



**ADOPTED CAPITAL
IMPROVEMENT PLAN**

FISCAL YEARS 2019 - 2024

CALIFORNIA
Incorporated 2003

INTRODUCTION

The FY 2019/20 - FY 2023/24 Capital Improvement Plan (CIP) represents the FY 2019/20 and FY 2020/21 Capital Improvement Budgets and the three-year plan for FY 2021/22 - FY 2023/24. The CIP provides program summary information for the City's various capital improvement funding programs, as well as project summary information (revenue and expenditures) for the specific projects selected for implementation during the CIP period.

Background

The FY 2019/20 - FY 2023/24 CIP describes the five-year plan for allocating funds from the Measure A Transportation Sales Tax, Impact Fee Programs, Community Enhancement Fund, State and Federal Grants, Gas Tax, Road Maintenance and Rehabilitation Account, Roadway Fund, Supplemental Transportation Fee, Storm Water Utility Fee, and Transit Related Services Area Tax.

Expenditures on individual projects are presented to the City Council for approval during the annual budget process. Specific project budget augmentations may also be made by the City Council during regular scheduled council meetings.

Organization

Section I of this document contains an Introduction to the Capital Improvement Plan.

Section II of this document contains a Plan Summary of revenues and expenditures for the FY 2019/20 - FY 2023/24 CIP, shown in Funding Graphs and Project Tables. Program summaries for specific funding sources including Measure A Transportation Sales Tax, Impact Fee Programs, Community Enhancement Funds, State and Federal Grants, Gas Tax, Road Maintenance and Rehabilitation Account, Roadway Fund, Supplemental Transportation Fee, Storm Water Utility Fee, and Transit Related Services Area Tax, are described.

Section III of this document includes Alternative Transportation Projects Summaries, organized in alphabetical order by project name with page numbers corresponding to the Project Table in Section II and in the Index. The project summaries provide total revenues and expenditures, project or program descriptions, project location maps and estimated completion dates.

Section IV of this document includes Roadway/Transportation Project Summaries, organized in alphabetical order by project name. The project summaries provide total revenues and expenditures, project or program descriptions, project location maps and estimated completion dates.

Section V of this document includes Stormwater Project Summaries, organized in alphabetical order by project name. The project summaries provide total revenues and expenditures, project or program descriptions, project location maps and estimated completion dates.

Section VI of this document includes Citywide Project Summaries, organized in alphabetical order by project name. The project summaries provide total revenues and expenditures, project or program descriptions, project location maps and estimated completion dates.

Section VII of this document includes Completed Project Summaries, organized in alphabetical order by project name. The project summaries provide total revenues and expenditures, project or program descriptions, project location maps and completion dates.

Project Descriptions and Expenditures

The project descriptions provided in Section II through Section VII vary on the amount of detail provided, and also depend on the developmental stage that applies to each project. In the case of newly proposed projects, the costs and descriptions rely on information available from the respective capital improvement plans containing those projects (i.e., impact fees and special financing districts) or prior experience on similar projects. Additionally, there are some projects that are identified as “Credit” projects which will be built by the development community and accepted by the City as assets. The developers are issued “credits” to be applied to the impact fees associated with the specific improvement based on the estimated costs in the fee programs.

Subsequent updates to the CIP will produce more uniform and detailed cost estimates, phasing assumptions, and descriptions as projects are further refined and developed. Funding allocations (budgeted funding) are estimates of expenditures for the Fiscal Years 2019/20 and 2020/21, and are shown in the Graphs in Section II and in the project detail sheets in Section III through Section VII.

PLAN SUMMARY

The FY 2019/20 – FY 2023/24 Capital Improvement Plan (CIP) allocates a total of \$98.483 million in FY 2019/20 and \$35.455 million in FY 2020/21. These amounts consist of new funding and reallocated funds for existing projects that are crossing fiscal years. It is expected that some of the funding allocated to FY 2018/19 will need to be reallocated (rolled over) to FY 2019/20 as capital projects usually cross fiscal years. The reallocation of prior funding is to the same projects previously approved. Some of the projects are currently under construction and estimates have been made as to how much will be carried over to the next fiscal year.

