



# Agenda

## City Council, Redevelopment Successor Agency, Folsom Public Financing Authority, Folsom Ranch Financing Authority, and South of 50 Parking Authority Regular Meeting

City Council Chambers | 50 Natoma Street, Folsom CA 95630  
December 08, 2020  
6:30 PM

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## Welcome to Your City Council Meeting

We welcome your interest and involvement in the city's legislative process. This agenda includes information about topics coming before the City Council and the action recommended by city staff. You can read about each topic in the staff reports, which are available on the city website and in the Office of the City Clerk. The City Clerk is also available to answer any questions you have about City Council meeting procedures.

### Participation

If you would like to provide comments to the City Council, please:

- Fill out a blue speaker request form, located at the back table.
- Submit the form to the City Clerk before the item begins.
- When it's your turn, the City Clerk will call your name and invite you to the podium.
- Speakers have three minutes, unless the presiding officer (usually the mayor) changes that time.

### Reasonable Accommodations

In compliance with the Americans with Disabilities Act, if you are a person with a disability and you need a disability-related modification or accommodation to participate in this meeting, please contact the City Clerk's Office at (916) 461-6035, (916) 355-7328 (fax) or [CityClerkDept@folsom.ca.us](mailto:CityClerkDept@folsom.ca.us). Requests must be made as early as possible and at least two full business days before the start of the meeting.

### How to Watch

The City of Folsom provides three ways to watch a City Council meeting:

#### In Person



City Council meetings take place at City Hall, 50 Natoma Street

#### Online



Watch the livestream and replay past meetings on the city website, [www.folsom.ca.us](http://www.folsom.ca.us)

#### On TV



Watch live and replays of meetings on Sac Metro Cable TV, Channel 14

**More information about City Council meetings is available at the end of this agenda**



**City Council, Redevelopment Successor Agency, Folsom Public Financing Authority,  
Folsom Ranch Financing Authority, and South of 50 Parking Authority Regular Meeting**

**Folsom City Council Chambers  
50 Natoma Street, Folsom, CA  
[www.folsom.ca.us](http://www.folsom.ca.us)**

**Tuesday, December 08, 2020 6:30 PM**

*Council Members:*

*Sarah Aquino  
Kerri Howell  
YK Chalamcherla*

*Mike Kozlowski  
Rosario Rodriguez*

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**REGULAR CITY COUNCIL AGENDA**

*Pursuant to Governor Newsom's Executive Order N-29-20, members of the Folsom City Council and staff may participate in this meeting via teleconference.*

*Due to the coronavirus (COVID-19) public health emergency, the City of Folsom is allowing for remote public input during City Council meetings. Members of the public are encouraged to participate by emailing comments to [CityClerkDept@folsom.ca.us](mailto:CityClerkDept@folsom.ca.us). Emailed comments must be received no later than thirty minutes before the meeting and will be read aloud at the meeting during the agenda item. Please make your comments brief. Written comments submitted and read into the public record must adhere to the principles of the three-minute speaking time permitted for in-person public comment at City Council meetings. Members of the public wishing to participate in this meeting via teleconference may email [CityClerkDept@folsom.ca.us](mailto:CityClerkDept@folsom.ca.us) no later than thirty minutes before the meeting to obtain call-in information. Each meeting may have different call-in information. Verbal comments via teleconference must adhere to the principles of the three-minute speaking time permitted for in-person public comment at City Council meetings.*

*Members of the public may continue to participate in the meeting in person at Folsom City Hall, 50 Natoma Street, Folsom, CA while maintaining appropriate social distancing and wearing face coverings.*

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**CALL TO ORDER**

**ROLL CALL:**

**Council Members: Aquino, Chalamcherla, Howell, Kozlowski, Rodriguez**

The City Council has adopted a policy that no new item will begin after 10:30 p.m. Therefore, if you are here for an item that has not been heard by 10:30 p.m., you may leave, as the item will be continued to a future Council Meeting.

**PLEDGE OF ALLEGIANCE**

**AGENDA UPDATE**

**BUSINESS FROM THE FLOOR:**

Members of the public are entitled to address the City Council concerning any item within the Folsom City Council's subject matter jurisdiction. Public comments are limited to no more than three minutes. Except for certain specific exceptions, the City Council is prohibited from discussing or taking action on any item not appearing on the posted agenda.

**CONSENT CALENDAR:**

Items appearing on the Consent Calendar are considered routine and may be approved by one motion. City Council Members may pull an item for discussion.

- [1.](#) Approval of the November 10, 2020 Special/Regular Meeting Minutes
- [2.](#) Resolution No. 10556 – A Resolution Accepting Fiscal Year 2020-21 Supplemental Law Enforcement Services Fund (SLESF), Citizen’s Option for Public Safety (COPS) Grant for the Purchase of Technology to Improve Police Operations in Accordance with State Requirements and Appropriation of Funds
- [3.](#) Resolution No. 10557 - A Resolution of the City Council of the City of Folsom Appointing a Representative and an Alternate Representative to the Northern California Cities Self Insurance Fund Board of Directors
- [4.](#) Resolution No. 10558 - A Resolution Authorizing the Use of Donated Funds from the Friends of the Folsom Library and of Grant Funds from the California State Library and Appropriation of Funds
- [5.](#) Resolution No. 10559 - A Resolution of the City Council to Amend Exhibit A to Resolution No. 10458 for the Creekstone Phase 1 Subdivision Project
- [6.](#) Resolution No. 10560 – A Resolution Authorizing the City Manager to Execute an Agreement with R3 Consulting Group, Inc. for Solid Waste Consulting Services for the Development and Implementation of Mandatory Organics and Recycling Compliance Programs and Appropriation of Funds
- [7.](#) Resolution No. 10561 – A Resolution Authorizing the City Manager to Execute an Application to CalRecycle to Participate in a Community Service Program for the Collection of Commercially Generated California Redemption Value Beverage Containers
- [8.](#) Resolution No. 10562 – A Resolution Authorizing Temporary Waiver of Permit Fees for Temporary Membrane Structures and Tents During the Public Health Emergency
- [9.](#) Resolution No. 10563 - A Resolution Rescinding and Replacing Resolution No. 10548 to Approve Application(s) for Per Capita Grant Funds
- [10.](#) Resolution No. 10564 - A Resolution of the City Council Accepting Open Space within the Parkway Phase II Subdivision for Public Use and Bicycle/Pedestrian Trails
- [11.](#) Resolution No. 10565 - A Resolution Authorizing the City Manager to Execute an Agreement with H.B Restoration Inc. for On-call Painting Services

- [12.](#) Resolution No. 10566 - A Resolution to Maintain Existing Speed Limits on Various Streets Throughout Folsom
- [13.](#) Resolution No. 10567 - A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Creekstone Phase 1 Subdivision, and Approval of the Final Map for the Creekstone Phase 1 Subdivision
- [14.](#) Resolution No. 10568 - A Resolution Authorizing the City Manager to Execute an Agreement with Soracco, Inc. for the Construction of the Oak Avenue Pump Station Peak Wet Weather Flow Relief Project and Appropriation of Funds
- [15.](#) Resolution No. 10569 - A Resolution Authorizing the City Manager to Execute an Agreement with ICM Group, Inc. for Construction Management and Inspection Services for the Oak Avenue Pump Station Peak Wet Weather Flow Relief Project
- [16.](#) Resolution No. 10571 - A Resolution Authorizing Staff to Submit Grant Applications to the Sacramento Area Council of Governments for the 2020-21 Funding Round
- [17.](#) Resolution No. 10572 - A Resolution Accepting the AB1600 Development Fees Annual Report for the Fiscal Year Ended June 30, 2020
- [18.](#) Receive and File SB-165 Annual Reports for Community Facilities District No. 13, No. 14, No. 2013-1, No. 16, No. 17, No. 18, No. 19, No. 20, No. 21, No. 22, and No. 23 to Comply with the Local Agency Special Tax Bond and Accountability Act

**PUBLIC HEARING:**

- [19.](#) Ordinance No. 1310 - An Uncodified Ordinance Adopting Prima Facie Speed Limits on Alder Creek Parkway, Bidwell Street, Green Valley Road, Glenn Drive, Iron Point Road, Mangini Parkway, Natoma Station Drive, Parkshore Drive, Parkway Drive, Santa Juanita Drive, and Sibley Street (Introduction and First Reading)

**NEW BUSINESS:**

- [20.](#) Resolution No. 10573 - A Resolution Authorizing the City Manager to Accept the Homekey Grant in the Amount of up to \$4,000,000 from the State of California Department of Housing and Community Development and Appropriation of Funds

**ADJOURN TO JOINT MEETING**

## **JOINT CITY COUNCIL AGENDA**

**Joint City of Folsom, the Folsom Redevelopment Successor Agency, the Folsom Public Financing Authority, the South of 50 Parking Authority, and the Folsom Ranch Financing Authority**

**CALL TO ORDER:**

**ROLL CALL:**

**Council Members: Aquino, Chalamcherla, Howell, Kozlowski, Rodriguez**

**CONSENT CALENDAR:**

- [21.](#) Approval of the October 13, 2020 Joint City Council / Successor Agency / Public Financing Authority / Folsom South of 50 Parking Authority / Folsom Ranch Financing Authority Meeting Minutes

22. Receive and File the City of Folsom, the Folsom Redevelopment Successor Agency, the Folsom Public Financing Authority, the South of 50 Parking Authority, and the Folsom Ranch Financing Authority Monthly Investment Reports for the Month of September 2020

**ADJOURNMENT**

**RECONVENE CITY COUNCIL MEETING**

**CITY MANAGER REPORTS:**

**COUNCIL COMMENTS:**

**ADJOURNMENT**

The City Council is in Recess the second half of December.  
The City Council's next regular meeting is scheduled for January 12, 2021.

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**NOTICE:** *Members of the public are entitled to directly address the City Council concerning any item that is described in the notice of this meeting, before or during consideration of that item. If you wish to address Council on an issue, which is on this agenda, please complete a blue speaker request card, and deliver it to a staff member at the table on the left side of the Council Chambers prior to discussion of the item. When your name is called, stand to be recognized by the Mayor and then proceed to the podium. If you wish to address the City Council on any other item of interest to the public, when the Mayor asks if there is any "Business from the Floor," follow the same procedure described above. Please limit your comments to three minutes or less.*

**NOTICE REGARDING CHALLENGES TO DECISIONS:** *Pursuant to all applicable laws and regulations, including without limitation, California Government Code Section 65009 and or California Public Resources Code Section 21177, if you wish to challenge in court any of the above decisions (regarding planning, zoning and/or environmental decisions), you may be limited to raising only those issues you or someone else raised at the public hearing(s) described in this notice/agenda, or in written correspondence delivered to the City at, or prior to, the public hearing.*

*As presiding officer, the Mayor has the authority to preserve order at all City Council meetings, to remove or cause the removal of any person from any such meeting for disorderly conduct, or for making personal, impertinent, or slanderous remarks, using profanity, or becoming boisterous, threatening or personally abusive while addressing said Council, and to enforce the rules of the Council.*

**PERSONS INTERESTED IN PROPOSING AN ITEM FOR THE CITY COUNCIL AGENDA SHOULD CONTACT A MEMBER OF THE CITY COUNCIL.**

*The meeting of the Folsom City Council is being telecast on Metro Cable TV, Channel 14, the Government Affairs Channel, and will be shown in its entirety on the Friday and Saturday following the meeting, both at 9 a.m. The City does not control scheduling of this telecast and persons interested in watching the televised meeting should confirm this schedule with Metro Cable TV, Channel 14. The City of Folsom provides live and archived webcasts of regular City Council meetings. The webcasts can be found on the online services page of the City's website [www.folsom.ca.us](http://www.folsom.ca.us).*

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*Any documents produced by the City and distributed to the City Council regarding any item on this agenda will be made available at the City Clerk's Counter at City Hall located at 50 Natoma Street, Folsom, California and at the Folsom Public Library located at 411 Stafford Street, Folsom, California during normal business hours.*

# City Council Special Meeting

## MINUTES

Tuesday, November 10, 2020 6:00 PM

***Pursuant to Governor Newsom's Executive Order N-29-20, members of the Folsom City Council and staff may participate in this meeting via teleconference.***

### **CALL TO ORDER**

The special City Council meeting was called to order at 6:00 p.m. in City Council Chambers, 50 Natoma Street, Folsom, California, with Mayor Sarah Aquino presiding.

### **ROLL CALL:**

Council Members Present: Kerri Howell, Council Member  
Mike Kozlowski, Council Member  
Andy Morin, Council Member  
Sarah Aquino, Mayor

Council Members Absent: Ernie Sheldon, Vice Mayor

Participating Staff: City Manager Elaine Andersen  
City Attorney Steve Wang  
City Clerk Christa Freemantle  
Human Resources Director Susan Walter

### **ADJOURNMENT TO CLOSED SESSION FOR THE FOLLOWING PURPOSES:**

1. Conference with Labor Negotiator - Pursuant to Government Code Section 54957.6. Agency Negotiator: Human Resources Director Susan Walter. Employee Organizations: City of Folsom Fire Department Middle Management Employees and Sacramento Area Firefighters Local 522, IAFF, Folsom Unit

**Motion by Council Member Kerri Howell, second by Council Member Mike Kozlowski to adjourn to closed session for the above referenced item. Motion carried with the following roll call vote:**

**AYES: Council Member(s): Howell, Kozlowski, Morin, Aquino**  
**NOES: Council Member(s): None**  
**ABSENT: Council Member(s): Sheldon**  
**ABSTAIN: Council Member(s): None**

**RECONVENE, ANNOUNCEMENT OF ANY ACTION**

City Attorney Steve Wang advised that no final action was taken during closed session.

**ADJOURNMENT**

There being no further business to come before the Folsom City Council, the meeting was adjourned at 6:30 p.m.

SUBMITTED BY:

\_\_\_\_\_  
Christa Freemantle, City Clerk

ATTEST:

\_\_\_\_\_  
Sarah Aquino, Mayor



# City Council Regular Meeting

## MINUTES

Tuesday, November 10, 2020 6:30 PM

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***Pursuant to Governor Newsom's Executive Order N-29-20, members of the Folsom City Council and staff may participate in this meeting via teleconference.***

### **CALL TO ORDER**

The regular City Council meeting was called to order at 6:31 p.m. in City Council Chambers, 50 Natoma Street, Folsom, California, with Mayor Sarah Aquino presiding.

### **ROLL CALL:**

Council Members Present: Kerri Howell, Council Member  
Mike Kozlowski, Council Member  
Andy Morin, Council Member  
Sarah Aquino, Mayor

Council Members Absent: Ernie Sheldon, Vice Mayor

Participating Staff: City Manager Elaine Andersen  
City Attorney Steve Wang  
City Clerk Christa Freemantle  
Finance Director/CFO Stacey Tamagni  
Parks and Recreation Director Lorraine Poggione

### **PLEDGE OF ALLEGIANCE**

The Pledge of Allegiance was recited.

### **AGENDA UPDATE**

City Clerk Christa Freemantle advised that there was one agenda update for Item 9.

### **BUSINESS FROM THE FLOOR:**

The following speaker addressed the City Council:

Nidhana Perera regarding new blasting near occupied homes in Folsom Ranch area.  
City Clerk Christa Freemantle read emails into the record from the following individuals:

Tom Ireland regarding pinhole leaks  
Eric Johnson regarding recent State COVID-19 restrictions on restaurants.

**SCHEDULED PRESENTATIONS:**

1. Proclamation of the City of Folsom Proclaiming November 16 - 20, 2020 as School Worker Appreciation Week in Folsom

Mayor Sarah Aquino presented the proclamation. Sarah Koligian, FCUSD Superintendent and Ryan Reed from Lakeside Church accepted the proclamation.

2. Proclamation of the Mayor of the City of Folsom Proclaiming November 28, 2020 as Small Business Saturday in the City of Folsom

Council Member Andy Morin presented the proclamation. Shaina DiMariano accepted the proclamation.

3. Veteran's Day Event Celebration Introduction

Parks and Recreation Director Lorraine Poggione gave a presentation.

**CONSENT CALENDAR:**

4. Approval of the October 27, 2020 Special/Regular Meeting Minutes
5. Resolution No. 10550 - A Resolution Authorizing Submission of Folsom Transportation Development Act Claim for Pedestrian and Bicycle Facilities Fiscal Year 2020-21 to the Sacramento Area Council of Governments
6. Resolution No. 10551 - A Resolution Authorizing the City Manager to Execute a Design Consulting Services Agreement with RRM Design Group for the Trail Connection Projects
7. Resolution No. 10552 - A Resolution Accepting the Proposed "Shell of Thrones" Sculpture and Approving the Location of the Art Piece at the Steve Miklos Aquatic Center
8. Resolution No. 10553 - A Resolution Authorizing the City Manager to Execute an Amendment to the Professional Services Agreement with Ascent Environmental for the Housing Element Update and Appropriation of Funds
9. pulled for discussion
10. Resolution No. 10555 – A Resolution Rescinding and Replacing Resolution No.10506 and Authorizing the Police Department to Accept a Sacramento Regional Office of Homeland Security Grant in the Amount of \$250,000, Authorizing the City Manager to Execute an Agreement with the City of Sacramento for the Sacramento Regional Office of Homeland Security Grant and Appropriation of Funds

Council Member Mike Kozlowski requested to pull Item No. 9 for additional information.

**Motion by Council Member Kerri Howell, second by Council Member Andy Morin to approve Items Nos. 1 through 8 and 10 of the Consent Calendar.**

**Motion carried with the following roll call vote:**

**AYES: Council Member(s): Howell, Kozlowski, Morin, Aquino**  
**NOES: Council Member(s): None**  
**ABSENT: Council Member(s): Sheldon**  
**ABSTAIN: Council Member(s): None**

**CONSENT CALENDAR ITEM PULLED FOR DISCUSSION:**

9. Resolution No. 10554 – A Resolution Authorizing Payment from the Water Operating Fund for Permit and Inspection Fees Associated with Pinhole Leak Repairs (*amended*)

Environmental and Water Resources Director Marcus Yasutake provided additional information.

**Motion by Council Member Kerri Howell, second by Council Member Mike Kozlowski to approve Resolution No. 10554 as amended.**

**Motion carried with the following roll call vote:**

**AYES: Council Member(s): Howell, Kozlowski, Morin, Aquino**  
**NOES: Council Member(s): None**  
**ABSENT: Council Member(s): Sheldon**  
**ABSTAIN: Council Member(s): None**

**CITY MANAGER REPORTS:**

City Manager Elaine Andersen commented regarding her recent visit with Vice Mayor Ernie Sheldon. She commented on Sacramento County's movement to the COVID-19 purple tier and reminded all that free hand sanitizer is available for residents. City Manager Andersen spoke of the, annual Holiday Toy Drive and Sutter Street weekend road closures for outdoor diners and shoppers.

**COUNCIL COMMENTS:**

Council Member Kerri Howell encouraged everyone to drive safely. She described upcoming work on the SouthEast Connector project, mentioned activity on regional boards, and sent wishes to Vice Mayor Ernie Sheldon.

Council Member Andy Morin thanked all Veterans for their service and to Grand Marshal Ernie Sheldon for his service to the community. Council Member Morin thanked his colleagues for the

opportunity to serve in the interim position of council member, congratulated new Council Members Rosario Rodriguez and YK Chalamcherla and thanked the City Council for their leadership.

Council Member Mike Kozlowski thanked Vice Mayor Ernie Sheldon for his service, thanked Council Member Andy Morin for his leadership, and discussed the sales tax benefits of shopping local.

Mayor Sarah Aquino thanked Council Member Andy Morin for his time on the City Council, thanked Vice Mayor Ernie Sheldon for his service, congratulated new City Council Members and thanked all who ran for City Council.

**ADJOURNMENT**

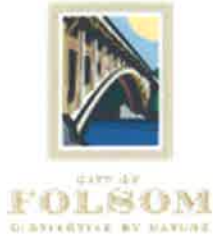
There being no further business to come before the Folsom City Council, the meeting was adjourned at 7:16 p.m.

SUBMITTED BY:

\_\_\_\_\_  
Christa Freemantle, City Clerk

ATTEST:

\_\_\_\_\_  
Sarah Aquino, Mayor



## Folsom City Council Staff Report

<b>MEETING DATE:</b>	12/8/2020
<b>AGENDA SECTION:</b>	Consent Calendar
<b>SUBJECT:</b>	Resolution No. <b>10556</b> – A Resolution Accepting Fiscal Year 2020-21 Supplemental Law Enforcement Services Fund (SLESF), Citizen’s Option for Public Safety (COPS) Grant for the Purchase of Technology to Improve Police Operations in Accordance with State Requirements and Appropriation of Funds
<b>FROM:</b>	Police Department

**RECOMMENDATION / CITY COUNCIL ACTION**

Staff recommends that the City Council pass and adopt Resolution No. **10556** - A Resolution Accepting Fiscal Year 2020/2021 Supplemental Law Enforcement Services Fund (SLESF), Citizen’s Option for Public Safety (COPS) grant for the purchase of technology to improve police operations in accordance with state requirements and appropriation of funds.

**BACKGROUND / ISSUE**

In fiscal year 1996/97 the State of California first enacted the Citizen’s Option for Public Safety (COPS) program under Assembly Bill 3229. Under this program, cities and counties receive state funds to augment front-line police services. Grant awards are based on per capita population, with \$100,000 being the minimum guaranteed award. The City of Folsom grant award for FY 2020-21 is estimated at \$123,972.

Government Code Section 30061 requires that these funds shall be appropriated pursuant to a request from the Police Chief or the Chief Administrator of the law enforcement agency that provides police services for the respective city. The request for use of this funding shall specify the front-line law enforcement needs of the requesting entity including the personnel, equipment, and programs that are necessary to meet those needs.

**POLICY / RULE**

The Citizen’s Option for Public Safety program is an on-going state program, but it requires a separate budget appropriation for continued funding. The funds must be used to supplement and not supplant existing local funding for law enforcement services.

**ANALYSIS**

The Supplemental Law Enforcement Services Funds cannot be used for administrative overhead allocations in excess of 0.5 percent, nor can the allocation be used to fund the costs of any capital project or construction project that does not directly support front-line law enforcement services.

The City of Folsom and the Folsom Police Department are committed to utilizing technology to identify and deter criminals. The Folsom Police Department is also committed to updating computer equipment in the department in order to provide services to the public as well as to be as efficient with staff time as possible.

The Chief of Police requests approval to utilize AB3229 Citizen's Option for Public Safety state funds in the amount of \$123,972 for the purchase of technology to improve police operations.

**FINANCIAL IMPACT**

There are no matching requirements for the AB3229 funds and no direct impact on the General Fund. Because Supplemental Law Enforcement Services Funds are required to be separately appropriated, staff is also requesting an appropriation of \$123,972 to be added to the police department budget as COPS funding installments for fiscal year 2020/21 are received from the County of Sacramento Department of Finance. The additional appropriation will be applied the fiscal year 2020/21 budget in the Police Department in the General Fund (Fund 010).

**ATTACHMENTS**

Resolution No. 10556 - A Resolution Accepting Fiscal Year 2020-21 Supplemental Law Enforcement Services Fund (SLESF), Citizen's Option for Public Safety (COPS) grant for the Purchase of Technology to Improve Police Operations in Accordance with State Requirements and Appropriation of Funds.

Submitted,

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Richard Hillman, Chief of Police

**RESOLUTION NO. 10556**

**A RESOLUTION ACCEPTING FISCAL YEAR 2020-21 SUPPLEMENTAL LAW ENFORCEMENT SERVICES FUND (SLESF), CITIZEN’S OPTION FOR PUBLIC SAFETY (COPS) GRANT FOR THE PURCHASE OF TECHNOLOGY TO IMPROVE POLICE OPERATIONS IN ACCORDANCE WITH STATE REQUIREMENTS AND APPROPRIATION OF FUNDS**

**WHEREAS**, the State of California enacted the Citizen’s Option for Public Safety (COPS) program, under Assembly Bill 3229, to fund front-line law enforcement services; and

**WHEREAS**, the COPS funding available to the City of Folsom for fiscal year 2020-21 is \$123,972; and

**WHEREAS**, these state funds are separate and apart from the proposed allocations from the City’s general fund and an additional appropriation is needed; and

**WHEREAS**, the Chief of Police has requested to allocate and appropriate these funds for the purchase of technology to improve police operations; and

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Folsom hereby authorizes the use of the AB3229, Citizen’s Option for Public Safety (COPS) state funding in accordance with the request of the Chief of Police to purchase technology to improve police operations.

**NOW, THEREFORE, BE IT FURTHER RESOLVED** that the Finance Director is authorized to appropriate an additional \$123,972 as expenditures and as intergovernmental revenue in the General Fund (Fund 010) to the Police Department budget in fiscal year 2020-21.

**PASSED AND ADOPTED** this 8th day of December 2020, by the following roll-call vote:

**AYES:** Council Member(s):

**NOES:** Council Member(s):

**ABSENT:** Council Member(s):

**ABSTAIN:** Council Member(s):

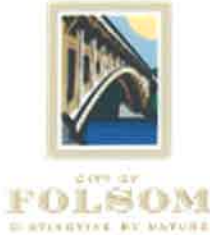
\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
Christa Freemantle, CITY CLERK

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## Folsom City Council Staff Report



<b>MEETING DATE:</b>	12/8/2020
<b>AGENDA SECTION:</b>	Consent Calendar
<b>SUBJECT:</b>	Resolution No. 10557 - A Resolution of the City Council of the City of Folsom Appointing a Director and an Alternate Director to the Northern California Cities Self Insurance Fund Board of Directors
<b>FROM:</b>	City Clerk's Department

**RECOMMENDATION / CITY COUNCIL ACTION**

It is recommended that the City Council approve Resolution No. 10557 - A Resolution of the City Council of the City of Folsom Appointing a Director and an Alternate Director to the Northern California Cities Self Insurance Fund Board of Directors.

**BACKGROUND / ISSUE**

The City of Folsom is a party to the Joint Exercise of Powers Agreement for the Northern California Cities Self Insurance Fund (NCCSIF). NCCSIF, is an association of municipalities formed to protect member resources by stabilizing risk costs in a reliable and economical manner while providing members with broad coverage and quality services in risk and claims management. The JPA provides medium-sized northern California cities with a mechanism to self-fund a layer of workers' compensation insurance, as well as to obtain the advantages of group purchase for excess insurance. Formed in 1979, NCCSIF was one of the first pooled municipal insurance programs in California.

Pursuant to the Joint Exercise of Powers Agreement, each member agency of NCCSIF is required to appoint a Director and an Alternate Director to represent the member agency on the NCCSIF Board of Directors. Representatives to the Board of Directors are also authorized to serve on the NCCSIF Executive Committee.

The City of Folsom was previously represented on the NCCSIF Board of Directors by Assistant City Manager/Human Resources Director Jim Francis and by Senior Human Resources Analyst Kris Haile. Both Francis and Haile have recently retired, so new appointments are needed to ensure that the City's interests continue to be represented on the NCCSIF Board of Directors and Executive Committee.

Staff is requesting that Human Resources Director Susan Walter be appointed to serve as its Director on the NCCSIF Board of Directors. Susan Walter was promoted to Human Resources Director on October 1, 2020. She has been serving in professional human resources roles for 20 years, including ten years as Director of Human Resources at Lake Tahoe Community College where she was responsible for workers compensation and safety, supervising the district's part-time Safety Officer. She holds a bachelor's degree in management with a concentration in human resources from Towson State University and a master's in business administration from Mount Saint Mary's University in Maryland.

Staff is also requesting that City Attorney Steve Wang be appointed to serve as the Alternate Director in the absence of the Director. Steven Wang was appointed as City Attorney in 2016, having first served as Assistant City Attorney for eight years from March 2008 to March 2016.

#### **ATTACHMENT**

Resolution No. 10557 - A Resolution of the City Council of the City of Folsom Appointing a Director and an Alternate Director to the Northern California Cities Self Insurance Fund Board of Directors

Submitted,

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Christa Freemantle, CMC  
City Clerk

**RESOLUTION NO. 10557**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FOLSOM  
APPOINTING A DIRECTOR AND AN ALTERNATE DIRECTOR TO THE  
NORTHERN CALIFORNIA CITIES SELF INSURANCE FUND  
BOARD OF DIRECTORS**

**WHEREAS**, the City of Folsom (the “City”) is a party to the Joint Exercise of Powers Agreement for the Northern California Cities Self Insurance Fund (the “Joint Exercise of Powers Agreement”), and, as such, is a founding Member Agency of the Northern California Cities Self Insurance Fund (“NCCSIF”), as that term is defined in the Joint Exercise of Powers Agreement, and

**WHEREAS**, pursuant to the Joint Exercise of Powers Agreement, each Member Agency of NCCSIF is required to appoint a Director and an Alternate Director to act in the Director’s absence, to represent the City as if the City itself were present and acting on the NCCSIF Board of Directors for all matters which come before such Board of Directors, and also for the Director to be eligible for serving on the NCCSIF Executive Committee; and

**NOW, THEREFORE, BE IT RESOLVED**, that the City Council hereby appoints Human Resources Director Susan Walter to serve as its Director on the NCCSIF Board of Directors to act on behalf of the City, a Member Agency of NCCSIF, on all matters to come before the Board of Directors, as if the City itself were present and acting at such meeting, and for such Director to be eligible for serving on the NCCSIF Executive Committee; and appoints City Attorney Steve Wang to serve as Alternate Director in the absence of the Director.

**BE RESOLVED FURTHER**, that the City Clerk shall inform the Secretary of NCCSIF of the above appointment by sending a certified copy of this resolution to NCCSIF’s business office.

**PASSED AND ADOPTED** this 8<sup>th</sup> day of December 2020, by the following roll-call vote:

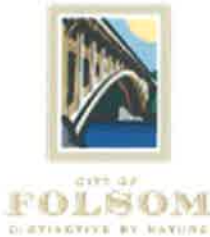
- AYES:** Council Member(s):
- NOES:** Council Member(s):
- ABSENT:** Council Member(s):
- ABSTAIN:** Council Member(s):

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
Christa Freemantle, CITY CLERK

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# Folsom City Council Staff Report

<b>MEETING DATE:</b>	12/8/2020
<b>AGENDA SECTION:</b>	Consent Calendar
<b>SUBJECT:</b>	Resolution No. 10558 – A Resolution Authorizing the Use of Donated Funds from the Friends of the Folsom Library and of Grant Funds from the California State Library and Appropriation of Funds.
<b>FROM:</b>	Library

### **RECOMMENDATION / CITY COUNCIL ACTION**

The Library staff recommends the City Council pass and adopt Resolution No. 10558 – A Resolution Authorizing the Use of Donated Funds from the Friends of the Folsom Library and of Grant Funds from the California State Library and Appropriation of Funds.

### **BACKGROUND / ISSUE**

The Friends of the Folsom Library (Friends) donated \$16,700 to the Library to use in Fiscal Year 2020-2021 for various virtual reading programs and materials for the Library’s collection. The Friends have historically helped support the Library through an annual donation. The Library has also received a \$31,367.53 grant from the California State Library to purchase computer equipment to allow connection to high speed internet.

### **POLICY / RULE**

Financial agreements with outside agencies require City Council approval.

### **ANALYSIS**

Each year, the Friends of the Folsom Library (Friends) donate funds to supplement the Library’s ability to provide programs and updated library materials. Special donations have also been given for the purchase of furniture and toys for the children’s area. The Friends

have donated \$16,700 to the Library in FY 2020-21 to support the Library in the following ways:

- Support virtual reading programs such as the Winter Reading Challenge and Summer Reading.
- Book club materials.
- Materials for the Library's collection (including e-books).

In addition to the Friends donation, the Library received a \$31,367.53 grant from the California State Library to purchase equipment which will enable the library to connect to high speed internet. The Folsom Public Library is joining the CENIC network (a consortium of higher education organizations and libraries) and will soon have 1GB internet access. The funds granted by the State Library will be used to purchase the equipment necessary to connect at such high speed. No matching funds were required by the grant.

### **FINANCIAL IMPACT**

Donations and grants in the amount of \$48,067.53 from the Friends of the Folsom Library and California State Library have been given to the Library for use in FY 2020-21 for programs, collections, and the purchase of computer equipment. The FY 2020-21 Budget in the Library did not include the grant from the California State Library so an additional appropriation will be required in the amount of \$31,368.

### **ENVIRONMENTAL REVIEW**

This action is exempt from environmental review pursuant to CEQA guidelines §15061(b)(3).

### **ATTACHMENT**

Resolution No. 10558 – A Resolution Authorizing the Use of Donated Funds from the Friends of the Folsom Library and of Grant Funds from the California State Library and Appropriation of Funds.

Submitted,

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Lori Easterwood, Library Director

**RESOLUTION NO. 10558**

**A RESOLUTION AUTHORIZING THE USE OF DONATED FUNDS FROM THE FRIENDS OF THE FOLSOM LIBRARY AND OF GRANT FUNDS FROM THE CALIFORNIA STATE LIBRARY AND APPROPRIATION OF FUNDS**

**WHEREAS**, financial agreements with outside agencies require City Council approval;  
and

**WHEREAS**, the Friends of the Folsom Library donated \$16,700 to the Library; and

**WHEREAS**, the Library received a \$31,367.53 grant from the California State Library to purchase equipment which will enable the library to connect to high speed internet. The Folsom Public Library is joining the CENIC network and will soon have 1GB internet access; and

**WHEREAS**, donations and grants in the amount of \$48,067.53 from the Friends of the Folsom Library and California State Library have been given to the Library for use in FY 2020-21 for programs, collections, and the purchase of computer equipment; and

**WHEREAS**, the grant from the California State Library will require an additional appropriation to the FY 2020-21 Library Budget in the General Fund (Fund 010); and

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Folsom authorizes the use of donated funds from the Friends of the Folsom Library and grant funds from the California State Library.

**NOW, THEREFORE, BE IT FURTHER RESOLVED** that the Finance Director is authorized to appropriate an additional \$31,368 to the General Fund (Fund 010) in the Library budget as grant revenue and expenditures.

**PASSED AND ADOPTED** this 8<sup>th</sup> day of December, 2020, by the following roll-call vote:

- AYES:** Council Member(s):
- NOES:** Council Member(s):
- ABSENT:** Council Member(s):
- ABSTAIN:** Council Member(s):

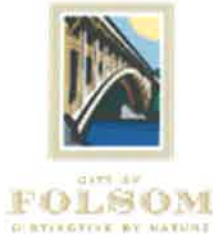
\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
Christa Freemantle, CITY CLERK

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# Folsom City Council Staff Report



<b>MEETING DATE:</b>	12/8/2020
<b>AGENDA SECTION:</b>	Consent Calendar
<b>SUBJECT:</b>	Resolution No. 10559 - A Resolution Amending Exhibit A to Resolution No. 10458 for the Creekstone Phase 1 Subdivision Project
<b>FROM:</b>	Community Development Department

### RECOMMENDATION / CITY COUNCIL ACTION

Move to adopt Resolution No. 10559 - A Resolution Amending Exhibit A to Resolution No. 10458 for the Creekstone Phase 1 Subdivision Project.

### BACKGROUND / ISSUE

On May 26, 2020, the City Council approved Resolution No. 10458 for approval of a Small-Lot Vesting Tentative Subdivision Map, Planned Development Permit, and Inclusionary Housing Plan for development of a 71-unit single-family residential subdivision (Creekstone Phase 1 Subdivision) on a 9.88-acre site located at the southeast corner of the intersection of East Bidwell Street and Mangini Parkway within the Folsom Plan Area.

Subsequent to the City Council approval of the Creekstone Phase 1 Subdivision project, the applicant submitted plans to the City for approval of the Final Subdivision Map. During the course of reviewing the Final Subdivision Map, City staff discovered that some of the conditions of approval (Condition Nos. 52-4 to 52-89) for the project were inadvertently omitted from Resolution No. 10458 that was reviewed and approved by the City Council on May 26, 2020.

### ANALYSIS

The purpose of the proposed resolution is to incorporate the conditions of approval for the Creekstone Phase 1 Subdivision project that were previously omitted when the City Council approved the project on May 26, 2020. To accomplish this task, Resolution No. 10559

proposes to amend Exhibit A to Resolution No. 10459 for the Creekstone Phase 1 Subdivision project as shown in Attachment No. 1 to this staff report. It is important to note that the Final Subdivision Map for the Creekstone Phase 1 Subdivision project cannot be approved by the City Council until all of the conditions of approval for the project have been approved by the City Council.

### **FINANCIAL IMPACT**

There is no financial impact associated with the proposed project.

### **ENVIRONMENTAL REVIEW**

The Creekstone Phase 1 Subdivision project was previously determined by the City to be exempt from additional environmental review as provided in CEQA Guidelines 15182(c). No further environmental review is required.

### **ATTACHMENT**

1. Resolution No. 10559 - A Resolution Amending Exhibit A to Resolution No. 10458 for the Creekstone Phase 1 Subdivision Project

Submitted,



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PAM JOHNS  
Community Development Director

## Attachment 1

# Resolution No. 10559 – A Resolution Amending Exhibit A to Resolution No. 10458 for the Creekstone Phase 1 Subdivision Project

**RESOLUTION NO. 10559**

**A RESOLUTION AMENDING EXHIBIT A TO RESOLUTION NO. 10458 FOR THE CREEKSTONE PHASE 1 SUBDIVISION PROJECT**

**WHEREAS**, on May 26, 2020, the City Council held a public hearing on the Creekstone Phase 1 Subdivision project, and approved Resolution No. 10458 – A Resolution Determining that the Creekstone Phase 1 Subdivision Project is Exempt from CEQA and Approving a Small-Lot Vesting Tentative Subdivision Map, Planned Development Permit, and the Inclusionary Housing Plan for the Creekstone Phase 1 Subdivision Project; and

**WHEREAS**, certain conditions of approval (Condition Nos. 52-4 to 52-89) applicable to the Creekstone Phase 1 Subdivision project were in advertently omitted from Exhibit A attached to Resolution No. 10458 approved by the City Council on May 26, 2020; and

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Folsom that Exhibit A to Resolution No. 10458 is hereby amended in its entirety for the Creekstone Phase 1 Subdivision project as shown on Exhibit A attached hereto

**PASSED AND ADOPTED** this 8<sup>th</sup> day of December 2020, by the following roll-call vote:

**AYES:** Council Member(s):

**NOES:** Council Member(s):

**ABSENT:** Council Member(s):

**ABSTAIN:** Council Member(s):

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
Christa Freemantle, CITY CLERK

# Exhibit A

<b>CONDITIONS OF APPROVAL FOR THE CREEKSTONE PHASE 1 SUBDIVISION (PN 19-059)                      SOUTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND MANGINI PARKWAY                      SLVTSM, PD PERMIT, AND MINOR ADMINISTRATIVE MODIFICATION</b>				
Condition No.	Mitigation Measure	Condition of Approval	When Required	Responsible Department
1.		<p><b><i>Final Development Plans</i></b>                      The owner/applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ol style="list-style-type: none"> <li>1. Small-Lot Vesting Tentative Subdivision Map, dated April 21, 2020</li> <li>2. Preliminary Grading, Drainage, and Utility Plan, dated April 21, 2020</li> <li>3. Creekstone Phase 1 Subdivision Project Narrative Book, dated February 26, 2020</li> <li>4. Wall and Fence Exhibit and Details, dated January 31, 2020</li> <li>5. Residential Schematic Design, dated Feb. 24, 2020</li> <li>6. Exterior Color/Materials Specification, dated February 24, 2020</li> <li>7. Conceptual Front Yards, Creekstone Phase 1 Subdivision, dated December 9, 2020</li> <li>8. Inclusionary Housing Plan, dated Feb. 15, 2019</li> <li>9. Access and Circulation Analysis, dated April 14, 2020</li> <li>10. Environmental Noise Analysis, dated August 15, 2019</li> </ol> <p>The Small-Lot Vesting Tentative Subdivision Map, Planned Development Permit, and Inclusionary Housing Plan are approved for the development of a 71-unit single-family residential subdivision (Creekstone Phase 1 Subdivision). Implementation of the project shall be consistent with the above referenced items and these conditions of approval.</p>	G, I, M, B	CD (P)(E)
2.		<p><b><i>Plan Submittal</i></b>                      All civil engineering, improvement, and landscape and irrigation plans, shall be submitted to the Community Development Department for review and approval to ensure conformance with this approval and with relevant codes, policies, standards and other requirements of the City of Folsom.</p>	G, I	CD (P)(E)

CONDITIONS OF APPROVAL FOR THE CREEKSTONE PHASE 1 SUBDIVISION (PN 19-059) SOUTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND MANGINI PARKWAY SLVTSM, PD PERMIT, AND MINOR ADMINISTRATIVE MODIFICATION				
Condition No.	Mitigation Measure	Condition of Approval	When Required	Responsible Department
3.		<p><b>Validity</b></p> <p>This approval of the Small-Lot Vesting Tentative Subdivision Map shall be valid for a period of twenty-four (24) months pursuant to Section 16.16.110A of the Folsom Municipal Code and the Subdivision Map Act. The term of the Planned Development Permit and approved Inclusionary Housing Agreement shall track the term of the Small-Lot Vesting Tentative Subdivision Map, as may be extended from time to time pursuant to Section 16.16.110.A and 16.16.120 of the Folsom Municipal Code and the Subdivision Map Act.</p>	M	CD (P)
4.		<p><b>FMC Compliance</b></p> <p>The Small-Lot Final Map shall comply with the Folsom Municipal Code and the Subdivision Map Act.</p>	M	CD (E)
5.		<p><b>Development Rights</b></p> <p>The approval of this Small-Lot Vesting Tentative Subdivision Map conveys the right to develop. As noted in these conditions of approval for the Small-Lot Vesting Tentative Subdivision Map, the City has identified improvements necessary to develop the subject parcels. These improvements include on and off-site roadways, water, sewer, storm drainage, landscaping, sound-walls, and other improvements.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD
6.		<p><b>Public Right of Way Dedication</b></p> <p>As provided for in the First Amended and Restated Development Agreement (ARDA) and the Amendments No. 1 and 2 thereto, and any approved amendments thereafter, the owner/applicant shall dedicate all public rights-of-way and corresponding public utility easements such that public access is provided to each and every lot within the Creekstone Phase 1 Subdivision project as shown on the Small-Lot Vesting Tentative Subdivision Map (Lots 1-71).</p>	M	CD (E)(P)
7.		<p><b>Street Names</b></p> <p>The street names identified below shall be used for the Final Small-Lot Map(s): Cash Drive Cantor Drive</p>	M	CD (E)(P)

<b>CONDITIONS OF APPROVAL FOR THE CREEKSTONE PHASE 1 SUBDIVISION (PN 19-059)                      SOUTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND MANGINI PARKWAY                      SLVTSM, PD PERMIT, AND MINOR ADMINISTRATIVE MODIFICATION</b>				
Condition No.	Mitigation Measure	Condition of Approval	When Required	Responsible Department
8.		<p><b><i>Indemnity for City</i></b>                      The owner/applicant shall protect, defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project, which claim, action or proceeding is brought within the time period provided therefore in Government Code Section 66499.37 or other applicable statutes of limitation. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. If the City should fail to cooperate fully in the defense, the owner owner/applicant shall not thereafter be responsible to defend, indemnify and hold harmless the City or its agents, officers, and employees, pursuant to this condition. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> <li>• The City bears its own attorney’s fees and costs; and</li> <li>• The City defends the claim, action or proceeding in good faith</li> </ul> <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant. The owner/applicant’s obligations under this condition shall apply regardless of whether a Final Map is ultimately recorded with respect to this project.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD
9.		<p><b><i>Small-Lot Vesting Tentative Subdivision Map</i></b>                      The Small-Lot Vesting Tentative Subdivision map is expressly conditioned upon compliance with all environmental mitigation measures identified in the Folsom Plan Area Specific Plan EIR/EIS as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014), and the Westland Eagle Specific Plan Amendment (September 2015).</p>	OG	CD



<b>CONDITIONS OF APPROVAL FOR THE CREEKSTONE PHASE 1 SUBDIVISION (PN 19-059)            SOUTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND MANGINI PARKWAY            SLVTSM, PD PERMIT, AND MINOR ADMINISTRATIVE MODIFICATION</b>				
Condition No.	Mitigation Measure	Condition of Approval	When Required	Responsible Department
10.		<b><i>ARDA and Amendments</i></b> The owner/applicant shall comply with all provisions of Amendments No. 1 and 2 to the First Amended and Restated Tier 1 Development Agreement and any approved amendments thereafter by and between the City and the owner/applicant of the project.	M	CD (E)
11.	✓	<b><i>Mitigation Monitoring</i></b> The owner/applicant shall participate in a mitigation monitoring and reporting program pursuant to City Council Resolution No. 2634 and Public Resources Code 21081.6. The mitigation monitoring and reporting measures identified in the Folsom Plan Area Specific Plan FEIR/EIS have been incorporated into these conditions of approval in order to mitigate or avoid significant effects on the environment. These mitigation monitoring and reporting measures are identified in the mitigation measure column. Applicant shall fund on a Time and Materials basis all mitigation monitoring (e.g., staff and consultant time).	OG	CD (P)
<b>POLICE/SECURITY REQUIREMENT</b>				
12.		The owner/applicant shall consult with the Police Department in order to incorporate all reasonable crime prevention measures. The following security/safety measures shall be considered: <ul style="list-style-type: none"> <li>• A security guard on-duty at all times at the site or a six-foot security fence shall be constructed around the perimeter of construction areas.</li> <li>• Security measures for the safety of all construction equipment and unit appliances.</li> <li>• Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting.</li> </ul>	G, I, B	PD

<b>DEVELOPMENT COSTS AND FEE REQUIREMENTS</b>				
13.		<p><b><i>Taxes and Fees</i></b> The owner/applicant shall pay all applicable taxes, fees and charges for the project at the rate and amount required by the Public Facilities Financing Plan and Amendments No. 1 and No. 2 to the Amended and Restated Tier 1 Development Agreement.</p>	M	CD (P)(E)
14.		<p><b><i>Assessments</i></b> If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.</p>	M	CD (E)
15.		<p><b><i>FPASP Development Impact Fees</i></b> The owner/applicant shall be subject to all Folsom Plan Area Specific Plan Area development impact fees in place at the time of approval or subsequently adopted consistent with the Public Facilities Financing Plan (PFFP), Development Agreement and amendments thereto, unless exempt by previous agreement. The owner/applicant shall be subject to all applicable Folsom Plan Area plan-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, the Folsom Plan Area Specific Plan Fee, Specific Plan Infrastructure Fee (SPIF), Solid Waste Fee, Corporation Yard Fee, Transportation Management Fee, Transit Fee, Highway 50 Interchange Fee, General Park Equipment Fee, Housing Trust Fee, etc.</p> <p>Any protest to such for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval (May 26, 2020), or otherwise shall be governed by the terms of Amendments No. 1 and 2 to ARDA. The fees shall be calculated at the fee rate set forth in the PFFP and the ARDA.</p>	B	CD (P), PW, PK
16.		<p><b><i>Legal Counsel</i></b> The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the City shall provide notice to the owner/applicant of the outside counsel selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for all outside legal fees and costs incurred and documented by the City for such services. The owner/applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The owner/applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.</p>	OG	CD (P)(E)

17.	<p><b><i>Consultant Services</i></b>                  If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the City shall provide notice to the owner/applicant of the outside consultant selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for actual costs incurred and documented in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the Grading Plan, Final Map, improvement plans, or beginning inspection, whichever is applicable.</p>	G, I, M, B	CD (P)(E)
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<b>GRADING PERMIT REQUIREMENTS</b>				
18.		<p><b><i>Walls/Fences</i></b>                      The final location, design, height, materials, and colors of the walls and fences shall consistent with the submitted Wall and Fence Exhibit and Details, dated January 31, 2020 subject to review and approval by the Community Development Department to ensure consistency with the Folsom Ranch Central District Design Guidelines. In addition, side yard shall fencing shall be located behind second-story bedroom “rescue windows” as required by the Folsom Fire Code subject to review and approval by the Community Development Department.</p>	G, I, B	CD (P)(E), FD
19.		<p><b><i>Mine Shaft Remediation</i></b>                      The owner/applicant shall locate and remediate all antiquated mine shafts, drifts, open cuts, tunnels, and water conveyance or impoundment structures existing on the project site, with specific recommendations for the sealing, filling, or removal of each that meet all applicable health, safety and engineering standards. Recommendations shall be prepared by an appropriately licensed engineer or geologist. All remedial plans shall be reviewed and approved by the City prior to approval of grading plans.</p>	G	CD (E)
20.		<p><b><i>Prepare Traffic Control Plan.</i></b>                      Prior to construction, a Traffic Control Plan for roadways and intersections affected by construction shall be prepared by the owner/applicant. The Traffic Control Plan prepared by the owner/applicant shall, at minimum, include the following measures:</p> <ul style="list-style-type: none"> <li>• Maintaining the maximum amount of travel lane capacity during non-construction periods, possible, and advanced notice to drivers through the provision of construction signage.</li> <li>• Maintaining alternate one-way traffic flow past the lay down area and site access when feasible.</li> <li>• Heavy trucks and other construction transport vehicles shall avoid the busiest commute hours (7 a.m. to 8 a.m. and 5 p.m. to 6 p.m. on weekdays).</li> <li>• A minimum 72-hour advance notice of access restrictions for residents, businesses, and local emergency response agencies. This shall include the identification of alternative routes and detours to enable for the avoidance of the immediate construction zone.</li> <li>• A phone number and City contact for inquiries about the schedule of the construction throughout the construction period. This information will be posted in a local newspaper, via the City’s web site, or at City Hall and will be updated on a monthly basis.</li> </ul>	G	CD (E)

21.	<b><i>State and Federal Permits</i></b> The owner/applicant shall obtain all required State and Federal permits and provide evidence that said permits have been obtained, or that the permit is not required, subject to staff review prior to approval of any grading or improvement plan.	G, I	CD (P)(E)
22.	<b><i>Landslide /Slope Failure</i></b> The owner/applicant shall retain an appropriately licensed engineer during grading activities to identify existing landslides and potential slope failure hazards. The said engineer shall be notified a minimum of two days prior to any site clearing or grading to facilitate meetings with the grading contractor in the field.	G	CD (E) PW
<b>IMPROVEMENT PLAN REQUIREMENTS</b>			
23.	<b><i>Improvement Plans</i></b> The improvement plans for the required public and private subdivision improvements necessary to serve any and all phases of development shall be reviewed and approved by the Community Development Department prior to approval of a Final Map.	M	CD (E)
24.	<b><i>Standard Construction Specifications and Details</i></b> Public and private improvements, including roadways, curbs, gutters, sidewalks, bicycle lanes and trails, streetlights, underground infrastructure and all other improvements shall be provided in accordance with the latest edition of the City of Folsom <u><i>Standard Construction Specifications and Details</i></u> and the <u><i>Design and Procedures Manual and Improvement Standards</i></u> .	I	CD (P)(E)
25.	<b><i>Water and Sewer Infrastructure</i></b> All City-owned water and sewer infrastructure shall be placed within the street right of way. In the event that a City-maintained public water or sewer main needs to be placed in an area other than the public right of way, such as through an open space corridor, landscaped area, etc., the following criteria shall be met;  <ul style="list-style-type: none"> <li>• The owner/applicant shall provide public sewer and water main easements</li> <li>• An access road shall be designed and constructed to allow for the operations, maintenance and replacement of the public water or sewer line by the City along the entire water and/or sewer line alignment.</li> <li>• In no case shall a City-maintained public water or public sewer line be placed on private residential property.</li> </ul>	I	CD (E)

26.		<p><b>Lighting Plan</b> The owner/applicant of all project phases shall submit a lighting plan for the project to the Community Development Department. The lighting plan shall be consistent with the Folsom Ranch Central District Design Guidelines:</p> <ul style="list-style-type: none"> <li>• Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties;</li> <li>• Place and shield or screen flood and area lighting needed for construction activities, nighttime sporting activities, and/or security so as not to disturb adjacent residential areas and passing motorists;</li> <li>• For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or that blink or flash;</li> <li>• Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth toned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways; and</li> <li>• Design exterior on-site lighting as an integral part of the building and landscaping design in the Specific Plan Area. Lighting fixtures shall be architecturally consistent with the overall site design. Lights used on signage should be directed to light only the sign face with no off-site glare.</li> </ul>	I	CD (P)
27.		<p><b>Utility Coordination</b> The owner/applicant shall coordinate the planning, development and completion of this project with the various utility agencies (i.e., SMUD, PG&amp;E, etc.). The owner/applicant shall provide the City with written confirmation of public utility service prior to approval of the final map.</p>	M	CD (P)(E)
28.		<p><b>Replacing Hazardous Facilities</b> The owner/applicant shall be responsible for replacing any and all damaged or hazardous public sidewalk, curb and gutter, and/or bicycle trail facilities along the site frontage and/or boundaries, including pre-existing conditions and construction damage, to the satisfaction of the Community Development Department.</p>	I, OG	CD (E)
29.		<p><b>Future Utility Lines</b> All future utility lines lower than 69 KV that are to be built within the project shall be placed underground within and along the perimeter of the project at the developer's cost. The owner/applicant shall dedicate to SMUD all necessary underground easements for the electrical facilities that will be necessary to service development of the project.</p>	M	CD (E)

30.	<p><b>Water Meter Fixed Network System</b>                  The owner owner/applicant shall pay for, furnish and install all infrastructure associated with the water meter fixed network system for any City-owned and maintained water meter within the project.</p>	I	CD (E), EWR
31.	<p><b>Class II Bike Lanes</b>                  All Class II bike lanes shall be striped, and the legends painted to the satisfaction of the Community Development Department. No parking shall be permitted within the Class II bike lanes.</p>	I	CD (E)(P)
32.	<p><b>Noise Barriers</b>                  Based on the Environmental Noise Assessment (the “2020 Noise Assessment”) prepared by Bollard Acoustical Consultants on August 15, 2019, the following measures shall be implemented to the satisfaction of the Community Development Department:</p> <ul style="list-style-type: none"> <li>• 6-foot-tall solid noise barriers shall be constructed along all residential property boundaries adjacent to East Bidwell Street and Mangini Parkway prior to occupancy of any residences adjacent to these streets. The 6-foot-tall solid noise barrier adjacent to East Bidwell Street shall be located on top of a 4-foot-tall berm, effectively creating a 10-foot-tall combination barrier as measured from the pad grade the homes adjacent to East Bidwell Street. The 6-foot-tall solid noise barrier adjacent to Mangini Parkway shall be measured relative to the pad grade of the adjacent homes.</li> <li>• Suitable materials for the traffic noise barriers include masonry and precast concrete panels. The overall barrier height may be achieved by utilizing a barrier and earthen berm combination. Other materials may be acceptable but shall be reviewed by an acoustical consultant and approved by the Community Development Department prior to use.</li> <li>• Mechanical ventilation (air conditioning) shall be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable interior noise level criteria.</li> <li>• Second-floor building facades shall maintain minimum window assembly STC ratings of 32 for all homes with rear yards adjacent to East Bidwell Street.</li> </ul>	I, O	CD (E)(P)

33.		<p><b><i>Master Plan Updates</i></b></p> <p>The owner/applicant shall provide sanitary sewer, water and storm drainage improvements with corresponding easements, as necessary, in accordance with these studies and the latest edition of the City of Folsom <u><i>Standard Construction Specifications and Details</i></u>, and the <u><i>Design and Procedures Manual and Improvement Standards</i></u>.</p> <p>The storm drainage design shall provide for no net increase in run-off under post-development conditions.</p>	G, I	CD(E), EWR, PW
34.		<p><b><i>Best Management Practices</i></b></p> <p>The storm drain improvement plans shall provide for “Best Management Practices” that meet the requirements of the water quality standards of the City’s National Pollutant Discharge Elimination System Permit issued by the State Regional Water Quality Control Board.</p> <p>In addition to compliance with City ordinances, the owner/applicant shall prepare a Stormwater Pollution Prevention Plan (SWPPP) and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, “Hydrology and Water Quality.”</p>	G, I	CD (E)
35.		<p><b><i>Litter Control</i></b></p> <p>During Construction, the owner/applicant shall be responsible for litter control and sweeping of all paved surfaces in accordance with City standards. All on-site storm drains shall be cleaned immediately before the official start of the rainy season (October 15).</p>	OG	CD (E)



**FIRE DEPT REQUIREMENTS**

<p>36.</p>	<p><b><i>All-Weather Access and Fire Hydrants</i></b>                  The owner/applicant shall provide all-weather access and fire hydrants before combustible materials are allowed on any project site or other approved alternative method as approved by the Fire Department. All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material or vertical construction is allowed on any project site or other approved alternative method as approved by the Fire Department. (All-weather access is defined as six inches of compacted aggregate base from May 1 to September 30 and two inches asphalt concrete over six inches aggregate base from October 1 to April 30). The buildings shall have illuminated addresses visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and approved by the Fire Department.</p> <ul style="list-style-type: none"> <li>• Residential Fire-Flow with Automatic Fire Sprinkler System: The required fire-flow for the proposed subdivision is determined to be 500 gpm per minute for 30 minutes.</li> <li>• All public streets shall meet City of Folsom Street Standards.</li> <li>• The maximum length of any dead-end street shall not exceed 500 feet in accordance with the Folsom Fire Code (unless approved by the Fire Department).</li> <li>• All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material storage or vertical construction is allowed. All-weather access is defined as 6” of compacted AB from May 1 to September 30 and 2”AC over 6” AB from October 1 to April 30</li> <li>• The first Fire Station planned for the Folsom Plan Area may be required to be completed and operational at the time that the threshold of 1,500 occupied homes within the Folsom Plan Area is met.</li> </ul>	<p>G, I, M, B</p>	<p>CD (P), FD</p>
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**LANDSCAPE/TREE PRESERVATION REQUIREMENTS**

<p>37.</p>	<p><b>Landscaping Plans</b>                  Final landscape plans and specifications shall be prepared by a registered landscape architect and approved by the City prior to the approval of the first building permit. Said plans shall include all on-site landscape specifications and details including a tree planting exhibit demonstrating sufficient diversity and appropriate species selection to the satisfaction of the Community Development Department. The tree exhibit shall include all street trees, accent trees, parking lot shading trees, and mitigation trees proposed within the development. Said plans shall comply with all State and local rules, regulations, Governor’s declarations and restrictions pertaining to water conservation and outdoor landscaping.</p> <p>Landscaping shall meet shade requirements as outlined in the Folsom Plan Area Specific Plan where applicable. The landscape plans shall comply and implement water efficient requirements as adopted by the State of California (Assembly Bill 1881) (State Model Water Efficient Landscape Ordinance) until such time the City of Folsom adopts its own Water Efficient Landscape Ordinance at which time the owner/applicant shall comply with any new ordinance. Shade and ornamental trees shall be maintained according to the most current American National Standards for Tree Care Operations (ANSI A-300) by qualified tree care professionals. Tree topping for height reduction, view protection, light clearance or any other purpose shall not be allowed. Specialty-style pruning, such as pollarding, shall be specified within the approved landscape plans and shall be implemented during a 5-year establishment and training period. The owner/applicant shall comply with city-wide landscape rules or regulations on water usage. The owner/applicant shall comply with any state or local rules and regulations relating to landscape water usage and landscaping requirements necessitated to mitigate for drought conditions on all landscaping in the Creekstone Phase 1 Subdivision project.</p>	<p>B</p>	<p>CD (P)(E)</p>
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**MAP REQUIREMENTS**

38.		<p><b><i>Subdivision Improvement Agreement</i></b>                  Prior to the approval of any Final Map, the owner/applicant shall enter into a subdivision improvement agreement with the City, identifying all required improvements, if any, to be constructed with each proposed phase of development. The owner/applicant shall provide security acceptable to the City, guaranteeing construction of the improvements.</p>	M	CD (E)
39.		<p><b><i>The Final Inclusionary Housing Plan</i></b>                  The Final Inclusionary Housing Plan shall be approved by the City Council. The Inclusionary Housing Agreement, which will be approved by the City Attorney, shall be executed prior to recordation of the Final Map for the Creekstone Phase 1 Subdivision project.</p>	M	CD (P)(E)

<p>40.</p>		<p><b>Department of Real Estate Public Report</b>          The owner/applicant shall disclose to the homebuyers in the Department of Real Estate Public Report and/or the CC&amp;R's the following items:</p> <ol style="list-style-type: none"> <li>1) Future public parks and public schools are located in relatively close proximity to the proposed subdivision, and that the public parks may include facilities (basketball courts, a baseball field, softball fields, soccer fields, and playground equipment) that may generate noise impacts during various times, including but not limited to evening and nighttime hours. The owner/applicant shall also disclose that the existing public parks include nighttime sports lighting that may generate lighting impacts during evening and nighttime hours.</li> <li>2) The soil in the subdivision may contain naturally occurring asbestos and naturally occurring arsenic.</li> <li>3) The collecting, digging, or removal of any stone, artifact, or other prehistoric or historic object located in public or open space areas, and the disturbance of any archaeological site or historic property, is prohibited.</li> <li>4) The project site is located close to the Mather Airport flight path and overflight noise may be present at various times.</li> <li>5) That all properties located within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by written disclosure from the transferor, in a form approved by the City of Folsom, advising any transferee of the potential adverse odor impacts from surrounding agricultural operations. which disclosure shall direct the transferee to contact the County of Sacramento concerning any such property within the County zoned for agricultural uses within one mile of the subject property being transferred.</li> </ol>	<p>M</p>	<p>CD (P, PK)</p>
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41.		<p><b>Public Utility Easements</b> The owner/applicant shall dedicate public utility easements for underground facilities on properties adjacent to the public and private streets. A minimum of twelve and one-half-foot (12.5') wide Public Utility Easements for underground facilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone) shall be dedicated adjacent to all public and private street rights-of-way. The owner/applicant shall dedicate additional width to accommodate extraordinary facilities as determined by the City. The width of the public utility easements adjacent to public and private right of way may be reduced with prior approval from public utility companies.</p>	M	CD (E)
42.		<p><b>Backbone Infrastructure</b> As provided for in the ARDA and the Amendment No. 1 thereto, the owner/applicant shall provide fully executed grant deeds, legal descriptions, and plats for all necessary Infrastructure to serve the project, including but not limited to lands, public rights of way, public utility easements, public water main easements, public sewer easements, irrevocable offers of dedication and temporary construction easements. All required easements as listed necessary for the Infrastructure shall be reviewed and approved by the City and recorded with the Sacramento County Recorder pursuant to the timing requirements set forth in Section 3.8 of the ARDA, and any amendments thereto.</p>	M	CD (E)
43.		<p><b>New Permanent Benchmarks</b> The owner/applicant shall provide and establish new permanent benchmarks on the (NAVD 88) datum in various locations within the subdivision or at any other locations in the vicinity of the project/subdivision as directed by the City Engineer. The type and specifications for the permanent benchmarks shall be provided by the City. The new benchmarks shall be placed by the owner/applicant within 6 months from the date of approval of the vesting tentative subdivision map.</p>	M	CD (E)
44.		<p><b>Centralized Mail Delivery Units</b> All Final Maps shall show easements or other mapped provisions for the placement of centralized mail delivery units. The owner/applicant shall provide a concrete base for the placement of any centralized mail delivery unit. Specifications and location of such base shall be determined pursuant to the applicable requirements of the U. S. Postal Service and the City of Folsom Community Development Department, with due consideration for street light location, traffic safety, security, and consumer convenience.</p>	M	CD (E)

45.		<p><b>Recorded Final Map</b>            Prior to the issuance of building permits, the owner/applicant shall provide a digital copy of the recorded Final Map (in AutoCAD format) to the Community Development Department. The exception to this requirement is model homes. Building permits for model homes only may be issued prior to recording of the Final Map, subject to approval by the Community Development Department.</p>	B	CD (E)
46.		<p><b>Recorded Final Map</b>            Prior to issuance of building permits, the owner/applicant shall provide the Folsom-Cordova Unified School District with a copy of the recorded Final Map.</p>	B	CD (P), FCUSD
47.		<p><b>Credit Reimbursement Agreement</b>            Prior to the recordation of the first Small-Lot Final Map, the owner/applicant and City shall enter into a credit and reimbursement agreement for constructed improvements that are included in the Folsom Plan Area's Public Facilities Financing Plan.</p>	M	CD (E)
<b>TRAFFIC/ACCESS/CIRCULATION/PARKING REQUIREMENTS</b>				
48.		<p>1) The following conditions of approval are related to roadway and traffic related improvements for the Creekstone Phase 1 Subdivision project (PN19-059) under two (2) separate scenarios:</p> <p>A. The Toll Brothers at Folsom Ranch Subdivision project (PN 19-091) <u>has</u> constructed improvements required for East Bidwell Street and the intersection of Mangini Parkway.</p> <p>B. The Toll Brothers at Folsom Ranch Subdivision project (Toll Brothers) <u>has not</u> constructed required improvements to East Bidwell Street and the intersection of Mangini Parkway.</p> <p>See Attachment 12 (KH Memo and M&amp;S Exhibit) to this staff report for reference for the following improvements under each scenario:</p>	B	CD (E), PW, FD

<p>48. Cont</p>		<p><b><u>Scenario 1 (Toll Brothers Required Improvements Completed)</u></b></p> <p>A. The owner/applicant shall construct a southbound left turn lane with a minimum storage length of 255 feet and a 60-foot taper to provide left turn access to Cantor Drive. The owner/applicant shall install median improvements and required signage and striping in East Bidwell Street to prohibit left turns out of Cantor Drive to southbound East Bidwell Street.</p> <p>B. The owner/applicant shall modify the existing traffic signal, signing and striping at the intersection of East Bidwell Street and Mangini Parkway to the satisfaction of the City Engineer.</p> <p><b><u>Scenario 2 (Toll Brothers Required Improvements Not Completed)</u></b></p> <p>A. The owner/applicant shall;</p> <ol style="list-style-type: none"> <li>1) Widen East Bidwell Street to include an additional southbound through lane which extends from approximately 640 feet north of the intersection of Mangini Parkway to the left turn lane into Cantor Drive.</li> <li>2) Widen East Bidwell Street to provide a left turn lane with a minimum storage length of 255 feet and a 60-foot taper into Cantor Drive. Construct median island improvements together with signage and striping to the satisfaction of the City Engineer to prohibit left turns out of Cantor Drive to southbound East Bidwell Street.</li> <li>3) Modify the existing traffic signal, signing and striping at the intersection of Mangini Parkway and East Bidwell Street to accommodate revised lane configurations and revised turning movements including a northbound East Bidwell Street U-turn and a westbound left turn from Mangini Parkway to southbound East Bidwell Street.</li> </ol>	<p>B</p>	<p>CD (E), PW, FD</p>
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49.		<p>2) The owner/applicant shall construct interim improvements to the satisfaction of the City Engineer at Cantor Drive on Mangini Parkway to prohibit right turns out of the driveway until such time that Westwood Drive is constructed and ready for traffic between Mangini Parkway and Alder Creek Parkway. The interim improvements prohibiting right turns out of this driveway will be required to be complete and operational prior to issuance of the first Certificate of Occupancy in the Creekstone Phase 1 Subdivision. If Westwood Drive is complete and open for traffic prior to issuance of the first Certificate of Occupancy in the subdivision, the interim improvements prohibiting right turns out of the driveway will not be required.</p>	O	CD (E), PW, FD
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**ARCHITECTURE/SITE DESIGN REQUIREMENTS**

50.		<p>The Creekstone Phase 1 Subdivision project shall comply with the following architecture and design requirements:</p> <ol style="list-style-type: none"> <li>1. This approval is for one product line with three two-story master plans in three architectural styles with 12 color and material options. The applicant shall submit building plans that comply with this approval and the attached building elevations dated February 24, 2020.</li> <li>2. The design, materials, and colors of the single-family residential units shall be consistent with the approved building elevations, materials samples, and color scheme to the satisfaction of the Community Development Department.</li> <li>3. The Community Development Department shall approve the individual lot permits to assure no duplication or repetition of the same house, same roof-line, same elevation style, side-by-side, or across the street from each other.</li> <li>4. All mechanical equipment shall be ground-mounted and concealed from view of public streets, neighboring properties and nearby higher buildings. For lots abutting the open space areas (southern project boundary), mechanical equipment shall be screened or located out of view from open space areas.</li> <li>5. Decorative light fixtures, consistent with the Folsom Ranch Central District Design Guidelines and unique to each architectural design theme, shall be added to the front elevation of each Master Plan to the satisfaction of the Community Development Department.</li> <li>6. A minimum of one street tree shall be planted in the front yard of each residential lot within the subdivision. A minimum of two trees are required along the street-side of all corner lots. All front yard irrigation and landscaping shall be installed prior to a Building Permit Final.</li> </ol>	B	CD (P) (B)
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51.		<p><b><i>Trash/Recycling Containers and Air Conditioner Screening</i></b>          Trash, recycling, and yard waste containers shall be placed behind the side yard fence so that they are not visible from the public right-of-way to the satisfaction of the Community Development Department. In addition, air conditioning units shall also be placed behind the side yard fence or located in the rear yard so that they are not visible from the public right-of-way to the satisfaction of the Community Development Department.</p>	OG	CD (P) (E)
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MITIGATION MEASURES				
52	✓	<i>Creekstone Phase 1 Subdivision Mitigation Monitoring Reporting Program (MMRP).</i> The conditions of approval below (numbered 52-1 to 52-89) implement the applicable mitigation measures from the FPASP (May 2011) MMRP, as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014), and the Westland Eagle Specific Plan Amendment (September 2015).		
Condition No.	Mitigation Number (Source)	Mitigation Measures	Timing	Responsible Agency
AESTHETICS				
52-1	3A.1-4 (FPASP EIR/EIS)	<p><i>Screen Construction Staging Areas.</i></p> <p>The project applicant(s) for any particular discretionary development application shall locate staging and material storage areas as far away from sensitive biological resources and sensitive land uses (e.g., residential areas, schools, parks) as feasible. Staging and material storage areas shall be approved by the appropriate agency (identified below) before the approval of grading plans for all project phases and shall be screened from adjacent occupied land uses in earlier development phases to the maximum extent practicable. Screens may include, but are not limited to, the use of such visual barriers such as berms or fences. The screen design shall be approved by the appropriate agency to further reduce visual effects to the extent possible.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries shall be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, and Caltrans) to reduce to the extent feasible the visual effects of construction activities on adjacent project land uses that have already been developed.</p>	Before approval of grading plans and during construction for all project phases.	City of Folsom Community Development Department.
52-2	3A.1-5 (FPASP EIR/EIS)	<p><i>Establish and Require Conformance to Lighting Standards and Prepare and Implement a Lighting Plan.</i></p> <p>To reduce impacts associated with light and glare, the City shall:</p> <ul style="list-style-type: none"> <li>▶ Establish standards for on-site outdoor lighting to reduce high-intensity nighttime lighting and glare as part of the Folsom Specific Plan</li> </ul>	Before approval of building permits.	City of Folsom Community Development Department

	<p>design guidelines/standards. Consideration shall be given to design features, namely directional shielding for street lighting, parking lot lighting, and other substantial light sources, that would reduce effects of nighttime lighting. In addition, consideration shall be given to the use of automatic shutoffs or motion sensors for lighting features to further reduce excess nighttime light.</p> <ul style="list-style-type: none"> <li>▶ Use shielded or screened public lighting fixtures to prevent the light from shining off of the surface intended to be illuminated.</li> </ul> <p>To reduce impacts associated with light and glare, the project applicant(s) of all project phases shall:</p> <ul style="list-style-type: none"> <li>▶ Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties.</li> <li>▶ Flood and area lighting needed for construction activities, nighttime sporting activities, and/or security shall be screened or aimed no higher than 45 degrees above straight down (half-way between straight down and straight to the side) when the source is visible from any off-site residential property or public roadway.</li> <li>▶ For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or brightness (e.g., harsh mercury vapor, low-pressure sodium, or fluorescent bulbs) or that blink or flash.</li> <li>▶ Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth-toned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways.</li> <li>▶ Design exterior on-site lighting as an integral part of the building and landscape design in the Folsom Specific Plan area. Lighting fixtures shall be architecturally consistent with the overall site design.</li> <li>▶ Lighting of off-site facilities within the City of Folsom shall be consistent with the City’s General Plan standards.</li> <li>▶ Lighting of the off-site detention basin shall be consistent with Sacramento County General Plan standards.</li> </ul>		
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		<p>A lighting plan for all on- and off-site elements within each agency’s jurisdictional boundaries (specified below) shall be submitted to the relevant jurisdictional agency for review and approval, which shall include the above elements. The lighting plan may be submitted concurrently with other improvement plans, and shall be submitted before the installation of any lighting or the approval of building permits for each phase. The project applicant(s) for any particular discretionary development application shall implement the approved lighting plan.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p>		
<b>AIR QUALITY</b>				
52-3	3A.2-1a (FPASP EIR/EIS)	<p><b><i>Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements.</i></b></p> <p>To reduce short-term construction emissions, the project applicant(s) for any particular discretionary development application shall require their contractors to implement SMAQMD’s list of Basic Construction Emission Control Practices, Enhanced Fugitive PM Dust Control Practices, and Enhanced Exhaust Control Practices (list below) in effect at the time individual portions of the site undergo construction. In addition to SMAQMD-recommended measures, construction operations shall comply with all applicable SMAQMD rules and regulations.</p> <p><b><i>Basic Construction Emission Control Practices</i></b></p> <ul style="list-style-type: none"> <li>▶ Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.</li> <li>▶ Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul</li> </ul>	Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department

	<p>trucks that would be traveling along freeways or major roadways should be covered.</p> <ul style="list-style-type: none"> <li>▶ Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.</li> <li>▶ Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).</li> <li>▶ All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.</li> <li>▶ Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site.</li> <li>▶ Maintain all construction equipment in proper working condition according to manufacturer’s specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.</li> </ul> <p><b><i>Enhanced Fugitive PM Dust Control Practices – Soil Disturbance Areas</i></b></p> <ul style="list-style-type: none"> <li>▶ Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site.</li> <li>▶ Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph.</li> <li>▶ Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established.</li> </ul> <p><b><i>Enhanced Fugitive PM Dust Control Practices – Unpaved Roads</i></b></p> <ul style="list-style-type: none"> <li>▶ Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site.</li> </ul>		
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- ▶ Treat site accesses to a distance of 100 feet from the paved road with a 6 to 12-inch layer of wood chips, mulch, or gravel to reduce generation of road dust and road dust carryout onto public roads.
- ▶ Post a publicly visible sign with the telephone number and person to contact at the construction site regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of SMAQMD and the City contact person shall also be posted to ensure compliance.

