THE CITY OF RANCHO CORDOVA
Welcome to the City of Rancho Cordova – named All-America City, Playful City USA, and one of Fortune’s Great Places to Work. Located in Sacramento County along a six-mile stretch of the beautiful American River, Rancho Cordova is a fiscally sound community that values diversity, opportunity, partnerships and fun.

Our City, which incorporated in 2003, is an emerging urban center that is home to over 72,000 residents, as well as approximately 50,000 employees. The City is growing in an innovative and sustainable manner, as seen in projects like:

- Mather Veterans Village, a place for homeless and disabled veterans to call home
- A Community Enhancement Fund that supports community priorities, including civic pride, public safety, arts and culture, sports, education, infrastructure improvements and economic development
- Infrastructure that includes walkable, bike-friendly and connected neighborhoods
- The first college Promise Program in the region, offering fee-free college education to the City’s high school graduates
- Community-oriented and proactive policing, as well as an Adopt-A-School program
- An urban tree canopy program that grows both trees and an environmentally conscious citizenry

The City of Rancho Cordova is planning for the future, so our citizens have access to more open space, sports, entertainment, thriving businesses, and strong neighborhoods. Some of the projects for which we are seeking funding can be found on pages 3-4 and include:

- Mather Veterans Village, Phases II and III
- Affordable senior housing
- Continued infrastructure improvements

We look forward to working with you to continue making Rancho Cordova a vibrant place to live and work.

Sincerely,

Donald Terry
Mayor

Cyrus Abhar
City Manager
The City of Rancho Cordova is interested in acquiring and initiating the redevelopment of a former air force base headquarters Mather Airfield, which is now the site of Mather Veterans Administration Medical Center located on a four-acre commitment to the clinic. This development is contiguous to the Mather Veterans Administration Medical Center located on a four-acre commitment to the clinic.

The development is contiguous to the Mather Veterans Administration Medical Center located on a four-acre commitment to the clinic. The final phase will consist of 50 permanent supportive housing units with services responding to veteran's needs ranging from intake and stabilization through accommodated and independent living. The City of Rancho Cordova, County of Sacramento and Mather Veterans Hospital are co-sponsoring the final phase of a 150 bed veterans' care center. The development is expected to open in the year 2017.

For an additional $5 million, the project could extend to Grant Line Road (Phase III). For $13 million, the project could extend to the future intersection of International Drive and White Rock Road (Phase II). For $7 million, the project could extend to 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.

The Sacramento area. Completed in coordination with Sacramento County’s similar White Rock Road east of Grant Line overcrossing over US 50. The total project cost is $7.6 million with a total of $2.569 million coming from federal grants. Phase I of the development, which includes improvements to Zinfandel Boulevard to include separated pedestrian and bikeway structure across the Zinfandel overcrossing over U.S. Highway 50. The project would be Phase II of improvements for Zinfandel Boulevard overcrossing U.S. Highway 50. The project would also 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 will provide better access for bicycle and pedestrian mobility. This project will also provide a complete streets project and will provide better access for bicycle and pedestrian mobility.

This project will widen Douglas Road from two to four lanes from Sunrise Boulevard to the west City Boundary. This project will include raising a portion of Sunrise Boulevard above a local flood plain. When this section of Sunrise Boulevard floods, the existing bridge will not be able to carry the water flow. The new bridge will allow the water to flow through and prevent flooding.

This project will provide for water conservation improvements along Sunrise Boulevard from Douglas Road to Folsom Boulevard. The irrigation infrastructure will be replaced to conserve water and meet the requirements of State Assembly Bill 306.

This project will provide for a complete streets project and will provide better access for bicycle and pedestrian mobility. This project will also provide a complete streets project and will provide better access for bicycle and pedestrian mobility. This project will also provide a complete streets project and will provide better access for bicycle and pedestrian mobility. This project will also provide a complete streets project and will provide better access for bicycle and pedestrian mobility. This project will also provide a complete streets project and will provide better access for bicycle and pedestrian mobility.
### FY 2017 PROJECTS FOR FEDERAL FUNDING OPPORTUNITIES

