ Social ▪ Transportation ▪ Healthcare Access ▪ Housing ▪ Clean Environment	▪ Percentile scores
SACOG Disadvantaged Communities	Regional	Census block groups (2010)	▪ Minority ▪ Low-income ▪ "other" vulnerable communities -- measures such as individuals over age 75, linguistically isolated households, and concentrations of households with at least one person with a disability.	▪ Y/N
Transportation Disadvantaged Populations Index	Custom (Kittelson & Associates)	Census block (2020)	▪ Demographic factors (race/ethnicity, poverty status, English proficiency, vehicle access, age, disability, single-parent families)	▪ Percentile scores

[1] **A census tract is considered historically disadvantaged by USDOT if it meetings 4 or more of the social equity indicators. More information on this dataset can be found at** https://www.transportation.gov/equity-Justice40
[2] More information on the HPI methodology can be found at: https://www.healthyplacesindex.org/learning-center#first-time

The City can use this data to be intentional in the prioritization of legacy and disadvantaged communities for improvement. Kittelson has associated the socialequity scores with each intersection so that any of them may be used in the screening or recalled in the future for reference or reprioritization (for example, when grant opportunities arise and reference a certain indicator).

Figure 12 Historically Disadvantaged Communities

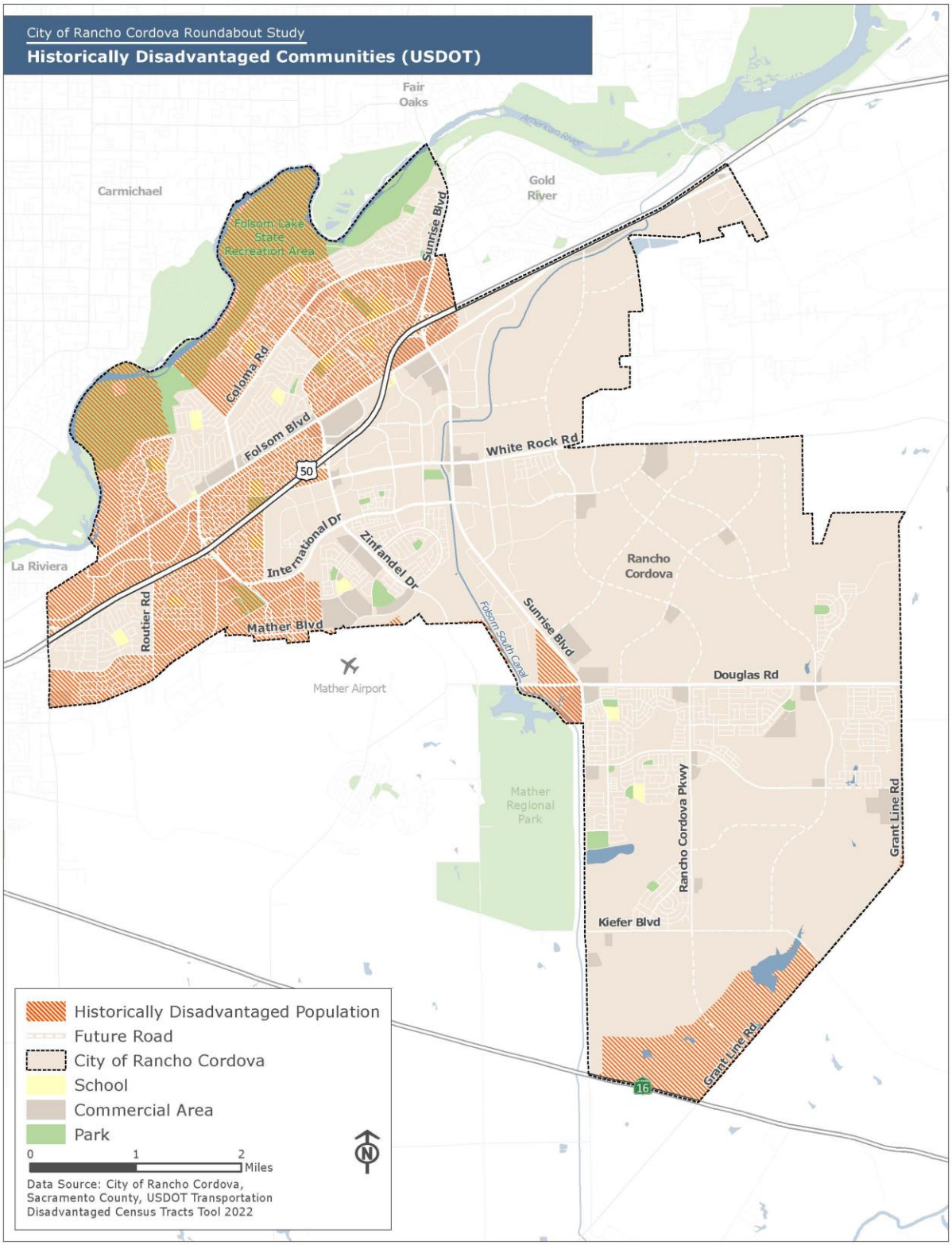


Figure 13. Areas of Persistent Poverty

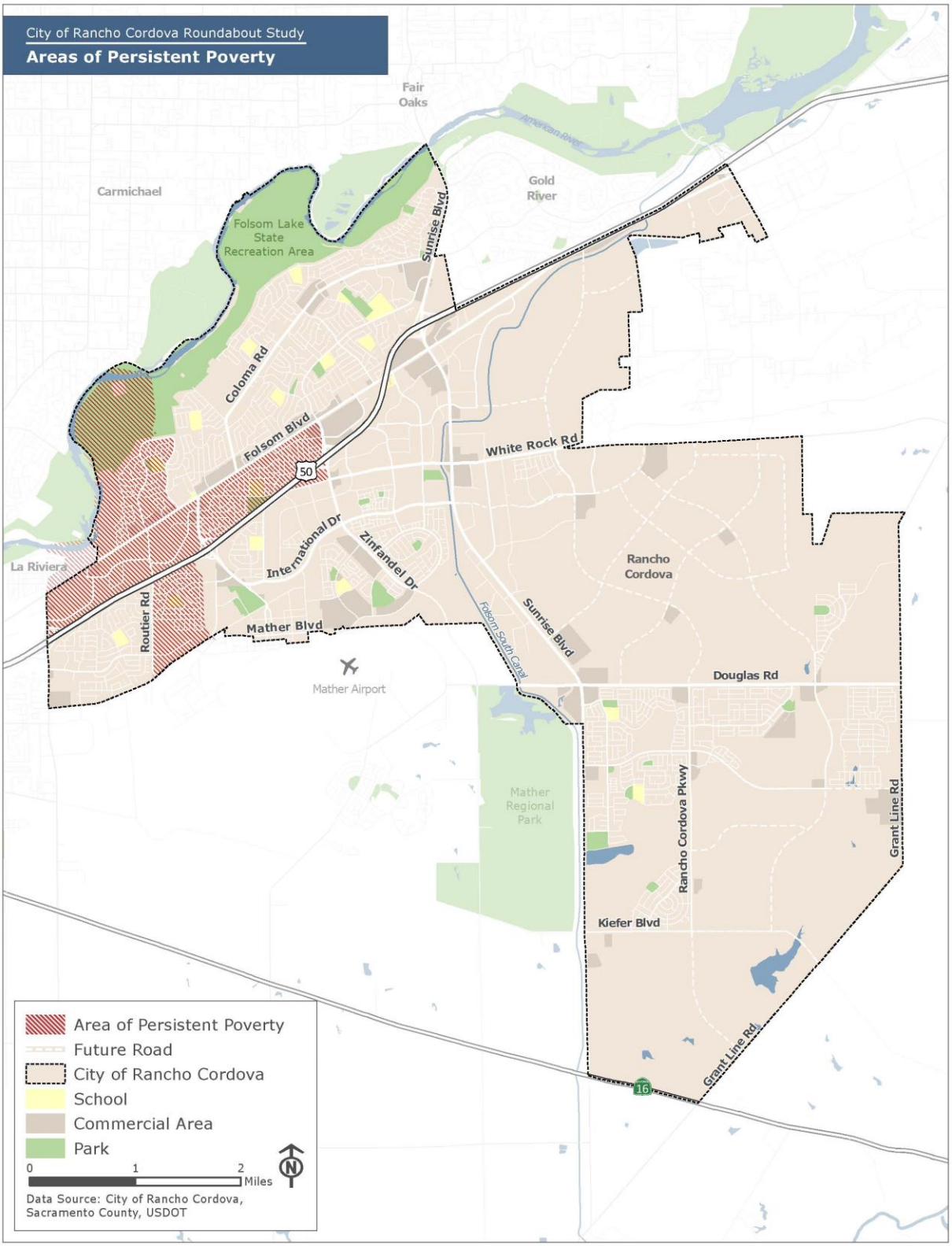


Figure 14. CalEnviroScreen 4.0

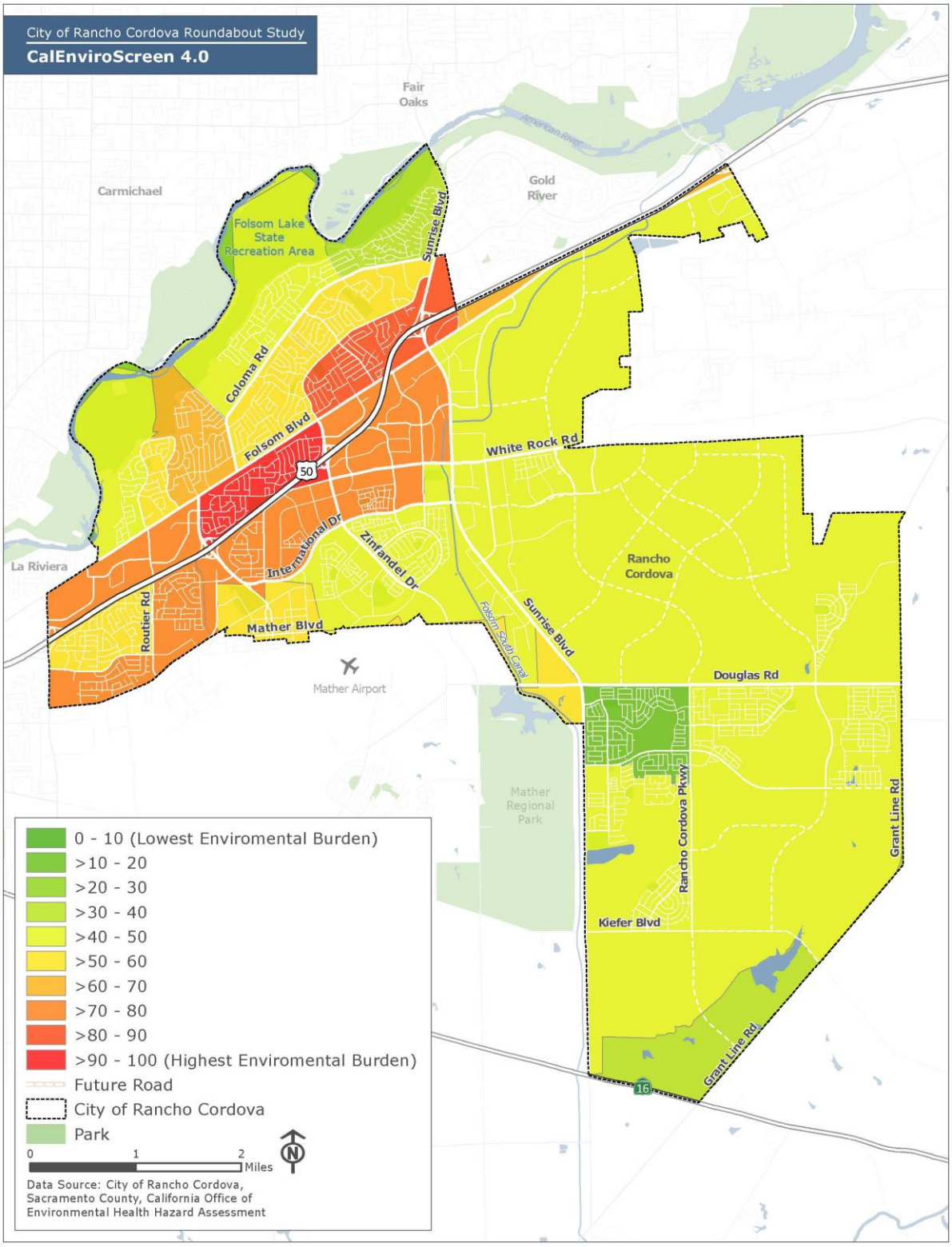


Figure 15. Healthy Places Index

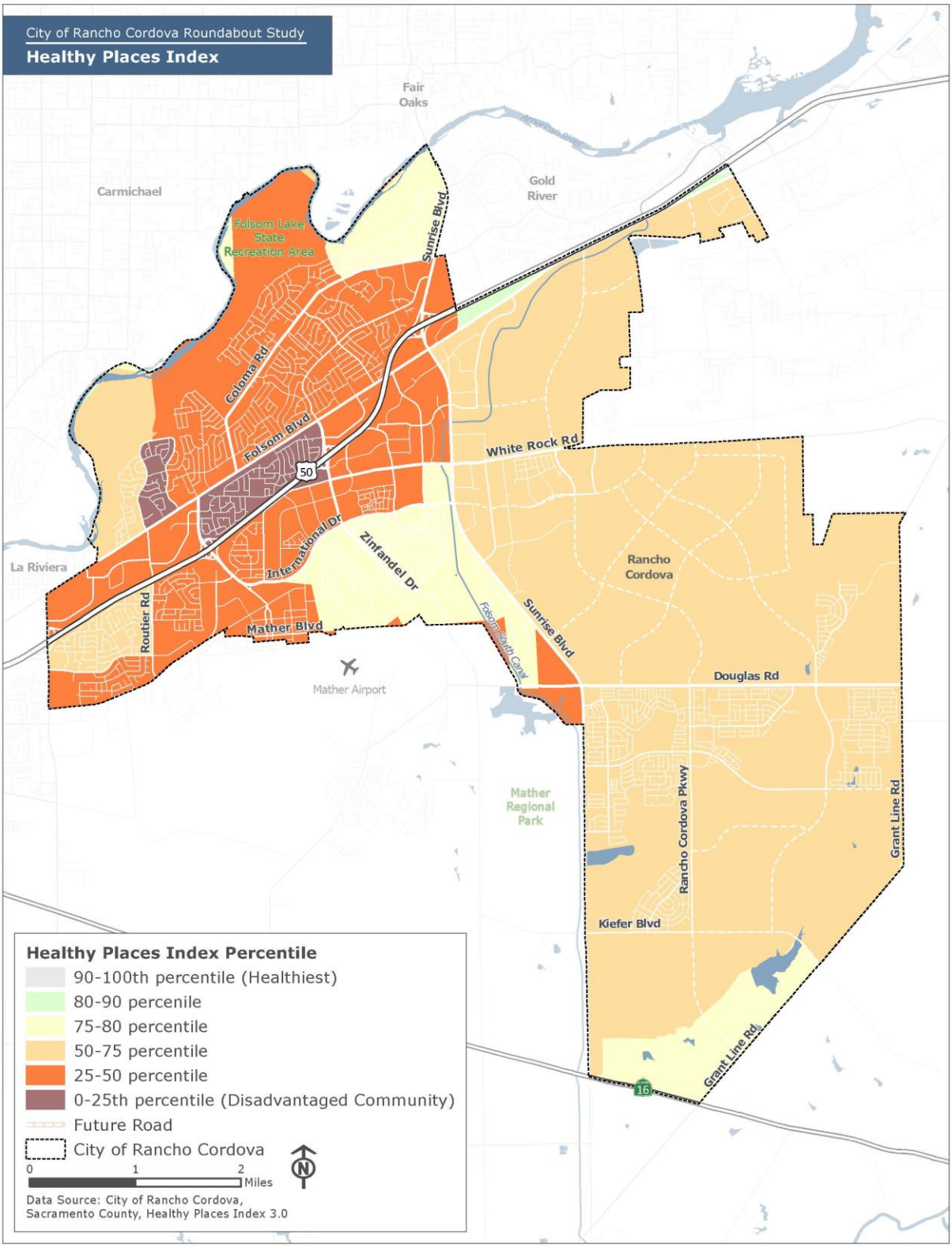


Figure 16. SACOG Disadvantaged Communities

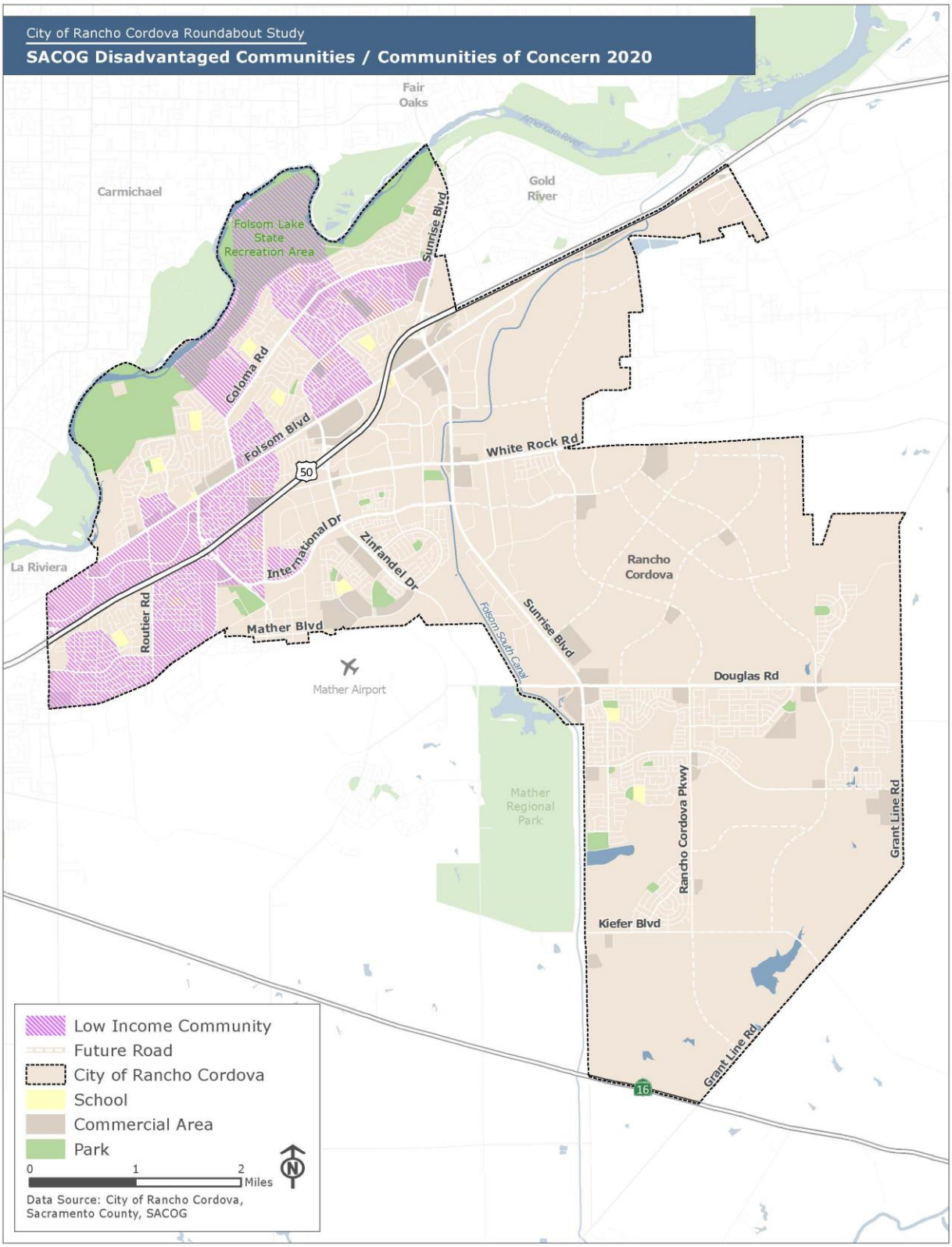
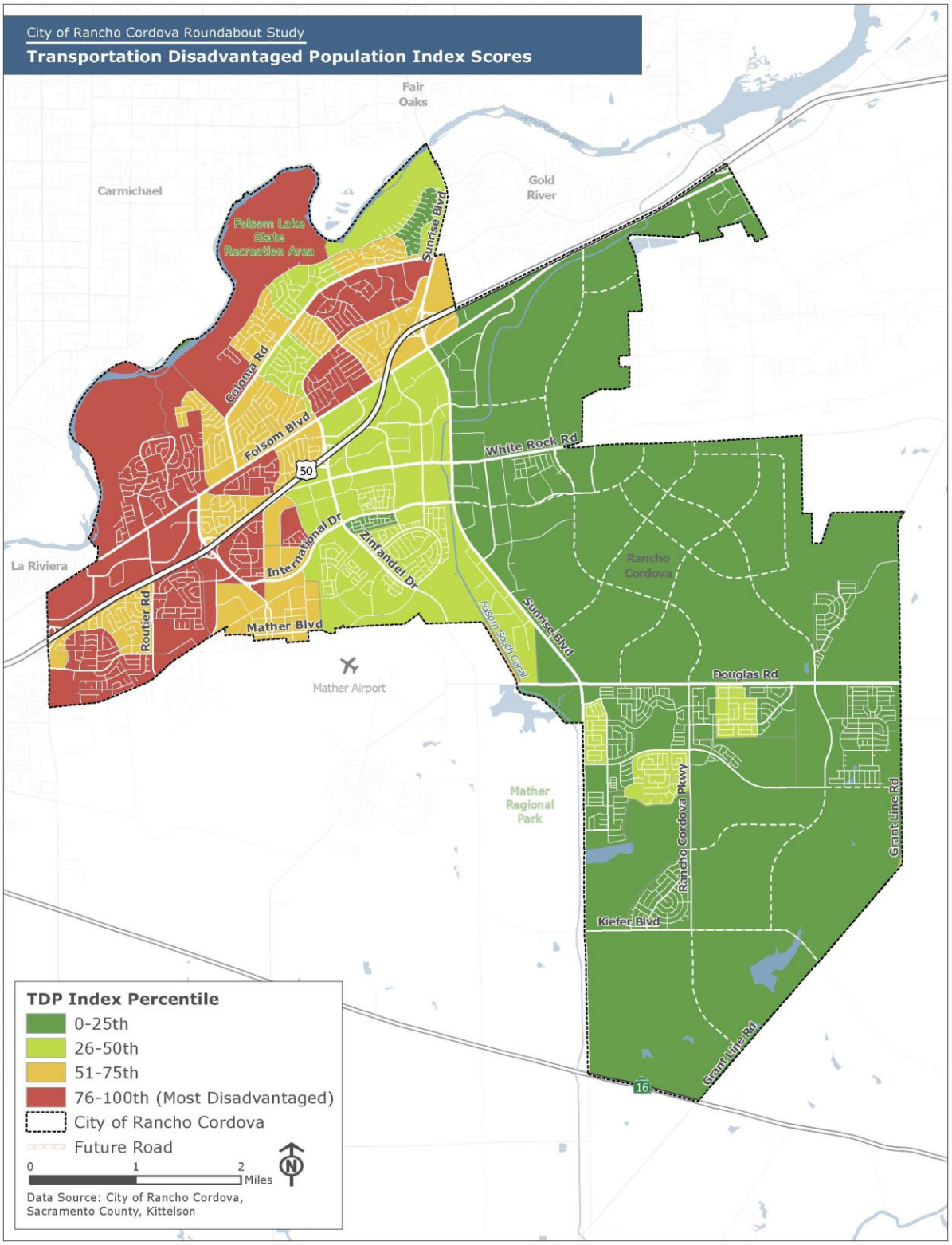


Figure 17. Transportation Disadvantaged Populations



Hazard Risk

Roundabouts are a more resilient infrastructure option than traffic signals because they do not require power supply to operate. Therefore, in the event of a power outage, they can continue to operate without the presence of traffic control officers. Hence, the proposed screening includes prioritization of locations sensitive to hazard risks.