***Enhanced Exhaust Control Practices***

▶ The project shall provide a plan, for approval by the City of Folsom Community Development Department and SMAQMD, demonstrating that the heavy-duty (50 horsepower [hp] or more) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20% NOX reduction and 45% particulate reduction compared to the most current California Air Resources Board (ARB) fleet average that exists at the time of construction. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The project applicant(s) of each project phase or its representative shall submit to the City of Folsom Community Development Department and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that would be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. SMAQMD's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction (SMAQMD 2007a). The project shall

	<p>ensure that emissions from all off-road diesel powered equipment used on the SPA do not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and SMAQMD shall be notified within 48 hours of identification of noncompliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. SMAQMD staff and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation measure shall supersede other SMAQMD or state rules or regulations.</p> <ul style="list-style-type: none"><li>▶ If at the time of construction, SMAQMD has adopted a regulation or new guidance applicable to construction emissions, compliance with the regulation or new guidance may completely or partially replace this mitigation if it is equal to or more effective than the mitigation contained herein, and if SMAQMD so permits.</li></ul>		
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<p>52-4</p>	<p>3A.2-1b (FPASP EIR/EIS)</p>	<p><b><i>Pay Off-site Mitigation Fee to SMAQMD to Off-Set NOX Emissions Generated by Construction of On-Site Elements.</i></b></p> <p>Implementation of the project or the other four other action alternatives would result in construction-generated NOX emissions that exceed the SMAQMD threshold of significance, even after implementation of the SMAQMD Enhanced Exhaust Control Practices (listed in Mitigation Measure 3A.2-1a). Additionally, Mitigation Measure 3A.4-1 (Implement Additional Measures to Control Construction-Generated GHG Emissions, pages 3A.4-14 to 15) has the potential to both reduce and increase NOX emissions, depending on the types of alternative fuels and engine types employed. Therefore, the project applicant(s) shall pay SMAQMD an off-site mitigation fee for implementation of any of the five action alternatives for the purpose of reducing NOX emissions to a less-than-significant level (i.e., less than 85 lb/day). All NOX emission reductions and increases associated with GHG mitigation shall be added to or subtracted from the amount above the construction threshold to determine off-site mitigation fees, when possible. The specific fee amounts shall be calculated when the daily construction emissions can be more accurately determined: that is, if the City/USACE select and certify the EIR/EIS and approves the Proposed Project or one of the other four other action alternatives, the City and the applicants must establish the phasing by which development would occur, and the applicants must develop a detailed construction schedule. Calculation of fees associated with each project development phase shall be conducted by the project applicant(s) in consultation with SMAQMD staff before the approval of grading plans by the City. The project applicant(s) for any particular discretionary development application shall pay into SMAQMD's off-site construction mitigation fund to further mitigate construction generated emissions of NOX that exceed SMAQMD's daily emission threshold of 85 lb/day. The calculation of daily NOX emissions shall be based on the cost rate established by SMAQMD at the time the calculation and payment are made. At the time of writing this EIR/EIS the cost rate is \$16,000 to reduce 1 ton of NOX plus a 5% administrative fee (SMAQMD 2008c). The determination of the final mitigation fee shall be conducted in coordination with SMAQMD before any ground disturbance occurs for any project phase.</p>	<p>Before the approval of all grading plans by the City and throughout project construction for all project phases.</p>	<p>The City of Folsom Community Development Department shall not grant any grading permits to the respective project applicant(s) until the respective project applicant(s) have paid the appropriate off-site mitigation fee to SMAQMD.</p>
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52-5	3A.2-1c (FPASP EIR/EIS)	Analyze and Disclose Projected PM10 Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of On-Site Elements. Prior to construction of each discretionary development entitlement of on-site land uses, the project applicant shall perform a project-level CEQA analysis (e.g., supporting documentation for an exemption, negative declaration, or project-specific EIR) that includes detailed dispersion modeling of construction-generated PM10 to disclose what PM10 concentrations would be at nearby sensitive receptors. The dispersion modeling shall be performed in accordance with applicable SMAQMD guidance that is in place at the time the analysis is performed. At the time of writing this EIR/EIS, SMAQMD's most current and most detailed guidance for addressing construction-generated PM10 emissions is found in its Guide to Air Quality Assessment in Sacramento County (SMAQMD 2009a). The project-level analysis shall incorporate detailed parameters of the construction equipment and activities, including the year during which construction would be performed, as well as the proximity of potentially affected receptors, including receptors proposed by the project that exist at the time the construction activity would occur.	Before the approval of all grading plans by the City.	City of Folsom Community Development Department
52-6	3A.2-2 (FPASP EIR/EIS)	<b><i>Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions.</i></b> To reduce operational emissions, the project applicant(s) for any particular discretionary development application shall implement all measures prescribed in the SMAQMD-approved Folsom Plan Area Specific Plan Air Quality Mitigation Plan (AQMP) (Torrence Planning 2008), a copy of which is included in Appendix C2. The AQMP is intended to improve mobility, reduce vehicle miles traveled, and improve air quality as required by AB 32 and SB 375. The AQMP includes, among others, measures designed to provide bicycle parking at commercial land uses, an integrated pedestrian/bicycle path network, transit stops with shelters, a prohibition against the use the wood-burning fireplaces, energy star roofing materials, electric lawnmowers provided to homeowners at no charge, and on-site transportation alternatives to passenger vehicles (including light rail) that provide connectivity with other local and regional alternative transportation networks.	Before issuance of subdivision maps or improvement plans.	City of Folsom Community Development Department
52-7	3A.2-4a (FPASP EIR/EIS)	<b><i>Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions.</i></b>	Before the approval of all grading plans by the City and throughout project	City of Folsom Community Development Department

		<p>The project applicant(s) for any particular discretionary development application shall develop a plan to reduce the exposure of sensitive receptors to TACs generated by project construction activity associated with buildout of the selected alternative. Each plan shall be developed by the project applicant(s) in consultation with SMAQMD. The plan shall be submitted to the City for review and approval before the approval of any grading plans.</p> <p>The plan may include such measures as scheduling activities when the residences are the least likely to be occupied, requiring equipment to be shut off when not in use, and prohibiting heavy trucks from idling. Applicable measures shall be included in all project plans and specifications for all project phases.</p> <p>The implementation and enforcement of all measures identified in each plan shall be funded by the project applicant(s) for the respective phase of development.</p>	<p>construction, where applicable, for all project phases.</p>	
52-8	3A.2-6 (FPASP EIR/EIS)	<p><b><i>Implement Measures to Control Exposure of Sensitive Receptors to Operational Odorous Emissions.</i></b></p> <p>The project applicant(s) for any particular discretionary development application shall implement the following measure:</p> <ul style="list-style-type: none"> <li>▶ The deeds to all properties located within the plan area that are within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by a written disclosure from the transferor, in a form approved by the City of Folsom, advising any transferee of the potential adverse odor impacts from surrounding agricultural operations, which disclosure shall direct the transferee to contact the County of Sacramento concerning any such property within the County zoned for agricultural uses within one mile of the subject property being transferred.</li> </ul>	<p>Before the approval of building permits by the City and throughout project construction, where applicable, for all project phases.</p>	<p>City of Folsom Community Development Department</p>
<b>BIOLOGICAL RESOURCES</b>				
52-9	3A.3-1a (FPASP EIR/EIS)	<p><b><i>Design Stormwater Drainage Plans and Erosion and Sediment Control Plans to Avoid and Minimize Erosion and Runoff to All Wetlands and Other Waters That Are to Remain on the SPA and Use Low Impact Development Features.</i></b></p> <p>To minimize indirect effects on water quality and wetland hydrology, the project applicant(s) for any particular discretionary development</p>	<p>Before approval of improvement and drainage plans, and on an ongoing basis throughout and after project</p>	<p>City of Folsom Public Works Department</p>

	<p>application shall include stormwater drainage plans and erosion and sediment control plans in their improvement plans and shall submit these plans to the City Public Works Department for review and approval. For off-site elements within Sacramento County or El Dorado County jurisdiction (e.g., off-site detention basin and off-site roadway connections to El Dorado Hills), plans shall be submitted to the appropriate county planning department. Before approval of these improvement plans, the project applicant(s) for any particular discretionary development application shall obtain a NPDES MS4 Municipal Stormwater Permit and Grading Permit, comply with the City’s Grading Ordinance and County drainage and stormwater quality standards, and commit to implementing all measures in their drainage plans and erosion and sediment control plans to avoid and minimize erosion and runoff into Alder Creek and all wetlands and other waters that would remain on-site. Detailed information about stormwater runoff standards and relevant City and County regulation is provided in Chapter 3A.9, “Hydrology and Water Quality.”</p> <p>The project applicant(s) for any particular discretionary development entitlement shall implement stormwater quality treatment controls consistent with the Stormwater Quality Design Manual for Sacramento and South Placer Regions in effect at the time the application is submitted. Appropriate runoff controls such as berms, storm gates, off-stream detention basins, overflow collection areas, filtration systems, and sediment traps shall be implemented to control siltation and the potential discharge of pollutants. Development plans shall incorporate Low Impact Development (LID) features, such as pervious strips, permeable pavements, bioretention ponds, vegetated swales, disconnected rain gutter downspouts, and rain gardens, where appropriate. Use of LID features is recommended by the EPA to minimize impacts on water quality, hydrology, and stream geomorphology and is specified as a method for protecting water quality in the proposed specific plan. In addition, free spanning bridge systems shall be used for all roadway crossings over wetlands and other waters that are retained in the on-site open space. These bridge systems would maintain the natural and restored channels of creeks, including the associated wetlands, and would be designed with sufficient span width and depth to provide for wildlife movement along the creek corridors even during high-flow or flood events, as specified in the 404 permit.</p>	<p>construction, as required for all project phases.</p>	
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	<p>In addition to compliance with City ordinances, the project applicant(s) for any particular discretionary development application shall prepare a Stormwater Pollution Prevention Plan (SWPPP), and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, "Hydrology and Water Quality."</p> <p>Each project development shall result in no net change to peak flows into Alder Creek and associated tributaries, or to Buffalo Creek, Carson Creek, and Coyote Creek. The project applicant(s) shall establish a baseline of conditions for drainage on-site. The baseline-flow conditions shall be established for 2-, 5-, and 100-year storm events. These baseline conditions shall be used to develop monitoring standards for the stormwater system on the SPA. The baseline conditions, monitoring standards, and a monitoring program shall be submitted to USACE and the City for their approval. Water quality and detention basins shall be designed and constructed to ensure that the performance standards, which are described in Chapter 3A.9, "Hydrology and Water Quality," are met and shall be designed as off-stream detention basins. Discharge sites into Alder Creek and associated tributaries, as well as tributaries to Carson Creek, Coyote Creek, and Buffalo Creek, shall be monitored to ensure that pre-project conditions are being met. Corrective measures shall be implemented as necessary. The mitigation measures will be satisfied when the monitoring standards are met for 5 consecutive years without undertaking corrective measures to meet the performance standard. See FEIR/FEIS Appendix S showing that the detention basin in the northeast corner of the SPA has been moved off stream.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado County for the roadway connections, Sacramento County for the detention basin west of Prairie City Road, and Caltrans for the U.S. 50 interchange improvements) such that the performance standards described in Chapter 3A.9, "Hydrology and Water Quality," are met.</p>		
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<p>52-10</p>	<p>3A.3-2a (FPASP EIR/EIS)</p>	<p><b><i>Avoid Direct Loss of Swainson’s Hawk and Other Raptor Nests.</i></b></p> <p>To mitigate impacts on Swainson’s hawk and other raptors (including burrowing owl), the project applicant(s) of all project phases shall retain a qualified biologist to conduct preconstruction surveys and to identify active nests on and within 0.5 mile of the project and active burrows on the project site. The surveys shall be conducted before the approval of grading and/or improvement plans (as applicable) and no less than 14 days and no more than 30 days before the beginning of construction for all project phases. To the extent feasible, guidelines provided in Recommended Timing and Methodology for Swainson’s Hawk Nesting Surveys in the Central Valley (Swainson’s Hawk Technical Advisory Committee 2000) shall be followed for surveys for Swainson’s hawk. If no nests are found, no further mitigation is required.</p> <p>If active nests are found, impacts on nesting Swainson’s hawks and other raptors shall be avoided by establishing appropriate buffers around the nests. No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in consultation with DFG that reducing the buffer would not result in nest abandonment. DFG guidelines recommend implementation of 0.25- or 0.5-mile-wide buffers, but the size of the buffer may be adjusted if a qualified biologist and the City, in consultation with DFG, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest.</p> <p>If active burrows are found, a mitigation plan shall be submitted to the City for review and approval before any ground-disturbing activities.</p> <p>The City shall consult with DFG. The mitigation plan may consist of installation of one-way doors on all burrows to allow owls to exit, but not reenter, and construction of artificial burrows within the project vicinity, as needed; however, burrow owl exclusions may only be used if a qualified biologist verifies that the burrow does not contain eggs or dependent young. If active burrows contain eggs and/or young, no construction shall occur within 50 feet of the burrow until young have fledged. Once it is confirmed that there are no owls inside burrows, these burrows may be collapsed.</p>	<p>Before the approval of grading and improvement plans, before any ground disturbing activities, and during project construction as applicable for all project phases.</p>	<p>California Department of Fish and Game and City of Folsom Community Development Department.</p>
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		Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans), such that the performance criteria set forth in DFG’s guidelines are determined to be met.		
<b>GEOLOGY AND SOILS</b>				
52-11	3A.7-1a (FPASP EIR/EIS)	<p>Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations. Before building permits are issued and construction activities begin any project development phase, the project applicant(s) of each project phase shall hire a licensed geotechnical engineer to prepare a final geotechnical subsurface investigation report for the on- and off-site facilities, which shall be submitted for review and approval to the appropriate City or county department (identified below). The final geotechnical engineering report shall address and make recommendations on the following:</p> <ul style="list-style-type: none"> <li>▶ Site preparation;</li> <li>▶ Soil bearing capacity;</li> <li>▶ Appropriate sources and types of fill;</li> <li>▶ Potential need for soil amendments;</li> <li>▶ Road, pavement, and parking areas;</li> <li>▶ Structural foundations, including retaining-wall design;</li> <li>▶ Grading practices;</li> <li>▶ Soil corrosion of concrete and steel;</li> <li>▶ Erosion/winterization;</li> <li>▶ Seismic ground shaking;</li> <li>▶ Liquefaction; and</li> <li>▶ Expansive/unstable soils.</li> </ul> <p>In addition to the recommendations for the conditions listed above, the geotechnical investigation shall include subsurface testing of soil and groundwater conditions, and shall determine appropriate foundation designs that are consistent with the version of the CBC that is applicable at the time building and grading permits are applied</p>	Before issuance of building permits and ground-disturbing activities.	City of Folsom Community Development Department

		<p>for. All recommendations contained in the final geotechnical engineering report shall be implemented by the project applicant(s) of each project phase. Special recommendations contained in the geotechnical engineering report shall be noted on the grading plans and implemented as appropriate before construction begins. Design and construction of all new project development shall be in accordance with the CBC. The project applicant(s) shall provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the geotechnical report.</p>		
52-12	3A.7-1b (FPASP EIR/EIS)	<p><b><i>Monitor Earthwork during Earthmoving Activities.</i></b></p> <p>All earthwork shall be monitored by a qualified geotechnical or soils engineer retained by the project applicant(s) of each project phase. The geotechnical or soils engineer shall provide oversight during all excavation, placement of fill, and disposal of materials removed from and deposited on both on- and off-site construction areas.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>	Before issuance of building permits and ground-disturbing activities.	City of Folsom Community Development Department
52-13	3A.7-3 (FPASP EIR/EIS)	<p><b><i>Prepare and Implement the Appropriate Grading and Erosion Control Plan.</i></b></p> <p>Before grading permits are issued, the project applicant(s) of each project phase that would be located within the City of Folsom shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the City Public Works Department before issuance of grading permits for all new development. The plan shall be consistent with the City’s Grading Ordinance, the City’s Hillside Development Guidelines, and the state’s NPDES permit, and shall include the site-specific grading associated with development for all project phases.</p> <p>The plans referenced above shall include the location, implementation schedule, and maintenance schedule of all erosion and sediment control measures, a description of measures designed to control dust and stabilize the construction-site road and entrance, and a description of the location and methods of storage and disposal of construction materials. Erosion</p>	Before the start of construction activities.	City of Folsom Community Development Department



		<p>and sediment control measures could include the use of detention basins, berms, swales, wattles, and silt fencing, and covering or watering of stockpiled soils to reduce wind erosion. Stabilization on steep slopes could include construction of retaining walls and reseeding with vegetation after construction. Stabilization of construction entrances to minimize trackout (control dust) is commonly achieved by installing filter fabric and crushed rock to a depth of approximately 1 foot. The project applicant(s) shall ensure that the construction contractor is responsible for securing a source of transportation and deposition of excavated materials.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p> <p>Implementation of Mitigation Measure 3A.9-1 (discussed in Section 3A.9, “Hydrology and Water Quality – Land”) would also help reduce erosion-related impacts.</p>		
52-14	3A.7-5 (FPASP EIR/EIS)	<p><b><i>Divert Seasonal Water Flows Away from Building Foundations.</i></b></p> <p>The project applicant(s) of all project phases shall either install subdrains (which typically consist of perforated pipe and gravel, surrounded by nonwoven geotextile fabric), or take such other actions as recommended by the geotechnical or civil engineer for the project that would serve to divert seasonal flows caused by surface infiltration, water seepage, and perched water during the winter months away from building foundations.</p>	Before and during earthmoving activities.	City of Folsom Community Development Department
52-15	3A.7-10 (FPASP EIR/EIS)	<p><b><i>Conduct Construction Personnel Education, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan as Required.</i></b></p> <p>To minimize potential adverse impacts on previously unknown potentially unique, scientifically important paleontological resources, the project applicant(s) of all project phases where construction would occur in the Ione and Mehrten Formations shall do the following:</p> <ul style="list-style-type: none"> <li>▶ Before the start of any earthmoving activities for any project phase in the Ione or Mehrten Formations, the project applicant(s) shall retain a qualified paleontologist or archaeologist to train all construction personnel involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the</li> </ul>	During earthmoving activities in the Ione and Mehrten Formations.	City of Folsom Community Development Department

		<p>appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered.</p> <ul style="list-style-type: none"> <li>▶ If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify the appropriate lead agency (identified below). The project applicant(s) shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines (1996). The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the lead agency to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered.</li> </ul> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County).</p>		
<b>GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE</b>				
52-16	3A.4-1 (FPASP EIR/EIS)	<p><b><i>Implement Additional Measures to Control Construction-Generated GHG Emissions.</i></b></p> <p>To further reduce construction-generated GHG emissions, the project applicant(s) any particular discretionary development application shall implement all feasible measures for reducing GHG emissions associated with construction that are recommended by SMAQMD at the time individual portions of the site undergo construction. Such measures may reduce GHG exhaust emissions from the use of on-site equipment, worker commute trips, and truck trips carrying materials and equipment to and from the SPA, as well as GHG emissions embodied in the materials selected for construction (e.g., concrete). Other measures may pertain to the materials used in construction. Prior to releasing each request for bid to contractors for the construction of each discretionary development entitlement, the project applicant(s) shall obtain the most current list of GHG reduction measures that are recommended by</p>	Before approval of small-lot final maps and building permits for all discretionary development project, including all on- and off-site elements and implementation throughout project construction.	City of Folsom Community Development Department

	<p>SMAQMD and stipulate that these measures be implemented in the respective request for bid as well as the subsequent construction contract with the selected primary contractor. The project applicant(s) for any particular discretionary development application may submit to the City and SMAQMD a report that substantiates why specific measures are considered infeasible for construction of that particular development phase and/or at that point in time. The report, including the substantiation for not implementing particular GHG reduction measures, shall be approved by the City, in consultation with SMAQMD prior to the release of a request for bid by the project applicant(s) for seeking a primary contractor to manage the construction of each development project. By requiring that the list of feasible measures be established prior to the selection of a primary contractor, this measure requires that the ability of a contractor to effectively implement the selected GHG reduction measures be inherent to the selection process.</p> <p>SMAQMD’s recommended measures for reducing construction-related GHG emissions at the time of writing this EIR/EIS are listed below and the project applicant(s) shall, at a minimum, be required to implement the following:</p> <ul style="list-style-type: none"> <li>▶ Improve fuel efficiency from construction equipment: <ul style="list-style-type: none"> <li>▪ reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort);</li> <li>▪ perform equipment maintenance (inspections, detect failures early, corrections);</li> <li>▪ train equipment operators in proper use of equipment;</li> <li>▪ use the proper size of equipment for the job; and</li> <li>▪ use equipment with new technologies (repowered engines, electric drive trains).</li> </ul> </li> <li>▶ Use alternative fuels for electricity generators and welders at construction sites such as propane or solar, or use electrical power.</li> <li>▶ Use an ARB-approved low-carbon fuel, such as biodiesel or renewable diesel for construction equipment. (Emissions of oxides of nitrogen [NOX] emissions from the use of low carbon fuel must be reviewed and increases mitigated.) Additional information about low</li> </ul>		
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		<p>carbon fuels is available from ARB’s Low Carbon Fuel Standard Program (ARB 2009b).</p> <ul style="list-style-type: none"> <li>▶ Encourage and provide carpools, shuttle vans, transit passes and/or secure bicycle parking for construction worker commutes.</li> <li>▶ Reduce electricity use in the construction office by using compact fluorescent bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones.</li> <li>▶ Recycle or salvage non-hazardous construction and demolition debris (goal of at least 75% by weight).</li> <li>▶ Use locally sourced or recycled materials for construction materials (goal of at least 20% based on costs for building materials, and based on volume for roadway, parking lot, sidewalk and curb materials).</li> <li>▶ Minimize the amount of concrete used for paved surfaces or use a low carbon concrete option.</li> <li>▶ Produce concrete on-site if determined to be less emissive than transporting ready mix.</li> <li>▶ Use EPA-certified SmartWay trucks for deliveries and equipment transport. Additional information about the SmartWay Transport Partnership Program is available from ARB’s Heavy-Duty Vehicle Greenhouse Gas Measure (ARB 2009c) and EPA (EPA 2009).</li> <li>▶ Develop a plan in consultation with SMAQMD to efficiently use water for adequate dust control. This may consist of the use of non-potable water from a local source.</li> </ul> <p>In addition to SMAQMD-recommended measures, construction activity shall comply with all applicable rules and regulations established by SMAQMD and ARB.</p>		
<b>HAZARDS AND HAZARDOUS MATERIALS</b>				
52-17	3A.8-2 (FPASP EIR/EIS)	<i>Complete Investigations Related to the Extent to Which Soil and/or Groundwater May Have Been Contaminated in Areas Not Covered by the Phase I and II Environmental Site Assessments and Implement Required Measures.</i>	Before and during earth moving activities	City of Folsom Community Development Department

	<p>The project applicant(s) for any discretionary development application shall conduct Phase I Environmental Site Assessments (where an Phase I has not been conducted), and if necessary, Phase II Environmental Site Assessments, and/or other appropriate testing for all areas of the SPA and include, as necessary, analysis of soil and/or groundwater samples for the potential contamination sites that have not yet been covered by previous investigations (as shown in Exhibit 3A.8-1) before construction activities begin in those areas. Recommendations in the Phase I and II Environmental Site Assessments to address any contamination that is found shall be implemented before initiating ground-disturbing activities in these areas.</p> <p>The project applicant(s) shall implement the following measures before ground-disturbing activities to reduce health hazards associated with potential exposure to hazardous substances:</p> <ul style="list-style-type: none"> <li>▶ Prepare a plan that identifies any necessary remediation activities appropriate for proposed on- and off-site uses, including excavation and removal of on-site contaminated soils, redistribution of clean fill material in the SPA, and closure of any abandoned mine shafts. The plan shall include measures that ensure the safe transport, use, and disposal of contaminated soil and building debris removed from the site. In the event that contaminated groundwater is encountered during site excavation activities, the contractor shall report the contamination to the appropriate regulatory agencies, dewater the excavated area, and treat the contaminated groundwater to remove contaminants before discharge into the sanitary sewer system. The project applicant(s) shall be required to comply with the plan and applicable Federal, state, and local laws. The plan shall outline measures for specific handling and reporting procedures for hazardous materials and disposal of hazardous materials removed from the site at an appropriate off-site disposal facility.</li> <li>▶ Notify the appropriate Federal, state, and local agencies if evidence of previously undiscovered soil or groundwater contamination (e.g., stained soil, odorous groundwater) is encountered during construction activities. Any contaminated areas shall be remediated in accordance with recommendations made by the Sacramento</li> </ul>		
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		<p>County Environmental Management Department, Central Valley RWQCB, DTSC, and/or other appropriate Federal, state, or local regulatory agencies.</p> <ul style="list-style-type: none"> <li>▶ Obtain an assessment conducted by PG&amp;E and SMUD pertaining to the contents of any existing pole-mounted transformers located in the SPA. The assessment shall determine whether existing on-site electrical transformers contain PCBs and whether there are any records of spills from such equipment. If equipment containing PCB is identified, the maintenance and/or disposal of the transformer shall be subject to the regulations of the Toxic Substances Control Act under the authority of the Sacramento County Environmental Health Department.</li> <li>▶ Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County).</li> </ul>		
<b>HYDROLOGY AND WATER QUALITY</b>				
52-18	3A.9-1 (FPASP EIR/EIS)	<p><i>Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs.</i></p> <p>Prior to the issuance of grading permits, the project applicant(s) of all projects disturbing one or more acres (including phased construction of smaller areas which are part of a larger project) shall obtain coverage under the SWRCB’s NPDES stormwater permit for general construction activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific SWPPP at the time the NOI is filed. The project applicant(s) shall also prepare and submit any other necessary erosion and sediment control and engineering plans and specifications for pollution prevention and control to Sacramento County, City of Folsom, El Dorado County (for the off-site roadways into El Dorado Hills under the Proposed Project Alternative). The SWPPP and other appropriate plans shall identify and specify:</p> <ul style="list-style-type: none"> <li>▶ The use of an effective combination of robust erosion and sediment control BMPs and construction techniques accepted by the local jurisdictions for use in the project area at the time of construction,</li> </ul>	Submittal of the State Construction General Permit NOI and SWPPP (where applicable) and development and submittal of any other locally required plans and specifications before the issuance of grading permits for all on-site project phases and off-site elements and implementation	City of Folsom Community Development Department

		<p>that shall reduce the potential for runoff and the release, mobilization, and exposure of pollutants, including legacy sources of mercury from project-related construction sites. These may include but would not be limited to temporary erosion control and soil stabilization measures, sedimentation ponds, inlet protection, perforated riser pipes, check dams, and silt fences</p> <ul style="list-style-type: none"> <li>▶ The implementation of approved local plans, non-stormwater management controls, permanent post-construction BMPs, and inspection and maintenance responsibilities;</li> <li>▶ The pollutants that are likely to be used during construction that could be present in stormwater drainage and non-stormwater discharges, including fuels, lubricants, and other types of materials used for equipment operation;</li> <li>▶ Spill prevention and contingency measures, including measures to prevent or clean up spills of hazardous waste and of hazardous materials used for equipment operation, and emergency procedures for responding to spills;</li> <li>▶ Personnel training requirements and procedures that shall be used to ensure that workers are aware of permit requirements and proper installation methods for BMPs specified in the SWPPP; and</li> <li>▶ The appropriate personnel responsible for supervisory duties related to implementation of the SWPPP.</li> <li>▶ Where applicable, BMPs identified in the SWPPP shall be in place throughout all site work and construction/demolition activities and shall be used in all subsequent site development activities. BMPs may include, but are not limited to, such measures as those listed below.</li> <li>▶ Implementing temporary erosion and sediment control measures in disturbed areas to minimize discharge of sediment into nearby drainage conveyances, in compliance with state and local standards in effect at the time of construction. These measures may include silt</li> </ul>	<p>throughout project construction.</p>	
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		<p>fences, staked straw bales or wattles, sediment/silt basins and traps, geofabric, sandbag dikes, and temporary vegetation.</p> <ul style="list-style-type: none"> <li>▶ Establishing permanent vegetative cover to reduce erosion in areas disturbed by construction by slowing runoff velocities, trapping sediment, and enhancing filtration and transpiration.</li> <li>▶ Using drainage swales, ditches, and earth dikes to control erosion and runoff by conveying surface runoff down sloping land, intercepting and diverting runoff to a watercourse or channel, preventing sheet flow over sloped surfaces, preventing runoff accumulation at the base of a grade, and avoiding flood damage along roadways and facility infrastructure.</li> </ul> <p>A copy of the approved SWPPP shall be maintained and available at all times on the construction site.</p> <p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, Caltrans shall coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>		
52-19	3A.9-2 (FPASP EIR/EIS)	<p><b><i>Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.</i></b></p> <p>Before the approval of grading plans and building permits, the project applicant(s) of all project phases shall submit final drainage plans to the City, and to El Dorado County for the off-site roadway connections into El Dorado Hills, demonstrating that off-site upstream runoff would be appropriately conveyed through the SPA, and that project-related on-site runoff would be appropriately contained in detention basins or managed with through other improvements (e.g., source controls, biotechnical stream stabilization) to reduce flooding and hydromodification impacts.</p> <p>The plans shall include, but not be limited to, the following items:</p>	Before approval of grading plans and building permits of all project phases.	City of Folsom Public Works Department



		<ul style="list-style-type: none"> <li>▶ An accurate calculation of pre-project and post-project runoff scenarios, obtained using appropriate engineering methods, that accurately evaluates potential changes to runoff, including increased surface runoff;</li> <li>▶ Runoff calculations for the 10-year and 100-year (0.01 AEP) storm events (and other, smaller storm events as required) shall be performed and the trunk drainage pipeline sizes confirmed based on alignments and detention facility locations finalized in the design phase;</li> <li>▶ A description of the proposed maintenance program for the on-site drainage system;</li> <li>▶ Project-specific standards for installing drainage systems;</li> <li>▶ City and El Dorado County flood control design requirements and measures designed to comply with them;</li> <li>▶ Implementation of stormwater management BMPs that avoid increases in the erosive force of flows beyond a specific range of conditions needed to limit hydromodification and maintain current stream geomorphology. These BMPs will be designed and constructed in accordance with the forthcoming SSQP Hydromodification Management Plan (to be adopted by the RWQCB) and may include, but are not limited to, the following:             <ul style="list-style-type: none"> <li>• Use of Low Impact Development (LID) techniques to limit increases in stormwater runoff at the point of origination (these may include, but are not limited to: surface swales; replacement of conventional impervious surfaces with pervious surfaces [e.g., porous pavement]; impervious surfaces disconnection; and trees planted to intercept stormwater);</li> <li>• Enlarged detention basins to minimize flow changes and changes to flow duration characteristics;</li> <li>• Bioengineered stream stabilization to minimize bank erosion, utilizing vegetative and rock stabilization, and inset floodplain restoration features that provide for enhancement of riparian</li> </ul> </li> </ul>		
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		<p>habitat and maintenance of natural hydrologic and channel to floodplain interactions;</p> <ul style="list-style-type: none"> <li>• Minimize slope differences between any stormwater or detention facility outfall channel with the existing receiving channel gradient to reduce flow velocity; and</li> <li>• Minimize to the extent possible detention basin, bridge embankment, and other encroachments into the channel and floodplain corridor, and utilize open bottom box culverts to allow sediment passage on smaller drainage courses.</li> </ul> <p>The final drainage plan shall demonstrate to the satisfaction of the City of Folsom Community Development and Public Works Departments and El Dorado County Department of Transportation that 100-year (0.01 AEP) flood flows would be appropriately channeled and contained, such that the risk to people or damage to structures within or down gradient of the SPA would not occur, and that hydromodification would not be increased from pre-development levels such that existing stream geomorphology would be changed (the range of conditions should be calculated for each receiving water if feasible, or a conservative estimate should be used, e.g., an Ep of <math>1 \pm 10\%</math> or other as approved by the Sacramento Stormwater Quality Partnership and/or City of Folsom Public Works Department).</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County.</p>		
52-20	3A.9-3 (FPASP EIR/EIS)	<p><b><i>Develop and Implement a BMP and Water Quality Maintenance Plan.</i></b>          Before approval of the grading permits for any development project requiring a subdivision map, a detailed BMP and water quality maintenance plan shall be prepared by a qualified engineer retained by the project applicant(s) the development project. Drafts of the plan shall be submitted to the City of Folsom and El Dorado County for the off-site roadway connections into El Dorado Hills, for review and approval concurrently with development of tentative subdivision maps for all project phases. The plan shall finalize the water quality improvements and further detail the structural and nonstructural BMPs proposed for the project. The plan shall include the elements described below.</p>	Prepare plans before the issuance of grading permits for all project phases and off-site elements and implementation throughout project construction.	City of Folsom Community Development Department and Public Works Department

	<ul style="list-style-type: none"> <li>▶ A quantitative hydrologic and water quality analysis of proposed conditions incorporating the proposed drainage design features.</li> <li>▶ Predevelopment and post development calculations demonstrating that the proposed water quality BMPs meet or exceed requirements established by the City of Folsom and including details regarding the size, geometry, and functional timing of storage and release pursuant to the “Stormwater Quality Design Manual for Sacramento and South Placer Regions” ([SSQP 2007b] per NPDES Permit No. CAS082597 WDR Order No. R5-2008-0142, page 46) and El Dorado County’s NPDES SWMP (County of El Dorado 2004).</li> <li>▶ Source control programs to control water quality pollutants on the SPA, which may include but are limited to recycling, street sweeping, storm drain cleaning, household hazardous waste collection, waste minimization, prevention of spills and illegal dumping, and effective management of public trash collection areas.</li> <li>▶ A pond management component for the proposed basins that shall include management and maintenance requirements for the design features and BMPs, and responsible parties for maintenance and funding.</li> <li>▶ LID control measures shall be integrated into the BMP and water quality maintenance plan. These may include, but are not limited to:             <ul style="list-style-type: none"> <li>• Surface swales;</li> <li>• Replacement of conventional impervious surfaces with pervious surfaces (e.g., porous pavement);</li> <li>• Impervious surfaces disconnection; and</li> <li>• Trees planted to intercept stormwater.</li> </ul> </li> </ul> <p>New stormwater facilities shall be placed along the natural drainage courses within the SPA to the extent practicable so as to mimic the natural drainage patterns. The reduction in runoff as a result of the LID configurations shall be quantified based on the runoff reduction credit system methodology described in “Stormwater Quality Design Manual for the Sacramento and South Placer Regions, Chapter 5 and Appendix</p>		
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		<p>D4" (SSQP 2007b) and proposed detention basins and other water quality BMPs shall be sized to handle these runoff volumes.</p> <p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, it is anticipated that Caltrans would coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County and Caltrans.</p>		
<b>NOISE AND VIBRATION</b>				
52-21	3A.11-1 (FPASP EIR/EIS)	<p><b><i>Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors.</i></b></p> <p>To reduce impacts associated with noise generated during project related construction activities, the project applicant(s) and their primary contractors for engineering design and construction of all project phases shall ensure that the following requirements are implemented at each work site in any year of project construction to avoid and minimize construction noise effects on sensitive receptors. The project applicant(s) and primary construction contractor(s) shall employ noise-reducing construction practices. Measures that shall be used to limit noise shall include the measures listed below:</p> <ul style="list-style-type: none"> <li>▶ Noise-generating construction operations shall be limited to the hours between 7 a.m. and 7 p.m. Monday through Friday, and between 8 a.m. and 6 p.m. on Saturdays and Sundays.</li> <li>▶ All construction equipment and equipment staging areas shall be located as far as possible from nearby noise-sensitive land uses.</li> <li>▶ All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.</li> </ul>	Before and during construction activities on the SPA and within El Dorado Hills.	City of Folsom Community Development Department

		<ul style="list-style-type: none"> <li>▶ All motorized construction equipment shall be shut down when not in use to prevent idling.</li> <li>▶ Individual operations and techniques shall be replaced with quieter procedures (e.g., using welding instead of riveting, mixing concrete offsite instead of on-site).</li> <li>▶ Noise-reducing enclosures shall be used around stationary noise-generating equipment (e.g., compressors and generators) as planned phases are built out and future noise sensitive receptors are located within close proximity to future construction activities.</li> <li>▶ Written notification of construction activities shall be provided to all noise-sensitive receptors located within 850 feet of construction activities. Notification shall include anticipated dates and hours during which construction activities are anticipated to occur and contact information, including a daytime telephone number, for the project representative to be contacted in the event that noise levels are deemed excessive. Recommendations to assist noise-sensitive land uses in reducing interior noise levels (e.g., closing windows and doors) shall also be included in the notification.</li> <li>▶ To the extent feasible, acoustic barriers (e.g., lead curtains, sound barriers) shall be constructed to reduce construction-generated noise levels at affected noise-sensitive land uses. The barriers shall be designed to obstruct the line of sight between the noise-sensitive land use and on-site construction equipment. When installed properly, acoustic barriers can reduce construction noise levels by approximately 8–10 dB (EPA 1971).</li> <li>▶ When future noise sensitive uses are within close proximity to prolonged construction noise, noise-attenuating buffers such as structures, truck trailers, or soil piles shall be located between noise sources and future residences to shield sensitive receptors from construction noise.</li> <li>▶ The primary contractor shall prepare and implement a construction noise management plan. This plan shall identify specific measures to</li> </ul>		
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		<p>ensure compliance with the noise control measures specified above. The noise control plan shall be submitted to the City of Folsom before any noise-generating construction activity begins. Construction shall not commence until the construction noise management plan is approved by the City of Folsom. Mitigation for the two off-site roadway connections into El Dorado County must be coordinated by the project applicant(s) of the applicable project phase with El Dorado County, since the roadway extensions are outside of the City of Folsom’s jurisdictional boundaries.</p>		
<b>PUBLIC SERVICES</b>				
52-22	3A.14-1 (FPASP EIR/EIS)	<p><b><i>Prepare and Implement a Construction Traffic Control Plan.</i></b></p> <p>The project applicant(s) of all project phases shall prepare and implement traffic control plans for construction activities that may affect road rights-of-way. The traffic control plans must follow any applicable standards of the agency responsible for the affected roadway and must be approved and signed by a professional engineer. Measures typically used in traffic control plans include advertising of planned lane closures, warning signage, a flag person to direct traffic flows when needed, and methods to ensure continued access by emergency vehicles. During project construction, access to existing land uses shall be maintained at all times, with detours used as necessary during road closures. Traffic control plans shall be submitted to the appropriate City or County department or the California Department of Transportation (Caltrans) for review and approval before the approval of all project plans or permits, for all project phases where implementation may cause impacts on traffic.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties and Caltrans).</p>	Before the approval of all relevant plans and/or permits and during construction of all project phases.	City of Folsom Public Works Department
52-23	3A.14-2 (FPASP EIR/EIS)	<p><b><i>Incorporate California Fire Code; City of Folsom Fire Code Requirements; and EDHFD Requirements, if Necessary, into Project Design and Submit Project Design to the City of Folsom Fire Department for Review and Approval.</i></b></p>	Before issuance of building permits and issuance of occupancy permits or final inspections for all project phases.	City of Folsom Fire Department, City of Folsom Community Development Department

		<p>To reduce impacts related to the provision of new fire services, the project applicant(s) of all project phases shall do the following, as described below.</p> <ol style="list-style-type: none"> <li>1. Incorporate into project designs fire flow requirements based on the California Fire Code, Folsom Fire Code (City of Folsom Municipal Code Title 8, Chapter 8.36), and other applicable requirements based on the City of Folsom Fire Department fire prevention standards.</li> </ol> <p>Improvement plans showing the incorporation automatic sprinkler systems, the availability of adequate fire flow, and the locations of hydrants shall be submitted to the City of Folsom Fire Department for review and approval. In addition, approved plans showing access design shall be provided to the City of Folsom Fire Department as described by Zoning Code Section 17.57.080 (“Vehicular Access Requirements”). These plans shall describe access-road length, dimensions, and finished surfaces for firefighting equipment. The installation of security gates across a fire apparatus access road shall be approved by the City of Folsom Fire Department. The design and operation of gates and barricades shall be in accordance with the Sacramento County Emergency Access Gates and Barriers Standard, as required by the City of Folsom Fire Code.</p> <ol style="list-style-type: none"> <li>2. Submit a Fire Systems New Buildings, Additions, and Alterations Document Submittal List to the City of Folsom Community Development Department Building Division for review and approval before the issuance of building permits.</li> </ol> <p>In addition to the above measures, the project applicant(s) of all project phases shall incorporate the provisions described below for the portion of the SPA within the EDHFD service area, if it is determined through City/El Dorado County negotiations that EDHFD would serve the 178-acre portion of the SPA.</p> <ol style="list-style-type: none"> <li>3. Incorporate into project designs applicable requirements based on the EDHFD fire prevention standards. For commercial development, improvement plans showing roadways, land splits, buildings, fire sprinkler systems, fire alarm systems, and other commercial building improvements shall be submitted to the EDHFD for review and approval. For residential development, improvement plans showing property lines and adjacent streets or roads; total acreage or square footage of the parcel; the footprint of all structures; driveway plan views describing</li> </ol>		
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		<p>width, length, turnouts, turnarounds, radiuses, and surfaces; and driveway profile views showing the percent grade from the access road to the structure and vertical clearance shall be submitted to the EDHFD for review and approval.</p> <p>4. Submit a Fire Prevention Plan Checklist to the EDHFD for review and approval before the issuance of building permits. In addition, residential development requiring automation fire sprinklers shall submit sprinkler design sheet(s) and hydraulic calculations from a California State Licensed C-16 Contractor.</p> <p>The City shall not authorize the occupancy of any structures until the project applicant(s) have obtained a Certificate of Occupancy from the City of Folsom Community Development Department verifying that all fire prevention items have been addressed on-site to the satisfaction of the City of Folsom Fire Department and/or the EDHFD for the 178-acre area of the SPA within the EDHFD service area.</p>		
52-24	3A.14-3 (FPASP EIR/EIS)	<p><b><i>Incorporate Fire Flow Requirements into Project Designs.</i></b></p> <p>The project applicant(s) of all project phases shall incorporate into their project designs fire flow requirements based on the California Fire Code, Folsom Fire Code, and/or EDHFD for those areas of the SPA within the EDHFD service area and shall verify to City of Folsom Fire Department that adequate water flow is available, prior to approval of improvement plans and issuance of occupancy permits or final inspections for all project phases.</p>	Before issuance of building permits and issuance of occupancy permits or final inspections for all project phases.	City of Folsom Fire Department, City of Folsom Community Development Department
<b>TRAFFIC AND TRANSPORTATION</b>				
52-25	3A.15-1a (FPASP EIR/EIS)	<p><b><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Folsom Boulevard/Blue Ravine Road Intersection (Intersection 1).</i></b></p> <p>To ensure that the Folsom Boulevard/Blue Ravine Road intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Folsom Boulevard/Blue Ravine Road intersection (Intersection 1).</p>	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented and when fair share	City of Folsom Public Works Department



			funding should be paid.	
52-26	3A.15-1b (FPASP EIR/EIS)	<b><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements at the Sibley Street/Blue Ravine Road Intersection (Intersection 2).</i></b> To ensure that the Sibley Street/Blue Ravine Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection (Intersection 2).	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented and when fair share funding should be paid.	City of Folsom Public Works Department
52-27	3A.15-1c (FPASP EIR/EIS)	<b><i>The Applicant Shall Fund and Construct Improvements to the Scott Road (West)/White Rock Road Intersection (Intersection 28).</i></b> To ensure that the Scott Road (West)/White Rock Road intersection operates at an acceptable LOS, a traffic signal must be installed.	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom Public Works Department
52-28	3A.15-1e (FPASP EIR/EIS)	<b><i>Fund and Construct Improvements to the Hillside Drive/Easton Valley Parkway Intersection (Intersection 41).</i></b> To ensure that the Hillside Drive/Easton Valley Parkway intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of one dedicated left turn lane and two through lanes, and the westbound approach must be reconfigured to consist of two through lanes and one dedicated right-turn lane. The applicant shall fund and construct these improvements.	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom Public Works Department
52-29	3A.15-1f (FPASP EIR/EIS)	<b><i>Fund and Construct Improvements to the Oak Avenue Parkway/Middle Road Intersection (Intersection 44).</i></b> To ensure that the Oak Avenue Parkway/Middle Road intersection operates at an acceptable LOS, control all movements with a stop sign. The applicant shall fund and construct these improvements.	A phasing analysis shall be performed prior to approval of the first subdivision map to determine	City of Folsom Public Works Department

			when the improvement should be implemented.	
52-30	3A.15-1h (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts to the Hazel Avenue/Folsom Boulevard Intersection (Sacramento County Intersection 2).</i></b></p> <p>To ensure that the Hazel Avenue/Folsom Boulevard intersection operates at an acceptable LOS, this intersection must be grade separated including “jug handle” ramps. No at grade improvement is feasible. Grade separating and extended (south) Hazel Avenue with improvements to the U.S. 50/Hazel Avenue interchange is a mitigation measure for the approved Easton-Glenbrough Specific Plan development project. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/Folsom Boulevard intersection (Sacramento County Intersection 2).</p>	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	Sacramento County Public Works Department and Caltrans
52-31	3A.15-1i (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection and to White Rock Road widening between the Rancho Cordova City limit to Prairie City Road (Sacramento County Intersection 3).</i></b></p> <p>Improvements must be made to ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS. The currently County proposed White Rock Road widening project will widen and realign White Rock Road from the Rancho Cordova City limit to the El Dorado County line (this analysis assumes that the Proposed Project and build alternatives will widen White Rock Road to five lanes from Prairie City road to the El Dorado County Line). This widening includes improvements to the Grant Line Road intersection and realigning White Rock Road to be the through movement. The improvements include two eastbound through lanes, one eastbound right turn lane, two northbound left turn lanes, two northbound right turn lanes, two westbound left turn lanes and two westbound through lanes. This improvement also includes the signalization of the White Rock Road and Grant Line Road intersection. With implementation of this improvement, the intersection would operate at an acceptable LOS A. The applicant shall pay its proportionate share of funding of improvements to the agency</p>	Before project build out. Design of the White Rock Road widening to four lanes, from Grant Line Road to Prairie City Road, with Intersection improvements has begun, and because this widening project is environmentally cleared and fully funded, it’s construction is expected to be complete before the first phase of the	Sacramento County Public Works Department

		responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road intersection (Sacramento County Intersection 3).	Proposed Project or alternative is built.	
52-32	3A.15-1j (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Madison Avenue and Curragh Downs Drive (Roadway Segment 10).</i></b></p> <p>To ensure that Hazel Avenue operates at an acceptable LOS between Curragh Downs Drive and Gold Country Boulevard, Hazel Avenue must be widened to six lanes. This improvement is part of the County adopted Hazel Avenue widening project.</p>	<p>Before project build out. Construction of phase two of the Hazel Avenue widening, from Madison Avenue to Curragh Downs Drive, is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is complete. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Hazel Avenue between Madison Avenue and Curragh Downs Drive (Sacramento County Roadway Segment 10).</p>	Sacramento County Public Works Department

52-33	3A.15-11 (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Windfield Way Intersection (El Dorado County Intersection 3).</i></b></p> <p>To ensure that the White Rock Road/Windfield Way intersection operates at an acceptable LOS, the intersection must be signalized and separate northbound left and right turn lanes must be striped. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Windfield Way intersection (El Dorado County Intersection 3).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	El Dorado County Department of Transportation
52-34	3A.15-1o (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 as an alternative to improvements at the Folsom Boulevard/U.S. 50</i></b></p> <p>Eastbound Ramps Intersection (Caltrans Intersection 4). Congestion on eastbound U.S. 50 is causing vehicles to use Folsom Boulevard as an alternate parallel route until they reach U.S. 50, where they must get back on the freeway due to the lack of a parallel route. It is preferred to alleviate the congestion on U.S. 50 than to upgrade the intersection at the end of this reliever route. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Folsom Boulevard/U.S. 50 Eastbound Ramps intersection (Caltrans Intersection 4). To ensure that the Folsom Boulevard/U.S. 50 eastbound ramps intersection operates at an acceptable LOS, auxiliary lanes should be added to eastbound U.S. 50 from Hazel Avenue to east of Folsom Boulevard. This was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project.</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
52-35	3A.15-1p (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/ State Route 16 Intersection (Caltrans Intersection 12).</i></b></p> <p>To ensure that the Grant Line Road/State Route 16 intersection operates at an acceptable LOS, the northbound and southbound approaches must be reconfigured to consist of one left-turn lane and one shared through/right-turn lane. Protected left-turn signal phasing must be provided on the northbound and southbound approaches. Improvements</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project	Sacramento County Department of Transportation and the City of Rancho Cordova Department of Public Works

		<p>to the Grant Line Road/State Route 16 intersection are contained within the County Development Fee Program and are scheduled for Measure A funding.</p> <p>Improvements to this intersection must be implemented by Caltrans, Sacramento County, and the City of Rancho Cordova.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/State Route 16 intersection (Caltrans Intersection 12).</p>	<p>phase the improvement should be built.</p>	
52-36	3A.15-1q (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</i></b></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, a bus-carpool (HOV) lane must be constructed. This improvement is currently planned as part of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</p>	<p>Before project build out. Construction of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is complete. Construction of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project has started since the writing of the Draft EIS/EIR.</p>	Caltrans
52-37	3A.15-1r (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).</i></b></p>	<p>Before project build out. A phasing analysis should be</p>	City of Folsom Public Works Department and Sacramento County Department of Transportation

		<p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Folsom Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).</p>	<p>performed to determine during which project phase the improvement should be built.</p>	
52-38	3A.15-1s (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4).</i></b></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>City of Folsom Public Works Department and Sacramento County Department of Transportation</p>
52-39	3A.15-1u (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).</i></b></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS between Prairie City Road and Folsom Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>City of Folsom Public Works Department and Sacramento County Department of Transportation</p>

52-40	3A.15-1v (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).</i></b></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Sunrise Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project and included in the proposed Rancho Cordova Parkway interchange project.</p> <p>Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Rancho Cordova Department of Public Works and Sacramento County Department of Transportation
52-41	3A.15-1w (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).</i></b></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard merge, an auxiliary lane from the Folsom Boulevard merge to the Prairie City Road diverge must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
52-42	3A.15-1x (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Diverge (Freeway Diverge 5).</i></b></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road off-ramp diverge, an auxiliary lane from the Folsom Boulevard merge must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the	City of Folsom Public Works Department and Sacramento County Department of Transportation

		paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road diverge (Freeway Diverge 5).	improvement should be built.	
52-43	3A.15-1y (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Direct Merge (Freeway Merge 6).</i></b></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road onramp direct merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road direct merge (Freeway Merge 6).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
52-44	3A.15-1z (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Flyover On-Ramp to Oak Avenue Parkway Off-Ramp Weave (Freeway Weave 8).</i></b></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave, an improvement acceptable to Caltrans should be implemented to eliminate the unacceptable weaving conditions. Such an improvement may involve a “braided ramp”.</p> <p>The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave (Freeway Weave 8).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
52-45	3A.15-1aa (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge (Freeway Merge 9).</i></b></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Oak Avenue Parkway loop merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during	City of Folsom Public Works Department



		improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/ Oak Avenue Parkway loop merge (Freeway Merge 9).	which project phase the improvement should be built.	
52-46	3A.15-1dd (FPASP EIR/EIS)	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge (Freeway Merge 23).</i></b> To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on ramp from southbound Empire Ranch Road would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Empire Ranch Road loop ramp merge (Freeway Merge 23).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
52-47	3A.15-1ee (FPASP EIR/EIS)	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 29).</i></b> To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Oak Avenue Parkway loop on ramp should start the westbound auxiliary lane that ends at the Prairie City Road off ramp. The slip on ramp from southbound Oak Avenue Parkway would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Oak Avenue Parkway loop ramp merge (Freeway Merge 29).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
52-48	3A.15-1ff (FPASP EIR/EIS)	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).</i></b> To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road loop ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to	City of Folsom Public Works Department and Sacramento County Department of Transportation

		Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).	determine during which project phase the improvement should be built.	
52-49	3A.15-1gg (FPASP EIR/EIS)	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Direct Ramp Merge (Freeway Merge 33).</i></b>  To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road direct ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road direct ramp merge (Freeway Merge 33).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
52-50	3A.15-1hh (FPASP EIR/EIS)	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Diverge (Freeway Diverge 34).</i></b>  To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard Diverge, an auxiliary lane from the Prairie City Road loop ramp merge must be constructed. Improvements to this freeway segment must be implemented by Caltrans. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Folsom Boulevard diverge (Freeway Diverge 34).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
52-51	3A.15-1ii (FPASP EIR/EIS)	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge (Freeway Merge 38).</i></b>  To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Hazel Avenue direct ramp merge, an auxiliary lane to the Sunrise Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to	Sacramento County Department of Transportation and City of Rancho Cordova Department of Public Works

		Program. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Westbound/Hazel Avenue direct ramp merge (Freeway Merge 38).	determine during which project phase the improvement should be built.	
52-52	3A.15-2a (FPASP EIR/EIS)	<p><b><i>Develop Commercial Support Services and Mixed-use Development Concurrent with Housing Development and Develop and Provide Options for Alternative Transportation Modes.</i></b></p> <p>The project applicant(s) for any particular discretionary development application including commercial or mixed-use development along with residential uses shall develop commercial and mixed-use development concurrent with housing development, to the extent feasible in light of market realities and other considerations, to internalize vehicle trips. Pedestrian and bicycle facilities shall be implemented to the satisfaction of the City Public Works Department. To further minimize impacts from the increased demand on area roadways and intersections, the project applicant(s) for any particular discretionary development application involving schools or commercial centers shall develop and implement safe and secure bicycle parking to promote alternative transportation uses and reduce the volume of single-occupancy vehicles using area roadways and intersections. The project applicant(s) for any particular discretionary development application shall participate in capital improvements and operating funds for transit service to increase the percent of travel by transit. The project's fair-share participation and the associated timing of the improvements and service shall be identified in the project conditions of approval and/or the project's development agreement. Improvements and service shall be coordinated, as necessary, with Folsom Stage Lines and Sacramento RT.</p>	Before approval of improvement plans for all project phases any particular discretionary development application that includes residential and commercial or mixed-use development. As a condition of project approval and/or as a condition of the development agreement for all project phases.	City of Folsom Public Works Department
52-53	3A.15-2b (FPASP EIR/EIS)	<p><b><i>Participate in the City's Transportation System Management Fee Program.</i></b></p> <p>The project applicant(s) for any particular discretionary development application shall pay an appropriate amount into the City's existing Transportation System Management Fee Program to reduce the number of single-occupant automobile travel on area roadways and intersections.</p>	Concurrent with construction for all project phases.	City of Folsom Public Works Department
52-54	3A.15-2c (FPASP EIR/EIS)	<p><b><i>Participate with the 50 Corridor Transportation Management Association.</i></b></p>	Concurrent with construction for all project phases.	City of Folsom Public Works Department

		The project applicant(s) for any particular discretionary development application shall join and participate with the 50 Corridor Transportation Management Association to reduce the number of single-occupant automobile travel on area roadways and intersections.		
52-55	3A.15-3 (FPASP EIR/EIS)	<b><i>Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program.</i></b> In accordance with Measure W, the project applicant(s) for any particular discretionary development application shall provide fair-share contributions to the City's transportation impact fee program to fully fund improvements only required because of the Specific Plan.	As a condition of project approval and/or as a condition of the development agreement for all project phases.	City of Folsom Public Works Department
52-56	3A.15-4a (FPASP EIR/EIS)	<b><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Sibley Street/Blue Ravine Road Intersection (Folsom Intersection 2).</i></b> To ensure that the Sibley Street/Blue Ravine Road intersection operates at a LOS D with less than the Cumulative No Project delay, the northbound approach must be reconfigured to consist of two left-turn lane, two through lanes, and one dedicated right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection (Folsom Intersection 2).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
52-57	3A.15-4b (FPASP EIR/EIS)	<b><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Oak Avenue Parkway/East Bidwell Street Intersection (Folsom Intersection 6).</i></b> To ensure that the Oak Avenue Parkway/East Bidwell Street intersection operates at an acceptable LOS, the eastbound (East Bidwell Street) approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the westbound (East Bidwell Street) approach must be reconfigured to consist of two left turn lanes, four through lanes, and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non-motorized traffic and adjacent development; therefore, this improvement is infeasible.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department

52-58	3A.15-4c (FPASP EIR/EIS)	<p><b><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/College Street Intersection (Folsom Intersection 7).</i></b></p> <p>To ensure that the East Bidwell Street/College Street intersection operates at acceptable LOS C or better, the westbound approach must be reconfigured to consist of one left-turn lane, one left-through lane, and two dedicated right-turn lanes. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the East Bidwell Street/Nesmith Court intersection (Folsom Intersection 7).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
52-59	3A.15-4d (FPASP EIR/EIS)	<p><b><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/Iron Point Road Intersection (Folsom Intersection 21).</i></b></p> <p>To ensure that the East Bidwell Street /Iron Point Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the southbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non-motorized traffic and adjacent development; therefore, this improvement is infeasible.</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
52-60	3A.15-4e (FPASP EIR/EIS)	<p><b><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Serpa Way/ Iron Point Road Intersection (Folsom Intersection 23).</i></b></p> <p>To improve LOS at the Serpa Way/ Iron Point Road intersection, the northbound approaches must be restriped to consist of one left-turn lane, one shared left-through lanes, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Serpa Way/Iron Point Road Intersection (Folsom Intersection 23).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department

52-61	3A.15-4f (FPASP EIR/EIS)	<p><b><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Empire Ranch Road/Iron Point Road Intersection (Folsom Intersection 24).</i></b></p> <p>To ensure that the Empire Ranch Road / Iron Point Road intersection operates at a LOS D or better, all of the following improvements are required: The eastbound approach must be reconfigured to consist of one left-turn lane, two through lanes, and a right-turn lane. The westbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and a through-right lane. The northbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. The southbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Empire Ranch Road / Iron Point Road Intersection Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. (Folsom Intersection 24).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
52-62	3A.15-4g (FPASP EIR/EIS)	<p><b><i>The Applicant Shall Fund and Construct Improvements to the Oak Avenue Parkway/Easton Valley Parkway Intersection (Folsom Intersection 33).</i></b></p> <p>To ensure that the Oak Avenue Parkway/Easton Valley Parkway intersection operates at an acceptable LOS the southbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and two right-turn lanes. The applicant shall fund and construct these improvements.</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
52-63	3A.15-4i (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).</i></b></p> <p>To ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS E or better this intersection should be replaced by some type of grade separated intersection or interchange.</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to	Sacramento County Department of Transportation.

		Improvements to this intersection are identified in the Sacramento County’s Proposed General Plan. Implementation of these improvements would assist in reducing traffic impacts on this intersection by providing acceptable operation. Intersection improvements must be implemented by Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).	determine during which project phase the improvement should be built.	
52-64	3A.15-4j (FPASP EIR/EIS)	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7).</i></b> To improve operation on Grant Line Road between White Rock Road and Kiefer Boulevard, this roadway segment must be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7). The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
52-65	3A.15-4k (FPASP EIR/EIS)	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8).</i></b> To improve operation on Grant Line Road between Kiefer Boulevard Jackson Highway, this roadway segment could be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between Kiefer	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.

		Boulevard and Jackson Highway (Sacramento County Roadway Segment 8). The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.		
52-66	3A.15-4l (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13).</i></b></p> <p>To improve operation on Hazel Avenue between Curragh Downs Drive and the U.S. 50 westbound ramps, this roadway segment could be widened to eight lanes. This improvement is inconsistent with Sacramento County’s general plan because the county’s policy requires a maximum roadway cross section of six lanes. Analysis shown later indicates that improvements at the impacted intersection in this segment can be mitigated (see Mitigation Measure 3A.15-4q). Improvements to impacted intersections on this segment will improve operations on this roadway segment and, therefore; mitigate this segment impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
52-67	3A.15-4m (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22).</i></b></p> <p>To improve operation on White Rock Road between Grant Line Road and Prairie City Road, this roadway segment must be widened to six lanes. This improvement is included in the 2035 MTP but is not included in the Sacramento County General Plan. Improvements to this roadway segment must be implemented by Sacramento County. The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment. However, because of other development in the region that would substantially increase traffic levels, this roadway segment would continue to operate at an unacceptable LOS F even with the capacity improvements identified to mitigate Folsom South of U.S. 50 impacts. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.



		agency to reduce the impacts to White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22).		
52-68	3A.15-4n (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).</i></b></p> <p>To improve operation on White Rock Road between Empire Ranch Road and Carson Crossing Road, this roadway segment must be widened to six lanes. Improvements to this roadway segment must be implemented by Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
52-69	3A.15-4o (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).</i></b></p> <p>To ensure that the White Rock Road/Carson Crossing Road intersection operates at an acceptable LOS, the eastbound right turn lane must be converted into a separate free right turn lane, or double right. Improvements to this intersection must be implemented by El Dorado County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
52-70	3A.15-4p (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).</i></b></p> <p>To ensure that the Hazel Avenue/U.S. 50 westbound ramps intersection operates at an acceptable LOS, the westbound approach must be reconfigured to consist of one dedicated left turn lane, one shared left through lane and three dedicated right-turn lanes. Improvements to this intersection must be implemented by Caltrans and Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the	Sacramento County Department of Transportation.

		program established by that agency to reduce the impacts to the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).	improvement should be built.	
52-71	3A.15-4q (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</i></b></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic from U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
52-72	3A.15-4r (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).</i></b></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS between Rancho Cordova Parkway and Hazel Avenue, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
52-73	3A.15-4s (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5).</i></b></p>	Before project build out. A phasing analysis	Sacramento County Department of Transportation.

		To ensure that Eastbound US 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, the eastbound auxiliary lane should be converted to a mixed flow lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4t). Improvements to this freeway segment must be implemented by Caltrans. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project’s impact. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5).	should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	
52-74	3A.15-4t (FPASP EIR/EIS)	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).</i></b> To ensure that Eastbound US 50 operates at an acceptable LOS between Prairie City Road and Oak Avenue Parkway, the northbound Prairie City Road slip on ramp should merge with the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see Mitigation Measures 3A.15-4u, v and w), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
52-75	3A.15-4u (FPASP EIR/EIS)	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Slip Ramp Merge (Freeway Merge 6).</i></b> To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound	Before project build out. A phasing analysis should be performed prior to approval of the first	Sacramento County Department of Transportation.

		<p>auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, w and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road slip ramp merge (Freeway Merge 6).</p>	<p>subdivision map to determine during which project phase the improvement should be built.</p>	
52-76	3A.15-4v (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).</i></b></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, v and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>Sacramento County Department of Transportation.</p>
52-77	3A.15-4w (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).</i></b></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS, the southbound Oak Avenue Parkway loop on ramp should merge with the eastbound auxiliary lane that starts at the southbound Prairie City Road braided flyover on ramp and ends at the East Bidwell Street – Scott Road off ramp (see mitigation measure 3A.15-4u, v and w). Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the</p>	<p>Sacramento County Department of Transportation.</p>

		paid for by applicant, to reduce the impacts to U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).	improvement should be built.	
52-78	3A.15-4x (FPASP EIR/EIS)	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge (Freeway Merge 27).</i></b> To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip-on ramp from southbound Empire Ranch Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound / Empire Ranch Road loop ramp merge (Freeway Merge 27).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
52-79	3A.15-4y (FPASP EIR/EIS)	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).</i></b> To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Prairie City Road loop on ramp should start the westbound auxiliary lane that continues beyond the Folsom Boulevard off ramp. The slip-on ramp from southbound Prairie City Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
<b>UTILITIES AND SERVICE SYSTEMS</b>				
52-80	3A.16-1 (FPASP EIR/EIS)	<b><i>Submit Proof of Adequate On- and Off-Site Wastewater Conveyance Facilities and Implement On- and Off-Site Infrastructure Service Systems or Ensure That Adequate Financing Is Secured.</i></b> Before the approval of the final map and issuance of building permits for all project phases, the project applicant(s) of all project phases shall submit proof to the City of Folsom that an adequate wastewater conveyance system either has been constructed or is ensured through	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department

		<p>payment of the City’s facilities augmentation fee as described under the Folsom Municipal Code Title 3, Chapter 3.40, “Facilities Augmentation Fee – Folsom South Area Facilities Plan,” or other sureties to the City’s satisfaction. Both on-site wastewater conveyance infrastructure and off-site force main sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City.</p>		
52-81	3A.16-3 (FPASP EIR/EIS)	<p><b><i>Demonstrate Adequate SRWTP Wastewater Treatment Capacity.</i></b>                      The project applicant(s) of all project phases shall demonstrate adequate capacity at the SRWTP for new wastewater flows generated by the project. This shall involve preparing a tentative map-level study and paying connection and capacity fees as identified by SRCSD. Approval of the final map and issuance of building permits for all project phases shall not be granted until the City verifies adequate SRWTP capacity is available for the amount of development identified in the tentative map.</p>	<p>Before approval of final maps and issuance of building permits for any project phases.</p>	<p>City of Folsom Community Development Department and City of Folsom Public Works Department</p>
52-82	3A.18-1 (FPASP EIR/EIS)	<p><b><i>Submit Proof of Surface Water Supply Availability.</i></b>                      a. Prior to approval of any small-lot tentative subdivision map subject to Government Code Section 66473.7 (SB 221), the City shall comply with that statute. Prior to approval of any small-lot tentative subdivision map for a proposed residential project not subject to that statute, the City need not comply with Section 66473.7, or formally consult with any public water system that would provide water to the affected area; nevertheless, the City shall make a factual showing or impose conditions similar to those required by Section 66473.7 to ensure an adequate water supply for development authorized by the map.                      b. Prior to recordation of each final subdivision map, or prior to City approval of any similar project-specific discretionary approval or entitlement required for nonresidential uses, the project applicant(s) of that project phase or activity shall demonstrate the availability of a reliable and sufficient water supply from a public water system for the amount of development that would be authorized by the final subdivision map or project-specific discretionary nonresidential approval or entitlement. Such a demonstration shall consist of information showing that both existing sources are available or needed supplies and improvements will be in place prior to occupancy.</p>	<p>Before approval of final maps and issuance of building permits for any project phases.</p>	<p>City of Folsom Community Development Department and City of Folsom Public Works Department</p>

52-83	3A.18-2a (FPASP EIR/EIS)	<p><b><i>Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured.</i></b></p> <p>Before the approval of the final subdivision map and issuance of building permits for all project phases, the project applicant(s) of any particular discretionary development application shall submit proof to the City of Folsom that an adequate off-site water conveyance system either has been constructed or is ensured or other sureties to the City's satisfaction. The off-site water conveyance infrastructure sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final subdivision map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City. A certificate of occupancy shall not be issued for any building within the SPA until the water conveyance infrastructure sufficient to serve such building has been constructed and is in place.</p>	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department
52-84	3A.18-2b (FPASP EIR/EIS)	<p><b><i>Demonstrate Adequate Off-Site Water Treatment Capacity (if the Off-Site Water Treatment Plant Option is Selected).</i></b></p> <p>If an off-site water treatment plant (WTP) alternative is selected (as opposed to the on-site WTP alternative), the project applicant(s) for any particular discretionary development application shall demonstrate adequate capacity at the off-site WTP. This shall involve preparing a tentative map-level study and paying connection and capacity fees as determined by the City. Approval of the final project map shall not be granted until the City verifies adequate water treatment capacity either is available or is certain to be available when needed for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases. A certificate of occupancy shall not be issued for any building within the SPA until the water treatment capacity sufficient to serve such building has been constructed and is in place.</p>	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department
52-85	4.4-1 (Westland/ Eagle SPA)	<p><b><i>Conduct Environmental Awareness Training for Construction Employees.</i></b></p> <p>Prior to beginning construction activities, the Project Applicant shall employ a qualified biologist to develop and conduct environmental awareness training for construction employees. The training shall describe the importance of onsite biological resources, including special-status wildlife habitats; potential nests of special-status birds; and roosting habitat</p>	Before approval of grading or improvement plans or any ground disturbing activities, including	City of Folsom Community Development Department

		<p>for special-status bats. The biologist shall also explain the importance of other responsibilities related to the protection of wildlife during construction such as inspecting open trenches and looking under vehicles and machinery prior to moving them to ensure there are no lizards, snakes, small mammals, or other wildlife that could become trapped, injured, or killed in construction areas or under equipment.</p> <p>The environmental awareness program shall be provided to all construction personnel to brief them on the life history of special-status species in or adjacent to the project area, the need to avoid impacts on sensitive biological resources, any terms and conditions required by State and federal agencies, and the penalties for not complying with biological mitigation requirements. If new construction personnel are added to the project, the contractor's superintendent shall ensure that the personnel receive the mandatory training before starting work. An environmental awareness handout that describes and illustrates sensitive resources to be avoided during project construction and identifies all relevant permit conditions shall be provided to each person.</p>	grubbing or clearing, for any project phase.	
52-86	4.4-7 (Westland/ Eagle SPA)	<p><b><i>Preconstruction Nesting Bird Survey.</i></b></p> <p>The Project Applicant shall conduct a preconstruction nesting bird survey of all areas associated with construction activities on the project site within 14 days prior to commencement of construction during the nesting season (1 February through 31 August).</p> <p>If active nests are found, a no-disturbance buffer around the nest shall be established. The buffer distance shall be established by a qualified biologist in consultation with CDFW. The buffer shall be maintained until the fledglings are capable of flight and become independent of the nest, to be determined by a qualified biologist. Once the young are independent of the nest, no further measures are necessary. Pre-construction nesting surveys are not required for construction activity outside of the nesting season.</p>	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.	California Department of Fish and Game, and City of Folsom Community Development Department
52-87	3A.5-1a (Westland/ Eagle SPA)	<p><b><i>Comply with the Programmatic Agreement.</i></b></p> <p>The PA for the project is incorporated by reference. The PA provides a management framework for identifying historic properties, determining adverse effects, and resolving those adverse effects as required under Section 106 of the National Historic Preservation Act. This document is incorporated by reference. The PA is available for public inspection and</p>	During all construction phases	City of Folsom Community Development Department; U.S. Army Corp of Engineers;

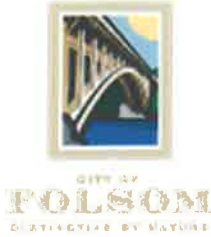


		<p>review at the California Office of Historic Preservation 1725 23rd Street Sacramento, CA 95816.</p>		
<p>52-88</p>	<p>3A.5-2 (Westland/ Eagle SPA)</p>	<p><b><i>Conduct Construction Personnel Education, Conduct On-Site Monitoring If Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required.</i></b></p> <p>To reduce potential impacts to previously undiscovered cultural resources, the project applicant(s) of all project phases shall do the following:</p> <p>Before the start of ground-disturbing activities, the project applicant(s) of all project phases shall retain a qualified archaeologist to conduct training for construction workers as necessary based upon the sensitivity of the project APE, to educate them about the possibility of encountering buried cultural resources and inform them of the proper procedures should cultural resources be encountered.</p> <p>As a result of the work conducted for Mitigation Measures 3A.5-1a and 3A.5-1b, if the archaeologist determines that any portion of the SPA or the off-site elements should be monitored for potential discovery of as-yet-unknown cultural resources, the project applicant(s) of all project phases shall implement such monitoring in the locations specified by the archaeologist. USACE should review and approve any recommendations by archaeologists with respect to monitoring.</p> <p>Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, or architectural remains be encountered during any construction activities, work shall be suspended in the vicinity of the find and the appropriate oversight agency(ies) (identified below) shall be notified immediately. The appropriate oversight agency(ies) shall retain a qualified archaeologist who shall conduct a field investigation of the specific site and shall assess the significance of the find by evaluating the resource for eligibility for listing on the CRHR and the NRHP. If the resource is eligible for listing on the CRHR or NRHP and it would be subject to disturbance or destruction, the actions required in Mitigation Measures 3A.5-1a and 3A.5-1b shall be implemented. The oversight agency shall be responsible for approval of recommended mitigation if it is determined to be feasible in light of the approved land uses and shall implement the approved mitigation before resuming construction activities at the archaeological site.</p>	<p>Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.</p>	<p>City of Folsom Community Development Department; U.S. Army Corp of Engineers</p>

	<p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p> <p>The project applicant, in coordination with USACE, shall ensure that an archaeological sensitivity training program is developed and implemented during a pre-construction meeting for construction supervisors. The sensitivity training program shall provide information about notification procedures when potential archaeological material is discovered, procedures for coordination between construction personnel and monitoring personnel, and information about other treatment or issues that may arise if cultural resources (including human remains) are discovered during project construction. This protocol shall be communicated to all new construction personnel during orientation and on a poster that is placed in a visible location inside the construction job trailer. The phone number of the USACE cultural resources staff member shall also be included.</p> <p>The on-site sensitivity training shall be carried out each time a new contractor will begin work in the APE and at the beginning of each construction season by each contractor.</p> <p>If unanticipated discoveries of additional historic properties, defined in 36 CFR 800.16 (l), are made during the construction of the project, the USACE shall ensure that they will be protected by implementing the following measures:</p> <p>The Construction Manager, or archaeological monitor, if given the authority to halt construction activities, shall ensure that work in that area is immediately halted within a 100-foot radius of the unanticipated discovery until the find is examined by a person meeting the professional qualifications standards specified in Section 2.2 of Attachment G of the HPMP. The Construction Manager, or archaeological monitor, if present, shall notify the USACE within 24 hours of the discovery.</p> <p>The USACE shall notify the State Historic Preservation Officer (SHPO) within one working day of an unanticipated discovery and may initiate interim treatment measures in accordance with this HPTP. Once the USACE makes a formal determination of eligibility for the resource, the USACE will notify the SHPO within 48 hours of the determination and afford the SHPO an opportunity to comment on appropriate treatment. The SHPO shall respond within 72 hours of the request to consult. Failure of the SHPO to respond</p>		
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		<p>within 72 hours shall not prohibit the USACE from implementing the treatment measures.</p> <p>The project applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.</p>		
52-89	3A.5-3 (Westland/ Eagle SPA)	<p><b><i>Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.</i></b></p> <p>In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, including those associated with off-site elements, the project applicant(s) of all project phases shall immediately halt all ground-disturbing activities in the area of the find and notify the Sacramento County Coroner and a professional archaeologist skilled in osteological analysis to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or public lands (California Health and Safety Code Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the NAHC by phone within 24 hours of making that determination (California Health and Safety Code Section 7050[c]).</p> <p>After the coroner's findings are complete, the project applicant(s), an archaeologist, and the NAHC-designated Most Likely Descendant shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting on notification of a discovery of Native American human remains are identified in Section 5097.9 of the California Public Resources Code.</p> <p>Upon the discovery of Native American remains, the procedures above regarding involvement of the applicable county coroner, notification of the NAHC, and identification of an Most Likely Descendant shall be followed. The project applicant(s) of all project phases shall ensure that the immediate vicinity (according to generally accepted cultural or archaeological standards and practices) is not damaged or disturbed by further development activity until consultation with the Most Likely Descendant has taken place. The Most Likely Descendant shall have 48 hours after being granted access to the site to inspect the site and make recommendations. A range of possible treatments for the remains may be discussed: nondestructive removal and analysis, preservation in place, relinquishment of the remains and associated items to the descendants, or other culturally appropriate treatment. As suggested by AB 2641 (Chapter 863,</p>	During all ground disturbing activities, for any project phase.	Sacramento County Coroner; Native American Heritage Commission; City of Folsom Community Development Department

	<p>Statutes of 2006), the concerned parties may extend discussions beyond the initial 48 hours to allow for the discovery of additional remains. AB 2641(e) includes a list of site protection measures and states that the project applicant(s) shall comply with one or more of the following requirements:</p> <p>record the site with the NAHC or the appropriate Information Center, use an open-space or conservation zoning designation or easement, or record a reinternment document with the county.</p> <p>The project applicant(s) or its authorized representative of all project phases shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance if the NAHC is unable to identify an Most Likely Descendant or if the Most Likely Descendant fails to make a recommendation within 48 hours after being granted access to the site. The project applicant(s) or its authorized representative may also reinter the remains in a location not subject to further disturbance if it rejects the recommendation of the Most Likely Descendant and mediation by the NAHC fails to provide measures acceptable to the landowner. Ground disturbance in the zone of suspended activity shall not recommence without authorization from the archaeologist.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p> <p>The project applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.</p>		
53.	<p>The Landowner acknowledges that the State adopted amendments to Section 65850 of the California Government Code (specifically Section 65850(g)), effective January 1, 2018, to allow for the implementation of inclusionary housing requirements in residential rental units, upon adoption of an ordinance by the City. The Landowner is not currently contemplating any residential rental projects within the Subject Property; however, in the event the City amends its Inclusionary Housing Ordinance with respect to rental housing pursuant to Section 65850(g), Landowner (or successor in interest) agrees that the Subject Property shall be subject to said City Ordinance, as amended, should any residential rental project be proposed within the Subject Property.</p>	OG	CD (P)



## Folsom City Council Staff Report

<b>MEETING DATE:</b>	12/8/2020
<b>AGENDA SECTION:</b>	Consent Calendar
<b>SUBJECT:</b>	Resolution No. 10560 – A Resolution Authorizing the City Manager to Execute an Agreement with R3 Consulting Group, Inc. for Solid Waste Consulting Services for the Development and Implementation of Mandatory Organics and Recycling Compliance Programs and Appropriation of Funds
<b>FROM:</b>	Public Works Department

### RECOMMENDATION / CITY COUNCIL ACTION

Staff requests that the City Council adopt Resolution No. 10560 – A Resolution Authorizing the City Manager to Execute an Agreement with R3 Consulting Group, Inc. for Solid Waste Consulting Services for the Development and Implementation of Mandatory Organics and Recycling Compliance Programs.

### BACKGROUND / ISSUE

The Department of Public Works, Recycling Division (Division) is responsible for implementing various state mandated programs for the recycling of bottles, cans, paper, cardboard etc. as well as organic materials such as food waste and green waste. In particular, Mandatory Commercial Organics Recycling (AB 1826) became effective in January of 2016 requiring certain businesses to recycle organic material, including food waste. Initially this applied to a small number of businesses; however, the number of covered businesses increased in January of 2017 and again in January of 2019 and now nearly all businesses are captured. These incremental changes significantly increased the workload associated with the program. In addition to identifying the covered businesses, the Division is required to inform and educate the covered businesses about the requirement, track compliance and provide ongoing outreach efforts to each non-compliant business to work with them toward becoming compliant.

To assist with increasing requirements, the Division hired two part-time staff in Fiscal Year 2016-17. Knowing this was a temporary solution, full time recycling positions were added to the rate study and requested in Fiscal Year 2019-20 and Fiscal Year 2020-21, but not fulfilled.

Prior to the January 2019 increase in captured businesses, the Division sent a letter to notify the impacted businesses of the requirement. Despite the notification, very few businesses have adopted a program. In most cases, becoming compliant is costly since it requires subscribing to a collection service and restructuring their waste handling practices. The onerous nature of this program is met with resistance and the Division's part-time staff were unable to keep up the level of ongoing assistance needed.

Also, in January of 2019, California Department of Recycling and Resource Recovery (CalRecycle) expressed concern with the number of businesses still out of compliance and put the City on an informal compliance schedule consisting of a plan to achieve compliance as well as monthly reporting. At this point the Division consisted of 50% of one full-time employee and two temporary part-time employees working very limited hours. Due to the need for additional help the Division added more temporary part-time staff; however, high turnover and lack of experience among part-time staff has resulted in recruiting, training, and managing becoming a primary task for the full-time staff person.

Despite the challenges, the Division was making incremental progress and was hopeful that Fiscal Year 2020-21 would bring additional full-time staff to satisfy program needs. In March of 2020, all progress stopped when the COVID-19 health orders went into effect. The Division, with concurrence from CalRecycle, suspended plan implementation and reporting. Despite the significant negative impact of the health crisis, on October 26, 2020 the City Manager received a letter from CalRecycle stating that the City has been found to be deficient in the implementation of AB 1826. An action plan is now being formally requested and Division staff will be providing that plan to CalRecycle by the November 25, 2020 deadline. AB 1826 is just one of several recycling laws that require Division resources to maintain compliance.

### **POLICY / RULE**

Section 2.36.080, Award of Contracts of the Folsom Municipal Code states, in part, that contracts for professional services with an estimated value of \$62,014 or greater shall be awarded by City Council.

### **ANALYSIS**

Implementing the AB 1826 action plan being required by CalRecycle, as well as development and implementation of other recycling laws such as Senate Bill 1383, which will require residential organics recycling, necessitates the hiring of additional staff. The Division currently does not have the qualified staff resources readily available and must look to a consultant to provide the staffing to maintain compliance with state laws and regulations.

**FINANCIAL IMPACT**

The selected consultant has proposed a not-to-exceed amount of \$150,000 through the end of the Fiscal Year 2020-21. Solid Waste consulting services were not budgeted and an additional appropriation of funds will be required. The funds are currently available in the Solid Waste Fund (Fund 540) in fund balance.

**ENVIRONMENTAL REVIEW**

The Project is exempt from the California Environmental Quality Act (CEQA) under Section 15061(b)(3) (Review for Exemption) of the CEQA Guidelines.

**ATTACHMENT**

Resolution No. 10560 – A Resolution Authorizing the City Manager to Execute an Agreement with R3 Consulting Group, Inc. for Solid Waste Consulting Services for the Development and Implementation of Mandatory Organics and Recycling Compliance Programs and Appropriation of Funds

Submitted,

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Dave Nugen, Public Works Director

**RESOLUTION NO. 10560**

**A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AN AGREEMENT WITH R3 CONSULTING GROUP, INC. FOR SOLID WASTE CONSULTING SERVICES FOR THE DEVELOPMENT AND IMPLEMENTATION OF MANDATORY ORGANICS AND RECYCLING COMPLIANCE PROGRAMS AND APPROPRIATION OF FUNDS**

**WHEREAS**, the City of Folsom, Recycling Division (Division) is responsible for implementation of numerous state laws regarding recycling and organic waste recovery; and

**WHEREAS**, the California Department of Recycling and Resource Recovery (CalRecycle) is responsible for enforcement of said laws; and

**WHEREAS**, CalRecycle has determined the Division has gaps in its implementation of the Mandatory Commercial Organics Recycling law (AB 1826) and has issued a formal request for a plan to address these gaps; and

**WHEREAS**, the Division does not have sufficient staff resources to address these issues and therefore issued a Request for Proposals for Consulting Services; and

**WHEREAS**, proposals were received from qualified Consultants and scored by Division staff with R3 Consulting Group, Inc. being selected as the most responsive firm.

**WHEREAS**, an appropriation of \$150,000 is needed to cover consulting services; and

**WHEREAS**, funds are available in the Solid Waste Fund (Fund 540) for this appropriation.

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Folsom authorizes the City Manager to execute an agreement with R3 Consulting Group, Inc. to provide Consulting Services for the Development and Implementation of Mandatory Organics and Recycling Compliance Programs for a not to exceed amount of \$150,000.

**NOW, THEREFORE, BE IT FURTHER RESOLVED** that the Finance Director is authorized to appropriate \$150,000 from fund balance to the Solid Waste Fiscal Year 2020-21 Operating Budget for consulting services.