Funding for current planned projects from FY 2019/20 through Post FY 2023/24 total \$495.568 million which are shown in the project detail sheets in Section III through Section VI. The Five Year CIP new and planned projects total \$228.598 million. The Post FY2023/2024 project funding is estimated in the project detail sheets in the amount of \$266.97 million. As development progresses projects will be moved into the five-year plan and out of the Post FY2023/24.

Additional funding in the amount of \$192.46 million is needed for the following projects: Rancho Cordova Parkway Interchange, City Hall Space Planning, Community Center, Folsom South Canal Pedestrian Signal at White Rock, Douglas Road – Sunrise Boulevard to West City Limits, Pedestrian Promenade, State Route 16 – Grant Line Road to Sunrise Boulevard, Sunrise Road Widening and Intersection Improvements – Kiefer Boulevard to State Route 16, White Rock Road Improvements, Sunrise Boulevard and Monier Circle Drainage Improvements, Vehicle Drive and Zinfandel Drive Traffic Signal and Cordova Neighborhood Greenway. Staff is working with SACOG, Caltrans, Local, State and Federal leaders, and the development community to fund these projects. When funding is identified for complete phases, the projects will move forward. It is not likely the funding will be identified for all of these projects to be completed without phasing (design, right-of-way, and construction of sections of the project with logical termini) them into constructible sections.

Local Funding Programs

General Fund: The General Fund is supporting several capital projects for Information Technology and Facility Improvements. The \$3.27 programmed in FY2019/20 is toward capital projects. The \$950,000 programmed in FY2020/21 is toward capital projects.

Community Enhancement Fund: Community Enhancement is a half-cent local sales tax measure that was approved by Rancho Cordova citizens on November 4, 2014. Community Enhancement will provide locally controlled funds for local priorities. A portion of the funds may be allocated towards capital projects in FY 2019/20 and FY 2020/21. City Council will approve the Community Enhancement project list.

Gas Excise Tax: These funds flow through the Highway Users Tax Account (HUTA) and the new Road Maintenance and Rehabilitation Account which allocates the revenue from the Road Repair and Accountability Act of 2017 (SB1 Beall). The City receives revenue from HUTA Sections 2103, 2106, 2107 and 2107.5. Gas Tax funds can be used for construction, improvements, studies and/or maintenance of public streets and must be in the Public Right of Way.

The Gas Tax revenue underwent some modifications as a result of several bills passed by the Legislature that contains the provisions for a swap of state sales taxes on gasoline for a gasoline excise tax. The bills were signed into law by the Governor and became effective July 1, 2010. The law repeals the state sales tax on gasoline, increases the excise tax on gasoline by 17.3

cents and adds an annual index that is intended to ensure the new excise tax keeps pace with the revenues expected from the sales tax on gas. Additionally, the law increases the sales tax on diesel by 1.75 percent and allocates 75 percent to local transit agencies and 25 percent to state transit programs. The excise tax on diesel is reduced from 18 cents to 13.6 cents. Sales tax revenues from diesel must go transit funding.

Beginning in FY 2011-12 and subsequent years, the revenues would be allocated as follows:

1. Transportation debt service (State Bonds);
2. Remainder allocated:
 - a. 44% State Transportation Improvement Program (STIP);
 - b. 12% State Highway Operation and Protection Program (SHOPP), and state's highway safety improvement program;
 - c. 44% evenly split between cities and counties using current Highway Users Tax Account (HUTA) formulas.

The law includes expressed legislative intent to fully replace the local streets and road funds cities and counties would have received under Proposition 42 state sales tax on gasoline with allocations from the new higher motor vehicle excise tax (HUTA) rate. However, the swap created certain revenue effects relating to the time and receipt of revenues. In particular, the law provides that the new excise tax rate be adjusted annually by the State Board of Equalization (BOE) to garner an amount of revenues equal to what Proposition 42 would have provided in the prior year. In February of each year, the BOE adjusts the variable fuel tax rate effective the following July. On February 22, 2017, the BOE directed that the rate be increased by 1.9 cents per gallon from the 2016-17 composite rate of 27.8 cents per gallon.

SB1 also stipulated the repayment of \$706 million by the State General Fund to transportation funds over three fiscal years: 2017/18, 2018/19 and 2019/20. Under SB1, \$75 million will be allocated to local streets and roads from these loan repayments in each of the next three years. These funds will be allocated half to cities and half to counties with the city funds allocated among cities on a per capita basis, the county funds allocated among counties based on numbers of registered vehicles and county road mileage. These revenues should be treated as HUTA.