The Federal Emergency Management Agency (FEMA) developed the National Risk Index (NRI) to create a framework for assessing the likelihood and consequences of natural hazards combined with social factors and resilience capabilities. The NRI includes eighteen hazard types. The three most relevant hazard types to the City of Rancho Cordova geographic context and its roadway operations are:

- Wildfire
- Flooding
- Earthquake

Figure 18 through Figure 20 show a map of the NRI scores in the City by Census tract for each of the three isolated hazard types. The hazard type risk score is relative to all other Census tracts nationally. Scores are not absolute measurements and should be expected to change over time either by their own changing measurements or changes in other communities.

Figure 18. Earthquake Hazard Risk

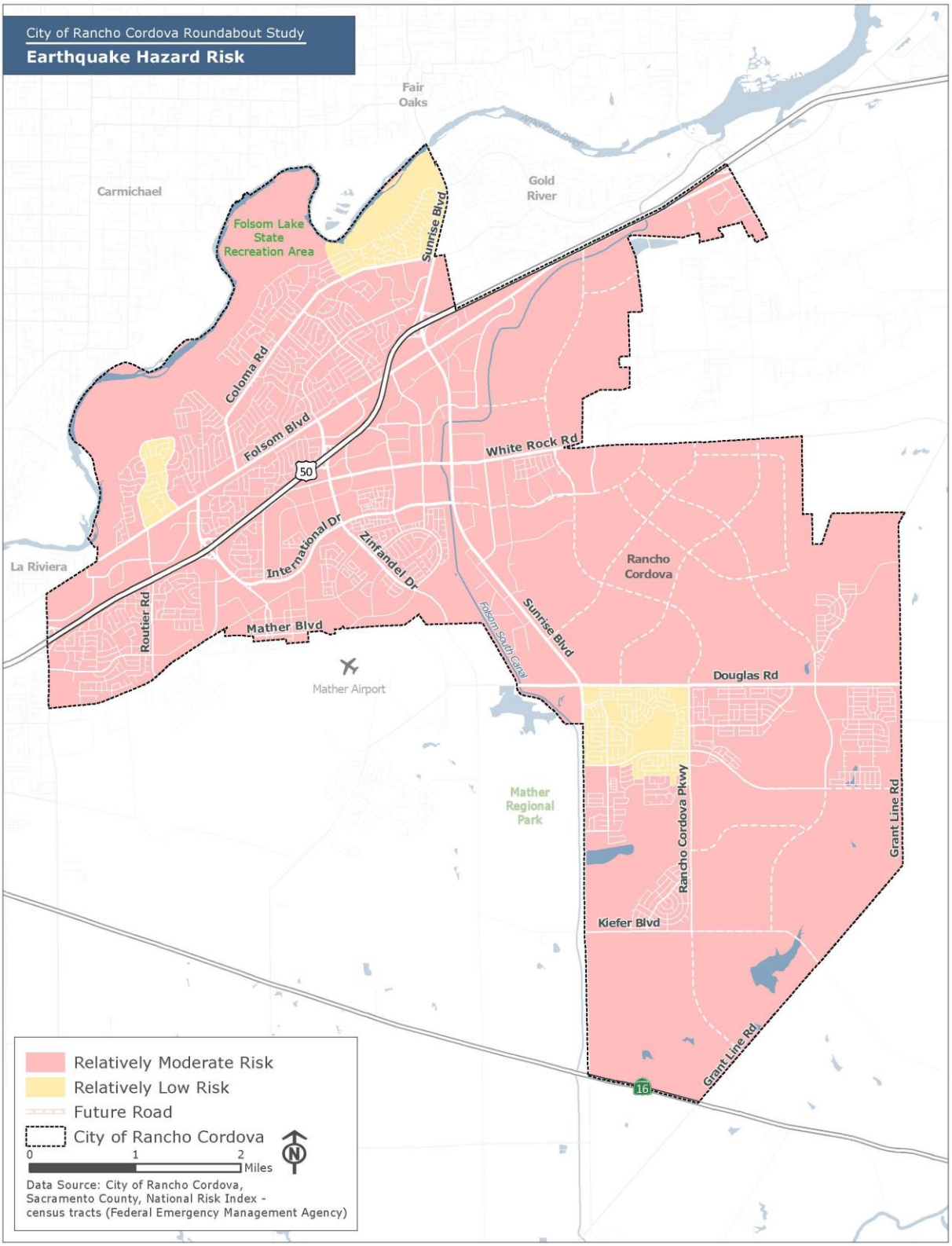


Figure 19. Flooding Hazard Risk

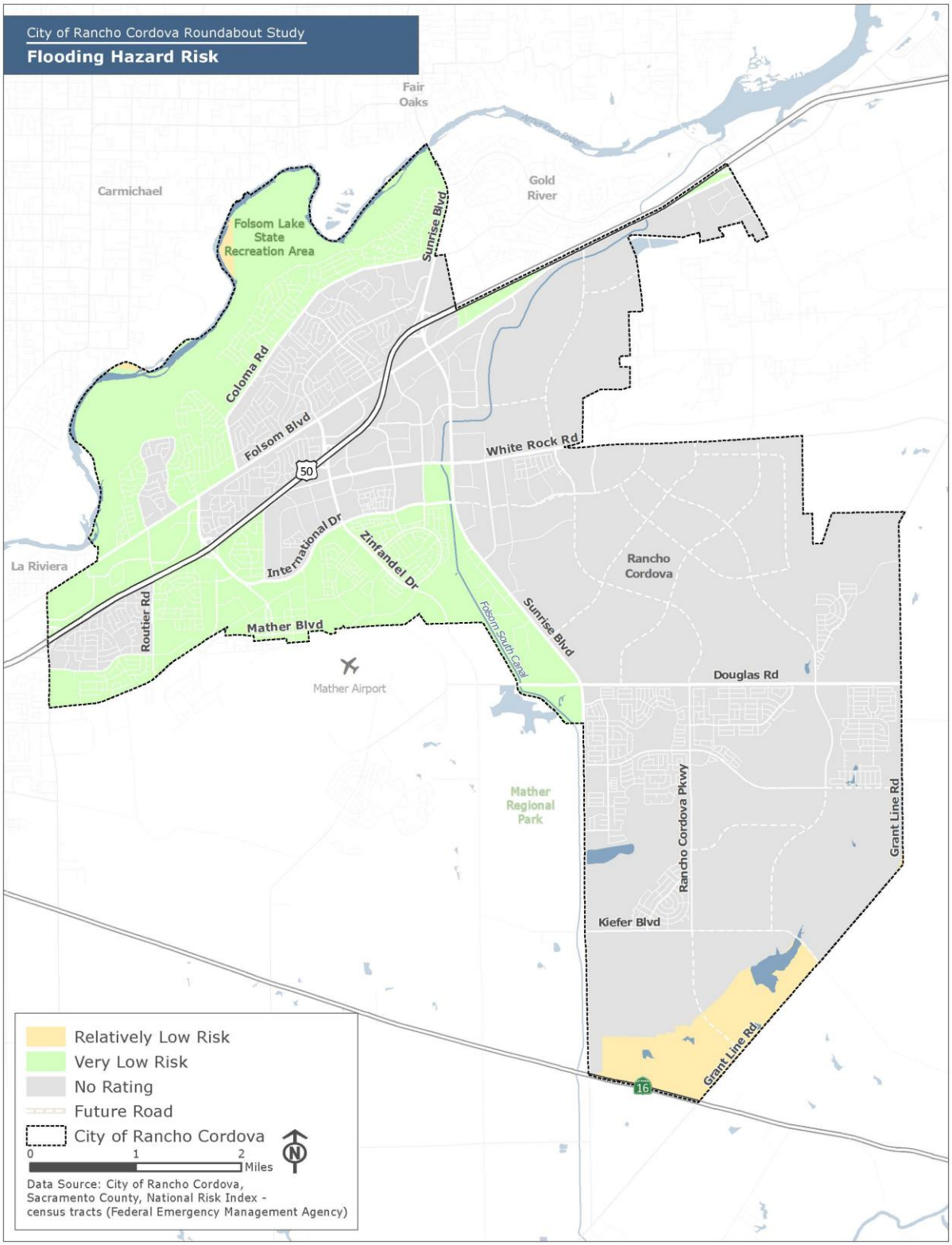
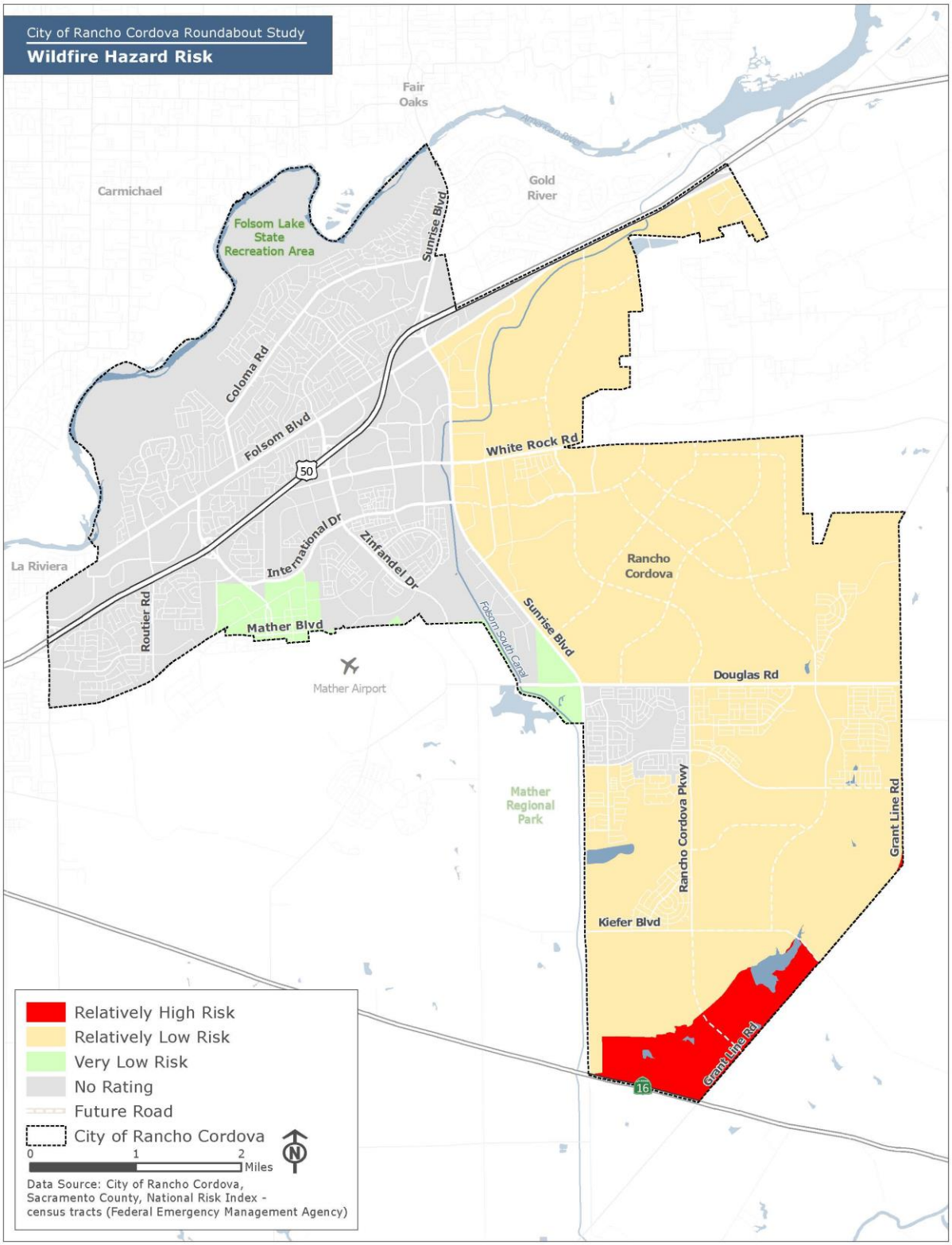


Figure 20. Wildfire Hazard Risk



PROPOSED SCREENING METHODOLOGY

This section identifies a proposed screening method to identify priority locations for the City to pursue roundabout projects. The screening as proposed will not by itself determine project feasibility but will rank locations based on City priorities and will include relevant data to help assess feasibility at a planning level.

The proposed screening will use factors to describe the City's priorities and criteria to evaluate them. The following definitions apply to the screening:

- **Factors**: Categories used to express community or agency values, or general categories that define technical feasibility. An example factor is *safety*.
- **Criteria:** Characteristics used to measure or evaluate each factor. An example criterion for the *safety* factor would be *intersection crash severity score*, where each intersection is given a score to evaluate the relative crash frequency and severity.
- **Scaling:** The process of making two variables comparable. An example scaling would be normalizing the *intersection crash severity score* (dividing all scores by the maximum score) to create values that range from 0 to 1.
- **Weights:** Number used to indicate the relative importance of different factors. Weighting allows a screening to emphasize certain factors.

Kittelson proposes to conduct the screening in three steps:

- **Step 1 – Roadway Class, Lane, and Volume Selection.** This step acts as a filter and reduces the analysis to include only portions of the roadway network where the City would consider a project. Therefore, this step would exclude:
  - Local/local intersections (volumes would not likely justify a roundabout)
  - Roadways with more than four approaching through lanes,
  - State-owned facilities (outside of City jurisdiction)
  - Intersections for which all approaches are private roadways (as indicated by City provided GIS layer).
- **Step 2 – Prioritization.** This step applies a score for each proposed factor and weights the factor scores to calculate a single score for each intersection. The single score would be used to sort the top locations.
- **Step 3 – Planning and Design Values.** This step will add relevant information that can be carried forward to inform roundabout design needs and assess feasibility of the top scoring sites. This step does not modify scores or further filter intersections but provides relevant context information for the City to refine its list of priority locations from the scores created in Step 2.

The steps and relevant data are listed in Table 2.

Table 2. Proposed Screening Methodology

Factor	Criterion/Criteria
Step 1: Roadway Class, Lane, and Volume Selection	
Roadway functional classification	Identify intersections that serve collector or arterial roadways. Exclude all others.
Lane Number	Identify intersections that serve roadways with fewer than 6 total through lanes. Exclude all others.
Volume	Exclude intersections where a multilane would be over capacity with existing traffic volumes (see discussion below table).
Step 2: Prioritization	
Safety	Calculate a crash severity score based on five-year intersection crash frequency and severity. All intersections at the 97.5 percentile score and above receive a maximum score, and intersections below that level are assigned a proportionally scaled score.
Social equity	Calculate a composite social equity score for the intersection's location based on HPI and CES4.0 scores (weighing each of the two equally).
Natural hazard risk	Calculate a composite score for the intersection based on natural hazard risk (weighing all three inputs equally).
Modal priorities	An aggregate modal priority score is calculated with one point each for the following: ■ Existing or proposed Class I or Class IV bikeway ■ NOT along a truck route (0 points for an intersection along a truck route) ■ Along a transit line
Land Use Opportunities and Constraints	Identify existing and expected access need(s), traffic characteristics, and growth potential at potential site locations. Identifies potential "fatal flaw" right-of-way impacts. Scores range from -0.5 to +1 for a combination of the following factors: ■ Point deductions for an intersection located directly adjacent to a rail line or other constraint land use types ■ Point additions for an intersection located directly adjacent to an opportunity land use type

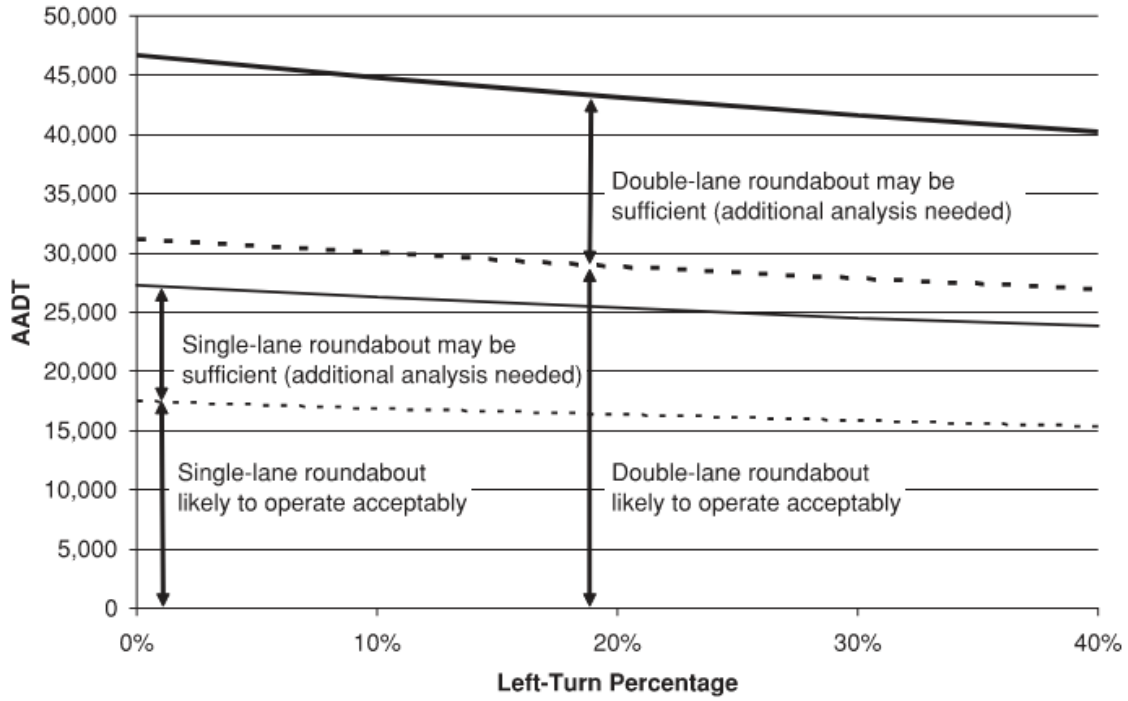
Capacity Feasibility

Exhibit 3-12 from NCHRP Report 672 (recreated as Exhibit 2 below) provides a planning-level assessment of roundabout intersection capacity based on daily volumes. To apply the chart to this feasibility screening, the following daily capacities may be applied:

- Single Lane Volumes: Less than or equal to 25,000 daily entering vehicles
- Multilane Volumes: Greater than 25,000 and less than or equal to 45,000
- Infeasible: Greater than 45,000

For intersections where model volumes can readily be postprocessed, the modeled daily entering existing conditions volumes can be applied against these values. Kittelson was able to estimate daily entering volumes for 84 intersections and apply this feasibility screening as a proposed element of Step 1.

Exhibit 2 Planning-Level Daily Intersection Volumes



Source: NCHRP Report 672, Exhibit 3-12

Factor/Criteria Notes

The approach presented in Table 2 represents a screening agreed upon between Kittelson and the City. More details about some of the factors and criteria are listed below.

- **Social equity factor.** create a composite score from the CES4.0 and HPI datasets. These two indicators offer most of the input information that each of the other datasets independently offer, so combining these two avoids unnecessary redundancy. A composite score avoids double counting with other indicators but would incorporate pollution burden, environmental quality, socioeconomic characteristics, public health conditions, economic conditions, education levels, transportation access, and healthcare access.
- **Modal priority.** Deprioritize locations along truck routes because they require larger roundabouts (costlier and harder to fit within site constraints). Prioritize locations along transit lines to capture

potential benefit provided to transit riders. All else equal, intersections that serve buses would require a larger roundabout, but roundabouts can improve safety and operations for buses. Prioritize locations along bike routes/trails because roundabout's safety and traffic calming benefits would help improve conditions for people biking.

Table 3 provides the data Kittelson proposes to associate with intersections as part of step 3. As previously indicated, these data would not affect prioritization scores but would help inform an initial assessment of project feasibility for locations identified in Steps 1 and 2. The table explains the influence of each input on roundabout feasibility.

Table 3: Proposed Screening Step 3: Planning and Design Values

Data	Purpose
Intersection Control Type	Contextual information.
Transit stop at intersection	Identifies if relocating a bus stop may present a design challenge.
Traffic volumes	Determine single- versus multilane feasibility and test the resilience of roundabout sizing decisions against future growth.
Lane numbers	Provides an indication of relative volumes served (if traffic volumes are not available) and the existing curb-to-curb size.
Speed limits	Indicate whether roundabouts would slow traffic, integrate well with existing traffic speeds, or (if high-speed approaches) require approach speed management techniques.

Roundabout Corridors

Research documented in NCHRP Report 772: *Evaluating the Performance of Corridors with Roundabouts* indicates that roundabouts may provide increased benefits if present as a consistent intersection control throughout a corridor in certain scenarios.[5] However, the document emphasizes a corridor-specific approach which acknowledges the unique operating, political, and community context of an area. The screening processes proposed in this memo will help identify areas with a high viability for roundabout implementation based on desired operational and community characteristics. The City may choose to evaluate the final list of prioritized and feasible roundabout locations by elevating sites that begin to create a roundabout "series".