**PASSED AND ADOPTED** this 8th day of December 2020, by the following roll-call vote:

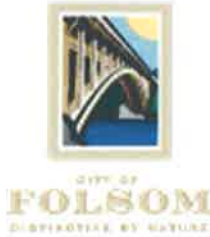
- AYES:** Council Member(s):
- NOES:** Council Member(s):
- ABSENT:** Council Member(s):
- ABSTAIN:** Council Member(s):

\_\_\_\_\_  
, MAYOR

ATTEST:

\_\_\_\_\_  
Christa Freemantle, CITY CLERK





## Folsom City Council Staff Report

<b>MEETING DATE:</b>	12/8/2020
<b>AGENDA SECTION:</b>	Consent Calendar
<b>SUBJECT:</b>	Resolution No. 10561 – A Resolution Authorizing the City Manager to Execute an Application to CalRecycle to Participate in a Community Service Program for the Collection of Commercially Generated California Redemption Value Beverage Containers
<b>FROM:</b>	Public Works Department

### **RECOMMENDATION / CITY COUNCIL ACTION**

Staff requests that the City Council adopt Resolution No. 10561 – A Resolution Authorizing the City Manager to Execute an Application to CalRecycle to Participate in a Community Service Program for the Collection of Commercially Generated California Redemption Value Beverage Containers.

### **BACKGROUND / ISSUE**

The City of Folsom Solid Waste Division collects recyclables from all residents and businesses within the City. In addition to plastics, glass, cardboard, paper and aluminum, this recycling stream includes California Redemption Value (CRV) beverage containers. The City is currently reimbursed by its processor, Cal Waste Recovery Systems in Galt for CRV material from its residential curbside collection program. The curbside program is registered with California Department of Recycling and Resource Recovery (CalRecycle) and the City receives approximately \$322,186 annually in CRV payments from Cal Waste.

The City's commercial recycling stream is made up of recyclables generated by businesses, multifamily complexes, government facilities, hospitals, and any other non-residential entity. This stream is processed by Recycling Industries in Sacramento. This program is not currently registered with CalRecycle. In order to receive payments for the commercial CRV material, the City must register this program with CalRecycle as a Community Service Program as

defined in the state's beverage container regulations. The actual amount of CRV payments will vary, but staff estimates that approximately \$34,841 will be received annually. The CRV fund revenues serve to offset some of the total cost of processing the City's residential and commercial recyclables.

### **POLICY / RULE**

CalRecycle requires that applications for Community Service programs include an authorizing resolution from the governing body.

### **ANALYSIS**

Community service programs are defined in regulation as recyclables collection programs operated by a city, county, or other public agency. These programs are regulated by CalRecycle sites or collected from various locations such as schools, churches, or parks. Charitable organizations (such as environmental groups, community groups and municipal governments) often become certified as a community service program as part of their fundraising efforts.

### **FINANCIAL IMPACT**

There is no cost to submit the Community Services Program (SP) Application. Annual CRV beverage container program payments to the city are estimated at approximately \$34,841.

### **ENVIRONMENTAL REVIEW**

The Project is exempt from the California Environmental Quality Act (CEQA) under Section 15061(b)(3) (Review for Exemption) of the CEQA Guidelines.

### **ATTACHMENT**

Resolution No. 10561 - A Resolution Authorizing the City Manager to Execute an Application to CalRecycle to Participate in a Community Service Program for the Collection of Commercially Generated California Redemption Value Beverage Containers

Submitted,

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Dave Nugen, Public Works Director

**RESOLUTION NO. 10561**

**A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AN APPLICATION TO CALRECYCLE TO PARTICIPATE IN A COMMUNITY SERVICE PROGRAM FOR THE COLLECTION OF COMMERCIALY GENERATED CALIFORNIA REDEMPTION VALUE BEVERAGE CONTAINERS**

**WHEREAS**, the California Department of Recycling and Resource Recovery (CalRecycle) provides certification for City operated Community Service Program (SP) recycling programs; and

**WHEREAS**, said certification allows CalRecycle to reimburse these programs a portion of the costs for the collection of California Refund Value (CRV) beverage containers; and

**WHEREAS**, the City currently operates an SP program for its commercially generated recyclables but the program has not been certified by CalRecycle and is receiving no reimbursements for CRV; and

**WHEREAS**, it is estimated that SP certification would provide approximately \$34,000 annually to help offset the total cost for providing the program; and

**WHEREAS**, the certification application requires signature by the person authorized by the City Council to enter into agreements:

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Folsom authorizes the City Manager to Execute an application to CalRecycle to participate in a Community Service Program for the collection of commercially generated California Redemption Value beverage containers; and,

**PASSED AND ADOPTED** this 8th day of December 2020, by the following roll-call vote:

- AYES:** Council Member(s):
- NOES:** Council Member(s):
- ABSENT:** Council Member(s):
- ABSTAIN:** Council Member(s):

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
Christa Freemantle, CITY CLERK

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## Folsom City Council Staff Report

<b>MEETING DATE:</b>	12/8/2020
<b>AGENDA SECTION:</b>	Consent Calendar
<b>SUBJECT:</b>	Resolution No. 10562 – A Resolution Authorizing Temporary Waiver of Permit Fees for Temporary Membrane Structures and Tents During the Public Health Emergency
<b>FROM:</b>	Finance Department Fire Department

**RECOMMENDATION / CITY COUNCIL ACTION**

It is recommended that the City Council adopt Resolution No. 10562 – A Resolution Authorizing Temporary Waiver of Permit Fees for Temporary Membrane Structures and Tents During the Public Health Emergency.

**BACKGROUND / ISSUE**

Emergency order DES-04-20 allowed for restaurants to use certain City-owned public properties to set up temporary outdoor areas for sit-down dining. With winter approaching, many businesses desire to install tents over their outdoor dining areas to continue to comply with the public health order while doing their best to keep their patrons out of the elements. Additionally, many businesses such as gyms, churches, nail salons, etc. have opted to augment their indoor services by installing outdoor tents due to public health orders. These temporary tents must not be operated without first obtaining a permit and approval from the Folsom Fire Department to ensure compliance with city and state fire and life safety regulations.

During COVID-19 restrictions, staff is proposing to waive the fee for these inspections and permits until the termination of the local emergency.

## **POLICY / RULE**

In accordance with the Folsom Fire Code, tents and membrane structures having an area in excess of 400 square feet (37 m<sup>2</sup>) shall not be erected, operated or maintained for any purpose without first obtaining a permit and approval from the fire code official. Tent and membrane structures shall comply with all applicable provisions of California Code of Regulations, Title 19, Division 1, and California Fire Code Chapter 31.

## **ANALYSIS**

To support local businesses as much as possible during COVID-19 restrictions, the city has provided a number of temporary allowances to businesses including the use of public spaces for outdoor dining. These outdoor spaces allow businesses to serve customers a sit-down meal while continuing to comply with public health orders to slow the spread of COVID-19.

Many businesses desire to use temporary tents to provide shelter as the weather cools and staff proposes to waive the inspection and permit fee related to these temporary tents in the continued effort to support the success of Folsom business as they comply with the public health orders.

## **FINANCIAL IMPACT**

The current Fire Code Permit to Operate fee for Temporary Membrane Structures and Tents is \$185. Staff estimates a total of 25 tents may be erected during COVID-19 restrictions, for a total impact on the general fund of about \$4,625 in uncollected permit fee revenue.

## **ENVIRONMENTAL REVIEW**

The authorization to waive fees is not considered a project under the California Environment Quality Act (CEQA) in accordance with CEQA Guidelines Section 15061(b)(3). As a result, this action is exempt from environmental review.

## **ATTACHMENT**

1. Resolution No. 10562 – A Resolution Authorizing Temporary Waiver of Permit Fees for Temporary Membrane Structures and Tents During the Public Health Emergency

Submitted,

\_\_\_\_\_  
Stacey Tamagni, Director of Finance/CFO

\_\_\_\_\_  
Ken Cusano, Fire Chief

**RESOLUTION NO. 10562**

**A RESOLUTION AUTHORIZING TEMPORARY WAIVER OF PERMIT FEES FOR TEMPORARY MEMBRANE STRUCTURES AND TENTS DURING THE PUBLIC HEALTH EMERGENCY**

**WHEREAS**, in an effort to assist local restaurants during the COVID-19 public health emergency, the City has allowed the temporary use of certain City-owned public properties to be used for temporary sit-down dining areas; and

**WHEREAS**, many businesses wish to install temporary tents over their outdoor areas to provide shelter for patrons from weather conditions; and

**WHEREAS**, temporary tents require a permit and approval from the Folsom Fire Department; and

**WHEREAS**, the City desires to continue to support local businesses as they comply with public health orders to slow the spread of COVID-19; and

**WHEREAS**, staff proposes to waive the permit fees related to temporary tents until the termination of the local public health emergency.

**NOW, THEREFORE, BE IT RESOLVED** that the permit fees for Temporary Membrane Structures and Tents are hereby waived during the COVID-19 public health emergency until termination of the local emergency.

**BE IT FURTHER RESOLVED** that the waivers of permit fees for Temporary Membrane Structures and Tents during the COVID-19 public health emergency prior to the passage of this Resolution are hereby ratified and approved.

**BE IT FURTHER RESOLVED** that applicants for Temporary Membrane Structures and Tents during the COVID-19 public health emergency who have already paid permit fees may request a refund of the permit fees paid to the City.

**PASSED AND ADOPTED** this 8th day of December 2020, by the following roll-call vote:

- AYES:** Council Member(s):
- NOES:** Council Member(s):
- ABSENT:** Council Member(s):
- ABSTAIN:** Council Member(s):

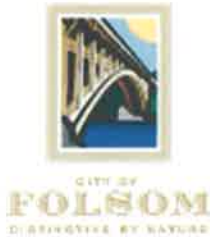
\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
Christa Freemantle, CITY CLERK

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# Folsom City Council Staff Report



<b>MEETING DATE:</b>	12/8/2020
<b>AGENDA SECTION:</b>	Consent Calendar
<b>SUBJECT:</b>	Resolution No. 10563 – A Resolution Rescinding and Replacing Resolution No. 10548 to Approve Application(s) for Per Capita Grant Funds
<b>FROM:</b>	Parks and Recreation Department

**RECOMMENDATION / CITY COUNCIL ACTION**

Staff recommends the City Council approve Resolution No. 10563 – A Resolution Rescinding and Replacing Resolution No. 10548 to Approve Application(s) for Per Capita Grant Funds.

**BACKGROUND / ISSUE**

Staff became aware that there was language in Resolution No. 10548 that needed to be clarified per the Proposition 68 Per Capita Guidelines and as such, Resolution No. 10548 is proposed to be rescinded and replaced with Resolution No.10563. The details of this staff report and revised resolution remain unchanged.

Proposition 68 (Prop 68) was placed on the ballot via Senate Bill 5 and approved by the voters in 2018. Prop 68 authorized \$4 billion in general obligation bonds for state and local parks, environmental protection and restoration projects, water infrastructure projects, and flood protection projects. Through Prop 68, State funds were appropriated for the Per Capita Grant Program and made available for local park rehabilitation, creation, and improvement grants to local governments on a per capita basis.

On May 28, 2019, the City submitted the Per Capita Allocation Questionnaire to determine grant allocation. According to the Per Capita Program guidelines, projects submitted must be for recreational purposes, either acquisition or development. Additionally, grantees must use Per Capita Program grant funds to supplement existing expenditures, rather than replace or supplanting existing funding. All projects not serving a severely disadvantaged community require a 20% match.

On June 24, 2020, Office of Grants and Local Services (OGALS) announced that the Per Capita allocation for the City of Folsom was \$177,952. In addition to the allocation, the City also received \$47,963 in Urban County Per Capita funds. These additional funds were allocated at a rate of \$.61 per capita to cities and districts in urbanized counties (a county with a population of 500,000 or more) providing park and recreation services within jurisdictions of 200,000 or less in population. Therefore, the total funds allocated from the Per Capita program would be \$225,915. With the 20% match (or \$45,183), the total amount for park projects would be \$271,098.

City staff is currently working with the Parks and Recreation Commission on identifying the appropriate park project that meets the Prop 68 criteria and funding amount. Staff will soon work on the project application which is due no later than December 31, 2021.

The project(s) work is required to be completed by December 31, 2023.

### **POLICY / RULE**

The City Council Adopted Resolution No. 7332 Financial Policies of the City of Folsom on May 25, 2004. Section D – Intergovernmental Revenues, Paragraph C – Grant Project Resolutions states, “All grants received from the Federal or State government for operating or capital purposes shall be recognized in separate grant project resolutions. A balanced grant project resolution must be adopted prior to beginning the project.”

### **FINANCIAL IMPACT**

The total Per Capita allocation for the City is \$225,915. The required 20% match (\$45,183) will be met with funds to be identified at a later date.

### **ENVIRONMENTAL REVIEW**

The California Environmental Quality Act (CEQA) only applies to projects that have the potential for causing a significant effect on the environment. The requested action is not considered a project under CEQA pursuant to Section 15061(b)(3).

### **ATTACHMENT**

1. Resolution No. 10563 – A Resolution Rescinding and Replacing Resolution No. 10548 to Approve Application(s) for Per Capita Grant Funds
2. Resolution No. 10548 – A Resolution of the City Council of the City of Folsom Approving Application(s) for Per Capita Grant Funds.

Submitted,

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Lorraine Poggione,  
Parks and Recreation Department Director

## Attachment 1

Resolution No. 10563 – A Resolution Rescinding and Replacing  
Resolution No. 10548 to Approve Application(s) for Per Capita Grant  
Funds

**RESOLUTION NO. 10563****A RESOLUTION RESCINDING AND REPLACING RESOLUTION NO. 10548 TO APPROVE APPLICATION(S) FOR PER CAPITA GRANT FUNDS**

**WHEREAS**, the State Department of Parks and Recreation has been delegated the responsibility by the Legislature of the State of California for the administration of the Per Capita Grant Program, setting up necessary procedures governing application(s); and

**WHEREAS**, said procedures established by the State Department of Parks and Recreation require the grantee's Governing Body to certify by resolution the approval of project application(s) before submission of said applications to the State; and

**WHEREAS**, staff became aware that there was language in Resolution No. 10548 that needed to be clarified per the Proposition 68 Per Capita Guidelines; and

**WHEREAS**, that the City Council hereby rescinds Resolution No. 10548; and

**WHEREAS**, the grantee will enter into a contract(s) with the State of California to complete project(s).

**NOW, THEREFORE, BE IT RESOLVED** that the City Council hereby:

1. Approves the filing of project application(s) for Per Capita program grant project(s); and
2. Certifies that said grantee has or will have available, prior to commencement of project work utilizing Per Capita funding, sufficient funds to complete the project(s); and
3. Certifies that the grantee has or will have sufficient funds to operate and maintain the project(s), and
4. Certifies that all projects proposed will be consistent with the park and recreation element of the City's General Plan (PRC §80063(a)), and
5. Certifies that these funds will be used to supplement, not supplant, local revenues in existence as of June 5, 2018 (PRC §80062(d)), and
6. Certifies that it will comply with the provisions of §1771.5 of the State Labor Code, and
7. (PRC §80001(b)(8)(A-G)) To the extent practicable, as identified in the "Presidential Memorandum--Promoting Diversity and Inclusion in Our National Parks, National Forests, and Other Public Lands and Waters," dated January 12, 2017, the City of Folsom will consider a range of actions that include, but are not limited to, the following:

(A) Conducting active outreach to diverse populations, particularly minority, low-income, and disabled populations and tribal communities, to increase awareness within those communities and the public generally about specific programs and opportunities.

(B) Mentoring new environmental, outdoor recreation, and conservation leaders to

increase diverse representation across these areas.

(C) Creating new partnerships with state, local, tribal, private, and nonprofit organizations to expand access for diverse populations.

(D) Identifying and implementing improvements to existing programs to increase visitation and access by diverse populations, particularly minority, low-income, and disabled populations, and tribal communities.

(E) Expanding the use of multilingual and culturally appropriate materials in public communications and educational strategies, including through social media strategies, as appropriate, that target diverse populations.

(F) Developing or expanding coordinated efforts to promote youth engagement and empowerment, including fostering new partnerships with diversity-serving and youth-serving organizations, urban areas, and programs.

(G) Identifying possible staff liaisons to diverse populations.

- 8. Agrees that to the extent practicable, the project(s) will provide workforce education and training, contractor and job opportunities for disadvantaged communities (PRC §80001(b)(5)).
- 9. Certifies that the grantee shall not reduce the amount of funding otherwise available to be spent on parks or other projects eligible for funds under this division in its jurisdiction. A one-time allocation of other funding that has been expended for parks or other projects, but which is not available on an ongoing basis, shall not be considered when calculating a recipient’s annual expenditures. (PRC §80062(d)).
- 10. Certifies that the grantee has reviewed, understands, and agrees to the General Provisions contained in the contract shown in the Procedural Guide; and
- 11. Delegates the authority to the City Manager, or designee to conduct all negotiations, sign and submit all documents, including, but not limited to applications, agreements, amendments, and payment requests, which may be necessary for the completion of the grant scope(s); and
- 12. Agrees to comply with all applicable federal, state, and local laws, ordinances, rules, regulations, and guidelines.

**APPROVED AND ADOPTED** this 8<sup>th</sup> day of December 2020, by the following roll-call vote:

I, the undersigned, hereby certify that the foregoing Resolution Number 10563 was duly adopted by the City Council following a roll call vote:

**AYES:** Council Member(s):  
**NOES:** Council Member(s):  
**ABSENT:** Council Member(s):  
**ABSTAIN:** Council Member(s):

\_\_\_\_\_  
MAYOR

ATTEST:

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Christa Freemantle, CITY CLERK

## Attachment 2

Resolution No. 10548 – A Resolution of the City Council of the City of Folsom Approving Application(s) for Per Capita Grant Funds.

**RESOLUTION NO. 10548****RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FOLSOM APPROVING APPLICATION(S) FOR PER CAPITA GRANT FUNDS**

**WHEREAS**, the State Department of Parks and Recreation has been delegated the responsibility by the Legislature of the State of California for the administration of the Per Capita Grant Program, setting up necessary procedures governing application(s); and

**WHEREAS**, said procedures established by the State Department of Parks and Recreation require the grantee's Governing Body to certify by resolution the approval of project application(s) before submission of said applications to the State; and

**WHEREAS**, the grantee will enter into a contract(s) with the State of California to complete project(s);

**NOW, THEREFORE, BE IT RESOLVED** that the City Council hereby:

1. Approves the filing of project application(s) for Per Capita program grant project(s); and
2. Certifies that said grantee has or will have available, prior to commencement of project work utilizing Per Capita funding, sufficient funds to complete the project(s); and
3. Certifies that the grantee has or will have sufficient funds to operate and maintain the project(s), and
4. Certifies that all projects proposed will be consistent with the park and recreation element of the City's general plan (PRC §80063(a)), and
5. Certifies that these funds will be used to supplement, not supplant, local revenues in existence as of June 5, 2018 (PRC §80062(d)), and
6. Certifies that it will comply with the provisions of §1771.5 of the State Labor Code, and
7. (PRC §80001(b)(8)(A-G)) To the extent practicable, as identified in the "Presidential Memorandum--Promoting Diversity and Inclusion in Our National Parks, National Forests, and Other Public Lands and Waters," dated January 12, 2017, the City of Folsom will consider a range of actions that include, but are not limited to, the following:
  - (A) Conducting active outreach to diverse populations, particularly minority, low-income, and disabled populations and tribal communities, to increase awareness within those communities and the public generally about specific programs and opportunities.
  - (B) Mentoring new environmental, outdoor recreation, and conservation leaders to increase diverse representation across these areas.
  - (C) Creating new partnerships with state, local, tribal, private, and nonprofit organizations to expand access for diverse populations.
  - (D) Identifying and implementing improvements to existing programs to increase visitation and access by diverse populations, particularly minority, low-income, and disabled populations, and tribal communities.
  - (E) Expanding the use of multilingual and culturally appropriate materials in public communications and educational strategies, including through social media strategies, as appropriate, that target diverse populations.



(F) Developing or expanding coordinated efforts to promote youth engagement and empowerment, including fostering new partnerships with diversity-serving and youth-serving organizations, urban areas, and programs.

(G) Identifying possible staff liaisons to diverse populations.

- 8. Agrees that to the extent practicable, the project(s) will provide workforce education and training, contractor and job opportunities for disadvantaged communities (PRC §80001(b)(5)).
- 9. Certifies that the grantee shall not reduce the amount of funding otherwise available to be spent on parks or other projects eligible for funds under this division in its jurisdiction. A one-time allocation of other funding that has been expended for parks or other projects, but which is not available on an ongoing basis, shall not be considered when calculating a recipient's annual expenditures. (PRC §80062(d)).
- 10. Certifies that the grantee has reviewed, understands, and agrees to the General Provisions contained in the contract shown in the Procedural Guide; and
- 11. Delegates the authority to the (designated position, not name of person occupying position), or designee to conduct all negotiations, sign and submit all documents, including, but not limited to applications, agreements, amendments, and payment requests, which may be necessary for the completion of the grant scope(s); and
- 12. Agrees to comply with all applicable federal, state and local laws, ordinances, rules, regulations and guidelines.

**APPROVED AND ADOPTED** this 27<sup>th</sup> day of October 2020, by the following roll-call vote:

I, the undersigned, hereby certify that the foregoing Resolution Number was duly adopted by the City Council following a roll call vote:

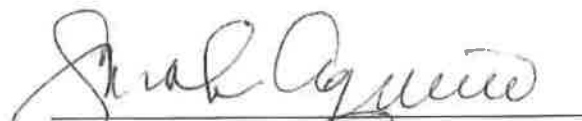
**PASSED AND ADOPTED** this 27<sup>th</sup> day of October 2020, by the following roll-call vote:

**AYES:** Council Member(s): Morin, Howell, Kozlowski, Aquino

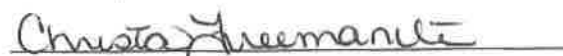
**NOES:** Council Member(s): None

**ABSENT:** Council Member(s): Sheldon

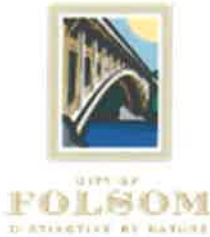
**ABSTAIN:** Council Member(s): None

  
 Sarah Aquino, MAYOR

ATTEST:

  
 Christa Freemantle, CITY CLERK

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## Folsom City Council Staff Report



<b>MEETING DATE:</b>	12/8/2020
<b>AGENDA SECTION:</b>	Consent Calendar
<b>SUBJECT:</b>	Resolution No. 10564 – A Resolution of the City Council Accepting Open Space within the Parkway Phase II Subdivision for Public Use and Bicycle/Pedestrian Trails
<b>FROM:</b>	Parks and Recreation Department

### **RECOMMENDATION / CITY COUNCIL ACTION**

The Parks and Recreation Department recommends that the City Council approve Resolution No. 10564 – Accepting Open Space within the Parkway Phase II Subdivision for Public Use and Bicycle/Pedestrian Trails.

### **BACKGROUND / ISSUE**

Section 2.17 of the 1996 Development Agreement between the City of Folsom and the developer of the Parkway subdivision (Parkway Venture) requires the developer to dedicate all required public lands, and the City to accept such dedications, upon completion of the improvements. Public lands include the Humbug-Willow Creek Parkway, and the City Council, pursuant to said section in the Development Agreement, adopted Resolution No. 8224 on January 8, 2008 and accepted Phase I of the Humbug-Willow Creek Parkway.

Within Parkway Phase II there is approximately 130± acres of open space that is currently owned by the developer that are ready to be deeded to the City of Folsom. The City has received notice from the developer of full and complete satisfaction of the 404 Permit requirements.

### **POLICY / RULE**

California Government Code Section 37351 provides that, “The legislative body may purchase, lease, exchange, or receive such personal property and real estate situated inside or outside the City limits as is necessary or proper for municipal purposes. It may control, dispose of, and convey such property for the benefit of the City.”

## **ANALYSIS**

Parkway Phase II includes six parcels of open space totaling 130.339 acres that is currently owned by Parkway Company LLC. The open space includes riparian, creek, and tree covered areas that exist along both Humbug Creek and Willow Creek corridors (Attachment 2).

The open space land remained in the ownership of Parkway from 1992 until now as there were mitigation and monitoring requirements set forth in the Section 404 Permit by the Army Corp of Engineers (Permit number SPK-1900-00047).

The mitigation requirements set forth in the approved plan referred to as the Parkway at Blue Ravine; Parkway and Resource Mitigation Plan dated July 1992 required the establishment of 1.47 of constructed vernal pools, 8.64 acres of seasonal and perennial wetlands, and 17.35 acres of riparian areas. The City is in receipt of a letter received by the Army Corp of Engineers dated January 16, 2015 that states that the performance criteria were successfully met and that monitoring can be discontinued.

The City of Folsom has been managing and maintaining the over 6 miles of trails, numerous bridges, and main drainage ways since 2005. With the recent receipt of documentation of completion of the Section 404 requirements, the City is now ready to receive all parcels to continue to conserve in perpetuity the natural habitat and recreational and educational values of these properties.

## **FINANCIAL IMPACT**

Acceptance of these parcels will require routine weed abatement, tree care, and ladder fuel maintenance equating to approximately \$30,000 per year. This will be a general fund expense.

## **ENVIRONMENTAL REVIEW**

The proposed action to continue maintain and operate existing facilities (including bicycle and pedestrian trails), as well as to preserve open space and natural conditions and, as such, is Categorically Exempt from the California Environmental Quality Act pursuant to Sections 15301 and 15325 of the CEQA Guidelines.

## **ATTACHMENTS**

1. Resolution No. 10564 – A Resolution of the City Council Accepting Open Space within the Parkway Phase II Subdivision for Public Use and Bicycle/Pedestrian Trails
2. Location of Open Space Parcels to be Deeded

Submitted,

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Lorraine Poggione, Parks and Recreation Director

**ATTACHMENT 1**

Resolution No. 10564

**RESOLUTION NO. 10564**

**A RESOLUTION OF THE CITY COUNCIL ACCEPTING OPEN SPACE WITHIN THE PARKWAY PHASE II SUBDIVISION FOR PUBLIC USE AND BICYCLE/PEDESTRIAN TRAILS**

**WHEREAS**, in 1996, the City and the developer of the Parkway subdivision entered into a Development Agreement where the developer is required to dedicate all required public lands, and the City is required to accept such dedications, upon completion of the required improvements; and

**WHEREAS**, public lands in the Development Agreement include the Humbug-Willow Creek Parkway; and

**WHEREAS**, pursuant to the Development Agreement, the City Council passed and adopted Resolution No. 8224 on January 8, 2008 and accepted Phase I of the Humbug-Willow Creek Parkway; and

**WHEREAS**, Phase II of the Humbug-Willow Creek Parkway consists of approximately 130 acres of open space and bicycle/pedestrian trails, and having completely satisfied the mitigation responsibilities under the US Army Corps of Engineers 404 Permit (SPK-1900-00047), is ready to be deeded to the City; and

**WHEREAS**, acceptance of said Phase II open space is an enhancement to the City’s open space palette and further provides protected habitat and resources along with continued bicycle and pedestrian trail access for the benefit of the community; and

**WHEREAS**, sufficient funds are available in the General Fund (Fund 010) to maintain the open space acres at the approximate cost of \$30,000 per year.

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Folsom authorizes the City Manager to accept Phase II of the Humbug-Willow Creek Parkway in fee title, consisting of six Grant Deeds totaling 130.339 acres, located within the Parkway subdivision.

**PASSED AND ADOPTED** this 8<sup>th</sup> day of December 2020, by the following roll-call vote:

- AYES:** Council Member(s):
- NOES:** Council Member(s):
- ABSENT:** Council Member(s):
- ABSTAIN:** Council Member(s):

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
Christa Freemantle, CITY CLERK

**ATTACHMENT 2**

Location of Open Space Parcels to be Deeded

Parcel 1  
APN 071-1410-097

Parcel 2  
APN 071-1410-089

Parcel 3  
APN 071-1410-011

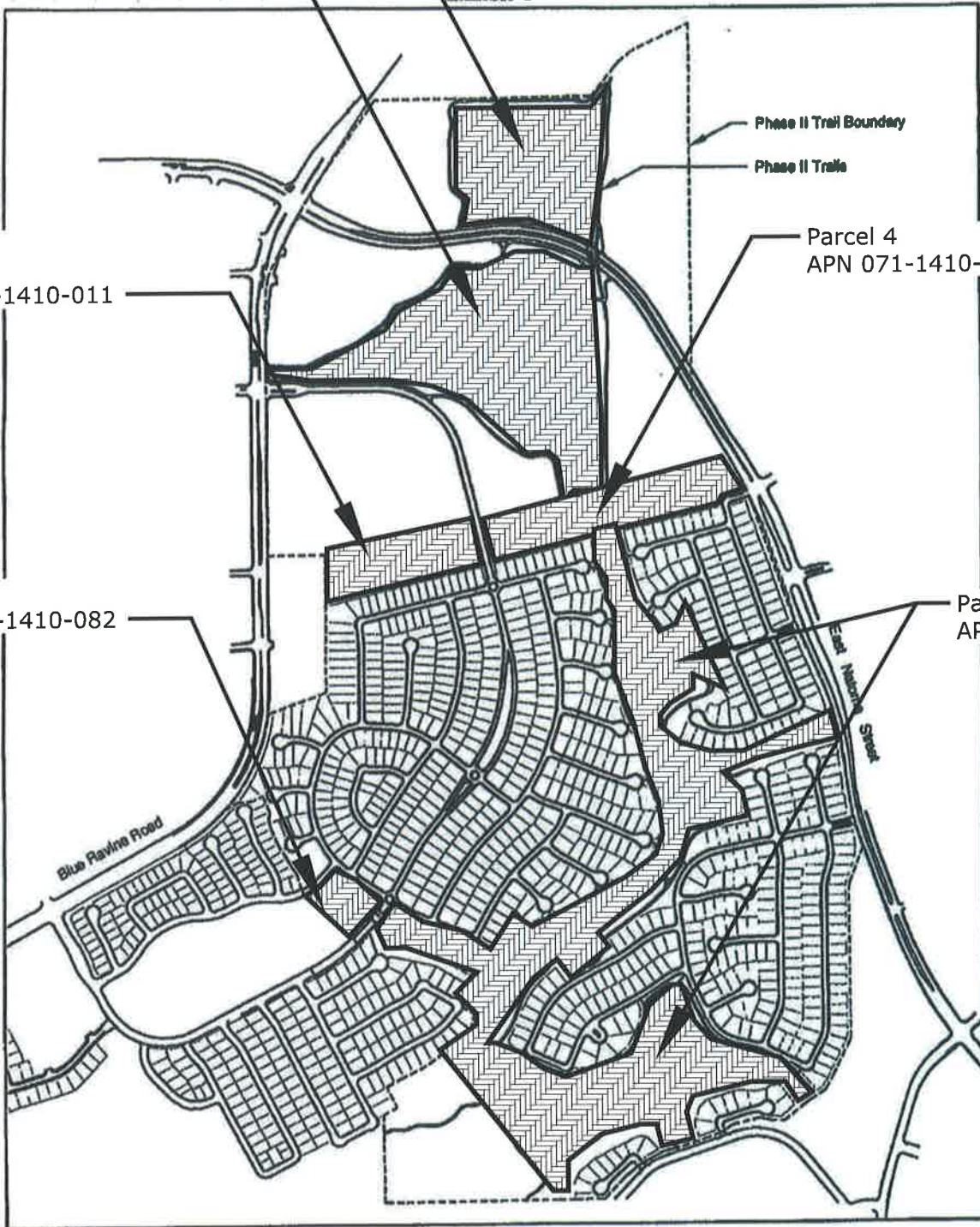
Parcel 6  
APN 071-1410-082

Phase II Trail Boundary

Phase II Trails

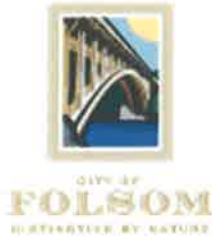
Parcel 4  
APN 071-1410-040

Parcel 5  
APN 071-1410-11



## Parkway Phase II - Open Space Parcels





# Folsom City Council Staff Report

<b>MEETING DATE:</b>	12/8/2020
<b>AGENDA SECTION:</b>	Consent Calendar
<b>SUBJECT:</b>	Resolution No. 10565 – A Resolution Authorizing the City Manager to Execute an Agreement with H.B. Restoration Inc. for On-call Painting Services
<b>FROM:</b>	Parks and Recreation Department

### **RECOMMENDATION / CITY COUNCIL ACTION**

Move to approve Resolution No. 10565 - A Resolution Authorizing the City Manager to Execute an Agreement with H.B. Restoration Inc. for On-call Painting Services.

### **BACKGROUND / ISSUE**

The City does not currently have an agreement with a painting contractor and has a current and future need for painting services beyond what can be completed with existing City staff. The Parks and Recreation Department advertised on CIPLIST.com and the City of Folsom website on October 22, 2020 the availability of an on-call painting contract. The City issued a Request for Qualifications (RFQ) and a labor rate sheet of contractors interested in providing the described exterior painting services.

### **POLICY / RULE**

In accordance with Chapter 2.36.80 of the Folsom Municipal Code, contracts for supplies, equipment, services, and construction with an estimated value of \$62,014 or greater shall be awarded by City Council.

### **ANALYSIS**

The City recently advertised for on-call painting services on both CIPLIST.com and the City of Folsom website. The responding contractors were ranked based on their responses to following areas: experience with similar kinds of work, quality of staff for work to be done, demonstrated technical ability, and ability to respond. The overall bid process consisted of the following steps:

- RFQs available on October 22, 2020
- Advertised on October 22, 2020
- RFQs due to City on November 13, 2020
- Internal Evaluation of RFQ submittals on Wednesday/Friday October 18-20, 2020
- Notice of Qualification Ranking November 23, 2020

The City received responses to the RFQ package from six contractors. All were responsive with the exception of one that did not hold the requested painting license. The City evaluated each contractor's submitted qualifications and ranked them accordingly based on their qualifications and responsiveness to the request. In addition, the labor rate sheet was also considered during the process and is shown below as well. The ranking of the five qualifying contractors are shown below:

<b>Ranking</b>	<b>Contractor</b>	<b>Labor Rate per Hour Comparison for Painter</b>
1	H.B. Restoration Inc.	\$81.46/Hour
2	River City Painting	\$83.90/Hour
3	Paine Construction	\$87.50/Hour
4	D&H Painting	\$105.59/Hour
5	MPG Painting	\$87.09/Hour

### **FINANCIAL IMPACT**

The most pressing need for painting is currently in the Broadstone 3 Community Facilities District (CFD) and there is funding available in this CFD in the Fiscal Year 2020-21 budget. Adequate funding will be verified prior to request for work in any other of the City's Landscaping and Lighting Districts and Community Facilities Districts during Fiscal Year 2020-21. Funding for the balance of the contract will be budgeted in Fiscal Year 2021-22 during the budget process.

### **ATTACHMENT**

Resolution No. 10565 - A Resolution Authorizing the City Manager to Execute an Agreement with H.B. Restoration Inc. for on-call painting services

Submitted,

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Lorraine Poggione,  
Parks & Recreation Director

**RESOLUTION NO. 10565**

**A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AN AGREEMENT WITH H.B RESTORATION INC. FOR ON-CALL PAINTING SERVICES**

**WHEREAS**, the City of Folsom desires to award a service contract for an initial period beginning January 1, 2021 through December 31, 2021, for an on-call painting services contract; and

**WHEREAS**, the City of Folsom can at its discretion based on successful completion of the initial agreement extend the contract for up to three additional one year extensions; and

**WHEREAS**, bids were solicited in accordance with Folsom Municipal Code Section 2.36.100 and advertised on October 22, 2020; and

**WHEREAS**, H.B Restoration Inc. was the most qualified contractor; and

**WHEREAS**, the agreement will be in a form acceptable to the City Attorney and includes provisions for canceling the contract if necessary and without cause; and

**WHEREAS**, adequate funds are available in the Fiscal Year 2020-21 Landscaping and Lighting Districts and Community Facilities Districts budgets for the remainder of the fiscal year, and continuation of the contract will require annual allocation in future fiscal years; and

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Folsom authorizes the City Manager to execute an agreement with H.B. Restoration Inc. for on-call painting services for up to \$200,000 in the following one-year period to begin January 1, 2021.

**PASSED AND ADOPTED** this 8<sup>th</sup> day of December 2020 by the following roll call vote:

**AYES:** Council Member(s)

**NOES:** Council Member(s)

**ABSENT:** Council Member(s)

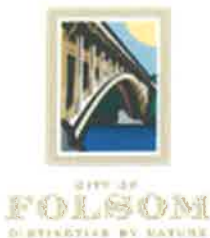
**ABSTAIN:** Council Member(s)

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
Christa Freemantle, CITY CLERK

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## Folsom City Council Staff Report

<b>MEETING DATE:</b>	12/8/2020
<b>AGENDA SECTION:</b>	Consent Calendar
<b>SUBJECT:</b>	Resolution No. 10566 - A Resolution to Maintain Existing Speed Limits on Various Streets Throughout Folsom
<b>FROM:</b>	Public Works Department

### **RECOMMENDATION / CITY COUNCIL ACTION**

The Public Works Department recommends that the City Council pass and adopt Resolution No. 10566 – A Resolution to Maintain Existing Speed Limits on Various Streets Throughout Folsom.

### **BACKGROUND / ISSUE**

California state law requires that local agencies establish speed limits on public streets based upon an Engineering and Traffic Study for Speed Zoning (ETS). The procedure for conducting such a study is defined in both the California Vehicle Code (CVC) and in the Manual of Uniform Traffic Control Devices (MUTCD). Whenever a new roadway is opened to traffic, or when traffic conditions have significantly changed on an existing roadway, an ETS must be conducted by the local agency. If the ETS concludes that a speed limit higher than the state minimum of 25 miles per hour (MPH) but less than the state maximum of 65 MPH is recommended, the speed limit must be adopted by City Council by ordinance, following a public hearing. When an ETS concludes that an existing speed limit remain the same, the City Council may adopt the findings of the ETS by resolution.

### **POLICY / RULE**

Section 10.08.030 of the Folsom Municipal Code states that speed limits shall be established by an Engineering and Traffic Study and adopted by ordinance of the City Council.

## ANALYSIS

Speed limits are set to establish a uniform speed that allows traffic to safely traverse a given road segment. The underlying theory is that a proper speed limit will improve traffic flow by reducing conflicts between vehicles traveling at greatly differing speeds. Artificially low limits can create safety problems (i.e., rear-end collisions, tailgating), while artificially high limits can be unsafe under normal roadway and environmental conditions. If a proper speed limit is posted, those motorists that significantly exceed the posted limit are clearly unsafe compared to the general traffic flow and can be cited. Further, an ETS allows speed limits to be enforced with radar.

Speed surveys are necessary to determine speed limits in excess of the minimum speed limit of 25 MPH but less than the state maximum limit of either 55 MPH or 65 MPH, depending on the roadway's functional classification. Certain roadways or sections of roadways have "prima facie" limits associated with them. A "prima facie" speed is one that does not require a radar survey, as long as the road segment in question meets specific requirements. Some examples of "prima facie" limits are as follows:

1. 25 MPH on residential streets that are less than 40 feet wide, not more than one-half mile between traffic control devices, and only one lane of traffic per direction.
2. 25 MPH in business districts, as defined by the California Vehicle Code.
3. 25 MPH when passing a senior care facility.
4. 25 MPH when passing a children's play area during times when children are typically present (usually dawn to dusk).
5. 25 MPH when passing a school while children are present, when the school is not separated from the roadway by a fence. When the school is fenced, the 25 MPH limit only applies when children are going to or coming from school if the roadway is used by school age pedestrians to access the campus.
6. 15 MPH in alleys.

On roadways that do not meet these criteria, an ETS must be performed to determine the proper prima facie speed. An ETS evaluates existing roadway geometric conditions, collision history, and the land uses adjacent to a given road segment. A radar survey is conducted to determine the 85<sup>th</sup>-percentile speed (the speed that is not exceeded by 85 percent of vehicles surveyed), the average speed, and the 10 MPH pace (a 10 MPH range of speeds in which the majority of vehicles were traveling). The nearest 5 MPH increment to the 85<sup>th</sup>-percentile speed is typically deemed the appropriate speed limit, unless other conditions are present that, in the opinion of the traffic engineer, justify further reduction; in which case the engineer may cite a one-time, downward zoning of an additional five miles per hour.

The Public Works Department conducts speed surveys on a road by road basis, conducting

several speed surveys along a given roadway wherever there are logical segments based on the road geometry and adjacent land use. In most cases where roadway and traffic conditions have not changed since the previous ETS, the speed limit also does not change. In those instances, the City can choose to maintain the currently posted speed limit through a City Council resolution, which accepts the findings of the updated ETS. For the current update, the City hired the consulting firm TJKM to collect the relevant data and make recommendations regarding speed limits.

The item under consideration is to adopt the consultant's recommendation to maintain the existing, posted speed limits on the following road segments:

- a. Various Streets Throughout Folsom, See Attachment A

The Traffic Safety Committee reviewed this item at their January 23, 2020 meeting and voted unanimously to support the recommendation to maintain the existing speed limits on these segments.

### **FINANCIAL IMPACT**

There is no financial impact.

### **ENVIRONMENTAL REVIEW**

This action is exempt from environmental review under the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15301.

### **ATTACHMENTS**

1. Resolution No. 10566 – A Resolution to Maintain Existing Speed Limits on Various Streets Throughout Folsom
2. Action Summary of the January 23, 2020 Traffic Safety Committee Meeting

Submitted,

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Dave Nugen, Public Works Director

Attachment 1  
Resolution No. 10566 – A Resolution to Maintain Existing Speed Limits  
on Various Streets Throughout Folsom



**RESOLUTION NO. 10566**

**A RESOLUTION TO MAINTAIN EXISTING SPEED LIMITS ON  
VARIOUS STREET THROUGHOUT FOLSOM**

**WHEREAS**, the City of Folsom is required to periodically update the Engineering and Traffic Studies for Speed Zoning (ETS) on major roadways; and

**WHEREAS**, the City retained TJKM Consultants to perform the updated ETS; and

**WHEREAS**, TJKM recommended that the existing speed limit be maintained on various streets as shown in the attachment Exhibit A; and

**WHEREAS**, the Traffic Safety Committee reviewed the proposed speed limits and agreed with the consultant's recommendation to maintain the existing speed limits;

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Folsom agrees to maintain existing speed limits on various streets as shown in the attachment Exhibit A.

**PASSED AND ADOPTED** on this 8<sup>th</sup> day of December 2020, by the following roll-call vote:

**AYES:** Council Member(s):

**NOES:** Council Member(s):

**ABSENT:** Council Member(s):

**ABSTAIN:** Council Member(s):

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
Christa Freemantle, CITY CLERK

# Exhibit A

Engineering &amp; Traffic Surveys (E&amp;TS)

#	Street	Survey Limits	Width (feet)	Speed (mph)			Changes to Existing Speed Limit
				Existing	85th Percentile	Recommended	
13a	American River Canyon Drive	Greenback Ln. to Oak Ave. Pkwy.	60	40	33	40	0
14	Black Diamond Drive	Iron Point Rd. to Natoma Station Dr.	50	35	41	35	0
15	Broadstone Parkway	Iron Point Rd. to East Bidwell St.	10	45	50	45	0
16	Broadstone Parkway	East Bidwell St. to Golf Links Dr.	100	45	46	45	0
17	Broadstone Parkway	Golf Links Dr. to Empire Ranch Rd.	80	45	44	45	0
18	Bundrick Drive	Clarksville Rd. to Halidon Way	36	30	31	30	0
19	Carter Street	Grover Rd. to McAdoo Dr.	38	25	35	25	0
20	Cavitt Drive	Scholar Way to Broadstone Pkwy.	52	35	42	35	0
21	Cavitt Drive	Broadstone Pkwy. to Iron Point Rd.	52	35	39	35	0
22	Clarksville Road	East Bidwell St. to Broadstone Pkwy.	78	40	40	40	0
23	Coloma Street	Sutter St. to East Bidwell St.	25-45	25	31	25	0
24	Coolidge Drive	Parkshore Dr. to Glenn Dr.	40	30	34	30	0
25	Creekside Drive	East Bidwell St. to Oak Ave. Pkwy.	48	35	37	35	0
26	Duchow Way	Wales Dr. to Glenn Dr.	48	25	31	25	0
45	Folsom Lake Crossing	East Natoma St. to Folsom-Auburn Rd.	50	55	64	55	0
47	Glenn Drive	Sibley St. to Riley St.	60-65	35	36	35	0
48	Glenn Drive	Riley St. to East Bidwell St.	45-50	35	34	35	0
49	Golf Links Drive	East Natoma St. to Broadstone Pkwy.	35-50	45	51	45	0
55	Grover Road	Iron Point Rd. to Russi Rd.	50	35	38	35	0

#	Street	Survey Limits	Width (feet)	Speed (mph)			Changes to Existing Speed Limit
				Existing	85th Percentile	Recommended	
56	Ingersol Way	Iron Point Rd. to Natoma Station Dr.	60	35	37	35	0
57	Leidesdorff Street	Riley St. to Folsom Blvd.	30-45	25	27	25	0
58	Levy Rd.	Sibley St. to Riley St.	40	35	31	35	0
59	McAdoo Dr.	Iron Point Rd. to Riley St.	35	35	41	35	0
60	Natoma Station Drive	Blue Ravine Rd. to Turn Pike Dr	65	35	36	35	0
61	Natoma Station Drive	Turn Pike Dr. to Folsom Blvd.	65	35	37	35	0
62	Natoma Street	Riley St. to Cimmaron Cir.	45-60	35	40	35	0
68	Orangevale Avenue	American River Canyon Dr. to City Limits	25-35	35	41	35	0
69a	Orchard Drive	East Bidwell St. to Riley St.	50	30	32	30	0
70b	Parkway Drive	Morganite Ct./Thurman Way to Scheidigger Cir.	40-45	25	36	25	0
70c	Parkway Drive	Scheidigger Cir. to Blue Ravine Rd.	40	30	41	30	0
76	Riley Street	Blue Ravine Rd. to Oak Avenue Pkwy.	60	40	46	40	0
77a	Russi Road	Blue Ravine Rd. to Riley St.	50	35	36	35	0
78	Scholar Road	East Bidwell St. to Broadstone Pkwy.	65	40	38	40	0
80	Sibley Street	Glenn Dr. to Bidwell St.	35-45	30	36	30	0
81	Sutter Street	Riley St. to Coloma St.	24	25	29	25	0
82	Wales Drive	Riley St. to Natoma St.	32	25	30	25	0
83	Willard Drive	Iron Point Rd. to Prairie City Rd.	50	35	37	35	0

Attachment 2  
Action Summary of the January 23, 2020 Traffic Safety Committee  
Meeting

City of Folsom  
**TRAFFIC SAFETY COMMITTEE**  
**ACTION SUMMARY**  
 4:00 p.m., Thursday, January 23, 2020  
 Public Works Conference Room

**1. MEETING CALLED TO ORDER** at 4:00 p.m. by Chair Pew

**2. ROLL CALL:**

Present: Pew, Rackovan, Soulsby, Washburn, Rodriguez (for Wilson)

Absent: Baade, Newman

**3. APPROVE ACTION SUMMARY**

Action Summary of the October 24, 2019 meeting was approved without revision.

**4. BUSINESS FROM FLOOR/GOOD OF THE ORDER**

None.

**5. ACTION/DISCUSSION ITEMS**

Other Business

- a. Speed Limit Adoption: Various minor arterial and collector streets. Moved by Rackovan, seconded by Pew to support the recommendations of the consultant to maintain existing speed limits on the roadways under consideration, with the following exceptions:
1. Committee supported the recommendation to reduce the speed limit on Glenn Drive (Folsom to Sibley) from 45 to 40;
  2. Committee recommended maintaining current 35 MPH limit on Natoma Station Drive (Blue Ravine to Turnpike);
  3. Committee supported the recommendation to reduce the speed limit on Parkshore Drive (Folsom to Plaza) from 40 to 35;
  4. Committee supported the recommendation to increase the speed limit on Parkway Drive (Blue Ravine to Morganite/Thurman) from 25 to 30;
  5. Committee supported the recommendation to increase the speed limit on Santa Juanita Avenue from 25 to 45 MPH, but only between Oak Avenue Parkway and 2,000 feet north of Dowd Court;
  6. Committee supported the recommendation to reduce the speed limit on Sibley Street (Blue Ravine to Glenn) from 45 to 40.

**6. INFORMATIONAL ITEMS** no action.

**7. ADJOURNMENT** at 4:48 p.m.

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CITY OF  
**FOLSOM**  
DISTINGUISHED BY NATURE

## Folsom City Council Staff Report

<b>MEETING DATE:</b>	12/8/2020
<b>AGENDA SECTION:</b>	Consent Calendar
<b>SUBJECT:</b>	Resolution No. 10567 – A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Creekstone Phase 1 Subdivision, and Approval of the Final Map for the Creekstone Phase 1 Subdivision
<b>FROM:</b>	Community Development Department

### RECOMMENDATION / CITY COUNCIL ACTION

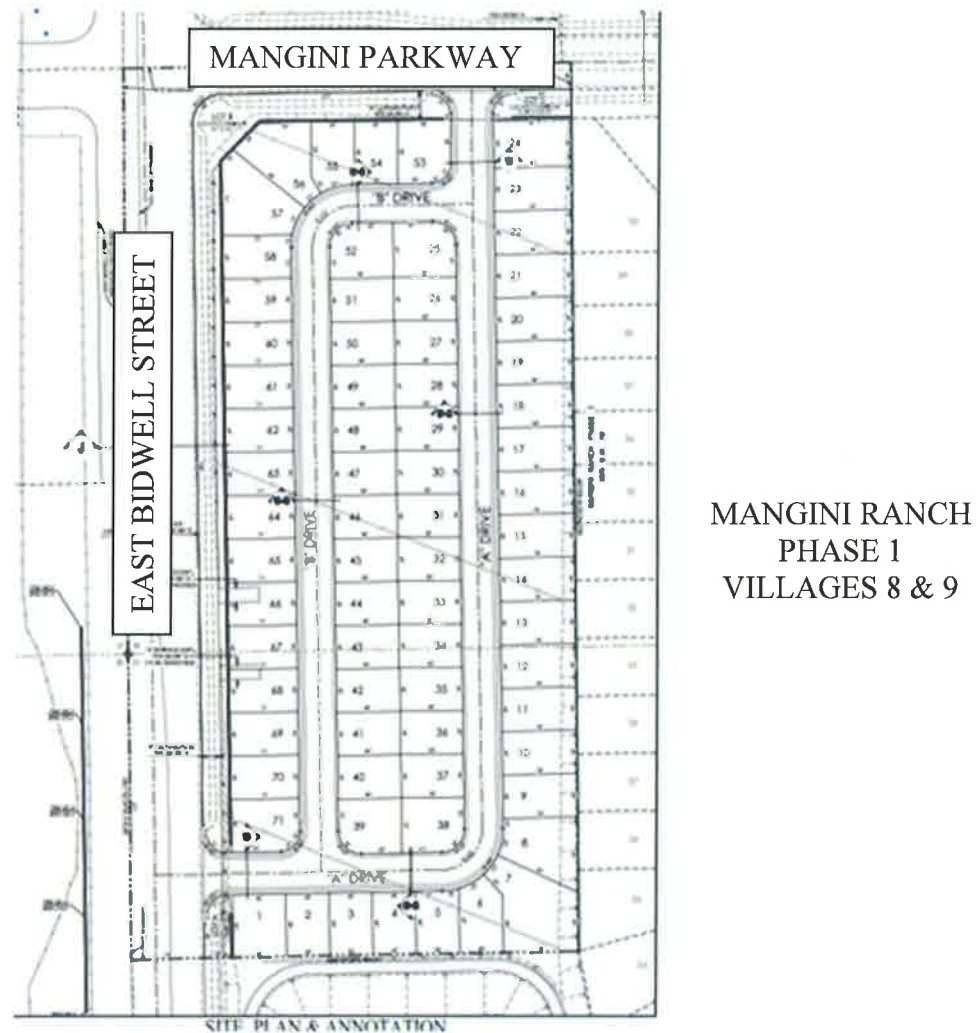
Staff recommends that the City Council move to adopt:

Resolution No. 10567 – A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Rockcross Subdivision, and Approval of the Final Map for the Rockcross Subdivision

### BACKGROUND / ISSUE

The Vesting Tentative Subdivision Map (VTSM) for the Creekstone Phase 1 Subdivision was approved by the City Council on May 26, 2020.

The action for consideration by the City Council is the approval of the Final Map and Subdivision Improvement Agreement for the Creekstone Phase 1 Subdivision. The Final Map for the Creekstone Phase 1 subdivision will create a total of 71 multi-family low density residential lots. With the approval of the Final Map, the subdivision process for this project will be complete.



The Creekstone Phase 1 Subdivision is located on the south side of Mangini Parkway east of the East Bidwell Street and west of Mangini Ranch Phase 1 Villages 8 & 9 in the Folsom Plan Area (FPA) (see above).

### **POLICY / RULE**

The Subdivision Map Act of the State of California and the City's Subdivision Ordinance require that the City Council approve Final Maps and Subdivision Improvement Agreements.

### **ANALYSIS**

The Final Map and conditions of approval for the Creekstone Phase 1 Subdivision have been reviewed by the Community Development Department and other City departments. The Final Map has been found to be in substantial compliance with the approved Vesting Tentative Subdivision Map, and all conditions pertaining to the map have been satisfied.



Attached is a table which includes the conditions of approval for the Creekstone Phase 1 Subdivision Vesting Tentative Subdivision Map. The tables include information concerning when the condition is required to be satisfied (e.g. at Final Map, building permit, etc.), which City department is responsible to verify that it has been satisfied, and comments or an explanation on how the condition was satisfied.

### **ENVIRONMENTAL REVIEW**

The Mangini Ranch Phase 1 Subdivision project has been previously determined to be exempt from review under the California Environmental Quality Act (CEQA) pursuant to Government Code section 65457 and CEQA Guidelines sections 15182 and 15183. No further environmental review is required for this Final Map.

### **ATTACHMENTS**

1. Resolution No. 10567- A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Creekstone Phase 1 Subdivision, and Approval of the Final Map for the Creekstone Phase 1 Subdivision
2. Creekstone Phase 1 Subdivision Improvement Agreement
3. Creekstone Phase 1 Subdivision Final Map
4. Creekstone Phase 1 Vesting Tentative Subdivision Map
5. Table of Conditions of Approval for the Creekstone Phase 1 Vesting Tentative Subdivision Map

Submitted,



---

PAM JOHNS  
Community Development Director

ATTACHMENT 1  
RESOLUTION

**RESOLUTION NO. 10567**

**A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A SUBDIVISION IMPROVEMENT AGREEMENT AND ACCEPT OFFERS OF DEDICATION FOR THE CREEKSTONE PHASE 1 SUBDIVISION, AND APPROVAL OF THE FINAL MAP FOR THE CREEKSTONE PHASE 1 SUBDIVISION**

**WHEREAS**, the Final Map for the Creekstone Phase 1 subdivision has been reviewed and approved by the City Engineer as complying with the approved or conditionally approved Vesting Tentative Subdivision Map for the subdivision; and

**WHEREAS**, the City Council has reviewed the Final Map for the Creekstone Phase 1 subdivision; and

**WHEREAS**, the City Council agrees to accept, subject to improvement, any and all offers of dedication as shown on the Final Map for the Creekstone Phase 1 subdivision.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Folsom that the Final Map for the Creekstone Phase 1 subdivision is hereby approved.

**BE IT FURTHER RESOLVED** that the City Manager is hereby authorized to execute the Subdivision Improvement Agreement with Mangini Improvement Company, Inc. in a form acceptable to the City Attorney and accept the offers of dedication for the Creekstone Phase 1 subdivision.

**PASSED AND ADOPTED** this 8th day of December 2020, by the following roll-call vote:

AYES: Council Member(s)

NOES: Council Member(s)

ABSENT: Council Member(s)

ABSTAIN: Council Member(s)

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
Christa Freemantle, CITY CLERK

ATTACHMENT 2  
SUBDIVISION IMPROVEMENT AGREEMENT

No Fee Document Pursuant to Government Code Section 6103.

RECORDING REQUESTED BY:

City of Folsom

WHEN RECORDED MAIL TO:

NAME	City of Folsom City Clerk
MAILING ADDRESS	50 Natoma Street
CITY, STATE, ZIP CODE	Folsom, CA 95630

SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE

CITY OF FOLSOM

SUBDIVISION IMPROVEMENT AGREEMENT

This Agreement is made and entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2020, by and between the **City of Folsom**, hereinafter referred to as "City", and **Mangini Improvement Company, Inc., a California Corporation** hereinafter referred to as "Subdivider".

RECITALS

- A. Subdivider has presented to the City a certain Final Map of a proposed subdivision of land located within the corporate limits of the City that has been prepared in accordance with the Subdivision Map Act of the State of California, the subdivision ordinances of the City, and the Tentative Subdivision Map, if any, of the subdivision previously approved by the City Council of the City.
- B. The proposed subdivision of land is commonly known and described as **Creekstone Phase 1 Subdivision** and is herein referred to as the "subdivision".
- C. Subdivider has requested approval of the Final Map prior to the construction and completion of the public improvements (as shown on the approved improvement plans and listed in Exhibit A), including, but not limited to streets, highways, public ways, sidewalks, curbs, gutters, bikeways, storm drainage facilities, sanitary sewer facilities, domestic water facilities, public utility facilities, landscaping, public lighting facilities, park or recreational improvements and appurtenances thereto, in or required by the Subdivision Map Act, the subdivision ordinances of the City, the Tentative Subdivision Map and development agreement, if any, approved by the City. The foregoing improvements, more specifically listed on Exhibit A attached hereto, are hereinafter referred to as "the required improvements".
- D. City Council has required as a condition precedent to the approval of the Final Map, the Subdivider first enters into and executes this subdivision improvement agreement with the City.

**NOW, THEREFORE**, the parties agree as follows:

1. Performance of Work. Subdivider agrees to furnish, construct, and install at his own expense the required improvements as shown on the approved plans and specifications of the subdivision, a copy of which is on file in the Community Development Department, and is incorporated herein by reference, along with any changes or modifications as may be required by the City Engineer due to errors, omissions, changes in conditions, or changes in facilities as required by the City Engineer. The approved plans and specifications of the required improvements may be modified by the Subdivider as the development progresses, provided that any modification is approved in writing by the City Engineer. The total estimated cost of the required improvements, as shown on Exhibit A, is **ONE MILLION ONE HUNDRED FIFTY-THREE THOUSAND NINE HUNDRED THIRTY AND 00/100 DOLLARS (\$1,153,930.00)**.
2. Work; Satisfaction of City Engineer. All of the work on the required improvements is to be done at the places, of the materials, and in the manner and at the grades, all as shown upon the approved plans and specifications and as required by the City's Improvement Standards and Standard Construction Specifications and any applicable City ordinances or state and federal laws, and to the satisfaction of the City Engineer.
3. Work; Time for Commencement and Performance. Work on the required improvements shall be completed by the Subdivider on or before twelve (12) months from the date of this Agreement. At least fifteen (15) calendar days prior to the commencement of such work, the Subdivider shall notify the City Engineer in writing of the date fixed by Subdivider for commencement of the work.
4. Time of Essence; Extension.
  - a. Time is of the essence of this Agreement. The date for completion of the work of construction may not be extended, except as provided in Section 16.36.110 of the Folsom Municipal Code.
5. Improvement Security. Concurrently with the execution of this Agreement, the Subdivider shall furnish the City:
  - a. Improvement security in the sum of **ONE MILLION ONE HUNDRED FIFTY-THREE THOUSAND NINE HUNDRED THIRTY AND 00/100 DOLLARS (\$1,153,930.00)**, which sum is equal to one hundred percent of the total estimated cost of constructing the required improvements and the cost of any other obligation to be performed by Subdivider under this Agreement, conditioned upon the faithful performance of this Agreement; and
  - b. Separate improvement security in the sum of **ONE MILLION ONE HUNDRED FIFTY-THREE THOUSAND NINE HUNDRED THIRTY AND 00/100 DOLLARS (\$1,153,930.00)**, which sum is equal to one hundred percent of the estimated cost of constructing the required improvements,

securing payment to the contractor, subcontractor and to persons furnishing labor, materials, or equipment to them for the construction of the required improvements.

- c. The Subdivider shall deposit with the City **THREE THOUSAND AND NO/100 DOLLARS (\$3,000.00)** for the Final Map. The deposit may be used at the discretion of the City to correct deficiencies and conditions caused by the Subdivider, contractor, or subcontractors that may arise during or after the construction of the subdivision.
- d. The estimated total cost of required improvements includes a ten percent (10%) construction cost contingency, the cost of the installation of survey monuments in the Subdivision to guarantee and secure the placement of such monuments as provided by Section 66496 of the Government Code of the State of California, and an estimated utility cost in addition to ensure installation of public utilities. In lieu of providing the estimate of total utility costs, the Subdivider may submit, in a form acceptable to the City Engineer, certification from the utility companies that adequate security has been deposited to ensure installation.
6. Plan Checking and Inspection Fees. The Subdivider shall pay to the City fees for the checking, filing, and processing of improvement plans and specifications, and for inspecting the construction of the required improvements in the amounts and at the times established by the City.
7. Indemnification and Hold Harmless. The Subdivider shall indemnify, protect, defend, save and hold the City harmless from any and all claims or causes of action for death or injury to persons, or damage to property resulting from intentional or negligent acts, errors, or omissions of Subdivider or Subdivider's officers, employees, volunteers, and agents during performance of this Agreement, or in connection with Subdivider's work, or from any violation of any federal, state, or municipal law or ordinance, to the extent caused, in whole or in part, by the willful misconduct, negligent acts, or omissions of Subdivider or its employees, subcontractors, or agents, or by the quality or character of Subdivider's work. It is understood that the duty of Subdivider 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 Subdivider 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, and shall further survive the expiration or termination of this Agreement. By execution of this Agreement, Subdivider acknowledges and agrees to the provisions of this Section and that it is a material element of consideration. Subdivider shall, at his own cost and expense, defend any and all actions, suits, or legal proceedings that may be brought or instituted against the City, its officers and employees, on any such claim or demand, and pay or satisfy any judgement that may be rendered against the City in any such actions, suits or legal proceedings, or result thereof.

8. Insurance. Subdivider and any contractors hired by Subdivider to perform any of the Required Improvements shall, at their expense, maintain in effect for the duration of this Agreement or until the required improvements are accepted by the City, whichever first occurs, not less than the following coverage and limits of insurance, which shall be maintained with insurers and under forms of policy satisfactory to the City. The maintenance by Subdivider and its contractors of the following coverage and limits of insurance is a material element of this Agreement. The failure of Subdivider or any of its contractors to maintain or renew coverage or to provide evidence of renewal may be treated by the City as a material breach of this Agreement.
- a. Minimum Limits of Insurance. Subdivider shall maintain limits not less than:
1. Comprehensive General Liability: \$1,000,000 combined single limit per occurrence for bodily injury, personal injury and property damage.
  2. Automobile Liability: \$1,000,000 combined single limit per accident for bodily injury, personal injury and property damage.
  3. Worker's Compensation and Employers Liability: Worker's Compensation limits as required by the Labor Code of the State of California and Employers Liability limits of \$1,000,000 per accident.
- b. Deductibles and Self-Insured Retentions. Any deductibles or self-insured retentions shall be declared to and approved by the City. At the option of the City, either: the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects to a bond guaranteeing payment of losses and related investigations, claim administration and defense expenses.
- c. Other Insurance Provisions. The policies are to contain, or be endorsed to contain, the following provisions:
1. General Liability and Automobile Liability Coverages
    - A. The City, its officers, officials, employees and volunteers are to be covered as insureds as respects: liability arising out of activities performed by or on behalf of the Subdivider; products and completed operations of the Subdivider; premises owned, leased or used by the Subdivider; or automobiles owned, leased, hired or borrowed by the Subdivider. The coverage shall contain no special limitations on the scope of protection afforded to the City, its officers, officials, employees or volunteers.
    - B. The Subdivider's insurance coverage shall be primary insurance as respects the City, its officers, officials, employees and volunteers. Any insurance of self-insurance maintained by the City, its officials, employees or volunteers shall be excess of the Subdivider's insurance and shall not contribute with it.



- C. Any failure to comply with reporting provisions of the policies shall not affect coverage provided to the City, its officers, officials, employees or volunteers.
- D. The Subdivider's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.
2. Worker's Compensation and Employers Liability Coverage. The insurer shall agree to waive all rights or subrogation against the City, its officers, officials, employees and volunteers for losses arising from work performed by Subdivider for the City.
3. All Coverages. Each insurance policy required by this clause shall be endorsed to state that coverage shall not be suspended, voided or cancelled by either party, 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.
- d. Acceptability of Insurers. Insurance is to be placed with insurers with a Best's rating of not less than A: VII.
- e. Verification of Coverage. Concurrently with the execution of this Agreement, the Subdivider shall furnish the City with original endorsements affecting coverage required by this clause. The 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.
9. Title to Improvements. Title to and ownership of the required public improvements constructed under this Agreement by Subdivider shall vest absolutely in the City upon completion and written acceptance of such improvements by the City Engineer. The City Engineer shall not accept the required improvements unless Subdivider certifies that such improvements have been constructed in conformity with the approved plans and specifications, approved modifications, if any, the approved Final Map, City Improvement Standards and Standard Construction Specifications, any applicable City Ordinances or State and Federal laws and after 35 days from the date of filing of a Notice of Completion.
10. Warranty Security. Prior to acceptance of the required improvements by the City Engineer, the Subdivider shall provide security in the amount and in the form as required by the City Engineer to guarantee the improvements against any defective work or labor done or defective materials used in the performance of the required improvements (Warranty Security) throughout the warranty security period which shall be the period of one year following completion and written acceptance of the improvements (Warranty Security Period). The amount of the Warranty Security shall not be less than 10 percent of the cost of the construction of the improvements, including the cash deposit required in paragraph 5C of this agreement, which shall be retained for the Warranty Security Period.

11. Repair or Reconstruction of Defective Work or Materials. If, within the Warranty Security Period or the applicable statute of limitations, whichever is longer, any improvement or part of any improvement furnished and/or installed or constructed by Subdivider or any of the work done under this Agreement fails to fulfill any of the requirements of the Agreement or the specifications referred to herein as determined by the City, Subdivider shall without delay and without any cost to the City, repair, replace, or reconstruct any defective or otherwise unsatisfactory part or parts of the required improvements. If the Subdivider fails to act promptly or in accordance with this requirement, or if the exigencies of the situation require repairs or replacements to be made before the Subdivider can be notified, then the City may, at its option, make the necessary repairs or replacements or perform the necessary work, and Subdivider shall pay to City the actual cost of such repairs plus fifteen percent (15%) within thirty (30) days of the date of billing for such work by City. The parties further understand and agree that the Warranty Security furnished pursuant to paragraph 10 of this Agreement shall guarantee and secure the faithful performance and payment of the provisions of this paragraph during the Warranty Security Period.
12. Subdivider Not Agent of City. Neither Subdivider nor any of Subdivider's agents or contractors are or shall be considered to be agents of City in connection with the performance of Subdivider's obligations under this Agreement.
13. Notice of Breach and Default. If Subdivider refuses or fails to prosecute the work, or any part thereof, with such diligence as will ensure its completion within the time specified, or any extension thereof, or fails to complete the work within such time, or if Subdivider should be adjudged a bankruptcy, or Subdivider should make a general assignment for the benefit of his creditors, or if a receiver should be appointed in the event of Subdivider's insolvency, or if Subdivider or any of Subdivider's contractors, subcontractors, agents or employees should violate any of the provisions of this Agreement and the City may, but is under no obligation to, serve written notice upon Subdivider and Subdivider's surety, if any, of breach of this Agreement, or of any portion thereof.
14. Breach of Agreement; Performance By Surety or City. In the event of any such notice, Subdivider's surety, if any, shall have the duty to take over and complete the work and the required improvements; provided, however, that if the surety within fifteen (15) days after the serving of such notice of breach upon it does not give the City written notice of its intention to take over the performance thereof within fifteen (15) days after notice to the City of such election, then the City may take over the work and prosecute the same to completion by contract, or by any other method the City may deem advisable, for the account and at the expense of the Subdivider, and the Subdivider's surety shall be liable to City for any excess costs of damages incurred by the City; and in such event, the City, without liability for so doing, may take possession of and utilize in completing the work, such materials, appliances, plant or other property belonging to Subdivider as may be on the site of the work and necessary therefor.

If the form of improvement security is other than a bond, then the City, after giving notice of breach of the Agreement, may proceed to collect against the improvement security in the manner provided by law and by the terms of the security instrument.

- 15. **Notices.** All notices required under this Agreement shall be in writing, and delivered in person or sent by registered or certified mail, postage prepaid.

Notices required to be given to City shall be addressed as follows:

**City of Folsom  
Community Development Department  
50 Natoma Street  
Folsom, CA 95630  
ATTN: City Engineer**

Notices required to be given to Subdivider shall be addressed as follows:

**Mangini Improvement Company, Inc.  
4370 Town Center Blvd., Suite 100  
El Dorado Hills, CA 95762  
ATTN; William B. Bunce, President**

Notices required to be given surety, if any, of Subdivider shall be addressed as follows:

**Travelers Casualty and Surety Company of America  
c/o Risk Solutions Partners, LLC  
800 Bethel Street, Suite 201  
Honolulu, Hawaii 96813**

Any party of the surety may change such address by notice in writing to the other party and thereafter notices shall be addressed and transmitted to the new address.

- 16. **Attorney's Fees.** In the event any legal action is brought to enforce or interpret this Agreement, the prevailing party shall be entitled to an award of reasonable attorney's fees, in addition to any other relief to which he may be entitled.
- 17. **Assignment.** This Agreement shall bind and inure to the benefit of the assigns, successors in interest, heirs, executors, and administrators of the parties, and the parties agree that the City may cause a copy of this Agreement to be recorded in the Sacramento County Recorder's Office.

IN WITNESS WHEREOF, the parties have executed this Agreement as follows:

**SUBDIVIDER**  
**Mangini Improvement Company, Inc.**  
**A California Corporation**

BY: [Signature]

Print Name: President

DATE 11/13/2020

BY: [Signature]

Print Name: Kimberly S. Harms

DATE: 11/13/2020

**CITY OF FOLSOM, a Municipal Corporation**

\_\_\_\_\_

DATE \_\_\_\_\_

**Elaine Andersen**  
CITY MANAGER

ATTEST:

\_\_\_\_\_

DATE \_\_\_\_\_

**Christa Freemantle**  
CITY CLERK

APPROVED AS TO CONTENT:

\_\_\_\_\_

DATE \_\_\_\_\_

**Pam Johns**  
COMMUNITY DEVELOPMENT DIRECTOR

APPROVED AS TO FORM:

\_\_\_\_\_

DATE \_\_\_\_\_

**Steven Wang**  
CITY ATTORNEY

NOTICE: SIGNATURE(S) ON BEHALF OF "SUBDIVIDER" MUST BE NOTARIZED  
Certificate of Acknowledgement pursuant to Civil Code, Section 1189, must be attached.

**SUBDIVISION AGREEMENT – Creekstone Phase 1 Subdivision**

CALIFORNIA ALL-PURPOSE ACKNOWLEDGEMENT

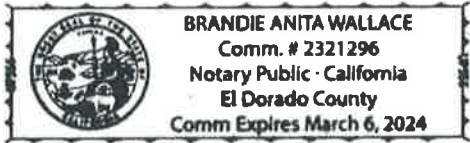
A Notary Public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California }  
County of El Dorado }

On November 13, 2020, before me, Brandie Anita Wallace Notary Public, personally appeared William B. Bunce

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 State of California that the foregoing paragraph is true and correct.



WITNESS my hand and official seal.

SIGNATURE Brandie

PLACE NOTARY SEAL ABOVE

Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of this form to another document.

Description of attached document

Title or type of document: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Document Date: \_\_\_\_\_ Number of Pages: \_\_\_\_\_

Signer(s) Other than Named Above: \_\_\_\_\_

# CALIFORNIA ALL-PURPOSE ACKNOWLEDGEMENT

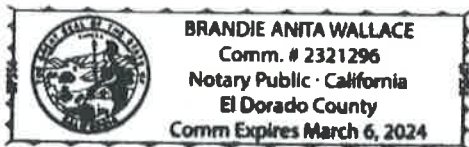
A Notary Public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California }  
County of El Dorado }

On November 13, 2020, before me, Brandie Anita Wallace Notary Public, personally appeared Kimberly S. Harms

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 State of California that the foregoing paragraph is true and correct.



WITNESS my hand and official seal.

SIGNATURE Brandie Wallace

PLACE NOTARY SEAL ABOVE

Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of this form to another document.