Currently the majority of Gas Tax funds are allocated to maintenance and rehabilitation of the existing roadways. \$4.33 million of Gas Tax funding is allocated in FY2019/20 for Capital Improvement Projects of which \$1.62 million is new funding and the remaining is rollover for projects crossing multiple fiscal years. The FY2020/21 allocation to Capital Improvement Projects is \$1.747 million.

Road Maintenance and Rehabilitation Account (RMRA): The Road Repair and Accountability Act of 2017 (SB1 Beall) will reset the price-based gasoline excise tax to its 2010 year original 17.3 cent per gallon rate on July 1, 2019 and eliminate henceforth the complicated and problematic price-based rate adjustment procedure implemented annually by the BOE. With regard to diesel fuel taxes, SB1 eliminates immediately the price-based adjustment mechanism applied to the diesel fuel tax rate. The diesel fuel tax rate will remain at its current 16 cents per gallon until July 1, 2020. On July 1, 2020, and every July 1 thereafter, the gasoline and diesel fuel excise tax rates including the 18 cent per gallon base rate, the 17.3 percent per gallon rate, the diesel fuel excise tax rate and vehicle registration taxes will be increased by the change in the California Consumer Price Index.

SB1 also created the Road Maintenance and Rehabilitation Account that is a significant new investment in California's transportation systems of about \$5.2 billion per year. The Act

increase per gallon fuel excise taxes, diesel fuel sales taxes and vehicle registration taxes. The Act also stabilizes and provides for inflationary adjustments to rates in future years.

Currently the majority of RMRA funds are allocated to maintenance and rehabilitation of the existing roadways. \$2.45 million of RMRA funding is allocated in FY2019/20 for Capital Improvement Projects of which \$1.25 million is new funding and the remaining is rollover for projects crossing multiple fiscal years. The FY2020/21 allocation to Capital Improvement Projects is \$1.25 million.

Impact Fees: Developer Fees are collected as conditions of approval on new development projects to mitigate traffic impacts. Funding in the amount of \$40.61 million from the impact fee fund is programmed and reallocated in FY2019/20 and \$4.21 million in FY2020/21. Some of these funds are programmed for credit/reimbursement agreements and will be executed between the city and development community that will construct some of the improvements. The agreements are issued after the construction contract is awarded and the final payments are not made until the project is accepted by the city and funding is available. The CIP identifies projects funded from the following financing districts: Sun Ridge Douglas and Villages of Zinfandel.

Capital Infrastructure Fund: City Council allocated a portion of the surplus from prior operating budgets toward roadway maintenance and repair. These funds have been set aside in the Capital Infrastructure Fund. The \$2.788 million programmed in FY2019/20 is toward capital projects. The FY2019/20 and FY2020/21 allocation are not known at this time, however, will be brought back to Council when identified. These funds are leveraged against grant funds and other local funds for maximum benefit.

Capital Facilities Fund: City Council allocated a portion of the surplus from prior operating budgets toward City facility improvements. These funds have been set aside in the Capital Improvement Fund. The \$1.5 million programmed in FY2019/20 is toward capital projects. The \$1.5 million programmed in FY2020/21 is toward capital projects.

Special Districts: The city has several financing districts that have been established for very specific expenditures and can only be used for costs identified in each of the districts. The districts are Community Services District (formerly known as CSA-10), the Landscaping and Lighting District, Road Maintenance District, Citywide Landscape Maintenance CFD, Community Places CFD and the Transit Related Services Area Tax. The revenues are assessed on the property tax bills and annual reports are prepared and the levy amounts are provided to the County Tax Collector. These funds are budgeted as part of the Public Works operating budget for maintenance related expenses and are not programmed in the CIP this year.

Supplemental Transportation Fee: The Public Works Department has obtained certain additional contributions related to supplemental roadway fees. The negotiations are non-nexus based and are not directly associated with the existing traffic fees collected in the Special Revenues Funds. These funds may be used at the City's discretion for a variety of roadway improvement projects included in the City's Capital Improvement Program. Total programming in FY2019/20 is \$3.15 and FY2020/21 is \$1.63.

Stormwater Enterprise Fund: These funds are used for the maintenance and operations and capital improvements to the drainage system. The City detached from the County's maintenance district starting July 1, 2014. The total programming in FY2019/20 is \$3.59 million and FY 2020/21 is \$1.6 million. The maintenance related expenses are included in the operating budget.