[5] NCHRP 722 defined a "series of roundabouts" as a minimum of three roundabouts that function independently on an arterial roadway.

Factor Weighting

Factor weighting provides the City the opportunity to express priorities by assigning larger weights to some factors than to others. Table 4 provides example weighting scenarios for step 2 of the screening which reflect various potential goals such as equally weighing inputs or emphasizing safety over modal priorities and social equity. The outcome of this is a score that can be used to prioritize locations. Kittelson will set up the screening process so that the City can iterate and conducted sensitivity testing of various scenarios. The City and Kittelson will collaboratively determine the desired weighting scenario to use for the plan.

Table 4: Example Initial Spatial Prioritization for Screening Step 2

Factor	Factor Weights		
	Option 1: Equal Weights	Option 2: Safety First	Option 3: Social Equity and Opportunities
Safety	20%	50%	30%
Equity Indicators	20%	12.5%	30%
Hazard Risk	20%	12.5%	7.5%
Modal Priorities	20%	12.5%	7.5%
Land Use Opportunities and Constraints	20%	12.5%	25%

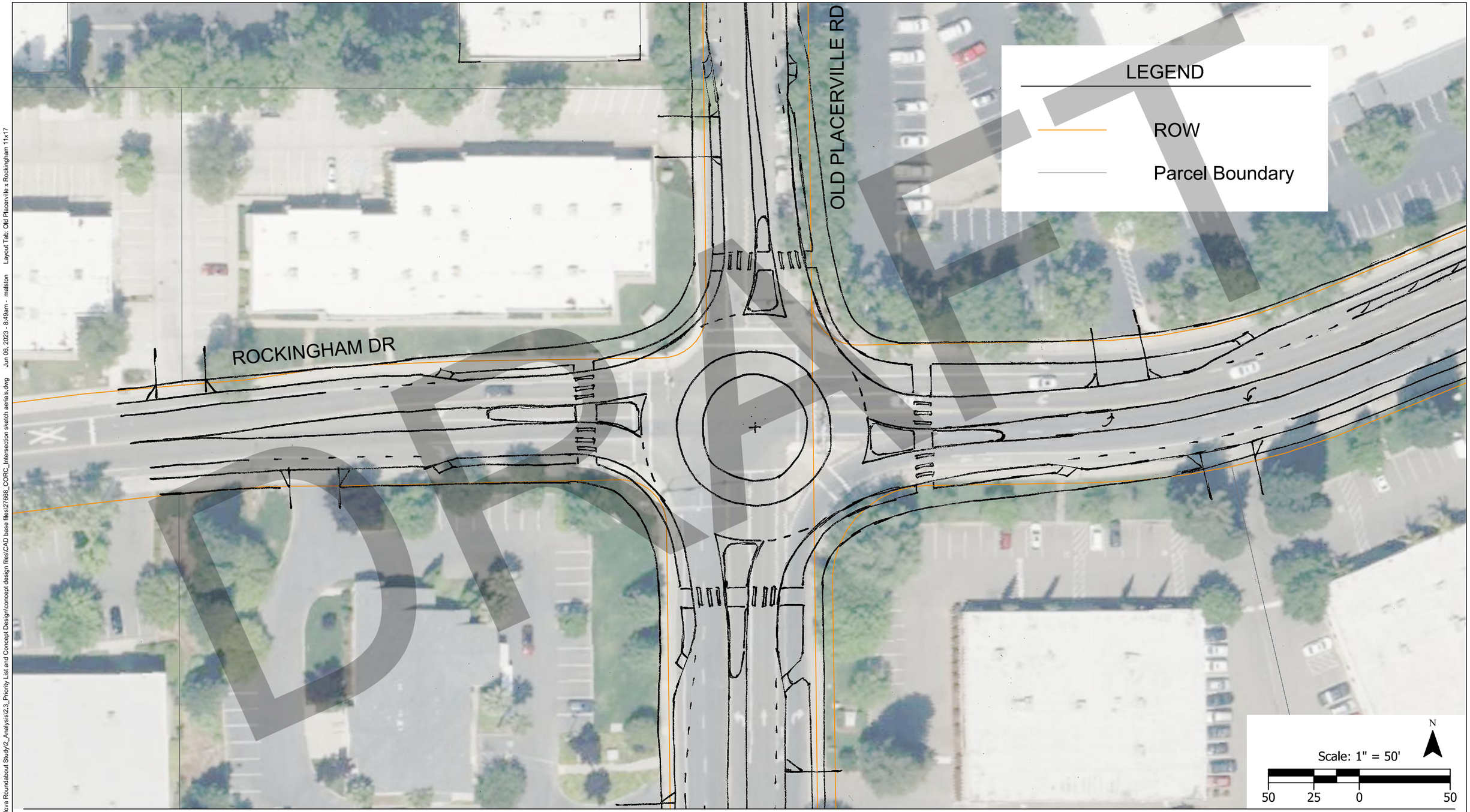
NEXT STEPS

Kittelson and the City have discussed appropriate inputs for the screening, and decisions are reflected in the preceding discussion. Kittelson and the City have compared the results of the scenarios presented in Table 4 and have decided to proceed with "Option 2: Safety First."

The screening process will be used to identify an initial top 50 locations to assess design feasibility as part of Task 2.2. Kittelson will test roundabout footprint sizes on the top 50 locations as a first-pass feasibility check. Following that test, Kittelson and the City will meet to determine locations for further project development and determine the right time for a community meeting to gather input.

Appendix C: Scaled Design Drawings

H:\27\27668 - Rancho Cordova Roundabout Study\2_Analysis\2.3_Priority List and Concept Design\concept design files\CAD base files\27668_CORC_Intersection sketch aerials.dwg Jun 06, 2023 - 8:49am - mallston Layout Tab: Old Placerville x Rockingham 11x17



DRAFT

Old Placerville Rd & Rockingham Dr
Rancho Cordova, CA

KITTELSON & ASSOCIATES

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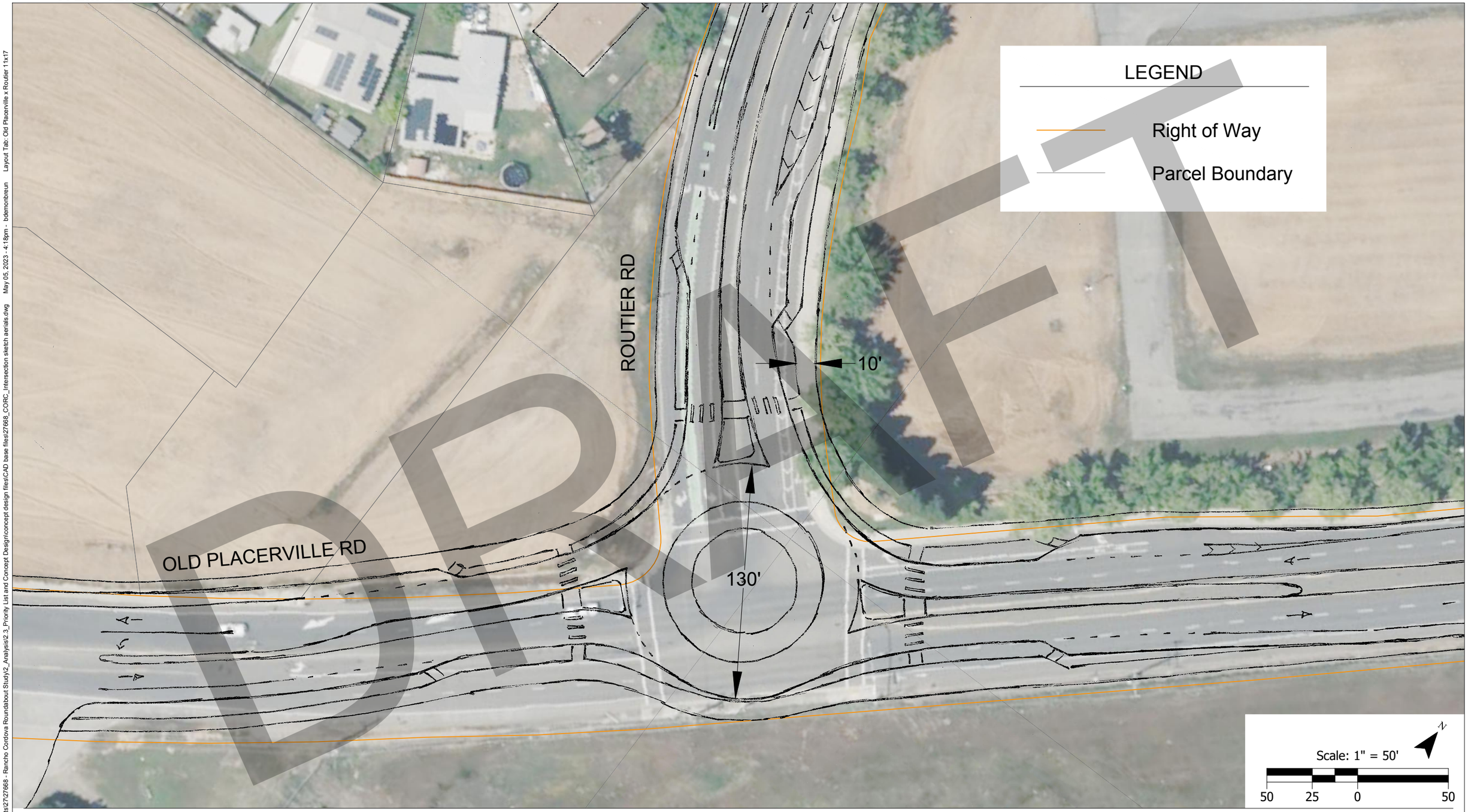

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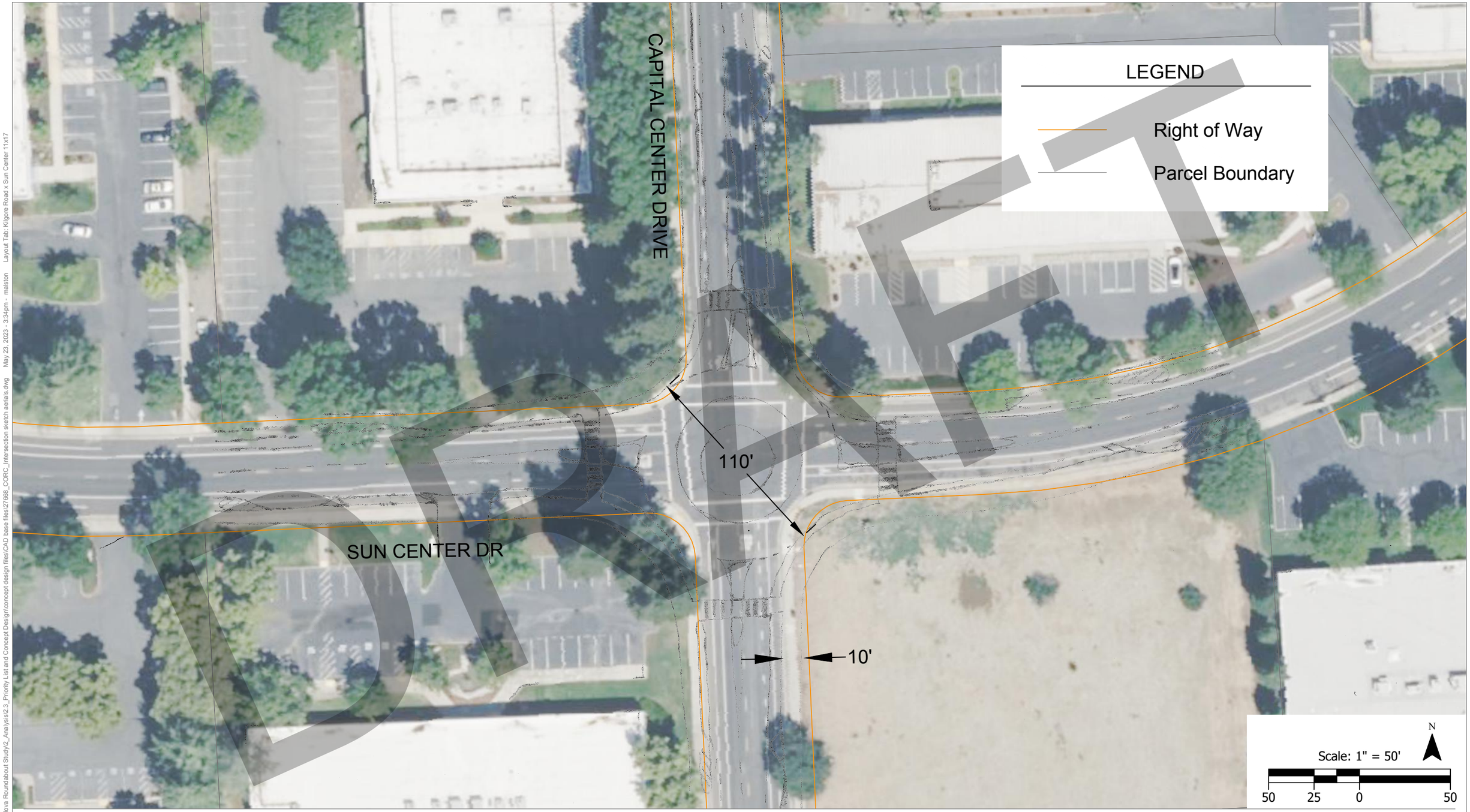
Old Placerville Rd & Routier Rd
Rancho Cordova, CA

KITTELSON & ASSOCIATES



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Kilgore Rd & Sun Center Dr
Rancho Cordova, CA

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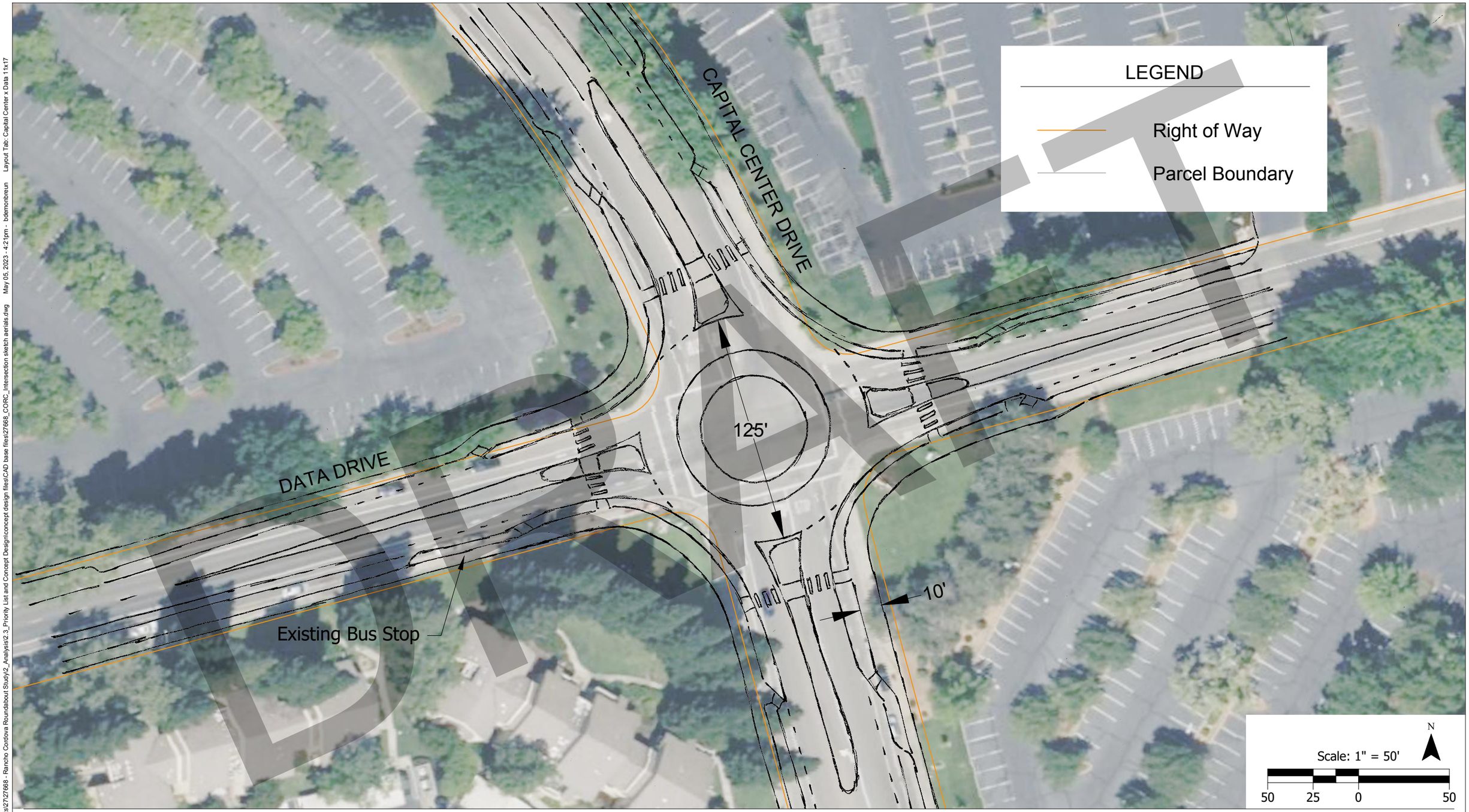
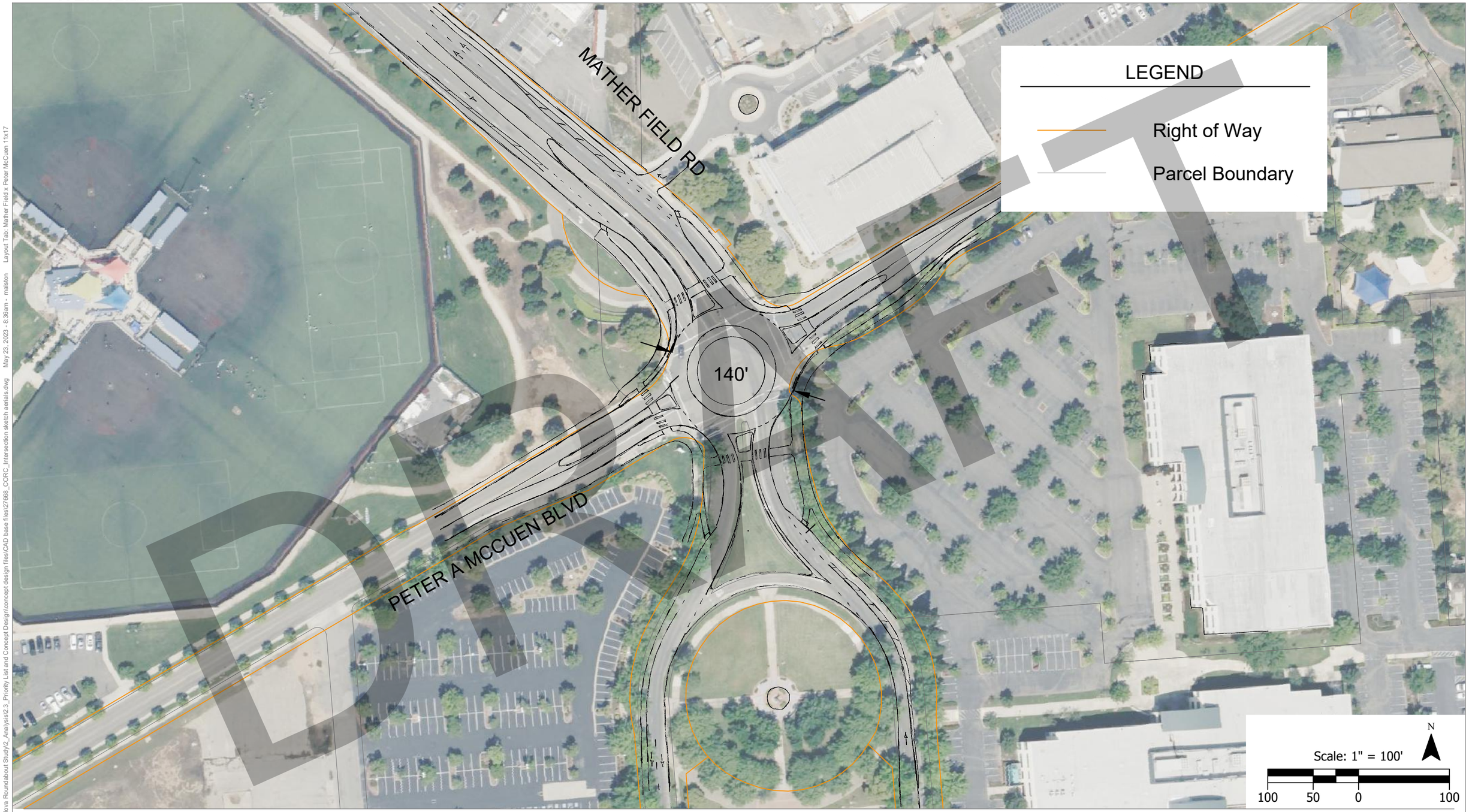
KITTELSON & ASSOCIATES

\\kittelson.com\fs\H_Projects\27\27668 - Rancho Cordova Roundabout Study\2_Analysis\2.3_Priority List and Concept Design\concept design files\CAD base files\27668_CORC_Intersection sketch aerials.dwg May 05, 2023 - 4:21pm - bdemonbreun Layout Tab: Capital Center x Data 11x17



Capital Center Dr & Data Dr
Rancho Cordova, CA

KITTELSON & ASSOCIATES



Mather Field Rd & Peter A McCuen Blvd
Rancho Cordova, CA

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Appendix D: Funding Sources

Appendix D: Funding Sources

This appendix summarizes potential federal, state, regional, and local funding sources for roundabout design and implementation as of 2023. This list also includes funding sources for projects that would install bicycle and pedestrian infrastructure via roundabouts and educational programs.

Federal

Surface Transportation Block Grant (STBG) Program

Managing Agency:
Federal Highway Administration

The 2015 Fixing America's Surface Transportation (FAST) Act converted the long-standing Surface Transportation Program (STP) into the STBG Program. Funding is allocated to the state and may be used for projects to preserve and improve the conditions and performance on any federal-aid highway; highway and transit safety infrastructure improvement projects; bridge and tunnel projects on qualifying public roads; pedestrian and bicycle infrastructure; and transit capital projects, including intercity bus terminals.