### Description of attached document

Title or type of document: \_\_\_\_\_  
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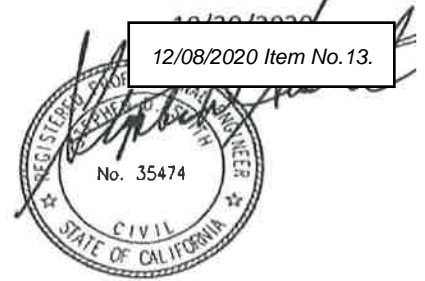
Document Date: \_\_\_\_\_ Number of Pages: \_\_\_\_\_

Signer(s) Other than Named Above: \_\_\_\_\_

# EXHIBIT A

## FOLSOM PLAN AREA

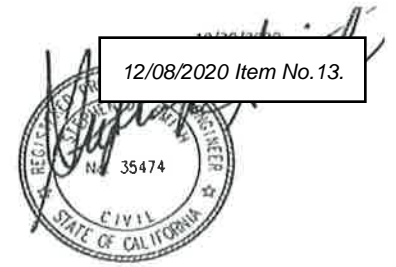
*Cost Estimate Summary  
for  
Mangini Ranch - Phase 1 - Creekstone Phase 1*



<b><u>Backbone/Offsites Improvements</u></b>	<b>Total Cost</b>	<b>Cost to Complete</b>
Creekstone Phase 1 - Offsite	\$ 1,247,862	\$ 928,925
<hr/>		
Subtotal Backbone/Offsites	\$ 1,247,862	\$ 928,925
<b><u>Subdivision Improvements</u></b>		
Creekstone Phase 1 - Onsite	\$ 2,677,324	\$ 225,005
<hr/>		
Total Subdivision Improvements	\$ 2,677,324	\$ 225,005
<b>Total Improvement Costs</b>	<b>\$3,925,186</b>	<b>\$ 1,153,930</b>

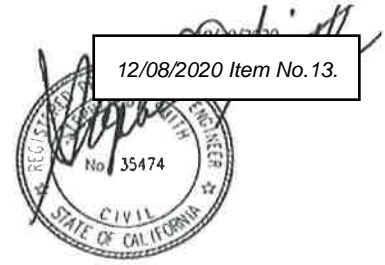
**FOLSOM PLAN AREA**

Cost Estimate for  
Mangini Ranch - Phase 1  
Off-Site - Creekstone Phase 1



Item No.	Quantity	Unit	Description	Unit Price	Total	% Complete	Cost to Complete
<b>Grading and Site Preparation</b>							
1.	1	LS	Erosion Control	\$ 20,000.00	\$ 20,000.00	0%	\$ 20,000.00
2.	11	AC	Clearing and Grubbing	\$ 200.00	\$ 2,200.00	100%	\$ -
3.	5,000	CY	Rough Grade Excavation (Fill)	\$ 3.50	\$ 17,500.00	100%	\$ -
4.	3,000	SF	Masonry Retaining Wall	\$ 35.00	\$ 105,000.00	100%	\$ -
Subtotal Grading & Site Prep					\$ 144,700.00		\$ 20,000.00
<b>Sanitary Sewer System</b>							
1.	60	LF	8" Sanitary Sewer, PVC SDR 26	\$ 70.00	\$ 4,200.00	90%	\$ 420.00
2.	1	EA	8" Flushing Branch	\$ 1,650.00	\$ 1,650.00	90%	\$ 165.00
3.	1	EA	Connect to existing	\$ 500.00	\$ 500.00	90%	\$ 50.00
Subtotal Sewer					\$ 6,350.00		\$ 635.00
<b>Storm Drain System</b>							
1.	120	LF	12" RCP (F)	\$ 45.00	\$ 5,400.00	90%	\$ 540.00
2.	166	LF	48" RCP (F)	\$ 100.00	\$ 16,600.00	90%	\$ 1,660.00
3.	1	EA	12" Flared End Section	\$ 1,000.00	\$ 1,000.00	90%	\$ 100.00
4.	1	EA	Type 'F' Drainage Inlet	\$ 2,000.00	\$ 2,000.00	90%	\$ 200.00
5.	1	EA	Modified Type 'B' Drainage Inlet	\$ 3,500.00	\$ 3,500.00	90%	\$ 350.00
Subtotal Storm Drain					\$ 28,500.00		\$ 2,850.00
<b>Potable Water System</b>							
1.	1,588	LF	8" Water (F)	\$ 60.00	\$ 95,280.00	90%	\$ 9,528.00
2.	1	EA	8" Gate Valve (F)	\$ 2,000.00	\$ 2,000.00	90%	\$ 200.00
3.	32	LF	18" Water	\$ 100.00	\$ 3,200.00	90%	\$ 320.00
4.	2	EA	12" Gate Valve	\$ 2,500.00	\$ 5,000.00	90%	\$ 500.00
5.	4	EA	Fire Hydrant w/ Tee & Valve	\$ 5,000.00	\$ 20,000.00	90%	\$ 2,000.00
6.	3	EA	4" Blow Off (F)	\$ 2,500.00	\$ 7,500.00	90%	\$ 750.00
7.	2	EA	Remove 4" Blow-Off Valve/Connect	\$ 500.00	\$ 1,000.00	90%	\$ 100.00
8.	1	EA	Connect to existing	\$ 2,500.00	\$ 2,500.00	90%	\$ 250.00
Subtotal Water					\$ 136,480.00		\$ 13,648.00
<b>Non-Potable Water System</b>							
1.	50	LF	12" Non-Potable Water	\$ 70.00	\$ 3,500.00	90%	\$ 350.00
2.	2	EA	2" Water Service	\$ 3,500.00	\$ 7,000.00	90%	\$ 700.00
3.	1	EA	Remove 4" Blow-Off Valve/Connect	\$ 500.00	\$ 500.00	90%	\$ 50.00
4.	1	EA	Connect to existing	\$ 2,500.00	\$ 2,500.00	90%	\$ 250.00
Subtotal Water					\$ 13,500.00		\$ 1,350.00



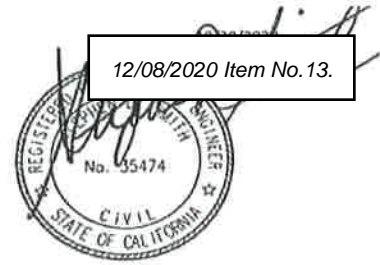


### FOLSOM PLAN AREA

Cost Estimate for  
Mangini Ranch - Phase 1  
Off-Site - Creekstone Phase 1

Item No.	Quantity	Unit	Description	Unit Price	Total	% Complete	Cost to Complete
<b>Concrete</b>							
1.	1,325	LF	Type 2 Vertical Curb & Gutter	\$ 20.00	\$ 26,500.00	0%	\$ 26,500.00
2.	3,100	LF	Type 5 Median Curb	\$ 30.00	\$ 93,000.00	0%	\$ 93,000.00
3.	2	EA	Concrete Survey Monument	\$ 300.00	\$ 600.00	0%	\$ 600.00
Subtotal Concrete					\$ 120,100.00		\$ 120,100.00
<b>Streetwork</b>							
1.	3,409	Ton	Asphalt Concrete (Type 'B')	\$ 80.00	\$ 272,720.00	0%	\$ 272,720.00
2.	7,098	Ton	Aggregate Base (Class 2)	\$ 20.00	\$ 141,960.00	0%	\$ 141,960.00
3.	1	LS	Signage & Striping	\$ 13,450.00	\$ 13,450.00	0%	\$ 13,450.00
4.	1	LS	Irrigation Sleeves	\$ 8,000.00	\$ 8,000.00	0%	\$ 8,000.00
Subtotal Streetwork					\$ 436,130.00		\$ 436,130.00
<b>Joint Trench and Street Lights</b>							
1.	1,650	LF	Joint Trench Excavation & Backfill	\$ 130.00	\$ 214,500.00	0%	\$ 214,500.00
2.	7	EA	LED Street Light (including Conduit, Wiring and and Appurtenances	\$ 3,000.00	\$ 21,000.00	0%	\$ 21,000.00
3.	1	EA	Street Light Service Point	\$ 5,000.00	\$ 5,000.00	0%	\$ 5,000.00
4.	180	LF	Traffic Conduit & Pullwire	\$ 12.00	\$ 2,160.00	0%	\$ 2,160.00
5.	400	LF	Post & Cable Barrier	\$ 15.00	\$ 6,000.00	0%	\$ 6,000.00
Subtotal Street Lights					\$ 248,660.00		\$ 248,660.00
<b>Subtotal Backbone/Offsite Improvements</b>					\$ 1,134,420.00		\$ 855,523.00
Contingency <span style="border: 1px solid black; padding: 2px;">10%</span>					\$ 113,442.00		\$ 85,552.30
<b>Total Backbone/Offsite Improvements</b>					\$ 1,247,862.00		\$ 941,075.30

<u>Backbone/Offsite Improvements Summary</u>	Total Cost	Cost to Complete
Grading & Site Preparation	\$ 144,700.00	\$ 20,000.00
Sewer	\$ 6,350.00	\$ 635.00
Storm Drain	\$ 28,500.00	\$ 2,850.00
Water	\$ 136,480.00	\$ 13,648.00
Non-Potable Water	\$ 13,500.00	\$ 1,350.00
Concrete	\$ 120,100.00	\$ 120,100.00
Streetwork	\$ 436,130.00	\$ 436,130.00
Joint Trench and Street Lights	\$ 248,660.00	\$ 248,660.00
Contingency	\$ 113,442.00	\$ 85,552.30
<b>Total Backbone/Offsite Improvements</b>	<b>\$ 1,247,862.00</b>	<b>\$ 928,925.30</b>



### FOLSOM PLAN AREA

Cost Estimate for  
Mangini Ranch - Phase 1  
On-Site - Creekstone Phase 1

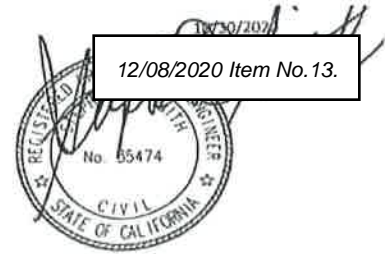
Item No.	Quantity	Unit	Description	Unit Price	Total	% Complete	Cost to Complete
<b>Grading and Site Preparation</b>							
1.	8	AC	Clearing and Grubbing	\$ 200.00	\$ 1,600.00	100%	\$ -
2.	13,359	CY	Rough Grade Excavation	\$ 3.50	\$ 46,756.50	100%	\$ -
3.	7,940	SF	Masonry Retaining Wall	\$ 35.00	\$ 277,900.00	100%	\$ -
4.	960	LF	Orange Silt Fence	\$ 15.00	\$ 14,400.00	100%	\$ -
5.	590	LF	Orange Protective Fence	\$ 10.00	\$ 5,900.00	100%	\$ -
6.	8	AC	Erosion Control	\$ 1,000.00	\$ 8,000.00	50%	\$ 4,000.00
Subtotal Grading & Site Prep					\$ 354,556.50		\$ 4,000.00
<b>Sanitary Sewer System</b>							
1.	1	EA	Connect to Existing Sewer Main	\$ 500.00	\$ 500.00	100%	\$ -
2.	7	EA	48" Standard Sanitary Manhole	\$ 7,850.00	\$ 54,950.00	100%	\$ -
3.	3	EA	6" Flushing Branch	\$ 1,125.00	\$ 3,375.00	100%	\$ -
4.	513	LF	6" Sanitary Sewer Pipe	\$ 65.00	\$ 33,345.00	100%	\$ -
5.	1,367	LF	8" Sanitary Sewer Pipe	\$ 82.00	\$ 112,094.00	100%	\$ -
6.	71	EA	4" Sanitary Sewer Service	\$ 2,500.00	\$ 177,500.00	100%	\$ -
Subtotal Sewer					\$ 381,764.00		\$ -
<b>Storm Drain System</b>							
1.	7	EA	48" Standard Storm Drain Manhole	\$ 5,000.00	\$ 35,000.00	100%	\$ -
2.	3	EA	60" Standard Storm Drain Manhole	\$ 7,000.00	\$ 21,000.00	100%	\$ -
3.	1	EA	72" Standard Storm Drain Manhole	\$ 9,000.00	\$ 9,000.00	100%	\$ -
4.	944	LF	12" Storm Drain Pipe	\$ 45.00	\$ 42,480.00	100%	\$ -
5.	630	LF	15" Storm Drain Pipe	\$ 55.00	\$ 34,650.00	100%	\$ -
6.	268	LF	24" Storm Drain Pipe	\$ 65.00	\$ 17,420.00	100%	\$ -
7.	3	EA	Type GOL-7 Drainage Inlet (Base only)	\$ 4,500.00	\$ 13,500.00	100%	\$ -
8.	13	EA	Modified Type B Drainage Inlet (Base only)	\$ 3,500.00	\$ 45,500.00	100%	\$ -
9.	1	EA	24" storm drain outfall structure	\$ 2,000.00	\$ 2,000.00	100%	\$ -
Subtotal Storm Drain					\$ 220,550.00		\$ -
<b>Potable Water System</b>							
1.	1,955	LF	8" Water Main	\$ 55.00	\$ 107,525.00	100%	\$ -
2.	8	EA	8" Gate Valve	\$ 2,000.00	\$ 16,000.00	100%	\$ -
3.	2	EA	18" Butterfly Valve	\$ 6,000.00	\$ 12,000.00	100%	\$ -
4.	6	EA	Fire Hydrant w/ Tee & Valve	\$ 5,000.00	\$ 30,000.00	100%	\$ -
5.	71	EA	1" water service	\$ 1,000.00	\$ 71,000.00	100%	\$ -
6.	1	EA	Water Sampling Station	\$ 500.00	\$ 500.00	100%	\$ -
7.	2	EA	Connect to Existing Main	\$ 2,500.00	\$ 5,000.00	100%	\$ -
Subtotal Water					\$ 242,025.00		\$ -



### FOLSOM PLAN AREA

Cost Estimate for  
Mangini Ranch - Phase 1  
On-Site - Creekstone Phase 1

Item No.	Quantity	Unit	Description	Unit Price	Total	% Complete	Cost to Complete
<b>Concrete</b>							
1.	3,004	LF	Type 1 Curb & Gutter	\$ 20.00	\$ 60,080.00	100%	\$ -
2.	731	LF	Type 2 Curb & Gutter	\$ 20.00	\$ 14,620.00	100%	\$ -
3.	502	LF	Type 5 Median Curb	\$ 30.00	\$ 15,060.00	100%	\$ -
4.	15,369	SF	Sidewalk (4' wide / 6"AB)	\$ 6.00	\$ 92,214.00	100%	\$ -
5.	4	EA	Concrete Survey Monument	\$ 300.00	\$ 1,200.00	100%	\$ -
Subtotal Concrete					\$ 183,174.00		\$ -
<b>Streetwork</b>							
1.	1,389	Ton	Asphalt Concrete (Type 'B')	\$ 80.00	\$ 111,120.00	100%	\$ -
2.	3,409	Ton	Aggregate Base (Class 2)	\$ 20.00	\$ 68,180.00	100%	\$ -
3.	1	LS	Signage & Striping	\$ 3,570.00	\$ 3,570.00	100%	\$ -
4.	1	LS	Irrigation Sleeves	\$ 6,415.00	\$ 6,415.00	100%	\$ -
Subtotal Streetwork					\$ 189,285.00		\$ -
<b>Joint Trench and Street Lights</b>							
1.	71	lot	Joint Trench Excavation & Backfill	\$ 8,800.00	\$ 624,800.00	100%	\$ -
2.	9	EA	LED Streetlights	\$ 3,000.00	\$ 27,000.00	100%	\$ -
3.	1	EA	Street Light Service Point	\$ 5,000.00	\$ 5,000.00	100%	\$ -
Subtotal Joint Trench & Street Lights					\$ 656,800.00		\$ -
<b>Demolition</b>							
1.	40	LF	Remove 24" RCP Pipe & Install Cap	\$ 30.00	\$ 1,200.00	100%	\$ -
2.	40	LF	Remove 8" SDR26 Sewer Pipe	\$ 20.00	\$ 800.00	100%	\$ -
3.	25	LF	Remove 12" SDR26 PVC Pipe	\$ 20.00	\$ 500.00	100%	\$ -
4.	1	EA	Remove 36" CMP DI	\$ 500.00	\$ 500.00	100%	\$ -
5.	450	LF	Remove 8" Type 5 Median Curb	\$ 2.00	\$ 900.00	100%	\$ -
6.	1,326	SF	Remove Existing Concrete Sidewalk	\$ 1.00	\$ 1,326.00	100%	\$ -
Subtotal Water					\$ 5,226.00		\$ -
<b>Landscaping &amp; Soundwalls</b>							
1.	5,730	SF	Soundwall	\$ 35.00	\$ 200,550.00	0%	\$ 200,550.00
Subtotal Landscape					\$ 200,550.00		\$ 200,550.00
Subtotal Subdivision Improvements					\$ 2,433,930.50		\$ 204,550.00
Contingency 10%					\$ 243,393.05		\$ 20,455.00
Total Subdivision Improvements					\$ 2,677,323.55		\$ 225,005.00



**FOLSOM PLAN AREA**

Cost Estimate for  
Mangini Ranch - Phase 1  
On-Site - Creekstone Phase 1

Item No.	Quantity	Unit	Description	Unit Price	Total	% Complete	Cost to Complete
<b>Summary</b>					<b>Total Cost</b>		<b>Cost to Complete</b>
			Grading & Site Preparation		\$ 354,556.50		\$ 4,000.00
			Sewer		\$ 381,764.00		\$ -
			Storm Drain		\$ 220,550.00		\$ -
			Water		\$ 242,025.00		\$ -
			Concrete		\$ 183,174.00		\$ -
			Streetwork		\$ 189,285.00		\$ -
			Joint Trench and Street Lights		\$ 656,800.00		\$ -
			Demolition		\$ 5,226.00		\$ -
			Landscaping		\$ 200,550.00		\$ 200,550.00
			Contingency		\$ 243,393.05		\$ 20,455.00
<b>TOTALS</b>					<b>\$ 2,677,323.55</b>		<b>\$ 225,005.00</b>

# PERFORMANCE BOND

12/08/2020 Item No. 13.

Travelers Casualty and Surety Company of America  
Hartford, CT 06183

Bond No.: 107306656

**CONTRACTOR:**

*(Name, legal status and address)*

Goodfellow Bros. California, LLC  
50 Contractors Street  
Livermore, California 94551

**SURETY:**

*(Name, legal status and principal place of business)*

Travelers Casualty and Surety Company of America  
One Tower Square  
Hartford, CT 06183

**OWNER:**

*(Name, legal status and address)*

Maugini Improvement Company, Inc.  
4370 Town Center Blvd., Suite 100  
El Dorado Hills, California 95762

**CONSTRUCTION CONTRACT**

Date: October 30, 2020

Amount: \$1,153,930.00

Description:

*(Name and location)*

CREEKSTONE PHASE 1 SUBDIVISION

**BOND**

Date: November 18, 2020

*(Not earlier than Construction Contract Date)*

Amount: \$1,153,930.00

Modifications to this Bond:  None  See Section 16

**CONTRACTOR AS PRINCIPAL**

Company: *(Corporate Seal)*

Goodfellow Bros. California, LLC

Signature: 

Name and Title: Robert T. Takamatsu, General Counsel

*His General Counsel*  
*(Any additional signatures appear on the last page of this Performance Bond.)*

**SURETY**

Company: *(Corporate Seal)*

Travelers Casualty and Surety Company of America

Signature: 

Name and Title: Erica Li, Attorney-in-Fact

*(FOR INFORMATION ONLY — Name, address and telephone)*

**AGENT or BROKER:**

Risk Solution Partners, LLC  
800 Bethel Street, Suite 201  
Honolulu, Hawaii 96813  
808-954-7449

**OWNER'S REPRESENTATIVE:**

*(Architect, Engineer or other party:)*

§ 1 The Contractor and Surety, jointly and severally, bind themselves, their heirs, executors, administrators, successors and assigns to the Owner for the performance of the Construction Contract, which is incorporated herein by reference.

§ 2 If the Contractor performs the Construction Contract, the Surety and the Contractor shall have no obligation under this Bond, except when applicable to participate in a conference as provided in Section 3.

§ 3 If there is no Owner Default under the Construction Contract, the Surety's obligation under this Bond shall arise after  
.1 the Owner first provides notice to the Contractor and the Surety that the Owner is considering declaring a Contractor Default. Such notice shall indicate whether the Owner is requesting a conference among the Owner, Contractor and Surety to discuss the Contractor's performance. If the Owner does not request a conference, the Surety may, within five (5) business days after receipt of the Owner's notice, request such a conference. If the Surety timely requests a conference, the Owner shall attend. Unless the Owner agrees otherwise, any conference requested under this Section 3.1 shall be held within ten (10) business days of the Surety's receipt of the

The Company executing this bond vouches that this document conforms to American Institute of Architects Document A312, 2010 edition

Owner's notice. If the Owner, the Contractor and the Surety agree, the Contractor shall be allowed time to perform the Construction Contract, but such an agreement shall not waive the Owner's right subsequently to declare a Contractor Default;

12/08/2020 Item No. 13.

- .2 the Owner declares a Contractor Default, terminates the Construction Contract and notifies the Surety; and
- .3 the Owner has agreed to pay the Balance of the Contract Price in accordance with the terms of the Construction Contract to the Surety or to a contractor selected to perform the Construction Contract.

§ 4 Failure on the part of the Owner to comply with the notice requirement in Section 3.1 shall not constitute a failure to comply with a condition precedent to the Surety's obligations, or release the Surety from its obligations, except to the extent the Surety demonstrates actual prejudice.

§ 5 When the Owner has satisfied the conditions of Section 3, the Surety shall promptly and at the Surety's expense take one of the following actions:

§ 5.1 Arrange for the Contractor, with the consent of the Owner, to perform and complete the Construction Contract;

§ 5.2 Undertake to perform and complete the Construction Contract itself, through its agents or independent contractors;

§ 5.3 Obtain bids or negotiated proposals from qualified contractors acceptable to the Owner for a contract for performance and completion of the Construction Contract, arrange for a contract to be prepared for execution by the Owner and a contractor selected with the Owner's concurrence, to be secured with performance and payment bonds executed by a qualified surety equivalent to the bonds issued on the Construction Contract, and pay to the Owner the amount of damages as described in Section 7 in excess of the Balance of the Contract Price incurred by the Owner as a result of the Contractor Default; or

§ 5.4 Waive its right to perform and complete, arrange for completion, or obtain a new contractor and with reasonable promptness under the circumstances:

- .1 After investigation, determine the amount for which it may be liable to the Owner and, as soon as practicable after the amount is determined, make payment to the Owner; or
- .2 Deny liability in whole or in part and notify the Owner, citing the reasons for denial.

§ 6 If the Surety does not proceed as provided in Section 5 with reasonable promptness, the Surety shall be deemed to be in default on this Bond seven days after receipt of an additional written notice from the Owner to the Surety demanding that the Surety perform its obligations under this Bond, and the Owner shall be entitled to enforce any remedy available to the Owner. If the Surety proceeds as provided in Section 5.4, and the Owner refuses the payment or the Surety has denied liability, in whole or in part, without further notice the Owner shall be entitled to enforce any remedy available to the Owner.

§ 7 If the Surety elects to act under Section 5.1, 5.2 or 5.3, then the responsibilities of the Surety to the Owner shall not be greater than those of the Contractor under the Construction Contract, and the responsibilities of the Owner to the Surety shall not be greater than those of the Owner under the Construction Contract. Subject to the commitment by the Owner to pay the Balance of the Contract Price, the Surety is obligated, without duplication, for

- .1 the responsibilities of the Contractor for correction of defective work and completion of the Construction Contract;
- .2 additional legal, design professional and delay costs resulting from the Contractor's Default, and resulting from the actions or failure to act of the Surety under Section 5; and
- .3 liquidated damages, or if no liquidated damages are specified in the Construction Contract, actual damages caused by delayed performance or non-performance of the Contractor.

§ 8 If the Surety elects to act under Section 5.1, 5.3 or 5.4, the Surety's liability is limited to the amount of this Bond.

§ 9 The Surety shall not be liable to the Owner or others for obligations of the Contractor that are unrelated to the Construction Contract, and the Balance of the Contract Price shall not be reduced or set off on account of any such unrelated obligations. No right of action shall accrue on this Bond to any person or entity other than the Owner or its heirs, executors, administrators, successors and assigns.

§ 10 The Surety hereby waives notice of any change, including changes of time, to the Construction Contract or to related subcontracts, purchase orders and other obligations.

§ 11 Any proceeding, legal or equitable, under this Bond may be instituted in any court of competent jurisdiction in the location in which the work or part of the work is located and shall be instituted within two years after a declaration of Contractor Default or within two years after the Contractor ceased working or within two years after the Surety refuses or fails

to perform its obligations under this Bond, whichever occurs first. If the provisions of this Paragraph are void or unenforceable under the applicable law, the minimum period of limitation available to sureties as a defense in the jurisdiction of the suit shall be applied. 12/08/2020 Item No. 13.

**§ 12** Notice to the Surety, the Owner or the Contractor shall be mailed or delivered to the address shown on the page on which their signature appears.

**§ 13** When this Bond has been furnished to comply with a statutory or other legal requirement in the location where the construction was to be performed, any provision in this Bond conflicting with said statutory or legal requirement shall be deemed deleted herefrom and provisions conforming to such statutory or other legal requirement shall be deemed incorporated herein. When so furnished, the intent is that this Bond shall be construed as a statutory bond and not as a common law bond.

**§ 14 Definitions**

**§ 14.1 Balance of the Contract Price.** The total amount payable by the Owner to the Contractor under the Construction Contract after all proper adjustments have been made, including allowance to the Contractor of any amounts received or to be received by the Owner in settlement of insurance or other claims for damages to which the Contractor is entitled, reduced by all valid and proper payments made to or on behalf of the Contractor under the Construction Contract.

**§ 14.2 Construction Contract.** The agreement between the Owner and Contractor identified on the cover page, including all Contract Documents and changes made to the agreement and the Contract Documents.

**§ 14.3 Contractor Default.** Failure of the Contractor, which has not been remedied or waived, to perform or otherwise to comply with a material term of the Construction Contract.

**§ 14.4 Owner Default.** Failure of the Owner, which has not been remedied or waived, to pay the Contractor as required under the Construction Contract or to perform and complete or comply with the other material terms of the Construction Contract.

**§ 14.5 Contract Documents.** All the documents that comprise the agreement between the Owner and Contractor.

**§ 15** If this Bond is issued for an agreement between a Contractor and subcontractor, the term Contractor in this Bond shall be deemed to be Subcontractor and the term Owner shall be deemed to be Contractor.

**§ 16** Modifications to this bond are as follows:

*(Space is provided below for additional signatures of added parties, other than those appearing on the cover page.)*

**CONTRACTOR AS PRINCIPAL**

Company: \_\_\_\_\_ *(Corporate Seal)*

**SURETY**

Company: \_\_\_\_\_ *(Corporate Seal)*

Signature: \_\_\_\_\_  
Name and Title: \_\_\_\_\_  
Address: \_\_\_\_\_

Signature: \_\_\_\_\_  
Name and Title: \_\_\_\_\_  
Address: \_\_\_\_\_

**PAYMENT BOND**

**Travelers Casualty and Surety Company of A  
Hartford, CT 06183**

12/08/2020 Item No. 13.

Bond No.: 107306656

**CONTRACTOR:**

*(Name, legal status and address)*

**Goodfellow Bros. California, LLC  
50 Contractors Street  
Livermore, California 94551**

**SURETY:**

*(Name, legal status and principal place of business)*

**Travelers Casualty and Surety Company of America  
One Tower Square  
Hartford, CT 06183**

**OWNER:**

*(Name, legal status and address)*

**Mangini Improvement Company, Inc.  
4370 Town Center Blvd., Suite 100  
El Dorado Hills, California 95762**

**CONSTRUCTION CONTRACT**

Date: **October 30, 2020**

Amount: **\$1,153,930.00**

Description:

*(Name and location)*

**CREEKSTONE PHASE 1 SUBDIVISION**

**BOND**

Date: **November 18, 2020**

*(Not earlier than Construction Contract Date)*

Amount: **\$1,153,930.00**

Modifications to this Bond:  None  See Section 18

**CONTRACTOR AS PRINCIPAL**

Company: *(Corporate Seal)*

**Goodfellow Bros. California, LLC**

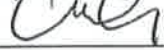
Signature: 

Name and Title: **Robert T. Takamutsu, General Counsel**

**SURETY**

Company: *(Corporate Seal)*

**Travelers Casualty and Surety Company of America**

Signature: 

Name and Title: **Erica Li, Attorney-in-Fact**

*(Any additional signatures appear on the last page of this Payment Bond.)*

*(FOR INFORMATION ONLY -- Name, address and telephone)*

**AGENT or BROKER:**

**Risk Solution Partners, LLC  
800 Bethel Street, Suite 201  
Honolulu, Hawaii 96813  
808-954-7449**

**OWNER'S REPRESENTATIVE:**

*(Architect, Engineer or other party:)*

§ 1 The Contractor and Surety, jointly and severally, bind themselves, their heirs, executors, administrators, successors and assigns to the Owner to pay for labor, materials and equipment furnished for use in the performance of the Construction Contract, which is incorporated herein by reference, subject to the following terms

§ 2 If the Contractor promptly makes payment of all sums due to Claimants, and defends, indemnifies and holds harmless the Owner from claims, demands, liens or suits by any person or entity seeking payment for labor, materials or equipment



furnished for use in the performance of the Construction Contract, then the Surety and the Contractor shall have no obligation under this Bond.

12/08/2020 Item No. 13.

**§ 3** If there is no Owner Default under the Construction Contract, the Surety's obligation to the Owner under this Bond shall arise after the Owner has promptly notified the Contractor and the Surety (at the address described in Section 13) of claims, demands, liens or suits against the Owner or the Owner's property by any person or entity seeking payment for labor, materials or equipment furnished for use in the performance of the Construction Contract and tendered defense of such claims, demands, liens or suits to the Contractor and the Surety.

**§ 4** When the Owner has satisfied the conditions in Section 3, the Surety shall promptly and at the Surety's expense defend, indemnify and hold harmless the Owner against a duly tendered claim, demand, lien or suit.

**§ 5** The Surety's obligations to a Claimant under this Bond shall arise after the following:

**§ 5.1** Claimants, who do not have a direct contract with the Contractor,

- .1 have furnished a written notice of non-payment to the Contractor, stating with substantial accuracy the amount claimed and the name of the party to whom the materials were, or equipment was, furnished or supplied or for whom the labor was done or performed, within ninety (90) days after having last performed labor or last furnished materials or equipment included in the Claim; and
- .2 have sent a Claim to the Surety (at the address described in Section 13).

**§ 5.2** Claimants, who are employed by or have a direct contract with the Contractor, have sent a Claim to the Surety (at the address described in Section 13).

**§ 6** If a notice of non-payment required by Section 5.1.1 is given by the Owner to the Contractor, that is sufficient to satisfy a Claimant's obligation to furnish a written notice of non-payment under Section 5.1.1.

**§ 7** When a Claimant has satisfied the conditions of Sections 5.1 or 5.2, whichever is applicable, the Surety shall promptly and at the Surety's expense take the following actions:

**§ 7.1** Send an answer to the Claimant, with a copy to the Owner, within sixty (60) days after receipt of the Claim, stating the amounts that are undisputed and the basis for challenging any amounts that are disputed; and

**§ 7.2** Pay or arrange for payment of any undisputed amounts.

**§ 7.3** The Surety's failure to discharge its obligations under Section 7.1 or Section 7.2 shall not be deemed to constitute a waiver of defenses the Surety or Contractor may have or acquire as to a Claim, except as to undisputed amounts for which the Surety and Claimant have reached agreement. If, however, the Surety fails to discharge its obligations under Section 7.1 or Section 7.2, the Surety shall indemnify the Claimant for the reasonable attorney's fees the Claimant incurs thereafter to recover any sums found to be due and owing to the Claimant.

**§ 8** The Surety's total obligation shall not exceed the amount of this Bond, plus the amount of reasonable attorney's fees provided under Section 7.3, and the amount of this Bond shall be credited for any payments made in good faith by the Surety.

**§ 9** Amounts owed by the Owner to the Contractor under the Construction Contract shall be used for the performance of the Construction Contract and to satisfy claims, if any, under any construction performance bond. By the Contractor furnishing and the Owner accepting this Bond, they agree that all funds earned by the Contractor in the performance of the Construction Contract are dedicated to satisfy obligations of the Contractor and Surety under this Bond, subject to the Owner's priority to use the funds for the completion of the work.

**§ 10** The Surety shall not be liable to the Owner, Claimants or others for obligations of the Contractor that are unrelated to the Construction Contract. The Owner shall not be liable for the payment of any costs or expenses of any Claimant under this Bond, and shall have under this Bond no obligation to make payments to, or give notice on behalf of, Claimants or otherwise have any obligations to Claimants under this Bond.

**§ 11** The Surety hereby waives notice of any change, including changes of time, to the Construction Contract or to related subcontracts, purchase orders and other obligations.

**§ 12** No suit or action shall be commenced by a Claimant under this Bond other than in a court of competent jurisdiction in the state in which the project that is the subject of the Construction Contract is located or after the expiration of one year from the date (1) on which the Claimant sent a Claim to the Surety pursuant to Section 5.1.2 or 5.2, or (2) on which the last labor or service was performed by anyone or the last materials or equipment were furnished by anyone under the Construction Contract, whichever of (1) or (2) first occurs. If the provisions of this Paragraph are void or prohibited by law, the minimum period of limitation available to sureties as a defense in the jurisdiction of the suit shall be applicable.

**§ 13** Notice and Claims to the Surety, the Owner or the Contractor shall be mailed or delivered to the address shown on the page on which their signature appears. Actual receipt of notice or Claims, however accomplished, shall be sufficient compliance as of the date received.

**§ 14** When this Bond has been furnished to comply with a statutory or other legal requirement in the location where the construction was to be performed, any provision in this Bond conflicting with said statutory or legal requirement shall be deemed deleted herefrom and provisions conforming to such statutory or other legal requirement shall be deemed incorporated herein. When so furnished, the intent is that this Bond shall be construed as a statutory bond and not as a common law bond.

**§ 15** Upon request by any person or entity appearing to be a potential beneficiary of this Bond, the Contractor and Owner shall promptly furnish a copy of this Bond or shall permit a copy to be made.

### **§ 16 Definitions**

**§ 16.1 Claim.** A written statement by the Claimant including at a minimum:

- .1 the name of the Claimant;
- .2 the name of the person for whom the labor was done, or materials or equipment furnished;
- .3 a copy of the agreement or purchase order pursuant to which labor, materials or equipment was furnished for use in the performance of the Construction Contract;
- .4 a brief description of the labor, materials or equipment furnished;
- .5 the date on which the Claimant last performed labor or last furnished materials or equipment for use in the performance of the Construction Contract;
- .6 the total amount earned by the Claimant for labor, materials or equipment furnished as of the date of the Claim;
- .7 the total amount of previous payments received by the Claimant; and
- .8 the total amount due and unpaid to the Claimant for labor, materials or equipment furnished as of the date of the Claim.

**§ 16.2 Claimant.** An individual or entity having a direct contract with the Contractor or with a subcontractor of the Contractor to furnish labor, materials or equipment for use in the performance of the Construction Contract. The term Claimant also includes any individual or entity that has rightfully asserted a claim under an applicable mechanic's lien or similar statute against the real property upon which the Project is located. The intent of this Bond shall be to include without limitation in the terms "labor, materials or equipment" that part of water, gas, power, light, heat, oil, gasoline, telephone service or rental equipment used in the Construction Contract, architectural and engineering services required for performance of the work of the Contractor and the Contractor's subcontractors, and all other items for which a mechanic's lien may be asserted in the jurisdiction where the labor, materials or equipment were furnished.

**§ 16.3 Construction Contract.** The agreement between the Owner and Contractor identified on the cover page, including all Contract Documents and all changes made to the agreement and the Contract Documents.

**§ 16.4 Owner Default.** Failure of the Owner, which has not been remedied or waived, to pay the Contractor as required under the Construction Contract or to perform and complete or comply with the other material terms of the Construction Contract.

**§ 16.5 Contract Documents.** All the documents that comprise the agreement between the Owner and Contractor.

**§ 17** If this Bond is issued for an agreement between a Contractor and subcontractor, the term Contractor in this Bond shall be deemed to be Subcontractor and the term Owner shall be deemed to be Contractor.

**§ 18** Modifications to this bond are as follows:

This Bond is given pursuant to Part 6 of Division 4 of The California Civil Code, and in accordance with Section 8150, Section 8152 and Section 8154 of such Code, which a

12/08/2020 Item No. 13.

*(Space is provided below for additional signatures of added parties, other than those appearing on the cover page.)*

**CONTRACTOR AS PRINCIPAL**

Company: \_\_\_\_\_  
*(Corporate Seal)*

**SURETY**

Company: \_\_\_\_\_  
*(Corporate Seal)*

Signature: \_\_\_\_\_  
Name and Title: \_\_\_\_\_  
Address: \_\_\_\_\_

Signature: \_\_\_\_\_  
Name and Title: \_\_\_\_\_  
Address: \_\_\_\_\_



Travelers Casualty and Surety Company of America  
Travelers Casualty and Surety Company  
St. Paul Fire and Marine Insurance Company

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company are corporations duly organized under the laws of the State of Connecticut (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint **Erica Li**, of **Honolulu, Hawaii**, their true and lawful Attorney-in-Fact to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings, and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed, and their corporate seals to be hereto affixed, this **3rd** day of **February**, 2017.



State of Connecticut  
City of Hartford ss.

By: *Robert L. Raney*  
Robert L. Raney, Senior Vice President

On this the **3rd** day of **February**, 2017, before me personally appeared **Robert L. Raney**, who acknowledged himself to be the Senior Vice President of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

In Witness Whereof, I hereunto set my hand and official seal.

My Commission expires the 30th day of **June**, 2021



*Marie C. Tetreault*  
Marie C. Tetreault, Notary Public

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, which resolutions are now in full force and effect, reading as follows:

**RESOLVED**, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary may appoint Attorneys-in-Fact and Agents to act for and on behalf of the Company and may give such appointee such authority as his or her certificate of authority may prescribe to sign with the Company's name and seal with the Company's seal bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any of said officers or the Board of Directors at any time may remove any such appointee and revoke the power given him or her; and it is

**FURTHER RESOLVED**, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing and a copy thereof is filed in the office of the Secretary; and it is

**FURTHER RESOLVED**, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary and duly attested and sealed with the Company's seal by a Secretary or Assistant Secretary; or (b) duly executed (under seal, if required) by one or more Attorneys-in-Fact and Agents pursuant to the power prescribed in his or her certificate or their certificates of authority or by one or more Company officers pursuant to a written delegation of authority; and it is

**FURTHER RESOLVED**, that the signature of each of the following officers: President, any Executive Vice President, any Senior Vice President, any Vice President, any Assistant Vice President, any Secretary, any Assistant Secretary, and the seal of the Company may be affixed by facsimile to any Power of Attorney or to any certificate relating thereto appointing Resident Vice Presidents, Resident Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such Power of Attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding on the Company in the future with respect to any bond or understanding to which it is attached.

I, **Kevin E. Hughes**, the undersigned, Assistant Secretary of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which remains in full force and effect.

Dated this 18<sup>th</sup> day of November 2020



*Kevin E. Hughes*  
Kevin E. Hughes, Assistant Secretary

To verify the authenticity of this Power of Attorney, please call us at 1-800-421-3880.  
Please refer to the above-named Attorney-in-Fact and the details of the bond to which the power is attached.

ATTACHMENT 3  
FINAL MAP

**OWNER'S STATEMENT**

THE UNDERSIGNED DOES HEREBY STATE THAT I AM THE ONLY PARTY HAVING ANY RECORD TITLE INTEREST IN THE REAL PROPERTY INCLUDED WITHIN THE BOUNDARIES OF THIS FINAL MAP OF "CREEKSTONE - PHASE 1" AND DO HEREBY DECLARE THE CONSENT FROM NO OTHER PERSON IS NECESSARY AND I CONSENT TO THE PREPARATION AND RECORDATION OF THIS FINAL MAP AND OFFER FOR DEDICATION AND DO HEREBY DEDICATE AS PUBLIC RIGHT-OF-WAY AND AS PUBLIC UTILITY EASEMENTS TO THE CITY OF FOLSOM CASH DRIVE AND CANTON DRIVE AS SHOWN HEREON.

I DO HEREBY DEDICATE FOR SPECIFIC PURPOSES THE FOLLOWING:

- 1. A PUBLIC EASEMENT FOR THE INSTALLATION AND MAINTENANCE OF DRAIN, GAS, SEWER AND WATER PIPES AND FOR UNDERGROUND WIRES AND CONDUITS FOR ELECTRICAL, TELEVISION AND COMMUNICATIONS SERVICES, TOGETHER WITH ANY AND ALL APPURTENANCES PERTAINING THERETO ON, OVER, UNDER AND ACROSS LOTS A, B, AND C AND THOSE STRIPS OF LAND SHOWN HEREON AND DESIGNATED "PUBLIC UTILITY EASEMENT" (P.U.E.)
- 2. A PUBLIC EASEMENT FOR PEDESTRIAN ACCESS ON, OVER AND ACROSS THOSE STRIPS OF LAND SHOWN HEREON AND DESIGNATED "PEDESTRIAN ACCESS EASEMENT" (P.A.E.)
- 3. A PUBLIC EASEMENT AND RIGHT-OF-WAY FOR THE INSTALLATION, REPAIR, REMOVAL, OR REPLACEMENT OF LANDSCAPING TOGETHER WITH ANY AND ALL APPURTENANCES PERTAINING THERETO ON, OVER, UNDER, ACROSS AND ABOVE THOSE STRIPS OF LANDS SHOWN HEREON AND DESIGNATED "LANDSCAPE EASEMENT" (L.E.)
- 4. A PUBLIC EASEMENT FOR CONSTRUCTION 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 AND ACROSS STRIPS OF LAND FIVE (5) FEET IN WIDTH CONTIGUOUS TO ALL RIGHT-OF-WAYS.

**MANGINI IMPROVEMENT COMPANY, INC.,  
A CALIFORNIA CORPORATION**

BY \_\_\_\_\_ DATE \_\_\_\_\_  
NAME: WILLIAM B. BUICE  
TITLE: PRESIDENT

**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.

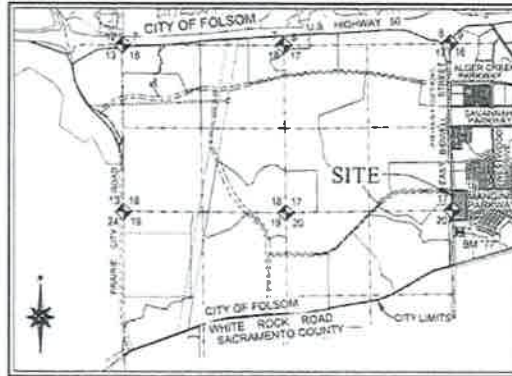
STATE OF CALIFORNIA  
COUNTY OF \_\_\_\_\_  
ON \_\_\_\_\_ BEFORE ME, \_\_\_\_\_ A NOTARY PUBLIC

PERSONALLY APPEARED \_\_\_\_\_  
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 CAPACITIE(S), 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.

SIGNATURE \_\_\_\_\_ PRINTED NAME \_\_\_\_\_  
MY PRINCIPAL PLACE OF BUSINESS IS \_\_\_\_\_ COUNTY \_\_\_\_\_  
MY COMMISSION EXPIRES \_\_\_\_\_ MY COMMISSION NUMBER \_\_\_\_\_



**VICINITY MAP**

**NAVD88 BENCHMARK-CITY OF FOLSOM**

BENCHMARK 77 ELEVATION = 360.28 NAVD58

BRASS DISK STAMPED "CITY OF FOLSOM BM 77" ON THE NORTHWEST CORNER OF A CONCRETE DRAINAGE STRUCTURE. LOCATION OF SITE IS APPROXIMATELY 1300 FEET SOUTH OF THE INTERSECTION OF MANGINI PARKWAY AND E BIDWELL STREET ON THE EAST SIDE OF E BIDWELL STREET. APPROXIMATE LATITUDE: N38D 37' 30.01" LONGITUDE: W121D 09' 49.04"

ELEVATION OF 360.28 WAS ESTABLISHED BY A DIFFERENTIAL LEVEL CIRCUIT FROM COUNTY BENCHMARK JC1B-009 STAMPED "K-656" IN FEBRUARY 2014 BY MACKAY AND SOMPS CIVIL ENGINEERS, INC.

**SURVEYOR'S STATEMENT**

THIS 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 MANGINI IMPROVEMENT COMPANY, INC., A CALIFORNIA CORPORATION. I HEREBY STATE THAT THIS FINAL MAP SUBSTANTIALLY CONFORMS TO THE CONDITIONALLY APPROVED TENTATIVE MAP THAT THE MONUMENTS WILL BE OF THE CHARACTER AND WILL OCCUPY THE POSITIONS AS INDICATED AND WILL BE SET BY DECEMBER 31, 2022, AND THAT SAID MONUMENTS WILL BE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED.

MACKAY & SOMPS CIVIL ENGINEERS, INC.



**FOR REVIEW  
PURPOSES ONLY**

PAUL FERLUDSSON, JR., PLS 9260  
EXPIRATION MARCH 31, 2022  
DATE 10-23-2020

**CITY ENGINEER'S STATEMENT**

I HEREBY STATE THAT I HAVE EXAMINED THIS FINAL MAP OF "CREEKSTONE - PHASE 1" AND FIND IT TO BE SUBSTANTIALLY THE SAME AS THE TENTATIVE MAP APPROVED BY THE CITY COUNCIL OF THE CITY OF FOLSOM, AND THAT ALL PROVISIONS OF THE SUBDIVISION MAP ACT AND ALL APPLICABLE CITY ORDINANCES HAVE BEEN COMPLIED WITH.

STEVEN R. KRAHN, PCE 45237  
CITY ENGINEER  
CITY OF FOLSOM  
LICENSE EXPIRES: 08/30/2022

DATE \_\_\_\_\_

**CITY SURVEYOR'S STATEMENT**

I HEREBY STATE THAT I HAVE EXAMINED THIS FINAL MAP OF "CREEKSTONE - PHASE 1" AND I AM SATISFIED THAT SAID MAP IS TECHNICALLY CORRECT.

GERALD A. YOUNG, L.S. 3852  
CITY SURVEYOR  
LICENSE EXPIRES: 06/30/2022

DATE \_\_\_\_\_

**CITY CLERK'S STATEMENT**

I HEREBY STATE THAT THE CITY COUNCIL OF THE CITY OF FOLSOM HAS APPROVED THIS FINAL MAP OF "CREEKSTONE - PHASE 1" AND HAS ACCEPTED ON BEHALF OF THE PUBLIC SUBJECT TO IMPROVEMENTS, ALL "RIGHT-OF-WAYS" AND "EASEMENTS" OFFERED HEREON FOR DEDICATION IN ACCORDANCE WITH THE TERMS OF THAT OFFER, AND HAS APPROVED THE ABANDONMENT OF THE "EASEMENTS" LISTED HEREON.

CHRISTA FREEMANTLE  
CITY CLERK  
DATE \_\_\_\_\_

**RECORDER'S STATEMENT**

FILED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2022, AT \_\_\_\_\_ M IN BOOK \_\_\_\_\_ OF MAPS AT PAGE \_\_\_\_\_ AT THE REQUEST OF MACKAY & SOMPS CIVIL ENGINEERS, INC. TITLE TO THE LAND INCLUDED IN THIS FINAL MAP BEING VESTED AS PER CERTIFICATE NO. \_\_\_\_\_ ON FILE IN THIS OFFICE.

DOYNA ALLRED  
SACRAMENTO COUNTY RECORDER  
STATE OF CALIFORNIA

BY \_\_\_\_\_ DEPUTY \_\_\_\_\_ FEE \$ \_\_\_\_\_

**FINAL MAP (PN 19-059)  
CREEKSTONE - PHASE 1**

BEING A SUBDIVISION OF LOT 10 AS SHOWN AND SO DESIGNATED ON THAT CERTAIN MAP TITLED "FINAL MAP (PN 14-071) MANGINI RANCH LARGE LOT" FILED FOR RECORD ON APRIL 7, 2017, IN BOOK 395 OF MAPS AT PAGE 10, SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTIONS 16 & 2; TOWNSHIP 9 NORTH RANGE 8 EAST M.D.B.M.

CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA



DECEMBER 2020  
SHEET 1 OF 6

TRUSTEE'S STATEMENT

PLACER TITLE COMPANY A CALIFORNIA CORPORATION AS TRUSTEE UNDER DEED OF TRUST RECORDED APRIL 17, 2017, (BOOK 20170417 (PAGE) 0872. OFFICIAL RECORDS WAS SUBORDINATED TO THE LIEN OF THE DEED OF TRUST RECORDED DECEMBER 12, 2018, D.A. 201812121267 AS D.N. 201812121266. HEREBY CONSENTS TO THE RECORDATION OF THIS MAP AND THE SUBDIVISION OF THE LANDS SHOWN HEREON

NAME \_\_\_\_\_ DATE \_\_\_\_\_
TITLE: \_\_\_\_\_

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 \_\_\_\_\_
ON \_\_\_\_\_ BEFORE ME \_\_\_\_\_, A NOTARY PUBLIC

PERSONALLY APPEARED
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 CAPACITIE(S) 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
SIGNATURE \_\_\_\_\_ PRINTED NAME \_\_\_\_\_
MY PRINCIPAL PLACE OF BUSINESS IS \_\_\_\_\_ COUNTY
MY COMMISSION EXPIRES: \_\_\_\_\_ MY COMMISSION NUMBER: \_\_\_\_\_

NOTES

- 1. ALL CURVE DIMENSIONS ARE RADII'S, DELTA AND ARC LENGTH. ALL DISTANCES SHOWN ARE GROUND DISTANCES AND ARE IN FEET AND DECIMALS THEREOF. DUE TO ROUNDING THE SUM OF INDIVIDUAL DIMENSIONS MAY NOT EQUAL THE OVERALL DIMENSION
2. THIS FINAL MAP CONTAINS 9.877± ACRES GROSS CONSISTING OF 71 RESIDENTIAL LOTS AND 3 LETTERED LOTS
3. A PRELIMINARY GEOTECHNICAL ENGINEERING REPORT FOR THE MANGINI RANCH (PROJECT NO. E01145.001) WAS PREPARED BY YOUNGKIM CONSULTING GROUP, INC. ON JULY 2014 IS AVAILABLE FOR PUBLIC INSPECTION AT THE CITY OF FOLSOM COMMUNITY DEVELOPMENT DEPARTMENT
4. ALL FRONT LOT CORNERS WILL BE SET ON THE SIDEWALK WITH A 1.00 FOOT OFFSET ON THE SIDE PROPERTY LINE EXTENDED WITH A 1" DIAMETER BRASS DISC STAMPED "S 965 (SEE DETAIL SHEET 3)
5. ALL REAR LOT CORNERS NOT OTHERWISE SPECIFIED ON THIS MAP WILL BE SET WITH A 4.00 FOOT OFFSET ON THE SIDE PROPERTY LINE WITH A 5/8" REBAR AND PLASTIC CAP STAMPED "LS 9285" (SEE DETAIL SHEET 3)
6. LOTS A, B AND C SHOWN PER THIS MAP ARE TO BE DEDED TO THE CITY OF FOLSOM EITHER CONCURRENT OR FOLLOWING RECORDATION OF THIS MAP BY SEPARATE DOCUMENT
7. PROPERTY SUBJECT TO CFC 2013-1 (WATER FACILITIES AND SUPPLY) PER 20131230 O.R. 0311
8. PROPERTY SUBJECT TO CFC NO. 17 (WILLOW HILL PIPELINE PROJECT) IN ACCORDANCE WITH THE "MELLO ROOS COMMUNITY FACILITIES ACT" OF 1982 PER 20150325 O.R. 0332
9. PROPERTY SUBJECT TO CFC NO. 19 (FOLSOM PLAN AREA - AREA-WIDE IMPROVEMENTS AND SERVICES) RECORDED DECEMBER 9 2015 AS 20151209 O.R. 0427
10. PROPERTY SUBJECT TO CFC NO. 19 (MANGINI RANCH) PER 20160113 O.R. 0159
11. PROPERTY SUBJECT TO THE COVENANTS, CONDITIONS AND RESTRICTIONS AS CONTAINED IN THE DEED FROM CATHERINE "MOM" HOUSE MANGINI AND ALBERT D. MANGINI, PER 20070312 O.R. 0282 AND 20070516 O.R. 025
12. THE TERMS, CONDITIONS, PROVISIONS AND STIPULATIONS AS CONTAINED IN THE AGREEMENT ENTITLED "TIER 1 DEVELOPMENT AGREEMENT" BY AND BETWEEN MICHELE M. CAHR AND MELISSA A. BARRON, ANGEL K. TSAKOPOULOS, RUSSELL PRONATORY LLC, CARPENTER RANCH LP, JW FOLSOM ONE LLC, ROJET GENERAL CORPORATION, EASTON DEVELOPMENT COMPANY, LLC, FOLSOM HEIGHTS, LLC, FOLSOM WHITE ROCK INVESTORS LLC, SACRAMENTO COUNTRY GAY SCHOOL, ELLIOTT HOMES, INC., JASON K. ZARGHAMI AND SAGE D. ZARGHAMI, TRUSTEES OF THE ZARGHAMI FAMILY TRUST, JAVANSHIR JAVANFARD AND GAYLE JAVANFARD AND ARCADIAN HEIGHTS, LLC AND WHITE ROCK LAND INVESTORS, LLC, A DELAWARE LIMITED LIABILITY COMPANY, RECORDED AUGUST 3 2011 20110803 O.R. 0422 RE RECORDED JULY 15 2014 20140715 O.R. 361, RE RECORDED JANUARY 29, 2016 20160129 O.R. 0375 AND RE RECORDED APRIL 17, 2017 20170417 O.R. 064
13. PROPERTY SUBJECT TO THE TERMS, CONDITIONS AND PROVISIONS AS CONTAINED IN THE DOCUMENT ENTITLED "WATER SUPPLY AND FACILITIES FINANCING PLAN AND AGREEMENT BETWEEN THE CITY OF FOLSOM AND CERTAIN LANDOWNERS IN THE FOLSOM PLAN AREA" BY AND BETWEEN CITY OF FOLSOM A CHARTER CITY AND LANDOWNERS, DATED DECEMBER 11, 2012 RECORDED JANUARY 24, 2013 AS 20130124 O.R. 1382 AND MODIFIED BY 20140623 O.R. 0556 AND 0960 AND 20151211 O.R. 0142
14. PROPERTY SUBJECT TO AN EASEMENT OVER SAID LAND FOR AVIATION AND INCIDENTAL PURPOSES AS GRANTED TO COUNTY OF SACRAMENTO, A POLITICAL SUBDIVISION IN DEED PER 20140715 O.R. 0362 AND 20140715 O.R. 0411
15. PROPERTY SUBJECT TO THE TERMS, CONDITIONS AND PROVISIONS AS CONTAINED IN THE DOCUMENT ENTITLED "COST SHARING AGREEMENT" BY AND BETWEEN TMC RUSSELL RANCH LLC, A DELAWARE LIMITED LIABILITY COMPANY AND MANGINI IMPROVEMENT COMPANY, INC., A CALIFORNIA CORPORATION PER 23170417 O.R. 0878
16. PROPERTY SUBJECT TO THE TERMS, CONDITIONS, PROVISIONS AND STIPULATIONS AS CONTAINED IN THE AGREEMENT ENTITLED "INTERCREDITOR AGREEMENT" BY AND BETWEEN GOODFELLOW BROS. INC., A WASHINGTON CORPORATION, AND MANGINI IMPROVEMENT COMPANY, INC., A CALIFORNIA CORPORATION AND CALANTALIC GROUP, INC., A DELAWARE CORPORATION, RECORDED APRIL 17, 2017, 20170417 O.R. 0877 OFFICIAL RECORDS
17. PROPERTY SUBJECT TO THE TERMS, CONDITIONS, PROVISIONS AND STIPULATIONS AS CONTAINED IN THE AGREEMENT ENTITLED "INTERCREDITOR AGREEMENT" BY AND BETWEEN GOODFELLOW BROS. INC., A WASHINGTON CORPORATION, AND WHITE ROCK LAND INVESTORS, LLC, A DELAWARE LIMITED LIABILITY COMPANY, MANGINI IMPROVEMENT COMPANY, INC., A CALIFORNIA CORPORATION AND TAYLOR MORRISON OF CALIFORNIA, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY RECORDED OCTOBER 22, 2016 D.N. 2015-0226436, OFFICIAL RECORDS
18. PROPERTY SUBJECT TO FOLSOM CORDOVA UNIFIED SCHOOL DISTRICT SCHOOL FACILITIES IMPROVEMENT DISTRICT NC 3 PER 20080707 O.R. 0662
19. PROPERTY SUBJECT TO THE TERMS, CONDITIONS, PROVISIONS AND STIPULATIONS AS CONTAINED IN THAT CERTAIN GRANT DEED XC200912 O.R. 0282 AND RE RECORDED IN THAT CERTAIN GRANT DEED 20070509 O.R. 0525
20. PROPERTY SUBJECT TO PLAN DEVELOPMENT PERMIT 19-059 ON FILE IN THE CITY OF FOLSOM
21. PROPERTY SUBJECT TO INCLUSIONARY HOUSING PLAN PER D.N. 222008121113
22. THE EASEMENTS LISTED BELOW, NOT SHOWN HEREON ARE HEREBY ABANDONED PER SECTION 86434.03 OF THE GOVERNMENT CODE
A. L & P A E & P U E ALONG EASTERLY RIGHT-OF-WAY OF EAST BIDWELL STREET (PREVIOUSLY SCOTT ROAD) AND SOUTHERLY RIGHT-OF-WAY OF MANGINI PARKWAY, WITHIN LOT 10 PER 395 9M 10
B. A DRAINAGE EASEMENT (D E) WITHIN LOT 10 AS SHOWN ON SHEET 9 OF 19 OF MAP 395 BM 10
C. A SEWER EASEMENT (S E) WITHIN LOT 10 AS SHOWN ON SHEET 9 OF 19 OF MAP 395 BM 10

BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS MAP IS THE WESTERLY LINE OF LOT 10 AS SHOWN ON THAT CERTAIN FINAL MAP TITLED "MANGINI RANCH LARGE LOT" FILED FOR RECORD ON APRIL 7 2017 IN BOOK 395 OF MAPS AT PAGE 10, SACRAMENTO COUNTY RECORDS AND HAVING A BEARING OF NORTH 00°41'16" WEST BETWEEN THE FOUND MONUMENTS SHOWN HEREON

REFERENCES

- (1) 395 B M 10
(2) 235 P M 9

LEGEND

- SECT ON CORNER AS NOTED
ONE-QUARTER SECTION CORNER AS NOTED
FOUND MONUMENT AS NOTED
STANDARD CITY OF FOLSOM MONUMENT WELL STAMPED "S 7944" TO BE SET PER (1)
1-1/4" IRON PIPE WITH PLASTIC PLUG STAMPED "LS 7944" TO BE SET PER (1)
SET STANDARD CITY OF FOLSOM MONUMENT WELL STAMPED "LS 9285"
SET 3/4" IRON PIPE WITH PLASTIC PLUG STAMPED "LS 9285"
SET 3/4" BRASS TAG STAMPED "LS 3295"
SET 5/8" REBAR WITH PLASTIC CAP STAMPED "LS 9285"
DIMENS ON POINT
RECORD DATA PER REFERENCE
BOOK OF MAPS
DRAINAGE EASEMENT
DOCUMENT NUMBER
LANDSCAPE EASEMENT
OVERALL
PEDESTRIAN ACCESS EASEMENT
PARCEL MAP
PUBLIC UTILITY EASEMENT
RADIAL BEARING
RIGHT-OF-WAY
SQUARE FEET
SHEET INDEX NUMBER
BOUNDARY
LOT LINE & RIGHT OF WAY
RIGHT-OF-WAY
CENTER LINE
EASEMENT LINE
SECTION LINE
ADJACENT PROPERTY LINE

FINAL MAP (PN 19-059)
CREEKSTONE - PHASE 1

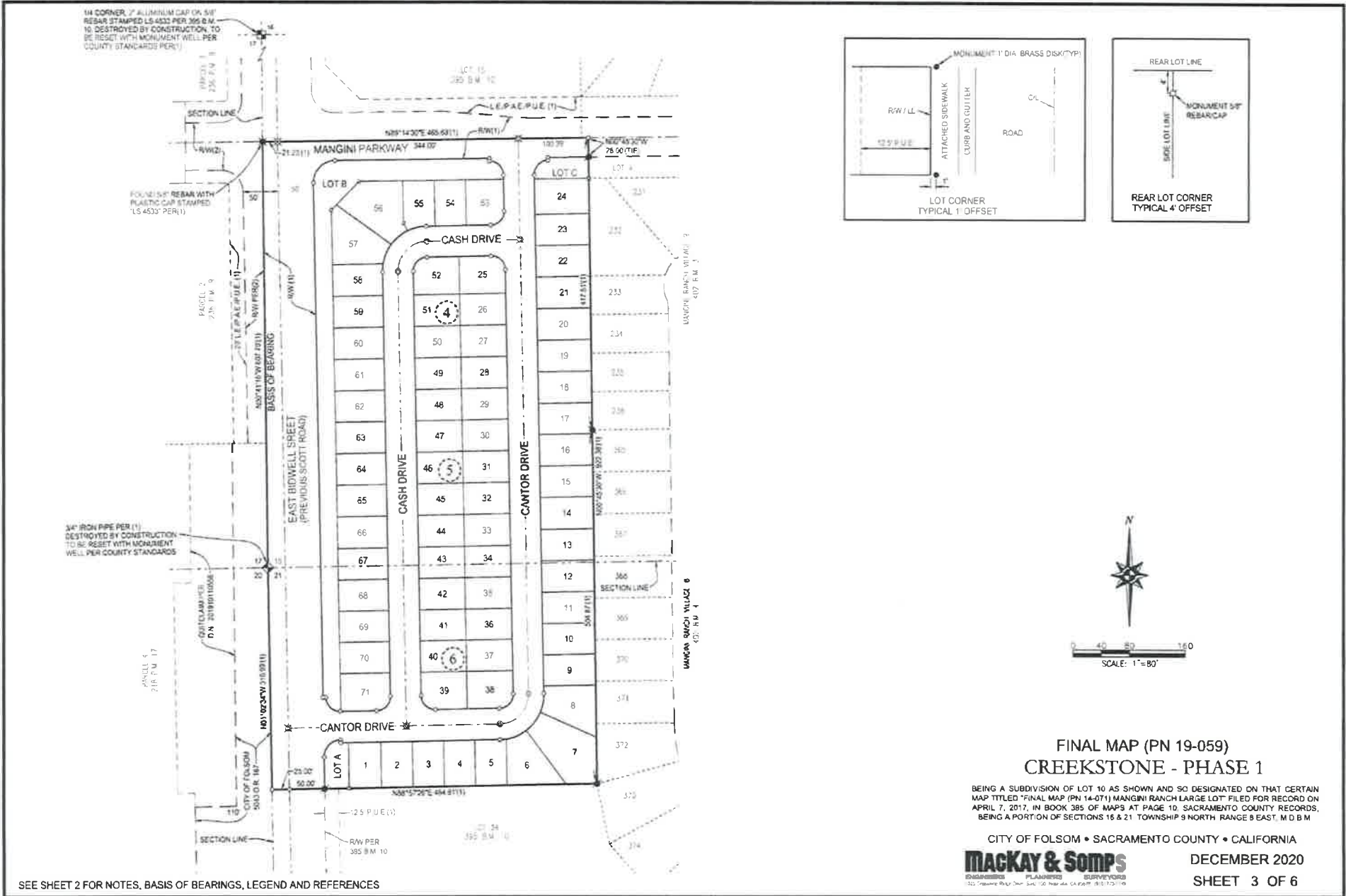
BEING A SUBDIVISION OF LOT 10 AS SHOWN AND SO DESIGNATED ON THAT CERTAIN MAP TITLED "FINAL MAP (PN 14-07) MANGINI RANCH LARGE LOT" FILED FOR RECORD ON APRIL 7, 2017 IN BOOK 395 OF MAPS AT PAGE 10, SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTIONS 16 & 21 TOWNSHIP 9 NORTH RANGE 8 EAST, M.D.R.M.

CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA

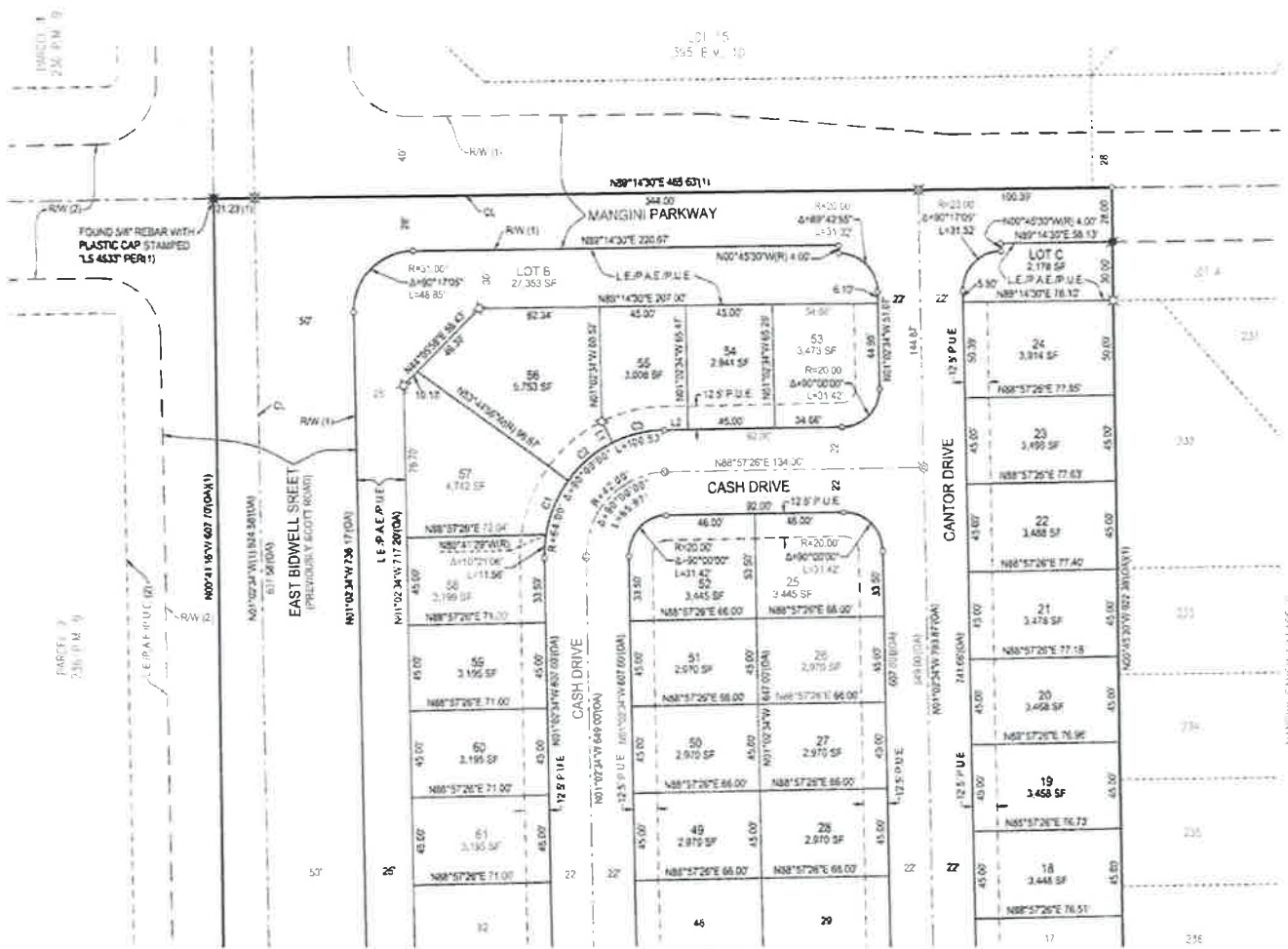


DECEMBER 2020
SHEET 2 OF 6

SEE THIS SHEET FOR NOTES, BASIS OF BEARINGS, LEGEND AND REFERENCES

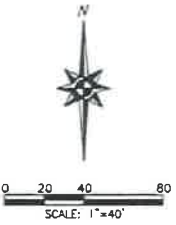






Curve Table			
Curve #	Radius	Delta	Length
C1	64.00'	26°56'33"	30.10'
C2	64.00'	27°25'50"	30.64'
C3	64.00'	25°16'31"	28.23'

Line Table		
Line #	Bearing	Length
L1	N28°19'06"W	12.50'
L2	N88°57'26"E	12.34'



**FINAL MAP (PN 19-059)  
CREEKSTONE - PHASE 1**

BEING A SUBDIVISION OF LOT 1C AS SHOWN AND SO DESIGNATED ON THAT CERTAIN MAP TITLED "FINAL MAP (PN 14-077) - MANGINI RANCH LARGE LOT" FILED FOR RECORD ON APRIL 7, 2017, IN BOOK 395 OF MAPS AT PAGE 10, SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTIONS 16 & 21, TOWNSHIP 9 NORTH, RANGE 9 EAST, M.D.B.M.

CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA  
**Mackay & Somp**  
 ENGINEERS PLANNERS SURVEYORS  
 DECEMBER 2020  
 SHEET 4 OF 6

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

SEE SHEET 4



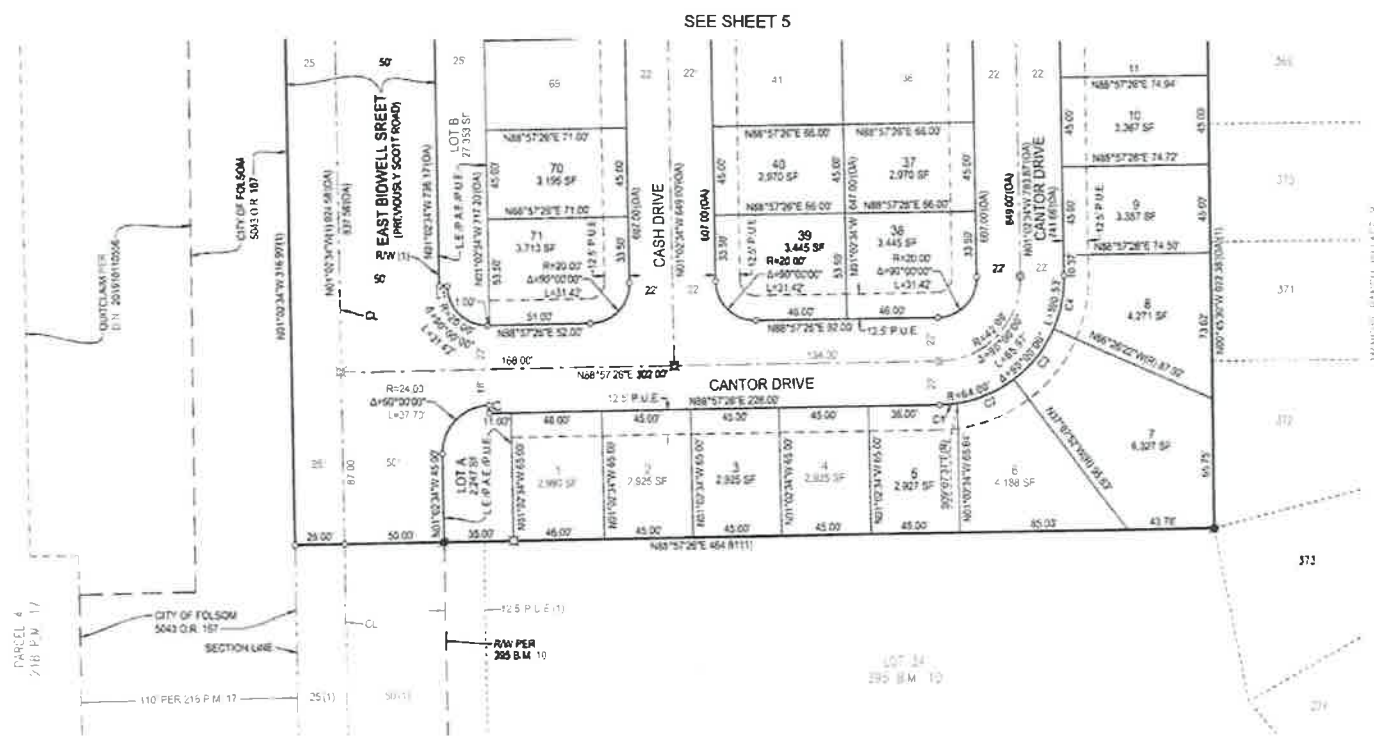
SEE SHEET 6

**FINAL MAP (PN 19-059)  
CREEKSTONE - PHASE 1**

BEING A SUBDIVISION OF LOT 10 AS SHOWN AND SO DESIGNATED ON THAT CERTAIN MAP TITLED "FINAL MAP (PN 14-071) MANGINI RANCH - LARGE LOT" FILED FOR RECORD ON APRIL 7, 2017 IN BOOK 395 OF MAPS AT PAGE 10, SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTIONS 16 & 21, TOWNSHIP 9 NORTH, RANGE 8 EAST, N.D.B.M.

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 22 CORNER HIGHT DRIVE, SUITE 20, FOLSOM, CALIFORNIA 95630  
 DECEMBER 2020  
 SHEET 5 OF 6

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



**Curve Table**

Curve #	Radius	Delta	Length
C1	64.00	9°05'02"	9.03
C2	64.00	28°00'15"	31.29
C3	64.00	29°16'30"	32.74
C4	64.00	24°36'12"	27.48

**Line Table**

Line #	Bearing	Length
L1	N88°57'26"E	4.00
L2	N01°02'34"W	4.00



**FINAL MAP (PN 19-059)  
CREEKSTONE - PHASE 1**

BEING A SUBDIVISION OF LOT 10 AS SHOWN AND SO DESIGNATED ON THAT CERTAIN MAP TITLED "FINAL MAP (PN 14-071) MANGINI RANCH LARGE LOT" FILED FOR RECORD ON APRIL 7, 2017, IN BOOK 395 OF MAPS AT PAGE 10, SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTIONS 16 & 21, TOWNSHIP 9 NORTH, RANGE 8 EAST, M D B M.