Transportation Development Act (TDA): The TDA was enacted in 1972 by the California legislature and is administered by the California Department of Transportation (Caltrans) within the State of California Business Transportation and Housing Agency. It provides two major sources of funding for public transportation in California implemented by regional transportation planning agencies such as Sacramento Area Council of Governments (SACOG). The first, the county Local Transportation Fund (LTF), has been in existence since 1972. The second, the State Transit Assistance (STA) fund, came into being in 1980. The majority of these funds are directed to Regional Transit for bus and light rail services. The City receives a small portion of these funds for Pedestrian and Bicycle Facilities. The funds will be used to leverage grants and to fund projects identified in the Bikeway Master Plan. The total programming in FY2019/20 is \$101,300.

Transportation Sales Tax - Measure A Construction and Maintenance: The new measure was approved by voters in November 2004. This revenue can only be used for certain projects or programs listed in the ballot measure and must be specifically approved by the Sacramento Transportation Authority (STA). The city submits a five-year expenditure plan by program to the STA. For FY2019/20 new funding, totals \$949,000 of Measure A Construction funds. Rollover funding of prior bonds and prior year allocations of new Measure A total \$5.412 million in FY2019/20. FY2020/21 allocations total \$1.25 million to capital programs.

In addition to the programs established in the Measure, there are also specific projects that will receive funding. The City of Rancho Cordova has three projects in the Measure, which are Sunrise Boulevard, Folsom Boulevard and the Connector between Elk Grove and El Dorado County. The City is programmed to receive the remaining of bond funding for the construction projects in FY2019/20.

State and Federal Funding Programs

Community Development Block Grant: The Community Development Block Grant (CDBG) is an annual Federal grant that the City of Rancho Cordova receives as an entitlement jurisdiction. The City has been an entitlement jurisdiction since 2006. The Housing and Urban Development (HUD) department is the Federal entity that manages the CDBG program. The CDBG program has three main goals: to provide new or improved availability, accessibility, affordability, or sustainability of decent housing, to provide a suitable living environment, and to provide economic opportunity. Grant planning and management are through the five-year Consolidated Plan and the annual Action Plan. The City's grant funding cycle for the CDBG program matches the City's fiscal year. FY2019/20 has \$100,000 programmed and FY2020/21 has \$100,000 allocated in the CIP pending Council approval of the CDBG Work Plan.

Federal Transportation Capital Grants – Fixing America's Surface Transportation (FAST) Act is the current multi-year authorizing legislation for federal funding of transportation projects that was passed in December 2015. The five-year CIP shows the current projects that are funded from the FAST Act. A total of \$11.97 million are programmed for FY2019/20 and \$10.14 for FY2020/21.