Website:
STBG - Federal-aid Programs - Federal-aid Programs and Special Funding - Federal Highway Administration (dot.gov)

Safe Streets and Roads for All (SS4A) Grant Program

Managing Agency:
United States Department of Transportation

The 2021 Bipartisan Infrastructure Law (BIL) established the SS4A discretionary program with $5 billion in appropriated funds over five years. The SS4A Program funds regional, local, and Tribal initiatives through grants to support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians; bicyclists; public transportation, personal conveyance, and micromobility users; motorists; and commercial vehicle operators. Individual roundabouts are not eligible. But because roundabouts are proven safety countermeasures, roundabout projects can be eligible if they are submitted as part of multi-location, citywide, or corridor safety improvement project or action plan.

Website:
Safe Streets and Roads for All (SS4A) Grant Program | US Department of Transportation

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant

Managing Agency:
United States Department of Transportation

Through the RAISE Grant Program, Congress has dedicated nearly $5.6 billion for nine rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact. (These grants were previously known as BUILD or TIGER discretionary grants.) RAISE also aims to award additional funding to projects in areas of persistent poverty or historically disadvantaged communities.

The RAISE Program's eligibility requirements allow state and local project sponsors to obtain funding for multimodal, multi-jurisdictional projects that are traditionally more difficult to fund through department of transportation programs.

A RAISE application requires the following components:

1/ SF-424 form

2/ Project Information Form

3/ Project Description

4/ Project Location File

5/ Project Budget

6/ Funding Commitment Documentation

7/ Merit Criteria

8/ Project Readiness

9/ Benefit-Cost Narrative and Calculations

10/ Optional Letters of Support

Website:
RAISE Discretionary Grants | US Department of Transportation; How to Apply for RAISE Grants

Congestion Mitigation and Air Quality (CMAQ) Improvement Program

Managing Agency:
United States Department of Transportation

The CMAQ Program funds state transportation projects designed to reduce traffic congestion and improve air quality—particularly in areas that do not attain national air quality standards. The program helps support investments that encourage alternatives to driving alone, improve traffic flow, and help urban areas meet air quality goals. The CMAQ Program aims to reduce regulated emissions associated with carbon monoxide, ozone and particulate matter pollution in nonattainment and maintenance areas, often through congestion mitigation techniques. Managing congestion can help reduce regulated emissions, reduce travel delays, decrease engine idle time, and prevent unproductive fuel consumption.

Website:
Federal Programs Directory: Congestion Mitigation and Air Quality (CMAQ) Improvement Program | US Department of Transportation

State

Active Transportation Program (ATP) Grants

Managing Agency:
California Transportation Commission (CTC)

The Active Transportation Program (ATP) consolidates existing federal and state transportation programs—including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and state Safe Routes to School (SR2S)—into a single discretionary grant program. The ATP emphasizes:

- Increasing use of active modes by increasing the proportion of walking and bicycling trips.
- Increasing safety of non-motorized users.
- Reducing greenhouse gases.
- Improving public health.
- Having disadvantaged communities fully share in program benefits.

The program includes a state-administered and a regionally-administered component. The latter is listed and described in the next section.

Roundabout projects submitted for ATP grants must be a part of broader active transportation improvement projects focused on the items listed above.

Website:
Active Transportation Program (ATP) | Caltrans

Highway Safety Improvement Program (HSIP) Grants

Managing Agency:
Caltrans

The HSIP is a core federal-aid program in the FAST Act and the Infrastructure Investment and Jobs Act (IIJA). The HSIP aims to reduce traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on Tribal land. Safety projects can include improvements like crosswalk markings, rapid flashing beacons, curb extensions, speed feedback signs, guard rails, pedestrian refuge islands, and high friction surface treatments. Local HSIP projects must be identified based on crash data.

HSIP projects must demonstrate a competitive benefit-cost ratio based on historical crash data. The lowest awarded benefit-cost ratio from Cycle 11 was 19.

Website:
Local Highway Safety Improvement Program (HSIP) | Caltrans

Affordable Housing and Sustainable Communities (AHSC) Program

Managing Agency:
California Strategic Growth Council

The AHSC Program aims to reduce greenhouse gas emissions through projects that implement land-use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support related and coordinated public policy objectives, Objectives include efforts to reduce air pollution, improve conditions in disadvantaged communities, support or improve public health, improve connectivity and accessibility to jobs, increase options for mobility, and increase transit ridership.

Roundabout projects submitted for the AHSC Program must be a part of broader active transportation improvement projects that are alongside affordable housing developments.

Website:
Affordable Housing and Sustainable Communities (AHSC) - Strategic Growth Council (ca.gov)

Transformative Climate Communities (TCC) Program

Managing Agency:
California Strategic Growth Council

Established by Assembly Bill 2722, the TCC Program funds the development and implementation of neighborhood-level transformative climate community plans. To be eligible for funding, projects must reduce greenhouse gas emissions significantly over time, and they must leverage additional funding sources and provide health, environmental and economic benefits to the community. The TCC Program funds both implementation and planning grants.

Transportation-related projects can include:

- Developing active transportation and public transit projects.
- Supporting transit ridership programs and transit passes for low-income riders.
- Expanding first-and-last mile connections
- Building safe and accessible biking and walking routes.
- Encouraging education and planning activities to promote increased use of active transportation modes.

Website:
Transformative Climate Communities (TCC) - Strategic Growth Council (ca.gov)

Local

Revolving Match Program

Managing Agency:
Sacramento Area Council of Governments

The Revolving Match Program offers project sponsors additional funding to help pursue major federal or state grants and deliver maintenance and capital projects. Projects must fall within the four-county (Sacramento, Sutter, Yolo, Yuba) region and be listed in the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) or fit within a lump-sum project category. Lump sum project categories include road maintenance and reconstruction, transit vehicle replacements, operational improvements, intelligent transportation systems, and bicycle and pedestrian investments.

Projects must be federal-aid eligible for CMAQ, Regional Surface Transportation Program or State Transportation Improvement Program funding. Federal-aid eligible projects are those that contain significant transportation infrastructure in the public right-of-way. The project sponsor must identify a specific state or federal grant program in their application, and the project must meet the eligibility requirements of that grant program. Projects must also have a funding or financial plan and be listed in an adopted planning document. A draft planning document may be acceptable, depending on the phase of the document.

Website:
Revolving Match Program - Sacramento Area Council of Governments (sacog.org)

SACOG Regional Funding Program

Managing Agency:
Sacramento Area Council of Governments

This regional funding program funds three subprograms:

- **Community Design** grants local government agencies and their partners funds to implement the SACOG Blueprint smart growth principles. This program aims to use regional transportation funding to promote the construction of land use developments (or land use and related projects) to reduce congestion, decrease vehicle miles traveled and support more walking, biking, and transit use.
- **Transformative** is for projects seeking $5 million or more to address regional outcomes or add new transit service. Outcomes may include reducing regional vehicle miles traveled or greenhouse gas emissions per capita; reducing congestion; increasing multimodal travel options; providing long-term economic benefits; improving goods movement; and improving safety and security.
- **Maintenance & Modernization** funds projects requesting less than $5 million to target intelligent transportation systems or operations; road rehabilitation or reconstruction; transit

improvements; bicycle and pedestrian improvements; or complete streets. (Other project types may also be eligible.)

To receive funding from these local programs, roundabout projects will need to take a programmatic approach and be part of a broader package of safety, complete streets, or traffic calming. Eligibility may also vary for each of these programs depending on project costs.

Website:
Regional Program Call for Projects - Sacramento Area Council of Governments (sacog.org)

Regional Active Transportation Program (ATP)

Managing Agency:
Sacramento Area Council of Governments

SACOG competitively distributes ATP funding to projects and programs in El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties to increase biking and walking. The ATP aims to increase walking and bicycling trips, increase the safety of non-motorized users, reduce greenhouse gases, enhance public health, and ensure that disadvantaged communities fully share in the benefits of the program.

Roundabout projects submitted for ATP grants must be a part of broader active transportation improvement projects that focus on pedestrian and bicycle safety.

Website:
Active Transportation Program - Sacramento Area Council of Governments (sacog.org)

Appendix E: Roundabout Guidelines

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Roundabout Guidelines

Introduction

Roundabouts offer communities key safety and operational benefits. Roundabouts slow vehicle speeds and reduce conflict points while offering improved traffic operations and community aesthetics.[1] And, because they don't use traffic signals that require power and routine maintenance, roundabouts have lower operating costs and are more resilient during natural disasters when the power goes out.

To take advantage of these safety and operational benefits, the City of Rancho Cordova studied the feasibility of building roundabouts at new and existing intersections throughout the city. Produced as part of that study, these guidelines will help the City plan for future roundabout implementation.

Using this Document

This document is intended to guide the City as it plans and designs future roundabouts. The best practices in these pages are designed to:

- Support City staff, consultants, and other practitioners involved in City projects during the roundabout planning and design process.
- Communicate roundabout planning and design principles to guide the City and partners when siting, planning, and moving roundabouts through project development.
- Reinforce best practices established by national guidance documents.

Guidelines in this handbook primarily draw on national guidance provided by the Highway Capacity Manual 7th Edition (*HCM*-7) from the Transportation Research Board (TRB) and NCHRP Research Report 1043: Guide for Roundabouts from the National Cooperative Highway Research Program (NCHRP).[2] Before beginning any roundabout project, be sure to check that reference material is the most recent version.

Source: Kittelson and Associates, Inc.

1 FHWA, Roundabouts, August 2023, https://highways.dot.gov/safety/intersection-safety/intersection-types/roundabouts.

2 AASHTO, *Highway Capacity Manual 7th Edition: A Guide for Multimodal Mobility Analysis* (2022), https://nap.nationalacademies.org/catalog/26432/highway-capacity-manual-7th-edition-a-guide-for-multimodal-mobility and *NCHRP Research Report 1043: Guide for Roundabouts* (2023), https://www.trb.org/Publications/Blurbs/182939.aspx.

Capacity and Number of Lanes

When planning and designing roundabouts, determining desired capacity and number of lanes is a critical first step.

Operational analysis tests whether a roundabout would adequately serve existing or projected traffic volumes and, if so, how many lanes that roundabout would need. There are several operational analysis tools to choose from, depending on how precise results need to be and available data. Typically, the level of detail required of the data increases as the project development process advances beyond a high-level assessment.

To select an assessment methodology, consider the following:

- **Output precision**—What questions does the analysis need to answer? Does it need to test whether a single or multilane roundabout could work given future volumes? Does it need to size a roundabout to develop a concept design? What outputs are necessary? Are you looking for a yes or no answer for potential viability or average travel delays?
- **Existing or projected conditions**—Are you looking for an analysis based on the intersection's current conditions? If you are interested in projected future conditions, how well developed are future volumes—are they daily link volumes or detailed turning movement counts (TMCs)? What is the level of confidence for those estimates?
- **Time period**—Is the analysis focused only on peak hours? Do you need or already have data for other analysis periods, such as 24-hour or 12-hour periods?

Use answers to those questions, **TABLE E1**, and **Figure E1** to select the appropriate methodology or reference. The following sections cover each methodology in more detail.

TABLE E1 arranges available methodologies according to input and level of detail. **Figure E1** arranges the methodologies according to the project development stage in which they'd likely be used.

Six-Lane Roadways

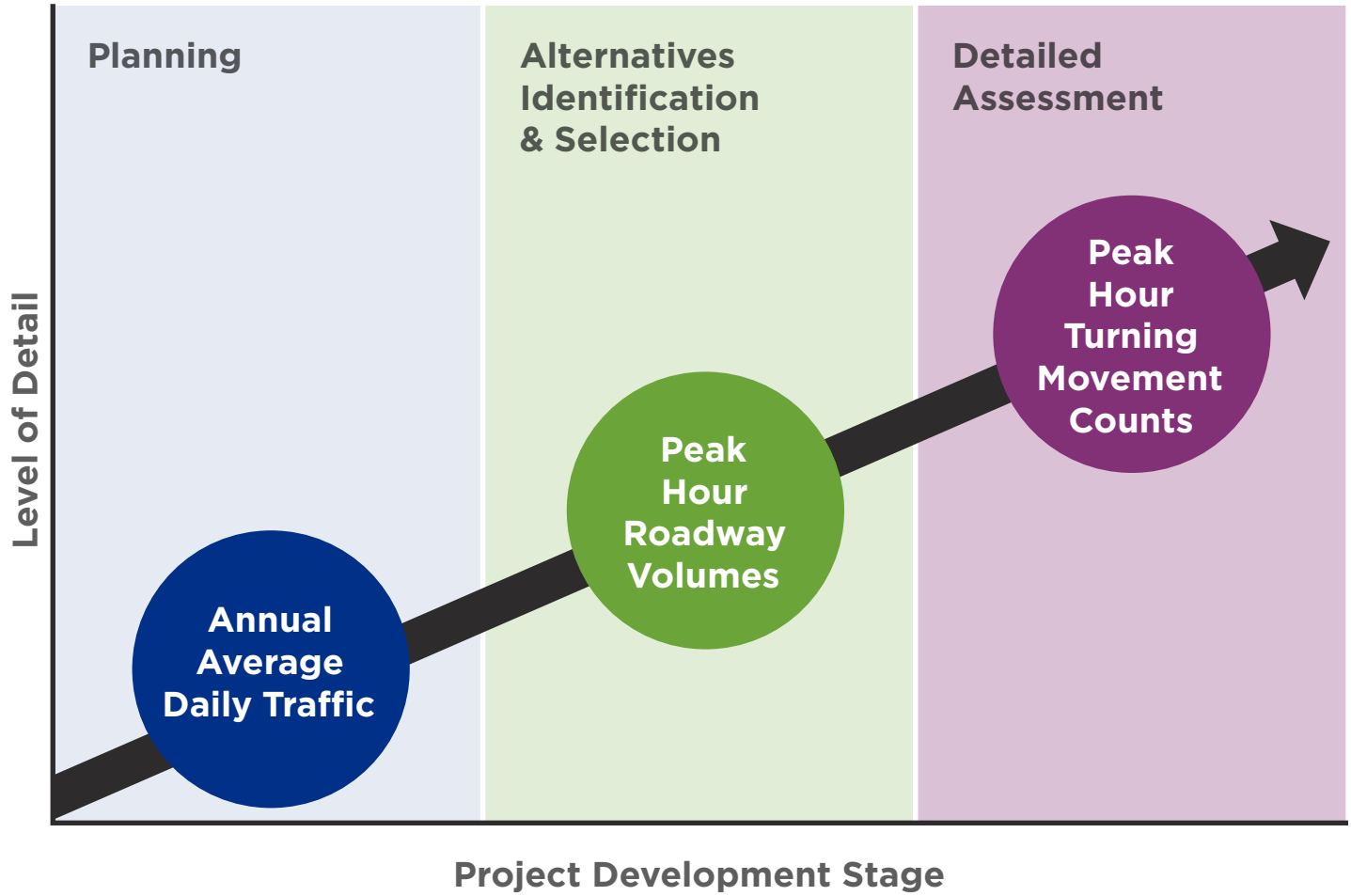
The City is not pursuing roundabouts on six-lane roadways due to the high cost of retrofitting those locations. However, a planned six-lane roadway (assumed to be signalized) could be accommodated with a two-lane roundabout and become a four-lane roadway instead. A planning-level operational analysis can determine whether such a change would be feasible given current and future volumes.

TABLE E1. Analysis Methodologies by Input and Level of Detail

Less Detail → More Detail (Input & Results)

Project Development Stage	Application	Data Required
Planning Study	Planning-level sizing to determine feasibility and number of lanes	Annual average daily traffic
	High-level selection of suitable alternatives, such as comparing roundabout to stop control or signal	Peak hour roadway volumes
Alternatives Identification and Selection	Lane number and assignment	Peak hour roadway volumes
	Conceptual design of roundabout, including lane numbers for each approach and exit	Peak hour turning movement counts
Detailed Assessment	Conceptual design refinement	Peak hour turning movement counts
	Public involvement with animation or simulation of proposed alternatives	Peak hour turning movement counts

Figure E1. Data and Methodologies by Data Specificity and Project Development Stage



Annual Average Daily Traffic

Assess Demand with Daily Traffic Volumes

Planning-level volume thresholds using daily volumes can help determine whether a roundabout could serve an intersection's travel demand and, if so, then how many lanes would be required to meet mobility goals.

Guidance in this section applies to four-leg intersections with all of the following conditions:

- 9–10 percent of daily traffic occurs during the peak hour—this is the "K factor".
- During the peak hour, the peak direction carries 52–58 percent of the roadway's traffic—this is the "D factor".
- Volume-to-capacity ratio per approach of 0.9 or 90 percent—this represents this intersection's "practical capacity".

For more information about these conditions, consult NCHRP Research Report 1043, Section 8.6 or *HCM-7*.

Use the following guidelines, as well as **Figure E2**, to match daily entering vehicles to the number of lanes required:

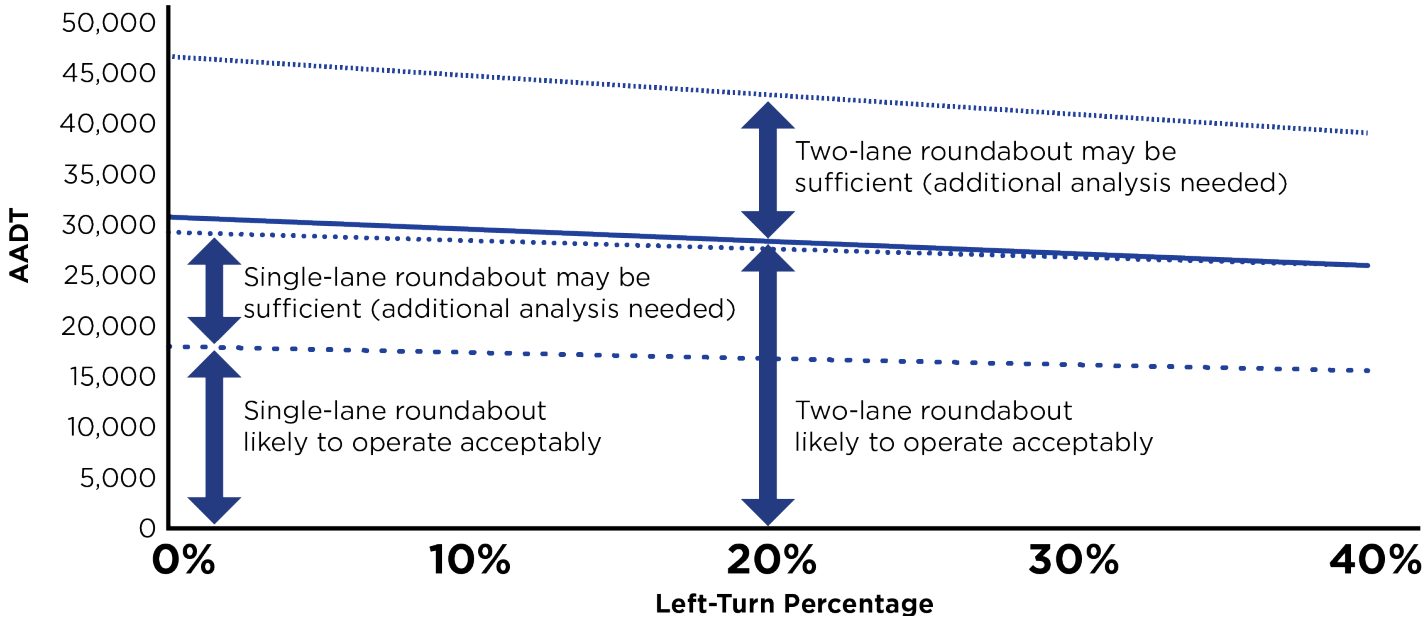
- **Intersections with less than 17,000 daily entering vehicles** would be well within a single-lane roundabout's capacity.
- **Intersections with between 17,000 and 25,000 daily entering vehicles** would be well within a two-lane roundabout's capacity. A single-lane roundabout may provide sufficient capacity but would need to be analyzed in more detail to confirm. The results would depend on the percentage of traffic occurring in the peak hour and the particular turning movements at the intersection.
- **Intersections with 27,000–42,000 daily entering vehicles** would be over capacity with a single-lane roundabout. A two-lane roundabout may provide sufficient capacity, but further analysis would be needed to confirm.

A note on left turns—These values assume a left-turn percentage of 20 percent. **Figure E2** demonstrates how changes in the left-turning percentage may impact capacity (higher left-turn percentages reduce the capacity).

Passenger-Car Equivalent Units

Throughout this guide, analysis volumes are presented in passenger-car equivalent units (PCUs). Raw traffic volumes need to be converted to PCUs by applying the conversion methodology from the *HCM-7*. In this methodology, large vehicles account for more than 1 PCU.

Figure E2. Planning-level Daily Intersection Volumes



Source: Reproduced from NCHRP Research Report 1043, Exhibit 8.2; data derived from HCM-1

Compare Control Types with Peak Hour Roadway Volumes

Peak-hour roadway volume data can be used to compare operational performance across different intersection control types. *NCHRP Research Report 825: Planning and Preliminary Applications Guide* uses *HCM* methodologies and some base assumptions to establish comparable values among two-way stop-controlled intersections, all-way stop controlled intersections, signalized intersections, and roundabouts.

Use **Figure E3** and **Figure E4** to match peak hour roadway volumes with one or more feasible intersection control types. Replicated from NCHRP Research Report 825 and NCHRP Research Report 1043, respectively, these charts use total peak hour volume on major and minor streets to assess which type of roundabout or other intersection control type would be feasible. The charts are based on motor vehicle volumes and FHWA's Manual on Uniform Traffic Control Devices signal warrants.