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DECEMBER 2020  
SHEET 6 OF 6

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

ATTACHMENT 4  
VESTING TENTATIVE SUBDIVISION MAP



ATTACHMENT 5  
TABLE OF CONDITIONS OF APPROVAL

<b>CONDITIONS OF APPROVAL FOR THE CREEKSTONE PHASE 1 SUBDIVISION (PN 19-059)                      SOUTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND MANGINI PARKWAY                      SLVTSM, PD PERMIT, AND MINOR ADMINISTRATIVE MODIFICATION</b>						
	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
1.		<p><b>Final Development Plans</b>                      The owner/applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ol style="list-style-type: none"> <li>1. Small-Lot Vesting Tentative Subdivision Map, dated April 21, 2020</li> <li>2. Preliminary Grading, Drainage, and Utility Plan, dated April 21, 2020</li> <li>3. Creekstone Phase 1 Subdivision Project Narrative Book, dated February 26, 2020</li> <li>4. Wall and Fence Exhibit and Details, dated January 31, 2020</li> <li>5. Residential Schematic Design, dated Feb. 24, 2020</li> <li>6. Exterior Color/Materials Specification, dated February 24, 2020</li> <li>7. Conceptual Front Yards, Creekstone Phase 1 Subdivision, dated December 9, 2020</li> <li>8. Inclusionary Housing Plan, dated Feb. 15, 2019</li> <li>9. Access and Circulation Analysis, dated April 14, 2020</li> <li>10. Environmental Noise Analysis, dated August 15, 2019</li> </ol> <p>The Small-Lot Vesting Tentative Subdivision Map, Planned Development Permit, and Inclusionary Housing Plan are approved for the development of a 71-unit single-family residential subdivision (Creekstone Phase 1 Subdivision). Implementation of the project shall be consistent with the above referenced items and these conditions of approval.</p>	G, I, M, B	CD (P)(E)	<p>The Community Development Department has reviewed and approved the improvement plans and the final map for the project. The approved improvement plans are in substantial compliance with the preliminary grading and drainage plans, the preliminary site and utility plans, offsite infrastructure exhibit, the preliminary landscape plans and the community design guidelines.</p> <p>The final map for this subdivision is in substantial compliance with the approved Vesting Tentative Subdivision Map.</p>	Yes
2.		<p><b>Plan Submittal</b>                      All civil engineering, improvement, and landscape and irrigation plans, shall be submitted to the Community Development Department for review and approval to ensure conformance with this approval and with relevant codes, policies, standards and other requirements of the City of Folsom.</p>	G, I	CD (P)(E)	<p>Improvement plans for East Bidwell Street, Mangini Parkway, and this subdivision have been approved by the City.</p> <p>Landscape plans for East Bidwell Street and Mangini Parkway have also been approved by the City.</p>	Yes

<b>CONDITIONS OF APPROVAL FOR THE CREEKSTONE PHASE 1 SUBDIVISION (PN 19-059)                      SOUTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND MANGINI PARKWAY                      SLVTSM, PD PERMIT, AND MINOR ADMINISTRATIVE MODIFICATION</b>						
	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
3.		<b>Validity</b> This approval of the Small-Lot Vesting Tentative Subdivision Map shall be valid for a period of twenty-four (24) months pursuant to Section 16.16.110A of the Folsom Municipal Code and the Subdivision Map Act. The term of the Planned Development Permit and approved Inclusionary Housing Agreement shall track the term of the Small-Lot Vesting Tentative Subdivision Map, as may be extended from time to time pursuant to Section 16.16.110.A and 16.16.120 of the Folsom Municipal Code and the Subdivision Map Act.	M	CD (P)	The small-lot vesting tentative subdivision map for the Creekstone Phase 1 subdivision was approved by the City Council on May 26, 2020.	Yes
4.		<b>FMC Compliance</b> The Small-Lot Final Map shall comply with the Folsom Municipal Code and the Subdivision Map Act.	M	CD (E)	The small-lot vesting tentative subdivision map for the Creekstone Phase 1 subdivision is in compliance with the Folsom Municipal Code and the State Subdivision Map Act.	Yes
5.		<b>Development Rights</b> The approval of this Small-Lot Vesting Tentative Subdivision Map conveys the right to develop. As noted in these conditions of approval for the Small-Lot Vesting Tentative Subdivision Map, the City has identified improvements necessary to develop the subject parcels. These improvements include on and off-site roadways, water, sewer, storm drainage, landscaping, sound-walls, and other improvements.	OG	CD (P)(E)(B) PW, PR, FD, PD	The Community Development Department has reviewed and approved the improvement plans for the both the required on-site and off-site improvement and landscape plans.	Yes
6.		<b>Public Right of Way Dedication</b> As provided for in the First Amended and Restated Development Agreement (ARDA) and the Amendments No. 1 and 2 thereto, and any approved amendments thereafter, the owner/applicant shall dedicate all public rights-of-way and corresponding public utility easements such that public access is provided to each and every lot within the Creekstone Phase 1 Subdivision project as shown on the Small-Lot Vesting Tentative Subdivision Map (Lots 1-71).	M	CD (E)(P)	The final map for the Creekstone Phase 1 subdivision includes all required public right-of-way and public utility easements necessary to serve all 71 lots in the subdivision. The public right-of-way and public utility easements are shown on the final map.	Yes
7.		<b>Street Names</b> The street names identified below shall be used for the Final Small-Lot Map(s): Cash Drive Cantor Drive	M	CD (E)(P)	The required street names are shown on the final map for the subdivision.	Yes



<b>CONDITIONS OF APPROVAL FOR THE CREEKSTONE PHASE 1 SUBDIVISION (PN 19-059)                      SOUTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND MANGINI PARKWAY                      SLVTSM, PD PERMIT, AND MINOR ADMINISTRATIVE MODIFICATION</b>						
	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
8.		<p><b>Indemnity for City</b>                      The owner/applicant shall protect, defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project, which claim, action or proceeding is brought within the time period provided therefore in Government Code Section 66499.37 or other applicable statutes of limitation. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. If the City should fail to cooperate fully in the defense, the owner owner/applicant shall not thereafter be responsible to defend, indemnify and hold harmless the City or its agents, officers, and employees, pursuant to this condition. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> <li>• The City bears its own attorney’s fees and costs; and</li> <li>• The City defends the claim, action or proceeding in good faith</li> </ul> <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant. The owner/applicant’s obligations under this condition shall apply regardless of whether a Final Map is ultimately recorded with respect to this project.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD	The City standard subdivision improvement agreement includes language that satisfies this condition. The subdivision improvement agreement will be executed by the City Manager upon approval by the City Council.	Yes
9.		<p><b>Small-Lot Vesting Tentative Subdivision Map</b>                      The Small-Lot Vesting Tentative Subdivision map is expressly conditioned upon compliance with all environmental mitigation measures identified in the Folsom Plan Area Specific Plan EIR/EIS as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014), and the Westland Eagle Specific Plan Amendment (September 2015).</p>	OG	CD	The owner/applicant has complied with all applicable mitigation measures from the FPASP FEIR/EIS and other noted approved environmental documents prior to the issuance of a grading permit. Additionally, construction inspection and monitoring was conducted throughout construction by the City and/or its Consultants.	Yes

<b>CONDITIONS OF APPROVAL FOR THE CREEKSTONE PHASE 1 SUBDIVISION (PN 19-059)                      SOUTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND MANGINI PARKWAY                      SLVTSM, PD PERMIT, AND MINOR ADMINISTRATIVE MODIFICATION</b>						
	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
10.		<b><i>ARDA and Amendments</i></b> The owner/applicant shall comply with all provisions of Amendments No. 1 and 2 to the First Amended and Restated Tier 1 Development Agreement and any approved amendments thereafter by and between the City and the owner/applicant of the project.	M	CD (E)	The Community Development Department has reviewed the subdivision and verified that it is in compliance with Amendment No. 1 and No. 2 to the First Amended and Restated Tier 1 development Agreement.	Yes
11.	✓	<b><i>Mitigation Monitoring</i></b> The owner/applicant shall participate in a mitigation monitoring and reporting program pursuant to City Council Resolution No. 2634 and Public Resources Code 21081.6. The mitigation monitoring and reporting measures identified in the Folsom Plan Area Specific Plan FEIR/EIS have been incorporated into these conditions of approval in order to mitigate or avoid significant effects on the environment. These mitigation monitoring and reporting measures are identified in the mitigation measure column. Applicant shall fund on a Time and Materials basis all mitigation monitoring (e.g., staff and consultant time).	OG	CD (P)	The owner/applicant has funded and participated in a MMRP reporting program performed by the City's consultant (Hclix) and/or City staff.	Yes
<b>POLICE/SECURITY REQUIREMENT</b>						
12.		The owner/applicant shall consult with the Police Department in order to incorporate all reasonable crime prevention measures. The following security/safety measures shall be considered: <ul style="list-style-type: none"> <li>• A security guard on-duty at all times at the site or a six-foot security fence shall be constructed around the perimeter of construction areas.</li> <li>• Security measures for the safety of all construction equipment and unit appliances.</li> <li>• Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting.</li> </ul>	G, I, B	PD	The owner/applicant provided onsite security during construction and has incorporated line of sight guidelines into landscaping plans at intersections which have been reviewed and approved by the City.	Yes

DEVELOPMENT COSTS AND FEE REQUIREMENTS					
13.		<p><b>Taxes and Fees</b>                      The owner/applicant shall pay all applicable taxes, fees and charges for the project at the rate and amount required by the Public Facilities Financing Plan and Amendments No. 1 and No. 2 to the Amended and Restated Tier 1 Development Agreement.</p>	M	CD (P)(E)	<p>The owner/applicant has paid all current taxes and fees associated with this subdivision.</p> <p>Yes</p>
14.		<p><b>Assessments</b>                      If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.</p>	M	CD (E)	<p>The owner/applicant has paid all taxes and fees associated with this subdivision and filed a tax segregation request for applicable taxes.</p> <p>Yes</p>
15.		<p><b>FPASP Development Impact Fees</b>                      The owner/applicant shall be subject to all Folsom Plan Area Specific Plan Area development impact fees in place at the time of approval or subsequently adopted consistent with the Public Facilities Financing Plan (PFFP), Development Agreement and amendments thereto, unless exempt by previous agreement. The owner/applicant shall be subject to all applicable Folsom Plan Area plan-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, the Folsom Plan Area Specific Plan Fee, Specific Plan Infrastructure Fee (SPIF), Solid Waste Fee, Corporation Yard Fee, Transportation Management Fee, Transit Fee, Highway 50 Interchange Fee, General Park Equipment Fee, Housing Trust Fee, etc.</p> <p>Any protest to such for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval (May 26, 2020), or otherwise shall be governed by the terms of Amendments No. 1 and 2 to ARDA. The fees shall be calculated at the fee rate set forth in the PFFP and the ARDA.</p>	B	CD (P), PW, PK	<p>The Owner/Applicant shall pay all required City fees and Plan Area wide fees prior to issuance of building permits.</p> <p>Condition will be satisfied prior to issuance of a building permit.</p>

16.		<p><b>Legal Counsel</b>                  The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the City shall provide notice to the owner/applicant of the outside counsel selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for all outside legal fees and costs incurred and documented by the City for such services. The owner/applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The owner/applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.</p>	OG	CD (P)(E)	The City has not yet utilized any outside services for any type of legal issues for this subdivision. If at any time during the development of this subdivision, any outside legal services were necessary, the owner/applicant would be required to comply with this condition.	Yes
17.		<p><b>Consultant Services</b>                  If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the City shall provide notice to the owner/applicant of the outside consultant selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for actual costs incurred and documented in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the Grading Plan, Final Map, improvement plans, or beginning inspection, whichever is applicable.</p>	G, I, M, B	CD (P)(E)	The City has provided notice to the owner/applicant for various Consultants performing services for the development of this subdivision. The City has collected deposits in advance of such work for these services.	Yes

GRADING PERMIT REQUIREMENTS

18.		<p><b>Walls/Fences</b>                  The final location, design, height, materials, and colors of the walls and fences shall consistent with the submitted Wall and Fence Exhibit and Details, dated January 31, 2020 subject to review and approval by the Community Development Department to ensure consistency with the Folsom Ranch Central District Design Guidelines. In addition, side yard shall fencing shall be located behind second-story bedroom "rescue windows" as required by the Folsom Fire Code subject to review and approval by the Community Development Department.</p>	G, I, B	CD (P)(E), FD	The Community Development Department has verified that the proposed walls and fences for the subdivision are in compliance with the Folsom Ranch Central Design Guidelines. The Community Development Department will review all proposed site plans to verify compliance with the Folsom Fire Code.	Yes  Condition will be satisfied prior to issuance of a building permit.
19.		<p><b>Mine Shaft Remediation</b>                  The owner/applicant shall locate and remediate all antiquated mine shafts, drifts, open cuts, tunnels, and water conveyance or impoundment structures existing on the project site, with specific recommendations for the sealing, filling, or removal of each that meet all applicable health, safety and engineering standards. Recommendations shall be prepared by an appropriately licensed engineer or geologist. All remedial plans shall be reviewed and approved by the City prior to approval of grading plans.</p>	G	CD (E)	During the course of grading and construction for this subdivision no mine shafts or tunnels were located or discovered.	Yes

20.		<p><b>Prepare Traffic Control Plan.</b> Prior to construction, a Traffic Control Plan for roadways and intersections affected by construction shall be prepared by the owner/applicant. The Traffic Control Plan prepared by the owner/applicant shall, at minimum, include the following measures:</p> <ul style="list-style-type: none"> <li>• Maintaining the maximum amount of travel lane capacity during non-construction periods, possible, and advanced notice to drivers through the provision of construction signage.</li> <li>• Maintaining alternate one-way traffic flow past the lay down area and site access when feasible.</li> <li>• Heavy trucks and other construction transport vehicles shall avoid the busiest commute hours (7 a.m. to 8 a.m. and 5 p.m. to 6 p.m. on weekdays).</li> <li>• A minimum 72-hour advance notice of access restrictions for residents, businesses, and local emergency response agencies. This shall include the identification of alternative routes and detours to enable for the avoidance of the immediate construction zone.</li> <li>• A phone number and City contact for inquiries about the schedule of the construction throughout the construction period. This information will be posted in a local newspaper, via the City's web site, or at City Hall and will be updated on a monthly basis.</li> </ul>	G	CD (E)	The required Traffic Control Plans in this condition are no longer applicable. This condition was added to the project since the original concept for water supply contemplated extending a large diameter water main from the Sacramento River to the FPA. In lieu of the water supply being extended through the various jurisdictions noted in this condition, the water supply provided to the FPA comes from conservation efforts by the City to provide the needed water supply for the FPA. The new water supply proposal was validated in 2014.	Yes
21.		<p><b>State and Federal Permits</b> The owner/applicant shall obtain all required State and Federal permits and provide evidence that said permits have been obtained, or that the permit is not required, subject to staff review prior to approval of any grading or improvement plan.</p>	G, I	CD (P)(E)	The owner/applicant has obtained all required State and Federal permits and copies are available from the Community Development Department.	Yes
22.		<p><b>Landslide /Slope Failure</b> The owner/applicant shall retain an appropriately licensed engineer during grading activities to identify existing landslides and potential slope failure hazards. The said engineer shall be notified a minimum of two days prior to any site clearing or grading to facilitate meetings with the grading contractor in the field.</p>	G	CD (E) PW	The owner/applicant retained a geotechnical engineer and implemented recommendations for this mitigation measure. A geotechnical report outlining these recommendations is available from Community Development Department.	Yes

IMPROVEMENT PLAN REQUIREMENTS						
23.		<p><b>Improvement Plans</b> The improvement plans for the required public and private subdivision improvements necessary to serve any and all phases of development shall be reviewed and approved by the Community Development Department prior to approval of a Final Map.</p>	M	CD (E)	The owner/applicant submitted improvement plans for all infrastructure improvements required to serve this subdivision. The City Engineer has reviewed and approved all required improvement plans to serve this subdivision. Copies of the improvement plans are available from the Community Development Department.	Yes
24.		<p><b>Standard Construction Specifications and Details</b> Public and private improvements, including roadways, curbs, gutters, sidewalks, bicycle lanes and trails, streetlights, underground infrastructure and all other improvements shall be provided in accordance with the latest edition of the City of Folsom <u>Standard Construction Specifications and Details</u> and the <u>Design and Procedures Manual and Improvement Standards</u>.</p>	I	CD (P)(E)	The owner/applicant submitted improvement plans in accordance with the City's Standard Specifications.	Yes
25.		<p><b>Water and Sewer Infrastructure</b> All City-owned water and sewer infrastructure shall be placed within the street right of way. In the event that a City-maintained public water or sewer main needs to be placed in an area other than the public right of way, such as through an open space corridor, landscaped area, etc., the following criteria shall be met;</p> <ul style="list-style-type: none"> <li>• The owner/applicant shall provide public sewer and water main easements</li> <li>• An access road shall be designed and constructed to allow for the operations, maintenance and replacement of the public water or sewer line by the City along the entire water and/or sewer line alignment.</li> <li>• In no case shall a City-maintained public water or public sewer line be placed on private residential property.</li> </ul>	I	CD (E)	The owner/applicant has installed all sewer and water infrastructure within the street right of way. The outfall sewer line has been installed within easements or planned right of way within future streets.	Yes

26.		<p><b>Lighting Plan</b> The owner/applicant of all project phases shall submit a lighting plan for the project to the Community Development Department. The lighting plan shall be consistent with the Folsom Ranch Central District Design Guidelines:</p> <ul style="list-style-type: none"> <li>• Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties;</li> <li>• Place and shield or screen flood and area lighting needed for construction activities, nighttime sporting activities, and/or security so as not to disturb adjacent residential areas and passing motorists;</li> <li>• For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or that blink or flash;</li> <li>• Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth toned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways; and</li> <li>• Design exterior on-site lighting as an integral part of the building and landscaping design in the Specific Plan Area. Lighting fixtures shall be architecturally consistent with the overall site design. Lights used on signage should be directed to light only the sign face with no off-site glare.</li> </ul>	I	CD (P)	The owner/applicant submitted a Lighting Plan for all backbone roadways and subdivisions in accordance with the Design Guidelines and City Standards for Street Lighting. A copy of the lighting plans are available from the Community Development Department.	Yes
27.		<p><b>Utility Coordination</b> The owner/applicant shall coordinate the planning, development and completion of this project with the various utility agencies (i.e., SMUD, PG&amp;E, etc.). The owner/applicant shall provide the City with written confirmation of public utility service prior to approval of the final map.</p>	M	CD (P)(E)	The owner/applicant has coordinated with the various utility agencies.	Yes
28.		<p><b>Replacing Hazardous Facilities</b> The owner/applicant shall be responsible for replacing any and all damaged or hazardous public sidewalk, curb and gutter, and/or bicycle trail facilities along the site frontage and/or boundaries, including pre-existing conditions and construction damage, to the satisfaction of the Community Development Department.</p>	I, OG	CD (E)	The owner/applicant has reconstructed a portion of East Bidwell Street to the satisfaction of the Community Development Department. There is a general note on the approved improvements plans requiring compliance with this condition.	Yes



29.		<p><b><i>Future Utility Lines</i></b>                  All future utility lines lower than 69 KV that are to be built within the project shall be placed underground within and along the perimeter of the project at the developer's cost. The owner/applicant shall dedicate to SMUD all necessary underground easements for the electrical facilities that will be necessary to service development of the project.</p>	M	CD (E)	All proposed utility service to the lots in this subdivision have been placed underground.	Yes
30.		<p><b><i>Water Meter Fixed Network System</i></b>                  The owner owner/applicant shall pay for, furnish and install all infrastructure associated with the water meter fixed network system for any City-owned and maintained water meter within the project.</p>	I	CD (E), EWR	The Owner/applicant has completed the infrastructure allowing for the water meter fixed network system. Meters will be furnished and installed during home construction for each individual metered connection.	Yes
31.		<p><b><i>Class II Bike Lanes</i></b>                  All Class II bike lanes shall be striped, and the legends painted to the satisfaction of the Community Development Department. No parking shall be permitted within the Class II bike lanes.</p>	I	CD (E)(P)	All Class II bike lanes have been constructed in accordance with the Specific Plan, Design Guidelines and City standards.	Yes

32.	<p><b>Noise Barriers</b> Based on the Environmental Noise Assessment (the "2020 Noise Assessment") prepared by Bollard Acoustical Consultants on August 15, 2019, the following measures shall be implemented to the satisfaction of the Community Development Department:</p> <ul style="list-style-type: none"> <li>• 6-foot-tall solid noise barriers shall be constructed along all residential property boundaries adjacent to East Bidwell Street and Mangini Parkway prior to occupancy of any residences adjacent to these streets. The 6-foot-tall solid noise barrier adjacent to East Bidwell Street shall be located on top of a 4-foot-tall berm, effectively creating a 10-foot-tall combination barrier as measured from the pad grade the homes adjacent to East Bidwell Street. The 6-foot-tall solid noise barrier adjacent to Mangini Parkway shall be measured relative to the pad grade of the adjacent homes.</li> <li>• Suitable materials for the traffic noise barriers include masonry and precast concrete panels. The overall barrier height may be achieved by utilizing a barrier and earthen berm combination. Other materials may be acceptable but shall be reviewed by an acoustical consultant and approved by the Community Development Department prior to use.</li> <li>• Mechanical ventilation (air conditioning) shall be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable interior noise level criteria.</li> <li>• Second-floor building facades shall maintain minimum window assembly STC ratings of 32 for all homes with rear yards adjacent to East Bidwell Street.</li> </ul>	I, O	CD (E)(P)	The approved landscape plans for East Bidwell Street and Mangini Parkway include the required sound walls along both East Bidwell Street Mangini Parkway in accordance with the recommendations of the acoustical study.	Yes
33.	<p><b>Master Plan Updates</b></p> <p>The owner/applicant shall provide sanitary sewer, water and storm drainage improvements with corresponding easements, as necessary, in accordance with these studies and the latest edition of the City of Folsom <u>Standard Construction Specifications and Details, and the Design and Procedures Manual and Improvement Standards.</u></p> <p>The storm drainage design shall provide for no net increase in run-off under post-development conditions.</p>	G, I	CD(E), EWR, PW	The Owner/applicant has provided updated Master Plans for approval prior to the issuance of a grading permit. Copies of the Master Plans are available from the Community Development Department. The storm drainage system for the subdivision provides for no net increase in run-off under post development conditions,	Ycs

34.		<p><b>Best Management Practices</b>                  The storm drain improvement plans shall provide for “Best Management Practices” that meet the requirements of the water quality standards of the City’s National Pollutant Discharge Elimination System Permit issued by the State Regional Water Quality Control Board.</p> <p>In addition to compliance with City ordinances, the owner/applicant shall prepare a Stormwater Pollution Prevention Plan (SWPPP) and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, “Hydrology and Water Quality.”</p>	G. I	CD (E)	<p>The Owner/applicant has received a NPDES permit from the State Regional Water Quality Control Board (SRWQCB). The NPDES Permit requires the implementation of BMP’s, monitoring and reporting for stormwater runoff. The NPDES Permit includes a Storm Water Pollution Prevention Plan (SWPPP), which outlines monitoring standards, frequency and baseline modeling. The Owner/applicant has submitted monthly reports to the City and SRWQCB.</p>	Yes
35.		<p><b>Litter Control</b>                  During Construction, the owner/applicant shall be responsible for litter control and sweeping of all paved surfaces in accordance with City standards. All on-site storm drains shall be cleaned immediately before the official start of the rainy season (October 15).</p>	OG	CD (E)	<p>The owner/applicant has complied with this provision and completed periodic on-site cleaning and sweeping of the project site.</p>	Yes

FIRE DEPT REQUIREMENTS

36.		<p><b>All-Weather Access and Fire Hydrants</b>                  The owner/applicant shall provide all-weather access and fire hydrants before combustible materials are allowed on any project site or other approved alternative method as approved by the Fire Department. All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material or vertical construction is allowed on any project site or other approved alternative method as approved by the Fire Department. (All-weather access is defined as six inches of compacted aggregate base from May 1 to September 30 and two inches asphalt concrete over six inches aggregate base from October 1 to April 30). The buildings shall have illuminated addresses visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and approved by the Fire Department.</p> <ul style="list-style-type: none"> <li>• Residential Fire-Flow with Automatic Fire Sprinkler System: The required fire-flow for the proposed subdivision is determined to be 500 gpm per minute for 30 minutes.</li> <li>• All public streets shall meet City of Folsom Street Standards.</li> <li>• The maximum length of any dead-end street shall not exceed 500 feet in accordance with the Folsom Fire Code (unless approved by the Fire Department).</li> <li>• All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material storage or vertical construction is allowed. All-weather access is defined as 6" of compacted AB from May 1 to September 30 and 2" AC over 6" AB from October 1 to April 30</li> <li>• The first Fire Station planned for the Folsom Plan Area may be required to be completed and operational at the time that the threshold of 1,500 occupied homes within the Folsom Plan Area is met.</li> </ul>	G, I, M, B	CD (P), FD	The owner/applicant has designed and received approval for all weather access improvements and fire hydrants for this subdivision. Permits for vertical construction will not be issued prior to these improvements being completed.	Yes
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LANDSCAPE/TREE PRESERVATION REQUIREMENTS						
37.	<b>Landscaping Plans</b>	<p>Final landscape plans and specifications shall be prepared by a registered landscape architect and approved by the City prior to the approval of the first building permit. Said plans shall include all on-site landscape specifications and details including a tree planting exhibit demonstrating sufficient diversity and appropriate species selection to the satisfaction of the Community Development Department. The tree exhibit shall include all street trees, accent trees, parking lot shading trees, and mitigation trees proposed within the development. Said plans shall comply with all State and local rules, regulations, Governor's declarations and restrictions pertaining to water conservation and outdoor landscaping.</p>	B	CD (P)(E)	<p>The Community Development Department has reviewed and approved the landscape plans for subdivision. The approved plans are in accordance with all City requirements and Design Guidelines for the Folsom Ranch Central Design Area.</p>	Yes
		<p>Landscaping shall meet shade requirements as outlined in the Folsom Plan Area Specific Plan where applicable. The landscape plans shall comply and implement water efficient requirements as adopted by the State of California (Assembly Bill 1881) (State Model Water Efficient Landscape Ordinance) until such time the City of Folsom adopts its own Water Efficient Landscape Ordinance at which time the owner/applicant shall comply with any new ordinance. Shade and ornamental trees shall be maintained according to the most current American National Standards for Tree Care Operations (ANSI A-300) by qualified tree care professionals. Tree topping for height reduction, view protection, light clearance or any other purpose shall not be allowed. Specialty-style pruning, such as pollarding, shall be specified within the approved landscape plans and shall be implemented during a 5-year establishment and training period. The owner/applicant shall comply with city-wide landscape rules or regulations on water usage. The owner/applicant shall comply with any state or local rules and regulations relating to landscape water usage and landscaping requirements necessitated to mitigate for drought conditions on all landscaping in the Creekstone Phase 1 Subdivision project.</p>				

MAP REQUIREMENTS						
38.		<p><b>Subdivision Improvement Agreement</b>                      Prior to the approval of any Final Map, the owner/applicant shall enter into a subdivision improvement agreement with the City, identifying all required improvements, if any, to be constructed with each proposed phase of development. The owner/applicant shall provide security acceptable to the City, guaranteeing construction of the improvements.</p>	M	CD (E)	<p>The required subdivision improvement agreement is included as part of the City staff report accompanying the final map for City Council approval. The resolution approving the final map for this subdivision includes a statement authorizing the City Manager to execute the subdivision improvement agreement for the subdivision along with approval of the final map.</p>	Yes
39.		<p><b>The Final Inclusionary Housing Plan</b>                      The Final Inclusionary Housing Plan shall be approved by the City Council. The Inclusionary Housing Agreement, which will be approved by the City Attorney, shall be executed prior to recordation of the Final Map for the Creekstone Phase 1 Subdivision project.</p>	M	CD (P)(E)	<p>The owner/applicant has executed an Inclusionary Housing Agreement with the City. The agreement allows the owner/applicant to provide an in-lieu fee assigned to each building permit in the subdivision. The in-lieu housing fee will be paid at the time of building permit issuance.</p>	Yes

40.	<p><b>Department of Real Estate Public Report</b>          The owner/applicant shall disclose to the homebuyers in the Department of Real Estate Public Report and/or the CC&amp;R's the following items:</p> <ol style="list-style-type: none"> <li>1) Future public parks and public schools are located in relatively close proximity to the proposed subdivision, and that the public parks may include facilities (basketball courts, a baseball field, softball fields, soccer fields, and playground equipment) that may generate noise impacts during various times, including but not limited to evening and nighttime hours. The owner/applicant shall also disclose that the existing public parks include nighttime sports lighting that may generate lighting impacts during evening and nighttime hours.</li> <li>2) The soil in the subdivision may contain naturally occurring asbestos and naturally occurring arsenic.</li> <li>3) The collecting, digging, or removal of any stone, artifact, or other prehistoric or historic object located in public or open space areas, and the disturbance of any archaeological site or historic property, is prohibited.</li> <li>4) The project site is located close to the Mather Airport flight path and overflight noise may be present at various times.</li> <li>5) That all properties located within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by written disclosure from the transferor, in a form approved by the City of Folsom, advising any transferee of the potential adverse odor impacts from surrounding agricultural operations. which disclosure shall direct the transferee to contact the County of Sacramento concerning any such property within the County zoned for agricultural uses within one mile of the subject property being transferred.</li> </ol>	M	CD (P, PK)	The Community Development Department has reviewed the subdivisions CC & R's and verified that all required disclosures in this condition of approval are included.	Yes
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41.	<p><b>Public Utility Easements</b>                  The owner/applicant shall dedicate public utility easements for underground facilities on properties adjacent to the public and private streets. A minimum of twelve and one-half-foot (12.5') wide Public Utility Easements for underground facilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone) shall be dedicated adjacent to all public and private street rights-of-way. The owner/applicant shall dedicate additional width to accommodate extraordinary facilities as determined by the City. The width of the public utility easements adjacent to public and private right of way may be reduced with prior approval from public utility companies.</p>	M	CD (E)	<p>The owner/applicant has dedicated a 12.5' PUE along all roadway utility corridors as well as internal streets within the subdivision. The public utility easements are shown on the final map.</p>	Yes
42.	<p><b>Backbone Infrastructure</b>                  As provided for in the ARDA and the Amendment No. 1 thereto, the owner/applicant shall provide fully executed grant deeds, legal descriptions, and plats for all necessary Infrastructure to serve the project, including but not limited to lands, public rights of way, public utility easements, public water main easements, public sewer easements, irrevocable offers of dedication and temporary construction easements. All required easements as listed necessary for the Infrastructure shall be reviewed and approved by the City and recorded with the Sacramento County Recorder pursuant to the timing requirements set forth in Section 3.8 of the ARDA, and any amendments thereto.</p>	M	CD (E)	<p>The owner/applicant provided all necessary public utility easements, grant deeds, offers of dedication or temporary construction easements required to build all of the required Backbone Infrastructure needed to serve the subdivision. These were recorded with Sacramento County Recorder within the Large Lot Final Map or by separate instrument.</p>	Yes
43.	<p><b>New Permanent Benchmarks</b>                  The owner/applicant shall provide and establish new permanent benchmarks on the (NAVD 88) datum in various locations within the subdivision or at any other locations in the vicinity of the project/subdivision as directed by the City Engineer. The type and specifications for the permanent benchmarks shall be provided by the City. The new benchmarks shall be placed by the owner/applicant within 6 months from the date of approval of the vesting tentative subdivision map.</p>	M	CD (E)	<p>The owner/applicant has installed new benchmarks per the direction of the City Engineer and the new benchmarks have been placed in compliance with this condition of approval.</p>	Yes
44.	<p><b>Centralized Mail Delivery Units</b>                  All Final Maps shall show easements or other mapped provisions for the placement of centralized mail delivery units. The owner/applicant shall provide a concrete base for the placement of any centralized mail delivery unit. Specifications and location of such base shall be determined pursuant to the applicable requirements of the U. S. Postal Service and the City of Folsom Community Development Department, with due consideration for street light location, traffic safety, security, and consumer convenience.</p>	M	CD (E)	<p>The final map this subdivision includes the required easement for the placement of centralized mail delivery units. The USPS will provide the owner/applicant with the location of the mail delivery unit and will provide a concrete pad for the placement is the specified location in the subdivision.</p>	Yes



45.		<p><b>Recorded Final Map</b>                  Prior to the issuance of building permits, the owner/applicant shall provide a digital copy of the recorded Final Map (in AutoCAD format) to the Community Development Department. The exception to this requirement is model homes. Building permits for model homes only may be issued prior to recording of the Final Map, subject to approval by the Community Development Department.</p>	B	CD (E)	The Community Development Department shall verify that the owner/applicant has provided the required recorded copy of the final map to the CDD prior to building permit issuance in the subdivision.	Condition will be satisfied prior to issuance of a building permit.
46.		<p><b>Recorded Final Map</b>                  Prior to issuance of building permits, the owner/applicant shall provide the Folsom-Cordova Unified School District with a copy of the recorded Final Map.</p>	B	CD (P), FCUSD	The Community Development Department shall verify that the owner/applicant has provided the required recorded copy of the final map to the FCUSD prior to building permit issuance in the subdivision.	Condition will be satisfied prior to issuance of a building permit.

47.	<p><b><i>Credit Reimbursement Agreement</i></b> Prior to the recordation of the first Small-Lot Final Map, the owner/applicant and City shall enter into a credit and reimbursement agreement for constructed improvements that are included in the Folsom Plan Area's Public Facilities Financing Plan.</p>	M	CD (E)	<p>The owner/applicant has executed all of the required Specific Plan Infrastructure Fee Credit/Reimbursement Agreements for the Creekstone Phase 1 subdivision. The executed agreements are on file with the Community Development Department.</p>	Yes
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TRAFFIC/ACCESS/CIRCULATION/PARKING REQUIREMENTS						
48.		<p>1) The following conditions of approval are related to roadway and traffic related improvements for the Creekstone Phase 1 Subdivision project (PN19-059) under two (2) separate scenarios:</p> <p>A. The Toll Brothers at Folsom Ranch Subdivision project (PN 19-091) <u>has</u> constructed improvements required for East Bidwell Street and the intersection of Mangini Parkway.</p> <p>B. The Toll Brothers at Folsom Ranch Subdivision project (Toll Brothers) <u>has not</u> constructed required improvements to East Bidwell Street and the intersection of Mangini Parkway.</p> <p>See Attachment 12 (KH Memo and M&amp;S Exhibit) to this staff report for reference for the following improvements under each scenario:</p>	B	CD (E), PW, FD	<p>The Community Development Department has reviewed and approved the improvement plans for the construction of the Creekstone Phase 1 subdivision required off-site improvements. The owner/applicant has worked directly with the owner/applicant of the Toll Brothers at Folsom Ranch subdivision project (PN19-091) to share with the responsibility for the costs of the improvements since both projects are under construction at the same time. Upon completion of the improvements by both owner/applicants, the improvements for both projects will be complete.</p>	Yes

<p>48. Cont.</p>	<p><b><u>Scenario 1 (Toll Brothers Required Improvements Completed)</u></b></p> <p>A. The owner/applicant shall construct a southbound left turn lane with a minimum storage length of 255 feet and a 60-foot taper to provide left turn access to Cantor Drive. The owner/applicant shall install median improvements and required signage and striping in East Bidwell Street to prohibit left turns out of Cantor Drive to southbound East Bidwell Street.</p> <p>B. The owner/applicant shall modify the existing traffic signal, signing and striping at the intersection of East Bidwell Street and Mangini Parkway to the satisfaction of the City Engineer.</p> <p><b><u>Scenario 2 (Toll Brothers Required Improvements Not Completed)</u></b></p> <p>A. The owner/applicant shall;</p> <ol style="list-style-type: none"> <li>1) Widen East Bidwell Street to include an additional southbound through lane which extends from approximately 640 feet north of the intersection of Mangini Parkway to the left turn lane into Cantor Drive.</li> <li>2) Widen East Bidwell Street to provide a left turn lane with a minimum storage length of 255 feet and a 60-foot taper into Cantor Drive. Construct median island improvements together with signage and striping to the satisfaction of the City Engineer to prohibit left turns out of Cantor Drive to southbound East Bidwell Street.</li> <li>3) Modify the existing traffic signal, signing and striping at the intersection of Mangini Parkway and East Bidwell Street to accommodate revised lane configurations and revised turning movements including a northbound East Bidwell Street U-turn and a westbound left turn from Mangini Parkway to southbound East Bidwell Street.</li> </ol>	<p>B</p>	<p>CD (E), PW, FD</p>	
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49.		<p>2) The owner/applicant shall construct interim improvements to the satisfaction of the City Engineer at Cantor Drive on Mangini Parkway to prohibit right turns out of the driveway until such time that Westwood Drive is constructed and ready for traffic between Mangini Parkway and Alder Creek Parkway. The interim improvements prohibiting right turns out of this driveway will be required to be complete and operational prior to issuance of the first Certificate of Occupancy in the Creekstone Phase 1 Subdivision. If Westwood Drive is complete and open for traffic prior to issuance of the first Certificate of Occupancy in the subdivision, the interim improvements prohibiting right turns out of the driveway will not be required.</p>	O	CD (E), PW, FD	<p>The interim improvements required to prohibit right turns out of the subdivision are included on the Creekstone Phase 1 subdivision improvement plans approved by the Community Development Department. As required in this condition of approval, the interim improvements will not be constructed if Westwood Drive is completed prior to the first Certificate of Occupancy in the subdivision.</p>	<p>Condition will be satisfied prior to issuance of the first Certificate of Occupancy in the subdivision.</p>
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ARCHITECTURE/SITE DESIGN REQUIREMENTS						
50.		<p>The Creekstone Phase 1 Subdivision project shall comply with the following architecture and design requirements:</p> <ol style="list-style-type: none"> <li>1. This approval is for one product line with three two-story master plans in three architectural styles with 12 color and material options. The applicant shall submit building plans that comply with this approval and the attached building elevations dated February 24, 2020.</li> <li>2. The design, materials, and colors of the single-family residential units shall be consistent with the approved building elevations, materials samples, and color scheme to the satisfaction of the Community Development Department.</li> <li>3. The Community Development Department shall approve the individual lot permits to assure no duplication or repetition of the same house, same roof-line, same elevation style, side-by-side, or across the street from each other.</li> <li>4. All mechanical equipment shall be ground-mounted and concealed from view of public streets, neighboring properties and nearby higher buildings. For lots abutting the open space areas (southern project boundary), mechanical equipment shall be screened or located out of view from open space areas.</li> <li>5. Decorative light fixtures, consistent with the Folsom Ranch Central District Design Guidelines and unique to each architectural design theme, shall be added to the front elevation of each Master Plan to the satisfaction of the Community Development Department.</li> <li>6. A minimum of one street tree shall be planted in the front yard of each residential lot within the subdivision. A minimum of two trees are required along the street-side of all corner lots. All front yard irrigation and landscaping shall be installed prior to a Building Permit Final.</li> </ol>	B	CD (P) (B)	The Community Development Department will review and approve all site and building plans in the subdivision to verify compliance with this condition prior to building permit issuance on all lots in the subdivision.	Condition will be satisfied prior to issuance of a building permit.

51.		<b><i>Trash/Recycling Containers and Air Conditioner Screening</i></b> Trash, recycling, and yard waste containers shall be placed behind the side yard fence so that they are not visible from the public right-of-way to the satisfaction of the Community Development Department. In addition, air conditioning units shall also be placed behind the side yard fence or located in the rear yard so that they are not visible from the public right-of-way to the satisfaction of the Community Development Department.	OG	CD (P) (E)	The Community Development Department will review and approve all site and building plans in the subdivision to verify compliance with this condition prior to building permit issuance on all lots in the subdivision.	Condition will be satisfied prior to issuance of a building permit.
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MITIGATION MEASURES

52.	✓	<p><b>Creekstone Phase 1 Subdivision Mitigation Monitoring Reporting Program (MMRP).</b>                  The conditions of approval below (numbered 52-1 to 52-89) implement the applicable mitigation measures from the FPASP (May 2011) MMRP, as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014), and the Westland Eagle Specific Plan Amendment (September 2015).</p>				
#	Mitigation Measure	Mitigation Measures	Timing	Responsible Agency	Comments	Condition Satisfied?
<b>AESTHETICS</b>						
52-1	3A.1-4 (FPASP EIR/EIS)	<p><b>Screen Construction Staging Areas.</b>                  The project applicant(s) for any particular discretionary development application shall locate staging and material storage areas as far away from sensitive biological resources and sensitive land uses (e.g., residential areas, schools, parks) as feasible. Staging and material storage areas shall be approved by the appropriate agency (identified below) before the approval of grading plans for all project phases and shall be screened from adjacent occupied land uses in earlier development phases to the maximum extent practicable. Screens may include, but are not limited to, the use of such visual barriers such as berms or fences. The screen design shall be approved by the appropriate agency to further reduce visual effects to the extent possible.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries shall be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, and Caltrans) to reduce to the extent feasible the visual effects of construction activities on adjacent project land uses that have already been developed.</p>	Before approval of grading plans and during construction for all project phases.	City of Folsom Community Development Department	The construction staging area does not require screening due to distance from existing residences (>1000 feet).	Yes



52-2	3A.1-5 (FPASP EIR/EIS)	<p><b>Establish and Require Conformance to Lighting Standards and Prepare and Implement a Lighting Plan.</b></p> <p>To reduce impacts associated with light and glare, the City shall:</p> <ul style="list-style-type: none"> <li>▶ Establish standards for on-site outdoor lighting to reduce high-intensity nighttime lighting and glare as part of the Folsom Specific Plan design guidelines/standards. Consideration shall be given to design features, namely directional shielding for street lighting, parking lot lighting, and other substantial light sources, that would reduce effects of nighttime lighting. In addition, consideration shall be given to the use of automatic shutoffs or motion sensors for lighting features to further reduce excess nighttime light.</li>   <li>▶ Use shielded or screened public lighting fixtures to prevent the light from shining off of the surface intended to be illuminated.</li> </ul> <p>To reduce impacts associated with light and glare, the project applicant(s) of all project phases shall:</p> <ul style="list-style-type: none"> <li>▶ Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties.</li> <li>▶ Flood and area lighting needed for construction activities, nighttime sporting activities, and/or security shall be screened or aimed no higher than 45 degrees above straight down (half-way between straight down and straight to the side) when the source is visible from any off-site residential property or public roadway.</li> <li>▶ For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or brightness (e.g., harsh mercury vapor, low-pressure sodium, or fluorescent bulbs) or that blink or flash.</li> <li>▶ Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth-toned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways.</li> <li>▶ Design exterior on-site lighting as an integral part of the building and landscape design in the Folsom Specific Plan area. Lighting fixtures shall be architecturally consistent with the overall site design.</li> <li>▶ Lighting of off-site facilities within the City of Folsom shall be consistent with the City's General Plan standards.</li> <li>▶ Lighting of the off-site detention basin shall be consistent with Sacramento County General Plan standards.</li> </ul>	Prior to issuance of building permits.	City of Folsom Community Development Department	The Community Development Department (CDD) has reviewed and approved lighting plan for subdivision.	Yes
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		<p>A lighting plan for all on- and off-site elements within each agency’s jurisdictional boundaries (specified below) shall be submitted to the relevant jurisdictional agency for review and approval, which shall include the above elements. The lighting plan may be submitted concurrently with other improvement plans, and shall be submitted before the installation of any lighting or the approval of building permits for each phase. The project applicant(s) for any particular discretionary development application shall implement the approved lighting plan.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p>				
<b>AIR QUALITY</b>						
52-3	3A.2-1a (FPASP EIR/EIS)	<p><b><i>Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements.</i></b></p> <p>To reduce short-term construction emissions, the project applicant(s) for any particular discretionary development application shall require their contractors to implement SMAQMD’s list of Basic Construction Emission Control Practices, Enhanced Fugitive PM Dust Control Practices, and Enhanced Exhaust Control Practices (list below) in effect at the time individual portions of the site undergo construction. In addition to SMAQMD-recommended measures, construction operations shall comply with all applicable SMAQMD rules and regulations.</p> <p><b><i>Basic Construction Emission Control Practices</i></b></p> <ul style="list-style-type: none"> <li>▶ Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.</li> <li>▶ Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.</li> <li>▶ Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.</li> </ul>	<p>Prior to the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.</p>	<p>City of Folsom Community Development Department</p>	<p>The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2020. Compliance table is on file with the City.</p>	<p>Yes</p>

	<ul style="list-style-type: none"><li>▶ Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).</li><li>▶ All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.</li><li>▶ Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site.</li><li>▶ Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.</li></ul> <p><b><i>Enhanced Fugitive PM Dust Control Practices – Soil Disturbance Areas</i></b></p> <ul style="list-style-type: none"><li>▶ Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site.</li><li>▶ Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph.</li><li>▶ Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established.</li></ul> <p><b><i>Enhanced Fugitive PM Dust Control Practices – Unpaved Roads</i></b></p> <ul style="list-style-type: none"><li>▶ Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site.</li><li>▶ Treat site accesses to a distance of 100 feet from the paved road with a 6 to 12-inch layer of wood chips, mulch, or gravel to reduce generation of road dust and road dust carryout onto public roads.</li><li>▶ Post a publicly visible sign with the telephone number and person to contact at the construction site regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of SMAQMD and the City contact person shall also be posted to ensure compliance.</li></ul>			
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	<p><b><i>Enhanced Exhaust Control Practices</i></b></p> <p>► The project shall provide a plan, for approval by the City of Folsom Community Development Department and SMAQMD, demonstrating that the heavy-duty (50 horsepower [hp] or more) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20% NOX reduction and 45% particulate reduction compared to the most current California Air Resources Board (ARB) fleet average that exists at the time of construction. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The project applicant(s) of each project phase or its representative shall submit to the City of Folsom Community Development Department and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that would be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. SMAQMD's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction (SMAQMD 2007a). The project shall ensure that emissions from all off-road diesel powered equipment used on the SPA do not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and SMAQMD shall be notified within 48 hours of identification of noncompliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in</p>				
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		<p>which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. SMAQMD staff and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation measure shall supersede other SMAQMD or state rules or regulations.</p> <p>► If at the time of construction, SMAQMD has adopted a regulation or new guidance applicable to construction emissions, compliance with the regulation or new guidance may completely or partially replace this mitigation if it is equal to or more effective than the mitigation contained herein, and if SMAQMD so permits.</p>				
52-4	3A.2-1b (FPASP EIR/EIS)	<p><b><i>Pay Off-site Mitigation Fee to SMAQMD to Off-Set NOX Emissions Generated by Construction of On-Site Elements.</i></b></p> <p>Implementation of the project or the other four other action alternatives would result in construction-generated NOX emissions that exceed the SMAQMD threshold of significance, even after implementation of the SMAQMD Enhanced Exhaust Control Practices (listed in Mitigation Measure 3A.2-1a). Additionally, Mitigation Measure 3A.4-1 (Implement Additional Measures to Control Construction-Generated GHG Emissions, pages 3A.4-14 to 15) has the potential to both reduce and increase NOX emissions, depending on the types of alternative fuels and engine types employed. Therefore, the project applicant(s) shall pay SMAQMD an off-site mitigation fee for implementation of any of the five action alternatives for the purpose of reducing NOX emissions to a less-than-significant level (i.e., less than 85 lb/day). All NOX emission reductions and increases associated with GHG mitigation shall be added to or subtracted from the amount above the construction threshold to determine off-site mitigation fees, when possible. The specific fee amounts shall be calculated when the daily construction emissions can be more accurately determined: that is, if the City/USACE select and certify the EIR/EIS and approves the Proposed Project or one of the other four other action alternatives, the City and the applicants must establish the phasing by which development would occur, and the applicants must develop a detailed construction schedule. Calculation of fees associated with each project development phase shall be conducted by the project applicant(s) in consultation with SMAQMD staff before the approval of grading plans by the City. The project applicant(s) for any particular discretionary development application shall pay into SMAQMD's off-site construction mitigation fund to further mitigate construction generated emissions of NOX that exceed SMAQMD's daily emission threshold of 85 lb/day. The calculation of daily NOX emissions shall be based on the cost rate</p>	Before the approval of all grading plans by the City and throughout project construction for all project phases.	The City of Folsom Community Development Department shall not grant any grading permits to the respective project applicant(s) until the respective project applicant(s) have paid the appropriate off-site mitigation fee to SMAQMD.	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2020. Compliance table is on file with the City.	Yes

		established by SMAQMD at the time the calculation and payment are made. At the time of writing this EIR/EIS the cost rate is \$16,000 to reduce 1 ton of NOX plus a 5% administrative fee (SMAQMD 2008c). The determination of the final mitigation fee shall be conducted in coordination with SMAQMD before any ground disturbance occurs for any project phase.				
52-5	3A.2-1c (FPASP EIR/EIS)	Analyze and Disclose Projected PM10 Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of On-Site Elements. Prior to construction of each discretionary development entitlement of on-site land uses, the project applicant shall perform a project-level CEQA analysis (e.g., supporting documentation for an exemption, negative declaration, or project-specific EIR) that includes detailed dispersion modeling of construction-generated PM10 to disclose what PM10 concentrations would be at nearby sensitive receptors. The dispersion modeling shall be performed in accordance with applicable SMAQMD guidance that is in place at the time the analysis is performed. At the time of writing this EIR/EIS, SMAQMD's most current and most detailed guidance for addressing construction-generated PM10 emissions is found in its Guide to Air Quality Assessment in Sacramento County (SMAQMD 2009a). The project-level analysis shall incorporate detailed parameters of the construction equipment and activities, including the year during which construction would be performed, as well as the proximity of potentially affected receptors, including receptors proposed by the project that exist at the time the construction activity would occur.	Before the approval of all grading plans by the City	City of Folsom Community Development Department SMAQMD	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2020. Compliance table is on file with the City.	Yes
52-6	3A.2-2 (FPASP EIR/EIS)	<b>Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions.</b> To reduce operational emissions, the project applicant(s) for any particular discretionary development application shall implement all measures prescribed in the SMAQMD-approved Folsom Plan Area Specific Plan Air Quality Mitigation Plan (AQMP) (Torrence Planning 2008), a copy of which is included in Appendix C2. The AQMP is intended to improve mobility, reduce vehicle miles traveled, and improve air quality as required by AB 32 and SB 375. The AQMP includes, among others, measures designed to provide bicycle parking at commercial land uses, an integrated pedestrian/bicycle path network, transit stops with shelters, a prohibition against the use the wood-burning fireplaces, energy star roofing materials, electric lawnmowers provided to homeowners at no charge, and on-site transportation alternatives to passenger vehicles (including light rail) that provide connectivity with other local and regional alternative transportation networks.	Before the approval of all grading plans by the City	City of Folsom Community Development Department SMAQMD	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2020. Compliance table is on file with the City.	Yes

52-7	3A.2-4a (FPASP EIR/EIS)	<p><b><i>Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions.</i></b></p> <p>The project applicant(s) for any particular discretionary development application shall develop a plan to reduce the exposure of sensitive receptors to TACs generated by project construction activity associated with buildout of the selected alternative. Each plan shall be developed by the project applicant(s) in consultation with SMAQMD. The plan shall be submitted to the City for review and approval before the approval of any grading plans.</p> <p>The plan may include such measures as scheduling activities when the residences are the least likely to be occupied, requiring equipment to be shut off when not in use, and prohibiting heavy trucks from idling. Applicable measures shall be included in all project plans and specifications for all project phases.</p> <p>The implementation and enforcement of all measures identified in each plan shall be funded by the project applicant(s) for the respective phase of development.</p>	Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department SMAQMD	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2020. Compliance table is on file with the City.	Yes
52-8	3A.2-6 (FPASP EIR/EIS)	<p><b><i>Implement Measures to Control Exposure of Sensitive Receptors to Operational Odorous Emissions.</i></b></p> <p>The project applicant(s) for any particular discretionary development application shall implement the following measure:</p> <p>The deeds to all properties located within the plan area that are within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by a written disclosure from the transferor, in a form approved by the City of Folsom, advising any transferee of the potential adverse odor impacts from surrounding agricultural operations, which disclosure shall direct the transferee to contact the County of Sacramento concerning any such property within the County zoned for agricultural uses within one mile of the subject property being transferred.</p>	Before the approval of building permits by the City and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department	The Community Development Department will verify that the owner/applicant provided the required disclosure prior to issuance of a building permit.	Condition will be satisfied prior to issuance of a building permit.
<b>BIOLOGICAL RESOURCES</b>						
52-9	3A.3-1a (FPASP EIR/EIS)	<p><b><i>Design Stormwater Drainage Plans and Erosion and Sediment Control Plans to Avoid and Minimize Erosion and Runoff to All Wetlands and Other Waters That Are to Remain on the SPA and Use Low Impact Development Features.</i></b></p> <p>To minimize indirect effects on water quality and wetland hydrology, the project applicant(s) for any particular discretionary development application shall include stormwater drainage plans and erosion and sediment control plans in their</p>	Before the approval of all grading plans by the City	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and	Yes

	<p>improvement plans and shall submit these plans to the City Public Works Department for review and approval. For off-site elements within Sacramento County or El Dorado County jurisdiction (e.g., off-site detention basin and off-site roadway connections to El Dorado Hills), plans shall be submitted to the appropriate county planning department. Before approval of these improvement plans, the project applicant(s) for any particular discretionary development application shall obtain a NPDES MS4 Municipal Stormwater Permit and Grading Permit, comply with the City's Grading Ordinance and County drainage and stormwater quality standards, and commit to implementing all measures in their drainage plans and erosion and sediment control plans to avoid and minimize erosion and runoff into Alder Creek and all wetlands and other waters that would remain on-site. Detailed information about stormwater runoff standards and relevant City and County regulation is provided in Chapter 3A.9, "Hydrology and Water Quality."</p> <p>The project applicant(s) for any particular discretionary development entitlement shall implement stormwater quality treatment controls consistent with the Stormwater Quality Design Manual for Sacramento and South Placer Regions in effect at the time the application is submitted. Appropriate runoff controls such as berms, storm gates, off-stream detention basins, overflow collection areas, filtration systems, and sediment traps shall be implemented to control siltation and the potential discharge of pollutants. Development plans shall incorporate Low Impact Development (LID) features, such as pervious strips, permeable pavements, bioretention ponds, vegetated swales, disconnected rain gutter downspouts, and rain gardens, where appropriate. Use of LID features is recommended by the EPA to minimize impacts on water quality, hydrology, and stream geomorphology and is specified as a method for protecting water quality in the proposed specific plan. In addition, free spanning bridge systems shall be used for all roadway crossings over wetlands and other waters that are retained in the on-site open space. These bridge systems would maintain the natural and restored channels of creeks, including the associated wetlands, and would be designed with sufficient span width and depth to provide for wildlife movement along the creek corridors even during high-flow or flood events, as specified in the 404 permit.</p> <p>In addition to compliance with City ordinances, the project applicant(s) for any particular discretionary development application shall prepare a Stormwater Pollution Prevention Plan (SWPPP), and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9,</p>	<p>and throughout project construction, where applicable, for all project phases.</p>		<p>construction in Spring of 2020. Compliance table is on file with the City.</p> <p>There are no off-site elements outside the City limits for this subdivision.</p>	
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		<p>“Hydrology and Water Quality.”</p> <p>Each project development shall result in no net change to peak flows into Alder Creek and associated tributaries, or to Buffalo Creek, Carson Creek, and Coyote Creek. The project applicant(s) shall establish a baseline of conditions for drainage on-site. The baseline-flow conditions shall be established for 2-, 5-, and 100-year storm events. These baseline conditions shall be used to develop monitoring standards for the stormwater system on the SPA. The baseline conditions, monitoring standards, and a monitoring program shall be submitted to USACE and the City for their approval. Water quality and detention basins shall be designed and constructed to ensure that the performance standards, which are described in Chapter 3A.9, “Hydrology and Water Quality,” are met and shall be designed as off-stream detention basins. Discharge sites into Alder Creek and associated tributaries, as well as tributaries to Carson Creek, Coyote Creek, and Buffalo Creek, shall be monitored to ensure that pre-project conditions are being met. Corrective measures shall be implemented as necessary. The mitigation measures will be satisfied when the monitoring standards are met for 5 consecutive years without undertaking corrective measures to meet the performance standard.</p> <p>See FEIR/FEIS Appendix S showing that the detention basin in the northeast corner of the SPA has been moved off stream.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado County for the roadway connections, Sacramento County for the detention basin west of Prairie City Road, and Caltrans for the U.S. 50 interchange improvements) such that the performance standards described in Chapter 3A.9, “Hydrology and Water Quality,” are met.</p>				
52-10	3A.3-2a (FPASP EIR/EIS)	<p><b><i>Avoid Direct Loss of Swainson’s Hawk and Other Raptor Nests.</i></b></p> <p>To mitigate impacts on Swainson’s hawk and other raptors (including burrowing owl), the project applicant(s) of all project phases shall retain a qualified biologist to conduct preconstruction surveys and to identify active nests on and within 0.5 mile of the project and active burrows on the project site. The surveys shall be conducted before the approval of grading and/or improvement plans (as applicable) and no less than 14 days and no more than 30 days before the beginning of construction for all project phases. To the extent feasible, guidelines provided in Recommended Timing and Methodology for Swainson’s Hawk Nesting Surveys in the Central Valley (Swainson’s Hawk Technical Advisory Committee 2000) shall be followed for surveys for Swainson’s hawk. If no nests are found, no further</p>	Before the approval of grading and improvement plans, before any ground disturbing activities, and during	City of Folsom Community Development Department CDFW	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2020. Compliance table is on file with the City.	Yes

		<p>mitigation is required.</p> <p>If active nests are found, impacts on nesting Swainson’s hawks and other raptors shall be avoided by establishing appropriate buffers around the nests. No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in consultation with DFG that reducing the buffer would not result in nest abandonment. DFG guidelines recommend implementation of 0.25- or 0.5-mile-wide buffers, but the size of the buffer may be adjusted if a qualified biologist and the City, in consultation with DFG, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest.</p> <p>If active burrows are found, a mitigation plan shall be submitted to the City for review and approval before any ground-disturbing activities.</p> <p>The City shall consult with DFG. The mitigation plan may consist of installation of one-way doors on all burrows to allow owls to exit, but not reenter, and construction of artificial burrows within the project vicinity, as needed; however, burrow owl exclusions may only be used if a qualified biologist verifies that the burrow does not contain eggs or dependent young. If active burrows contain eggs and/or young, no construction shall occur within 50 feet of the burrow until young have fledged. Once it is confirmed that there are no owls inside burrows, these burrows may be collapsed.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans), such that the performance criteria set forth in DFG’s guidelines are determined to be met.</p>	<p>project construction as applicable for all project phases.</p>			
<b>GEOLOGY AND SOILS</b>						
52-11	3A.7-1a (FPASP EIR/EIS)	<p>Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations. Before building permits are issued and construction activities begin any project development phase, the project applicant(s) of each project phase shall hire a licensed geotechnical engineer to prepare a final geotechnical subsurface investigation report for the on- and off-site facilities, which shall be submitted for review and approval to the appropriate City or county department (identified below). The final geotechnical engineering report shall address and make recommendations on the following:</p>	<p>Before issuance of building permits and ground-disturbing activities.</p>	<p>City of Folsom Community Development Department</p>	<p>Owner/applicant has provided Geotechnical Report to the City. The Geotechnical report for the subdivision is on file with the City.</p>	<p>Yes</p>

		<ul style="list-style-type: none"> <li>▶ Site preparation;</li> <li>▶ Soil bearing capacity;</li> <li>▶ Appropriate sources and types of fill;</li> <li>▶ Potential need for soil amendments;</li> <li>▶ Road, pavement, and parking areas;</li> <li>▶ Structural foundations, including retaining-wall design;</li> <li>▶ Grading practices;</li> <li>▶ Soil corrosion of concrete and steel;</li> <li>▶ Erosion/winterization;</li> <li>▶ Seismic ground shaking;</li> <li>▶ Liquefaction; and</li> <li>▶ Expansive/unstable soils.</li> </ul> <p>In addition to the recommendations for the conditions listed above, the geotechnical investigation shall include subsurface testing of soil and groundwater conditions, and shall determine appropriate foundation designs that are consistent with the version of the CBC that is applicable at the time building and grading permits are applied for. All recommendations contained in the final geotechnical engineering report shall be implemented by the project applicant(s) of each project phase. Special recommendations contained in the geotechnical engineering report shall be noted on the grading plans and implemented as appropriate before construction begins. Design and construction of all new project development shall be in accordance with the CBC. The project applicant(s) shall provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the geotechnical report.</p>				
52-12	3A.7-1b (FPASP EIR/EIS)	<p><b>Monitor Earthwork during Earthmoving Activities.</b></p> <p>All earthwork shall be monitored by a qualified geotechnical or soils engineer retained by the project applicant(s) of each project phase. The geotechnical or soils engineer shall provide oversight during all excavation, placement of fill, and disposal of materials removed from and deposited on both on- and off-site construction areas.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or</p>	Before issuance of building permits and ground-disturbing activities.	City of Folsom Community Development Department	Compliance with this condition has been monitored through construction inspection by the City.	Yes

		Sacramento Counties, or Caltrans).				
52-13	3A.7-3 (FPASP EIR/EIS)	<p><b>Prepare and Implement the Appropriate Grading and Erosion Control Plan.</b></p> <p>Before grading permits are issued, the project applicant(s) of each project phase that would be located within the City of Folsom shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the City Public Works Department before issuance of grading permits for all new development. The plan shall be consistent with the City's Grading Ordinance, the City's Hillside Development Guidelines, and the state's NPDES permit, and shall include the site-specific grading associated with development for all project phases.</p> <p>The plans referenced above shall include the location, implementation schedule, and maintenance schedule of all erosion and sediment control measures, a description of measures designed to control dust and stabilize the construction-site road and entrance, and a description of the location and methods of storage and disposal of construction materials. Erosion and sediment control measures could include the use of detention basins, berms, swales, wattles, and silt fencing, and covering or watering of stockpiled soils to reduce wind erosion. Stabilization on steep slopes could include construction of retaining walls and reseeding with vegetation after construction. Stabilization of construction entrances to minimize trackout (control dust) is commonly achieved by installing filter fabric and crushed rock to a depth of approximately 1 foot. The project applicant(s) shall ensure that the construction contractor is responsible for securing a source of transportation and deposition of excavated materials.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p> <p>Implementation of Mitigation Measure 3A.9-1 (discussed in Section 3A.9, "Hydrology and Water Quality – Land") would also help reduce erosion-related impacts.</p>	Before the start of construction activities.	City of Folsom Community Development Department	Compliance with this condition has been monitored through construction inspection by the City.	Yes
52-14	3A.7-5 (FPASP EIR/EIS)	<p><b>Divert Seasonal Water Flows Away from Building Foundations.</b></p> <p>The project applicant(s) of all project phases shall either install subdrains (which typically consist of perforated pipe and gravel, surrounded by nonwoven geotextile fabric), or take such other actions as recommended by the geotechnical or civil engineer for the project that would serve to divert seasonal flows caused by surface infiltration, water seepage, and perched water during the winter months away from</p>	Before and during earthmoving activities.	City of Folsom Community Development Department	The Community Development Department has reviewed and all improvement plans in the subdivision to verify compliance with mitigation measure.	Yes

52-15	3A.7-10 (FPASP EIR/EIS)	<p>building foundations.</p> <p><b>Conduct Construction Personnel Education, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan as Required.</b></p> <p>To minimize potential adverse impacts on previously unknown potentially unique, scientifically important paleontological resources, the project applicant(s) of all project phases where construction would occur in the Ione and Mehrten Formations shall do the following:</p> <ul style="list-style-type: none"> <li>▶ Before the start of any earthmoving activities for any project phase in the Ione or Mehrten Formations, the project applicant(s) shall retain a qualified paleontologist or archaeologist to train all construction personnel involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered.</li> <li>▶ If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify the appropriate lead agency (identified below). The project applicant(s) shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines (1996). The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the lead agency to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered.</li> </ul> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County).</p>	During earthmoving activities in the Ione and Mehrten Formations.	City of Folsom Community Development Department	<p>The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2020. Compliance table is on file with the City.</p> <p>No human remains or paleontological resources have been encountered in the subdivision during grading and construction.</p>	Yes
<b>GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE</b>						
52-16	3A.4-1 (FPASP EIR/EIS)	<p><b>Implement Additional Measures to Control Construction-Generated GHG Emissions.</b></p> <p>To further reduce construction-generated GHG emissions, the project applicant(s) any particular discretionary development application shall implement all feasible</p>	Before the start of constructi	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation	Yes

	<p>measures for reducing GHG emissions associated with construction that are recommended by SMAQMD at the time individual portions of the site undergo construction. Such measures may reduce GHG exhaust emissions from the use of on-site equipment, worker commute trips, and truck trips carrying materials and equipment to and from the SPA, as well as GHG emissions embodied in the materials selected for construction (e.g., concrete). Other measures may pertain to the materials used in construction. Prior to releasing each request for bid to contractors for the construction of each discretionary development entitlement, the project applicant(s) shall obtain the most current list of GHG reduction measures that are recommended by SMAQMD and stipulate that these measures be implemented in the respective request for bid as well as the subsequent construction contract with the selected primary contractor. The project applicant(s) for any particular discretionary development application may submit to the City and SMAQMD a report that substantiates why specific measures are considered infeasible for construction of that particular development phase and/or at that point in time. The report, including the substantiation for not implementing particular GHG reduction measures, shall be approved by the City, in consultation with SMAQMD prior to the release of a request for bid by the project applicant(s) for seeking a primary contractor to manage the construction of each development project. By requiring that the list of feasible measures be established prior to the selection of a primary contractor, this measure requires that the ability of a contractor to effectively implement the selected GHG reduction measures be inherent to the selection process.</p> <p>SMAQMD’s recommended measures for reducing construction-related GHG emissions at the time of writing this EIR/EIS are listed below and the project applicant(s) shall, at a minimum, be required to implement the following:</p> <ul style="list-style-type: none"> <li>▶ Improve fuel efficiency from construction equipment: <ul style="list-style-type: none"> <li>▪ reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort);</li> <li>▪ perform equipment maintenance (inspections, detect failures early, corrections);</li> <li>▪ train equipment operators in proper use of equipment;</li> <li>▪ use the proper size of equipment for the job; and</li> <li>▪ use equipment with new technologies (repowered engines, electric drive trains).</li> </ul> </li> </ul>	<p>on activities.</p>		<p>Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2020. Compliance table is on file with the City.</p>	
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	<ul style="list-style-type: none"><li>▶ Use alternative fuels for electricity generators and welders at construction sites such as propane or solar, or use electrical power.</li><li>▶ Use an ARB-approved low-carbon fuel, such as biodiesel or renewable diesel for construction equipment. (Emissions of oxides of nitrogen [NOX] emissions from the use of low carbon fuel must be reviewed and increases mitigated.) Additional information about low carbon fuels is available from ARB's Low Carbon Fuel Standard Program (ARB 2009b).</li><li>▶ Encourage and provide carpools, shuttle vans, transit passes and/or secure bicycle parking for construction worker commutes.</li><li>▶ Reduce electricity use in the construction office by using compact fluorescent bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones.</li><li>▶ Recycle or salvage non-hazardous construction and demolition debris (goal of at least 75% by weight).</li><li>▶ Use locally sourced or recycled materials for construction materials (goal of at least 20% based on costs for building materials, and based on volume for roadway, parking lot, sidewalk and curb materials).</li><li>▶ Minimize the amount of concrete used for paved surfaces or use a low carbon concrete option.</li><li>▶ Produce concrete on-site if determined to be less emissive than transporting ready mix.</li><li>▶ Use EPA-certified SmartWay trucks for deliveries and equipment transport. Additional information about the SmartWay Transport Partnership Program is available from ARB's Heavy-Duty Vehicle Greenhouse Gas Measure (ARB 2009c) and EPA (EPA 2009).</li><li>▶ Develop a plan in consultation with SMAQMD to efficiently use water for adequate dust control. This may consist of the use of non-potable water from a local source.</li></ul>				
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		In addition to SMAQMD-recommended measures, construction activity shall comply with all applicable rules and regulations established by SMAQMD and ARB.				
<b>HAZARDS AND HAZARDOUS MATERIALS</b>						
52-17	3A.8-2 (FPASP EIR/EIS)	<p><b><i>Complete Investigations Related to the Extent to Which Soil and/or Groundwater May Have Been Contaminated in Areas Not Covered by the Phase I and II Environmental Site Assessments and Implement Required Measures.</i></b></p> <p>The project applicant(s) for any discretionary development application shall conduct Phase I Environmental Site Assessments (where an Phase I has not been conducted), and if necessary, Phase II Environmental Site Assessments, and/or other appropriate testing for all areas of the SPA and include, as necessary, analysis of soil and/or groundwater samples for the potential contamination sites that have not yet been covered by previous investigations (as shown in Exhibit 3A.8-1) before construction activities begin in those areas. Recommendations in the Phase I and II Environmental Site Assessments to address any contamination that is found shall be implemented before initiating ground-disturbing activities in these areas.</p> <p>The project applicant(s) shall implement the following measures before ground-disturbing activities to reduce health hazards associated with potential exposure to hazardous substances:</p> <ul style="list-style-type: none"> <li>▶ Prepare a plan that identifies any necessary remediation activities appropriate for proposed on- and off-site uses, including excavation and removal of on-site contaminated soils, redistribution of clean fill material in the SPA, and closure of any abandoned mine shafts. The plan shall include measures that ensure the safe transport, use, and disposal of contaminated soil and building debris removed from the site. In the event that contaminated groundwater is encountered during site excavation activities, the contractor shall report the contamination to the appropriate regulatory agencies, dewater the excavated area, and treat the contaminated groundwater to remove contaminants before discharge into the sanitary sewer system. The project applicant(s) shall be required to comply with the plan and applicable Federal, state, and local laws. The plan shall outline measures for specific handling and reporting procedures for hazardous materials and disposal of hazardous materials removed from the site at an appropriate off-site disposal facility.</li> <li>▶ Notify the appropriate Federal, state, and local agencies if evidence of</li> </ul>	Before the start of construction activities.	City of Folsom Community Development Department	<p>The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2020. Compliance table is on file with the City.</p> <p>No hazardous and/or contaminated soil or groundwater has been discovered in the subdivision.</p>	Yes



		<p>previously undiscovered soil or groundwater contamination (e.g., stained soil, odorous groundwater) is encountered during construction activities. Any contaminated areas shall be remediated in accordance with recommendations made by the Sacramento County Environmental Management Department, Central Valley RWQCB, DTSC, and/or other appropriate Federal, state, or local regulatory agencies.</p> <ul style="list-style-type: none"> <li>▶ Obtain an assessment conducted by PG&amp;E and SMUD pertaining to the contents of any existing pole-mounted transformers located in the SPA. The assessment shall determine whether existing on-site electrical transformers contain PCBs and whether there are any records of spills from such equipment. If equipment containing PCB is identified, the maintenance and/or disposal of the transformer shall be subject to the regulations of the Toxic Substances Control Act under the authority of the Sacramento County Environmental Health Department.</li> </ul> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County).</p>				
<b>HYDROLOGY AND WATER QUALITY</b>						
52-18	3A.9-1 (FPASP EIR/EIS)	<p><b><i>Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs.</i></b></p> <p>Prior to the issuance of grading permits, the project applicant(s) of all projects disturbing one or more acres (including phased construction of smaller areas which are part of a larger project) shall obtain coverage under the SWRCB’s NPDES stormwater permit for general construction activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific SWPPP at the time the NOI is filed. The project applicant(s) shall also prepare and submit any other necessary erosion and sediment control and engineering plans and specifications for pollution prevention and control to Sacramento County, City of Folsom, El Dorado County (for the off-site roadways into El Dorado Hills under the Proposed Project Alternative). The SWPPP and other appropriate plans shall identify and specify:</p> <ul style="list-style-type: none"> <li>▶ The use of an effective combination of robust erosion and sediment control BMPs and construction techniques accepted by the local jurisdictions for use in the project area at the time of construction, that shall reduce the potential for</li> </ul>	Before the start of construction activities.	City of Folsom Community Development Department	The owner/applicant has been issued a WDID # and has submitted a SWPPP approved by the RWQCB. SWPPP is on file at the City.	Yes

		<p>runoff and the release, mobilization, and exposure of pollutants, including legacy sources of mercury from project-related construction sites. These may include but would not be limited to temporary erosion control and soil stabilization measures, sedimentation ponds, inlet protection, perforated riser pipes, check dams, and silt fences</p> <ul style="list-style-type: none"><li>▶ The implementation of approved local plans, non-stormwater management controls, permanent post-construction BMPs, and inspection and maintenance responsibilities;</li><li>▶ The pollutants that are likely to be used during construction that could be present in stormwater drainage and non-stormwater discharges, including fuels, lubricants, and other types of materials used for equipment operation;</li><li>▶ Spill prevention and contingency measures, including measures to prevent or clean up spills of hazardous waste and of hazardous materials used for equipment operation, and emergency procedures for responding to spills;</li><li>▶ Personnel training requirements and procedures that shall be used to ensure that workers are aware of permit requirements and proper installation methods for BMPs specified in the SWPPP; and</li><li>▶ The appropriate personnel responsible for supervisory duties related to implementation of the SWPPP.</li><li>▶ Where applicable, BMPs identified in the SWPPP shall be in place throughout all site work and construction/demolition activities and shall be used in all subsequent site development activities. BMPs may include, but are not limited to, such measures as those listed below.</li><li>▶ Implementing temporary erosion and sediment control measures in disturbed areas to minimize discharge of sediment into nearby drainage conveyances, in compliance with state and local standards in effect at the time of construction. These measures may include silt fences, staked straw bales or wattles, sediment/silt basins and traps, geofabric, sandbag dikes, and temporary vegetation.</li><li>▶ Establishing permanent vegetative cover to reduce erosion in areas disturbed by construction by slowing runoff velocities, trapping sediment, and enhancing</li></ul>				
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		<p>filtration and transpiration.</p> <ul style="list-style-type: none"> <li>▶ Using drainage swales, ditches, and earth dikes to control erosion and runoff by conveying surface runoff down sloping land, intercepting and diverting runoff to a watercourse or channel, preventing sheet flow over sloped surfaces, preventing runoff accumulation at the base of a grade, and avoiding flood damage along roadways and facility infrastructure.</li> </ul> <p>A copy of the approved SWPPP shall be maintained and available at all times on the construction site.</p> <p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, Caltrans shall coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>				
52-19	3A.9-2 (FPASP EIR/EIS)	<p><b><i>Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.</i></b></p> <p>Before the approval of grading plans and building permits, the project applicant(s) of all project phases shall submit final drainage plans to the City, and to El Dorado County for the off-site roadway connections into El Dorado Hills, demonstrating that off-site upstream runoff would be appropriately conveyed through the SPA, and that project-related on-site runoff would be appropriately contained in detention basins or managed with through other improvements (e.g., source controls, biotechnical stream stabilization) to reduce flooding and hydromodification impacts.</p> <p>The plans shall include, but not be limited to, the following items:</p> <ul style="list-style-type: none"> <li>▶ An accurate calculation of pre-project and post-project runoff scenarios, obtained using appropriate engineering methods, that accurately evaluates potential changes to runoff, including increased surface runoff;</li> <li>▶ Runoff calculations for the 10-year and 100-year (0.01 AEP) storm events (and other, smaller storm events as required) shall be performed and the trunk drainage pipeline sizes confirmed based on alignments and detention facility</li> </ul>	Before the start of construction activities.	City of Folsom Community Development Department	The City has reviewed and approved the storm drain plans for this subdivision. The storm drain improvements are in compliance with the approved Folsom Plan Storm Drain Master Plan approved by the City.	Yes

	<p>locations finalized in the design phase;</p> <ul style="list-style-type: none"><li>▶ A description of the proposed maintenance program for the on-site drainage system;</li><li>▶ Project-specific standards for installing drainage systems;</li><li>▶ City and El Dorado County flood control design requirements and measures designed to comply with them;</li><li>▶ Implementation of stormwater management BMPs that avoid increases in the erosive force of flows beyond a specific range of conditions needed to limit hydromodification and maintain current stream geomorphology. These BMPs will be designed and constructed in accordance with the forthcoming SSQP Hydromodification Management Plan (to be adopted by the RWQCB) and may include, but are not limited to, the following:<ul style="list-style-type: none"><li>• Use of Low Impact Development (LID) techniques to limit increases in stormwater runoff at the point of origination (these may include, but are not limited to: surface swales; replacement of conventional impervious surfaces with pervious surfaces [e.g., porous pavement]; impervious surfaces disconnection; and trees planted to intercept stormwater);</li><li>• Enlarged detention basins to minimize flow changes and changes to flow duration characteristics;</li><li>• Bioengineered stream stabilization to minimize bank erosion, utilizing vegetative and rock stabilization, and inset floodplain restoration features that provide for enhancement of riparian habitat and maintenance of natural hydrologic and channel to floodplain interactions;</li><li>• Minimize slope differences between any stormwater or detention facility outfall channel with the existing receiving channel gradient to reduce flow velocity; and</li><li>• Minimize to the extent possible detention basin, bridge embankment, and other encroachments into the channel and floodplain corridor, and utilize open bottom box culverts to allow sediment passage on smaller drainage courses.</li></ul></li></ul> <p>The final drainage plan shall demonstrate to the satisfaction of the City of Folsom</p>				
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		<p>Community Development and Public Works Departments and El Dorado County Department of Transportation that 100-year (0.01 AEP) flood flows would be appropriately channeled and contained, such that the risk to people or damage to structures within or down gradient of the SPA would not occur, and that hydromodification would not be increased from pre-development levels such that existing stream geomorphology would be changed (the range of conditions should be calculated for each receiving water if feasible, or a conservative estimate should be used, e.g., an Ep of 1 ±10% or other as approved by the Sacramento Stormwater Quality Partnership and/or City of Folsom Public Works Department).</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County.</p>				
52-20	3A.9-3 (FPASP EIR/EIS)	<p><b>Develop and Implement a BMP and Water Quality Maintenance Plan.</b> Before approval of the grading permits for any development project requiring a subdivision map, a detailed BMP and water quality maintenance plan shall be prepared by a qualified engineer retained by the project applicant(s) the development project. Drafts of the plan shall be submitted to the City of Folsom and El Dorado County for the off-site roadway connections into El Dorado Hills, for review and approval concurrently with development of tentative subdivision maps for all project phases. The plan shall finalize the water quality improvements and further detail the structural and nonstructural BMPs proposed for the project. The plan shall include the elements described below.</p> <ul style="list-style-type: none"> <li>▶ A quantitative hydrologic and water quality analysis of proposed conditions incorporating the proposed drainage design features.</li> <li>▶ Predevelopment and post development calculations demonstrating that the proposed water quality BMPs meet or exceed requirements established by the City of Folsom and including details regarding the size, geometry, and functional timing of storage and release pursuant to the “Stormwater Quality Design Manual for Sacramento and South Placer Regions” ([SSQP 2007b] per NPDES Permit No. CAS082597 WDR Order No. R5-2008-0142, page 46) and El Dorado County’s NPDES SWMP (County of El Dorado 2004).</li> <li>▶ Source control programs to control water quality pollutants on the SPA, which may include but are limited to recycling, street sweeping, storm drain cleaning, household hazardous waste collection, waste minimization, prevention of spills and illegal dumping, and effective management of public trash collection areas.</li> </ul>	Before the start of construction activities.	City of Folsom Community Development Department.	The owner/applicant has been issued a WDID # and has submitted a SWPPP approved by the RWQCB. SWPPP is on file at the City.	Yes

		<ul style="list-style-type: none"> <li>▶ A pond management component for the proposed basins that shall include management and maintenance requirements for the design features and BMPs, and responsible parties for maintenance and funding.</li> <li>▶ LID control measures shall be integrated into the BMP and water quality maintenance plan. These may include, but are not limited to:             <ul style="list-style-type: none"> <li>• Surface swales;</li> <li>• Replacement of conventional impervious surfaces with pervious surfaces (e.g., porous pavement);</li> <li>• Impervious surfaces disconnection; and</li> <li>• Trees planted to intercept stormwater.</li> </ul> </li> </ul> <p>New stormwater facilities shall be placed along the natural drainage courses within the SPA to the extent practicable so as to mimic the natural drainage patterns. The reduction in runoff as a result of the LID configurations shall be quantified based on the runoff reduction credit system methodology described in “Stormwater Quality Design Manual for the Sacramento and South Placer Regions, Chapter 5 and Appendix D4” (SSQP 2007b) and proposed detention basins and other water quality BMPs shall be sized to handle these runoff volumes.</p> <p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, it is anticipated that Caltrans would coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County and Caltrans.</p>				
<b>NOISE AND VIBRATION</b>						
52-21	3A.11-1 (FPASP ETR/EIS)	<p><b><i>Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors.</i></b></p> <p>To reduce impacts associated with noise generated during project related construction activities, the project applicant(s) and their primary contractors for</p>	Before the start of construction activities.	City of Folsom Community Development Department.	The owner/applicant has implemented noise reducing construction practices included as part of the required Noise Control Plan. Compliance with these	Yes

	<p>engineering design and construction of all project phases shall ensure that the following requirements are implemented at each work site in any year of project construction to avoid and minimize construction noise effects on sensitive receptors. The project applicant(s) and primary construction contractor(s) shall employ noise-reducing construction practices. Measures that shall be used to limit noise shall include the measures listed below:</p> <ul style="list-style-type: none"><li>▶ Noise-generating construction operations shall be limited to the hours between 7 a.m. and 7 p.m. Monday through Friday, and between 8 a.m. and 6 p.m. on Saturdays and Sundays.</li><li>▶ All construction equipment and equipment staging areas shall be located as far as possible from nearby noise-sensitive land uses.</li><li>▶ All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.</li><li>▶ All motorized construction equipment shall be shut down when not in use to prevent idling.</li><li>▶ Individual operations and techniques shall be replaced with quieter procedures (e.g., using welding instead of riveting, mixing concrete offsite instead of on-site).</li><li>▶ Noise-reducing enclosures shall be used around stationary noise-generating equipment (e.g., compressors and generators) as planned phases are built out and future noise sensitive receptors are located within close proximity to future construction activities.</li><li>▶ Written notification of construction activities shall be provided to all noise-sensitive receptors located within 850 feet of construction activities. Notification shall include anticipated dates and hours during which construction activities are anticipated to occur and contact information, including a daytime telephone number, for the project representative to be contacted in the event that noise levels are deemed excessive. Recommendations to assist noise-sensitive land uses in reducing interior noise levels (e.g., closing windows and doors) shall also be included in the notification.</li></ul>		requirements has been monitored through construction inspection.	
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		<ul style="list-style-type: none"> <li>▶ To the extent feasible, acoustic barriers (e.g., lead curtains, sound barriers) shall be constructed to reduce construction-generated noise levels at affected noise-sensitive land uses. The barriers shall be designed to obstruct the line of sight between the noise-sensitive land use and on-site construction equipment. When installed properly, acoustic barriers can reduce construction noise levels by approximately 8–10 dB (EPA 1971).</li> <li>▶ When future noise sensitive uses are within close proximity to prolonged construction noise, noise-attenuating buffers such as structures, truck trailers, or soil piles shall be located between noise sources and future residences to shield sensitive receptors from construction noise.</li> </ul> <p>The primary contractor shall prepare and implement a construction noise management plan. This plan shall identify specific measures to ensure compliance with the noise control measures specified above. The noise control plan shall be submitted to the City of Folsom before any noise-generating construction activity begins. Construction shall not commence until the construction noise management plan is approved by the City of Folsom. Mitigation for the two off-site roadway connections into El Dorado County must be coordinated by the project applicant(s) of the applicable project phase with El Dorado County, since the roadway extensions are outside of the City of Folsom’s jurisdictional boundaries.</p>				
<b>PUBLIC SERVICES</b>						
52-22	<b>3A.14-1 (FPASP EIR/EIS)</b>	<p><b><i>Prepare and Implement a Construction Traffic Control Plan.</i></b></p> <p>The project applicant(s) of all project phases shall prepare and implement traffic control plans for construction activities that may affect road rights-of-way. The traffic control plans must follow any applicable standards of the agency responsible for the affected roadway and must be approved and signed by a professional engineer. Measures typically used in traffic control plans include advertising of planned lane closures, warning signage, a flag person to direct traffic flows when needed, and methods to ensure continued access by emergency vehicles. During project construction, access to existing land uses shall be maintained at all times, with detours used as necessary during road closures. Traffic control plans shall be submitted to the appropriate City or County department or the California Department of Transportation (Caltrans) for review and approval before the approval of all project plans or permits, for all project phases where implementation may cause impacts on traffic.</p> <p><b>Mitigation</b> for the off-site elements outside of the City of Folsom’s jurisdictional</p>	Before the approval of all relevant plans and/or permits and during construction of all project phases.	City of Folsom Community Development Department	<p>The Community Development Department has reviewed and approved all traffic control plans required for the construction of both off-site and on-site improvements for this subdivision to verify compliance with City ordinances and to minimize delays to the travelling public.</p> <p>There are no off-site elements outside the City limits for this subdivision.</p>	Yes



		boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties and Caltrans).				
52-23	3A.14-2 (FPASP EIR/EIS)	<p><b><i>Incorporate California Fire Code; City of Folsom Fire Code Requirements; and EDHFD Requirements, if Necessary, into Project Design and Submit Project Design to the City of Folsom Fire Department for Review and Approval.</i></b></p> <p>To reduce impacts related to the provision of new fire services, the project applicant(s) of all project phases shall do the following, as described below.</p> <p>1. Incorporate into project designs fire flow requirements based on the California Fire Code, Folsom Fire Code (City of Folsom Municipal Code Title 8, Chapter 8.36). and other applicable requirements based on the City of Folsom Fire Department fire prevention standards.</p> <p>Improvement plans showing the incorporation automatic sprinkler systems, the availability of adequate fire flow, and the locations of hydrants shall be submitted to the City of Folsom Fire Department for review and approval. In addition, approved plans showing access design shall be provided to the City of Folsom Fire Department as described by Zoning Code Section 17.57.080 (“Vehicular Access Requirements”). These plans shall describe access-road length, dimensions, and finished surfaces for firefighting equipment. The installation of security gates across a fire apparatus access road shall be approved by the City of Folsom Fire Department. The design and operation of gates and barricades shall be in accordance with the Sacramento County Emergency Access Gates and Barriers Standard, as required by the City of Folsom Fire Code.</p> <p>2. Submit a Fire Systems New Buildings, Additions, and Alterations Document Submittal List to the City of Folsom Community Development Department Building Division for review and approval before the issuance of building permits.</p> <p>In addition to the above measures, the project applicant(s) of all project phases shall incorporate the provisions described below for the portion of the SPA within the EDHFD service area, if it is determined through City/El Dorado County negotiations that EDHFD would serve the 178-acre portion of the SPA.</p> <p>3. Incorporate into project designs applicable requirements based on the EDHFD fire prevention standards. For commercial development, improvement plans showing roadways, land splits, buildings, fire sprinkler systems, fire alarm systems, and other commercial building improvements shall be submitted to the EDHFD for review and approval. For residential development, improvement plans showing property lines and adjacent streets or roads; total acreage or square footage of the parcel; the footprint of all structures; driveway plan views describing width, length,</p>	Before issuance of building permits and issuance of occupancy permits or final inspections for all project phases.	City of Folsom Fire Department, City of Folsom Community Development Department	The City Fire Department has reviewed and approved all proposed improvements for the subdivision. The City FD will verify adequate fire flow prior to building permit issuance in the subdivision.	Condition will be satisfied prior to issuance of a building permit.

