

FEDERAL FUNDING PRIORITY REQUESTS



Rancho Cordova

The future for

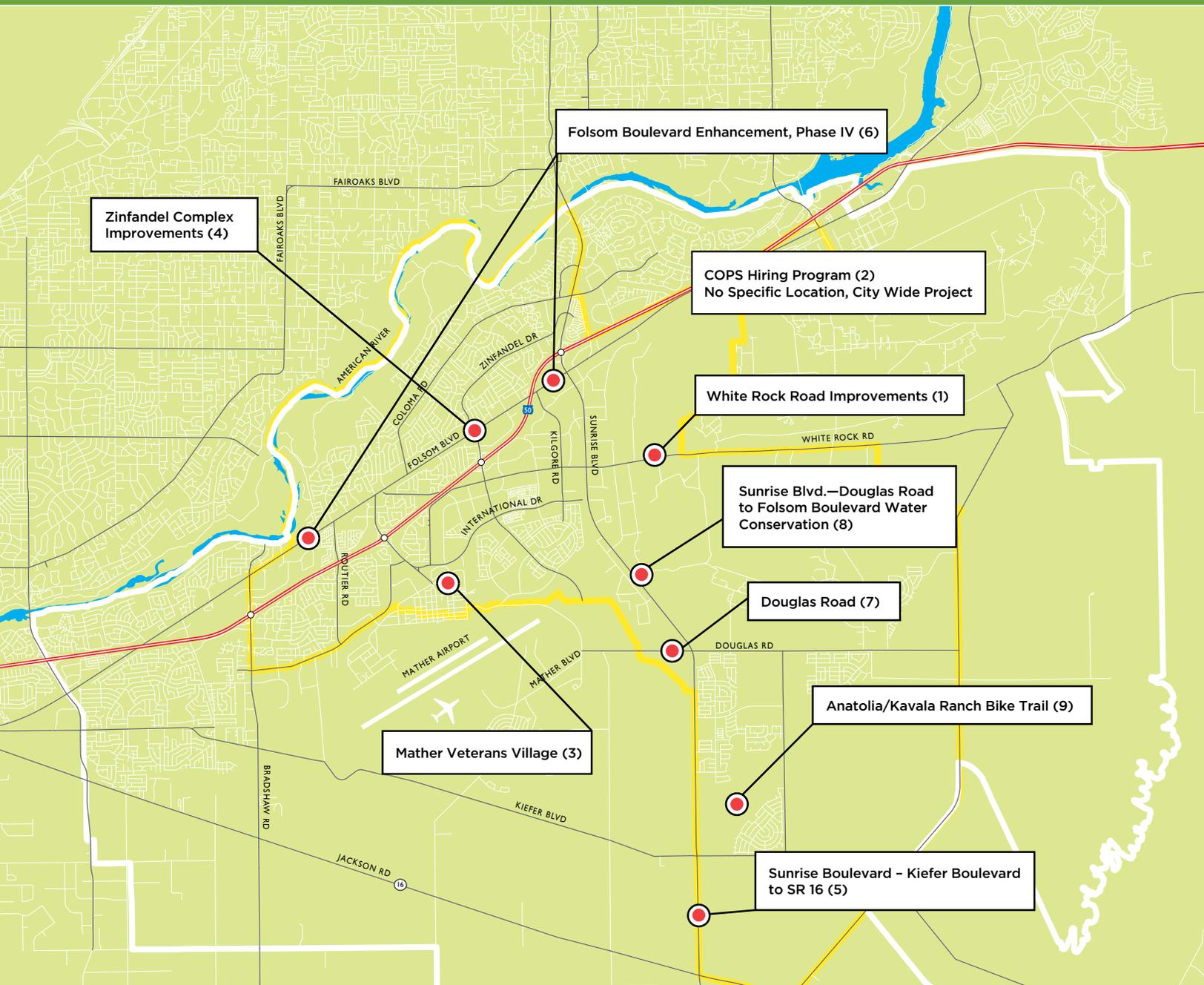
The City of Rancho Cordova

The following projects have been identified by the City of Rancho Cordova as funding priorities for the Fiscal Year 2016.

a fresh take.