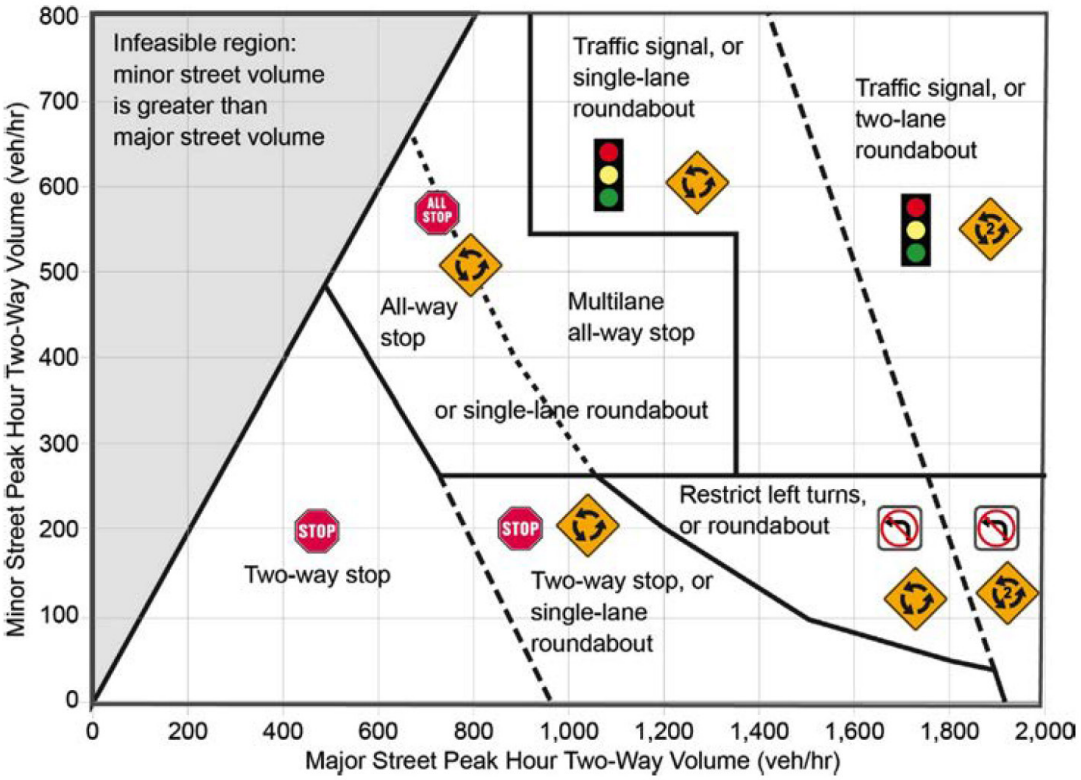
To know which chart to use, check available directional data. If streets have a roughly 50/50 split of directional traffic during the peak hour, use **Figure E3**. If this data is unavailable, consider using the more conservative 67/33 split in **Figure E4**. If data shows a particular intersection type would work for a 67/33 split, that type will work for 50/50—however, the reverse is not necessarily true.

A note on active transportation—Because these charts only show control delay for motor vehicles and do not include quality of service for bicyclists and pedestrians, they should not be used as the sole factor for choosing intersection control type.

The Peak Hour Factor

If the City desires to use a peak 15-minute analysis instead of a peak hour analysis, the analysis should adjust raw peak hour turning movement volumes with the use of a peak hour factor, as noted in the *HCM-7*.

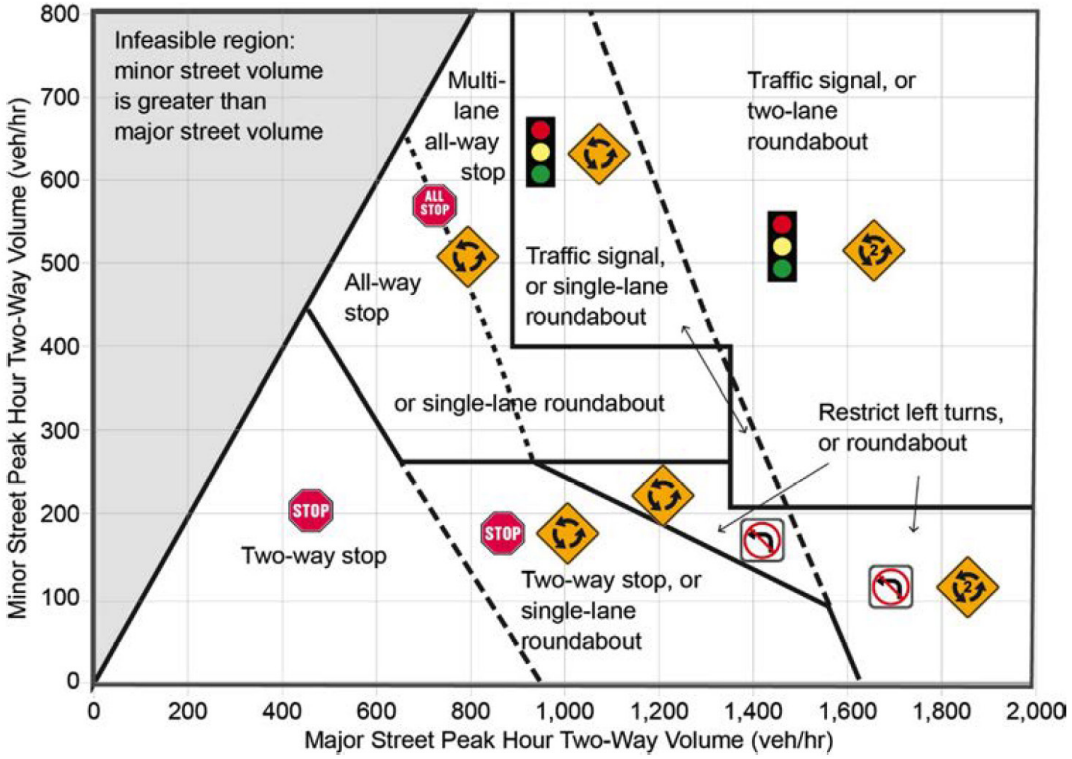
Figure E3. Intersection Control Type by Operation Performance and 50/50 Volume Distribution on Each Street



Source: Reproduced from NCHRP Research Report 1043, Exhibit 8.7

Note: Mini-roundabouts and compact roundabouts are not included in this exhibit. Assumes eighth-highest-hour volumes equal 55 percent of peak hour volumes, peak hour factor equals 0.92, each approach has 10 percent left turns and 10 percent right turns, and each approach is a single lane in the base case. Derived from *MUTCD* 8-hour signal warrant, *MUTCD* all-way stop warrant, and *HCM* methods for two-way stop-controlled intersections and single-lane roundabouts. Source: NCHRP Report 825 (10).

Figure E4. Intersection Control Type by Operation Performance and 67/33 Volume Distribution on Each Street



Source: Reproduced from NCHRP Research Report 1043, Exhibit 8.8

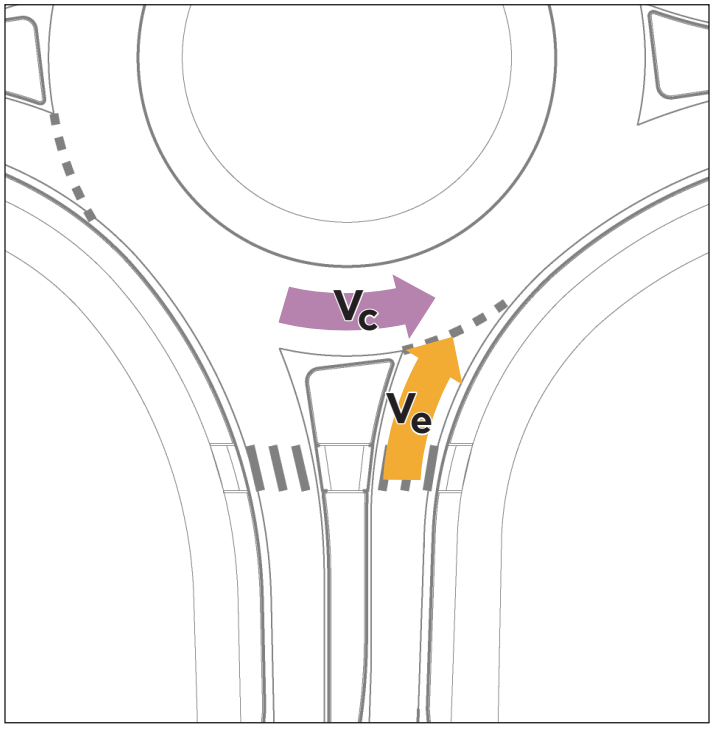
Note: Mini-roundabouts and compact roundabouts are not included in this exhibit. Assumes eighth-highest-hour volumes equal 55 percent of peak hour volumes, peak hour factor equals 0.92, each approach has 10 percent left turns and 10 percent right turns, and each approach is a single lane in the base case. Derived from *MUTCD* 8-hour signal warrant, *MUTCD* all-way stop warrant, and *HCM* methods for two-way stop-controlled intersections and single-lane roundabouts. Source: NCHRP Report 825 (10).

Estimate Capacity Using Peak Hour TMCs

If turning movement count (TMC) data is available, a more detailed analysis may be conducted. Peak hour TMCs record all through and turning movements at each intersection leg during the busiest hour of the day. These TMCs can be used to determine the two relevant traffic flows for each roundabout leg: entering vehicles and circulating vehicles (**Figure E5**). Capacity can be estimated using the volumes of these traffic flows.

In addition, an analyst or designer may use *HCM-7* methodologies or other, more current methodologies, if available.

Figure E5. Traffic Flows at a Roundabout Entry



Source: HCM-1

V_e Entering Volumes

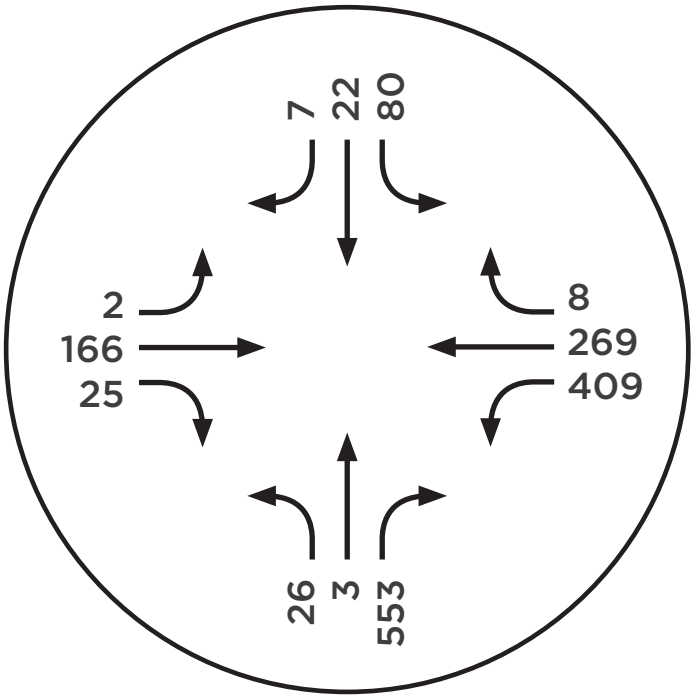
V_c Circulating Volumes

To estimate capacity using peak hour TMCs, use the following process:

1 Begin with Peak Hour TMCs

Peak hour TMC data will include all through or turning movements for each leg of an intersection during the busiest 60 minutes of a day.

Example:

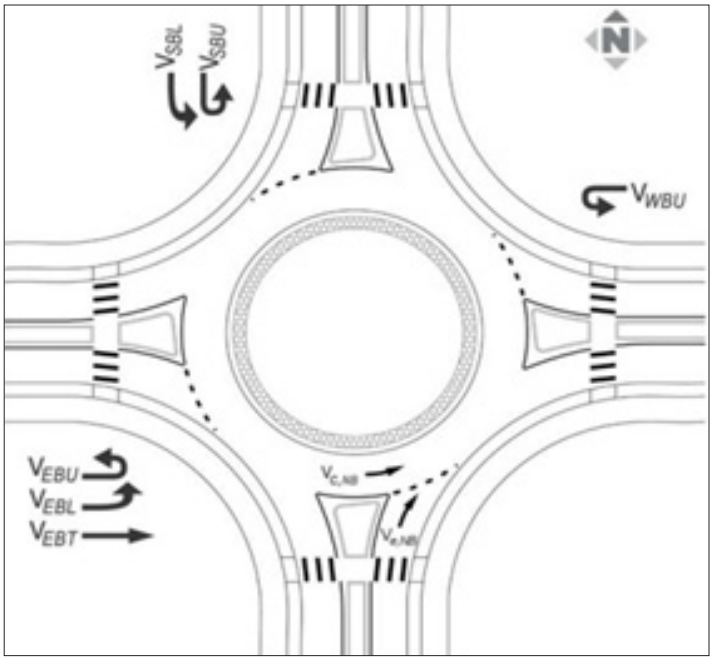


Peak Hour Turning Movement Counts

2 Calculate Relevant Volumes at Entry

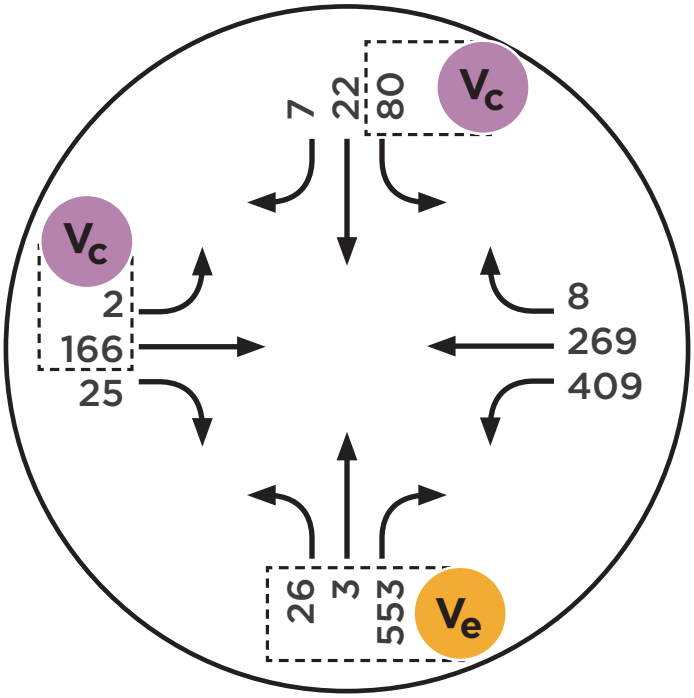
Use the TMCs to calculate the volumes entering (Ve) and circulating (Vc) for one entry leg. To calculate Vc of a selected entry leg, add each of the conflicting through, left, and U-turn movements for that entry (see **Figure E6**).

Figure E6. Calculating Circulating Volumes for South Leg



Source: Reproduced from NCHRP Research Report 1043, Exhibit 8.4 and adapted from HCM-1

Example:



Ve **Entering = 26 + 3 + 553 = 582 veh/hr**

Vc **Circulating = 2 + 166 + 80 = 248 veh/hr**

3 Estimate Capacity

Use **TABLE E2** and **Figure E7** to calculate roundabout type and number of lanes. For **TABLE E2**, add Ve and Vc. For **Figure E7**, Vc and Ve will be the *x* and *y* axes, respectively.

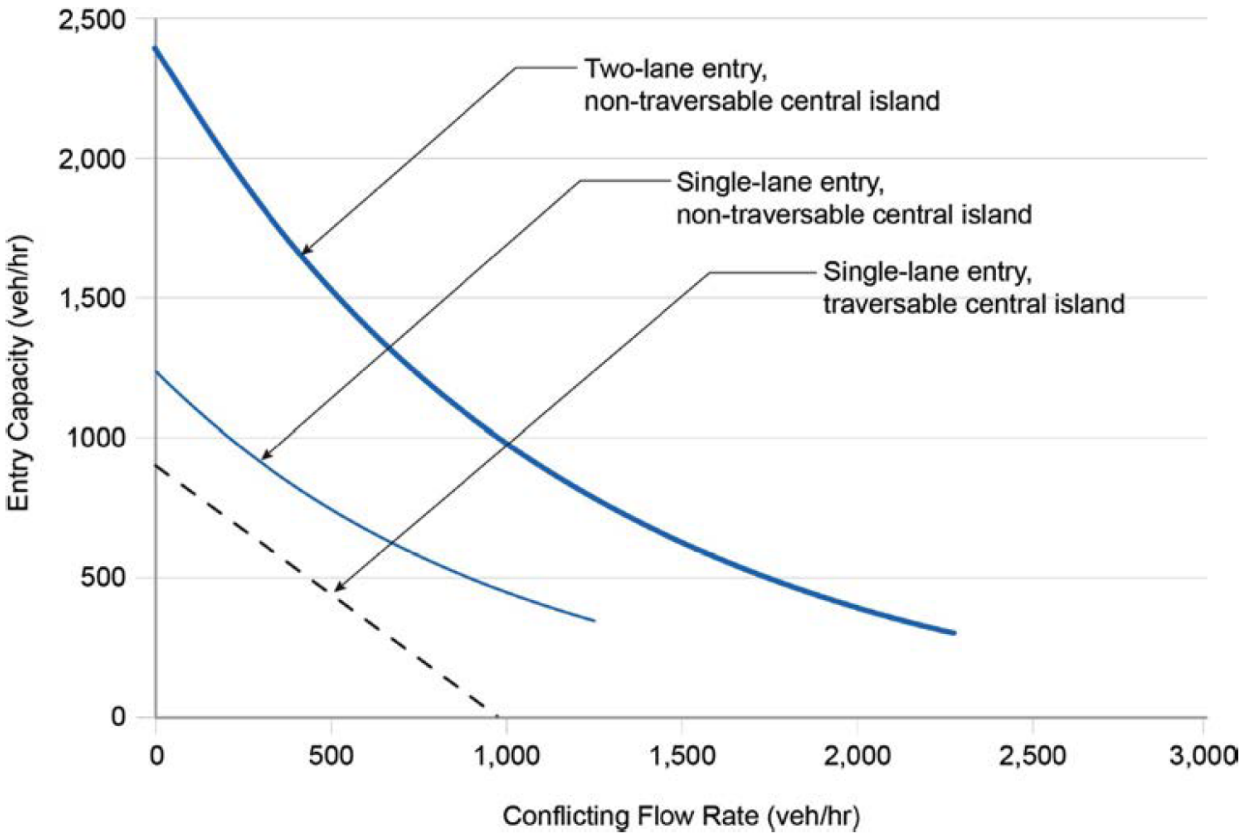
TABLE E2. Planning-Level Sizing Guide Using Peak Period Volume Thresholds

Ve + Vc Sum of Peak Period Entering and Conflicting Flows (vehicles/hour)	Type of Roundabout and Number of Lanes
700 or less	Single-lane roundabout with traversable or non-traversable central island is likely sufficient.
701–900	Single-lane roundabout with non-traversable central island is likely sufficient; single-lane roundabout with traversable central island may be sufficient.
901–1,300	Single-lane roundabout with non-traversable central island may be sufficient.
1,301–1,600	Two-lane entry into multilane roundabout is likely sufficient; detailed turning movement analysis recommended.
1,601–2,300	Two-lane entry into multilane roundabout may be sufficient; detailed turning movement analysis recommended.
Greater than 2,300	Three-lane entry into multilane roundabout may be sufficient; detailed turning movement analysis recommended.

Source: Reproduced from NCHRP Research Report 1043, Exhibit 8.6

Peak Hour Turning Movement Counts

Figure E7. Planning-Level Practical Capacity Estimates Using Peak Hour Volumes for a Given Entry



NOTE: Practical capacity is assumed to be 90 percent of maximum capacity. Conclusions not valid at planning level for conflicting flow rates above 1,250 veh/hr for a single-lane circulatory roadway and 2,300 veh/hr for a two-lane circulatory roadway. Values beyond these practical limits may be possible, but further analysis is recommended. SOURCE: Derived from HCM (*1*) and Lochrane et al. (*9*).

Source: Reproduced from NCHRP Research Report 1043, Exhibit 8.5 Example:

Example:

The sum of peak period entering and conflicting flows is 830. Using **TABLE E2**, this flow indicates that a single-lane roundabout with a non-traversable central island is likely sufficient and that a single-lane roundabout with a traversable central island (also called a mini roundabout) may be sufficient. **Figure E7** provides a more nuanced view of the nonlinear relationship and provides the same answer: with 456 conflicting vehicles, 582 entering vehicles could be served by a single-lane with non-traversable central island and may be served with a smaller, single-lane entry at a roundabout with a traversable central island. A two-lane roundabout with a non-traversable central island would likely create unused capacity and increase implementation costs.

4 Repeat Calculations for Remaining Legs

5 Compare Estimated Capacities for Each Leg

Use the capacity estimates for each leg to sketch potential lane configurations for the roundabout. Leg capacities may all suggest the same number of lanes for all entries. Sometimes, however, different legs will require different numbers of lanes. When leg capacities are close to the thresholds for different lane numbers, use software to conduct a more detailed analysis.

Determine Desired Level of Mobility

When planning a roundabout (as with any intersection), consider the desired level of mobility, or how easily people and goods can move through an intersection.

Level of Service

One way to assess the mobility of motor vehicles is through level of service (LOS), a qualitative measure of a roadway or intersection's operations. LOS provides a letter grade from A to F to describe the average delay experienced by people in motor vehicles, with A being the best and F being the worst. Delay is measured in seconds per vehicle.

LOS thresholds for roundabouts in the *HCM* are the same as those for other unsignalized intersections. Note, however, that the *HCM* assigns LOS F if the roundabout's volume-to-capacity ratio is greater than 1.0, regardless of control delay. Simply using the LOS grade can obscure important differences in delay. (For instance, the difference between two LOS grades can be a fraction of a second of delay or many seconds.) Instead, prioritize overall average and per-user intersection delay numbers, which reflect conditions more accurately and specifically.

According to the City's existing Circulation Element, the minimum acceptable level of service in Rancho Cordova is LOS D.

Underused Capacity

It's important to balance peak hour needs against all-day needs. Achieving a low level of delay during the peak hour could result in an intersection that is "overbuilt," meaning it is underused for the vast majority of the day and that it generates unnecessary construction and maintenance cost, all while taking up valuable city space that could be used for other purposes. When setting the desired mobility, determine whether the peak hour is concentrated (occurring just 15 or 60 minutes of the day, for example) or if it represents conditions across many hours of the day.

Forecast Future Conditions

Roundabouts need to meet the city's capacity needs today and tomorrow. Currently, Rancho Cordova plans for the year 2055.

To generate 2055 volumes, the City uses a modified version of the SACSIM-19 Activity-Based Travel Model from the Sacramento Area Council of Governments (SACOG). (This modified version provides greater roadway and transit network detail and more refined traffic analysis zones in the city and adjacent areas.) This model estimates movement within Rancho Cordova and predicts how city development will interact with land use and transportation across the region.

Future volume projections provided by this model help estimate whether a roundabout will operate within desired mobility targets in the future and the extent to which new development may degrade its operations.

The 2055 land use projections in this model assume that:

- Residential uses will be fully built out
- About half of non-residential uses will be built out
- Areas outside city limits will develop according to SACOG's 2020 *Metropolitan Transportation Plan/Sustainable Communities Strategy* (*MTP/SCS*) preferred land use assumptions, except in four proposed development areas in Sacramento County adjacent to the City: Cordova Hills, Easton/Glenborough, Mather South, and New Bridge. These areas will develop according to 2055 estimates.