		<p>turnouts, turnarounds, radiuses, and surfaces; and driveway profile views showing the percent grade from the access road to the structure and vertical clearance shall be submitted to the EDHFD for review and approval.</p> <p>4. Submit a Fire Prevention Plan Checklist to the EDHFD for review and approval before the issuance of building permits. In addition, residential development requiring automation fire sprinklers shall submit sprinkler design sheet(s) and hydraulic calculations from a California State Licensed C-16 Contractor.</p> <p>The City shall not authorize the occupancy of any structures until the project applicant(s) have obtained a Certificate of Occupancy from the City of Folsom Community Development Department verifying that all fire prevention items have been addressed on-site to the satisfaction of the City of Folsom Fire Department and/or the EDHFD for the 178-acre area of the SPA within the EDHFD service area.</p>				
52-24	3A.14-3 (FPASP EIR/EIS)	<p><b><i>Incorporate Fire Flow Requirements into Project Designs.</i></b></p> <p>The project applicant(s) of all project phases shall incorporate into their project designs fire flow requirements based on the California Fire Code, Folsom Fire Code, and/or EDHFD for those areas of the SPA within the EDHFD service area and shall verify to City of Folsom Fire Department that adequate water flow is available, prior to approval of improvement plans and issuance of occupancy permits or final inspections for all project phases.</p>	Before issuance of building permits and issuance of occupancy permits or final inspections for all project phases.	City of Folsom Fire Department, City of Folsom Community Development Department	The City Fire Department has reviewed and approved all proposed improvements for the subdivision. The City FD will verify adequate fire flow prior to building permit issuance in the subdivision.	Condition will be satisfied prior to issuance of a building permit.
<b>TRAFFIC AND TRANSPORTATION</b>						
52-25	3A.15-1a (FPASP EIR/EIS)	<p><b><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Folsom Boulevard/Blue Ravine Road Intersection (Intersection 1).</i></b></p> <p>To ensure that the Folsom Blvd/Blue Ravine Rd intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Folsom Blvd/Blue Ravine Road intersection (Intersection 1).</p>	A phasing analysis shall be performed prior to approval of the first subdivision map to determine	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

			when the improvement should be implemented and when fair share funding should be paid.			
52-26	3A.15-1b (FPASP EIR/EIS)	<p><b><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements at the Sibley Street/Blue Ravine Road Intersection (Intersection 2).</i></b></p> <p>To ensure that the Sibley Street/Blue Ravine Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection (Intersection 2).</p>	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented and when fair share funding should be paid.	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
52-27	3A.15-1c (FPASP EIR/EIS)	<p><b><i>The Applicant Shall Fund and Construct Improvements to the Scott Road (West)/White Rock Road Intersection (Intersection 28).</i></b></p> <p>To ensure that the Scott Road (West)/White Rock Road intersection operates at an acceptable LOS, a traffic signal must be installed.</p>	A phasing analysis shall be performed prior to approval of	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to	Condition will be satisfied prior to issuance of

			the first subdivision map to determine when the improvement should be implemented.		building permit issuance in this subdivision.	a building permit.
52-28	3A.15-1e (FPASP EIR/EIS)	<p><b><i>Fund and Construct Improvements to the Hillside Drive/Easton Valley Parkway Intersection (Intersection 41).</i></b></p> <p>To ensure that the Hillside Drive/Easton Valley Parkway intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of one dedicated left turn lane and two through lanes, and the westbound approach must be reconfigured to consist of two through lanes and one dedicated right-turn lane. The applicant shall fund and construct these improvements.</p>	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
52-29	3A.15-1f (FPASP EIR/EIS)	<p><b><i>Fund and Construct Improvements to the Oak Avenue Parkway/Middle Road Intersection (Intersection 44).</i></b></p> <p>To ensure that the Oak Avenue Parkway/Middle Road intersection operates at an acceptable LOS, control all movements with a stop sign. The applicant shall fund and construct these improvements.</p>	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

			nt should be implemented.			
52-30	3A.15-1h (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts to the Hazel Avenue/Folsom Boulevard Intersection (Sacramento County Intersection 2).</i></b></p> <p>To ensure that the Hazel Avenue/Folsom Boulevard intersection operates at an acceptable LOS, this intersection must be grade separated including “jug handle” ramps. No at grade improvement is feasible. Grade separating and extended (south) Hazel Avenue with improvements to the U.S. 50/Hazel Avenue interchange is a mitigation measure for the approved Easton-Glenbrough Specific Plan development project. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/Folsom Boulevard intersection (Sacramento County Intersection 2).</p>	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
52-31	3A.15-1i (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection and to White Rock Road widening between the Rancho Cordova City limit to Prairie City Road (Sacramento County Intersection 3).</i></b></p> <p>Improvements must be made to ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS. The currently County proposed White Rock Road widening project will widen and realign White Rock Road from the Rancho Cordova City limit to the El Dorado County line (this analysis assumes that the Proposed Project and build alternatives will widen White Rock Road to five lanes from Prairie City road to the El Dorado County Line). This widening includes improvements to the Grant Line Road intersection and realigning White Rock Road to be the through movement. The improvements include two eastbound through lanes, one eastbound right turn lane, two northbound left turn lanes, two northbound right turn lanes, two westbound left turn lanes and two westbound through lanes. This improvement also includes the signalization of the White Rock Road and Grant Line Road intersection. With implementation of this improvement, the intersection would operate at an acceptable LOS A. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for</p>	Before project build out. Design of the White Rock Road widening to four lanes, from Grant Line Road to Prairie City Road, with Intersection improvements has begun, and	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

		improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road intersection (Sacramento County Intersection 3).	because this widening project is environmentally cleared and fully funded, it's construction is expected to be complete before the first phase of the Proposed Project or alternative is built.			
52-32	3A.15-1j (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Madison Avenue and Curragh Downs Drive (Roadway Segment 10).</i></p> <p>To ensure that Hazel Avenue operates at an acceptable LOS between Curragh Downs Drive and Gold Country Boulevard, Hazel Avenue must be widened to six lanes. This improvement is part of the County adopted Hazel Avenue widening project.</p>	Before project build out. Construction of phase two of the Hazel Avenue widening, from Madison Avenue to Curragh Downs Drive, is expected to be	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

			<p>completed by year 2013, before the first phase of the Proposed Project or alternative is complete. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Hazel Avenue between Madison Avenue and</p>			
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			Curragh Downs Drive (Sacramento County Roadway Segment 10).			
52-33	3A.15-11 (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Windfield Way Intersection (El Dorado County Intersection 3).</i></b></p> <p>To ensure that the White Rock Road/Windfield Way intersection operates at an acceptable LOS, the intersection must be signalized and separate northbound left and right turn lanes must be striped. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Windfield Way intersection (El Dorado County Intersection 3).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
52-34	3A.15-10 (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 as an alternative to improvements at the Folsom Boulevard/U.S. 50</i></b></p> <p>Eastbound Ramps Intersection (Caltrans Intersection 4). Congestion on eastbound U.S. 50 is causing vehicles to use Folsom Boulevard as an alternate parallel route until they reach U.S. 50, where they must get back on the freeway due to the lack of a parallel route. It is preferred to alleviate the congestion on U.S. 50 than to upgrade the intersection at the end of this reliever route. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the</p>	Before project build out. A phasing analysis should be performed prior to approval of the first	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.



		impacts to the Folsom Boulevard/U.S. 50 Eastbound Ramps intersection (Caltrans Intersection 4). To ensure that the Folsom Boulevard/U.S. 50 eastbound ramps intersection operates at an acceptable LOS, auxiliary lanes should be added to eastbound U.S. 50 from Hazel Avenue to east of Folsom Boulevard. This was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project.	subdivision map to determine during which project phase the improvement should be built.			
52-35	3A.15-1p (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/ State Route 16 Intersection (Caltrans Intersection 12).</i></b></p> <p>To ensure that the Grant Line Road/State Route 16 intersection operates at an acceptable LOS, the northbound and southbound approaches must be reconfigured to consist of one left-turn lane and one shared through/right-turn lane. Protected left-turn signal phasing must be provided on the northbound and southbound approaches. Improvements to the Grant Line Road/State Route 16 intersection are contained within the County Development Fee Program and are scheduled for Measure A funding.</p> <p>Improvements to this intersection must be implemented by Caltrans, Sacramento County, and the City of Rancho Cordova.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/State Route 16 intersection (Caltrans Intersection 12).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
52-36	3A.15-1q (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</i></b></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, a bus-carpool (HOV) lane must be constructed. This improvement is currently planned as part of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for</p>	Before project build out. Construction of the Sacramento 50 Bus-Carpool	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

		improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).	Lane and Community Enhancements Project is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is complete. Construction of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project has started since the writing of the Draft EIS/EIR.			
52-37	3A.15-1r (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).</i> To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Folsom Boulevard, an auxiliary lane must be constructed. This	Before project build out. A phasing analysis	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide	Condition will be satisfied prior to issuance of

		<p>improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).</p>	<p>should be performed to determine during which project phase the improvement should be built.</p>		<p>Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>a building permit</p>
52-38	3A.15-1s (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4).</i></b></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>City of Folsom Community Development Department</p>	<p>This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>
52-39	3A.15-1u (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).</i></b></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS between Prairie City Road and Folsom Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50</p>	<p>Before project build out. A phasing analysis should be performed</p>	<p>City of Folsom Community Development Department</p>	<p>This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>

		Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).	prior to approval of the first subdivision map to determine during which project phase the improvement should be built.		building permit issuance in this subdivision.	
52-40	3A.15-1v (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).</i></b></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Sunrise Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project and included in the proposed Rancho Cordova Parkway interchange project.</p> <p>Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
52-41	3A.15-1w (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).</i></b></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard merge, an auxiliary lane from the Folsom Boulevard merge to the Prairie City Road diverge must be constructed. This improvement was</p>	Before project build out. A phasing analysis	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide	Condition will be satisfied prior to issuance of

		recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).	should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.		Transportation fees collected prior to building permit issuance in this subdivision.	a building permit
52-42	3A.15-1x (FPASP EIR/EIS)	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Diverge (Freeway Diverge 5).</i></b> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road off-ramp diverge, an auxiliary lane from the Folsom Boulevard merge must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road diverge (Freeway Diverge 5).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
52-43	3A.15-1y (FPASP EIR/EIS)	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Direct Merge (Freeway Merge 6).</i></b> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City	Before project build out.	City of Folsom Community	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure	Condition will be satisfied

		Road onramp direct merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road direct merge (Freeway Merge 6).	A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Development Department	Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	prior to issuance of a building permit.
52-44	3A.15-1z (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Flyover On-Ramp to Oak Avenue Parkway Off-Ramp Weave (Freeway Weave 8).</i></b></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave, an improvement acceptable to Caltrans should be implemented to eliminate the unacceptable weaving conditions. Such an improvement may involve a “braided ramp”.</p> <p>The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave (Freeway Weave 8).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

52-45	3A.15-1aa (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge (Freeway Merge 9).</i></b></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Oak Avenue Parkway loop merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/ Oak Avenue Parkway loop merge (Freeway Merge 9).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>City of Folsom Community Development Department</p>	<p>This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>
52-46	3A.15-1dd (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge (Freeway Merge 23).</i></b></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on ramp from southbound Empire Ranch Road would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Empire Ranch Road loop ramp merge (Freeway Merge 23).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement</p>	<p>City of Folsom Community Development Department</p>	<p>This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>

			nt should be built.			
52-47	3A.15-1ee (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 29).</i></b></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Oak Avenue Parkway loop on ramp should start the westbound auxiliary lane that ends at the Prairie City Road off ramp. The slip on ramp from southbound Oak Avenue Parkway would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Oak Avenue Parkway loop ramp merge (Freeway Merge 29).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
52-48	3A.15-1ff (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).</i></b></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road loop ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project	City of Folsom Community Development Department and Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.



			phase the improvement should be built.			
52-49	3A.15-1gg (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Direct Ramp Merge (Freeway Merge 33).</i></b></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road direct ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road direct ramp merge (Freeway Merge 33).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Community Development Department and Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
52-50	3A.15-1hh (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Diverge (Freeway Diverge 34).</i></b></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard Diverge, an auxiliary lane from the Prairie City Road loop ramp merge must be constructed. Improvements to this freeway segment must be implemented by Caltrans. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Folsom Boulevard diverge (Freeway Diverge 34).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during	City of Folsom Community Development Department and Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

			which project phase the improvement should be built.			
52-51	3A.15-1ii (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge (Freeway Merge 38).</i></b></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Hazel Avenue direct ramp merge, an auxiliary lane to the Sunrise Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Westbound/Hazel Avenue direct ramp merge (Freeway Merge 38).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation and City of Rancho Cordova Department of Public Works	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
52-52	3A.15-2a (FPASP EIR/EIS)	<p><b><i>Develop Commercial Support Services and Mixed-use Development Concurrent with Housing Development and Develop and Provide Options for Alternative Transportation Modes.</i></b></p> <p>The project applicant(s) for any particular discretionary development application including commercial or mixed-use development along with residential uses shall develop commercial and mixed-use development concurrent with housing development, to the extent feasible in light of market realities and other considerations, to internalize vehicle trips. Pedestrian and bicycle facilities shall be implemented to the satisfaction of the City Public Works Department. To further minimize impacts from the increased demand on area roadways and intersections, the project applicant(s) for any particular discretionary development application involving schools or commercial centers shall develop and implement safe and</p>	Before approval of improvement plans for all project phases any particular discretionary development application	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

		secure bicycle parking to promote alternative transportation uses and reduce the volume of single-occupancy vehicles using area roadways and intersections. The project applicant(s) for any particular discretionary development application shall participate in capital improvements and operating funds for transit service to increase the percent of travel by transit. The project's fair-share participation and the associated timing of the improvements and service shall be identified in the project conditions of approval and/or the project's development agreement. Improvements and service shall be coordinated, as necessary, with Folsom Stage Lines and Sacramento RT.	that includes residential and commercial or mixed-use development. As a condition of project approval and/or as a condition of the development agreement for all project phases.			
52-53	3A.15-2b (FPASP EIR/EIS)	<b><i>Participate in the City's Transportation System Management Fee Program.</i></b> The project applicant(s) for any particular discretionary development application shall pay an appropriate amount into the City's existing Transportation System Management Fee Program to reduce the number of single-occupant automobile travel on area roadways and intersections.	Concurrent with construction for all project phases.	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
52-54	3A.15-2c (FPASP EIR/EIS)	<b><i>Participate with the 50 Corridor Transportation Management Association.</i></b> The project applicant(s) for any particular discretionary development application shall join and participate with the 50 Corridor Transportation Management Association to reduce the number of single-occupant automobile travel on area roadways and intersections.	Concurrent with construction for all project phases.	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

52-55	3A.15-3 (FPASP EIR/EIS)	<p><b>Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program.</b></p> <p>In accordance with Measure W, the project applicant(s) for any particular discretionary development application shall provide fair-share contributions to the City's transportation impact fee program to fully fund improvements only required because of the Specific Plan.</p>	As a condition of project approval and/or as a condition of the development agreement for all project phases.	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
52-56	3A.15-4a (FPASP EIR/EIS)	<p><b>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Sibley Street/Blue Ravine Road Intersection (Folsom Intersection 2).</b></p> <p>To ensure that the Sibley Street/Blue Ravine Road intersection operates at a LOS D with less than the Cumulative No Project delay, the northbound approach must be reconfigured to consist of two left-turn lane, two through lanes, and one dedicated right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection (Folsom Intersection 2).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
52-57	3A.15-4b (FPASP EIR/EIS)	<p><b>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Oak Avenue Parkway/East Bidwell Street Intersection (Folsom Intersection 6).</b></p> <p>To ensure that the Oak Avenue Parkway/East Bidwell Street intersection operates</p>	Before project build out. A phasing	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees	Condition will be satisfied prior to

		at an acceptable LOS, the eastbound (East Bidwell Street) approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the westbound (East Bidwell Street) approach must be reconfigured to consist of two left turn lanes, four through lanes, and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non-motorized traffic and adjacent development; therefore, this improvement is infeasible.	analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.		and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	issuance of a building permit.
52-58	3A.15-4c (FPASP EIR/EIS)	<p><b><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/College Street Intersection (Folsom Intersection 7).</i></b></p> <p>To ensure that the East Bidwell Street/College Street intersection operates at acceptable LOS C or better, the westbound approach must be reconfigured to consist of one left-turn lane, one left-through lane, and two dedicated right-turn lanes. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the East Bidwell Street/Nesmith Court intersection (Folsom Intersection 7).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

52-59	3A.15-4d (FPASP EIR/EIS)	<p><b><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/Iron Point Road Intersection (Folsom Intersection 21).</i></b></p> <p>To ensure that the East Bidwell Street /Iron Point Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the southbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non-motorized traffic and adjacent development; therefore, this improvement is infeasible.</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>City of Folsom Community Development Department</p>	<p>This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>
52-60	3A.15-4e (FPASP EIR/EIS)	<p><b><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Serpa Way/ Iron Point Road Intersection (Folsom Intersection 23).</i></b></p> <p>To improve LOS at the Serpa Way/ Iron Point Road intersection, the northbound approaches must be restriped to consist of one left-turn lane, one shared left-through lanes, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Serpa Way/Iron Point Road Intersection (Folsom Intersection 23).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement</p>	<p>City of Folsom Community Development Department</p>	<p>This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>

			nt should be built.			
52-61	3A.15-4f (FPASP EIR/EIS)	<p><b><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Empire Ranch Road/Iron Point Road Intersection (Folsom Intersection 24).</i></b></p> <p>To ensure that the Empire Ranch Road / Iron Point Road intersection operates at a LOS D or better, all of the following improvements are required: The eastbound approach must be reconfigured to consist of one left-turn lane, two through lanes, and a right-turn lane. The westbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and a through-right lane. The northbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. The southbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Empire Ranch Road / Iron Point Road Intersection Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. (Folsom Intersection 24).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
52-62	3A.15-4g (FPASP EIR/EIS)	<p><b><i>The Applicant Shall Fund and Construct Improvements to the Oak Avenue Parkway/Easton Valley Parkway Intersection (Folsom Intersection 33).</i></b></p> <p>To ensure that the Oak Avenue Parkway/Easton Valley Parkway intersection operates at an acceptable LOS the southbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and two right-turn lanes. The applicant shall fund and construct these improvements.</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

			phase the improvement should be built.			
52-63	3A.15-4i (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).</i></b></p> <p>To ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS E or better this intersection should be replaced by some type of grade separated intersection or interchange. Improvements to this intersection are identified in the Sacramento County's Proposed General Plan. Implementation of these improvements would assist in reducing traffic impacts on this intersection by providing acceptable operation. Intersection improvements must be implemented by Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
52-64	3A.15-4j (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7).</i></b></p> <p>To improve operation on Grant Line Road between White Rock Road and Kiefer Boulevard, this roadway segment must be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7). The identified improvement would more than offset the impacts specifically related to the Folsom</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.



		South of U.S. 50 project on this roadway segment.	which project phase the improvement should be built.			
52-65	3A.15-4k (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8).</i></b></p> <p>To improve operation on Grant Line Road between Kiefer Boulevard Jackson Highway, this roadway segment could be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8). The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
52-66	3A.15-4l (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13).</i></b></p> <p>To improve operation on Hazel Avenue between Curragh Downs Drive and the U.S. 50 westbound ramps, this roadway segment could be widened to eight lanes. This improvement is inconsistent with Sacramento County's general plan because the county's policy requires a maximum roadway cross section of six lanes. Analysis shown later indicates that improvements at the impacted intersection in this segment can be mitigated (see Mitigation Measure 3A.15-4q). Improvements to impacted intersections on this segment will improve operations on this roadway segment and, therefore, mitigate this segment impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

		improvements, based on a program established by that agency to reduce the impacts to Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13).	determine during which project phase the improvement should be built.			
52-67	3A.15-4m (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22).</i></b></p> <p>To improve operation on White Rock Road between Grant Line Road and Prairie City Road, this roadway segment must be widened to six lanes. This improvement is included in the 2035 MTP but is not included in the Sacramento County General Plan. Improvements to this roadway segment must be implemented by Sacramento County. The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment. However, because of other development in the region that would substantially increase traffic levels, this roadway segment would continue to operate at an unacceptable LOS F even with the capacity improvements identified to mitigate Folsom South of U.S. 50 impacts. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
52-68	3A.15-4n (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).</i></b></p> <p>To improve operation on White Rock Road between Empire Ranch Road and Carson Crossing Road, this roadway segment must be widened to six lanes. Improvements to this roadway segment must be implemented by Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Empire Ranch</p>	Before project build out. A phasing analysis should be performed prior to approval of the first	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

		Road and Carson Crossing Road (Sacramento County Roadway Segment 28).	subdivision map to determine during which project phase the improvement should be built.			
52-69	3A.15-4o (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).</i></b></p> <p>To ensure that the White Rock Road/Carson Crossing Road intersection operates at an acceptable LOS, the eastbound right turn lane must be converted into a separate free right turn lane, or double right. Improvements to this intersection must be implemented by El Dorado County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	El Dorado County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
52-70	3A.15-4p (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).</i></b></p> <p>To ensure that the Hazel Avenue/U.S. 50 westbound ramps intersection operates at an acceptable LOS, the westbound approach must be reconfigured to consist of one dedicated left turn lane, one shared left through lane and three dedicated right-turn lanes. Improvements to this intersection must be implemented by Caltrans and Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program</p>	Before project build out. A phasing analysis should be performed prior to	Sacramento County Department of Transportation Caltrans	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

		established by that agency to reduce the impacts to the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).	approval of the first subdivision map to determine during which project phase the improvement should be built.			
52-71	3A.15-4q (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</i></b></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic from U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation. Caltrans	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
52-72	3A.15-4r (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).</i></b></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS between Rancho Cordova Parkway and Hazel Avenue, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in</p>	Before project build out. A phasing analysis should be	Sacramento County Department of Transportation. Caltrans	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to	Condition will be satisfied prior to issuance of

		Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).	performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.		building permit issuance in this subdivision.	a building permit.
52-73	3A.15-4s (FPASP EIR/EIS)	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5).</i></b> To ensure that Eastbound US 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, the eastbound auxiliary lane should be converted to a mixed flow lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4t). Improvements to this freeway segment must be implemented by Caltrans. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Caltrans	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
52-74	3A.15-4t (FPASP EIR/EIS)	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).</i></b> To ensure that Eastbound US 50 operates at an acceptable LOS between Prairie	Before project build out. A phasing	Caltrans	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees	Condition will be satisfied prior to

		<p>City Road and Oak Avenue Parkway, the northbound Prairie City Road slip on ramp should merge with the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see Mitigation Measures 3A.15-4u, v and w), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).</p>	<p>analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>		<p>and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>issuance of a building permit.</p>
52-75	3A.15-4u (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Slip Ramp Merge (Freeway Merge 6).</i></b>                  To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, w and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road slip ramp merge (Freeway Merge 6).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	Caltrans	<p>This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>

52-76	3A.15-4v (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).</i></b></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, v and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Caltrans	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit
52-77	3A.15-4w (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).</i></b></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS, the southbound Oak Avenue Parkway loop on ramp should merge with the eastbound auxiliary lane that starts at the southbound Prairie City Road braided flyover on ramp and ends at the East Bidwell Street – Scott Road off ramp (see mitigation measure 3A.15-4u, v and w). Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement	Caltrans	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

52-78	3A.15-4x (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge (Freeway Merge 27).</i></b></p> <p>To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip-on ramp from southbound Empire Ranch Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 , Westbound / Empire Ranch Road loop ramp merge (Freeway Merge 27).</p>	<p>nt should be built.</p> <p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	Caltrans	<p>This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>
52-79	3A.15-4y (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).</i></b></p> <p>To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Prairie City Road loop on ramp should start the westbound auxiliary lane that continues beyond the Folsom Boulevard off ramp. The slip-on ramp from southbound Prairie City Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project</p>	Caltrans	<p>This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>



			phase the improvement should be built.			
<b>UTILITIES AND SERVICE SYSTEMS</b>						
52-80	3A.16-1 (FPASP EIR/EIS)	<p><b><i>Submit Proof of Adequate On- and Off-Site Wastewater Conveyance Facilities and Implement On- and Off-Site Infrastructure Service Systems or Ensure That Adequate Financing Is Secured.</i></b></p> <p>Before the approval of the final map and issuance of building permits for all project phases, the project applicant(s) of all project phases shall submit proof to the City of Folsom that an adequate wastewater conveyance system either has been constructed or is ensured through payment of the City's facilities augmentation fee as described under the Folsom Municipal Code Title 3, Chapter 3.40, "Facilities Augmentation Fee – Folsom South Area Facilities Plan," or other sureties to the City's satisfaction. Both on-site wastewater conveyance infrastructure and off-site force main sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City.</p>	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Environmental & Water Resources Department	The Phase 1 Sanitary Sewer infrastructure including the off-site sewer trunk main, the Alder Creek Parkway sewer lift station and forced main to serve this subdivision have been constructed by the FPA landowners and have been completed and accepted by the City and are currently in operation.	Yes
052-81	3A.16-3 (FPASP EIR/EIS)	<p><b><i>Demonstrate Adequate SRWTP Wastewater Treatment Capacity.</i></b></p> <p>The project applicant(s) of all project phases shall demonstrate adequate capacity at the SRWTP for new wastewater flows generated by the project. This shall involve preparing a tentative map-level study and paying connection and capacity fees as identified by SRCSD. Approval of the final map and issuance of building permits for all project phases shall not be granted until the City verifies adequate SRWTP capacity is available for the amount of development identified in the tentative map.</p>	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Environmental & Water Resources Department	The City obtained a letter from Regional San which provides verification that there is adequate capacity in the existing Regional San conveyance and treatment system to accommodate the entire Folsom Plan Area at buildout. Confirmation from Regional San was required because the Folsom Plan Area is served by the existing Regional San Lift Station on Iron Point Road. The City Sewer Lift Station and Forced Main which connects to the Regional San Lift Station has been accepted by the City and is currently in operation.	Yes
52-82	3A.18-1 (FPASP EIR/EIS)	<p><b><i>Submit Proof of Surface Water Supply Availability.</i></b></p> <p>a. Prior to approval of any small-lot tentative subdivision map subject to Government Code Section 66473.7 (SB 221), the City shall comply with that</p>	Before approval of final	City of Folsom Community Development	The owner/applicant has constructed the necessary infrastructure to provide potable water to the subdivision. The	Yes

		<p>statute. Prior to approval of any small-lot tentative subdivision map for a proposed residential project not subject to that statute, the City need not comply with Section 66473.7, or formally consult with any public water system that would provide water to the affected area; nevertheless, the City shall make a factual showing or impose conditions similar to those required by Section 66473.7 to ensure an adequate water supply for development authorized by the map.</p> <p>b. Prior to recordation of each final subdivision map, or prior to City approval of any similar project-specific discretionary approval or entitlement required for nonresidential uses, the project applicant(s) of that project phase or activity shall demonstrate the availability of a reliable and sufficient water supply from a public water system for the amount of development that would be authorized by the final subdivision map or project-specific discretionary nonresidential approval or entitlement. Such a demonstration shall consist of information showing that both existing sources are available or needed supplies and improvements will be in place prior to occupancy.</p>	maps and issuance of building permits for any project phases.	Department and City of Folsom Environmental & Water Resources Department	potable Phase 1 water infrastructure for the Folsom Plan Area has been reviewed, approved and accepted by the City and is currently in operation.	
52-83	3A.18-2a (FPASP EIR/EIS)	<p><b><i>Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured.</i></b></p> <p>Before the approval of the final subdivision map and issuance of building permits for all project phases, the project applicant(s) of any particular discretionary development application shall submit proof to the City of Folsom that an adequate off-site water conveyance system either has been constructed or is ensured or other sureties to the City's satisfaction. The off-site water conveyance infrastructure sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final subdivision map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City. A certificate of occupancy shall not be issued for any building within the SPA until the water conveyance infrastructure sufficient to serve such building has been constructed and is in place.</p>	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Environmental & Water Resources Department	The off-site potable water infrastructure to serve the subdivision has been reviewed, approved and accepted by the City and is currently in operation. In addition, the City has verified that the off-site potable water infrastructure is adequate to serve the subdivision.	Yes
52-84	3A.18-2b (FPASP EIR/EIS)	<p><b><i>Demonstrate Adequate Off-Site Water Treatment Capacity (if the Off-Site Water Treatment Plant Option is Selected).</i></b></p> <p>If an off-site water treatment plant (WTP) alternative is selected (as opposed to the on-site WTP alternative), the project applicant(s) for any particular discretionary development application shall demonstrate adequate capacity at the off-site WTP. This shall involve preparing a tentative map-level study and paying connection and capacity fees as determined by the City. Approval of the final project map shall not be granted until the City verifies adequate water treatment capacity either is</p>	Before approval of final maps and issuance of building permits	City of Folsom Community Development Department and City of Folsom Environmental & Water Resources Department	This condition is not applicable to this subdivision. The water supply for this subdivision is provided by the City of Folsom Water Treatment Plant rather than an Off-Site Water Treatment Plant	Yes

		available or is certain to be available when needed for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases. A certificate of occupancy shall not be issued for any building within the SPA until the water treatment capacity sufficient to serve such building has been constructed and is in place.	for any project phases.			
52-85	4.4-1 (Westland/ Eagle SPA)	<p><b>Conduct Environmental Awareness Training for Construction Employees.</b></p> <p>Prior to beginning construction activities, the Project Applicant shall employ a qualified biologist to develop and conduct environmental awareness training for construction employees. The training shall describe the importance of onsite biological resources, including special-status wildlife habitats; potential nests of special-status birds; and roosting habitat for special-status bats. The biologist shall also explain the importance of other responsibilities related to the protection of wildlife during construction such as inspecting open trenches and looking under vehicles and machinery prior to moving them to ensure there are no lizards, snakes, small mammals, or other wildlife that could become trapped, injured, or killed in construction areas or under equipment.</p> <p>The environmental awareness program shall be provided to all construction personnel to brief them on the life history of special-status species in or adjacent to the project area, the need to avoid impacts on sensitive biological resources, any terms and conditions required by State and federal agencies, and the penalties for not complying with biological mitigation requirements. If new construction personnel are added to the project, the contractor's superintendent shall ensure that the personnel receive the mandatory training before starting work. An environmental awareness handout that describes and illustrates sensitive resources to be avoided during project construction and identifies all relevant permit conditions shall be provided to each person.</p>	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2020. Compliance table is on file with the City.	Yes
52-86	4.4-7 (Westland/ Eagle SPA)	<p><b>Preconstruction Nesting Bird Survey.</b></p> <p>The Project Applicant shall conduct a preconstruction nesting bird survey of all areas associated with construction activities on the project site within 14 days prior to commencement of construction during the nesting season (1 February through 31 August). If active nests are found, a no-disturbance buffer around the nest shall be established. The buffer distance shall be established by a qualified biologist in consultation with CDFW. The buffer shall be maintained until the fledglings are capable of flight and become independent of the nest, to be determined by a qualified biologist. Once the young are independent of the nest, no further measures are necessary. Pre-construction nesting surveys are not required for construction activity outside of the nesting season.</p>	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any	California Department of Fish and Game, and City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2020. Compliance table is on file with the City.	Yes

			project phase.			
52-87	3A.5-1a (Westland/ Eagle SPA)	<p><b><i>Comply with the Programmatic Agreement</i></b></p> <p>The PA for the project is incorporated by reference. The PA provides a management framework for identifying historic properties, determining adverse effects, and resolving those adverse effects as required under Section 106 of the National Historic Preservation Act. This document is incorporated by reference. The PA is available for public inspection and review at the California Office of Historic Preservation 1725 23rd Street Sacramento, CA 95816.</p>	During all construction phases	City of Folsom Community Development Department; U.S. Army Corp of Engineers;	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2020. Compliance table is on file with the City.	Yes
52-88	3A.5-2 (Westland/ Eagle SPA)	<p><b><i>Conduct Construction Personnel Education, Conduct On-Site Monitoring If Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required.</i></b></p> <p>To reduce potential impacts to previously undiscovered cultural resources, the project applicant(s) of all project phases shall do the following:</p> <p>Before the start of ground-disturbing activities, the project applicant(s) of all project phases shall retain a qualified archaeologist to conduct training for construction workers as necessary based upon the sensitivity of the project APE, to educate them about the possibility of encountering buried cultural resources and inform them of the proper procedures should cultural resources be encountered.</p> <p>As a result of the work conducted for Mitigation Measures 3A.5-1a and 3A.5-1b, if the archaeologist determines that any portion of the SPA or the off-site elements should be monitored for potential discovery of as-yet-unknown cultural resources, the project applicant(s) of all project phases shall implement such monitoring in the locations specified by the archaeologist. USACE should review and approve any recommendations by archaeologists with respect to monitoring.</p> <p>Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, or architectural remains be encountered during any construction activities, work shall be suspended in the vicinity of the find and the appropriate oversight agency(ies) (identified below) shall be notified immediately. The appropriate oversight agency(ies) shall retain a qualified archaeologist who shall conduct a field investigation of the specific site and shall assess the significance of the find by evaluating the resource for eligibility for listing on the CRHR and the NRHP. If the resource is eligible for</p>	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.	City of Folsom Community Development Department; U.S. Army Corp of Engineers	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2020. Compliance table is on file with the City.	Yes

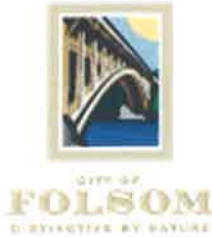
		<p>listing on the CRHR or NRHP and it would be subject to disturbance or destruction, the actions required in Mitigation Measures 3A.5-1a and 3A.5-1b shall be implemented. The oversight agency shall be responsible for approval of recommended mitigation if it is determined to be feasible in light of the approved land uses and shall implement the approved mitigation before resuming construction activities at the archaeological site.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p> <p>The project applicant, in coordination with USACE, shall ensure that an archaeological sensitivity training program is developed and implemented during a pre-construction meeting for construction supervisors. The sensitivity training program shall provide information about notification procedures when potential archaeological material is discovered, procedures for coordination between construction personnel and monitoring personnel, and information about other treatment or issues that may arise if cultural resources (including human remains) are discovered during project construction. This protocol shall be communicated to all new construction personnel during orientation and on a poster that is placed in a visible location inside the construction job trailer. The phone number of the USACE cultural resources staff member shall also be included.</p> <p>The on-site sensitivity training shall be carried out each time a new contractor will begin work in the APE and at the beginning of each construction season by each contractor.</p> <p>If unanticipated discoveries of additional historic properties, defined in 36 CFR 800.16 (I), are made during the construction of the project, the USACE shall ensure that they will be protected by implementing the following measures:</p> <p>The Construction Manager, or archaeological monitor, if given the authority to halt construction activities, shall ensure that work in that area is immediately halted within a 100-foot radius of the unanticipated discovery until the find is examined by a person meeting the professional qualifications standards specified in Section 2.2 of Attachment G of the HPMP. The Construction Manager, or archaeological monitor, if present, shall notify the USACE within 24 hours of the discovery.</p> <p>The USACE shall notify the State Historic Preservation Officer (SHPO) within one working day of an unanticipated discovery and may initiate interim treatment measures in accordance with this HPTP. Once the USACE makes a formal determination of eligibility for the resource, the USACE will notify the SHPO within 48 hours of the determination and afford the SHPO an opportunity to comment on appropriate treatment.</p>				
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		<p>The SHPO shall respond within 72 hours of the request to consult. Failure of the SHPO to respond within 72 hours shall not prohibit the USACE from implementing the treatment measures.</p> <p>The project applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.</p>				
52-89	3A.5-3 (Westland/ Eagle SPA)	<p><i>Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.</i></p> <p>In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, including those associated with off-site elements, the project applicant(s) of all project phases shall immediately halt all ground-disturbing activities in the area of the find and notify the Sacramento County Coroner and a professional archaeologist skilled in osteological analysis to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or public lands (California Health and Safety Code Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the NAHC by phone within 24 hours of making that determination (California Health and Safety Code Section 7050[c]).</p> <p>After the coroner's findings are complete, the project applicant(s), an archaeologist, and the NAHC-designated Most Likely Descendant shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting on notification of a discovery of Native American human remains are identified in Section 5097.9 of the California Public Resources Code.</p> <p>Upon the discovery of Native American remains, the procedures above regarding involvement of the applicable county coroner, notification of the NAHC, and identification of an Most Likely Descendant shall be followed. The project applicant(s) of all project phases shall ensure that the immediate vicinity (according to generally accepted cultural or archaeological standards and practices) is not damaged or disturbed by further development activity until consultation with the Most Likely Descendant has taken place. The Most Likely Descendant shall have 48 hours after being granted access to the site to inspect the site and make recommendations. A range of possible treatments for the remains may be discussed: nondestructive removal and analysis, preservation in place, relinquishment of the remains and associated items to the descendants, or other culturally appropriate treatment. As suggested by AB 2641 (Chapter 863, Statutes of 2006), the concerned parties may extend discussions beyond the initial 48 hours to allow for the discovery of additional remains. AB 2641(e) includes a list of site protection measures and states that the project applicant(s)</p>	During all ground disturbing activities, for any project phase.	Sacramento County Coroner; Native American Heritage Commission; City of Folsom Community Development Department	<p>The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2020. Compliance table is on file with the City.</p> <p>No human remains have been encountered in the subdivision during grading and construction.</p>	Yes

	<p>shall comply with one or more of the following requirements:          record the site with the NAHC or the appropriate Information Center,          use an open-space or conservation zoning designation or easement, or          record a reinterment document with the county.</p> <p>The project applicant(s) or its authorized representative of all project phases shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance if the NAHC is unable to identify a Most Likely Descendant or if the Most Likely Descendant fails to make a recommendation within 48 hours after being granted access to the site. The project applicant(s) or its authorized representative may also reinter the remains in a location not subject to further disturbance if it rejects the recommendation of the Most Likely Descendant and mediation by the NAHC fails to provide measures acceptable to the landowner. Ground disturbance in the zone of suspended activity shall not recommence without authorization from the archaeologist.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p> <p>The project applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.</p>				
53.	<p>The Landowner acknowledges that the State adopted amendments to Section 65850 of the California Government Code (specifically Section 65850(g)), effective January 1, 2018, to allow for the implementation of inclusionary housing requirements in residential rental units, upon adoption of an ordinance by the City. The Landowner is not currently contemplating any residential rental projects within the Subject Property; however, in the event the City amends its Inclusionary Housing Ordinance with respect to rental housing pursuant to Section 65850(g), Landowner (or successor in interest) agrees that the Subject Property shall be subject to said City Ordinance, as amended, should any residential rental project be proposed within the Subject Property.</p>	OG	CD (P)	<p>The owner/applicant has acknowledged that they are currently subject to the inclusionary housing requirements in residential rental units and further acknowledged that they will be subject to any amendments to the FMC-Housing Element at such time amendments are made after January 1, 2020.</p>	Yes

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# Folsom City Council Staff Report

<b>MEETING DATE:</b>	12/8/2020
<b>AGENDA SECTION:</b>	Consent Calendar
<b>SUBJECT:</b>	Resolution No. 10568 - A Resolution Authorizing the City Manager to Execute an Agreement with Soracco, Inc. for the Construction of the Oak Avenue Pump Station Peak Wet Weather Flow Relief Project and Appropriation of Funds
<b>FROM:</b>	Environmental and Water Resources Department

### RECOMMENDATION / CITY COUNCIL ACTION

The Environmental and Water Resources Department recommends the City Council pass and adopt Resolution No. 10568 - A Resolution Authorizing the City Manager to Execute an Agreement with Soracco, Inc. for the Construction of the Oak Avenue Pump Station Peak Wet Weather Flow Relief Project and Appropriation of Funds.

### BACKGROUND / ISSUE

The Environmental and Water Resources Department identifies sewer infrastructure rehabilitation and replacement projects through sewer master plans and ongoing sewer condition assessment programs. As a condition of the City's State permit for its wastewater collection system, the Environmental and Water Resources Department is required to perform ongoing condition assessments on the wastewater system and correct any defects/deficiencies identified through this process. Through these efforts, City staff identified the Oak Avenue Pump Station Peak Wet Weather Flow Relief Project in order to provide system redundancy, enhance the performance of the City's sewer force main and provide the City with operational flexibility during emergency conditions..

The Oak Avenue Pump Station Peak Wet Weather Flow Relief Project includes the installation of approximately 1,500 lineal feet of 12-inch sewer force main parallel to the existing force main. The project also includes the installation of plug valves, potholing to verify high points

along the City's existing force main, replacing/relocating air release valves along the City's existing force main as necessary and the installation of various sewer appurtenances. These improvements will help provide system redundancy, enhance the performance of the City's sewer force main and provide the City with operational flexibility during emergency conditions.

This resolution will authorize the City Manager to execute an agreement with Soracco, Inc. for the construction of the Oak Avenue Pump Station Peak Wet Weather Flow Relief Project in the amount of \$1,382,362 and Appropriation of Funds.

### **POLICY / RULE**

In accordance with Chapter 2.36 of the Folsom Municipal Code, supplies, equipment, services, and construction with a value of \$62,014 or greater shall be awarded by City Council.

### **ANALYSIS**

The City completed plans and specifications for the Oak Avenue Pump Station Peak Wet Weather Flow Relief Project and publicly advertised for bids on September 4, 2020 and September 11, 2020. In addition, the City provided these documents to [www.ciplist.com](http://www.ciplist.com) which is also picked up by several area builders' exchanges. The Environmental and Water Resources Department received the following bids on September 30, 2020 for construction of the Oak Avenue Pump Station Peak Wet Weather Flow Relief Project:

<b>Contractor</b>	<b>Bid Amount</b>
Soracco, Inc.	\$1,382,434.00
McGuire and Hester	\$1,480,747.00
T & S Construction	\$1,688,577.00
Lund Construction	\$1,715,520.00
Garney Construction	\$1,890,277.00
Mountain Cascade, Inc.	\$1,915,582.00
Preston Pipelines, Inc.	\$1,991,942.00

Staff has reviewed the bids submitted and found a discrepancy between Soracco Inc.'s unit price bid and the total bid price for bid items 7, 8A, 16, 18 and 21. The City's General Provisions Section 2.01.A states,

“In case of a discrepancy between the total bid price for an item of work and the unit price for that item of work, the unit price will control.”

Therefore, since unit price governs, a revised bid tab sheet has been established. The total bid for the project changed from \$1,382,434.00 to \$1,382,361.60. This is a reduction in the total bid price by \$72.40. On October 7<sup>th</sup>, 2020 Soracco Inc. acknowledged and accepted the revised bid price of \$1,382,361.60.

Based on the information above City staff has determined that Soracco, Inc. is the lowest responsible and responsive bidder who meets the requirements and specifications set forth in the invitation for bids. The engineer's estimate for this project was \$1,200,000 which was \$182,361.60 lower than the lowest responsive and responsible bidder.

### **FISCAL IMPACT**

The Environmental and Water Resources Department recommends that the contract be awarded to the lowest responsible, responsive bidder, Soracco, Inc. for \$1,382,361.60 with the project budgeted for this agreement in the amount of \$1,520,598 which will include a 10% contingency in the amount of \$138,236.

Approximate project costs to date, which include pre-design, design, and bid assistance services, construction management and inspection services total approximately \$454,290. The Oak Avenue Pump Station Peak Wet Weather Flow Relief Project was included in the FY 2020-21 Capital Improvement Plan with a total project budget of \$1,374,888. Therefore, an additional appropriation will be needed for construction costs, and staff is requesting an appropriation of \$600,000 for the total project budget of \$1,974,888. This appropriation will be in the Sewer Operating Fund (Fund 530) and funds are available for this appropriation.

### **ENVIRONMENTAL REVIEW**

This project is replacement and/or improvement of existing infrastructure with negligible or no expansion of use and therefore is categorically exempt from environmental review under the California Environmental Quality Act as noted in Title 14 – California Code of Regulations, Chapter 3 – Guidelines for Implementation of the California Environmental Quality Act, Article 19 – Categorical Exemptions, Sections 15301 (Existing Facilities), 15302 (Replacement or Reconstruction), and/or 15304 (Minor Alterations to Land).

### **ATTACHMENT**

Resolution No. 10568 - A Resolution Authorizing the City Manager to Execute an Agreement with Soracco, Inc. for the Construction of the Oak Avenue Pump Station Peak Wet Weather Flow Relief Project and Appropriation of Funds

Submitted,

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Marcus Yasutake, Director  
ENVIRONMENTAL AND WATER RESOURCES DEPARTMENT

**RESOLUTION NO. 10568****A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AN AGREEMENT WITH SORACCO, INC. FOR THE CONSTRUCTION OF THE OAK AVENUE PUMP STATION PEAK WET WEATHER FLOW RELIEF PROJECT AND APPROPRIATION OF FUNDS**

**WHEREAS**, the City is currently implementing its Sewer System Management Plan (SSMP) which consists of condition assessment, as well as operation and system improvements; and

**WHEREAS**, the City has identified this project to help address peak wet weather flows from the Oak Avenue Pump Station; and

**WHEREAS**, the City has identified this project as a priority to maintain integrity and operation of the sanitary sewer collection system; and

**WHEREAS**, the project is categorically exempt from environmental review under the California Environmental Quality Act; and

**WHEREAS**, plans and specifications were prepared for this work and publicly advertised for bids on September 4, 2020 and September 11, 2020; and

**WHEREAS**, Staff reviewed the bids submitted and found a discrepancy between Soracco Inc.'s unit price bid and the total bid price for bid items 7, 8A, 16, 18 and 21. The City's General Provisions Section 2.01 states,

“In case of a discrepancy between the total bid price for an item of work and the unit price for that item of work, the unit price will control.”

Therefore, since the unit price governs, a revised bid tab sheet has been established. The total bid for the project changed from \$1,382,434.00 to \$1,382,361.60. This is a reduction in the total bid price by \$72.40. On October 7<sup>th</sup>, 2020 Soracco, Inc. acknowledged and accepted the revised bid price of \$1,382,361.60.

**WHEREAS**, Soracco, Inc. was the lowest responsive bidder, with an amount of \$1,382,361.60; and

**WHEREAS**, an appropriation in the amount of \$600,000 is needed for the project budget and sufficient funds are available in the Sewer Operating Fund (Fund 530); and

**WHEREAS**, the agreement will be in a form acceptable to the City Attorney:

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Folsom authorizes the City Manager to execute an agreement with Soracco, Inc. for the construction of the Oak Avenue Pump Station Peak Wet Weather Flow Relief Project for a not-to-exceed amount of \$1,382,362 with the budgeted amount to include a 10% contingency for a total

\$1,520,598; and

**BE IT FURTHER RESOLVED** that the Finance Director is authorized to appropriate \$600,000 in the Sewer Operating Fund (Fund 530) from fund balance for a total project budget of \$1,974,888.

**PASSED AND ADOPTED** this 8<sup>th</sup> day of December 2020, by the following roll-call vote:

**AYES:** Council Member(s):

**NOES:** Council Member(s):

**ABSENT:** Council Member(s):

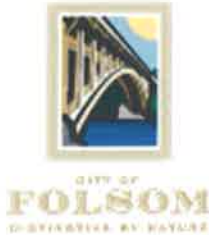
**ABSTAIN:** Council Member(s):

\_\_\_\_\_  
, MAYOR

ATTEST:

\_\_\_\_\_  
Christa Freemantle, CITY CLERK

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# Folsom City Council Staff Report



<b>MEETING DATE:</b>	12/8/2020
<b>AGENDA SECTION:</b>	Consent Calendar
<b>SUBJECT:</b>	Resolution No. 10569 - A Resolution Authorizing the City Manager to Execute an Agreement with ICM Group, Inc. for Construction Management and Inspection Services for the Oak Avenue Pump Station Peak Wet Weather Flow Relief Project
<b>FROM:</b>	Environmental and Water Resources Department

### RECOMMENDATION / CITY COUNCIL ACTION

The Environmental and Water Resources Department recommends the City Council pass and adopt Resolution No. 10569 - A Resolution Authorizing the City Manager to Execute an Agreement with ICM Group, Inc. for Construction Management and Inspection Services for the Oak Avenue Pump Station Peak Wet Weather Flow Relief Project.

### BACKGROUND / ISSUE

The Environmental and Water Resources (EWR) Department identifies sewer infrastructure rehabilitation and replacement projects through sewer master plans and ongoing sewer condition assessment programs. As a condition of the City’s State permit for its wastewater collection system, the Environmental and Water Resources Department is required to perform ongoing condition assessments on the wastewater system and correct any defects/deficiencies identified through this process. Through these efforts, City staff identified the Oak Avenue Pump Station Peak Wet Weather Flow Relief Project in order to provide system redundancy, enhance the performance of the City’s sewer force main and provide the City with operational flexibility during emergency conditions.

The Oak Avenue Pump Station Peak Wet Weather Flow Relief Project includes the installation of approximately 1,500 lineal feet of 12-inch sewer force main parallel to the existing force main. The project also includes the installation of plug valves, potholing to verify high points

along the City's existing force main, replacing/relocating air release valves along the City's existing force main as necessary and the installation of various sewer appurtenances. These improvements will help provide system redundancy, enhance the performance of the City's sewer force main and provide the City with operational flexibility during emergency conditions.

This resolution will authorize the City Manager to execute an Agreement with ICM Group, Inc. for construction management and inspection services for the Oak Avenue Pump Station Peak Wet Weather Flow Relief Project in the amount of \$271,825.

### **POLICY / RULE**

In accordance with Chapter 2.36 of the Folsom Municipal Code, supplies, equipment, services, and construction with a value of \$62,014 or greater shall be awarded by City Council.

### **ANALYSIS**

In October of 2018, the EWR Department completed a pre-qualification process for construction management services. The consulting firm ICM Group, Inc. was one of the firms selected to provide these services for this type of project through this recently completed competitive selection process. ICM Group, Inc. by reason of their past experience, qualifications, and abilities for performing these types of services, are qualified and staff recommends they perform the required construction management and inspection services.

The construction management and inspection for this project will require approximately 1,568 person-hours of highly technical and specialized services, including full-time construction inspection. The proposed fee for construction management and inspection services is consistent with recent City construction projects with respect to the construction duration. Construction management services require full-time, on-site inspection, and include other necessary tasks such as project schedule tracking, review and/or coordination of project submittals, coordination with the other on-going City construction projects, customer coordination, materials testing, and overall owner representation throughout project construction.

This resolution will authorize the City Manager to execute an agreement with ICM Group, Inc. for construction management and inspection services for the Oak Avenue Pump Station Peak Wet Weather Flow Relief Project in the amount of \$271,825.00.

### **FISCAL IMPACT**

The Oak Avenue Pump Station Peak Wet Weather Flow Relief Project was included in the FY 2020-21 Capital Improvement Plan with a total project budget of \$1,374,888. Sufficient funds are available in the Sewer Operating Fund (Fund 530) for this agreement.



**ENVIRONMENTAL REVIEW**

This project is replacement and/or improvement of existing infrastructure with negligible or no expansion of use and therefore is categorically exempt from environmental review under the California Environmental quality Act as noted in Title 14 – California Code of Regulations, Chapter 3 – Guidelines for Implementation of the California Environmental Quality Act, Article 19 – Categorical Exemptions, Sections 15301 (Existing Facilities), 15302 (Replacement or Reconstruction), and/or 15304 (Minor Alterations to Land).

**ATTACHMENT**

Resolution No.10569 - A Resolution Authorizing the City Manager to Execute an Agreement with ICM Group, Inc. for Construction Management and Inspection Services for the Oak Avenue Pump Station Peak Wet Weather Flow Relief Project

Submitted,

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Marcus Yasutake, Director  
ENVIRONMENTAL AND WATER RESOURCES DEPARTMENT

**RESOLUTION NO. 10569**

**A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AN AGREEMENT WITH ICM GROUP, INC. FOR CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR THE OAK AVENUE PUMP STATION PEAK WET WEATHER FLOW RELIEF PROJECT**

**WHEREAS**, the City is currently implementing its Sewer System Management Plan (SSMP) which consists of condition assessment, as well as operation and system improvements; and

**WHEREAS**, the City has identified this project as a priority to maintain integrity and operation of the sanitary sewer collection system; and

**WHEREAS**, ICM Group, Inc. by reason of their past experience and abilities for performing these types of services, are qualified to perform the required construction management and inspection services for the project; and

**WHEREAS**, the Oak Avenue Pump Station Peak Wet Weather Flow Relief Project was included in the FY 2020-21 Capital Improvement Plan; and

**WHEREAS**, sufficient funds are budgeted and available in the Sewer Operating Fund (Fund 530); and

**WHEREAS**, the agreement will be in a form acceptable to the City Attorney:

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Folsom authorizes the City Manager to execute an agreement with ICM Group, Inc. for construction management and inspection services for the Oak Avenue Pump Station Peak Wet Weather Flow Relief Project for a not-to-exceed amount of \$271,825.

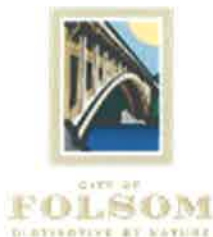
**PASSED AND ADOPTED** this 8<sup>th</sup> day of December 2020, by the following roll-call vote:

- AYES:** Council Member(s):
- NOES:** Council Member(s):
- ABSENT:** Council Member(s):
- ABSTAIN:** Council Member(s):

\_\_\_\_\_  
, MAYOR

ATTEST:

\_\_\_\_\_  
Christa Freemantle, CITY CLERK



## Folsom City Council Staff Report

<b>MEETING DATE:</b>	12/8/2020
<b>AGENDA SECTION:</b>	Consent Calendar
<b>SUBJECT:</b>	Resolution No. 10571 - A Resolution Authorizing Staff to Submit Grant Applications to the Sacramento Area Council of Governments for the 2020-21 Funding Round
<b>FROM:</b>	Public Works Department

### **RECOMMENDATION / CITY COUNCIL ACTION**

The Public Works Department recommends that the City Council pass and adopt Resolution No. 10571 - A Resolution Authorizing Staff to Submit Grant Applications to the Sacramento Area Council of Governments for the 2020-21 Funding Round.

### **BACKGROUND / ISSUE**

The Sacramento Area Council of Governments (SACOG) is the metropolitan planning organization (MPO) for the greater Sacramento region, which is a six-county region including Sacramento, Yolo, Sutter, Yuba, Placer, and El Dorado counties. SACOG is also the transportation planning agency for the four-county sub-region of Sacramento, Yolo, Sutter and Yuba counties (El Dorado County and Placer County both have their own transportation planning agencies).

As the transportation planning agency for Sacramento County, SACOG is charged with receiving the region's transportation and air quality-related tax apportionments from the State of California. This includes the following sources:

- State Transportation Improvement Program (STIP)
- Congestion Mitigation and Air Quality (CMAQ)
- Regional Surface Transportation Program (RSTP)
- Active Transportation Program (ATP)

SACOG allocates the State transportation funding on a 100 percent competitive basis, requiring local agencies to apply for grant funds from one of two programs, the Regional Program and the Community Design Program. The Regional Program is divided into two categories: Transformative and Maintenance & Modernization.

The Transformative category focuses on major capital projects, generally in excess of \$5 Million total project cost, such as bridges, interchanges, and major roadway or transit projects. Transformative category funding may be allocated over multiple funding rounds. The Maintenance and Modernization category covers almost all other types of projects, such as minor capacity-enhancing projects, non-motorized transportation, technology, and on-going maintenance.

### **POLICY / RULE**

The City Council adopted Resolution No. 10405 Amending Financial Policies of the City of Folsom regarding grant administration on April 14, 2020. Section D – Intergovernmental Revenues, Paragraph A – Grant Applications states, “Grant application shall be the responsibility of the department seeking the grant. Grant applications which require an expenditure of funds by the City of less than or equal to the City Manager contract authority amount may be approved by the City Manager prior to submittal to the grantor. All other grant applications, including any requiring an ongoing commitment of resources or staff, shall be reviewed and approved by the City Council prior to submittal. In circumstances where it is not possible for the City Council to approve the grant application prior to submittal, the City Manager may approve the application subject to the City Council ratification as soon as practicable to do so.

Requests to the City Council or the City Manager for approval of a grant application shall identify anticipated long-term maintenance and/or renovation costs, required City matching funds, and additional personnel that may be needed if the grant is awarded for a capital project. With respect to grants for staffing, the source of funds for long-term staffing after the expiration of the grant shall also be identified in the request for approval of the grant application.

All grant applications on behalf of the City shall be reviewed by the Finance Director before submittal to the City Council or the grantor.”

### **ANALYSIS**

Staff from the Public Works, Community Development, and Parks & Recreation Departments collaborated to compile a list of candidate projects for possible grant funds. Once the project list was finalized, staff then agreed upon the relative priority of each project; this is a requirement of the SACOG grant program guidelines and will help their selection committee in understanding the priorities of any agency that submits multiple applications. The attached table (Table 1) describes the list of projects identified by staff, and the recommended priority ranking.

### **FINANCIAL IMPACT**

There is no direct financial impact associated with this action at this point. Should the City be awarded grant funding for any of these projects, the City would be required to provide local matching funds of approximately 11 percent of the amount granted. Once any of the projects are awarded grant funding staff will return to Council to identify the source of the match required and accept the grant if approved.

### **ENVIRONMENTAL REVIEW**

This action is exempt from environmental review under the California Environmental Quality Act (CEQA).

### **ATTACHMENTS**

1. Resolution No. 10571 - A Resolution Authorizing Staff to Submit Grant Applications to the Sacramento Area Council of Governments for the 2020-21 Funding Round
2. Table 1: SACOG 2020/21 Funding Round, City of Folsom Applications

Submitted,

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Dave Nugen, PUBLIC WORKS DIRECTOR

Attachment 1  
Resolution No. 10571 - A Resolution Authorizing Staff to Submit Grant  
Applications to the Sacramento Area Council of Governments for the  
2020-21 Funding Round

**RESOLUTION NO. 10571**

**A RESOLUTION AUTHORIZING STAFF TO SUBMIT GRANT APPLICATIONS TO THE SACRAMENTO AREA COUNCIL OF GOVERNMENTS FOR THE 2020-21 FUNDING ROUND**

**WHEREAS**, the Sacramento Area Council of Governments (SACOG) is the metropolitan planning organization responsible for allocating State transportation funds; and

**WHEREAS**, SACOG has issued a call for applications for the 2020/21 transportation funding round; and

**WHEREAS**, the City of Folsom has identified twelve projects that are candidates for State transportation funds; and

**WHEREAS**, staff has evaluated the twelve projects and has recommended a priority ranking of each project relative to each other; and

**WHEREAS**, once the projects that are grant funded are identified, staff will return to Council for approval of the source of the required match funding.

**WHEREAS**, the projects identified for grant funding are summarized in Table 1 attached to the staff report for approval of this resolution:

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Folsom authorizes staff to submit grant applications to the Sacramento Area Council of Governments for the 2020-21 funding round.

**PASSED AND ADOPTED** this 8<sup>th</sup> day of December 2020, by the following roll-call vote:

**AYES:** Council Member(s):

**NOES:** Council Member(s):

**ABSENT:** Council Member(s):

**ABSTAIN:** Council Member(s):

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
Christa Freemantle, CITY CLERK

## Attachment 2

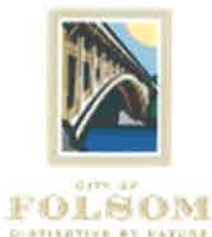
### Table 1: SACOG 2020/21 Funding Round, City of Folsom Applications



**Table 1: SACOG 2020/21 Funding Round – City of Folsom Grant Applications**

Priority	Project Title	Project Description
1	US50/East Bidwell improvements	At East Bidwell/Iron Point; convert one westbound through to a third left turn; at East Bidwell/US 50 construct second westbound mixed flow on ramp lane
2	Intelligent Transportation Systems Master Plan	This Project will purchase new Intelligent Transportation System (ITS) equipment that includes advanced traffic signal controllers, CCTVs to monitor traffic flow, upgrading and installation of fiber optic and communication equipment to fill gaps and expand capabilities of traffic management center, installation of Variable Message Boards (VMS) to broadcast messages to motoring public, and expansion of SPM software to proactively adjust signal timing and identify maintenance issues.
3	Scott Road Realignment	From White Rock to existing Scott Road south of White Rock, re-align two-lane road to connect with Prairie City Road and construct access to Prairie City OHV park and future City Corp Yard (Note: CSEC JPA as lead agency; City and County to provide support letters and priority relative to agency applications)
4	US50/Empire Ranch interchange	Construct new freeway interchange at Empire Ranch Road and US 50 (funding request over multiple funding rounds)
5	Natoma Street Drainage Phase 2	Realign, replace, and rehabilitate storm drain facilities on Natoma Street between Scott and Riley and on Riley Street between Natoma and Mormon.
6	Folsom Placerville Rail Trail	Construct Class I trail in rail corridor parallel to E. Bidwell from north of Oak Avenue Parkway to Iron Point Road
7	Oak Avenue Complete Streets	Between Folsom-Auburn and Baldwin Dam, widen to four lanes and construct Class I (or IV) bike facility; intersection capacity improvements at Folsom-Auburn and at Baldwin Dam
8	Blue Ravine Pavement Rehab	Asphalt Concrete Pavement resurfacing and ADA access improvements on Blue Ravine Road between Prairie City Road and Oak Avenue Parkway
9	Folsom Blvd Bike/Ped Overcrossing	Feasibility study for potential bike/ped overcrossing at Glenn LRT station
10	Central Business District Streetscape	Preliminary study of revitalization/streetscape opportunities on Riley Street and East Bidwell Street in the Central Business District
11	American River Canyon Drive Road Diet	Reduce American River Canyon Drive from four lanes to two lanes with buffered and widened Class II bike lanes and roundabouts at key intersections along the corridor
12	Trail Connections Project	Bike lane and sidewalk extensions, trail crossing improvements to connect pedestrian generators to the trail system

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## Folsom City Council Staff Report

<b>MEETING DATE:</b>	12/8/2020
<b>AGENDA SECTION:</b>	Consent Calendar
<b>SUBJECT:</b>	Resolution No. 10572 – A Resolution Accepting the AB1600 Development Fees Annual Report for the Fiscal Year ended June 30, 2020
<b>FROM:</b>	Finance Department

### **RECOMMENDATION / CITY COUNCIL ACTION**

Staff recommends the City Council approve Resolution No. 10572– A Resolution Accepting the AB1600 Development Fees Annual Report for the Fiscal Year ended June 30, 2020.

### **BACKGROUND / ISSUE**

Following the passage of Proposition 13 in 1978, many cities began charging fees on new development to fund public improvements and services such as streets, transit facilities, sewers, and storm drains. These fees are commonly known as development impact fees. In order to ensure that these fees were spent in a timely manner and on projects for which they were being collected, the State Legislature passed a bill known as AB 1600 (Mitigation Fee Act). This bill applies to developer fees, increased, or imposed on or after January 1, 1989. AB 1600 enacts Government Code Sections 66000-66008 that generally contain four requirements:

1. A local jurisdiction must follow the process set forth in the bill and make certain determinations regarding the purpose and use of the fees, and establish a “nexus” or connection between a development project or class of project and the public improvement being financed with the fee.
2. The fee revenue must be segregated from the general fund in order to avoid commingling of public improvement fees and the general fund.

3. If a local jurisdiction has had possession of a developer fee for five years or more and has not committed that money to a project or actually spent that money, then it must make findings describing the continuing need for that money. In addition, an annual report must be made of fees collected, interest earned, projects on which fees were expended, and any transfers or loans from the fee account. This report is to be reviewed by the local agency assessing the fees.
4. If a local jurisdiction cannot make the findings required under paragraph 3, the city or county must refund the fees collected.

The attached report provides the information required by Government Code for the development fees that fall under this disclosure requirement. In some instances, the ending fund balance amount is less than the remaining appropriation because outstanding advances and loans are not included in the fund balance. Cash balances are sufficient for the remaining appropriations. No refunds have been made nor are any required. More information on these funds and all other capital project funds is available in the annual budget adopted by Council in May 2020 and in the Comprehensive Annual Financial Report (CAFR).

This report was compiled with the unaudited City financial records. The audited CAFR will be available at the end of the current calendar year.

This report has been on file with the City Clerk's office as of November 23, 2020.

### **POLICY / RULE**

Policy 11.6 of the General Plan states:

*It is the Policy of the City of Folsom to require new development to bear the cost of its increased demand/effect on municipal services and facilities so as not to create a greater burden on existing residents. Development contributes to the need for the expansion and extension of the City's circulation, water, sewer, storm drainage, and parks systems and other capital improvements, facilities, and equipment to adequately serve the development area. Service expansion and extension is not necessarily site-specific; rather, it is generally related to a larger area and the City as a whole. In order to accommodate the new development, maintain an acceptable level of service, and alleviate the effects of the increased demand on City services, it is the policy of the City of Folsom to require certain necessary improvements as a part of the development and/or the payment of municipal services and facilities fees consistent with the proportional effect of the development on such services. . .*

### **ANALYSIS**

For fiscal year ended June 30, 2020 development impact fee funds for all revenues totaled \$16,787,647. Of the \$16.79 million, \$13,855,399 are impact fees, the remaining \$2,932,248

are grants, reimbursements, interest, and miscellaneous revenue. Expenditures totaled \$11,312,216.

Upon review, it is determined that all fees have been spent or committed within 5 years of receipt, and thus no refunds are required.

**ATTACHMENTS**

1. Resolution No. 10572 - A Resolution Accepting the AB1600 Development Fees Annual Report for the Fiscal Year Ended June 30, 2020
2. The Development Fees Annual Report for the City of Folsom for the Fiscal Year Ended June 30, 2020

Submitted,



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Stacey Tamagni, Finance Director

Attachment 1  
Resolution No. 10572 - A Resolution Accepting the  
AB1600 Development Fees Annual Report for the  
Fiscal Year Ended June 30, 2020

**RESOLUTION NO. 10572**

**A RESOLUTION ACCEPTING THE AB1600 DEVELOPMENT FEES ANNUAL REPORT FOR THE FISCAL YEAR ENDED JUNE 30, 2020**

**WHEREAS**, Policy 11.6 of the General Plan requires new development to bear the cost of its increased demand/effect on municipal services and facilities so as not to create a greater burden on existing residents; and

**WHEREAS**, the City of Folsom has imposed and collected the Development Impact Fees based upon several adopted Nexus Reports that were completed in accordance with Government Code Section 66000, et. al.; and

**WHEREAS**, Section 66006(b) 2 of the Government Code of the State of California mandates that the “local agency shall review the information (concerning local agency improvement fees) made available to the public...at the next regularly scheduled public meeting...”

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Folsom hereby accepts the Development Fees Annual Report for the Fiscal Year Ended June 30, 2020 on file in the City Clerk’s office.

**PASSED AND ADOPTED** this 8<sup>th</sup> day of December 2020, by the following roll-call vote:

- AYES:** Council Member(s):
- NOES:** Council Member(s):
- ABSTAIN:** Council Member(s):
- ABSENT:** Council Member(s):

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
Christa Freemantle, CITY CLERK

Attachment 2  
The Development Fees Annual Report for the City  
of Folsom for the Fiscal Year Ended June 30, 2020



# Development Impact Fee Report

Fiscal Year Ended June 30, 2020

City of Folsom



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**Annual Report  
Development Impact Fees  
For the City of Folsom  
For the Fiscal Year Ended June 30, 2020**

Government Code Section 66006 requires local agencies to submit annual and five year reports detailing the status of development impact fees. The annual report must be made available to the public and presented to the public agency (City Council) at least fifteen days after it is made available to the public.

This report summarizes the following information for each of the development fee programs:

1. A brief description of the fee program.
2. Schedule of fees.
3. Beginning and ending balances of the fee program.
4. Amount of fees collected and the interest earned.
5. Disbursement information, including operating transfers.

**ANALYSIS**

For the fiscal year ended June 30, 2020 all fund revenues totaled \$16,787,647, while expenditures totaled \$11,312,216.

The table below summarizes, by program, the impact fees collected in FY 2019-20.

	<b>Fiscal Year End June 30, 2020</b>
Housing Trust Fund	\$ 175,955.88
Humbug-Willow Creek Fee	\$ 81,891.00
Supplemental Park Fee	\$ -
Park Improvements	\$ 2,034,287.47
Police Capital	\$ 376,561.40
Fire Capital	\$ 503,670.03
General Capital	\$ 714,359.08
Transportation Improvement	\$ 2,339,991.87
Drainage Capital Improvement	\$ 488,461.20
Light Rail Transportation	\$ 250,624.43
General Park Equip Cap	\$ 70,988.04
Water Impact Fee	\$ 272,941.00
Water Capital Improvement	\$ 431,405.00
Sewer Capital	\$ 56,832.00
Facilities Augmentation Critical	\$ -
Facilities Augmentation General	\$ -
Solid Waste Capital	\$ 52,732.00
FPA Highway 50 Improvement	\$ 379,113.96
FPA Highway 50 Interchange	\$ 768,668.04
FPA Transit Impact	\$ 389,982.08
FPA Corporation Yard	\$ 123,133.90
FPA Specific Plan Capital	\$ 4,184,947.36
FPA Solid Waste Capital	\$ 158,852.76
<b>Total Impact Fees Collected</b>	<b>\$ 13,855,398.50</b>

**City of Folsom  
Developer Impact Fee Compliance 2020  
Housing Trust**

**Fund 221**

Section 3.90.010 of the Folsom Municipal Code establishes the provision for collection of a Housing Trust Fund impact fee. The housing trust fund is intended to be utilized with other sources of funding including, but not limited to, fee deferrals, fee waivers, federal tax credits, tax-exempt mortgage revenue bonds, community development block grants, and HOME funds. The purpose of this fee is to further the policies, goals and programs of the housing element of the City's general plan and to help facilitate the development of affordable housing within the City.

Monies in the housing trust fund shall be used to promote the goals and policies of the housing element of the general plan; to implement any housing assistance plan, program, or guidelines adopted by the City Council; and to increase and improve the supply of housing affordable to low and very low income households, with priority given to residential projects which include very low income units, as well as other housing related purposes. Housing trust funds may be used for loans, grants, equity participation or other funding mechanisms to accomplish these purposes. The housing trust fund may be used to cover reasonable administrative, legal, consulting, or other housing related expenses, which are not reimbursed to the City through processing fees.

**HOUSING TRUST FUND FEE SCHEDULE**

<u>Use Category</u>	<u>Fee per Gross Square Foot</u>
Office	\$ 1.70
Retail	\$ 1.70
Light Industrial	\$ 1.70
Heavy Industrial/Manufacturing	\$ 1.70
Light Industrial/Manufacturing	\$ 1.70

***Statement of Revenues Expenditures and Changes in Fund Balance  
for Last Five Fiscal Years***

<u>Description</u>	<u>FY 2015/16</u>	<u>FY 2016/17</u>	<u>FY 2017/18</u>	<u>FY 2018/19</u>	<u>FY 2019/20</u>
<b>Revenues</b>					
Fees	\$ 276,504	\$ 250,751	\$ 61,088	\$ 53,712	\$ 175,956
Interest	9,058	13,577	14,628	21,476	41,916
Other Revenues	33,100	15,000	27,745	15,000	6,000
Total Revenues	<u>\$ 318,662</u>	<u>\$ 279,328</u>	<u>\$ 103,462</u>	<u>\$ 90,188</u>	<u>\$ 223,872</u>
<b>Expenditures</b>					
AB 1600 Expenditures	\$ 74,594	\$ 94,929	\$ 92,230	\$ 11,405	\$ 4,067
AB 1600 Transfers Out	1,616	1,793	2,500	3,771	2,222
	<u>\$ 76,210</u>	<u>\$ 96,722</u>	<u>\$ 94,730</u>	<u>\$ 15,176</u>	<u>\$ 6,289</u>
Revenues less Expenditures	\$ 242,452	\$ 182,606	\$ 8,732	\$ 75,012	\$ 217,583
Fund Balance, Beginning of Year	<u>\$ 1,380,038</u>	<u>\$ 1,622,490</u>	<u>\$ 1,805,096</u>	<u>\$ 1,813,828</u>	<u>\$ 1,888,839</u>
Fund Balance, End of Year	<u>\$ 1,622,490</u>	<u>\$ 1,805,096</u>	<u>\$ 1,813,828</u>	<u>\$ 1,888,839</u>	<u>\$ 2,106,422</u>
<sup>1</sup> Loan Receivable	<u>\$ 872,000</u>	<u>\$ 849,683</u>	<u>\$ 849,683</u>	<u>\$ 849,683</u>	<u>\$ 841,289</u>
Available Fund Balance	<u>\$ 750,490</u>	<u>\$ 955,413</u>	<u>\$ 964,145</u>	<u>\$ 1,039,156</u>	<u>\$ 1,265,132</u>

**Notes:**

<sup>1</sup> Loan Receivable are loans issued for development of affordable housing projects.

**Housing Trust**

Five Year Revenue Test Using First In First Out Method					
Available Revenue Current Year	\$ 318,662	\$ 279,328	\$ 103,462	\$ 90,188	\$ 223,872
Available Revenue Prior Fiscal Year (2-yr Old Funds)	311,517	318,662	279,328	103,462	90,188
Available Revenue Prior Fiscal Year (3-yr Old Funds)	120,311	311,517	318,662	279,328	103,462
Available Revenue Prior Fiscal Year (4-yr Old Funds)	-	45,906	262,693	318,662	279,328
Available Revenue Prior Fiscal Year (5-yr Old Funds)	-	-	-	247,516	318,662
Available Revenue Prior Fiscal Year (6-yrs and beyond)	-	-	-	-	249,620
<b>Total Revenue Available</b>	<b>\$ 750,490</b>	<b>\$ 955,413</b>	<b>\$ 964,145</b>	<b>\$ 1,039,156</b>	<b>\$ 1,265,132</b>

Result: Five Year Revenue test met in accordance with Government Code 66001

**Notes:**

Result: The Housing Trust Fee Fund reports funds being held beyond the five-years as described by AB1600. The City currently has funding requests for three proposed housing projects.

**Capital Improvement Projects**

<b>FY 2019-20 Projects</b>	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
Operations	\$ 4,067	100%	\$ 4,067	\$ -
Administrative Overhead (interfund transfer)	2,222	100%	2,222	- <sup>1</sup>
	<u>\$ 6,289</u>		<u>\$ 6,289</u>	<u>\$ -</u>

<b>FY 2018-19 Projects</b>	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
Operations	\$ 11,405	100%	\$ 11,405	\$ -
Administrative Overhead (interfund transfer)	3,771	100%	3,771	-
	<u>\$ 15,176</u>		<u>\$ 15,176</u>	<u>\$ -</u>

<b>FY 2017-18 Projects</b>	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
Operations	\$ 92,230	100%	\$ 92,230	\$ -
Administrative Overhead (interfund transfer)	2,500	100%	2,500	- <sup>1</sup>
	<u>\$ 94,730</u>		<u>\$ 94,730</u>	<u>\$ -</u>

<b>FY 2016-17 Projects</b>	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
Operations	\$ 94,929	100%	\$ 94,929	\$ -
Administrative Overhead (interfund transfer)	1,793	100%	1,793	- <sup>1</sup>
	<u>\$ 96,722</u>		<u>\$ 96,722</u>	<u>\$ -</u>

<b>FY 2015-16 Projects</b>	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
Operations	\$ 74,594	100%	\$ 74,594	\$ -
Administrative Overhead (interfund transfer)	1,616	100%	1,616	- <sup>1</sup>
	<u>\$ 76,210</u>		<u>\$ 76,210</u>	<u>\$ -</u>

**Notes:**

<sup>1</sup> Interfund transfers are used to reimburse the General Fund for providing General Government support.

City of Folsom  
 Developer Impact Fee Compliance 2020  
 Humbug-Willow Creek Fee

Fund 223

Section 4.12.010 of the Folsom Municipal Code establishes the provision for collection of a Humbug-Willow Creek Parkway impact fee. The Humbug-Willow Creek Parkway fund is intended to be utilized with other sources of funding including, but not limited to, the residential construction tax, capital improvement-new construction service charge, drainage fees, Quimby Act fees, major road fees and park Improvement Fee. The purpose of this fee is to further the long-range planning efforts of the General Plan to develop the Humbug-Willow Creek Parkway. New development, and the expansion of existing development within the city, generates the need for financing the planning and construction of recreational trail, and passive recreational amenities along the Humbug-Willow Creek Parkway.

HUMBUG-WILLOW CREEK FUND FEE SCHEDULE

<u>Use Category</u>	<u>Basis</u>	<u>Fee Amount</u>
Residential, Single Family	Per Unit	\$ 271
Residential, Multiple Family	Per Unit	\$ 171
Mobile Dwellings	Per Unit	\$ 148
Commercial/Industrial Development	Sq. Ft.	\$ 0.0660

*Statement of Revenues Expenditures and Changes in Fund Balance  
 for Last Five Fiscal Years*

<u>Description</u>	<u>FY 2015/16</u>	<u>FY 2016/17</u>	<u>FY 2017/18</u>	<u>FY 2018/19</u>	<u>FY 2019/20</u>
<b>Revenues</b>					
Fees	\$ 21,018	\$ 47,430	\$ 146,538	\$ 107,206	\$ 81,891
Interest	-	-	229	-	-
Grant Reimbursements	486,845	2,056,066	2,590,416	2,402,241	68,123
Other Revenues	25,154	267,607	40,063	244,493	123,785
Total Revenues	\$ 533,017	\$ 2,371,103	\$ 2,777,246	\$ 2,753,940	\$ 273,799
<b>Expenditures</b>					
AB 1600 Expenditures	\$ 986,977	\$ 2,521,133	\$ 2,452,183	\$ 2,678,645	\$ 544,809
Other Expenses	-	-	-	-	-
AB 1600 Transfers Out	-	-	-	106,013	69,653
	\$ 986,977	\$ 2,521,133	\$ 2,452,183	\$ 2,784,658	\$ 614,462
Revenues less Expenditures	\$ (453,960)	\$ (150,030)	\$ 325,063	\$ (30,718)	\$ (340,664)
Fund Balance, Beginning of Year	\$ (514,882)	\$ (968,842)	\$ (1,118,872)	\$ (793,809)	\$ (824,527)
Fund Balance, End of Year	\$ (968,842)	\$ (1,118,872)	\$ (793,809)	\$ (824,527)	\$ (1,165,191)
Assigned Fund Balance	\$ -	\$ -	\$ -	\$ -	\$ -
Available Fund Balance	\$ (968,842)	\$ (1,118,872)	\$ (793,809)	\$ (824,527)	\$ (1,165,191)

**Humbug-Willow Creek Fee Fund**

Five Year Revenue Test Using First In First Out Method					
Available Revenue Current Year	\$ -	\$ -	\$ -	\$ -	\$ -
Available Revenue Prior Fiscal Year (2-yr Old Funds)	-	-	-	-	-
Available Revenue Prior Fiscal Year (3-yr Old Funds)	-	-	-	-	-
Available Revenue Prior Fiscal Year (4-yr Old Funds)	-	-	-	-	-
Available Revenue Prior Fiscal Year (5-yr and beyond)	-	-	-	-	-
Available Revenue Greater than Five Prior Fiscal Years	-	-	-	-	-
<b>Total Revenue Available</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Result: Five Year Revenue test met in accordance with Government Code 66001

**Capital Improvement Projects**

<b>FY 2019-20 Projects</b>	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
Oak Parkway Trail Undercrossing	\$ 626,199	85%	\$ 534,574	\$ 91,625
Placerville Rail Trail	10,235	100%	10,235	-
General Government Overhead (interfund transfer)	69,653	100%	69,653	-
	<b>\$ 706,087</b>		<b>\$ 614,462</b>	<b>\$ 91,625</b>

<b>FY 2018-19 Projects</b>	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
Folsom Lake Trail Phase 2	\$ 4,515	0%	\$ -	\$ 4,515
Lake Natoma Class 1 Trail	868,568	100%	868,568	-
Lake Natoma Water Front Trail	48,500	100%	48,500	-
Oak Parkway Trail Undercrossing	1,728,829	98%	1,691,614	37,215
Placerville Rail Trail	28,233	100%	28,233	-
General Government Overhead (interfund transfer)	106,013	100%	106,013	-
	<b>\$ 2,784,658</b>		<b>\$ 2,636,915</b>	<b>\$ 41,730</b>

<b>FY 2017-18 Projects</b>	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
Folsom Lake Trail Phase 2	\$ 1,984,345	98%	\$ 1,937,133	47,212
Lake Natoma Class 1 Trail	329,160	100%	329,160	-
Oak Parkway Trail Undercrossing	61,878	100%	61,878	-
Placerville Rail Trail	124,012	100%	124,012	-
	<b>\$ 2,499,395</b>		<b>\$ 2,452,183</b>	<b>\$ 47,212</b>

<b>FY 2016-17 Projects</b>	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
Folsom Lake Trail Phase 2	\$ 1,798,872	100%	\$ 1,798,872	\$ -
Lake Natoma Class 1 Trail	173,877	99%	171,638	2,239
Lake Natoma Water Front Trail	598,421	62%	371,525	226,895
Levy Park Trail	66,786	100%	66,786	-
Oak Parkway Trail Undercrossing	100,820	100%	100,820	-
Placerville Rail Trail	11,492	100%	11,492	-
	<b>2,750,267</b>		<b>2,521,133</b>	<b>\$ 229,134</b>

<b>FY 2015-16 Projects</b>	<b>Project Amount Expended</b>	<b>Percent Funded by Impact Fees</b>	<b>Impact Fee Expenditures</b>	<b>Non-Impact Fee Expenditures</b>
Folsom Lake Trail Phase 1	\$ 6,807	9%	\$ 637	\$ 6,169.6
Dos Coyotes Trail	2,609	100%	2,609	-
Levy Park Trail	196,035	100%	195,175	860
Folsom Lake Trail Phase 2	69,917	100%	69,917	-
Lake Natoma Class 1 Trail	10,094	88%	8,855	1,240
Oak Parkway Trail Undercrossing	31,320	99%	31,100	219
Lake Natoma Water Front Trail	740,075	92%	678,684	61,390
	<u>1,056,855</u>		<u>986,977</u>	<u>69,878</u>

**Notes:**

<sup>1</sup> Interfund transfers are used to reimburse the General Fund for providing General Government support.