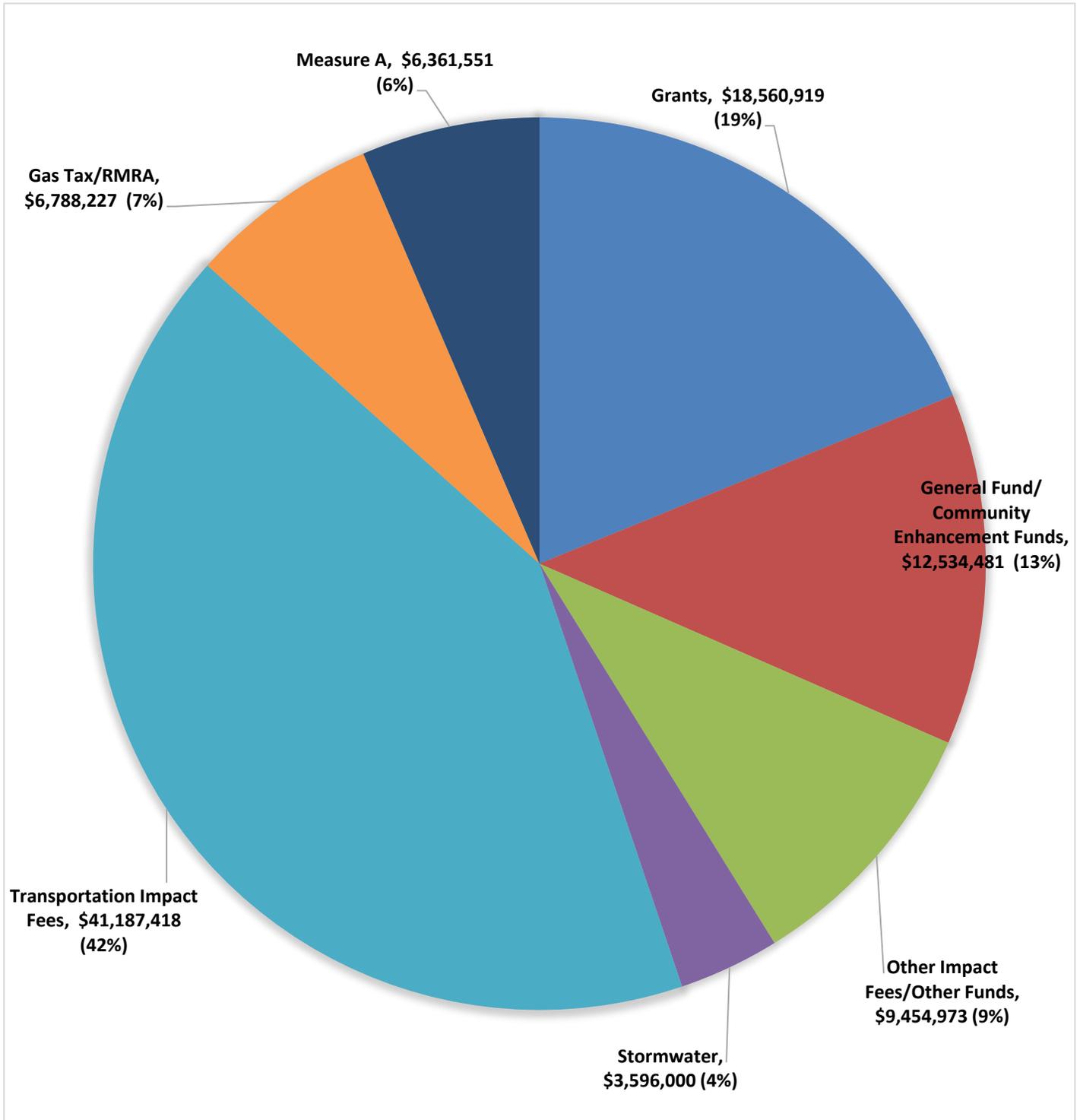
State Transportation Improvement Program (STIP) and Other Transportation Capital Grants: This program, adopted by the California Transportation Commission (CTC), is the programming tool for state approved capital improvements. Per SB45 (1998), seventy-five percent (75%) of the statewide funding goes to the local regions as a competitive process for local projects, and twenty-five percent (25%) goes to Caltrans for projects of inter-regional significance. A total of \$6.38 million are programmed for FY2019/20.

CIP FUNDING SUMMARY

Funding Source	Estimated Rollover	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24
General Fund	2,322,900	950,000	950,000	200,000	200,000	200,000
Community Enhancement Fund	2,018,581	7,243,000	3,952,700	500,000	500,000	500,000
SD Traffic Mitigation Impact Fees	19,844,308	4,240,055	-	3,608,000	-	-
Traffic Mitigation Impact Fees	15,159,622	1,365,103	4,219,000	7,172,000	-	-
Traffic Mit Adm Impact Fees	8,756	-	-	-	-	-
VOZ Traffic Mitigation Impact Fees	169,974	-	-	-	-	-
General Plan Impact Fees	-	200,000	100,000	-	-	-
Community Spaces Impact Fees	-	1,126,515	-	-	-	-
Federal Grants	7,685,690	4,294,000	10,140,500	-	-	-
State Grants	4,186,229	2,195,000	-	-	-	-
CDBG	100,000	100,000	100,000	100,000	100,000	100,000
Gas Tax	2,707,117	1,626,088	1,747,208	1,745,000	1,500,000	1,500,000
Road Maintenance and Rehabilitation Account	1,226,722	1,228,300	1,254,000	1,254,000	1,254,000	1,254,000
New Measure A Maintenance	844,752	660,000	950,000	475,000	475,000	475,000
New Measure A Construction	4,567,799	289,000	305,000	525,200	541,600	552,600
Transportation Development Act Fund	101,300	-	-	-	-	-
Supplemental Transportation Fund	2,395,764	763,000	1,632,200	3,141,000	750,000	750,000
Capital Infrastructure Fund	788,395	2,000,000	-	-	-	-
Stormwater Enterprise Fund	2,061,000	1,535,000	1,605,000	750,000	750,000	750,000
Sunridge Anatolia CFD 2003-1 Agency Fund	-	-	-	-	-	-
Sunridge Park CFD 2004-1 Agency Fund	229,600	-	-	-	-	-
Sunridge North Douglas CFD 2005-1 Agency Fund	-	-	-	-	-	-
Developer	-	350,000	-	-	-	-
Park Renovation Fees Fund	-	400,000	-	-	-	-
Capital Facilities Fund	-	1,500,000	1,500,000	-	-	-
TBD	-	-	7,000,000	50,067,435	11,560,000	1,409,000
Grand Total	\$ 66,418,509	\$ 32,065,061	\$ 35,455,608	\$ 69,537,635	\$ 17,630,600	\$ 7,490,600