These land use assumptions underpin the 2055 travel forecasts for daily, weekday AM peak hour, and weekday PM peak hour forecasts. These forecasts also account for future transit ridership from planned transit services in Rancho Cordova and surrounding areas, including those partially funded by the Transit Benefit District.

For more on this methodology, see the Rancho Cordova *Nexus Study*. Contact the City for relevant traffic projections.

User and Context Considerations

Trucks

The City aims to serve the community's transportation needs and balance the needs of all roadway users.

Expect Truck Use

Roundabouts that serve trucks must be large enough to accommodate wide turning movements. Due to Rancho Cordova's strategic shipping location, the City is authorized to designate certain trucking terminals as interstate truck terminals and certain City highways or parts of City highways as terminal access routes for interstate trucks (see Rancho Cordova Municipal Code 10.41). However, some very large trucks—called STAA trucks or extralegal trucks—are restricted in where they can travel in Rancho Cordova. **Figure E8** illustrates where STAA trucks may travel. Smaller trucks, including the California legal trucks, are not restricted within the city. (For more, check out Caltran's quick guide to truck lengths and routes.)

Therefore, for roundabout planning purposes, start by assuming a given intersection will be used by California Legals (in addition to smaller trucks) unless it is on a designated restricted route. The particular right- or left-turning movements needed for those trucks can be vetted with the City.

Determine and Draw ICDs

To accommodate trucks at a roundabout, begin with an inscribed circle diameter (ICD) that will meet the needs of the intended design vehicle (the largest trucks expected to use the route, although infrequently). A roundabout should be designed so that these trucks can navigate the circle while remaining in their lanes and avoiding curbs.

To determine an ICD range consult **TABLE E3**, which summarizes common inscribed circle diameter ranges by design vehicle and roundabout type. These values are not prescriptive but provide a good starting point for developing a design (assuming a four-leg intersection with roughly perpendicular approaches).

What is an ICD?

An inscribed circle diameter, or ICD, is the outer diameter of the roundabout. This measurement includes the center island and the width of the circulating travel lanes.

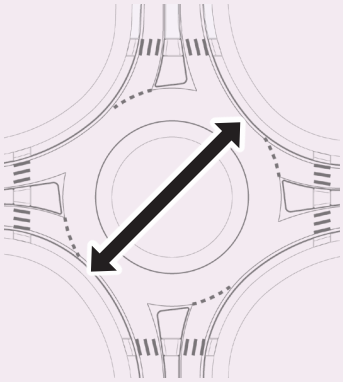


TABLE E3. Common Inscribed Circle Diameters

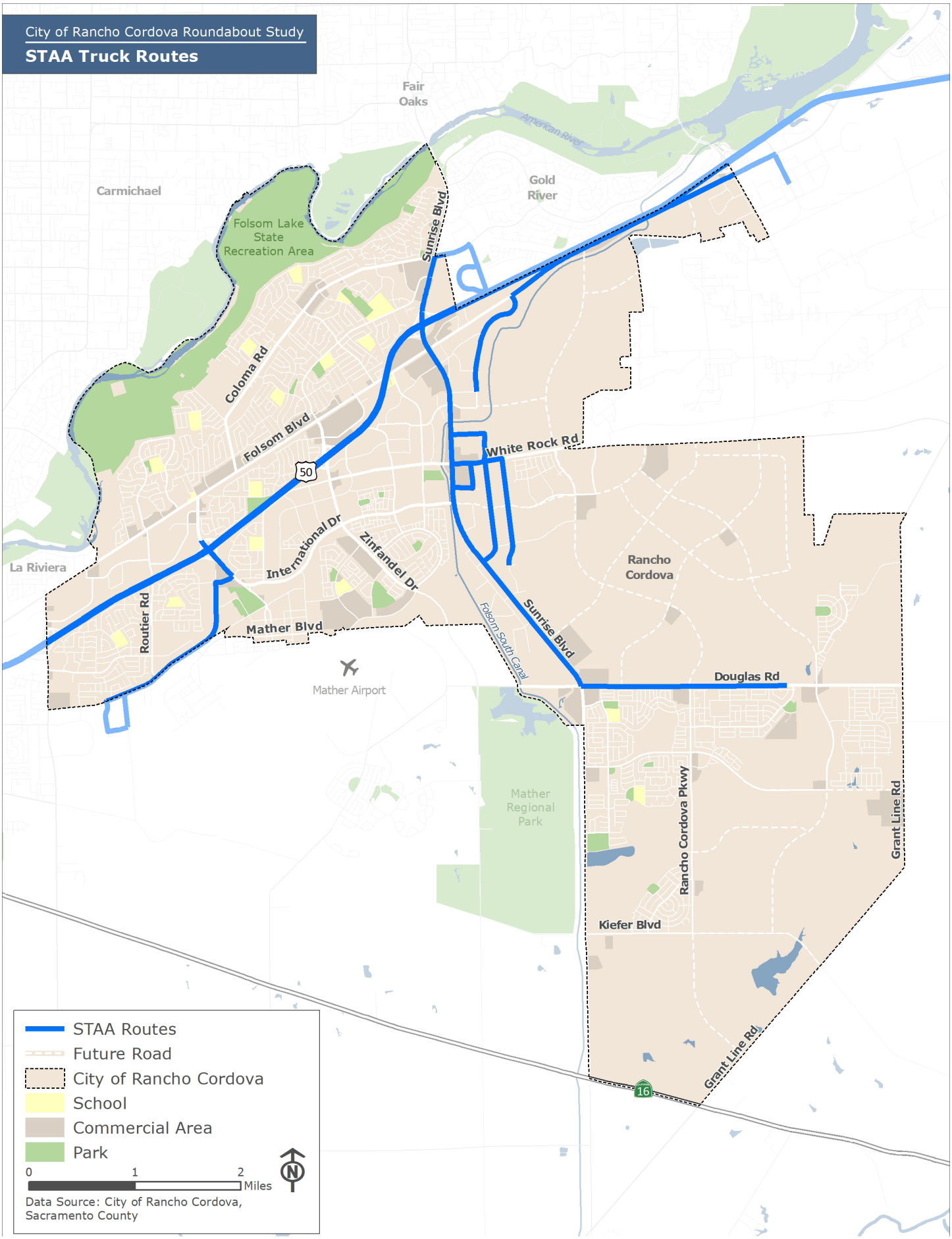
Roundabout Configuration	Typical AASHTO Design Vehicle	Common ICD Range[3]
Single-lane roundabout with a non-traversable central island	BUS-40	90–120 ft
	WB-40	100–130 ft
	WB-62 or WB-67	120–180 ft
Two-lane roundabout[4]	WB-40	135–160 ft
	WB-62 or WB-67	140–180 ft

Source: NCHRP Research Report 1043, Exhibit 10.3

3 Assumes 90-degree angles between entries and no more than four legs. This list of possible design vehicles is not comprehensive.

4 Common ICD ranges depend on whether the design vehicle will straddle or stay in-lane. These ranges do not account for special, oversized, or overweight vehicles.

Figure E8. Rancho Cordova STAA Truck Routes



Next, use this information to sketch a roundabout layout with an ICD in the appropriate range for the given design vehicles. Then use available software to test whether the design vehicle can make turning movements with the selected roundabout size. Typically, right turns will be the most constrained in entries and exits, and left turns will determine truck apron requirements around the central island. Design vehicle turning paths may be tested even at a sketch level to establish geometry before further details are developed.

For larger trucks that may occasionally but infrequently use an intersection, first consider adapting geometry to provide for required movements. If necessary, provide reinforced mountable curbs and external truck aprons in strategic locations. For more on roundabouts and trucks, see *NCHRP Research Report 1043*, Sections 9.7 and 10.5.

Walking and Bicycling

With their ability to slow vehicle speeds, roundabouts can play an important role in creating safe and comfortable space for people to walk and bicycle.

To properly incorporate pedestrians and bicyclists in roundabout plans and designs, consult facility design recommendations in the *Bicycle Master Plan* and other City design standards. Roundabouts, like any other intersection, should be planned and designed to provide adequate mobility for people walking and biking and can be designed to provide the same quality of service as the approaching roadways.

In California, bicycle facilities are defined by four types as described in the Caltrans *Highway Design Manual*:

- **Class I: Bike Paths, Shared Use Paths, or Sidepaths** provide a completely separated facility for the exclusive use of bicyclists and pedestrians. These facilities have minimal or no conflicts with motor vehicle traffic.
- **Class II: Bike Lanes** are on-street bikeways that provide a dedicated right-of-way for bicycles. These facilities may include painted buffers, but they are not physically separated from vehicle travel lanes.
- **Class III: Bike Routes or Bicycle Boulevards** are shared right-of-way with motor vehicles and are designated by signs or permanent markings.
- **Class IV: Separated Bike Lanes or Cycle Tracks** provide physical separation from motor vehicle traffic through grade separation, flexible posts, planters, on-street parking, or other strong physical barriers.

Roundabouts, like other intersections, may provide a similar level of separation, quality of service, and comfort as their approaching roadways. For example:

- Where a Class I path is provided or planned for an approaching roadway, the roundabout should provide a ramp to a Class I path outside the roundabout to separate bicyclists from motor vehicles traveling through the circulatory roadway.
- Where an approaching roadway has Class II bike lanes, the roundabout should provide a ramp to a multiuse path or separated bike lane to separate bicyclists from motor vehicles in the circulatory roadway.
- Where the approaching roadway volumes and speeds are appropriate for a Class III route, the roundabout could provide a shared-lane for bicyclists.
- Where the approaching roadway has Class IV bike lane, the roundabout should provide a multiuse path or separated bike lane to separate bicyclists from motor vehicles traveling through circulatory roadway.

TABLE E4 summarizes the relationship between bicycle infrastructure on an approaching roadway and the comparable facility through a roundabout. See the following subsection for more information on accommodating bicycle lanes at roundabouts.

TABLE E4. Roundabout Bicycle Facility Type by Approaching Class

Approaching Bike Infrastructure	Comparable Provision at Roundabout
Class I	Multiuse path or separated bike lane
Class II	Multiuse path or separated bike lane
Class III	Shared lane with motor vehicles
Class IV	Separated bike lane

Accommodate Bike Lanes

At roundabouts with pedestrian and bicycle facilities, the area outside the traveled way will need to be wider than those without them. The resulting intersection footprint will be larger.

To accommodate shared use paths at the planning level, add 28 feet to the ICD for a single lane roundabout and 32 feet for a multilane roundabout. These ranges assume 4-foot landscape buffers, 10-foot paths for a single-lane roundabout, 12-foot paths for a multilane roundabout.

To accommodate a sidewalk and a separated bike lane at the planning level, add 40 feet to the ICD. This extra width for a separated bike lane and sidewalk assumes 6-foot sidewalks, 4-foot landscape buffers, and a 10-foot separated bike lane.

To determine the total ICD for a roundabout with pedestrian and bicycle facilities according to different design vehicles, use **TABLE E5** and **TABLE E6**. These are by no means the only suitable sizes for roundabouts; they are simply a reasonable starting point for estimating spatial needs, given certain characteristics and assuming a four-leg intersection with roughly perpendicular approaches.

TABLE E5. Footprint Sizes for Roundabouts with Pedestrian and Bicycle Facilities—AASHTO WB-62 or WB-67 Design Vehicle

Roundabout Type	Sidewalk Only	Shared Use Path	Separated Bicycle Lanes
Single Lane	150 + 20 = 170 feet	150 + 28 = 178 feet	150 + 40 = 190 feet
Multilane	N/A	165 + 28 = 193 feet	165 + 40 = 205 feet

TABLE E6. ICDs for Roundabouts with Pedestrian and Bicycle Facilities—City Bus Design Vehicle

Roundabout Type	Sidewalk Only	Shared Use Path	Separated Bicycle Lanes
Single Lane	100 + 20 = 120 feet	100 + 28 = 128 feet	100 + 40 = 140 feet
Multilane	N/A	150 + 28 = 178 feet	150 + 40 = 190 feet

Locating and Designing Crossings

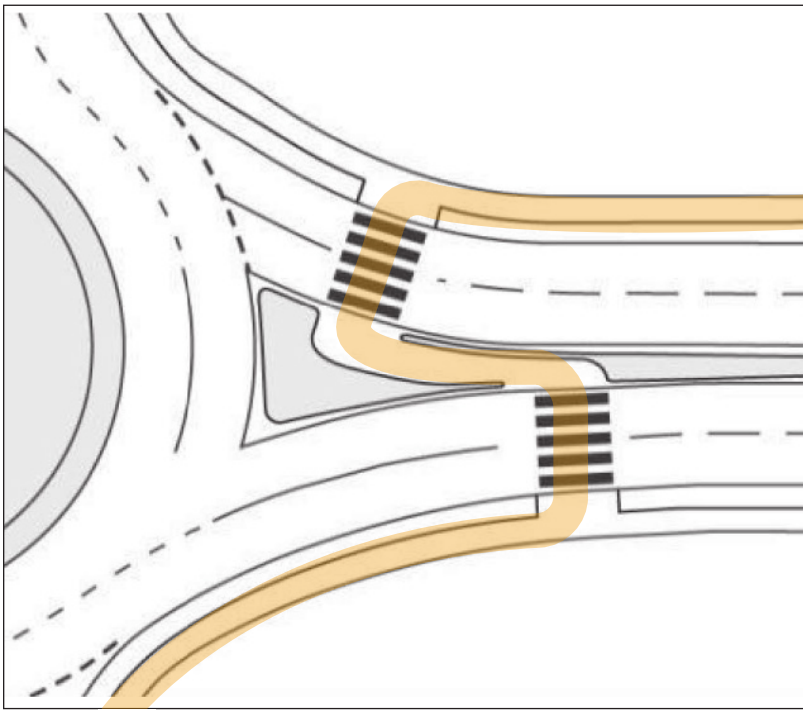
Crosswalk placement is a balancing act. Practitioners often must reconcile competing design objectives, such as:

- **Pedestrian convenience**—People walking naturally look for the shortest path between their origins and destinations. The farther a crossing is from the roundabout, the more likely pedestrians are to choose a shorter route that is not provided by the design. Often times, that shorter route increases their exposure and crash risk.
- **Pedestrian safety**—Minimizing crossing distance decreases pedestrian crash risk. Because roundabouts typically have flared entries, a location 20–25 feet back (about one car length) from the entrance provides a shorter crossing than one closer to the circulatory roadway. This setback location separates the pedestrian crossing from any vehicular conflict points and allows drivers to focus exclusively on each conflict, rather than on both simultaneously.
- **Driver stopping or yielding**—Pedestrian crossings affect roundabout operations because drivers must yield or stop for crossing pedestrians. A queuing analysis may reveal that an exit crossing should be located more than one car length away from the circulatory roadway to avoid a backup. However, that placement must be balanced against pedestrian convenience and safety needs.

Most roundabout crossings are located at least 20 feet (about one car length) back from the circulatory roadway. In some cases, crossings are located two or three car lengths on the exit. If an exit crossing is farther away from the roundabout than the typical one-car length, a two-stage crossing can be provided to accommodate staggered crossing distances with a closer entrance crossing and farther exit crossing (see **Figure E9**).

Regardless of a crossing's location, a two-stage crossing with an accessible refuge in the median splitter island simplifies crossing and improves safety for pedestrians (see **Figure E10**).

Figure E9. Roundabout with Staggered Crosswalk



Source: NCHRP Research Report 834, Figure 4-4

Figure E10. Two-Stage Crossing Example

Source: Lee Rodegerdts, NCHRP Research Report 1043, Exhibit 14.14

Source: Kittelson & Associates, Inc.

Roundabouts and Accessibility

Roundabouts can be designed to be safe and accessible for all people walking.

NCHRP Research Report 834 provides principles and checks for designing roundabouts that are accessible for people with low vision and that promote safe conditions for all people walking. The report includes an assessment that designers can use to evaluate whether a roundabout design provides accessible crossings. The assessment asks a series of questions related to the two tasks a pedestrian must complete to navigate an intersection:

- **Wayfinding**—Locating the crosswalk, aligning to cross, and maintaining correct heading while crossing the street.
- **Crossing**—Deciding when to cross the street.

The report also provides direction on how to thoughtfully design the following elements which contribute to creating accessible crossings:

- Crosswalk location and angle
- Sidewalk alignment
- Buffering the outer edge of the sidewalk
- Detectable warning and guidance surfaces
- Curb ramp location and design
- Crosswalk markings
- Median splitter island design
- Type, location, and accessibility of traffic control devices
- Signing and markings

For an example roundabout design accessibility assessment, see NCHRP Research Report 1043, Appendix A.7

Multilane Crossings

Multilane crossings are more complicated than single-lane crossings and can present greater exposure for people walking. As of September 2023, the United States Access Board has issued a final rule on the Public Right-of-Way Accessibility Guidelines (*PROWAG*), which provides minimum guidelines for implementing the Americans with Disabilities Act (ADA) of 1990 for public rights-of-way.

With the final rule, multilane roundabouts are required to implement at least one of the following four pedestrian treatments to make the crossings accessible for people who are blind or have low vision:

- **Traffic control signal with pedestrian signal head**—A signal displays red-yellow-green indications to drivers and rests in green. A pedestrian signal head displays "Walk" and flashing "Don't Walk" phases for crossing pedestrians. Signals should be sufficiently offset from the entry yield sign to prevent users from being confused by two traffic controls.
- **Raised crosswalks**—A raised crosswalk refers to an elevated crossing area relative to vehicular travel lanes, with the full crosswalk width raised (as opposed to a narrower speed bump or hump). Elevating crossing areas forces drivers to slow down and improves driver yielding (**Figure E11**). Raised crosswalks can be paired with other treatments (typically RRFBs).
- **Rectangular rapid flashing beacons** (**RRFBs**)—These push-button activated signs use flashing yellow lights to alert drivers to pedestrians or bicyclists waiting to cross the roadway (**Figure E11**). RRFBs improve driver yielding and are typically used for multilane roundabouts. Adding audible messages helps people who are blind or have low vision navigate the crossing.
- **Pedestrian hybrid beacons** (**PHBs**)—Typically mounted on mast arms, PHBs use a series of colored lights to signal drivers to stop for pedestrians. Until the device is activated, the lights are dark. When activated, the beacon flashes yellow then turns solid yellow. During the pedestrian walk interval, the lights are solid red. During the pedestrian clearance interval, the lights alternate flashing red. PHBs also signal "Walk" and "Don't Walk" to pedestrians and can be coordinated with other traffic control devices at adjacent intersections. An audible message like "Wait" or a percussive tone during the "Walk" phase may help pedestrians who are blind or have low-vision navigate the crossings.

The *PROWAG* final rule also provides for equivalent facilitation: alternative designs are allowed so long as they "result in substantially equivalent or greater accessibility and usability then the requirements."[5] Although this suggests a performance measure to compare and evaluate relative performance, no metric is provided. *NCHRP Research Report 1043*, Appendix A.6 contains more information on applying these treatments, including a potential evaluation measure.

Figure E11. A Raised Crosswalk with RRFBs

Source: Jonathan French, NCHRP Research Report 1043, Exhibit 11.15

Careful consideration should be applied when selecting crossing treatments at multilane roundabouts.

5 *PROWAG*, R102.1, https://www.federalregister.gov/documents/2023/08/08/2023-16149/accessibility-guidelines-for-pedestrian-facilities-in-the-public-right-of-way.

Transit

Transit plays an important role in Rancho Cordova's transportation network. Access to transit is critical for many residents, particularly those from groups more likely to rely on transit for their everyday needs, including people from low-income households, historically underserved communities, and marginalized backgrounds.

Two critical elements of designing roundabouts for transit are a) sizing to allow buses to travel in lane (*not* using truck aprons), and b) locating bus stops to balance access convenience with traffic and service efficiency.

Planning for SacRT

The Sacramento Regional Transit District (SacRT) is the regional transit service provider, and their buses will travel through roundabouts in Rancho Cordova. SacRT representatives played a key role in developing these guidelines and advising on key transit considerations.

When planning for transit at roundabouts, use the following guidance:

- Design roundabouts to serve buses fully within the circulatory roadway (rather than relying on the use of a truck apron) to avoid jostling bus occupants.
- Consult the SacRT Bus Stop Improvement Plan to determine the recommended bus stop improvements, design recommendations, and amenities recommended for the location. Corridors cited in that plan include Coloma Road, Kilgore Road, Lincoln Village Drive, Rockingham Drive, and Routier Road.
- Consult the latest SACOG plans to determine intended future bus service and stop locations along project corridors.
- Bus stops should not be located within the circulatory roadway. Placing stops as close to pedestrian crossings as possible minimizes out-of-direction travel. Place these stops either at nearside (on entry) or far side (on exit), using the considerations in **TABLE E7**.

For more on these plans, see the SacRT Bus Stop Improvement Plan and the SACOG Transit Improvement Plan.

Schools

Well-designed roundabouts can help make transportation around schools safer and more efficient for everyone. Safety near schools is a top concern for the City and for constituent schools, including Elk Grove Unified School District, Folsom Cordova Unified School District (FCUSD), Sacramento City Unified School District, and area private schools. As key stakeholders in projects near schools, FCUSD has identified the following priorities that are appropriate to consider for all projects near schools:

- **Pedestrian Crossing Safety**—A number of design checks can be used to promote safety and comfort for pedestrians—including school-age children—crossing at roundabouts (see "Multilane Crossings" on page 75). FCUSD has expressed interest in supplemental crossing treatments like raised crosswalks and PHBs, the suitability of which can be determined on a case-by-case basis. In some cases, schools may request post-implementation evaluation to determine if additional interventions (such as additional signage or RRFBs) are desirable.
- **Landscape and Plant Height**—To provide adequate sight distance, landscape and plants should be maintained to meet the sight distance checks conducted as part of typical roundabout design. (For more detail on roundabout sight distance and landscaping, see NCHRP Research Report 1043, Chapters 9 and 14.) A maintenance agreement can provide a framework to keep landscape features compliant with sight distance needs.

TABLE E7. Bus Stop Location Considerations

Nearside	Far Side
In-lane stops on a single-lane approach just upstream of the pedestrian crossing are well located but stop traffic temporarily to board and alight passengers. On multilane approaches: • An in-lane bus stop may allows for the "multiple-threat" condition in which the bus stops for pedestrians crossing but an adjacent driver does not see the pedestrian. • A bus pullout avoids the "multiple threat," but buses existing the pullout may further obstruct visibility between pedestrians and entering traffic.	Bus stops located just beyond the pedestrian crossing improve the visibility of crossing pedestrians, who cross behind the bus. Bus pullouts reduce the potential for vehicles to queue into the roundabout when the bus stops to board and alight passengers.