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<thead>
<tr>
<th>Project Name</th>
<th>Description</th>
<th>Funding Request</th>
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<tbody>
<tr>
<td><strong>1. White Rock Road Improvements, Sunrise to Grant Line Road</strong></td>
<td>Improve White Rock Road, from Sunrise Boulevard to Grant Line Road. This project will eliminate the bottleneck between the existing six-lane road at Sunrise Boulevard to Grant Line Road where Sacramento County has constructed 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 east of Grant Line Road, this project will greatly enhance the safety benefits of this regional asset. This project was identified as a priority project by the Highway 50 Mobility Partnership. The total project cost of $20 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 $13 million, the project could extend to Grant Line Road (Phase III). The federal funding request is for $5 million for completion of Phase II, or $13 million for completion of Phases II and III.</td>
<td>$20 million</td>
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<td><strong>2. Zinfandel Complex Improvements - Phase II</strong></td>
<td>This project would be Phase II of improvements for Zinfandel Boulevard overcrossing U.S. Highway 50. The project includes improvements to Zinfandel Boulevard to include separated pedestrian and bikeway structure across the Zinfandel overcrossing over US 50. The total project cost is $5 million. The federal funding request is $4.5 million. Phase I project improvements include widening the existing overcrossing, adding through lanes and modifying traffic striping to ease congestion. The total project cost is $7.6 million with a total of $2.569 million coming from federal grants. Phase I of the project is estimated to be completed by 2020.</td>
<td>$4.5 million</td>
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<td><strong>3. Sunrise Boulevard - Kiefer Blvd to SR16</strong></td>
<td>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 Boulevard 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 Boulevard 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.</td>
<td>$6 million</td>
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<td><strong>4. Douglas Road, Sunrise Boulevard to West City Boundary</strong></td>
<td>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 will 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.</td>
<td>$13 million</td>
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<td><strong>5. Douglas Road, Douglas Road to Folsom Boulevard Water Conservation</strong></td>
<td>This project will provide for 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.</td>
<td>$2 million</td>
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<td><strong>6. Mather Veterans Village</strong></td>
<td>City of Rancho Cordova, County of Sacramento and Mather Veterans Hospital are co-sponsoring the final phase of a 150 bed development for disabled and homeless veterans. The final phase will consist of 50 permanent supportive housing units with services responding to veteran’s needs ranging from intake and stabilization through accommodated and independent living. The development is contiguous to the Mather Veterans Administration Medical Center located on a four-acre commitment of County “base closure” land. Phase 1 is in post-construction and Phase 2 is in pre-construction. Phase 3 of this effort is dependent upon the developer’s (Mercy Housing) ability to fund the considerable services needed by this population. The Sacramento Housing and Redevelopment Agency (SHRA) has made application and received 75 VASH vouchers from the U.S. Department of Housing and Urban Development (HUD). The VASH program (a unique funding partnership of HUD and the VA) provides evidence of services financing required for the project’s final permanent financing. Mercy will now make application to SHRA for 25 VASH vouchers. If Mercy is unsuccessful with its response to the SHRA funding NOFA, then a shortfall of services funding in the approximate amount of $2.5 million must be found for the Phase 3 effort to proceed. If Mercy is fortunate to receive an award of 25 VASH vouchers from SHRA, it will then make a March application for tax credits the sale of which will provide the final component of needed financing. Construction would begin before the end of calendar year 2017.</td>
<td>$13 million</td>
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<td><strong>7. Mather Headquarters Building</strong></td>
<td>The City of Rancho Cordova is interested in acquiring and initiating the redevelopment of a former air force base headquarters facility. The redeveloped facility will be a centerpiece for services and amenities for veterans. Concepts include: office space for veteran’s organizations, a meeting/event hall and kitchen for social functions and other community activities, and a veteran’s museum that will feature and preserve artifacts and memorabilia from various wars. Although this project has City sponsorship, it will require substantial additional funding to fill in construction and operations cost gaps. It is estimated the total construction costs could run from $6 to $30 million with operations costs estimated to run $400,000 to $800,000 per year.</td>
<td>$13 million</td>
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<td><strong>Senior Housing Assistance</strong></td>
<td>The City’s senior population is more vulnerable due to health and financial challenges than the rest of the population in this county. Coupled with lower area median rents, we find that efforts to develop affordable rental options are not able to fund the cost gap that exists. Traditional Federal assistance to both rental development and modest income senior owner-occupied rehabilitation efforts is no longer supported. This City is particularly impacted as we have had no senior facilities developed since we became a city more than 13 years ago. Increased Federal participation in response to this growing senior need is encouraged.</td>
<td>$13 million</td>
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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; support job creation, retention, and expansion; maximize revenue opportunities; foster place making; and enhance community amenities. Legislation that promotes the state as an economically viable and strong destination for businesses to locate.

**OPPOSE:**
- Legislation that adversely impacts the ability of communities to attract and retain jobs.
- Legislation that creates competitive disadvantages for new and existing businesses.

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.
- Legislation that supports and facilitates affordable housing production of special needs populations (e.g. veterans, homeless, seniors)
- Measures that would provide local governments with greater flexibility in the housing element process.
- Legislation that provides or enhances 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.
- State or federal legislation that provides capital advances that will serve supportive housing for very low-income elderly or frail elderly (e.g. HUD Section 202 Program).

**OPPOSE:**
- Legislation that eliminates opportunities for public review, project-level environmental review and restricts design review.

Local Control

**SUPPORT:**
- Legislation that enhances local control of resources and tools that allows the City Council to make decisions that address the needs of residents and businesses within the local jurisdiction they serve, as well as the broader interest of the region.

**OPPOSE:**
- Legislation that erodes local control, 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.
- Future legislation that repeals previously 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.
Planning

SUPPORT:
• Measures that seek to enhance the flexibility of local planning agencies to meet community needs, strengthen local land-use policies 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.

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 an 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 limit the law enforcement tools available to local public safety professionals.

Revenue Protection

SUPPORT:
• Measures that give local government 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.

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 any way unduly restrict the City’s ability to ensure that necessary public improvements are completed as part of new subdivisions.