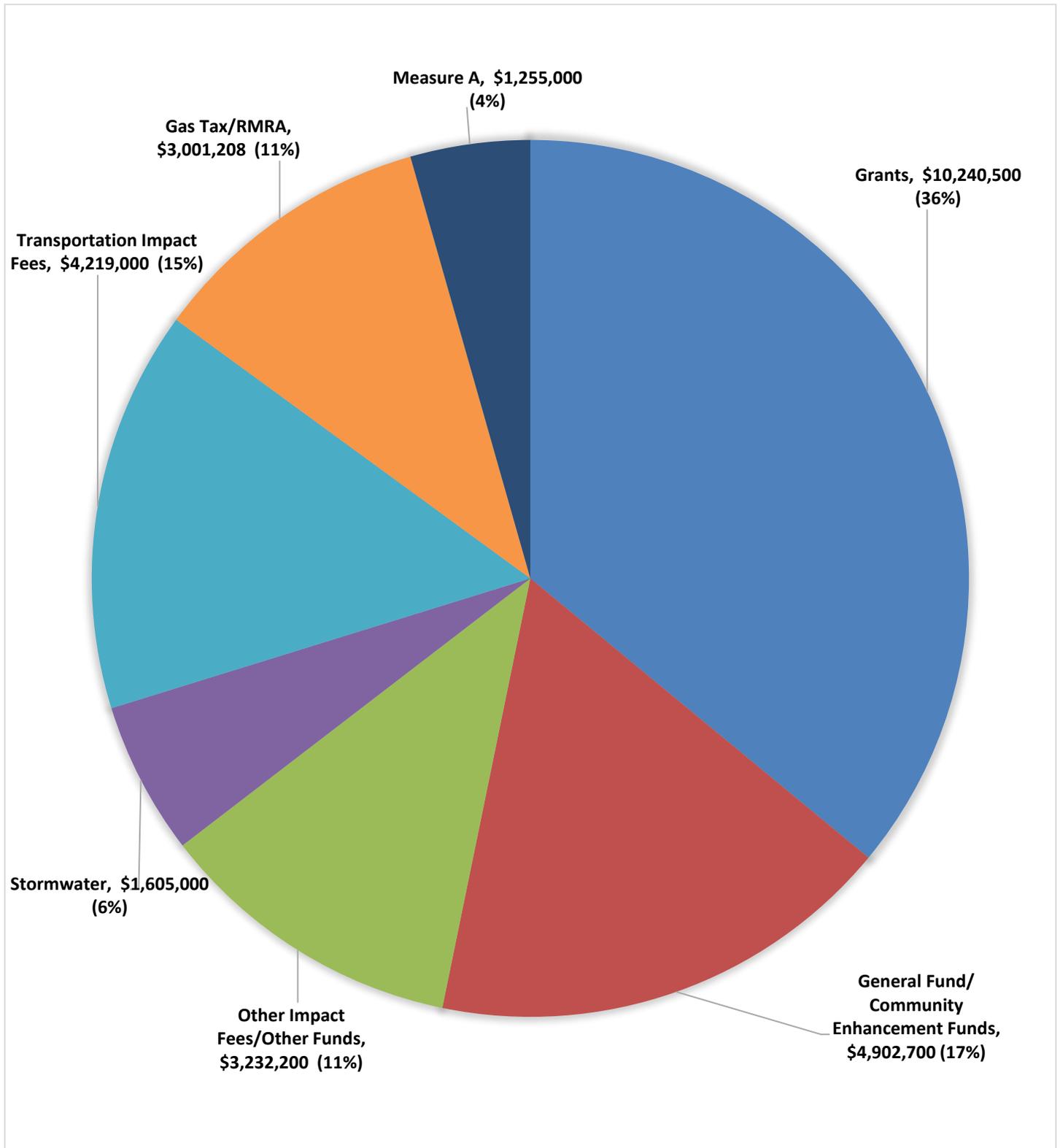
FY 2019-24 CIP FUNDING BY TYPE

\$98,483,569 total funding in FY 2019-20



FY 2020-21 CIP FUNDING BY TYPE

\$35,455,608 total funding in FY 2020-21



SUMMARY OF ACTIVE PROJECTS

Page	Project Number	Project or Program Number and Name	Total FY 19/20 Budget	Total FY 20/21 Budget
111	CP14-2132	Zinfandel Complex	\$ 11,023,610	\$ -
101	CP18-2187	Sunrise Boulevard Road Rehabilitation	\$ 8,574,860	\$ 1,741,408
96	CPO5-2003	Rancho Cordova Parkway Interchange	\$ 6,378,905	\$ 2,343,000
68	CP16-2175	Folsom Boulevard Enhancements Phase V	\$ 6,061,500	\$ -
124	CEF	Capital Contributions to other Agencies	\$ 5,200,000	\$ 1,785,000
97	CP07-2035	Rancho Cordova Parkway - Douglas Road to Kiefer Boulevard	\$ 5,163,956	\$ -
84	CP20-2210	Chrysanthy Boulevard Phase II - Rancho Cordova Parkway to Grant Line Road	\$ 4,240,055	\$ -
69	CP14-2129	Folsom Boulevard Enhancements Phase IV	\$ 3,755,946	\$ -
86	CP07-2032	Douglas Road - Rancho Cordova Parkway to Americanos Boulevard	\$ 3,325,803	\$ -
110	CP07-2055	White Rock Road - Fitzgerald Drive to City Limits	\$ 3,240,000	\$ 7,500,000
85	CP20-2207	Citywide Street Rehabilitation Program	\$ 3,059,675	\$ 1,650,000
144	CP10-2083	Douglas Road - Rancho Cordova Parkway to Americanos Boulevard Phase II	\$ 2,759,800	\$ -
95	CP06-2050	Rancho Cordova Parkway - White Rock Road to Douglas Road	\$ 2,725,000	\$ -
129	IT	Information Technology Initiatives	\$ 2,570,000	\$ 750,000
100	CP06-2048	ROW Program/Contingency	\$ 2,533,540	\$ 600,000
127	CELP17-002	Community Center	\$ 2,375,000	\$ 7,500,000
67	CP18-2194	Cordova Park Safe Routes to School Project	\$ 2,273,204	\$ -
109	CP15-2146	White Rock Road Improvements - Sunrise Boulevard to Fitzgerald Drive	\$ 2,225,226	\$ -
104	CP16-2169	Rod Beaudry - Routier Bikeway Project	\$ 2,103,313	\$ -