**City of Folsom**  
**Developer Impact Fee Compliance 2020**  
**Supplemental Park Fee**

**Fund 411**

Section 4.10.010 of the Folsom Municipal Code establishes the provision for collection of a Park Improvement impact fee. The fee established by this chapter is in addition to any other fees or charges, or taxes, required by law or city code as a condition of development, including, but not limited to, the residential construction tax levied by Chapter 17.90, capital improvement—new construction service charge levied by Chapter 17.92, drainage fees levied by Chapter 17.95, Quimby Act fees levied by Chapter 16.32 and major road fees levied by Chapter 12.04. The fee established by this chapter is to be collected for park and recreation facilities for which an account shall be established and funds appropriated, and for which a proposed construction schedule shall be adopted. The fee imposed by this chapter is necessary in order to assure compliance with the applicable general plan requirements that new development bear the cost for park and recreation infrastructure which is needed to serve such development.

**SUPPLEMENTAL PARK IMPROVEMENT FUND FEE SCHEDULE**

This fee is no longer charged

**Statement of Revenues Expenditures and Changes in Fund Balance  
for Last Five Fiscal Years**

Description	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20
<b>Revenues</b>					
Fees	\$ 6,804	\$ -	\$ -	\$ -	\$ -
Interest	3,687	3,962	3,938	5,912	5,703
Other Revenues	-	-	-	-	-
Total Revenues	\$ 10,491	\$ 3,962	\$ 3,938	\$ 5,912	\$ 5,703
<b>Expenditures</b>					
AB 1600 Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -
Other Expenses	-	-	-	-	-
AB 1600 Transfers Out	-	-	-	-	435
	\$ -	\$ -	\$ -	\$ -	\$ 435
Revenues less Expenditures	\$ 10,491	\$ 3,962	\$ 3,938	\$ 5,912	\$ 5,268
Fund Balance, Beginning of Year	\$ 251,072	\$ 261,563	\$ 265,525	\$ 269,463	\$ 275,375
Fund Balance, End of Year	\$ 261,563	\$ 265,525	\$ 269,463	\$ 275,375	\$ 280,643
Assigned Fund Balance	\$ -	\$ -	\$ -	\$ -	\$ -
Available Fund Balance	\$ 261,563	\$ 265,525	\$ 269,463	\$ 275,375	\$ 280,643

**Five Year Revenue Test Using First In First Out Method**

Available Revenue Current Year	\$ 10,491	\$ 3,962	\$ 3,938	\$ 5,912	\$ 5,703
Available Revenue Prior Fiscal Year (2-yr Old Funds)	152,078	10,491	3,962	3,938	5,912
Available Revenue Prior Fiscal Year (3-yr Old Funds)	96,263	152,078	10,491	3,962	3,938
Available Revenue Prior Fiscal Year (4-yr Old Funds)	2,731	96,263	152,078	10,491	3,962
Available Revenue Prior Fiscal Year (5-yrs and beyond)	-	2,731	96,263	152,078	10,491
Available Revenue Greater than Five Prior Fiscal Years	-	-	2,731	98,994	250,637
Total Revenue Available	\$ 261,563	\$ 265,525	\$ 269,463	\$ 275,375	\$ 280,643

**Notes:**

Result: The Supplemental Park Improvement Fund reports funds being held beyond the five-years as described by AB1600. Per the 2020 Capital Improvement Plan funds are reserved for the Benevento Family Park project. The Supplemental Park Improvement Fund will be utilized for a total of \$273,165 for this project.

**Supplemental Park Fee  
Capital Improvement Projects**

	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
<b>FY 2019-20 Projects</b>				
General Government Overhead (interfund transfer)	\$ 435	100%	\$ 435	\$ -
	<u>\$ 435</u>		<u>\$ 435</u>	<u>\$ -</u>
<b>FY 2018-19 Projects</b>				
General Government Overhead (interfund transfer)	\$ -	100%	\$ -	\$ -
	<u>\$ -</u>		<u>\$ -</u>	<u>\$ -</u>
<b>FY 2017-18 Projects</b>				
General Government Overhead (interfund transfer)	\$ -	100%	\$ -	\$ -
	<u>\$ -</u>		<u>\$ -</u>	<u>\$ -</u>
<b>FY 2016-17 Projects</b>				
General Government Overhead (interfund transfer)	\$ -	100%	\$ -	\$ -
	<u>\$ -</u>		<u>\$ -</u>	<u>\$ -</u>
<b>FY 2015-16 Projects</b>				
General Government Overhead (interfund transfer)	\$ 15,875	100%	\$ 15,875	\$ -
	<u>\$ 15,875</u>		<u>\$ 15,875</u>	<u>\$ -</u>

<sup>1</sup> Interfund transfers are used to reimburse the General Fund for providing General Government support.

**City of Folsom**  
**Developer Impact Fee Compliance 2020**  
**City-Wide Park Improvement Fund**

**Fund 412**

Section 4.10.010 of the Folsom Municipal Code establishes the provision for collection of a Park Improvement impact fee. The fee established by this chapter is in addition to any other fees or charges, or taxes, required by law or city code as a condition of development, including, but not limited to, the residential construction tax levied by Chapter 17.90, capital improvement—new construction service charge levied by Chapter 17.92, drainage fees levied by Chapter 17.95, Quimby Act fees levied by Chapter 16.32 and major road fees levied by Chapter 12.04. The fee established by this chapter is to be collected for park and recreation facilities for which an account shall be established and funds appropriated, and for which a proposed construction schedule shall be adopted. The fee imposed by this chapter is necessary in order to assure compliance with the applicable general plan requirements that new development bear the cost for park and recreation infrastructure which is needed to serve such development.

**CITY-WIDE PARK IMPROVEMENT FUND FEE SCHEDULE**

<u>Use Category</u>	<u>Basis</u>	<u>Fee Amount</u>
Residential, Single Family	Per Unit	\$ 6,900
Residential, Multiple Family	Per Unit	\$ 4,584
Residential Senior dwelling	Per Unit	\$ 3,544
Mobile Dwellings	Per Unit	\$ 2,649
Commercial/Industrial Development	Sq. Ft.	\$ 0.467

***Statement of Revenues Expenditures and Changes in Fund Balance  
for Last Five Fiscal Years***

<u>Description</u>	<u>FY 2015/16</u>	<u>FY 2016/17</u>	<u>FY 2017/18</u>	<u>FY 2018/19</u>	<u>FY 2019/20</u>
<b>Revenues</b>					
Fees	\$ 559,566	\$ 1,232,680	\$ 3,819,319	\$ 2,539,916	\$ 2,034,287
Interest	42,238	37,901	34,929	42,345	141,800
Grant Reimbursements	-	-	-	-	-
Other Revenues	-	(17,119)	-	2,643	7,334
Total Revenues	\$ 601,804	\$ 1,253,461	\$ 3,854,248	\$ 2,584,905	\$ 2,183,421
<b>Expenditures</b>					
AB 1600 Expenditures	\$ 506,843	\$ 1,611,108	\$ 5,256,400	\$ 999,904	\$ 145,665
Other Expenses	-	-	-	-	-
AB 1600 Transfers Out	\$ 10,789	\$ 12,813	\$ 21,737	\$ 43,231	\$ 80,371
	\$ 517,632	\$ 1,623,921	\$ 5,278,137	\$ 1,043,135	\$ 226,036
Revenues less Expenditures	\$ 84,172	\$ (370,460)	\$ (1,423,889)	\$ 1,541,769	\$ 1,957,386
Fund Balance, Beginning of Year	\$ 2,142,611	\$ 2,226,782	\$ 1,856,322	\$ 432,434	\$ 1,974,203
Fund Balance, End of Year	\$ 2,226,782	\$ 1,856,322	\$ 432,434	\$ 1,974,203	\$ 3,931,589
Assigned Fund Balance	\$ 7,696,561	\$ 6,326,934	\$ -	\$ -	\$ -
Available Fund Balance	\$ (5,469,779)	\$ (4,470,612)	\$ 432,434	\$ 1,974,203	\$ 3,931,589

**City-Wide Park Improvement Fund**

Five Year Revenue Test Using First In First Out Method					
Available Revenue Current Year	\$ 601,804	\$ 1,253,461	\$ 432,434	\$ 1,974,203	\$ 2,183,421
Available Revenue Prior Fiscal Year (2-yr Old Funds)	1,045,369	601,804	-	-	1,748,168
Available Revenue Prior Fiscal Year (3-yr Old Funds)	579,609	1,057	-	-	-
Available Revenue Prior Fiscal Year (4-yr Old Funds)	-	-	-	-	-
Available Revenue Prior Fiscal Year (5-yrs and beyond)	-	-	-	-	-
Available Revenue Greater than Five Prior Fiscal Years	-	-	-	-	-
<b>Total Revenue Available</b>	<b>\$ 2,226,782</b>	<b>\$ 1,856,322</b>	<b>\$ 432,434</b>	<b>\$ 1,974,203</b>	<b>\$ 3,931,589</b>

Result: Five Year Revenue test met in accordance with Government Code 66001

**Capital Improvement Projects**

	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
<b>FY 2019-20 Projects</b>				
Operations	\$ 37,067	80%	\$ 29,733	\$ 7,334
BT Collins Park	1,838	100%	1,838	-
Econome Park (Site 44)	6,760	100%	6,760	-
Sutter Middle School Gym	100,000	100%	100,000	-
General Government Overhead (interfund transfer)	80,371	100%	80,371	-
	<b>\$ 226,036</b>		<b>\$ 218,702</b>	<b>\$ 7,334</b>

	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
<b>FY 2018-19 Projects</b>				
Operations	\$ 90,537	97%	\$ 87,894	\$ 2,643
Livermore Park	(5,518)	100%	(5,518)	-
Johnny Cash Art Park	(371)	100%	(371)	-
Johnny Cash Trail Art	9,216	100%	9,216	-
Econome Park (Site 44)	806,040	100%	806,040	-
Sutter Middle School Gym	100,000	100%	100,000	-
General Government Overhead (interfund transfer)	43,231	100%	43,231	-
	<b>1,043,135</b>		<b>1,040,492</b>	<b>2,643</b>

	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
<b>FY 2017-18 Projects</b>				
Operations	\$ 208,624	100%	\$ 208,624	-
Lew Howard Park	377	100%	377	-
Livermore Park	37,291	100%	37,291	-
Johnny Cash Art Park	34,288	100%	34,288	-
Econome Park (Site 44)	4,975,820	100%	4,975,820	-
	<b>\$ 5,256,400</b>		<b>\$ 5,256,400</b>	<b>\$ -</b>

	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
<b>FY 2016-17 Projects</b>				
Operations	\$ 134,126	144%	\$ 192,471	-
Lew Howard Park	76,788	24%	18,443	58,345
Econome Park (Site 44)	1,392,767	100%	1,392,767	-
Zoo Barn	388,343	2%	7,427	380,916
	<b>1,992,024</b>		<b>1,611,108</b>	<b>439,261</b>

<b>FY 2015-16 Projects</b>	<b>Project Amount Expended</b>	<b>Percent Funded by Impact Fees</b>	<b>Impact Fee Expenditures</b>	<b>Non-Impact Fee Expenditures</b>
Operations	\$ 192,241	100%	\$ 192,241	\$ -
Johnny Cash Trail Art	6,813	100%	6,813	-
Lew Howard Park	4,450	100%	4,450	-
Econome Park (Site 44)	303,340	100%	303,340	-
	<u>506,843</u>		<u>506,843</u>	<u>-</u>

**Notes:**

<sup>1</sup> Interfund transfers are used to reimburse the General Fund for providing General Government support.

**City of Folsom**  
**Developer Impact Fee Compliance 2020**  
**Police Capital**

**Fund 428**

Section 3.80.010 of the Folsom Municipal Code establishes the provision to implement the City General Plan, Urban Development Policy No. 11.6, and to provide for adequate police, fire and general governmental services and facilities to serve new residential, industrial and commercial development throughout the City. The City Council determined that the existing police, fire and general governmental services and facilities would be inadequate to accommodate the needs generated by projected new residential, industrial and commercial growth in the City, and additional services and facilities were needed to protect and promote the health, safety and welfare of Folsom residents and businesses. Under this section of the City's Municipal Charter the City established three improvement funds entitled the police improvement fund, the fire improvement fund and the general government improvement fund. The amount of the capital improvement new construction fee shall be established by resolution adopted by the City Council of the City, and shall be based upon the determination in the Nexus Studies of: (1) the use of the fee and the type of development on which the fee is imposed; (2) the need for the facilities and/or services created by the new residential and commercial development; and (3) the reasonable cost of the facilities and/or services attributable to new development. (Ord. 871 § 1 (part), 1997) All fees collected pursuant to this chapter shall be deposited in these improvement funds and shall be expended solely to finance the planning, construction and development of the facilities and services identified in the Nexus Studies.

**POLICE CAPITAL FUND FEE SCHEDULE**

<u>Use Category</u>	<u>Basis</u>	<u>Fee Amount</u>
Single Family Residential	Per Unit	\$ 589
Multi-Family Residential	Per Unit	\$ 668
Mobile Dwellings	Per Unit	\$ 153
Commercial Lodging	Per Unit	\$ 34
Commercial Development	Sq. Ft.	\$ 0.992
Industrial Development	Sq. Ft.	\$ 0.858

**Statement of Revenues Expenditures and Changes in Fund Balance  
for Last Five Fiscal Years**

<u>Description</u>	<u>FY 2015/16</u>	<u>FY 2016/17</u>	<u>FY 2017/18</u>	<u>FY 2018/19</u>	<u>FY 2019/20</u>
<b>Revenues</b>					
Fees	\$ 171,518	\$ 242,736	\$ 535,099	\$ 307,384	\$ 376,561
Interest	6,386	6,920	7,697	13,649	19,536
Other Revenues	-	-	-	-	-
Total Revenues	\$ 177,904	\$ 249,656	\$ 542,796	\$ 321,033	\$ 396,098
<b>Expenditures</b>					
AB 1600 Expenditures	\$ -	\$ -	\$ -	\$ -	\$ 117,796
Debt Service - interfund transfer	225,000	300,000	500,000	-	-
AB 1600 Transfers Out	833	-	-	-	716
	\$ 225,833	\$ 300,000	\$ 500,000	\$ -	\$ 118,512
Revenues less Expenditures	\$ (47,929)	\$ (50,344)	\$ 42,796	\$ 321,033	\$ 277,586
Fund Balance, Beginning of Year	\$ 499,041	\$ 451,113	\$ 400,769	\$ 443,565	\$ 764,598
Fund Balance, End of Year	\$ 451,113	\$ 400,769	\$ 443,565	\$ 764,598	\$ 1,042,184
Assigned Fund Balance	\$ 600,000	\$ 500,000	\$ -	\$ -	\$ -
Available Fund Balance	\$ (148,887)	\$ (99,231)	\$ 443,565	\$ 764,598	\$ 1,042,184

**Police Capital**

Five Year Revenue Test Using First In First Out Method					
Available Revenue Current Year	\$ 177,904	\$ 249,656	\$ 443,565	\$ 321,033	\$ 396,098
Available Revenue Prior Fiscal Year (2-yr Old Funds)	273,209	151,113	-	443,565	321,033
Available Revenue Prior Fiscal Year (3-yr Old Funds)	-	-	-	-	325,053
Available Revenue Prior Fiscal Year (4-yr Old Funds)	-	-	-	-	-
Available Revenue Prior Fiscal Year (5-yr Old Funds)	-	-	-	-	-
Available Revenue Greater than Five Prior Fiscal Years	-	-	-	-	-
<b>Total Revenue Available</b>	<b>\$ 451,113</b>	<b>\$ 400,769</b>	<b>\$ 443,565</b>	<b>\$ 764,598</b>	<b>\$ 1,042,184</b>
<b>Assigned Fund Balance</b>	<b>600,000</b>	<b>500,000</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Available Revenue</b>	<b>(148,887)</b>	<b>(99,231)</b>	<b>443,565</b>	<b>764,598</b>	<b>1,042,184</b>

Result: Five Year Revenue test met in accordance with Government Code 66001

**Capital Improvement Projects**

	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
<b>FY 2019-20 Projects</b>				
Purchase of Police Vehicles	\$ 117,796	100%	\$ 117,796	\$ -
General Government Overhead (interfund transfer)	716	100%	716	-
	<u>\$ 118,512</u>		<u>\$ 118,512</u>	<u>\$ -</u>
<b>FY 2018-19 Projects</b>				
	<u>\$ -</u>		<u>\$ -</u>	<u>\$ -</u>
<b>FY 2017-18 Projects</b>				
Debt Ser. on Municipal Svcs. Complex (interfund transfer)	\$ 1,285,125	39%	\$ 500,000	\$ 785,125
General Government Overhead (interfund transfer)	-		-	-
	<u>\$ 1,285,125</u>		<u>\$ 500,000</u>	<u>\$ 785,125</u>
<b>FY 2016-17 Projects</b>				
Debt Ser. on Municipal Svcs. Complex (interfund transfer)	\$ 1,419,410	21%	\$ 300,000	\$ 1,119,410
General Government Overhead (interfund transfer)	-		-	-
	<u>\$ 1,419,410</u>		<u>\$ 300,000</u>	<u>\$ 1,119,410</u>
<b>FY 2015-16 Projects</b>				
Debt Ser. on Municipal Svcs. Complex (interfund transfer)	\$ 1,409,112	16%	\$ 225,000	\$ 1,184,112
General Government Overhead (interfund transfer)	833	100%	833	-
	<u>\$ 1,409,945</u>		<u>\$ 225,833</u>	<u>\$ 1,184,112</u>

**Notes:**

<sup>1</sup> Interfund transfers are used to reimburse the General Fund for providing General Government support.

City of Folsom  
 Developer Impact Fee Compliance 2020  
 Fire Capital

**Fund 441**

Section 3.80.010 of the Folsom Municipal Code establishes the provision to implement the City General Plan, Urban Development Policy No. 11.6, and to provide for adequate police, fire and general governmental services and facilities to serve new residential, industrial and commercial development throughout the City. The City Council determined that the existing police, fire and general governmental services and facilities would be inadequate to accommodate the needs generated by projected new residential, industrial and commercial growth in the City, and additional services and facilities were needed to protect and promote the health, safety and welfare of Folsom residents and businesses. Under this section of the City's Municipal Charter the City established three improvement funds entitled the police improvement fund, the fire improvement fund and the general government improvement fund. The amount of the capital improvement new construction fee shall be established by resolution adopted by the City Council of the City, and shall be based upon the determination in the Nexus Studies of: (1) the use of the fee and the type of development on which the fee is imposed; (2) the need for the facilities and/or services created by the new residential and commercial development; and (3) the reasonable cost of the facilities and/or services attributable to new development. (Ord. 871 § 1 (part), 1997) All fees collected pursuant to this chapter shall be deposited in these improvement funds and shall be expended solely to finance the planning, construction and development of the facilities and services identified in the Nexus Studies.

**FIRE CAPITAL FUND FEE SCHEDULE**

<u>Use Category</u>	<u>Basis</u>	<u>Fee Amount</u>
Single Family Residential	Per Unit	\$ 1,065
Multi-Family Residential	Per Unit	\$ 1,030
Mobile Dwellings	Per Unit	\$ 1,062
Commercial Lodging	Per Unit	\$ 921
Commercial Development	Sq. Ft.	\$ 0.622
Industrial Development	Sq. Ft.	\$ 0.271

**Statement of Revenues Expenditures and Changes in Fund Balance  
 for Last Five Fiscal Years**

<u>Description</u>	<u>FY 2015/16</u>	<u>FY 2016/17</u>	<u>FY 2017/18</u>	<u>FY 2018/19</u>	<u>FY 2019/20</u>
<b>Revenues</b>					
Fees	\$ 244,896	\$ 245,913	\$ 832,887	\$ 478,923	\$ 503,670
Interest	38,684	15,621	50,565	46,994	26,669
Other Revenues	21,554	-	-	-	-
Total Revenues	\$ 305,133	\$ 261,534	\$ 883,452	\$ 525,916	\$ 530,339
<b>Expenditures</b>					
AB 1600 Expenditures	\$ 117,983	\$ 35,352	\$ 1,393,613	\$ 1,785,969	\$ -
Debt Service - interfund transfer	-	80,389	79,493	80,049	80,420
Other Expenses	-	-	-	-	-
AB 1600 Transfers Out	5,830	-	-	1,487	43,784
	\$ 123,813	\$ 115,741	\$ 1,473,106	\$ 1,867,505	\$ 124,204
Revenues less Expenditures	\$ 181,320	\$ 145,793	\$ (589,654)	\$ (1,341,589)	\$ 406,135
Fund Balance, Beginning of Year	\$ 2,797,853	\$ 2,979,173	\$ 3,124,965	\$ 2,535,312	\$ 1,193,723
Fund Balance, End of Year	\$ 2,979,173	\$ 3,124,965	\$ 2,535,312	\$ 1,193,723	\$ 1,599,857
Assigned Fund Balance	\$ 3,011,946	\$ 4,457,369	\$ -	\$ -	\$ -
Available Fund Balance	\$ (32,773)	\$ (1,332,404)	\$ 2,535,312	\$ 1,193,723	\$ 1,599,857



**Fire Capital**

Five Year Revenue Test Using First In First Out Method					
Available Revenue Current Year	\$ 305,113	\$ 261,534	\$ 883,452	\$ 525,916	\$ 530,339
Available Revenue Prior Fiscal Year (2-yr Old Funds)	448,359	305,133	261,534	667,807	525,916
Available Revenue Prior Fiscal Year (3-yr Old Funds)	540,325	448,359	305,133	-	543,602
Available Revenue Prior Fiscal Year (4-yr Old Funds)	218,428	540,325	448,359	-	-
Available Revenue Prior Fiscal Year (5-yr Old Funds)	114,438	218,428	540,325	-	-
Available Revenue Greater than Five Prior Fiscal Years	1,352,510	1,351,186	96,509	-	-
<b>Total Revenue</b>	<b>\$ 2,979,173</b>	<b>\$ 3,124,965</b>	<b>\$ 2,535,312</b>	<b>\$ 1,193,723</b>	<b>\$ 1,599,857</b>
<b>Assigned Fund Balance</b>	<b>3,011,946</b>	<b>4,456,369</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Available Revenue</b>	<b>\$ (32,773)</b>	<b>\$ (1,331,404)</b>	<b>\$ 2,535,312</b>	<b>\$ 1,193,723</b>	<b>\$ 1,599,857</b>

Result: Five Year Revenue test met in accordance with Government Code 66001

**Capital Improvement Projects**

	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
<b>FY 2019-20 Projects</b>				
Debt Service on Fire Station 35 (interfund transfer)	\$ 223,388	36%	\$ 80,420	\$ 142,968 <sup>1</sup>
General Government Overhead (interfund transfer)	43,784	100%	43,784	- <sup>2</sup>
	<u>\$ 267,172</u>		<u>\$ 124,204</u>	<u>\$ 142,968</u>
<b>FY 2018-19 Projects</b>				
Debt Service on Fire Station 35 (interfund transfer)	\$ 222,357	36%	\$ 80,049	\$ 142,308 <sup>1</sup>
Fire Station #39	2,161,413	83%	1,785,969	375,444 <sup>2</sup>
General Government Overhead (interfund transfer)	1,487	100%	1,487	-
	<u>\$ 2,385,257</u>		<u>\$ 1,867,505</u>	<u>\$ 517,752</u>
<b>FY 2017-18 Projects</b>				
Debt Service on Fire Station 35 (interfund transfer)	\$ 222,313	36%	\$ 79,493	\$ 142,820 <sup>1</sup>
Fire Station #39	3,735,921	37%	1,393,613	2,342,308
General Government Overhead (interfund transfer)	-	-	-	-
	<u>\$ 3,958,234</u>		<u>\$ 1,473,106</u>	<u>\$ 2,485,128</u>
<b>FY 2016-17 Projects</b>				
Debt Service on Fire Station 35 (interfund transfer)	\$ 223,303	36%	\$ 80,389	\$ 142,914 <sup>1</sup>
Fire Station #39	224,020	16%	35,352	188,668
General Government Overhead (interfund transfer)	-	0%	-	-
	<u>\$ 447,323</u>		<u>\$ 115,741</u>	<u>\$ 331,582</u>
<b>FY 2015-16 Projects</b>				
Debt Service on Fire Station 35 (interfund transfer)	\$ 224,882	52%	\$ 117,983	\$ 106,899 <sup>1</sup>
Fire Station #39	-	0%	-	-
General Government Overhead (interfund transfer)	5,830	100%	5,830	- <sup>2</sup>
	<u>\$ 230,712</u>		<u>\$ 123,813</u>	<u>\$ 106,899</u>

**Notes:**

<sup>1</sup> Interfund transfers are used to reimburse the General Fund for the impact fee portion of the debt service payments and capital expenses.

**City of Folsom  
Developer Impact Fee Compliance 2020  
General Capital**

**Fund 445**

Section 3.80.010 of the Folsom Municipal Code establishes the provision to implement the City General Plan, Urban Development Policy No. 11.6, and to provide for adequate police, fire and general governmental services and facilities to serve new residential, industrial and commercial development throughout the City. The City Council determined that the existing police, fire and general governmental services and facilities would be inadequate to accommodate the needs generated by projected new residential, industrial and commercial growth in the City, and additional services and facilities were needed to protect and promote the health, safety and welfare of Folsom residents and businesses. Under this section of the City's Municipal Charter the City established three improvement funds entitled the police improvement fund, the fire improvement fund and the general government improvement fund. The amount of the capital improvement new construction fee shall be established by resolution adopted by the City Council of the City, and shall be based upon the determination in the Nexus Studies of: (1) the use of the fee and the type of development on which the fee is imposed; (2) the need for the facilities and/or services created by the new residential and commercial development; and (3) the reasonable cost of the facilities and/or services attributable to new development. (Ord. 871 § 1 (part), 1997) All fees collected pursuant to this chapter shall be deposited in these improvement funds and shall be expended solely to finance the planning, construction and development of the facilities and services identified in the Nexus Studies.

**GENERAL CAPITAL FUND FEE SCHEDULE**

<u>Use Category</u>	<u>Basis</u>	<u>Fee Amount</u>
Single Family Residential	Per Unit	\$ 1,565
Multi-Family Residential	Per Unit	\$ 1,565
Mobile Dwellings	Per Unit	\$ 1,558
Commercial Lodging	Per Unit	\$ 224
Commercial Development	Sq. Ft.	\$ 0.488
Industrial Development	Sq. Ft.	\$ 0.485

**Statement of Revenues Expenditures and Changes in Fund Balance  
for Last Five Fiscal Years**

<u>Description</u>	<u>FY 2015/16</u>	<u>FY 2016/17</u>	<u>FY 2017/18</u>	<u>FY 2018/19</u>	<u>FY 2019/20</u>
<b>Revenues</b>					
Fees	\$ 204,604	\$ 354,644	\$ 1,242,626	\$ 701,310	\$ 714,359
Interest	12,706	13,482	19,876	37,077	3,681
Other Revenues	-	-	-	-	-
Total Revenues	<u>\$ 217,310</u>	<u>\$ 368,126</u>	<u>\$ 1,262,502</u>	<u>\$ 738,387</u>	<u>\$ 718,041</u>
<b>Expenditures</b>					
AB 1600 Expenditures	\$ 47,775	\$ 16,331	\$ 117,834	\$ 42,871	\$ 2,505
Debt Service - interfund transfer	300,000	400,000	600,000	1,856,110	-
Other Expenses	-	-	-	-	-
AB 1600 Transfers Out	6,912	4,667	4,617	2,702	152,745
	<u>\$ 354,687</u>	<u>\$ 420,998</u>	<u>\$ 722,451</u>	<u>\$ 1,901,683</u>	<u>\$ 155,250</u>
Revenues less Expenditures	\$ (137,377)	\$ (52,871)	\$ 540,051	\$ (1,163,296)	\$ 562,790
Fund Balance, Beginning of Year	<u>\$ 1,018,568</u>	<u>\$ 881,191</u>	<u>\$ 828,320</u>	<u>\$ 1,368,371</u>	<u>\$ 205,075</u>
Fund Balance, End of Year	<u>\$ 881,191</u>	<u>\$ 828,320</u>	<u>\$ 1,368,371</u>	<u>\$ 205,075</u>	<u>\$ 767,865</u>
Assigned Fund Balance	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Available Fund Balance	<u>\$ 881,191</u>	<u>\$ 828,320</u>	<u>\$ 1,368,371</u>	<u>\$ 205,075</u>	<u>\$ 767,865</u>

**General Capital**

**Five Year Revenue Test Using First In First Out Method**

Available Revenue Current Year	\$ 217,310	\$ 368,126	\$ 1,262,502	\$ 205,075	\$ 718,041
Available Revenue Prior Fiscal Year (2-yr Old Funds)	563,460	217,310	105,869	-	49,824
Available Revenue Prior Fiscal Year (3-yr Old Funds)	100,421	242,884	-	-	-
Available Revenue Prior Fiscal Year (4-yr Old Funds)	-	-	-	-	-
Available Revenue Prior Fiscal Year (5-yr Old Funds)	-	-	-	-	-
Available Revenue Greater than Five Prior Fiscal Years	-	-	-	-	-
<b>Total Revenue Available</b>	<b>\$ 881,191</b>	<b>\$ 828,320</b>	<b>\$ 1,368,371</b>	<b>\$ 205,075</b>	<b>\$ 767,865</b>

Result: Five Year Revenue test met in accordance with Government Code 66001

**Capital Improvement Projects**

	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
<b>FY 2019-20 Projects</b>				
Software upgrade	\$ 4,840		\$ 2,745	\$ 2,095
Capital Equipment	156,847		150,000	6,847
General Government Overhead (interfund transfer)	2,505		2,505	-
	<u>\$ 164,192</u>		<u>\$ 155,250</u>	<u>\$ 8,942</u>
<b>FY 2018-19 Projects</b>				
Software upgrade	\$ 87,620	49%	\$ 42,871	\$ 44,749
Debt Service on City Hall (interfund transfer)	1,856,110	100%	1,856,110	-
General Government Overhead (interfund transfer)	2,702	100%	2,702	-
	<u>\$ 1,946,432</u>		<u>\$ 1,901,683</u>	<u>\$ 44,749</u>
<b>FY 2017-18 Projects</b>				
Fiber upgrade (City Hall campus)	\$ 107,484	100%	\$ 107,484	\$ -
Software upgrade	18,248	57%	10,350	7,898
Debt Service on City Hall (interfund transfer)	1,285,125	47%	600,000	685,125
General Government Overhead (interfund transfer)	4,617	100%	4,617	-
	<u>\$ 1,415,474</u>		<u>\$ 722,451</u>	<u>\$ 693,023</u>
<b>FY 2016-17 Projects</b>				
Software upgrade	\$ 36,980	44%	\$ 16,331	\$ 20,649
Debt Service on City Hall (interfund transfer)	1,419,410	28%	400,000	1,019,410
General Government Overhead (interfund transfer)	4,667	100%	4,667	-
	<u>\$ 1,461,057</u>		<u>\$ 420,998</u>	<u>\$ 1,040,059</u>
<b>FY 2015-16 Projects</b>				
Software upgrade	\$ 144,810	33%	\$ 47,775	\$ 97,034
Debt Service on City Hall (interfund transfer)	1,409,112	21%	300,000	1,109,112
General Government Overhead (interfund transfer)	6,912	100%	6,912	-
	<u>\$ 1,560,834</u>		<u>\$ 354,687</u>	<u>\$ 1,206,146</u>

**Notes:**

<sup>1</sup> Interfund transfers are used to reimburse the General Fund for providing General Government support.

<sup>2</sup> Interfund transfers are used to reimburse the General Fund for the impact fee portion of the debt service payments.

City of Folsom  
 Developer Impact Fee Compliance 2020  
 Transportation Improvement Fund

**Fund 446**

Section 12.04.060 of the Folsom Municipal Code establishes the provision for a transportation improvement fee. The purpose of the fee is to establish a fund for financing transportation facilities as identified in the circulation element of the city general plan and those studies which identify specific transportation facility improvements called for in the circulation element and the estimated costs thereof. Improvements include construction of new transportation facilities where there are none and reconstruction of existing transportation facilities which are not sufficient to accommodate increased traffic caused by new development. The area of benefit of the transportation facilities is the entire corporate limits of the City.

**TRANSPORTATION IMPROVEMENT FUND FEE SCHEDULE**

<u>Use Category</u>	<u>Basis</u>	<u>Fee Amount</u>
Single Family Residential	Per Unit	\$ 8,009
Multi-Family Residential	Per Unit	\$ 5,606
Mobile Dwellings	Per Unit	\$ 5,606
Commercial	Sq. Ft.	\$ 12.03
Industrial / Office	Sq. Ft.	\$ 5.23
Other	Sq. Ft.	\$ 5.23
<b>Additional Land Uses</b>		
High Trip Commercial	Sq. Ft.	\$ 47.73
Gas Stations (1)	Sq. Ft.	\$ 10,702

(1) - Current per square foot, proposed per fueling station

**Statement of Revenues Expenditures and Changes in Fund Balance  
 for Last Five Fiscal Years**

<u>Description</u>	<u>FY 2015/16</u>	<u>FY 2016/17</u>	<u>FY 2017/18</u>	<u>FY 2018/19</u>	<u>FY 2019/20</u>
<b>Revenues</b>					
Fees	\$ 2,148,904	\$ 1,743,678	\$ 4,570,833	\$ 3,058,578	\$ 2,339,992
Interest	229,029	23,905	40,237	523,814	355,678
Other Revenues	263,600	2,379,653	974,361	577,843	1,552,823
Total Revenues	\$ 2,641,533	\$ 4,147,236	\$ 5,585,431	\$ 4,160,235	\$ 4,248,493
<b>Expenditures</b>					
AB 1600 Expenditures	\$ 3,836,048	\$ 3,289,400	\$ 1,480,795	\$ 5,299,363	\$ 7,927,850
Other Expenses	60,851	53,761	13,186	102,483	152,118
AB 1600 Transfers Out	64,890	130,410	72,728	91,884	41,545
	\$ 3,961,789	\$ 3,473,571	\$ 1,566,709	\$ 5,493,730	\$ 8,121,513
Revenues less Expenditures	\$ (1,320,256)	\$ 673,665	\$ 4,018,722	\$ (1,333,495)	\$ (3,873,019)
Fund Balance, Beginning of Year	\$ 10,847,938	\$ 9,527,682	\$ 10,201,347	\$ 14,220,069	\$ 12,886,574
Fund Balance, End of Year	\$ 9,527,682	\$ 10,201,347	\$ 14,220,069	\$ 12,886,574	\$ 9,013,555
Available Fund Balance	\$ 9,527,682	\$ 10,201,347	\$ 14,220,069	\$ 12,886,574	\$ 9,013,555

**Five Year Revenue Test Using First In First Out Method**

Available Revenue Current Year	\$ 2,641,533	\$ 4,147,236	\$ 5,585,431	\$ 4,160,235	\$ 4,248,493
Available Revenue Prior Fiscal Year (2-yr Old Funds)	3,617,692	2,641,533	4,147,236	5,585,431	4,160,235
Available Revenue Prior Fiscal Year (3-yr Old Funds)	3,268,457	3,412,578	2,641,533	3,140,908	604,827
Available Revenue Prior Fiscal Year (4-yr Old Funds)	-	-	1,845,869	-	-
Available Revenue Prior Fiscal Year (5-yr Old Funds)	-	-	-	-	-
Available Revenue Greater than Five Prior Fiscal Years	-	-	-	-	-
<b>Total Revenue Available</b>	\$ 9,527,682	\$ 10,201,347	\$ 14,220,069	\$ 12,886,574	\$ 9,013,555

Result: Five Year Revenue test met in accordance with Government Code 66001

### Transportation Improvement Fund Interfund Loan

Per Resolution 9815 an interfund loan was approved by the City Council in the amount \$5,004,701 to be used for the completion of Econome Family Park. The resolution established the term as ten years at an interest rate equivalent to the quarterly interest earnings by all City investments, (currently approximately 2% to 2.5% per year). During fiscal year 2018 an interfund loan was made in the amount of \$2,000,000 from the Transportation Improvement Fund to the Park Improvement Capital Fund. The Park Capital Improvement Fund made a payment of \$1,000,000 plus interest on June 30, 2018, \$330,000 on June 30, 2019, and \$300,000 in December 2019. The Econome Family Park opened on July 12, 2018. The interfund loan outstanding as of June 30, 2020 is \$370,000.

### Capital Improvement Projects

<b>FY 2019-20 Projects</b>	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
East Bidwell Frontage Improvements	376,391	100%	376,391	-
Empire Ranch Rd Interchange	289,408	100%	289,408	-
East Bidwell Widening	322,717	100%	322,717	-
East Bidwell / Iron Pt Signal Delineation	28,143	100%	28,143	-
Green Valley Road Widening	5,893,164	100%	5,893,137	26
Intelligent Transportation System	294,278	92%	271,121	23,157
Iron Point Rail Road Crossing Modifications	8,000	100%	8,000	-
Local Streets & Roads Program	34,706	77%	26,706	8,000
New Traffic Signal Improvement	477,280	100%	477,280	-
Prairie City / Blue Ravine	15,768	100%	15,768	-
Rainbow Bridge Repair	30,074	100%	30,074	-
Riley Street Feasibility Study	66,054	100%	66,054	-
Traffic Signal System Upgrade	153,200	80%	123,050	30,150
Engineering Overhead (interfund transfer)	41,545	100%	41,545	-
General Government Overhead (interfund transfer)	152,118	100%	152,118	-
	<u>8,182,846</u>		<u>8,121,513</u>	<u>61,333</u>

<b>FY 2018-19 Projects</b>	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
East Bidwell Frontage Improvements	218,007	100%	218,007	-
East Bidwell Infill	598	100%	598	-
East Bidwell Widening	65,808	100%	65,808	-
East Bidwell / Iron Pt Signal Delineation	290,820	100%	290,820	-
Greenback / Madison Paving	2,144,312	19%	416,174	1,728,138
Green Valley Road Widening	704,818	100%	704,818	-
Highway 50 Facilities	37,841	100%	37,841	-
Intelligent Transportation System	148,291	100%	148,291	-
Iron Point Rail Road Crossing Modifications	761,820	100%	761,820	-
Median Improvement Program	3,692	100%	3,692	-
New Traffic Signal Improvement	2,396,298	100%	2,396,298	-
Orangevale Bridge	35,395	100%	35,395	-
Rainbow Bridge Repair	30,851	100%	30,851	-
Regional Transportation Coordination	55,000	57%	31,276	23,724
ROW Asset Management	5,079	100%	5,079	-
Traffic Signal System Upgrade	251,001	43%	107,370	143,631
Engineering Overhead (interfund transfer)	91,884	100%	91,884	-
General Government Overhead (interfund transfer)	147,707	100%	147,707	-
	<u>\$ 7,389,223</u>		<u>\$ 5,493,730</u>	<u>\$ 1,895,493</u>

<b>FY 2017-18 Projects</b>	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
East Bidwell Widening	75,954	100%	75,954	\$ -
Empire Ranch Rd Interchange	88,339	100%	88,339	-
Green Valley Road Widening	104,469	100%	104,469	-
Highway 50 Facilities	9,785	100%	9,785	-
Intelligent Transportation System	73,583	100%	73,583	-
New Traffic Signal Improvement	423,211	100%	423,211	-
Orangevale Bridge	170,386	82%	139,102	31,284
Rainbow Bridge Repair	426,438	100%	426,438	-
Regional Transportation Coordination	47,622	100%	47,622	-
ROW Asset Management	23,721	100%	23,721	-
Miscellaneous Road Improvements	1,220	100%	1,220	-
Engineering Overhead (interfund transfer)	13,186	100%	13,186	- <sup>2</sup>
General Government Overhead (interfund transfer)	72,728	100%	72,728	- <sup>1</sup>
	<u>\$ 1,530,644</u>		<u>\$ 1,499,359</u>	<u>\$ 31,284</u>

<b>FY 2016-17 Projects</b>	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
East Bidwell Infill	\$ 96,301	100%	\$ 96,301	\$ -
East Bidwell Widening	44,246	100%	44,246	-
Green Valley Road Widening	83,852	100%	83,852	-
Highway 50 Facilities	25,921	100%	25,921	-
Intelligent Transportation System	144,935	100%	144,935	-
Natoma / Tacana Soundwall	342,562	100%	342,562	-
New Traffic Signal Improvement	33,419	100%	33,419	-
Orangevale Bridge	2,299,564	33%	759,573	1,539,991
Rainbow Bridge Repair	78,147	75%	58,735	19,412
ROW Asset Management	42,173	100%	42,173	-
Traffic Signal System Upgrade	180,177	55%	98,280	81,897
Miscellaneous Road Improvements	-	0%	-	-
Engineering Overhead (interfund transfer)	53,761	100%	53,761	- <sup>2</sup>
General Government Overhead (interfund transfer)	130,410	100%	130,410	- <sup>1</sup>
	<u>\$ 3,555,468</u>		<u>\$ 1,914,168</u>	<u>\$ 1,641,300</u>

<b>FY 2015-16 Projects</b>	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
East Bidwell Widening	\$ 6,861	100%	\$ 6,861	\$ -
East Bidwell Infill	2,070,416	100%	2,070,416	-
Green Valley Road Widening	204,656	49%	100,022	104,634
Highway 50 Facilities	19,077	100%	19,077	-
Historic Folsom Station L&L	40,813	100%	40,813	-
Intelligent Transportation System	5,791	100%	5,791	-
Legislative Consultant	24,989	100%	24,989	-
Median Improvement Program	4,536	100%	4,536	-
New Traffic Signal Improvement	207,203	100%	207,203	-
Orangevale Bridge	514,195	97%	496,883	17,312
Rainbow Bridge Repair	655,527	83%	543,900	111,627
Regional Transportation Coordination	25,000	100%	25,000	-
ROW Asset Management	10,138	100%	10,138	-
Traffic Signal System Upgrade	23,725	100%	23,725	-
Transportation Consultant	22,162	100%	22,162	-
Miscellaneous Road Improvements	1,518	100%	1,518	-
Engineering Overhead (interfund transfer)	60,291	100%	60,291	- <sup>2</sup>
General Government Overhead (interfund transfer)	64,890	100%	64,890	- <sup>1</sup>
	<u>\$ 3,961,789</u>		<u>\$ 3,728,216</u>	<u>\$ 233,573</u>

**Notes:**

<sup>1</sup> Interfund transfers are used to reimburse the General Fund for providing General Government support.

<sup>2</sup> Interfund transfers are used to reimburse the General Fund for providing Engineering support

City of Folsom  
 Developer Impact Fee Compliance 2020  
 Drainage Capital

Fund 448

Section 17.95.030 of the Folsom Municipal Code establishes the provision for collection of a fee to establish a drainage fund. The City Council declares and finds that it is necessary to adopt and establish the entire City as a zone for the improvement and construction of trunk and collection drainage facilities, including waterways, pumping plants, levees and other facilities utilized for controlling drainage and storm waters within the City in order to promote and protect the public health, safety, comfort, convenience and general welfare from uncontrolled drainage and storm water. (Ord. 620 § 1, 1988; Ord. 368 (part), 1978)

For any residential structure, residential subdivision or parcel map, whether for single-family or multiple-family use, the fee shall be \$832 per dwelling unit. For commercial or industrial buildings, commercial or industrial subdivision and all other land uses not otherwise provided for in this chapter or improvements appurtenant thereto, the fee shall be \$5,055 per acre. When only a portion of a site is being developed, the city engineer may, by written agreement with the property owner, defer that portion of the fees due on the undeveloped portion of the site. (Ord. 620 § 1, 1988)

**DRAINAGE CAPITAL FUND FEE SCHEDULE**

<u>Use Category</u>	<u>Basis</u>	<u>Fee Amount</u>
Single Family Residential	Per Unit	\$ 1,017
Multi-Family Residential	Per Unit	\$ 1,017
Mobile Dwellings	Per Unit	\$ 1,017
Commercial Development	Sq. Ft.	\$ 6,180
Industrial Development	Sq. Ft.	\$ 6,180

**Statement of Revenues Expenditures and Changes in Fund Balance  
 for Last Five Fiscal Years**

<u>Description</u>	<u>FY 2015/16</u>	<u>FY 2016/17</u>	<u>FY 2017/18</u>	<u>FY 2018/19</u>	<u>FY 2019/20</u>
<b>Revenues</b>					
Fees	\$ 229,485	\$ 229,517	\$ 831,628	\$ 471,222	\$ 488,461
Interest	5,253	3,758	9,707	21,396	23,629
Grant Reimbursement	5,717	28,118	-	74,204	-
Other Revenues	-	-	-	-	-
Total Revenues	\$ 240,455	\$ 261,393	\$ 841,335	\$ 566,823	\$ 512,090
<b>Expenditures</b>					
AB 1600 Expenditures	\$ 530,914	\$ 122,259	\$ 147,271	\$ 87,904	\$ 459,797
Other Expenses	-	-	-	-	-
AB 1600 Transfers Out	2,607	79,221	213,348	89,494	78,174
	\$ 533,521	\$ 201,480	\$ 360,619	\$ 177,398	\$ 537,971
Revenues less Expenditures	\$ (293,066)	\$ 59,913	\$ 480,716	\$ 389,425	\$ (25,881)
Fund Balance, Beginning of Year	\$ 453,468	\$ 160,402	\$ 220,315	\$ 701,031	\$ 1,090,456
Fund Balance, End of Year	\$ 160,402	\$ 220,315	\$ 701,031	\$ 1,090,456	\$ 1,064,576
Assigned Fund Balance	\$ -	\$ -	\$ -	\$ -	\$ -
Available Fund Balance	\$ 160,402	\$ 220,315	\$ 701,031	\$ 1,090,456	\$ 1,064,576

**Drainage Capital**

Five Year Revenue Test Using First In First Out Method					
Available Revenue Current Year	\$ 160,402	\$ 220,315	\$ 701,031	\$ 566,823	\$ 512,090
Available Revenue Prior Fiscal Year (2-yr Old Funds)	-	-	-	523,633	552,486
Available Revenue Prior Fiscal Year (3-yr Old Funds)	-	-	-	-	-
Available Revenue Prior Fiscal Year (4-yr Old Funds)	-	-	-	-	-
Available Revenue Prior Fiscal Year (5-yr Old Funds)	-	-	-	-	-
Available Revenue Greater than Five Prior Fiscal Years	-	-	-	-	-
<b>Total Revenue Available</b>	<b>\$ 160,402</b>	<b>\$ 220,315</b>	<b>\$ 701,031</b>	<b>\$ 1,090,456</b>	<b>\$ 1,064,576</b>

Result: Five Year Revenue test met in accordance with Government Code 66001

**Capital Improvement Projects**

	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
<b>FY 2019-20 Projects</b>				
Storm Drain Ponds	\$ 29,376	40%	\$ 11,827	\$ 17,549
Willow Creek Estates Storm Drain Lining	736,106	31%	229,471	506,635
Bidwell @ Bluestone Storm Drain Repair NPDES	71,100	100%	71,100	-
Weather Station	29,093	100%	29,093	-
Weather Station	5,493	100%	5,493	-
Misc Expense	1,026	100%	1,026	-
Engineering Overhead (interfund transfer)	186,722	100%	186,722	-
General Government Overhead (interfund transfer)	3,240	100%	3,240	-
	<b>\$ 1,062,155</b>		<b>\$ 537,971</b>	<b>\$ 524,184</b>

	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
<b>FY 2018-19 Projects</b>				
Storm Drain Ponds	\$ 330,596	2%	\$ 7,163	\$ 323,432
Willow Creek Estates Storm Drain Lining	10,185	100%	10,185	-
Engineering Overhead (interfund transfer)	156,862	100%	156,862	-
General Government Overhead (interfund transfer)	3,187	100%	3,187	-
	<b>\$ 500,830</b>		<b>\$ 177,398</b>	<b>\$ 323,432</b>

	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
<b>FY 2017-18 Projects</b>				
Flood Plain Mapping	\$ 2,753	100%	\$ 2,753	\$ -
Storm Drain Ponds	14,805	100%	14,805	-
Annual Street Projects	4,380	100%	4,380	-
Weather Station	94,563	100%	94,563	-
Engineering Overhead (interfund transfer)	232,771	100%	232,771	-
General Government Overhead (interfund transfer)	11,348	100%	11,348	-
	<b>\$ 360,620</b>		<b>\$ 360,620</b>	<b>\$ -</b>

	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
<b>FY 2016-17 Projects</b>				
Stormwater Quality Management (interfund transfer)	\$ 15,616	100%	\$ 15,616	\$ -
Flood Plain Mapping	55,219	39%	21,384	33,835
Storm Drain Ponds	8,790	65%	5,750	3,040
Annual Street Projects	113,798	29%	33,220	80,578
Engineering Overhead (interfund transfer)	84,214	100%	84,214	-
General Government Overhead (interfund transfer)	7,461	100%	7,461	-
	<b>\$ 285,099</b>		<b>\$ 167,646</b>	<b>\$ 117,453</b>



<b>FY 2015-16 Projects</b>	<b>Project Amount Expended</b>	<b>Percent Funded by Impact Fees</b>	<b>Impact Fee Expenditures</b>	<b>Non-Impact Fee Expenditures</b>
Stormwater Quality Management (interfund transfer)	\$ 53,205	100%	\$ 53,205	\$ - <sup>2</sup>
Flood Plain Mapping	92,820	94%	87,103	5,717
Storm Drain Ponds	39,151	100%	39,151	-
Bitter Creek Detention Pond	197,205	100%	197,205	-
Ed Mitchell Park Drainage	87,010	100%	87,010	-
Engineering Overhead (interfund transfer)	61,433	100%	61,433	- <sup>2</sup>
General Government Overhead (interfund transfer)	2,607	100%	2,607	- <sup>1</sup>
	<u>\$ 533,431</u>		<u>\$ 527,714</u>	<u>\$ 5,717</u>

**Notes:**

<sup>1</sup> Interfund transfers are used to reimburse the General Fund for providing General Government support.

<sup>2</sup> Interfund transfers are used to reimburse the General Fund for providing Engineering support

City of Folsom  
 Developer Impact Fee Compliance 2020  
 Light Rail Impact Fee

Fund 451

Section 10.50.040 of the Folsom Municipal Code establishes the provision for collection of a Light Rail Transportation Service Fee. The purpose of this fee is to implement the City General Plan, Urban Development Policy No. 17.20, which requires that the City develop a long service system to service Folsom residents and businesses. As required by the General Plan, a long range transit plan has been developed entitled "City of Folsom Light Rail Transit Implementation Study, Final Report, dated February 1993" (hereafter the "transit study"), and includes an analysis of the feasibility and financing of: (1) Continued city-operated intra-community bus service; (2) Continued city-operated commuter bus service to downtown Sacramento and/or service to the nearest RT Metro Rail Station; and (3) Extending RT Metro service to Folsom and the preservation of future rights-of-way.

The fee established by chapter 10.50.010 is in addition to any other fees or charges or taxes, required by law or city code as a condition of development, including, but not limited to, the residential construction tax levied by Chapter 17.90, drainage fees levied by Chapter 17.95, major road fees levied by Chapter 12.04, capital improvement new construction fees levied by Chapter 17.92 and is necessary in order to assure compliance with the applicable general plan requirements that new development bear the cost for light rail transportation service infrastructure which is needed to serve such development.

**LIGHT RAIL IMPACT FUND FEE SCHEDULE**

<u>Use Category</u>	<u>Basis</u>	<u>Fee Amount</u>
Single Family Residential	Per Unit	\$ 710
Multi-Family Residential	Per Unit	\$ 488
Mobile Dwellings	Per Unit	\$ 488
Commercial Development	Sq. Ft.	\$ 0.226
Industrial Development	Sq. Ft.	\$ 0.093

**Statement of Revenues Expenditures and Changes in Fund Balance  
 for Last Five Fiscal Years**

<u>Description</u>	<u>FY 2015/16</u>	<u>FY 2016/17</u>	<u>FY 2017/18</u>	<u>FY 2018/19</u>	<u>FY 2019/20</u>
<b>Revenues</b>					
Fees	\$ 94,350	\$ 143,899	\$ 442,305	\$ 270,286	\$ 250,624
Interest	5,756	5,548	9,897	19,781	21,800
Other Revenues	-	-	-	-	-
Total Revenues	\$ 100,106	\$ 149,447	\$ 452,203	\$ 290,067	\$ 272,425
<b>Expenditures</b>					
AB 1600 Expenditures	\$ 347,646	\$ 81,999	\$ 72,937	\$ 143,966	\$ 67,804
Other Expenses	-	-	-	-	-
AB 1600 Transfers Out	8,037	4,685	7,054	10,745	3,658
	\$ 355,684	\$ 86,683	\$ 79,991	\$ 154,712	\$ 71,462
Revenues less Expenditures	\$ (255,578)	\$ 62,764	\$ 372,212	\$ 135,355	\$ 200,963
Fund Balance, Beginning of Year	\$ 580,507	\$ 324,929	\$ 387,693	\$ 759,905	\$ 895,260
Fund Balance, End of Year	\$ 324,929	\$ 387,693	\$ 759,905	\$ 895,260	\$ 1,096,223
Assigned Fund Balance	\$ -	\$ -	\$ -	\$ -	\$ -
Available Fund Balance	\$ 324,929	\$ 387,693	\$ 759,905	\$ 895,260	\$ 1,096,223

**Light Rail Impact Fee**

Five Year Revenue Test Using First In First Out Method					
Available Revenue Current Year	\$ 100,106	\$ 149,447	\$ 452,203	\$ 290,067	\$ 272,425
Available Revenue Prior Fiscal Year (2-yr Old Funds)	224,823	100,106	149,447	452,203	290,067
Available Revenue Prior Fiscal Year (3-yr Old Funds)	-	138,140	100,106	149,447	452,203
Available Revenue Prior Fiscal Year (4-yr Old Funds)	-	-	58,149	3,543	81,528
Available Revenue Prior Fiscal Year (5-yr Old Funds)	-	-	-	-	-
Available Revenue Greater than Five Prior Fiscal Years	-	-	-	-	-
<b>Total Revenue Available</b>	<b>\$ 324,929</b>	<b>\$ 387,693</b>	<b>\$ 759,905</b>	<b>\$ 895,260</b>	<b>\$ 1,096,223</b>

Result: Five Year Revenue test met in accordance with Government Code 66001

**Capital Improvement Projects**

<b>FY 2019-20 Projects</b>	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
SP-JPA Admin	\$ 30,000	100%	\$ 30,000	\$ -
Landscaping	91,209	41%	37,804	53,406
Administrative and Engineering Overhead	3,658	100%	3,658	- <sup>1</sup>
	<b>\$ 124,867</b>		<b>\$ 71,462</b>	<b>\$ 53,406</b>

<b>FY 2018-19 Projects</b>	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
SP-JPA Admin	\$ 27,500	100%	\$ 27,500	\$ -
Landscaping	93,873	41%	38,908	54,965
Historic District Parking Signs	30,930	100%	30,930	-
Concrete repairs in Historic District Plaza	46,628	100%	46,628	-
Administrative and Engineering Overhead	10,745	100%	10,745	- <sup>1</sup>
	<b>\$ 209,677</b>		<b>\$ 154,712</b>	<b>\$ 54,965</b>

<b>FY 2017-18 Projects</b>	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
SP-JPA Admin	\$ 27,500	100%	\$ 27,500	\$ -
Landscaping	99,241	46%	45,437	53,804
Administrative and Engineering Overhead	7,054	100%	7,054	- <sup>1</sup>
	<b>\$ 133,795</b>		<b>\$ 79,991</b>	<b>\$ 53,804</b>

<b>FY 2016-17 Projects</b>	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
SP-JPA Admin	\$ 27,500	100%	\$ 27,500	\$ -
Landscaping	67,404	37%	25,276	42,128
Lighting Retrofit	25,196	100%	25,196	-
Administrative and Engineering Overhead	4,027	100%	4,027	- <sup>1</sup>
	<b>\$ 124,127</b>		<b>\$ 81,999</b>	<b>\$ 42,128</b>

<b>FY 2015-16 Projects</b>	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
SP-JPA Admin	\$ 27,500	100%	\$ 27,500	\$ -
Landscaping	85,496	53%	45,000	40,496
Historic Folsom Station	54,231	25%	13,418	40,813
Iron Point parking lot expansion	232,418	100%	232,418	-
Lighting Retrofit	29,303	100%	29,303	-
Administrative and Engineering Overhead	8,045	100%	8,045	- <sup>1</sup>
	<b>\$ 436,992</b>		<b>\$ 355,684</b>	<b>\$ 81,309</b>

**Notes:**

<sup>1</sup> Interfund transfers are used to reimburse the General Fund for providing General Government and Engineering support.

**City of Folsom**  
**Developer Impact Fee Compliance 2020**  
**General Park Equipment Capital**

**Fund 452**

Section 4.10.010 of the Folsom Municipal Code establishes the provision for collection of a Park Improvement impact fee. The fee established by this chapter is in addition to any other fees or charges, or taxes, required by law or city code as a condition of development, including, but not limited to, the residential construction tax levied by Chapter 17.90, capital improvement—new construction service charge levied by Chapter 17.92, drainage fees levied by Chapter 17.95, Quimby Act fees levied by Chapter 16.32 and major road fees levied by Chapter 12.04. The fee established by this chapter is to be collected for park and recreation facilities for which an account shall be established and funds appropriated, and for which a proposed construction schedule shall be adopted. The fee imposed by this chapter is necessary in order to assure compliance with the applicable general plan requirements that new development bear the cost for park and recreation infrastructure which is needed to serve such development.

**GENERAL PARK EQUIPMENT CAPITAL FUND FEE SCHEDULE**

<u>Use Category</u>	<u>Basis</u>	<u>Fee Amount</u>
<b>Residential</b>		
Single Family	Per Unit	\$ 92
Single Family - HD	Per Unit	\$ 92
Multi-Family - LD	Per Unit	\$ 92
Multi-Family	Per Unit	\$ 92
Multi-Family - HD	Per Unit	\$ 92
Mobile Dwellings	Per Unit	\$ 43
<b>Non-Residential</b>		
Commercial Development	Sq. Ft.	\$ 0.018
Industrial Development	Sq. Ft.	\$ 0.018

**Statement of Revenues Expenditures and Changes in Fund Balance  
for Last Five Fiscal Years**

<u>Description</u>	<u>FY 2015/16</u>	<u>FY 2016/17</u>	<u>FY 2017/18</u>	<u>FY 2018/19</u>	<u>FY 2019/20</u>
<b>Revenues</b>					
Fees	\$ 10,063	\$ 18,895	\$ 62,546	\$ 73,302	\$ 70,988
Interest	321	621	1,160	2,458	2,498
Other Revenues	-	-	-	-	-
Total Revenues	\$ 10,384	\$ 19,516	\$ 63,707	\$ 75,760	\$ 73,486
<b>Expenditures</b>					
AB 1600 Expenditures	\$ -	\$ 16,000	\$ 6,378	\$ 80,935	\$ 9,121
Other Expenses	-	-	-	-	-
AB 1600 Transfers Out	126	-	-	-	149
	\$ 126	\$ 16,000	\$ 6,378	\$ 80,935	\$ 9,270
Revenues less Expenditures	\$ 10,258	\$ 3,516	\$ 57,329	\$ (5,175)	\$ 64,216
Fund Balance, Beginning of Year	\$ 20,777	\$ 31,034	\$ 34,550	\$ 91,879	\$ 86,704
Fund Balance, End of Year	\$ 31,034	\$ 34,550	\$ 91,879	\$ 86,704	\$ 150,919
Assigned Fund Balance	\$ -	\$ -	\$ -	\$ -	\$ -
Available Fund Balance	\$ 31,034	\$ 34,550	\$ 91,879	\$ 86,704	\$ 150,919

**General Park Equipment**

Five Year Revenue Test Using First In First Out Method					
Available Revenue Current Year	\$ 10,384	\$ 19,516	\$ 63,707	\$ 73,302	\$ 73,486
Available Revenue Prior Fiscal Year (2-yr Old Funds)	20,650	10,384	19,516	13,402	75,760
Available Revenue Prior Fiscal Year (3-yr Old Funds)	-	4,650	8,656	-	1,673
Available Revenue Prior Fiscal Year (4-yr Old Funds)	-	-	-	-	-
Available Revenue Prior Fiscal Year (5-yr Old Funds)	-	-	-	-	-
Available Revenue Greater than Five Prior Fiscal Years	-	-	-	-	-
<b>Total Revenue Available</b>	<b>\$ 31,034</b>	<b>\$ 34,550</b>	<b>\$ 91,879</b>	<b>\$ 86,704</b>	<b>\$ 150,919</b>

Result: Five Year Revenue test met in accordance with Government Code 66001

**Capital Improvement Projects**

	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
<b>FY 2019-20 Projects</b>				
Park Maintenance Equipment (interfund transfer)	\$ 9,121	100%	\$ 9,121	\$ - <sup>2</sup>
General Government Overhead (interfund transfer)	149	100%	149	- <sup>1</sup>
	<u>\$ 9,270</u>		<u>\$ 9,270</u>	<u>\$ -</u>
<b>FY 2018-19 Projects</b>				
Park Maintenance Equipment (interfund transfer)	\$ 80,935	100%	\$ 80,935	\$ - <sup>2</sup>
General Government Overhead (interfund transfer)	-	0%	-	- <sup>1</sup>
	<u>\$ 80,935</u>		<u>\$ 80,935</u>	<u>\$ -</u>
<b>FY 2017-18 Projects</b>				
Park Maintenance Equipment (interfund transfer)	\$ 6,378	100%	\$ 6,378	\$ - <sup>2</sup>
General Government Overhead (interfund transfer)	-	0%	-	- <sup>1</sup>
	<u>\$ 6,378</u>		<u>\$ 6,378</u>	<u>\$ -</u>
<b>FY 2016-17 Projects</b>				
Park Maintenance Equipment (interfund transfer)	\$ 18,595	86%	\$ 16,000	\$ 2,595 <sup>2</sup>
General Government Overhead (interfund transfer)	-	0%	-	- <sup>1</sup>
	<u>\$ 18,595</u>		<u>\$ 16,000</u>	<u>\$ 2,595</u>
<b>FY 2015-16 Projects</b>				
General Government Overhead (interfund transfer)	\$ 126	100%	\$ 126	\$ - <sup>1</sup>

**Notes:**

- <sup>1</sup> Interfund transfers are used to reimburse the General Fund for providing General Government support.
- <sup>2</sup> Interfund transfers are used to reimburse the General Fund where the equipment costs were expensed.

**City of Folsom  
Developer Impact Fee Compliance 2020  
Water Impact Fund**

**Fund 456**

Section 13.30.010 of the Folsom Municipal Code establishes the provision for collection of a Water Impact Fee. On October 31, 1988, the Folsom City Council approved and adopted its General Plan (the "General Plan") identifying proposed growth within the city limits and further identifying the impacts of such growth upon public facilities within the city including the impacts on water supply and the water supply system. The City of Folsom water master plan dated December 1998 (Water Plan) was adopted by the City Council on May 25, 1999 by Resolution No. 6028. The water plan analyzed the City's present and projected water supply and facilities demands, and the costs of water conservation efforts within developed areas of the City.

Section 13.30.030 established a water impact fee which is imposed on the construction of all new commercial, industrial and residential buildings that are to be served with water supplies owned and treated by the City. This fee shall be imposed on all new construction within the City, unless such property is otherwise exempt as provided for in Section 13.30.070 of this chapter. The fee established by this chapter is in addition to any other fees or charges or taxes that are required by law or City code as a condition of development. (Ord. 912 § 1 (part),

**WATER IMPACT FUND FEE SCHEDULE**

<u>Use Category</u>	<u>Basis</u>	<u>Fee Amount</u>
Single Family Residential	Per Unit	\$ 966
Multi-Family Residential	Per Unit	\$ 520
Commercial	Per Acre	\$ 1,300
Industrial / Office	Per Acre	\$ 1,300

**Statement of Revenues Expenditures and Changes in Fund Balance  
for Last Five Fiscal Years**

<u>Description</u>	<u>FY 2015/16</u>	<u>FY 2016/17</u>	<u>FY 2017/18</u>	<u>FY 2018/19</u>	<u>FY 2019/20</u>
<b>Revenues</b>					
Fees	\$ 106,004	\$ 179,384	\$ 512,641	\$ 330,840	\$ 272,941
Interest	22,762	29,481	6,699	94,239	34,955
Other Revenues	-	7,500	-	-	-
Total Revenues	\$ 128,766	\$ 216,364	\$ 519,340	\$ 425,079	\$ 307,896
<b>Expenditures</b>					
AB 1600 Expenditures	\$ 67,139	\$ 34,184	\$ 36,004	\$ 175,872	\$ 158,198
Other Expenses	102,368	103,165	122,387	103,503	104,226
AB 1600 Transfers Out	-	-	-	-	-
	\$ 169,507	\$ 137,349	\$ 158,391	\$ 279,375	\$ 262,424
Revenues less Expenditures	\$ (40,742)	\$ 79,015	\$ 360,949	\$ 145,704	\$ 45,472
Fund Balance, Beginning of Year	\$ 1,867,047	\$ 1,826,306	\$ 1,905,321	\$ 2,266,270	\$ 2,411,974
Fund Balance, End of Year	\$ 1,826,306	\$ 1,905,321	\$ 2,266,270	\$ 2,411,974	\$ 2,457,446
Assigned Fund Balance	\$ 550,000	\$ 1,283,000	\$ -	\$ -	\$ -
Available Fund Balance	\$ 1,276,306	\$ 622,321	\$ 2,266,270	\$ 2,411,974	\$ 2,457,446

## Water Impact Fund

Five Year Revenue Test Using First In First Out Method					
Available Revenue Current Year	\$ 128,766	\$ 216,364	\$ 519,340	\$ 330,840	\$ 307,896
Available Revenue Prior Fiscal Year (2-yr Old Funds)	288,035	128,766	216,364	519,340	425,079
Available Revenue Prior Fiscal Year (3-yr Old Funds)	355,393	288,035	128,766	216,364	519,340
Available Revenue Prior Fiscal Year (4-yr Old Funds)	287,140	335,393	288,035	128,766	216,364
Available Revenue Prior Fiscal Year (5-yr Old Funds)	266,552	287,140	335,393	288,035	128,766
Available Revenue Greater than Five Prior Fiscal Years	<sup>1</sup> 500,420	<sup>1</sup> 649,623	778,372	928,629	860,001
<b>Total Revenue Available</b>	<b>\$ 1,826,306</b>	<b>\$ 1,905,321</b>	<b>\$ 2,266,270</b>	<b>\$ 2,411,974</b>	<b>\$ 2,457,446</b>
<b>Assigned Fund Balance</b>	<b>550,000</b>	<b>1,283,000</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Available Revenue</b>	<b>\$ 1,276,306</b>	<b>\$ 622,321</b>	<b>\$ 2,266,270</b>	<b>\$ 2,411,974</b>	<b>\$ 2,457,446</b>

Result: Five Year Revenue test met in accordance with

## Notes:

Result: The Water Impact Fee Fund reports funds being held beyond the five-years as described by AB1600. Per the 2021 Capital Improvement Plan funds are reserved for the Golden State Water Company Inter-tie Booster Pump Station project. The Water Capital Improvement Fund will be utilized for an additional \$150,000 for this project.

## Capital Improvement Projects

	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
<b>FY 2019-20 Projects</b>				
GSWC Inter-Tie Booster	\$ 166,654	95%	\$ 158,198	\$ 8,456
Dry Year and Water Conservation (interfund transfer)	100,000	100%	100,000	-
General Government Overhead (interfund transfer)	4,226	100%	4,226	-
	<u>\$ 270,880</u>		<u>\$ 262,424</u>	<u>\$ 8,456</u>
<b>FY 2018-19 Projects</b>				
GSWC Inter-Tie Booster	\$ 208,141	80%	\$ 167,416	\$ 40,725
Dry Year and Water Conservation (interfund transfer)	100,000	100%	100,000	-
General Government Overhead (interfund transfer)	3,503	100%	3,503	-
	<u>\$ 311,644</u>		<u>\$ 270,919</u>	<u>\$ 40,725</u>
<b>FY 2017-18 Projects</b>				
GSWC Inter-Tie Booster	\$ 30,004	100%	\$ 30,004	\$ -
Regional Climate change analysis	6,000	100%	6,000	-
Dry Year and Water Conservation (interfund transfer)	118,049	100%	118,000	49
General Government Overhead (interfund transfer)	-		-	-
	<u>\$ 154,053</u>		<u>\$ 154,004</u>	<u>\$ 49</u>
<b>FY 2016-17 Projects</b>				
GSWC Inter-Tie Booster	\$ 34,184	100%	\$ 34,184	\$ -
Dry Year and Water Conservation (interfund transfer)	114,804	87%	100,000	14,804
General Government Overhead (interfund transfer)	3,165	100%	3,165	-
	<u>\$ 152,153</u>		<u>\$ 137,349</u>	<u>\$ 14,804</u>

<b>FY 2015-16 Projects</b>	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
GSWC Inter-Tie Booster	\$ 67,139	100%	\$ 67,139	\$ -
Dry Year and Water Conservation (interfund transfer)	172,975	58%	100,000	72,975
Ground Water Investigation and Supply Grant	-	0%	-	-
General Government Overhead (interfund transfer)	2,368	100%	2,368	-
	<u>\$ 242,482</u>		<u>\$ 169,507</u>	<u>\$ 72,975</u>

**Notes:**

<sup>1</sup> Interfund transfers are used to reimburse the General Fund for providing General Government support.

<sup>2</sup> Interfund transfers are used to reimburse the Water Operating Fund. The Water Operating Fund captured the expenses for water conservation.



**City of Folsom  
Developer Impact Fee Compliance 2020  
Water Connection Fund**

**Fund 521**

Section 13.24.060 of the Folsom Municipal Code establishes the provision for collection of a Water Connection Fee. Water connection charge was established to provide for the connection of water pipes to the city water system. (Ord 427, 1981)

**WATER CAPITAL IMPROVEMENT FEE SCHEDULE**

<u>Use Category</u>	<u>Basis</u>	<u>Fee Amount</u>
Single Family Residential	Per Unit	\$ 3,296
Multi-Family Residential	Per Unit	\$ 2,143
South Lexington Hills <sup>(1)</sup>	Per Unit	\$ 2,042
Mobile Dwellings	Per Unit	\$ 2,143
<b>Commercial/Industrial</b>		
3/4" meter		\$ 3,288
1" meter		\$ 8,198
1 1/2" meter		\$ 16,401
2" meter		\$ 26,246
3" meter		\$ 52,507
4" meter		\$ 82,070
6" meter		\$ 164,198
8" meter		\$ 262,807
10" meter		\$ 378,122

**Statement of Revenues Expenditures and Changes in Fund Balance  
for Last Five Fiscal Years**

<u>Description</u>	<u>FY 2015/16</u>	<u>FY 2016/17</u>	<u>FY 2017/18</u>	<u>FY 2018/19</u>	<u>FY 2019/20</u>
<b>Revenues</b>					
Fees	\$ 457,209	\$ 691,148	\$ 1,403,343	\$ 892,951	\$ 431,405
Interest	43,211	26,458	11,118	188,406	175,569
Other Revenues	169,833	30,300	-	-	-
Total Revenues	\$ 670,253	\$ 747,906	\$ 1,414,462	\$ 1,081,356	\$ 606,974
<b>Expenditures</b>					
AB 1600 Expenditures	\$ 1,318,012	\$ 47,608	\$ 239,219	\$ 88,325	\$ 487,545
Other Expenses	-	-	-	-	-
AB 1600 Transfers Out	4,517	15,995	35,158	9,200	10,792
	\$ 1,322,529	\$ 63,603	\$ 274,377	\$ 97,525	\$ 498,337
Revenues less Expenditures	\$ (652,276)	\$ 684,303	\$ 1,140,084	\$ 983,832	\$ 108,636
Fund Balance, Beginning of Year	\$ 3,337,366	\$ 2,685,090	\$ 3,369,394	\$ 4,509,478	\$ 5,493,310
Fund Balance, End of Year	\$ 2,685,090	\$ 3,369,394	\$ 4,509,478	\$ 5,493,310	\$ 5,601,946
Assigned Fund Balance	\$ -	\$ -	\$ -	\$ -	\$ -
Available Fund Balance	\$ 2,685,090	\$ 3,369,394	\$ 4,509,478	\$ 5,493,310	\$ 5,601,946

## Water Connection Capital Improvement Fund

Five Year Revenue Test Using First In First Out Method					
Available Revenue Current Year	\$ 670,253	\$ 747,906	\$ 1,414,462	\$ 1,081,356	\$ 606,974
Available Revenue Prior Fiscal Year (2-yr Old Funds)	1,017,329	670,253	747,906	1,414,462	1,081,356
Available Revenue Prior Fiscal Year (3-yr Old Funds)	997,508	1,017,329	670,253	747,906	1,414,462
Available Revenue Prior Fiscal Year (4-yr Old Funds)	-	933,906	1,017,329	670,253	747,906
Available Revenue Prior Fiscal Year (5-yrs Old Funds)	-	-	659,528	1,017,329	670,253
Available Revenue Greater than Five Prior Fiscal Years	-	-	-	562,004	1,080,995
<b>Total Revenue Available</b>	<b>\$ 2,685,090</b>	<b>\$ 3,369,394</b>	<b>\$ 4,509,478</b>	<b>\$ 5,493,310</b>	<b>\$ 5,601,946</b>

Result: Five Year Revenue test met in accordance with

## Notes:

Result: The Water Connection Fee Fund reports funds being held beyond the five-years as described by AB1600. Per the 2021 Capital Improvement Plan funds are reserved for the Water Treatment Plant Pre-Treatment System Improvement project. The Water connection Fund will be utilized for an additional \$4.9 million for this project.

## Capital Improvement Projects

	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
<b>FY 2019-20 Projects</b>				
Water Treatment Plant Polymer Reliability & Redundancy	\$ 553,307	23%	\$ 126,509	\$ 426,798
Water Treatment Plant Pre-Treatment System Imp	395,342	91%	361,036	34,306
General Government Overhead (interfund transfer)	10,792	100%	10,792	-
	<u>\$ 959,441</u>		<u>\$ 498,337</u>	<u>\$ 461,103</u>

	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
<b>FY 2018-19 Projects</b>				
Water Treatment Plant Polymer Reliability & Redundancy	\$ 43,849	47%	\$ 20,747	\$ 23,102
Water Treatment Plant Lime System Upgrades	25,820	33%	8,568	17,252
Water Treatment Plant Pre-Treatment System Imp	78,743	75%	59,010	19,732
General Government Overhead (interfund transfer)	9,200	100%	9,200	-
	<u>\$ 157,612</u>		<u>\$ 97,525</u>	<u>\$ 60,087</u>

	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
<b>FY 2017-18 Projects</b>				
Ground Water Investigation and Supply Grant	\$ 6,652	100%	\$ 6,652	\$ -
Urban Water Management Program	2,592	100%	2,592	-
Water Treatment Plant Grading and Pump Station Reuse	1,643,646	14%	224,334	1,419,311
Water Treatment Plant Actiflo/Polymer Capacity	11,701	48%	5,640	6,060
General Government Overhead (interfund transfer)	35,158	100%	35,158	-
	<u>\$ 1,699,749</u>		<u>\$ 274,377</u>	<u>\$ 1,425,372</u>

	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
<b>FY 2016-17 Projects</b>				
Ground Water Investigation and Supply Grant	11,428	39%	4,429	6,999
La Collina Dal Lago Tank	30,233	100%	30,233	-
Urban Water Management Program	12,946	100%	12,946	-
General Government Overhead (interfund transfer)	15,995	100%	15,995	-
	<u>\$ 70,602</u>		<u>\$ 63,603</u>	<u>\$ 6,999</u>

<b>FY 2015-16 Projects</b>	<b>Project Amount Expended</b>	<b>Percent Funded by Impact Fees</b>	<b>Impact Fee Expenditures</b>	<b>Non-Impact Fee Expenditures</b>
Water Treatment Plant Optimization/Reliability Study	\$ 91,037	31%	\$ 27,912	\$ 63,125
Ground Water Investigation and Supply Grant	234,635	100%	234,635	-
Water Treatment Plant Mechanical Dewatering	1,382,860	62%	851,964	530,896
La Collina Dal Lago Tank	224,891	39%	88,285	136,606
Urban Water Management Program	193,402	60%	115,215	78,187
General Government Overhead (interfund transfer)	4,517	100%	4,517	- <sup>1</sup>
	<u>\$ 2,131,342</u>		<u>\$ 1,322,529</u>	<u>\$ 808,814</u>

**Notes:**

<sup>1</sup> Interfund transfers are used to reimburse the General Fund for providing General Government support.

City of Folsom  
 Developer Impact Fee Compliance 2020  
 Sewer Capital

Fund 531

Section 13.25.010 of the Folsom Municipal Code establishes the provision for collection of a sewer connection charge. This charge shall be collected prior to the issuance of building permits for commercial/industrial development and dwelling units as established by resolution of the city council. The purpose of the fee is to establish a fund for financing equipment and capital improvement projects required to maintain municipal services at adequate levels as service requirements increase with the construction of commercial/industrial developments and dwelling units.