RANCHO CORDOVA
CALIFORNIA

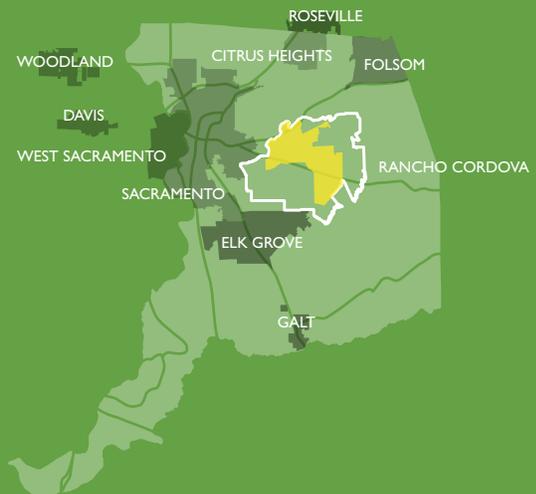
The City of Rancho Cordova



Legend

-  Federal Funding Requests
-  Congressional District 7 (Representative Ami Bera)
-  Rancho Cordova City Limits
-  General Plan Planning Area

Sacramento County Overview



Projects for Federal Funding Opportunities

CONGRESSIONAL DISTRICT 7 (REPRESENTATIVE BERA)

1	White Rock Road Improvements, Sunrise to City Limits	<p>Improve White Rock Road, from Sunrise Boulevard to the eastern City limit. The project will eliminate the bottleneck between the existing six-lane road at Sunrise Boulevard to the eastern City limit of Rancho Cordova where Sacramento County is constructing additional lanes. White Rock Road has regional significance, as it will provide parallel relief capacity for U.S. Highway 50. This will increase the goods movement capacity and allow for increased freight and commerce capacity both within and through the Sacramento area. Completed in coordination with Sacramento County's similar White Rock Road project to the east of the City limit, this project will greatly enhance the safety benefits of this regional asset. The Highway 50 Mobility Partnership identified this project as a priority project. The total project cost of \$16.5 million builds a four-lane arterial with median improvements. If funding for the total project cost is not immediately available, the construction can be phased. The City has secured \$7 million for the project that will be used to construct the first phase from Sunrise Boulevard to approximately the future intersection of Rancho Cordova Parkway and White Rock Road. For an additional \$5 million, the project could extend to the future intersection of International Drive and White Rock Road (Phase II). For \$9.5 million, the project could extend to the City limits (Phase III). The federal funding request is for \$5 million for completion of Phase II, or \$9.5 million for completion of Phases II and III.</p>
2	COPS Hiring Program	<p>COPS Hiring Program (CHP) grants are designed to advance public safety through community policing by addressing the full-time sworn officer needs of state, local, and tribal law enforcement agencies nationwide. CHP provides funds directly to law enforcement agencies to hire new and/or rehire career law enforcement officers, and to increase their community policing capacity and crime prevention efforts. Grants are 100% of the cost of salary and benefits for an entry-level officer for three years, with a commitment by the city to retain that officer for one year at its own cost. The federal funding request is for \$500,000.</p>
3	Mather Veterans Village	<p>City of Rancho Cordova, County of Sacramento and Mather Veterans' Hospital are co-sponsoring the creation of up to 100 units of permanent supportive housing. The development will be comprised of up to three different types of living arrangements for a spectrum of disabled, homeless veterans. These veterans' needs will range from intake and stabilization through accommodated and independent living. The development will be contiguous to the Mather Veterans Administration Medical Center. A four-acre commitment of County land and initial funding in the amount of \$2 million for the first phase development of 50 units has been obtained. The local Housing Authority was awarded 50 VASH Vouchers in 2013 and has agreed to competitively award 25 of these units as project based VASH. The federal request is for an additional 50 VASH Vouchers to be awarded to the Sacramento Housing and Redevelopment Agency in 2015/16.</p>
4	Zinfandel Complex Improvements	<p>This project would modify and construct US 50 ramp intersections on Zinfandel Boulevard, lengthen turn pockets, add additional overhead signage, and build pedestrian refuge islands. The purpose of the project is to ease congestion and improve access for cyclists and pedestrians. The City has secured \$700,000 for the preliminary engineering. The total project cost is \$5.4 million. The federal funding request is for \$4.7 million.</p>
5	Sunrise Boulevard—Kiefer Boulevard to SR 16	<p>Widen Sunrise Boulevard from two to four-lanes from Kiefer Boulevard to State Route 16 (Jackson Highway) and construct partial intersection improvements at Sunrise Boulevard and State Route 16. The project includes modifications to the bridge on Sunrise Boulevard over Laguna Creek. The total project cost of \$12 million would provide two additional lanes on Sunrise from Kiefer Boulevard to State Route 16 (Jackson Highway), one of the few direct connections from Grant Line Road to Highway 50. This is the only section of Sunrise Boulevard that is two lanes and is currently at capacity. This project will include raising a portion of Sunrise Boulevard above a local flood plain. When this section of Sunrise floods, it cuts off a much needed connection to the southeast county. The City has secured \$6 million in local funds. The federal funding request is for \$6 million.</p>
6	Folsom Boulevard Enhancement, Phase IV	<p>This project will provide for improved safety and aesthetics along Folsom Boulevard between Rod Beaudry Drive and Bradshaw Road and between Kilgore Road and Sunrise Boulevard. The enhancements include the installation of new sidewalks, landscaping, medians, streetlights, and intersection improvements. Road reconstruction will also be performed within the project limits. The total project cost is \$10 million. The City has secured \$6 million for this project. The federal funding request is for \$4 million.</p>
7	Douglas Road, Sunrise Blvd. to West City Boundary	<p>This project will widen Douglas Road from two to four lanes from Sunrise Boulevard to the west City Boundary. This project will include removing the existing bridge over the Folsom South Canal and replacing it with a six-lane bridge. This will be a complete streets project and provide better access for bicycle and pedestrian mobility. This project will also provide relief to the congestion along Sunrise Boulevard. The federal funding request is for \$13 million.</p>
8	Sunrise Boulevard—Douglas Road to Folsom Boulevard Water Conservation	<p>This project will provide water conservation improvements along Sunrise Boulevard from Douglas Road to Folsom Boulevard. The enhancements include replacing much of the existing landscaping with native and drought resistant plantings. The irrigation infrastructure will be replaced to conserve water and meet the requirements of State Assembly Bill 1881 (2006). The total project cost is \$2.5 million. The City has secured \$500,000 for this project. The federal funding request is for \$2 million.</p>
9	Anatolia/Kavala Ranch Bike Trail	<p>This project will extend the Anatolia bike trail at Sandpiper Park across an open space to a new park in Kavala Ranch. The total project cost is \$500,000. The federal funding request is for \$300,000.</p>