78	CP20-2201	Zinfandel Pedestrian and Bicycle Crossing	\$ 1,908,000	\$ 1,907,000
126	FAC2019-001	City Hall Space Planning	\$ 1,500,000	\$ 1,500,000
140	CP06-2022	Chrysanthy Boulevard - Sunrise Boulevard to Rancho Cordova Parkway	\$ 1,266,000	\$ -
92	CP20-2206	Mather Field Road Rehabilitation	\$ 1,228,300	\$ 1,771,700
102	CP11-2100	Sunrise Boulevard Widening and Intersection Improvements	\$ 1,163,735	\$ -
71	CP14-2139	Folsom Boulevard Sidewalk	\$ 1,067,000	\$ -
64	CP16-2172	Chase/Coloma Gateway	\$ 1,056,264	\$ -
120	CP15-2151	Stormwater Pump Station Improvement Project	\$ 746,000	\$ -
119	CP18-2184	Stormwater Annual Drainage Projects	\$ 740,000	\$ 500,000
128	Facility	Facility Improvements to City Facilities	\$ 702,900	\$ 200,000
132	CP20-2211	Grantline 208 Neighborhood Greens	\$ 646,890	\$ -
117	CP17-2183	Stormwater Capital Improvement Program Master Plan	\$ 645,000	\$ -
	CP06-2024	Douglas Road, Rancho Cordova Parkway to Americanos Boulevard	\$ 557,850	\$ -
135	CP20-2212	Sunridge Village Neighborhood Greens	\$ 479,624	\$ -
121	CP15-2148	Sunrise Blvd and Monier Circle Drainage Improvements	\$ 455,000	\$ 1,545,000
107	CPO9-2067	Villages of Zinfandel Traffic Signals	\$ 358,756	\$ -
116	CP20-2198	Mills Ranch Drainage Improvement Project	\$ 355,000	\$ -
68	CP20-2200	Cordova School Zones	\$ 315,000	\$ 1,122,000
	CP06-2028	Sunrise Boulevard, Douglas Road to Kiefer Boulevard	\$ 302,998	\$ -
118	CP20-2205	Stormwater Fencing Replacement Project	\$ 250,000	\$ 250,000
59	CP20-2208	2020 Sidewalk Improvement	\$ 250,000	\$ -
130	CP16-2176	Gateway Monument Sign	\$ 241,500	\$ -
58	CP19-2189	2019 Sidewalk Improvement	\$ 235,000	\$ -
131	CP20-2202	General Plan Amendments	\$ 200,000	\$ 100,000
114	CP20-2203	American River Storm Drain Outfall - Drainage 2	\$ 200,000	\$ -