Application

The process outlined in this section provides a blueprint that City staff can use to identify, plan, and implement roundabouts for future developments.

Identify Development Area

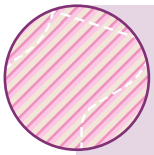
Identify potential areas early on in the parcel acquisition, subdivision, and development process. This increases the number of available opportunities for implementation before site and off-site improvement plans lock in constraints.

To identify roundabout opportunities in upcoming areas, use **Figure E12**. Consider all future intersections of roadways with functional classifications of collectors and above and with fewer than six lanes.

This map categories Rancho Cordova areas into two area types:

No tentative maps approved. These areas have the fewest constraints and the most potential for roundabouts. Intersections in these areas that meet the functional classification and lane criteria can proceed through the screening process explained in the following section.

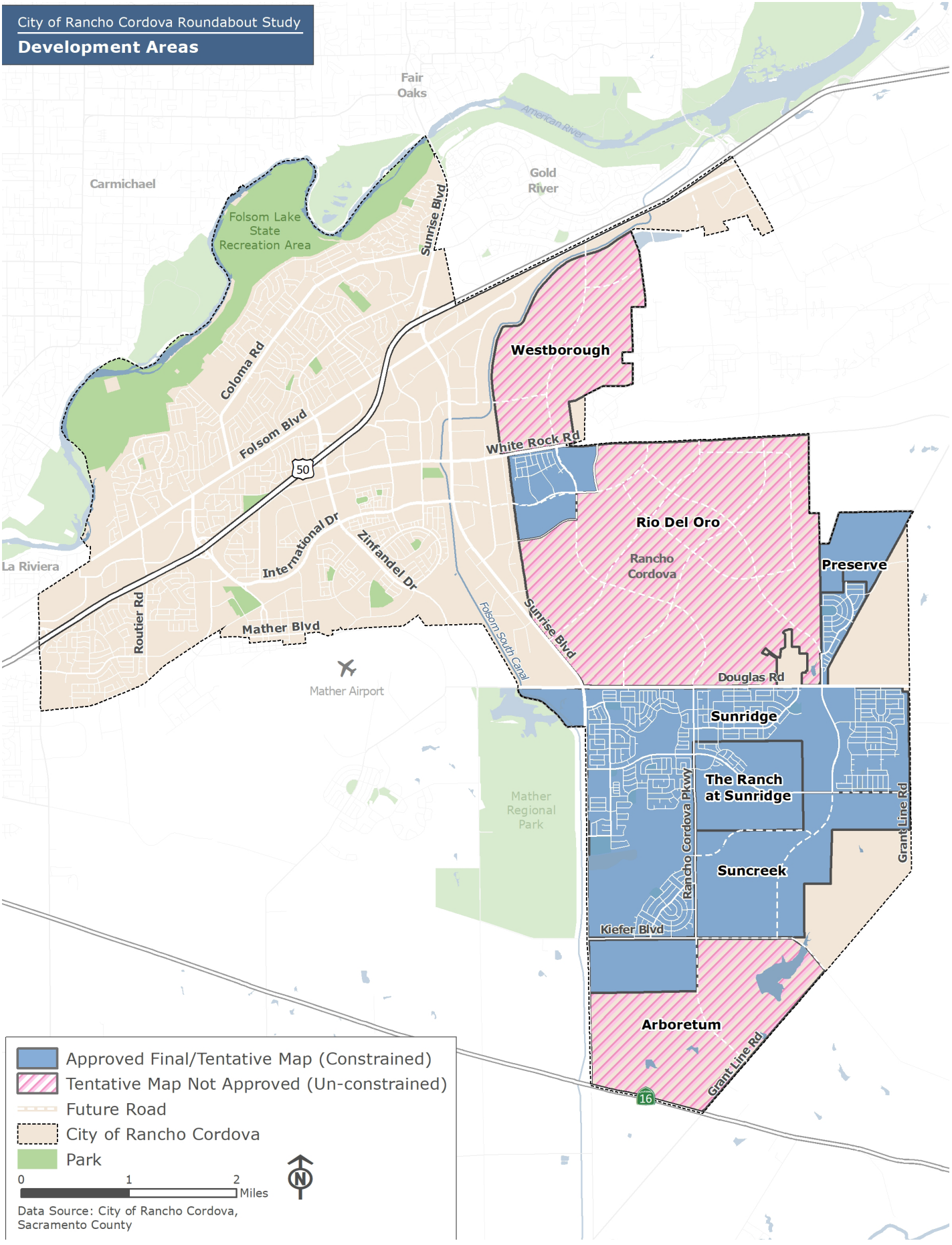
Local examples: Arboretum and Westborough



Approved final or tentative maps. These areas are well on their way to development and have the most constraints. Given those constraints, these areas are unlikely to have as much roundabout potential. Nevertheless, City staff should engage in discussions with developers as early as possible. Intersections in these areas can be evaluated using the screening process in the following section.

Local example: The Ranch at Sunridge

Figure E12. Roundabout Opportunity Areas by Land Constraints



Screen Potential Locations

To identify future locations for roundabouts, use the following three-step screening process:

Step 1: Assess Capacity and Number of Lanes

A/ Determine the anticipated lane arrangement (single lane or multilane) according to existing and anticipated traffic volumes and the planned number of lanes on the intersecting roadways.

To determine appropriate analysis volumes, either modify existing count data or refer to the model. Existing count data will likely be unavailable for greenfield development locations. In those cases, refer to the City's travel demand model to determine traffic volumes for the appropriate analysis year. The model will provide daily or peak-hour bidirectional volumes. If necessary, methods are available to estimate turning movement volumes from model link volumes.

More information on converting model link volumes to turning movement counts is beyond the scope of this document but is available in *NCHRP Research Report 765: Analytical Travel Forecasting Approaches for Project-Level Planning and Design* (2014).

Step 2: Test Roundabout Size

A/ Select the appropriate design vehicle based on functional classification, roadway ownership, and existing or planned transit service.

B/ Identify the appropriate inscribed circle diameter (ICD) range to test based on the number of lanes and the design vehicle.

C/ Identify additional width needed for existing and planned pedestrian and bicycle facilities according to the Active Transportation Plan or other relevant planning documents and data. For City planning documents and data, visit https://data-ranchocordova.opendata.arcgis.com/.

Step 3: Develop Footprint Sketch

A/ Overlay circles with the widths from steps 2B and 2C on aerial imagery. Include right-of-way and building lines.

B/ Assess this sketch for the feasibility of implementing a roundabout based on the following factors: potential right-of-way impacts, building impacts, topographical challenges, and impacts to roadway configuration. Note that this feasibility sketch is based on the expected width of the circular portion of the roundabout and does not include potential right-of-way impacts of the approaches.

Sample Application: Rio Del Oro

To see the roundabout prioritization process in action, review the following test case in Rio del Oro. The Rio Del Oro Plan Area includes 3,828 acres in Rancho Cordova south of White Rock Road, east of Sunrise Boulevard, and north of Douglas Road (just east of Mather Airport). At the time of the 2016 plan, the land was predominantly used for mining and grazing. The *Rio Del Oro Specific Plan* was intended to present a balanced, mixed-use community consistent with the City's General Plan. This Rio del Oro test case shows the process to screen potential locations early in the entitlement process; it does not reflect final roundabout locations.

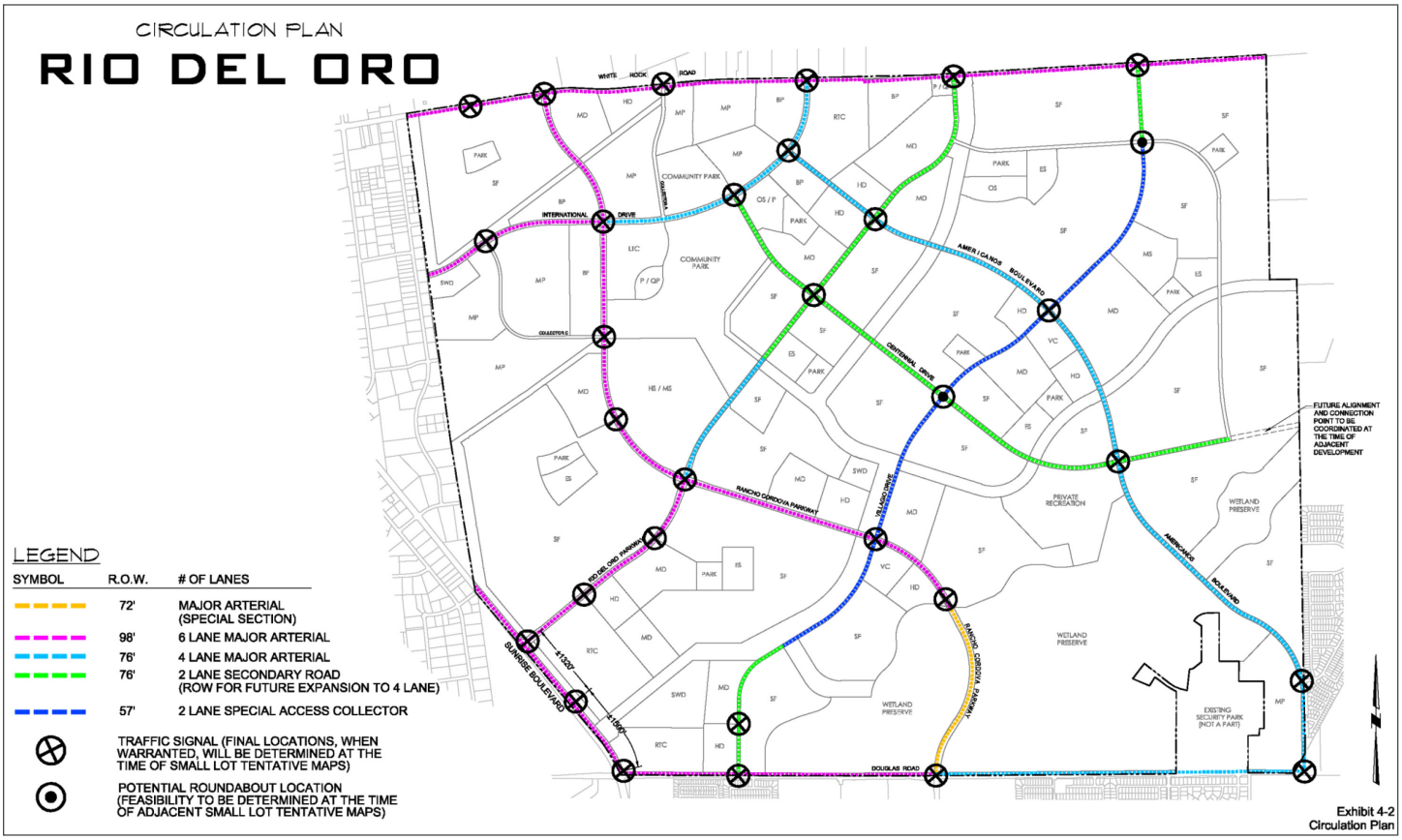
Step 1: Assess Capacity and Number of Lanes

To determine the number of lanes, we tested intersections identified in the published Rio Del Oro Circulation Plan (**Figure E13**). All of the intersections were on collectors and above. Some of the roadways are six lanes today, and some are planned to be six lanes. We used preliminary testing to understand whether those lanes could be reduced and better served with a roundabout.

A/ Determine whether a single or multilane roundabout is appropriate according to traffic volumes and the number of lanes on the intersecting roadways.

We used SACSIM future model volumes, which provide annual average daily traffic (daily, two-way volumes). From those numbers, we estimated daily total entering vehicles and compared the future volume estimates to the planning-level daily Intersection volumes in **Figure E2**.

Figure E13. Rio Del Oro Intersections Tested



Source: Rio Del Oro Specific Plan

Step 2: Test Roundabout Size

A/ Select the appropriate design vehicle based on functional classification, roadway ownership, and existing or planned transit service.

Because all intersections in Rio Del Oro are expected to serve trucks, we selected an AASHTO WB-67 as the design vehicle.

B/ Identify the appropriate inscribed circle diameter (ICD) range to test based on the type of roundabout and the design vehicle.

We selected single-lane and multilane roundabouts with ICDs of 150 feet and 165 feet, respectively, to provide for WB-67 design vehicles.

C/ Example Footprint Selection

We used the Bicycle Master Plan to identify where bike lanes and paths were proposed. We added appropriate buffer distances to the ICDs and determined the appropriate total footprint for each intersection. The resulting footprint estimates ranged from 170 to 205 feet. **Figure E14** shows single-lane and multilane footprints at two different roundabout locations in Rio del Oro.

Figure E14. Rio Del Oro Sample Footprints

This location was tested as a multilane roundabout with a 165-foot ICD and a 205-foot total footprint. The roundabout was overlaid over an existing development plan where—as this aerial shows—there are potential constraints.

Step 3: Develop Footprint Sketch

A/ Overlay circles with the widths from steps 3 and 4 on aerial imagery. Include right-of-way and building lines.

To determine feasibility, we overlayed the ICD footprint on a GIS map of planned roadways in Rio Del Oro and a plan-set development along the Rancho Cordova Parkway corridor (**Figure E15**).

B/ Assess this sketch for the feasibility of implementing a roundabout based on the following factors: potential right-of-way impacts, building impacts, topographical challenges, and impacts to roadway configuration. For example, assess whether the roadway would need to be reconfigured to match the number of lanes through the roundabout. Note that this feasibility sketch is based on the expected width of the circular portion of the roundabout and does not include potential right-of-way impacts of the approaches.

This high-level exercise revealed that this particular intersection would be a challenge to implement due to committed right-of-way within the footprint.

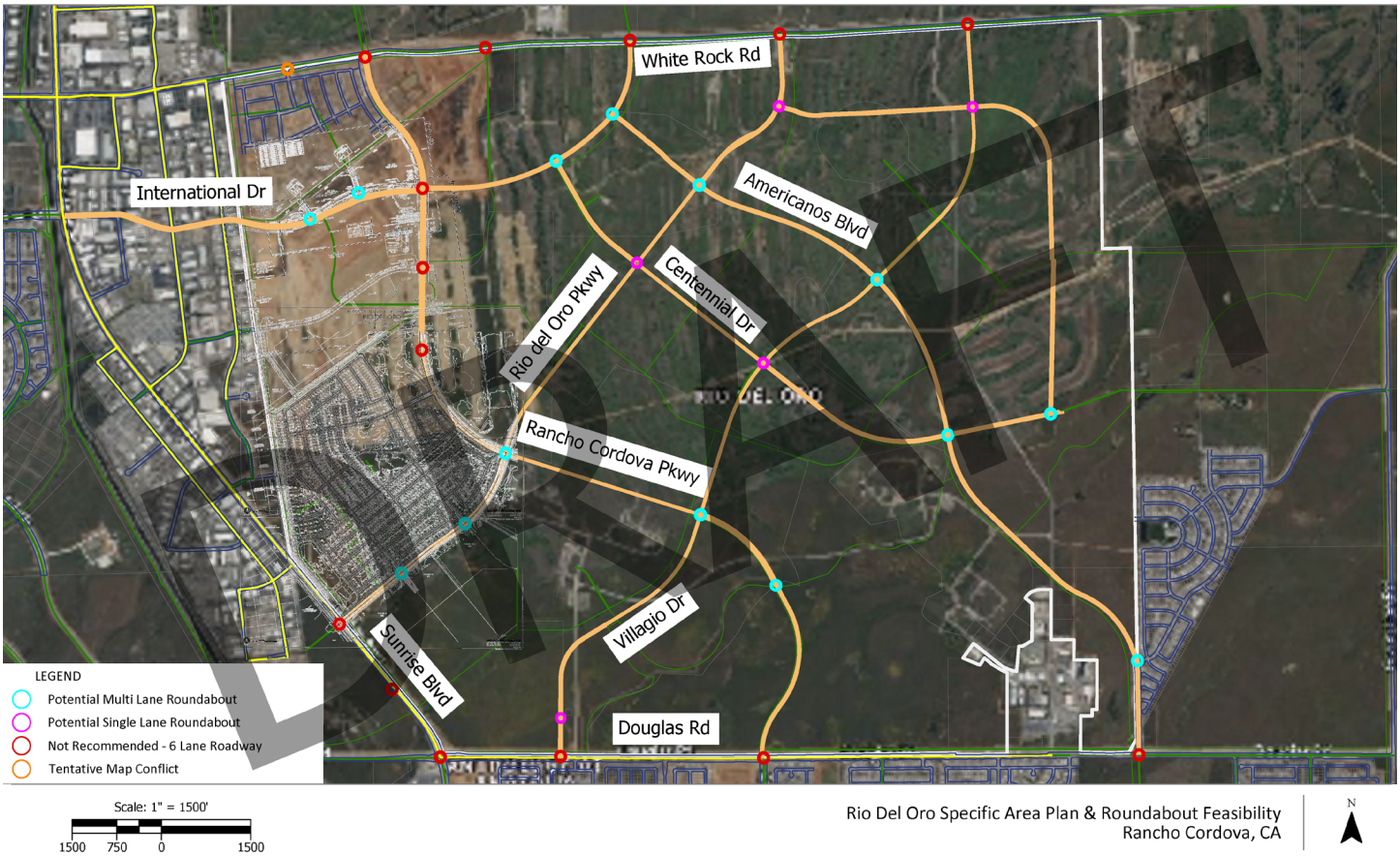
We repeated this exercise for all test intersections in Rio del Oro, and the result was a map of prospective roundabout locations, organized by number of lanes and feasibility (**Figure E16**).

Out of 34 locations we identified 5 potential single-lane roundabouts and 14 potential multilane roundabouts.

We ruled out 15 locations, one for having a tentative map conflict (according to constraints of development currently underway) and 14 for being on existing six-lane roadways.

Figure E15. Roundabout Footprint and Potential Parcel Conflict

Figure E16. Resulting Assessment of Possible Roundabout Locations



Note: This Rio del Oro test case shows the process to screen potential locations early in the entitlement process; it does not reflect final roundabout locations.

RANCHO CORDOVA
CALIFORNIA

City of Rancho Cordova Roundabout Feasibility Study City Council

January 16, 2024

Roundabout Feasibility Study

Funded through Caltrans Sustainable Communities Grant
Awarded $155k ($175k with local match)

Study how to capture benefits from innovative treatment
Combine best practices and local context

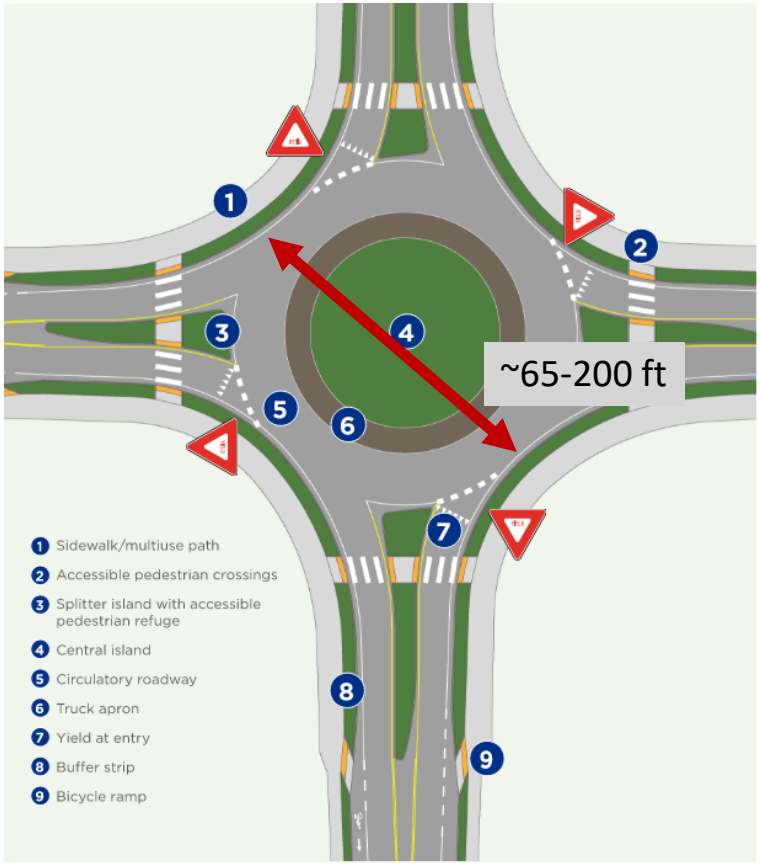
20-month study (started in June 2022)
Citywide planning study

RANCHO CORDOVA CALIFORNIA

What is a Roundabout?

Roundabout:

Yield control on entry



Examples that are not a Roundabout:

Signalized Traffic Circle

Neighborhood Traffic Circle (no control)

Source: NCHRP Report 1043 – Guide for Roundabouts

3

Why Build Roundabouts?

1 Proven Safety Treatment

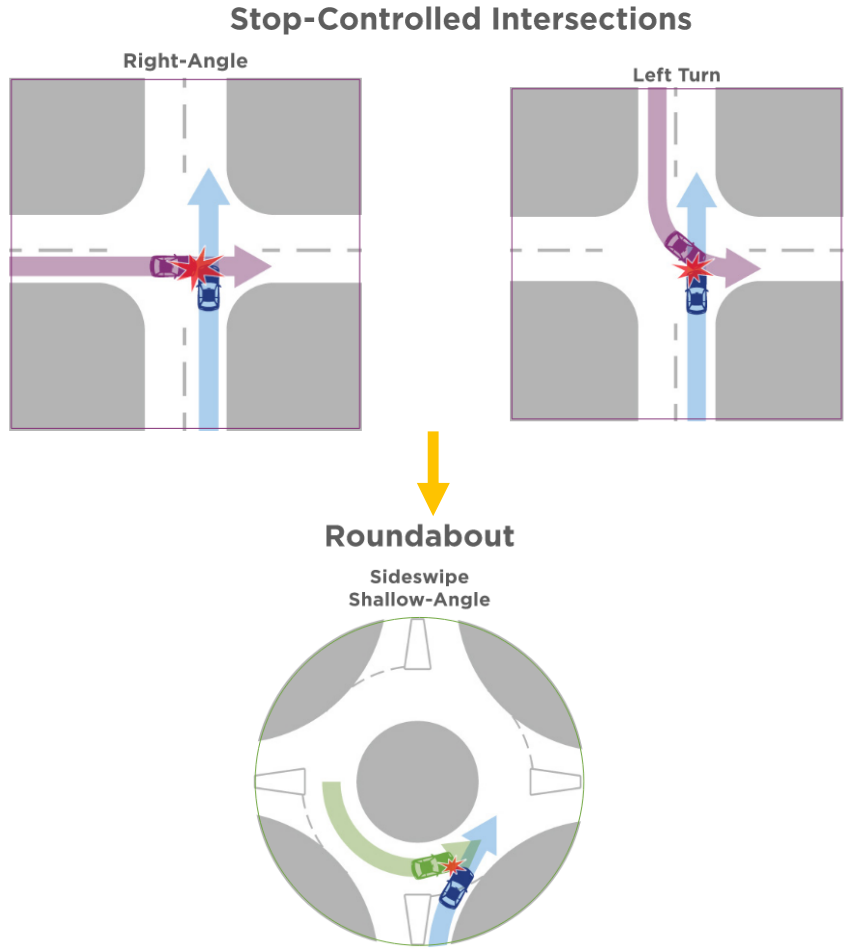
2 More Resilient Infrastructure

3 Lower Life Cycle Costs

4 Reduced Congestion / Emissions

5 Aesthetic Enhancement

6 Access Management



Source: Kittelson

Why Build Roundabouts?