City of Rancho Cordova Leadership

- Robert J. McGarvey, Mayor
- David Sander, Vice Mayor
- Donald Terry, Council Member
- Linda Budge, Council Member
- Dan Skoglund, Council Member
- Brian Nakamura, City Manager

Rancho Cordova



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The City of Rancho Cordova Legislative Advocacy Platform 2015



The City of Rancho Cordova has Adopted the Following Policy Positions:

Brown Act/Elections Code/Political Reform Act/Public Records Act:

SUPPORT:

- Legislation that simplifies and streamlines the administration of the Brown Act, the Elections Code, the Political Reform Act, and the Public Records Act, and provides opportunities to recover costs.
- Legislation that seeks to protect the City's ability to obtain confidential advice from legal counsel on items such as anticipated and pending litigation and real estate acquisition.

OPPOSE:

- Additional mandates in this policy area without full cost recovery.
- Legislation that would invade the attorney-client privilege and upset the balance between the public's right to know the conduct of its business and a city's temporary need for privileged conversations with legal counsel.

Economic Development

SUPPORT:

- Legislation, strategies, and policies that attract, retain, and expand business; supports job creation, retention, and expansion; maximizes revenue opportunities; fosters place making; and enhances community amenities.

OPPOSE:

- Legislation that adversely impacts the ability of communities to attract and retain jobs.

Environment

SUPPORT:

- Legislation that ensures local government representation and participation on state and federal environmental regulatory bodies.
- Legislation to standardize and streamline state and federal environmental regulations.
- Legislation that provides the City with the flexibility to enact environmental standards that are stricter than state or federal standards if the City so chooses.

OPPOSE:

- Legislation that, under the guise of environmental protection, restricts its land use authority.
- Legislation that deletes local government representation and participation on state and federal environmental regulatory bodies.