80	CPO8-2063	Americanos Boulevard, Douglas Road to Chrysanthy Boulevard	\$ 199,300	\$ -
125	CELP19-001	Children's Museum	\$ 185,000	\$ -
76	CP10-2082	Safety, Streetscaping, Pedestrian and Bicycle Facilities Program	\$ 166,320	\$ 124,300
89	CP20-2199	HSIP Cycle 9 - Sunrise Boulevard and Folsom Boulevard	\$ 165,000	\$ 1,825,500
75	CP18-2195	Safe Routes to School Master Plan	\$ 157,000	\$ -
152	CP13-2116	Traffic Management Center	\$ 143,373	\$ -
94	CP18-2196	Olson Island Plan	\$ 141,592	\$ -
93	CP15-2159	NTMP Project - Phase VI	\$ 125,000	\$ 150,000
105	CP10-2081	Traffic Control and Safety Program	\$ 118,044	\$ 80,700
	CP07-2036	Kiefer Boulevard - Sunrise Boulevard to Rancho Cordova Parkway	\$ 111,838	\$ -
146	CP10-2084	Mather Rails to Trails	\$ 81,300	\$ -
134	CP19-2197	Wayfinding Sign Project Phase II	\$ 74,272	\$ -
147	CP15-2135	NTMP Project - Phase V	\$ 57,142	\$ -
148	CP14-2138	Rancho Cordova Elementary School Bicycle & Pedestrian Improvement	\$ 51,300	\$ -
65	CP18-2190	Cordova Creek Multi Use Path - Feasibility Study	\$ 46,382	\$ -
149	CP16-2174	Stone Creek Trail Pedestrian Signals	\$ 41,875	\$ -
	CP08-2060	Anatolia III Major Roads Intersection	\$ 39,715	\$ -
87	CP13-2111	Douglas Road - Sunrise Boulevard to West City Boundary	\$ 35,400	\$ -
77	CP18-2186	Transit/Mobility Master Plan	\$ 23,400	\$ -
104	CP18-2192	Systemic Safety Study	\$ 20,823	\$ -
73	CP15-2161	Pedestrian Promenade	\$ 19,300	\$ -
101	CP09-2074	Kiefer Boulevard - Sunrise Boulevard to Grant Line Road	\$ 9,920	\$ -
	CP15-2154	North Douglas Street Improvements	\$ 5,150	\$ -
139	CP18-2188	2018 Sidewalk Improvement	\$ 4,913	\$ -
115	CP20-2204	American River Storm Drain Outfall - Drainage 4	\$ -	\$ 310,000
60	CP21-2213	2021 Sidewalk Improvement	\$ -	\$ 150,000
74	CP20-2209	Folsom South Canal Pedestrian Signal at White Rock	\$ -	\$ 50,000
			\$ 98,483,569	\$ 35,455,608