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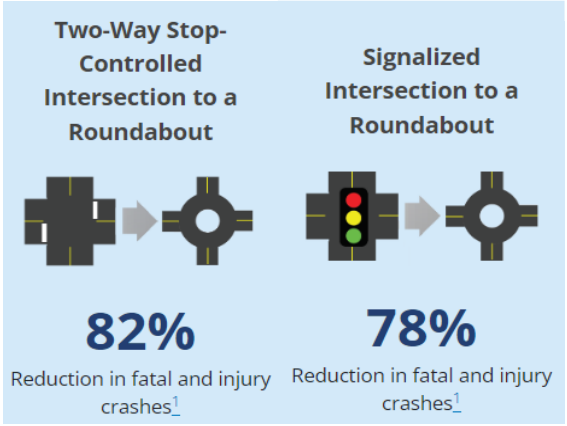

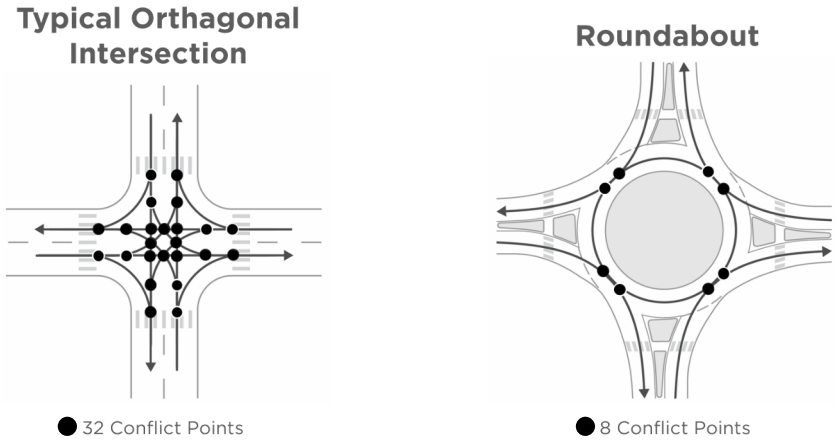

Sources: Federal Highway Administration, NCHRP Report 1043 – Guide for Roundabouts

Why Build Roundabouts?

1 Proven Safety Treatment

2 More Resilient Infrastructure

3 Lower Life Cycle Costs

4 Reduced Congestion / Emissions

5 Aesthetic Enhancement

6 Access Management

Roundabout used as temporary traffic control during power outage. Wilmington, NC.
Source: Wrightsville Beach Fire and Rescue

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Why Build Roundabouts?

1 Proven Safety Treatment

2 More Resilient Infrastructure

3 Lower Life Cycle Costs

4 Reduced Congestion / Emissions

5 Aesthetic Enhancement

6 Access Management

Citrus Heights. Source: Google Earth

Bend, Oregon. Source: Lee Rodegerdts

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Why Build Roundabouts?

1 Proven Safety Treatment

2 More Resilient Infrastructure

3 Lower Life Cycle Costs

4 Reduced Congestion / Emissions

5 Aesthetic Enhancement

6 Access Management

Roundabouts providing access management and allowing U-turns. Bend, Oregon. Source: Google Earth.

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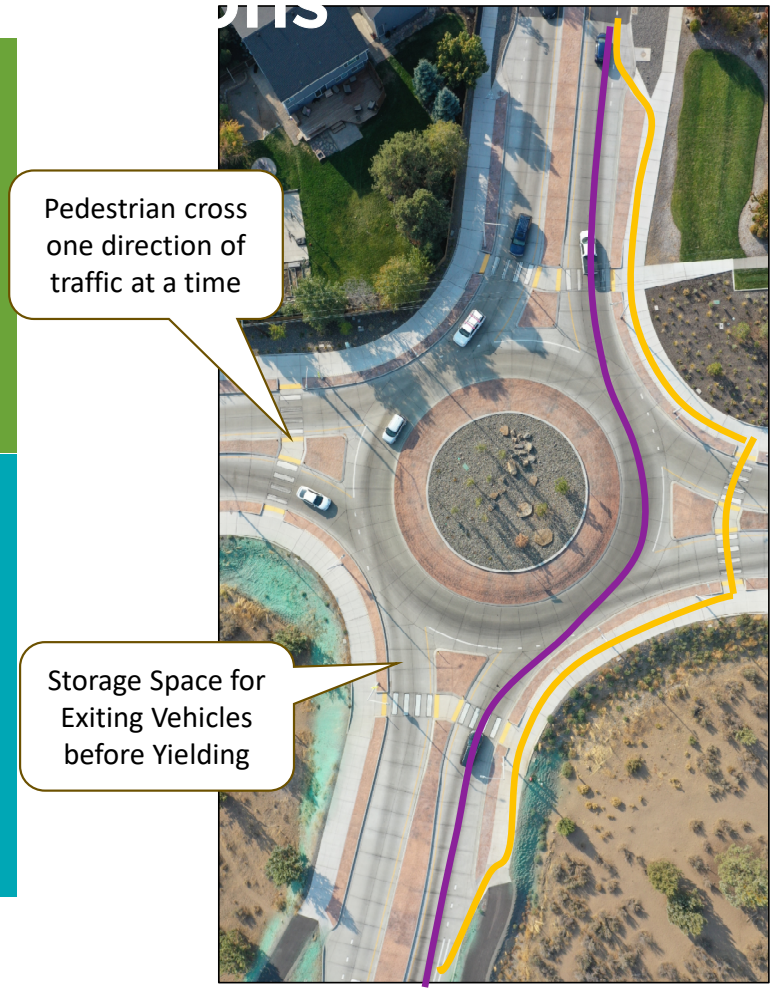
8

Pedestrian and Bicyclist

- **Design features**
  - Slow speeds, high driver yielding
  - Pedestrians cross in 2 stages
  - Space for vehicles to yield to pedestrians
  - Bicyclists may behave like a **vehicle** or a **pedestrian**

- **Multilane Roundabouts**
  - Larger and more challenging to install in built-out areas
  - More complex; present greater exposure for pedestrians
  - With proper design treatments are safe and accessible for all to cross



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Project Process

1/ Screen potential roundabout locations using existing city data.

2/ Study top location intersections and test overlay concept sketches.

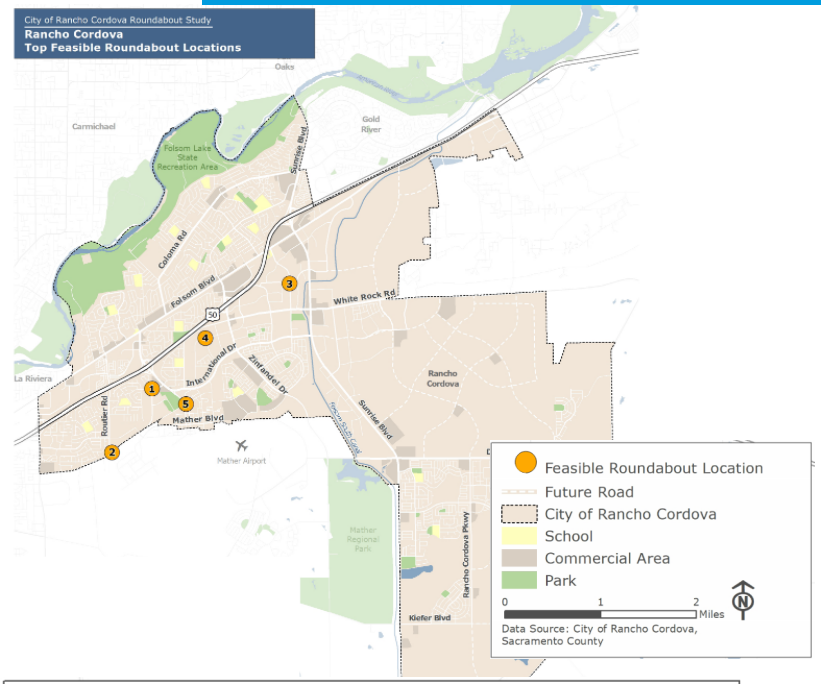
3/ Gather input from the community and technical advisory committee and develop roundabout designs.

4/ Prepare City roundabout guidelines.

RANCHO CORDOVA CALIFORNIA

Top 5 Feasible Locations

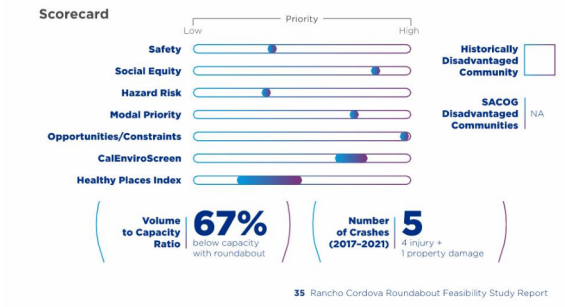
2/ Study top location intersections and test overlay concept sketches.



1. Old Placerville Road and Rockingham Drive
2. Old Placerville Road and Routier Drive
3. Kilgore Road and Sun Center Drive
4. Capital Center Drive and Disk Drive
5. Mather Field Road and Peter A McCuen Boulevard

Developed draft concepts for five locations and accompanying "scorecards" help with future grant opportunities:

Figure 12. Kilgore Road and Sun Center Drive Concept Sketch



Community and Stakeholder

3/ Gather input from the community and technical advisory committee and develop roundabout designs.

Engagement by the Numbers

3 Public Meetings

50 Attendees

88 Survey Responses

138 Total Connections

Community Survey Voices

Life is a short trip. People need to slow down and stay safe. Roundabouts are an innovative way to increase safety for all.

I like the look and feel of roundabouts; they add value to cities' aesthetics.

Safety is the number one priority.

TAC Members

Sacramento Regional Transit District (SacRT)

Folsom Cordova Unified School District

Sacramento Metropolitan Fire District

Multimodal Advocacy Groups

Civic Thread

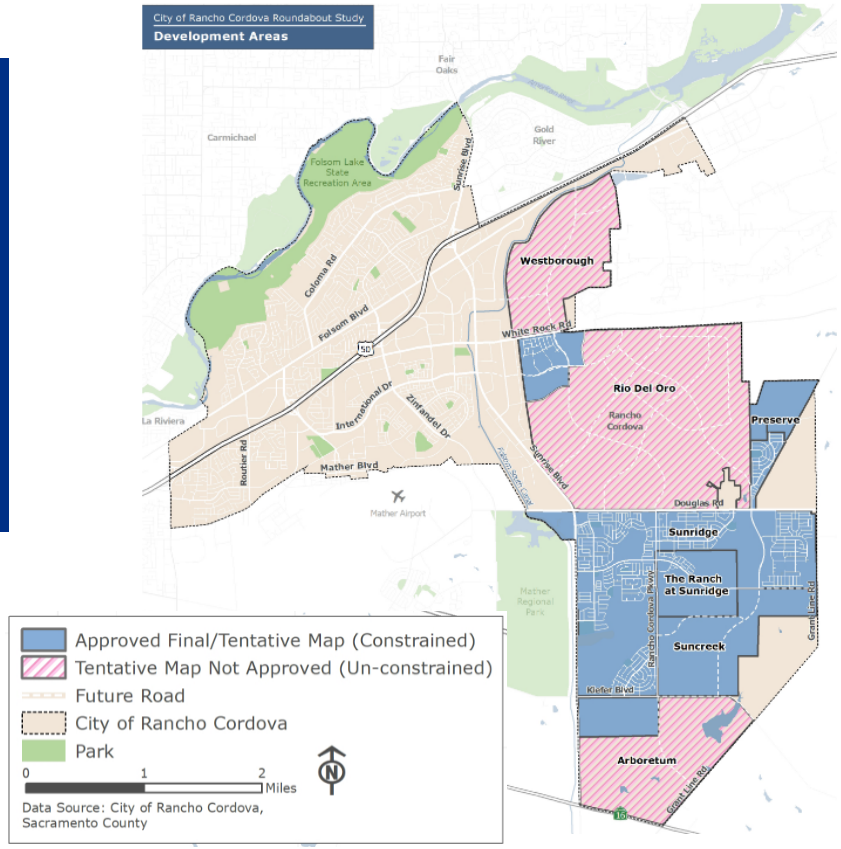
Sacramento Area Bicycle Advocates

12

Roundabout Guidelines

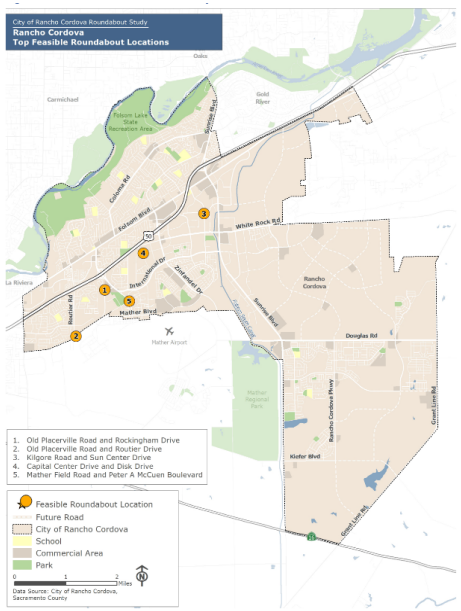
4/ Prepare City roundabout guidelines.

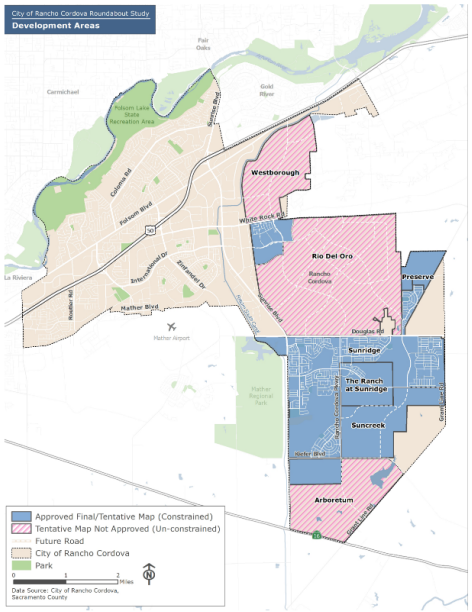
- Provides state of practice on planning and design
- Resource for staff, developers, and consultants
- Provides blueprint for roundabouts with future development



RANCHO CORDOVA CALIFORNIA

What's Next?





- Incorporate Council feedback and adopt plan.
- Test top 5 concepts against future traffic volumes.
- Continue community engagement for top locations.

- Evaluate funding opportunities.
- Use Roundabout Guidelines to hone concepts and identify new roundabouts with future development.

MEMORANDUM

ITEM 12.3.

DATE: January 16, 2024

TO: Honorable Mayor and Council Members

FROM: Adam Lindgren, City Attorney

SUBJECT: **A RESOLUTION APPROVING AN INCENTIVE PAYMENT FOR 2023 PERFORMANCE AND A SALARY INCREASE FOR MICAH RUNNER FOR SERVICE AS CITY MANAGER, AND ADJUSTING THE FULL TIME EMPLOYEE SALARY SCHEDULE FOR THE POSITION OF CITY MANAGER**

RECOMMENDATION

Adopt the Resolution.

RESULT OF RECOMMENDED ACTION

Adoption of the Resolution would authorize payment of a 5% ($13,250) performance incentive payment to City Manager Micah Runner based on his 2023 performance, increase his annual salary by $20,000 to $285,000 ($23,750 per month), and update the Full Time Employee Salary Schedule for the position of City Manager to $23,750 per month.

BACKGROUND

Micah Runner has served as the City Manager for the City of Rancho Cordova since December 2022. The City Council conducted closed sessions to evaluate Mr. Runner's performance, and to receive information and provide direction regarding his salary and benefits package. The City Council determined that the City Manager's overall performance in 2023 was "impressive."

Consistent with the terms of the City's employment agreement with the City Manager, the Resolution before the City Council would approve a 5% performance incentive payment ($13,250) to be paid immediately based on the City Council's conclusion that Mr. Runner displayed impressive 2023 performance and succeeded in achieving the specific objectives previously established by the City Council. The Resolution would also increase the City Manager's base salary by $20,000 per year from $265,000 to $285,000 ($23,750 per month), and update the Full Time Employee Salary Schedule for the position of City Manager to $23,750 per month.

Before taking final action, the City Council will orally report a summary of the recommended actions on City Manager pay and benefits during this open session of a regular council meeting.

FISCAL IMPACT AND FUNDING SOURCE

The ongoing fiscal impact will be $20,000 plus the cost of additional CalPERS retirement and insurance benefits in the approximate amount of $4,000, plus a one-time fiscal impact of $13,250 for the performance incentive payment. The City Manager's salary and benefits are paid by the City's General Fund.

ATTACHMENT(S)

1. Resolution
2. Exhibit A to the Resolution - City Manager Salary Schedule

CITY OF RANCHO CORDOVA

RESOLUTION NO. XX-2024

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA, STATE OF CALIFORNIA, APPROVING AN INCENTIVE PAYMENT FOR 2023 PERFORMANCE AND A SALARY INCREASE FOR MICAH RUNNER FOR SERVICE AS CITY MANAGER, AND ADJUSTING THE FULL TIME EMPLOYEE SALARY SCHEDULE FOR THE POSITION OF CITY MANAGER

WHEREAS, Micah Runner has served as City Manager for the City of Rancho Cordova since December of 2022; and

WHEREAS, the City Council approved an employment agreement ("Agreement") with Micah Runner ("City Manager") on December 19, 2022; and

WHEREAS, Section II.A.1 of his Agreement allows up to a 5% performance incentive benefit, in addition to his salary; and

WHEREAS, the City Council conducted a performance evaluation of City Manager in closed session at its November 13, 2023 meeting, and reported out of closed session that the City Manager's overall performance in 2023 was "impressive"; and

WHEREAS, the City Council met in closed session on December 4, 2023, to conduct labor negotiations related to the City Manager; and

WHEREAS, following the performance review and labor negotiations, the City Council directed that an item be placed on the City Council agenda for the Council to consider awarding the City Manager the maximum performance incentive pay available for 2023 based on his performance, as demonstrated by his success in meeting the specific objectives established by the City Council, and increasing Mr. Runner's salary by $20,000 per year to $285,000 per year which is $23,750 per month; and

WHEREAS, this Resolution would adjust the adopted Full Time Employee Salary Schedule most recently approved on June 5, 2023 by Resolution No. 65-2023 to increase the identified City Manager monthly salary from $22,083.34 per month to $23,750 per month.

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

1. City Manager, Micah Runner, shall be awarded a performance incentive for his impressive 2023 performance in the amount of $13,250.

2. Section II.A.1 of the "Employment Agreement with City Manager and City of Rancho Cordova" between the City of Rancho Cordova and Micah Runner entered into on December 19, 2022 is amended, effective January 1, 2024, to state:

"The City Manager shall be paid a monthly salary of Twenty-Three Thousand Seven Hundred and Fifty Dollars which amount is Step E in the Salary Range Table as adopted by Resolution ___ - 2024. This constitutes "Base Salary."

3. The adopted Full Time Employee Salary Schedule most recently approved on June 5, 2023 by Resolution No. 65-2023 is hereby adjusted to increase the identified City Manager monthly salary from $22,083.34 per month to $23,750 per month as identified in Exhibit A hereto.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova this 16th day of January 2024, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

David Sander, Mayor

ATTEST:

Stacy Leitner, CMC
City Clerk

ATTACHMENT 2
Exhibit A to the Resolution

Fiscal Year 2023/2024 (Efffective 1/1/2024)

Classification	Step A Hourly	Step A Bi-Weekly	Step A Monthly	Step A1 Hourly	Step A1 Bi-Weekly	Step A1 Monthly	Step B Hourly	Step B Bi-Weekly	Step B Monthly	Step B1 Hourly	Step B1 Bi-Weekly	Step B1 Monthly	Step C Hourly	Step C Bi-Weekly	Step C Monthly	Step C1 Hourly	Step C1 Bi-Weekly	Step C1 Monthly	Step D Hourly	Step D Bi-Weekly	Step D Monthly	Step D1 Hourly	Step D1 Bi-Weekly	Step D1 Monthly	Step E Hourly	Step E Bi-Weekly	Step E Monthly	Proposed Annual Salary
City Manager (1/1/2024 - 12/31/2024)													*negotiated by City Council*														$ 23,750.00	$ 285,000.00

Note: In accordance with Resolution #103-2012 and 20-2004, the City Manager is authorized to make title, salary range and classification changes during the fiscal year.

Revision Summary
Resolution 47-2012; effective 6-1-2012
Resolution 103-2012; retroactively made effective 7-1-2011
Resolution 63-2013; effective 7-1-2013
Resolution 62-2014; retroactively effective 7-1-13
Resolution 99-2015; retroactively effective 7-1-15
Resolution 87-2017; retroactively effective 7-1-2016
Resolution 87-2017; effective 7-1-2017
Resolution 144-2018; effective 7-1-2018
Resolution 141-2019; effective 7-1-2019
Resolution 75-2020; effective 7-1-2020
Resolution 80-2021; effective 6-27-2021
Resolution 122-2022; effective 6-26-2022
Resolution xx-2023; effective 6-25-2023