Housing

SUPPORT:

- Legislation that provides needed resources and flexibility to local governments for the production of housing that meets all socioeconomic needs and local demands.
- Measures that would provide local governments with greater flexibility in the housing element process.
- Legislation that provides needed federal and state incentives that help facilitate the production and preservation of affordable housing units including, but not limited to, housing bond funds and tax credits, housing element self-certification, relief from prevailing wage requirements, and CEQA reform.

OPPOSE:

- Legislation that unduly punishes local governments for non-compliance with rigid state housing standards that are imposed outside of the local decision-making process.

Local Control

SUPPORT:

- Legislation that enhances local control of resources and tools that allows Rancho Cordova to address the needs of residents within a framework of regional cooperation.

OPPOSE:

- Preemption of local authority, whether by state or federal legislation, or ballot propositions.

Mandates

SUPPORT:

- Legislation that encourages the use of state and federal incentives for local government action rather than mandates.
- Legislation to enhance local government's ability to comply with state and federal mandates.
- Measures to provide funding for federal and state mandates.
- Measures to streamline the process by which local governments are reimbursed by the state for the cost of unfunded mandates.

OPPOSE:

- Legislation that seeks to impose additional unfunded mandates on local governments that produce inequitable burdens and financial and other hardships.
- Measures that would further delay reimbursement for unfunded mandates.

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Planning

SUPPORT:

- Measures that seek to enhance the flexibility of local planning agencies to meet community needs and provide community enhancement.
- Legislation to resolve ambiguous or unworkable planning and environmental statutes so that local agencies have clear direction from the federal and state governments.
- Legislation that provides technical and financial support for streamlining Endangered Species Act and Clean Water Act permitting programs.

OPPOSE:

- Legislation to impose additional mandatory and arbitrary reviews by non-local agencies of local planning documents.

Revenue Protection

SUPPORT:

- Measures that give local governments greater stability and independence in the state-local fiscal relationship, including full, constitutional protection of all local government revenues.
- Legislation that provides additional opportunities for local governments to be financially self-sufficient and oppose legislation that erodes the fiscal independence of local governments.
- Legislation that will enhance the state's fiscal stability and minimize the impact to local governments of state budget deficits.

OPPOSE:

- Legislation that would give the state or federal government greater control over local revenue sources, or in any way reduces or diminishes City authority over local revenues.
- Legislation that would result in the permanent loss of City revenues unless it is part of a broader local government revenue protection package.
- Legislation that further exacerbates the state's long-term budget imbalance and further exposes local governments to the effects of state budget deficits.

Public Safety

SUPPORT:

- Legislation and measures to enhance public safety by providing additional funding for local agencies in their efforts to safeguard the public, increase the quality of life, reduce or prevent crime, educate citizens, and build community partnerships.
- Legislation that provides local law enforcement with additional tools to protect the public and prevent crime.

- Measures that establish task forces which unite multiple public safety resources in a united effort to combat criminal acts which extend beyond the jurisdictional borders.
- Legislation to assist local law enforcement in its role as "first responders" to natural and man-made disasters.

OPPOSE:

- Legislation that limits the public safety policy tools available to local governments to deal with local conditions.
- Measures to reduce subventions and grant programs for public safety.
- Legislation that will limit or restrict public safety professionals from the efficient performance of their duties or that limits the law enforcement tools available to local public safety professionals.

Telecommunications and Cable Franchises

SUPPORT:

- Legislation that maintains local control over public rights-of-way; protects local revenues used for essential local services, including public safety; guarantees access to, and funding for, public, educational and government access television.
- Legislation that ensures that the public is appropriately compensated by telecommunications providers that use the public's rights-of-way.

OPPOSE:

- Any legislation that does not adhere to the principles above.

Transportation and Infrastructure

SUPPORT:

- Additional funding for local transportation and other critical unmet infrastructure needs.
- Adequate and fair funding for the City and equitable distribution of transportation dollars within the SACOG region.

OPPOSE:

- Legislation that would reduce the ability of growing communities to address transportation and infrastructure needs with adequate funding (from diversified sources) and with as much flexibility as possible.
- Legislation that would in anyway unduly restrict the City's ability to ensure that necessary public improvements are completed as part of new subdivisions.

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