**SEWER CAPITAL IMPROVEMENT FEE SCHEDULE**

<u>Use Category</u>	<u>Basis</u>	<u>Fee Amount</u>
Single Family Residential	Per Unit	\$ 1,052
Multi-Family Residential	Per Unit	\$ 823
South Lexington Hills <sup>(1)</sup>	Per Unit	\$ 819
Mobile Dwellings	Per Unit	\$ 931
<b>Commercial/Industrial</b>		
3/4" meter		\$ 1,052
1" meter		\$ 1,052
2" meter		\$ 2,107
3" meter		\$ 3,371
4" meter		\$ 6,321
6" meter		\$ 10,535
8" meter		\$ 21,070
10" meter		\$ 33,712
12" meter		\$ 48,460

**Statement of Revenues Expenditures and Changes in Fund Balance  
 for Last Five Fiscal Years**

<u>Description</u>	<u>FY 2015/16</u>	<u>FY 2016/17</u>	<u>FY 2017/18</u>	<u>FY 2018/19</u>	<u>FY 2019/20</u>
<b>Revenues</b>					
Fees	\$ 71,475	\$ 100,642	\$ 275,694	\$ 114,800	\$ 56,832
Interest	1,183	1,983	9,133	14,996	15,655
Other Revenues	-	-	-	-	-
Total Revenues	\$ 72,658	\$ 102,625	\$ 284,827	\$ 129,796	\$ 72,487
<b>Expenditures</b>					
AB 1600 Expenditures	\$ 93,184	\$ 164,751	\$ 6,457	\$ -	\$ -
Other Expenses	-	-	-	-	-
AB 1600 Transfers Out	1,733	1,265	365	327	1,002
	\$ 94,917	\$ 166,016	\$ 6,822	\$ 327	\$ 1,002
Revenues less Expenditures	\$ (22,259)	\$ (63,391)	\$ 278,005	\$ 129,469	\$ 71,485
Fund Balance, Beginning of Year	\$ 34,321	\$ 12,061	\$ (51,330)	\$ 226,675	\$ 356,144
Fund Balance, End of Year	\$ 12,061	\$ (51,330)	\$ 226,675	\$ 356,144	\$ 427,628
Assigned Fund Balance	\$ -	\$ -	\$ -	\$ -	\$ -
Available Fund Balance	\$ 12,061	\$ (51,330)	\$ 226,675	\$ 356,144	\$ 427,628

**Sewer Capital**

**Five Year Revenue Test Using First In First Out Method**

Available Revenue Current Year	\$ 12,061	\$ (51,330)	\$ 226,675	\$ 129,796	\$ 72,487
Available Revenue Prior Fiscal Year (2-yr Old Funds)	-	-	-	226,348	129,796
Available Revenue Prior Fiscal Year (3-yr Old Funds)	-	-	-	-	225,345
Available Revenue Prior Fiscal Year (4-yr Old Funds)	-	-	-	-	-
Available Revenue Prior Fiscal Year (5-yr and beyond)	-	-	-	-	-
Available Revenue Greater than Five Prior Fiscal Years	-	-	-	-	-
<b>Total Revenue Available</b>	<b>\$ 12,061</b>	<b>\$ (51,330)</b>	<b>\$ 226,675</b>	<b>\$ 356,144</b>	<b>\$ 427,628</b>

Result: Five Year Revenue test met in accordance with Government Code 66001

**Capital Improvement Projects**

<b>FY 2019-20 Projects</b>	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
Engineering and Gen Government overhead	\$ 1,002	100%	\$ 1,002	\$ - <sup>1</sup>

<b>FY 2018-19 Projects</b>	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
Engineering and Gen Government overhead	\$ 327	100%	\$ 327	\$ - <sup>1</sup>

<b>FY 2017-18 Projects</b>	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
System Evaluation / Capacity	\$ 6,457	100%	\$ 6,457	\$ -
Engineering and Gen Government overhead	365	100%	365	- <sup>1</sup>
	<u>\$ 6,822</u>		<u>\$ 6,822</u>	<u>\$ -</u>

<b>FY 2016-17 Projects</b>	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
System Evaluation / Capacity	\$ 164,751	100%	\$ 164,751	\$ -
Engineering and Gen Government overhead	1,265	100%	1,265	- <sup>1</sup>
	<u>\$ 166,016</u>		<u>\$ 166,016</u>	<u>\$ -</u>

<b>FY 2015-16 Projects</b>	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
Oak Avenue Pump Station	\$ 160,824	25%	\$ 40,999	\$ 119,825
System Evaluation / Capacity	32,257	100%	32,257	-
Engineering and Gen Government overhead	1,733	100%	1,733	- <sup>1</sup>
	<u>\$ 194,814</u>		<u>\$ 74,989</u>	<u>\$ 119,825</u>

**Notes:**

<sup>1</sup> Interfund transfers are used to reimburse the General Fund for providing General Government and Engineering support.

**City of Folsom  
Developer Impact Fee Compliance 2020  
Facilities Augmentation Critical**

**Fund 536**

Section 3.40.010 of the Folsom Municipal Code establishes the provision for collection of a facilities augmentation fee for the Folsom south area facilities plan. The fee is intended to augment existing City fees and thereby provide the necessary means for financing the construction of the facilities identified in the Folsom south area facilities plan.

**FACILITIES AUGMENTATION CRITICAL FEE SCHEDULE**

This fee is based on location and lot size. For fees related to development of property in this area please contact the City.

**Statement of Revenues Expenditures and Changes in Fund Balance  
for Last Five Fiscal Years**

Description	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20
<b>Revenues</b>					
Fees	\$ -	\$ -	\$ -	\$ -	\$ -
Interest	3,490	3,616	2,306	320	691
Other Revenues	-	-	-	-	-
Total Revenues	\$ 3,490	\$ 3,616	\$ 2,306	\$ 320	\$ 691
<b>Expenditures</b>					
AB 1600 Expenditures	\$ 299,498	\$ -	\$ 199,284	\$ 2,629	\$ -
Other Expenses	-	-	-	-	-
AB 1600 Transfers Out	1,199	-	637	590	1,987
	\$ 300,697	\$ -	\$ 199,921	\$ 3,219	\$ 1,987
Revenues less Expenditures	\$ (297,207)	\$ 3,616	\$ (197,615)	\$ (2,899)	\$ (1,296)
Fund Balance, Beginning of Year	\$ 535,971	\$ 238,764	\$ 242,380	\$ 44,766	\$ 41,867
Fund Balance, End of Year	\$ 238,764	\$ 242,380	\$ 44,766	\$ 41,867	\$ 40,571
Assigned Fund Balance	\$ 123,200	\$ 236,985	\$ -	\$ -	\$ -
Available Fund Balance	\$ 115,564	\$ 5,395	\$ 44,766	\$ 41,867	\$ 40,571

**Five Year Revenue Test Using First In First Out Method**

Available Revenue Current Year	\$ 3,490	\$ 3,616	\$ 2,306	\$ 320	\$ 691
Available Revenue Prior Fiscal Year (2-yr Old Funds)	5,718	3,490	3,616	2,306	320
Available Revenue Prior Fiscal Year (3-yr Old Funds)	4,801	5,718	3,490	3,616	2,306
Available Revenue Prior Fiscal Year (4-yr Old Funds)	1,299	4,801	5,718	3,490	3,616
Available Revenue Prior Fiscal Year (5-yrs and beyond)	72,432	1,299	4,801	5,718	3,490
Available Revenue Greater than Five Prior Fiscal Years	151,024	223,456	24,835	26,417	30,148
Total Revenue Available	\$ 238,764	\$ 242,380	\$ 44,766	\$ 41,867	\$ 40,571
Assigned Fund Balance	123,200	236,985	-	-	-
Total Available Revenue	\$ 115,564	\$ 5,395	\$ 44,766	\$ 41,867	\$ 40,571

Result: Five Year Revenue test met in accordance with Government Code 66001

**Notes:**

<sup>1</sup> The Water Operating staff is currently evaluating the Water Treatment Plant Lime System Upgrade project and this project will utilize Facilities Augmentation impact fees which is estimated at \$35,000

**Facilities Augmentation Critical  
Capital Improvement Projects**

<b>FY 2019-20 Projects</b>	<b>Project Amount Expended</b>	<b>Percent Funded by Impact Fees</b>	<b>Impact Fee Expenditures</b>	<b>Non-Impact Fee Expenditures</b>
General Government overhead (interfund transfer)	\$ 1,987	100%	\$ 1,987	\$ - <sup>1</sup>
	<u>\$ 1,987</u>		<u>\$ 1,987</u>	<u>\$ -</u>

<b>FY 2018-19 Projects</b>	<b>Project Amount Expended</b>	<b>Percent Funded by Impact Fees</b>	<b>Impact Fee Expenditures</b>	<b>Non-Impact Fee Expenditures</b>
Water Treatment Plant Lime System Upgrades	\$ 25,820	10%	\$ 2,629	\$ 23,191
General Government overhead (interfund transfer)	590	100%	590	- <sup>1</sup>
	<u>\$ 26,410</u>		<u>\$ 3,219</u>	<u>\$ 23,191</u>

<b>FY 2017-18 Projects</b>	<b>Project Amount Expended</b>	<b>Percent Funded by Impact Fees</b>	<b>Impact Fee Expenditures</b>	<b>Non-Impact Fee Expenditures</b>
Water Treatment Plant Grading and Pump Station Reuse	\$ 1,643,646	12%	\$ 199,284	\$ 1,444,362
General Government overhead (interfund transfer)	637	100%	637	- <sup>1</sup>
	<u>\$ 1,644,283</u>		<u>\$ 199,921</u>	<u>\$ 1,444,362</u>

<b>FY 2016-17 Projects</b>	<b>Project Amount Expended</b>	<b>Percent Funded by Impact Fees</b>	<b>Impact Fee Expenditures</b>	<b>Non-Impact Fee Expenditures</b>
Water Treatment Plant Mechanical Dewatering	\$ 5,605	0%	\$ -	\$ 5,605
General Government overhead (interfund transfer)	-	0%	-	- <sup>1</sup>
	<u>\$ 5,605</u>		<u>\$ -</u>	<u>\$ 5,605</u>

<b>FY 2015-16 Projects</b>	<b>Project Amount Expended</b>	<b>Percent Funded by Impact Fees</b>	<b>Impact Fee Expenditures</b>	<b>Non-Impact Fee Expenditures</b>
Water Treatment Plant Mechanical Dewatering	\$ 1,382,860	22%	\$ 299,498	\$ 1,083,362
General Government overhead (interfund transfer)	1,199	100%	1,199	- <sup>1</sup>
	<u>\$ 1,384,059</u>		<u>\$ 300,697</u>	<u>\$ 1,083,362</u>

**Notes:**

<sup>1</sup> Interfund transfers are used to reimburse the General Fund for providing General Government support.

**City of Folsom**  
**Developer Impact Fee Compliance 2020**  
**Facilities Augmentation General**

**Fund 537**

Section 3.40.010 of the Folsom Municipal Code establishes the provision for collection of a facilities augmentation fee for the Folsom south area facilities plan. The fee is intended to augment existing City fees and thereby provide the necessary means for financing the construction of the facilities identified in the Folsom south area facilities plan.

**FACILITIES AUGMENTATION GENERAL FEE SCHEDULE**

This fee is based on location and lot size. For fees related to development of property in this area please contact the City.

**Statement of Revenues Expenditures and Changes in Fund Balance  
for Last Five Fiscal Years**

Description	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20
<b>Revenues</b>					
Fees	\$ -	\$ -	\$ -	\$ -	\$ -
Interest	6,233	7,024	5,670	5,170	932
Other Revenues	-	-	-	-	-
Total Revenues	\$ 6,233	\$ 7,024	\$ 5,670	\$ 5,170	\$ 932
<b>Expenditures</b>					
AB 1600 Expenditures	\$ 107,739	\$ 3,040	\$ 42,774	\$ 323,432	\$ 17,023
Other Expenses	-	-	-	-	-
AB 1600 Transfers Out	2,180	-	1,238	1,139	1,112
	\$ 109,919	\$ 3,040	\$ 44,012	\$ 324,571	\$ 18,135
Revenues less Expenditures	\$ (103,686)	\$ 3,984	\$ (38,342)	\$ (319,402)	\$ (17,203)
Fund Balance, Beginning of Year	\$ 567,943	\$ 464,257	\$ 468,241	\$ 429,898	\$ 110,497
Fund Balance, End of Year	\$ 464,257	\$ 468,241	\$ 429,898	\$ 110,497	\$ 93,294
Assigned Fund Balance	\$ 501,435	\$ 720,770	\$ -	\$ -	\$ -
Available Fund Balance	\$ (37,178)	\$ (252,529)	\$ 429,898	\$ 110,497	\$ 93,294

**Five Year Revenue Test Using First In First Out Method**

Available Revenue Current Year	\$ 6,233	\$ 7,024	\$ 5,670	\$ 5,170	\$ 932
Available Revenue Prior Fiscal Year (2-yr Old Funds)	6,059	6,233	7,024	5,670	5,170
Available Revenue Prior Fiscal Year (3-yr Old Funds)	5,299	6,059	6,233	7,024	5,670
Available Revenue Prior Fiscal Year (4-yr Old Funds)	1,433	5,299	6,059	6,233	7,024
Available Revenue Prior Fiscal Year (5-yrs and beyond)	5,475	1,433	5,299	6,059	6,059
Available Revenue Greater than Five Prior Fiscal Years	439,758	442,193	399,613	80,341	68,439
<b>Total Revenue Available</b>	\$ 464,257	\$ 468,241	\$ 429,898	\$ 110,497	\$ 93,294
<b>Assigned Fund Balance</b>	501,435	720,770	-	-	-
<b>Total Available Revenue</b>	\$ (37,178)	\$ (252,529)	\$ 429,898	\$ 110,497	\$ 93,294

Result: Five Year Revenue test met in accordance with Government Code 66001

**Notes:**

1 The Storm Drain Ponds project is in process. Per the FY 21 Capital Improvement Plan the estimated cost will be \$100,000 and will reduce flooding in the area.



**Facilities Augmentation General  
Capital Improvement Projects**

<b>FY 2019-20 Projects</b>	<u>Project Amount Expended</u>	<u>Percent Funded by Impact Fees</u>	<u>Impact Fee Expenditures</u>	<u>Non-Impact Fee Expenditures</u>
Storm Drain Ponds	\$ 29,376	58%	\$ 17,023	\$ 12,353
General Government Overhead (interfund transfer)	1,112	100%	1,112	-
	<u>\$ 30,488</u>		<u>\$ 18,135</u>	<u>\$ 12,353</u>
<b>FY 2018-19 Projects</b>	<u>Project Amount Expended</u>	<u>Percent Funded by Impact Fees</u>	<u>Impact Fee Expenditures</u>	<u>Non-Impact Fee Expenditures</u>
Storm Drain Ponds	\$ 330,596	98%	\$ 323,432	\$ 7,164
General Government Overhead (interfund transfer)	1,139	100%	1,139	-
	<u>\$ 331,735</u>		<u>\$ 324,571</u>	<u>\$ 7,164</u>
<b>FY 2017-18 Projects</b>	<u>Project Amount Expended</u>	<u>Percent Funded by Impact Fees</u>	<u>Impact Fee Expenditures</u>	<u>Non-Impact Fee Expenditures</u>
Water Treatment Plant Grading and Pump Station Reuse	\$ 1,643,646	3%	\$ 42,774	\$ 1,600,872
General Government Overhead (interfund transfer)	1,238	100%	1,238	-
	<u>\$ 1,644,884</u>		<u>\$ 44,012</u>	<u>\$ 1,600,872</u>
<b>FY 2016-17 Projects</b>	<u>Project Amount Expended</u>	<u>Percent Funded by Impact Fees</u>	<u>Impact Fee Expenditures</u>	<u>Non-Impact Fee Expenditures</u>
Storm Drain Ponds	\$ 8,790	35%	\$ 3,040	\$ 5,750
General Government Overhead (interfund transfer)	-	0%	-	-
	<u>\$ 8,790</u>		<u>\$ 3,040</u>	<u>\$ 5,750</u>
<b>FY 2015-16 Projects</b>	<u>Project Amount Expended</u>	<u>Percent Funded by Impact Fees</u>	<u>Impact Fee Expenditures</u>	<u>Non-Impact Fee Expenditures</u>
Water Treatment Plant Mechanical Dewatering	\$ 1,382,860	8%	\$ 107,739	\$ 1,275,121
General Government Overhead (interfund transfer)	2,180	100%	2,180	-
	<u>\$ 1,385,040</u>		<u>\$ 109,919</u>	<u>\$ 1,275,121</u>

**Notes:**

<sup>1</sup> Interfund transfers are used to reimburse the General Fund for providing General Government support.

City of Folsom  
 Developer Impact Fee Compliance 2020  
 Solid Waste Capital Improvement Fund

Fund 541

Section 3.20.045 of the Folsom Municipal Code established a capital improvement service charge which shall be collected prior to the issuance of building permits for all residential development and upon application to the finance department for all commercial/industrial development as established by resolution of the City Council. The purpose of the fee is to establish a fund for financing equipment and capital improvement purchases required to maintain municipal services at adequate levels as service requirements increase with the construction of commercial/industrial developments and dwelling units.

**SOLID WASTE CAPITAL IMPROVEMENT FEE SCHEDULE**

<u>Use Category</u>	<u>Basis</u>	<u>Fee Amount</u>
Single Family Residential	Per Unit	\$ 356
Multi-Family Residential	Per Unit	\$ 163
Mobile Dwellings	Per Unit	\$ 163
<b>Commercial/Industrial</b>		
2 yard dumpster		\$ 3,985
3 yard dumpster		\$ 4,013
4 yard dumpster		\$ 4,068
6 yard dumpster		\$ 4,235
10 yard roll-off		\$ 13,046
20 yard roll-off		\$ 13,396
30 yard roll-off		\$ 13,935
40 yard roll-off		\$ 14,237

**Statement of Revenues Expenditures and Changes in Fund Balance  
 for Last Five Fiscal Years**

<u>Description</u>	<u>FY 2015/16</u>	<u>FY 2016/17</u>	<u>FY 2017/18</u>	<u>FY 2018/19</u>	<u>FY 2019/20</u>
<b>Revenues</b>					
Fees	\$ 51,131	\$ 77,363	\$ 219,702	\$ 122,216	\$ 52,732
Interest	323	175	2,463	6,813	8,435
Other Revenues	-	-	-	-	-
Total Revenues	\$ 51,454	\$ 77,538	\$ 222,164	\$ 129,029	\$ 61,167
<b>Expenditures</b>					
AB 1600 Expenditures	\$ 49,570	\$ 63,575	\$ -	\$ 18,250	\$ 25,010
Other Expenses	-	-	-	-	-
AB 1600 Transfers Out	2,431	3,001	2,278	2,727	392
	\$ 52,001	\$ 66,576	\$ 2,278	\$ 20,977	\$ 25,402
Revenues less Expenditures	\$ (547)	\$ 10,962	\$ 219,886	\$ 108,052	\$ 35,765
Fund Balance, Beginning of Year	\$ 11,476	\$ 10,929	\$ 21,891	\$ 241,777	\$ 349,830
Fund Balance, End of Year	\$ 10,929	\$ 21,891	\$ 241,777	\$ 349,830	\$ 385,595
Assigned Fund Balance	\$ -	\$ -	\$ -	\$ -	\$ -
Available Fund Balance	\$ 10,929	\$ 21,891	\$ 241,777	\$ 349,830	\$ 385,595

**Solid Waste Capital Improvement Fund**

Five Year Revenue Test Using First In First Out Method					
Available Revenue Current Year	\$ 10,929	\$ 21,891	\$ 222,344	\$ 129,029	\$ 61,167
Available Revenue Prior Fiscal Year (2-yr Old Funds)	-	-	19,613	220,801	129,029
Available Revenue Prior Fiscal Year (3-yr Old Funds)	-	-	-	-	195,399
Available Revenue Prior Fiscal Year (4-yr Old Funds)	-	-	-	-	-
Available Revenue Prior Fiscal Year (5-yr and beyond)	-	-	-	-	-
Available Revenue Greater than Five Prior Fiscal Years	-	-	-	-	-
<b>Total Revenue Available</b>	<b>\$ 10,929</b>	<b>\$ 21,891</b>	<b>\$ 241,957</b>	<b>\$ 349,830</b>	<b>\$ 385,595</b>

Result: Five Year Revenue test met in accordance with Government Code 66001

**Capital Improvement Projects**

	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
<b>FY 2019-20 Projects</b>				
Garbage Containers	\$ 25,010	100%	\$ 25,010	\$ -
General Government overhead (interfund transfer)	392	100%	392	- <sup>1</sup>
	<u>\$ 25,402</u>		<u>\$ 25,402</u>	<u>\$ -</u>
<b>FY 2018-19 Projects</b>				
Garbage Containers	\$ 18,250	100%	\$ 18,250	\$ -
General Government overhead (interfund transfer)	2,727	100%	2,727	- <sup>1</sup>
	<u>\$ 20,977</u>		<u>\$ 20,977</u>	<u>\$ -</u>
<b>FY 2017-18 Projects</b>				
General Government overhead (interfund transfer)	\$ 2,278	100%	\$ 2,278	\$ - <sup>1</sup>
<b>FY 2016-17 Projects</b>				
Garbage Containers	\$ 63,675	100%	\$ 63,675	\$ -
General Government overhead (interfund transfer)	3,001	100%	3,001	- <sup>1</sup>
	<u>\$ 66,676</u>		<u>\$ 66,676</u>	<u>\$ -</u>
<b>FY 2015-16 Projects</b>				
Garbage Containers	\$ 49,570	100%	\$ 49,570	\$ -
General Government overhead (interfund transfer)	2,431	100%	2,431	- <sup>1</sup>
	<u>\$ 52,001</u>		<u>\$ 52,001</u>	<u>\$ -</u>

**Notes:**

<sup>1</sup> Interfund transfers are used to reimburse the General Fund for providing General Government support.

City of Folsom  
 Developer Impact Fee Compliance 2020  
 Folsom Plan Area Highway 50 Improvements

Fund 443

Section 3.120.040 of the Folsom Municipal Code establishes the provision for collection of a Highway 50 Improvement Fee. The purpose of this fee is to fund certain improvements to Highway 50 that serve the Folsom plan area such as, for example: Highway 50 segments from Sunrise to Hazel; Hazel to Folsom Boulevard, Folsom Boulevard to Scott Road, and the Hazel interchange modifications, as described in the PFFP and the nexus study, and including but not limited to those improvements identified in the memorandum of understanding dated December 17, 2014, entered into between the City and Caltrans.

**FOLSOM PLAN AREA HIGHWAY 50 IMPROVEMENT FEE**

<u>Use Category</u>	<u>Basis</u>	<u>Fee Amount</u>
Single Family Residential	Per Unit	\$ 1,367
Single Family Residential High Density	Per Unit	\$ 1,243
Multi-Family Residential Low Density	Per Unit	\$ 1,119
Multi-Family Residential Medium Density	Per Unit	\$ 995
Multi-Family Residential High Density	Per Unit	\$ 933
Mixed Use - Residential	Per Unit	\$ 870
Mixed User - Commercial	Sq. Ft.	\$ 1.67
Office Park	Sq. Ft.	\$ 1.40
General Commercial	Sq. Ft.	\$ 1.98
Community Commercial	Sq. Ft.	\$ 1.98
Regional Commercial	Sq. Ft.	\$ 1.45

**Statement of Revenues Expenditures and Changes in Fund Balance  
 for Last Five Fiscal Years**

<u>Description</u>	<u>FY 2015/16</u>	<u>FY 2016/17</u>	<u>FY 2017/18</u>	<u>FY 2018/19</u>	<u>FY 2019/20</u>
<b>Revenues</b>					
Fees	\$ -	\$ -	\$ 23,256	\$ 313,824	\$ 379,114
Interest	-	-	26	5,129	11,965
Other Revenues	-	-	-	-	-
Total Revenues	\$ -	\$ -	\$ 23,282	\$ 318,953	\$ 391,078
<b>Expenditures</b>					
AB 1600 Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -
Other Expenses	-	-	-	-	-
AB 1600 Transfers Out	-	-	-	-	38
	\$ -	\$ -	\$ -	\$ -	\$ 38
Revenues less Expenditures	\$ -	\$ -	\$ 23,282	\$ 318,953	\$ 391,040
Fund Balance, Beginning of Year	\$ -	\$ -	\$ -	\$ 23,282	\$ 342,235
Fund Balance, End of Year	\$ -	\$ -	\$ 23,282	\$ 342,235	\$ 733,275
Assigned Fund Balance	\$ -	\$ -	\$ -	\$ -	\$ -
Available Fund Balance	\$ -	\$ -	\$ 23,282	\$ 342,235	\$ 733,275

**FPA Highway 50 Improvements**

Five Year Revenue Test Using First In First Out Method					
Available Revenue Current Year	\$ -	\$ -	\$ 23,282	\$ 318,953	\$ 391,078
Available Revenue Prior Fiscal Year (2-yr Old Funds)	-	-	-	23,282	318,953
Available Revenue Prior Fiscal Year (3-yr Old Funds)	-	-	-	-	23,244
Available Revenue Prior Fiscal Year (4-yr Old Funds)	-	-	-	-	-
Available Revenue Prior Fiscal Year (5-yr Old Funds)	-	-	-	-	-
Available Revenue Greater than Five Prior Fiscal Years	-	-	-	-	-
<b>Total Revenue Available</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 23,282</b>	<b>\$ 342,235</b>	<b>\$ 733,275</b>

Result: Five Year Revenue test met in accordance with Government Code 66001

**Capital Improvement Projects**

	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
<b>FY 2019-20 Projects</b>				
General Government overhead (interfund transfer)	\$ 38	100%	\$ 38	\$ - <sup>1</sup>
	-	0%	-	-
	-	0%	-	-
	<u>\$ 38</u>		<u>\$ 38</u>	<u>\$ -</u>
<b>FY 2018-19 Projects</b>				
	\$ -	0%	\$ -	\$ -
	-	0%	-	-
	-	0%	-	-
	<u>\$ -</u>		<u>\$ -</u>	<u>\$ -</u>
<b>FY 2017-18 Projects</b>				
	\$ -	0%	\$ -	\$ -
	-	0%	-	-
	-	0%	-	-
	<u>\$ -</u>		<u>\$ -</u>	<u>\$ -</u>

**Notes:**

<sup>1</sup> Interfund transfers are used to reimburse the General Fund for providing General Government support.

City of Folsom  
 Developer Impact Fee Compliance 2020  
 Folsom Plan Area Highway 50 Interchange Fee

Fund 444

Section 3.120.040 of the Folsom Municipal Code establishes the provision for collection of a Highway 50 Interchange Fee. The purpose of this fee is to fund a fair share contribution toward certain Highway 50 interchanges that serve the Folsom plan area, such as, for example, the Empire Ranch Road interchange, the Oak Avenue parkway interchange, the Scott/Bidwell interchange modifications, the Prairie City Road interchange modifications, and the Rowberry Drive Overcrossing, as described in the PFFP and the nexus study.

**FOLSOM PLAN AREA HIGHWAY 50 INTERCHANGE FEE**

<u>Use Category</u>	<u>Basis</u>	<u>Fee Amount</u>
Single Family Residential	Per Unit	\$ 2,781
Single Family Residential High Density	Per Unit	\$ 2,528
Multi-Family Residential Low Density	Per Unit	\$ 2,274
Multi-Family Residential Medium Density	Per Unit	\$ 2,021
Multi-Family Residential High Density	Per Unit	\$ 1,896
Mixed Use - Residential	Per Unit	\$ 1,770
Mixed User - Commercial	Sq. Ft.	\$ 3.41
Office Park	Sq. Ft.	\$ 2.86
General Commercial	Sq. Ft.	\$ 4.02
Community Commercial	Sq. Ft.	\$ 4.02
Regional Commercial	Sq. Ft.	\$ 2.94

*Statement of Revenues Expenditures and Changes in Fund Balance  
 for Last Five Fiscal Years*

<u>Description</u>	<u>FY 2015/16</u>	<u>FY 2016/17</u>	<u>FY 2017/18</u>	<u>FY 2018/19</u>	<u>FY 2019/20</u>
<b>Revenues</b>					
Fees	\$ -	\$ -	\$ 47,286	\$ 640,268	\$ 768,668
Interest	-	-	52	10,860	25,483
Other Revenues	-	-	-	-	-
Total Revenues	\$ -	\$ -	\$ 47,338	\$ 651,128	\$ 794,151
<b>Expenditures</b>					
AB 1600 Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -
Other Expenses	-	-	-	-	-
AB 1600 Transfers Out	-	-	-	-	77
	\$ -	\$ -	\$ -	\$ -	\$ 77
Revenues less Expenditures	\$ -	\$ -	\$ 47,338	\$ 651,128	\$ 794,074
Fund Balance, Beginning of Year	\$ -	\$ -	\$ -	\$ 47,338	\$ 698,466
Fund Balance, End of Year	\$ -	\$ -	\$ 47,338	\$ 698,466	\$ 1,492,540
Assigned Fund Balance	\$ -	\$ -	\$ -	\$ -	\$ -
Available Fund Balance	\$ -	\$ -	\$ 47,338	\$ 698,466	\$ 1,492,540

**FPA Highway 50 Interchange**

**Five Year Revenue Test Using First In First Out Method**

Available Revenue Current Year	\$ -	\$ -	\$ 47,338	\$ 651,128	\$ 794,151
Available Revenue Prior Fiscal Year (2-yr Old Funds)	-	-	-	47,338	651,128
Available Revenue Prior Fiscal Year (3-yr Old Funds)	-	-	-	-	47,261
Available Revenue Prior Fiscal Year (4-yr Old Funds)	-	-	-	-	-
Available Revenue Prior Fiscal Year (5-yr Old Funds)	-	-	-	-	-
Available Revenue Greater than Five Prior Fiscal Years	-	-	-	-	-
<b>Total Revenue Available</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 47,338</b>	<b>\$ 698,466</b>	<b>\$ 1,492,540</b>

Result: Five Year Revenue test met in accordance with Government Code 66001

**Capital Improvement Projects**

<b>FY 2019-20 Projects</b>	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
General Government overhead (interfund transfer)	\$ 77	100%	\$ 77	\$ - <sup>1</sup>
	-	0%	-	-
	-	0%	-	-
	<b>\$ 77</b>		<b>\$ 77</b>	<b>\$ -</b>

<b>FY 2018-19 Projects</b>	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
	\$ -	0%	\$ -	\$ -
	-	0%	-	-
	-	0%	-	-
	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>

<b>FY 2017-18 Projects</b>	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
	\$ -	0%	\$ -	\$ -
	-	0%	-	-
	-	0%	-	-
	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>

**Notes:**

<sup>1</sup> Interfund transfers are used to reimburse the General Fund for providing General Government support.

City of Folsom  
 Developer Impact Fee Compliance 2020  
 Folsom Plan Area Transit Impact

Fund 449

Section 3.120.040 of the Folsom Municipal Code establishes the provision for collection of a Transit Fee. The purpose of this fee is to fund public transit improvements in the Folsom plan area, including, but not limited to, improvements to the transit corridor, transit parking, transit stops, and a share of the public transit vehicles, as described in the PFFP and the nexus study.

FOLSOM PLAN AREA TRANSIT FEE

<u>Use Category</u>	<u>Basis</u>	<u>Fee Amount</u>
Single Family Residential	Per Unit	\$ 1,412
Single Family Residential High Density	Per Unit	\$ 1,283
Multi-Family Residential Low Density	Per Unit	\$ 1,155
Multi-Family Residential Medium Density	Per Unit	\$ 1,027
Multi-Family Residential High Density	Per Unit	\$ 962
Mixed Use - Residential	Per Unit	\$ 899
Mixed User - Commercial	Sq. Ft.	\$ 1.72
Office Park	Sq. Ft.	\$ 1.45
General Commercial	Sq. Ft.	\$ 2.04
Community Commercial	Sq. Ft.	\$ 2.04
Regional Commercial	Sq. Ft.	\$ 1.50

*Statement of Revenues Expenditures and Changes in Fund Balance  
 for Last Five Fiscal Years*

<u>Description</u>	<u>FY 2015/16</u>	<u>FY 2016/17</u>	<u>FY 2017/18</u>	<u>FY 2018/19</u>	<u>FY 2019/20</u>
<b>Revenues</b>					
Fees	\$ -	\$ -	\$ 24,012	\$ 325,208	\$ 389,982
Interest	-	-	27	5,680	13,222
Other Revenues	-	-	-	-	-
Total Revenues	\$ -	\$ -	\$ 24,039	\$ 330,888	\$ 403,204
<b>Expenditures</b>					
AB 1600 Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -
Other Expenses	-	-	-	-	-
AB 1600 Transfers Out	-	-	-	-	39
	\$ -	\$ -	\$ -	\$ -	\$ 39
Revenues less Expenditures	\$ -	\$ -	\$ 24,039	\$ 330,888	\$ 403,165
Fund Balance, Beginning of Year	\$ -	\$ -	\$ -	\$ 24,039	\$ 354,927
Fund Balance, End of Year	\$ -	\$ -	\$ 24,039	\$ 354,927	\$ 758,092
Assigned Fund Balance	\$ -	\$ -	\$ -	\$ -	\$ -
Available Fund Balance	\$ -	\$ -	\$ 24,039	\$ 354,927	\$ 758,092



**FPA Transit Impact**

Five Year Revenue Test Using First In First Out Method					
Available Revenue Current Year	\$ -	\$ -	\$ 24,039	\$ 330,888	\$ 403,204
Available Revenue Prior Fiscal Year (2-yr Old Funds)	-	-	-	24,039	330,888
Available Revenue Prior Fiscal Year (3-yr Old Funds)	-	-	-	-	24,039
Available Revenue Prior Fiscal Year (4-yr Old Funds)	-	-	-	-	-
Available Revenue Prior Fiscal Year (5-yr Old Funds)	-	-	-	-	-
Available Revenue Greater than Five Prior Fiscal Years	-	-	-	-	-
<b>Total Revenue Available</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 24,039</b>	<b>\$ 354,927</b>	<b>\$ 758,131</b>

Result: Five Year Revenue test met in accordance with Government Code 66001

**Capital Improvement Projects**

	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
<b>FY 2019-20 Projects</b>				
General Government overhead (interfund transfer)	\$ 39	100%	\$ 39	\$ - <sup>1</sup>
	-	0%	-	-
	-	0%	-	-
	<u>\$ 39</u>		<u>\$ 39</u>	<u>\$ -</u>
<b>FY 2018-19 Projects</b>				
	\$ -	0%	\$ -	\$ -
	-	0%	-	-
	-	0%	-	-
	<u>\$ -</u>		<u>\$ -</u>	<u>\$ -</u>
<b>FY 2017-18 Projects</b>				
	\$ -	0%	\$ -	\$ -
	-	0%	-	-
	-	0%	-	-
	<u>\$ -</u>		<u>\$ -</u>	<u>\$ -</u>

**Notes:**

<sup>1</sup> Interfund transfers are used to reimburse the General Fund for providing General Government support.

City of Folsom  
 Developer Impact Fee Compliance 2020  
 Folsom Plan Area Corporation Yard

Fund 459

Section 3.120.040 of the Folsom Municipal Code establishes the provision for collection of a Corporation Yard Fee. The purpose of this fee is to fund the cost of land for the corporation yard, and the fair share of the cost of facilities and construction of the city's new corporation yard necessary to accommodate future growth in the city and the Folsom plan area, as described in the PFFP and the nexus study.

FOLSOM PLAN AREA CORPORATION YARD FEE

Use Category	Basis	Fee Amount
Single Family Residential	Per Unit	\$ 1,338
Single Family Residential High Density	Per Unit	\$ 811
Multi-Family Residential Low Density	Per Unit	\$ 488
Multi-Family Residential Medium Density	Per Unit	\$ 234
Multi-Family Residential High Density	Per Unit	\$ 176
Mixed Use - Residential	Per Unit	\$ 219
Mixed User - Commercial	Sq. Ft.	\$ 0.50
Office Park	Sq. Ft.	\$ 0.34
General Commercial	Sq. Ft.	\$ 0.40
Community Commercial	Sq. Ft.	\$ 0.45
Regional Commercial	Sq. Ft.	\$ 0.36

Statement of Revenues Expenditures and Changes in Fund Balance  
 for Last Five Fiscal Years

Description	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20
<b>Revenues</b>					
Fees	\$ -	\$ -	\$ 22,752	\$ 307,980	\$ 123,134
Interest	-	-	-	5,359	4,708
Other Revenues	-	-	580,000	-	-
Total Revenues	\$ -	\$ -	\$ 602,752	\$ 313,339	\$ 127,842
<b>Expenditures</b>					
AB 1600 Expenditures	\$ -	\$ -	\$ 580,000	\$ 1,995	\$ 310,480
Other Expenses	-	-	-	-	-
AB 1600 Transfers Out	-	-	-	-	16,512
	\$ -	\$ -	\$ 580,000	\$ 1,995	\$ 326,992
Revenues less Expenditures	\$ -	\$ -	\$ 22,752	\$ 311,344	\$ (199,150)
Fund Balance, Beginning of Year	\$ -	\$ -	\$ -	\$ 22,752	\$ 334,096
Fund Balance, End of Year	\$ -	\$ -	\$ 22,752	\$ 334,096	\$ 134,946
Assigned Fund Balance	\$ -	\$ -	\$ -	\$ -	\$ -
Available Fund Balance	\$ -	\$ -	\$ 22,752	\$ 334,096	\$ 134,946

**FPA Corporation Yard**

**Five Year Revenue Test Using First In First Out Method**

Available Revenue Current Year	\$ -	\$ -	\$ 602,752	\$ 313,339	\$ 127,842
Available Revenue Prior Fiscal Year (2-yr Old Funds)	-	-	-	22,752	7,104
Available Revenue Prior Fiscal Year (3-yr Old Funds)	-	-	-	-	-
Available Revenue Prior Fiscal Year (4-yr Old Funds)	-	-	-	-	-
Available Revenue Prior Fiscal Year (5-yr Old Funds)	-	-	-	-	-
Available Revenue Greater than Five Prior Fiscal Years	-	-	-	-	-
<b>Total Revenue Available</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 602,752</b>	<b>\$ 336,091</b>	<b>\$ 134,946</b>

Result: Five Year Revenue test met in accordance with Government Code 66001

**Capital Improvement Projects**

	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
<b>FY 2019-20 Projects</b>				
Purchase Corp Yard Property	\$ 310,480	100%	\$ 310,480	\$ -
General Government overhead (interfund transfer)	16,512	100%	16,512	-
	<b>\$ 326,992</b>		<b>\$ 326,992</b>	<b>\$ -</b>

	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
<b>FY 2018-19 Projects</b>				
Purchase Corp Yard Property	\$ 1,995	100%	\$ 1,995	\$ -

	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
<b>FY 2017-18 Projects</b>				
Purchase Corp Yard Property	\$ 580,000	100%	\$ 580,000	\$ -

**Notes:**

<sup>1</sup> Interfund transfers are used to reimburse the General Fund for providing General Government support.

**City of Folsom**  
**Developer Impact Fee Compliance 2020**  
**Folsom Plan Area Specific Plan Capital**

**Fund 472**

Section 3.120.040 of the Folsom Municipal Code establishes the provision for collection of a Specific Plan fee. The fee is comprised of 7 subcomponents as follows:

1. The general capital facilities component of the FPASP fee is to fund acquisition of general capital facilities, including, but not limited to: furniture, fixtures and equipment for city facilities (including fire and police facilities); police and fire vehicles and uniformed personnel turnout gear, public works vehicles and equipment, library materials, such as books, computers, and other materials; and other general capital needs of the city in the Folsom plan area, as described in the PFFP and the nexus study.
2. The library component of the FPASP fee is to fund the construction of a branch library in the Folsom plan area, as described in the PFFP and the nexus study.
3. The municipal services center component of the FPASP fee is to fund the construction of a municipal services center in the Folsom plan area that allows customers to make utility bill and license payments, register for recreation programs, obtain and file building planning and permit applications and employment applications, and request code enforcement and other public services, as described in the PFFP and the nexus study.
4. The police component of the FPASP fee is to fund a police substation to serve the Folsom plan area, which is anticipated to include a public information counter area, conference rooms, lockers and showers, interview rooms and supervisor offices, as described in the PFFP and the nexus study.
5. The fire component of the FPASP fee is to fund two new fire stations to serve the Folsom plan area, as described in the PFFP and the nexus study.
6. The parks component of the FPASP fee is to fund the construction of one hundred twenty-five acres of parkland in the Folsom plan area comprised of two community parks, five neighborhood parks, and two local parks, as described in the PFFP and the nexus study.
7. The trails component of the FPASP fee is to fund the construction of approximately thirty miles of trails in the Folsom plan area, which include trails, a Class 1 bike path, Class II bike lanes, intersection protection, trail bridges, under-crossings, and design costs, as described in the PFFP and the nexus study.

**FOLSOM PLAN AREA SPECIFIC PLAN FEE**

<u>Use Category</u>	<u>Basis</u>	<u>Fee Amount</u>
Single Family Residential	Per Unit	\$ 13,263
Single Family Residential High Density	Per Unit	\$ 13,263
Multi-Family Residential Low Density	Per Unit	\$ 9,505
Multi-Family Residential Medium Density	Per Unit	\$ 9,505
Multi-Family Residential High Density	Per Unit	\$ 9,505
Mixed Use - Residential	Per Unit	\$ 9,505
Mixed User - Commercial	Sq. Ft.	\$ 2.88
Office Park	Sq. Ft.	\$ 2.16
General Commercial	Sq. Ft.	\$ 2.47
Community Commercial	Sq. Ft.	\$ 2.68
Regional Commercial	Sq. Ft.	\$ 2.28

**Statement of Revenues Expenditures and Changes in Fund Balance  
for Last Five Fiscal Years**

<u>Description</u>	<u>FY 2015/16</u>	<u>FY 2016/17</u>	<u>FY 2017/18</u>	<u>FY 2018/19</u>	<u>FY 2019/20</u>
<b>Revenues</b>					
Fees	\$ -	\$ -	\$ 225,540	\$ 3,053,840	\$ 4,184,947
Interest	-	-	250	71,735	234,593
Other Revenues	-	-	-	-	-
Total Revenues	\$ -	\$ -	\$ 225,790	\$ 3,125,575	\$ 4,419,540
<b>Expenditures</b>					
AB 1600 Expenditures	\$ -	\$ -	\$ -	\$ -	\$ 192,000
Other Expenses	-	-	-	-	-
AB 1600 Transfers Out	-	-	-	-	366
	\$ -	\$ -	\$ -	\$ -	\$ 192,366
Revenues less Expenditures	\$ -	\$ -	\$ 225,790	\$ 3,125,575	\$ 4,227,174
Fund Balance, Beginning of Year	\$ -	\$ -	\$ -	\$ 225,790	\$ 3,351,364
Fund Balance, End of Year	\$ -	\$ -	\$ 225,790	\$ 3,351,364	\$ 7,578,538

**FPA Specific Plan Capital**

**Five Year Revenue Test Using First In First Out Method**

Available Revenue Current Year	\$ -	\$ -	\$ 225,790	\$ 3,125,575	\$ 4,419,540
Available Revenue Prior Fiscal Year (2-yr Old Funds)	-	-	-	225,790	3,125,575
Available Revenue Prior Fiscal Year (3-yr Old Funds)	-	-	-	-	33,423
Available Revenue Prior Fiscal Year (4-yr Old Funds)	-	-	-	-	-
Available Revenue Prior Fiscal Year (5-yr Old Funds)	-	-	-	-	-
Available Revenue Greater than Five Prior Fiscal Years	-	-	-	-	-
<b>Total Revenue Available</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 225,790</b>	<b>\$ 3,351,365</b>	<b>\$ 7,578,538</b>

Result: Five Year Revenue test met in accordance with Government Code 66001

**Capital Improvement Projects**

<b>FY 2019-20 Projects</b>	<u>Project Amount Expended</u>	<u>Percent Funded by Impact Fees</u>	<u>Impact Fee Expenditures</u>	<u>Non-Impact Fee Expenditures</u>
Equipment	\$ 192,000	100%	\$ 192,000	\$ -
General Government overhead (interfund transfer)	366	100%	366	- <sup>1</sup>
	<u>\$ 192,366</u>		<u>\$ 192,366</u>	

<b>FY 2018-19 Projects</b>	<u>Project Amount Expended</u>	<u>Percent Funded by Impact Fees</u>	<u>Impact Fee Expenditures</u>	<u>Non-Impact Fee Expenditures</u>
	\$ -	0%	\$ -	\$ -

<b>FY 2017-18 Projects</b>	<u>Project Amount Expended</u>	<u>Percent Funded by Impact Fees</u>	<u>Impact Fee Expenditures</u>	<u>Non-Impact Fee Expenditures</u>
	\$ -	0%	\$ -	\$ -

**Notes:**

<sup>1</sup> Interfund transfers are used to reimburse the General Fund for providing General Government support.

City of Folsom  
 Developer Impact Fee Compliance 2020  
 Folsom Plan Area Solid Waste Capital

Fund 544

Section 3.120.040 of the Folsom Municipal Code establishes the provision for collection of a Solid Waste Fee. The purpose of this fee is to fund solid waste vehicles and waste container purchases required to maintain the level of municipal solid waste service in the Folsom plan area described in the PFFP and the nexus study.

**FOLSOM PLAN AREA SOLID WASTE FEE**

<u>Use Category</u>	<u>Basis</u>	<u>Fee Amount</u>
Single Family Residential	Per Unit	\$ 503
Single Family Residential High Density	Per Unit	\$ 503
Multi-Family Residential Low Density	Per Unit	\$ 334
Multi-Family Residential Medium Density	Per Unit	\$ 334
Multi-Family Residential High Density	Per Unit	\$ 334
Mixed Use - Residential	Per Unit	\$ 334
Mixed User - Commercial	Sq. Ft.	\$ 0.38
Office Park	Sq. Ft.	\$ 0.35
General Commercial	Sq. Ft.	\$ 0.38
Community Commercial	Sq. Ft.	\$ 0.38
Regional Commercial	Sq. Ft.	\$ 0.38

**Statement of Revenues Expenditures and Changes in Fund Balance  
 for Last Five Fiscal Years**

<u>Description</u>	<u>FY 2015/16</u>	<u>FY 2016/17</u>	<u>FY 2017/18</u>	<u>FY 2018/19</u>	<u>FY 2019/20</u>
<b>Revenues</b>					
Fees	\$ -	\$ -	\$ 8,550	\$ 115,876	\$ 158,853
Interest	-	-	9	2,024	5,067
Other Revenues	-	-	-	-	-
Total Revenues	\$ -	\$ -	\$ 8,559	\$ 117,900	\$ 163,919
<b>Expenditures</b>					
AB 1600 Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -
Other Expenses	-	-	-	-	-
AB 1600 Transfers Out	-	-	-	-	14
	\$ -	\$ -	\$ -	\$ -	\$ 14
Revenues less Expenditures	\$ -	\$ -	\$ 8,559	\$ 117,900	\$ 163,905
Fund Balance, Beginning of Year	\$ -	\$ -	\$ -	\$ 8,559	\$ 126,459
Fund Balance, End of Year	\$ -	\$ -	\$ 8,559	\$ 126,459	\$ 290,365
Assigned Fund Balance	\$ -	\$ -	\$ -	\$ -	\$ -
Available Fund Balance	\$ -	\$ -	\$ 8,559	\$ 126,459	\$ 290,365

**FPA Solid Waste Capital**

Five Year Revenue Test Using First In First Out Method					
Available Revenue Current Year	\$ -	\$ -	\$ 8,559	\$ 117,900	\$ 163,919
Available Revenue Prior Fiscal Year (2-yr Old Funds)	-	-	-	8,559	117,900
Available Revenue Prior Fiscal Year (3-yr Old Funds)	-	-	-	-	8,546
Available Revenue Prior Fiscal Year (4-yr Old Funds)	-	-	-	-	-
Available Revenue Prior Fiscal Year (5-yr Old Funds)	-	-	-	-	-
Available Revenue Greater than Five Prior Fiscal Years	-	-	-	-	-
<b>Total Revenue Available</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 8,559</b>	<b>\$ 126,459</b>	<b>\$ 290,365</b>

Result: Five Year Revenue test met in accordance with Government Code 66001

**Capital Improvement Projects**

<b>FY 2019-20 Projects</b>	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
General Government overhead (interfund transfer)	\$ 14	100%	\$ 14	\$ - <sup>1</sup>
	-	0%	-	-
	-	0%	-	-
	<b>\$ 14</b>		<b>\$ 14</b>	<b>\$ -</b>

<b>FY 2018-19 Projects</b>	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
	\$ -	0%	\$ -	\$ -
	-	0%	-	-
	-	0%	-	-
	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>

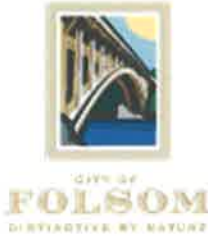
<b>FY 2017-18 Projects</b>	Project Amount Expended	Percent Funded by Impact Fees	Impact Fee Expenditures	Non-Impact Fee Expenditures
	\$ -	0%	\$ -	\$ -
	-	0%	-	-
	-	0%	-	-
	<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>

**Notes:**

<sup>1</sup> Interfund transfers are used to reimburse the General Fund for providing General Government support.

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## Folsom City Council Staff Report

<b>MEETING DATE:</b>	12/8/2020
<b>AGENDA SECTION:</b>	Consent Calendar
<b>SUBJECT:</b>	Receive and File SB-165 Annual Reports for Community Facilities Districts No. 13, No. 14, No. 2013-1, No. 16, No. 17, No. 18, No. 19, No. 20, No. 21, No. 22, and No. 23 to Comply with the Local Agency Special Tax Bond and Accountability Act
<b>FROM:</b>	Finance Department

### **RECOMMENDATION / CITY COUNCIL ACTION**

It is recommended that the City Council receive and file SB-165 Annual Reports for Community Facilities Districts No. 13, No. 14, No. 2013-1, No. 16, No. 17, No. 18, No. 19, No. 20, No. 21, No. 22, and No. 23 to Comply with the Local Agency Special Tax Bond And Accountability Act.

### **BACKGROUND / ISSUE**

The Local Agency Special Tax Bond and Accountability Act (the “Act”), enacted by Senate Bill 165, is codified in California Government Code Sections 50075 through 50077 and 53410 through 53412. The Act requires:

- that any local special tax measure subject to voter approval contain a statement indicating the specific single purpose of the special tax
- that the proceeds of the special tax be applied to that purpose
- the creation of an account into which the proceeds shall be deposited
- an annual report containing specified information concerning the use of the proceeds.

The Act imposes similar accountability requirements with respect to any local bond measure that is subject to voter approval that would provide for the sale of bonds by a local agency. These requirements only apply to local agencies that have imposed special taxes or issued bond measures subject to voter approval after January 1, 2001.

The City currently has sixteen districts which have imposed special taxes or issued bond measures subject to voter approval after January 1, 2001. These districts are:

- Community Facilities District No. 13 (American River Canyon North Maintenance District)
- Community Facilities District No. 14 (Parkway II)
- Community Facilities District No. 2013-1 (Water Facilities and Supply)
- Community Facilities District No. 16 (The Islands at Parkshore)
- Community Facilities District No. 17 (Willow Hill Pipeline)
- Community Facilities District No. 18 (Folsom Plan Area – Area-Wide Improvements and Services)
- Community Facilities District No. 19 (Mangini Ranch)
- Community Facilities District No. 20 (Russell Ranch)
- Community Facilities District No. 21 (White Rock Springs Ranch)
- Community Facilities District No. 22 (Folsom Heights)
- Community Facilities District No. 23 (Folsom Ranch) Improvement Area 1
- Community Facilities District No. 23 (Folsom Ranch) Improvement Area 2
- Community Facilities District No. 23 (Folsom Ranch) Improvement Area 3
- Community Facilities District No. 23 (Folsom Ranch) Improvement Area 4
- Community Facilities District No. 23 (Folsom Ranch) Improvement Area 5
- Community Facilities District No. 23 (Folsom Ranch) Improvement Area 6

The Chief Fiscal Officer of these sixteen districts hereby submits the annual reports for each of these districts.

### **POLICY / RULE**

1. California Government Code, Section 50075.3 states the chief fiscal officer of the levying local agency shall file a report with its governing body no later than January 1, 2002 and at least once a year thereafter. The annual report shall contain both the following: (a) The amount of funds collected and expended; and (b) the status of any project required or authorized to be funded as identified in Section 50075.1(a).
2. California Government Code, Section 53411 states the chief fiscal officer of the issuing local agency shall file a report with its governing body no later than January 1, 2002 and at least once a year thereafter. The annual report shall contain both the following: (a) The amount of funds collected and expended; and (b) the status of any project required or authorized to be funded as identified in Section 53410(a).
3. California Government Code, Section 50075.1(a) requires a statement indicating the specific purposes of the special tax.
4. California Government Code, Section 53410(a) requires a statement indicating the specific purposes of the bond.

## ANALYSIS

Community Facilities District No. 13, American River Canyon North Maintenance District, was established July 24, 2001 primarily to fund the maintenance of landscape areas in American River Canyon North, as well as collecting for other authorized services. In fiscal year 2020, the district collected \$105,636 and expended \$128,198. The cash balance at year end was \$102,125 and the status of the district is on-going.

Community Facilities District No. 14, Parkway II, was established September 25, 2001 to finance the acquisition and construction of certain public facilities within the district. \$18,200,000 in bonds were issued May 9, 2002, and partially advance refunded July 19, 2007. In fiscal year 2018, additional bonds were issued. The 2007 bonds were refunded on July 11, 2017, and with the final maturity for the bonds in this district remaining at September 1, 2032. In fiscal year 2020, the district expended \$1,175 from the acquisition and construction fund, leaving a balance of \$2,004,479 remaining.

Community Facilities District No. 2013-1, Water Facilities and Supply, was established January 14, 2014 to fund all or a portion of the water treatment and storage and distribution facilities, water supply costs, and other costs pursuant to the Water Supply and Facilities Plan and Agreement. In fiscal year 2020 the district collected \$2,126,565 and expended \$2,023,421. The cash balance at year end was \$869,418, and the status of the district is on-going.

Community Facilities District No. 16, The Islands at Parkshore, was established March 10, 2015 to finance the acquisition and construction of certain public facilities within the district, and to fund ongoing maintenance of the improvements within the district. In fiscal year 2020 the Improvement Area 1 expended \$0 from bond proceeds, leaving a balance of \$1,698,311 remaining. The debt service reserve account for Improvement Area 1 had a balance of \$428,883. On July 18, 2019, bonds were issued for Improvement Area 2. In fiscal year 2020, the initial deposit to the Project Fund was \$2,798,453. The cash balance at the end of the year was \$2,798,459. The cost of issuance fund expended \$251,582 leaving a balance of \$0. The debt service reserve account for Improvement Area 2 had a balance of \$237,773. In fiscal year 2020 the district collected an amount of \$131,760 and expended \$76,329 for maintenance. The cash balance at year end was \$316,202, and the status of the district is on-going.

Community Facilities District No. 17, Willow Hill Pipeline, was established March 24, 2015 to finance water facilities, including the Willow Hill Transmission Pipeline construction and rehabilitation project, within or in the vicinity of CFD No. 17. In fiscal year 2020 the district had no collection nor expenses for the project fund, leaving a balance of \$0. The debt service reserve account for the district had expenditures of \$4,094 in the current year with no revenues, leaving a balance of \$409,761. The status of the district is on-going.

Community Facilities District No. 18, Folsom Plan Area – Area-Wide Improvements and Services, was established December 8, 2015 to finance the Willow Hill Pipeline facilities, offsite water facilities, sanitary sewer system, aquatic center phase 1 and 2, quarry road, water infrastructure, interchanges, selected trails and roadway widenings, and other backbone

facilities to serve the Folsom Plan Area. In addition, the planned services to be financed include the maintenance of parks, trails, landscape corridors, medians and open spaces; streets, street light and safety light maintenance; and storm drainage facilities maintenance. In fiscal year 2020 the district collected \$341,405 and expended \$40,383. The cash balance at year end was \$407,337, and the status of the district is on-going.

Community Facilities District No. 19, Mangini Ranch, was established January 12, 2016 to finance public facilities improvements including transportation, water system, recycled water system, drainage system, wastewater system, park, parkway, and open space improvements; Specific Plan infrastructure fee infrastructure; and other expenses. Additionally, the authorized services to be funded from the levy include open space improvements, operations, and management; landscape corridor maintenance; street light, median, storm water, and community amenities maintenance; and miscellaneous cost related to any of the items described above. \$28,530,000 in bonds were issued August 10, 2017. In fiscal year 2020, an additional \$14,040,000 in bonds were issued. In fiscal year 2020 the district expended \$14,516,227 from bond proceeds, leaving a balance of \$0. The debt service reserve account had an additional deposit and collections of \$1,049,159 and no expenditures, leaving a balance of \$3,283,011. In fiscal year 2020 the district collected \$115,008 and expended \$7,801 in the maintenance account. The cash balance at year end was \$307,504, and the status of the district is on-going.

Community Facilities District No. 20, Russell Ranch, was established November 14, 2017 to finance public facilities improvements including transportation, water system, recycled water system, drainage system, wastewater system, park, parkway, and open space improvements; Specific Plan infrastructure fee infrastructure; and other expenses. In fiscal year 2020 the district expended \$19,371 from bond proceeds, leaving a balance of \$0. The debt service reserve account expended \$312, leaving a balance of \$1,022,187. The capitalized interest account was expended, leaving a balance of \$0.

Community Facilities District No. 21, White Rock Springs Ranch, was established February 13, 2018 to finance public facilities improvements including transportation, water system, recycled water system, drainage system, wastewater system, park, parkway, and open space improvements; Specific Plan infrastructure fee infrastructure; and other expenses. On December 5, 2019 bonds were issued. In fiscal year 2020 the district expended \$9,601,631 from bond proceeds, leaving a balance of \$95,245. The debt service reserve account had a balance of \$751,000. The capitalized interest account expended \$96,070, leaving a balance of \$240,175.

Community Facilities District No. 22, Folsom Heights, was established November 27, 2018 to finance public facilities improvements including transportation, water system, recycled water system, drainage system, wastewater system, park, parkway, and open space improvements; Specific Plan infrastructure fee infrastructure; and other expenses. Additionally, the authorized services to be funded from the levy include landscape corridor maintenance; open space improvements, street light maintenance; and miscellaneous cost related to any of the items

described above, As of June 30, 2020 the district had no collections nor expenses. The status of the district is on-going.

Community Facilities District No. 23, Folsom Ranch Improvement Area 1, was established May 26, 2020 to finance public facilities improvements including transportation, water system, recycled water system, drainage system, wastewater system, park, parkway, and open space improvements; Specific Plan infrastructure fee infrastructure; Special Plan Infrastructure Fee Obligation; and other expenses. Additionally, the authorized services to be funded from the levy include open space improvements; landscape corridor maintenance; street light maintenance; median and entry maintenance; neighborhood park maintenance; community amenities; storm water management; and miscellaneous cost related to any of the items described above, As of June 30, 2020 the district had no collections nor expenses. The status of the district is on-going.

Community Facilities District No. 23, Folsom Ranch Improvement Area 2, was established May 26, 2020 to finance public facilities improvements including transportation, water system, recycled water system, drainage system, wastewater system, park, parkway, and open space improvements; Specific Plan infrastructure fee infrastructure; Special Plan Infrastructure Fee Obligation; and other expenses. Additionally, the authorized services to be funded from the levy include open space improvements; landscape corridor maintenance; street light maintenance; median and entry maintenance; neighborhood park maintenance; community amenities; storm water management; and miscellaneous cost related to any of the items described above, As of June 30, 2020 the district had no collections nor expenses. The status of the district is on-going.

Community Facilities District No. 23, Folsom Ranch Improvement Area 3, was established May 26, 2020 to finance public facilities improvements including transportation, water system, recycled water system, drainage system, wastewater system, park, parkway, and open space improvements; Specific Plan infrastructure fee infrastructure; Special Plan Infrastructure Fee Obligation; and other expenses. Additionally, the authorized services to be funded from the levy include open space improvements; landscape corridor maintenance; street light maintenance; median and entry maintenance; neighborhood park maintenance; community amenities; storm water management; and miscellaneous cost related to any of the items described above, As of June 30, 2020 the district had no collections nor expenses. The status of the district is on-going.

Community Facilities District No. 23, Folsom Ranch Improvement Area 4, was established May 26, 2020 to finance public facilities improvements including transportation, water system, recycled water system, drainage system, wastewater system, park, parkway, and open space improvements; Specific Plan infrastructure fee infrastructure; Special Plan Infrastructure Fee Obligation; and other expenses. Additionally, the authorized services to be funded from the levy include open space improvements; landscape corridor maintenance; street light maintenance; median and entry maintenance; neighborhood park maintenance; community amenities; storm water management; and miscellaneous cost related to any of the items

described above, As of June 30, 2020 the district had no collections nor expenses. The status of the district is on-going.

Community Facilities District No. 23, Folsom Ranch Improvement Area 5, was established May 26, 2020 to finance public facilities improvements including transportation, water system, recycled water system, drainage system, wastewater system, park, parkway, and open space improvements; Specific Plan infrastructure fee infrastructure; Special Plan Infrastructure Fee Obligation; and other expenses. Additionally, the authorized services to be funded from the levy include open space improvements; landscape corridor maintenance; street light maintenance; median and entry maintenance; neighborhood park maintenance; community amenities; storm water management; and miscellaneous cost related to any of the items described above, As of June 30, 2020 the district had no collections nor expenses. The status of the district is on-going.

Community Facilities District No. 23, Folsom Ranch Improvement Area 6, was established May 26, 2020 to finance public facilities improvements including transportation, water system, recycled water system, drainage system, wastewater system, park, parkway, and open space improvements; Specific Plan infrastructure fee infrastructure; Special Plan Infrastructure Fee Obligation; and other expenses. Additionally, the authorized services to be funded from the levy include open space improvements; landscape corridor maintenance; street light maintenance; median and entry maintenance; neighborhood park maintenance; community amenities; storm water management; and miscellaneous cost related to any of the items described above, As of June 30, 2020 the district had no collections nor expenses. The status of the district is on-going.

### **FINANCIAL IMPACT**

There is no discernable financial impact on the City of Folsom.

### **ENVIRONMENTAL REVIEW**

This action is exempt from environmental review pursuant to CEQA Guidelines §15061(b)(3).

### **ATTACHMENT**

1. SB-165 Annual Report for Community Facilities Districts

Submitted,



Stacey Tamagni  
Finance Director

## **SENATE BILL 165**

Senate Bill 165, filed with the Secretary of State on September 19, 2000, enacted the Local Agency Special Tax and Bond Accountability Act. This Act requires that any local special tax or local bond measure subject to voter approval contain a statement indicating the specific purposes of the special tax, require that the proceeds of the special tax be applied to those purposes, require the creation of an account into which the proceeds shall be deposited, and require an annual report containing specified information concerning the use of the proceeds. The Act only applies to any local special tax measure or local bond measure adopted on or after January 1, 2001 in accordance with Section 50075.1 or Section 53410 of the California Government Code.

Some of the requirements of the Act are handled at the formation of the Special Tax District and others are handled through annual reports. This Section of this report intends to comply with Section 50075.3 or Section 53411 of the California Government Code that states:

“The chief fiscal officer of the issuing local agency shall file a report with its governing body no later than January 1, 2002, and at least once a year thereafter. The annual report shall contain all of the following:

- (a) The amount of funds collected and expended.
- (b) The status of any project required or authorized to be funded as identified in subdivision (a) of Section 50075.1 or Section 53410.”

The requirements of the Act apply to the funds for the following Districts:

### **Community Facilities District No. 13, American River Canyon North Established July 24, 2001**

#### **Purpose of Special Tax**

Community Facilities District No. 13, American River Canyon North (“CFD”) primarily funds the maintenance of landscape areas of American River Canyon North included within the boundaries of the CFD. In addition to the maintenance costs, the CFD also provides funding for costs associated with collecting and administering the special taxes and annually administering the CFD. The special tax funds levied may pay for any authorized service. The City may also accumulate funds for authorized services. The CFD’s authorized services include the following:

1. The repair and maintenance of parkways, landscaping, open space, greenbelts, bikeways, irrigation facilities, soundwalls, street lights on arterial parkways, monuments and signs, and other appurtenance within and along public right-of-way.
2. Cost of scheduled inspections of the maintenance of landscaped areas.
3. Utility bills associated with the maintenance of landscaped areas.
4. CFD formation and annual administration costs.
5. Miscellaneous costs related to any of the items described above including planning, engineering, legal, and administration.

**Fiscal Year 2019/20 Collections & Expenditures**

06/30/2019 Balance	Amount Collected	Expended Amount	06/30/2020 Balance	Service Status
\$124,688	\$105,636	\$128,199	\$102,125	On-going

**CFD #13 Detail**

**June 30, 2019 Maintenance District Fund Cash Balance:** \$ 124,688

**Revenues:**

American River Canyon North Direct Levy	\$ 102,861
Interest Earned	2,775
<b>Total Revenues:</b>	<b>\$ 105,636</b>

**Expenses:**

Water & Utilities	\$ 18,740
Monthly Landscape Maintenance	60,575
Repairs & Replacement	43,694
Departmental Charges	361
Project Construction	-
CFD Admin	5,819
Other Expenses	256
Transfers Out	22,142
<b>Total Expenses:</b>	<b>\$ 151,587</b>

Change in Receivables/Liabilities 23,389

**June 30, 2020 Maintenance District Fund Cash Balance:** \$ 102,125



**City of Folsom**  
**Community Facilities District No. 14 (Parkway Phase II)**  
**Established September 25, 2001**

**Purpose of Special Tax**

Community Facilities District No. 14 (Parkway Phase II) ("CFD") provided funds to finance the acquisition and construction of certain public facilities and the payment of certain fees relating to public facilities generally described as the construction of portions of Blue Ravine Road, Parkway Drive, East Natoma Street and the Oak Avenue Parkway/Blue Ravine Road Intersection, together with street lights, soundwalls and landscaping and hardscape improvements, the construction of drainage improvements within Humbug/Willow Creek Parkway, improvements to the existing sewer lift station at Willow Creek Parkway and related force mains and the construction of fire facilities and parks within the CFD.

**Fiscal Year 2019/20 Collections & Expenditures**

Series 2017 Special Tax Refunding Bonds  
 Bonds Issued July 11, 2017  
 \$14,640,000

Fund	Initial Deposit	Prior Years Additions / Interest	Prior Years Expenses	06/30/2019 Balance	Current Year Additions / Interest	Current Year Expenses	06/30/2020 Balance
Refunding Escrow Deposit	\$15,240,765	\$0	\$15,240,764	\$0	\$0	\$0	\$0
Project Fund	1,790,000	1,936,076	10,638	1,925,438	80,216	1,175	2,004,479
Cost of Issuance	88,992	88,992	0	0	0	0	0
Bond Proceeds	389	389	0	0	0	0	0

**CFD #14 Detail**

**June 30, 2019 Acquisition & Construction Fund Cash Balance:** \$ 1,925,438

**Revenues:**

Proceeds from Series 2017 Refunding Bonds	\$ -
Interest Earned	40,216
Transfers In	40,000
<b>Total Revenues:</b>	<b>\$ 80,216</b>

**Expenses:**

Construction	\$ -
Transfers Out	2,696
<b>Total Expenses:</b>	<b>\$ 2,696</b>

Change in Receivables/Liabilities 1,521

**June 30, 2020 Acquisition & Construction Fund Cash Balance:** \$ 2,004,479

**City of Folsom**  
**Community Facilities District No. 2013-1 (Water Facilities and Supply)**  
**Established January 14, 2014**

**Purpose of Special Tax**

Water Treatment, Storage and Distribution Facilities

Generally, all work and improvements to design, construct, install and upgrade the public water treatment, storage and distribution facilities described below, all to be located on public property (whether the dedicated road right-of-way, dedicated easements, or publicly-owned land), including but not limited to mobilization, clearing, grubbing, tree removal, protective fencing and erosion control, dewatering, lime treatment, trenching, and related appurtenant work and facilities, together with the costs and expense of engineering design, plan review, construction-related surety bonds or like security instruments, construction staking and management, inspection, permitting costs, and any like fees and costs incidental to such construction and installation for the following items:

- Water Systems Optimization Review Program costs including:
  - Costs for engineering, tests and studies, legal and other professional services and project administration
  - Willow Hill pipeline lining improvement costs
- Water treatment, pumping and conveyance facilities required to treat, pump and convey water from the City's water treatment plant to the Folsom Plan Area Specific Plan including:
  - Water treatment plant upgrades
  - Pump station, booster pumps and related appurtenances
  - Additional water conveyance facilities and connections

Water Supply Costs

Annual water supply costs to the City pursuant to the Water Supply and Facilities Plan and Agreement between the City of Folsom and Certain Landowners in the Folsom Plan Area recorded on January 24, 2013.

Other Costs

In addition to the above facilities, other incidental expenses as authorized by the Mello-Roos Community Facilities Act of 1982, including, but not limited to, the cost of planning and designing the facilities (including the cost of environmental evaluation and environmental remediation); engineering and surveying; construction staking; utility relocation and demolition costs incidental to the construction of the public facilities; costs of project/construction management; costs (including the costs of legal services) associated with the formation of the district; issuance of bonds (if any); determination of the amount of taxes; collection of taxes; payment of taxes; costs of calculating and providing reimbursements from one-time special tax payments; or costs otherwise incurred in order to carry out the authorized purposes of the district; and any other expenses incidental to the formation and implementation of the district and to the construction, completion, inspection and acquisition of the authorized facilities.

Fiscal Year 2019/20 Collections & Expenditures

06/30/2019 Balance	Amount Collected	Expended Amount	06/30/2020 Balance	Project Status
\$766,274	\$2,126,565	\$2,023,421	\$869,418	On-going

**CFD #2013-1 Detail**

<b>June 30, 2019 Fund Cash Balance:</b>		\$	766,274
<b>Revenues:</b>			
CFD 2013-1 Water Facilities & Supply Direct Lew		\$	2,026,586
Prepayment			71,473
Interest Earned			28,507
	<b>Total Revenues:</b>		<u>\$ 2,126,565</u>
<b>Expenses:</b>			
Water System Optimization Repayment (6 of 10)		\$	179,813
Water Supply			1,801,500
CFD Admin			7,458
Transfers Out			39,779
	<b>Total Expenses:</b>		<u>\$ 2,028,550</u>
	Change in Receivables/Liabilities		5,128
<b>June 30, 2020 Fund Cash Balance:</b>		\$	869,418

**City of Folsom**  
**Community Facilities District No. 16 (The Islands at Parkshore)**  
**Improvement Area No. 1 and Improvement Area No. 2**  
**Established March 10, 2015**  
**Improvement Area No. 1 Bonds Issued March 15, 2018**  
**Improvement Area No. 2 Bonds Issued July 18, 2019**

**Purpose of Special Tax**

**Facilities**

The planned public facilities for Community Facilities District No. 16 (The Islands at Parkshore) ("CFD") include the following: construction of sanitary sewers (including gravity sewers, manholes and appurtenances), storm drains (including inlets, outlets, channels, structures, junctions, manholes and catch basins), water facilities (including distribution mains and appurtenances), power, telephone and gas utilities, street improvements (including curbs, gutters, sidewalks, landscaping and striping, traffic signals and street lights), bridge improvements, park improvements, landscaping and slope planting, all within or in the vicinity of the CFD. The public facilities shall include all related clearing and grubbing, grading and appurtenances, and any removal or temporary signage or markings related thereto.

All street and bridge improvements include widening, paving and/or re-paving, striping, and/or re-striping, pedestrian sidewalks or other related improvements or appurtenances, and utilities are located within the public right of way.

All facilities and related costs eligible to be funded include all City development impact fees, sewer connection fees, water connection fees, drainage fees, traffic mitigation fees, park fees, and other City fees related to facilities.

All public facilities shall include attributed costs of engineering, design, planning, construction staking, materials testing and coordination of the public facilities. The public facilities should be constructed pursuant to plans and specifications approved by the City (or other governmental entity that will own and operate the same).

The foregoing description of the types of facilities eligible to be financed is general in nature and includes any appurtenant work and incidental expenses relating to the facilities. The final nature and location of the facilities will be determined upon the preparation of final plans and specifications for such facilities.

**Services**

It is intended that the CFD will be eligible to fund all or a portion of the costs of construction, operation, maintenance, repair, and servicing of parks, landscaping and irrigation improvements, street and landscape lighting, fencing and/or walls, sidewalks, trails, pathways, water quality/drainage basins, wetlands, and appurtenant facilities within or adjacent to the CFD.

The CFD may fund any of the following related to the maintenance of the services described above: obtaining, repairing, reconstructing, furnishing, operating and maintaining equipment, apparatus or facilities related to providing the services and/or equipment, apparatus, facilities or fixtures in areas to be maintained, paying the salaries and benefits of personnel necessary or convenient to provide the services, and other related expenses and the provision of reserves for repairs and replacements and for the future provision of services. It is expected that the services will be provided by the City, either with

its own employees or by contract with third parties, or any combination thereof. The CFD may also fund administrative fees of the City related to the CFD.

### Fiscal Year 2019/20 Collections & Expenditures

#### Improvement Area 1 Facilities

Fund	Initial Deposit	Prior Years Additions / Interest	Prior Years Expenses	06/30/2019 Balance	Current Year Additions / Interest	Current Year Expenses	06/30/2020 Balance
Project Fund	\$4,932,775	\$4,932,775	\$3,234,468	\$1,698,307	\$3	\$0	\$1,698,311
Cost of Issuance	333,096	333,096	333,096	0	0	0	0
Reserve Fund	430,680	430,680	0	430,680	0	1,797	428,883

### **CFD #16 IA1 Fund Detail**

**June 30, 2019 Acquisition and Construction Fund Cash Balance:** \$ 1,698,307

#### **Revenues:**

Proceeds from Series 2018 Bonds	\$ -
Interest Earned	\$ 3
<b>Total Revenues:</b>	<b>\$ 3</b>

#### **Expenses:**

Payment Requisition No. 1 to Lewis Land Developers, LLC	\$ -
<b>Total Expenses:</b>	<b>\$ -</b>

Change in Receivables/Liabilities -

**June 30, 2020 Acquisition and Construction Fund Cash Balance:** \$ 1,698,311

#### Improvement Area 2 Facilities

Fund	Initial Deposit	Prior Years Additions / Interest	Prior Years Expenses	06/30/2019 Balance	Current Year Additions / Interest	Current Year Expenses	06/30/2020 Balance
Project Fund	\$2,798,453	\$0	\$0	\$0	\$2,798,459	\$0	\$2,798,459
Cost of Issuance	251,582	0	0	0	251,582	251,582 <sup>(1)</sup>	0
Reserve Fund	237,773	0	0	0	237,773	0	237,773

(1) Cost of Issuance expenses were \$237,209.63, the remaining \$14,372.37 was transferred to the Redemption Fund.

**CFD #16 IA2 Fund Detail**

<b>June 30, 2019 Acquisition and Construction Fund Cash Balance:</b>	\$ -
<b>Revenues:</b>	
Proceeds from Series 2019 Bonds	\$ 2,798,453
Interest Earned	\$ 6
Total Revenues:	<u>\$ 2,798,459</u>
<b>Expenses:</b>	
Progress Payment to whomever	
Total Expenses:	<u>\$ -</u>
Change in Receivables/Liabilities	-
<b>June 30, 2020 Acquisition and Construction Fund Cash Balance:</b>	\$ 2,798,459

Services

06/30/2019 Balance	Amount Collected	Expended Amount	06/30/2020 Balance	Project Status
\$260,772	\$131,760	\$76,329	\$316,202	On-going

**CFD #16 Maintenance Fund Detail**

<b>June 30, 2019 Maintenance District Fund Cash Balance:</b>	\$ 260,772
<b>Revenues:</b>	
CFD #16 (IA1) Services Direct Levy	\$ 74,544
CFD #16 (IA2) Services Direct Levy	51,727
Interest Earned	5,489
Total Revenues:	<u>\$ 131,760</u>
<b>Expenses:</b>	
Water & Utilities	\$ 9,426
Monthly Landscape Maintenance	45,336
Repairs & Replacement	1,737
Departmental Charges	269
Project Construction	-
CFD Admin	-
Other Expenses	-
Transfers Out	17,069
Total Expenses:	<u>\$ 73,836</u>
Change in Receivables/Liabilities	(2,493)
<b>June 30, 2020 Maintenance District Fund Cash Balance:</b>	\$ 316,202

**City of Folsom**  
**Community Facilities District No. 17 (Willow Hill Pipeline)**  
**Established March 24, 2015**

**Purpose of Special Tax**

The planned public facilities for Community Facilities District No. 17 (Willow Hill Pipeline) (“CFD”) include the following: water facilities (including the Willow Hill Transmission Pipeline construction and rehabilitation project, and all ancillary work necessary or appropriate related thereto), all within or in the vicinity of the CFD. The public facilities shall include all related clearing and grubbing, grading and appurtenances, and any removal or temporary signage or markings related thereto.

CFD bond proceeds may not be used to pay, or reimburse previously-paid, development related fees, including, but not limited to, development impact fees, City community services fee, development processing fees, school fees, sewer connection fees, water connection fees, drainage fees, traffic mitigation fees, and other City fees related to facilities.

All public facilities shall include attributed costs of engineering, design, planning, construction staking, materials testing and coordination of the public facilities. The public facilities should be constructed pursuant to plans and specifications approved by the City (or other governmental entity that will own and operate the same).

The foregoing description of the types of facilities eligible to be financed is general in nature and includes any appurtenant work and incidental expenses relating to the facilities. The final nature and location of the facilities will be determined upon the preparation of final plans and specifications for such facilities.

**Fiscal Year 2019/20 Collections & Expenditures**

<b>Fund</b>	<b>Initial Deposit</b>	<b>Prior Years Additions / Interest</b>	<b>Prior Years Expenses</b>	<b>06/30/2019 Balance</b>	<b>Current Year Additions / Interest</b>	<b>Current Year Expenses</b>	<b>06/30/2020 Balance</b>
Acquisition and Construction Fund	\$5,700,000	\$5,700,000	\$5,700,000	\$0	\$0	\$0	\$0
Reserve Account	408,381	413,823	32	413,855	0	4,094	409,761
Underwriter’s Discount	96,254	96,254	96,254	0	0	0	0
Cost of Issuance	327,195	346,289	308,132	0	0	0	0





**City of Folsom**  
**Community Facilities District No. 18**  
**(Folsom Plan Area – Area-Wide Improvements and Services)**  
**Established December 8, 2015**

**Purpose of Special Tax**

**Facilities**

The planned public facilities for Community Facilities District No. 18 (Folsom Plan Area – Area-Wide Improvements and Services) (“CFD”) include the following:

**Willow Hill Pipeline Facilities** – These facilities consist of water facilities (including the Willow Hill Transmission Pipeline construction and rehabilitation project, and all ancillary work necessary or appropriate related thereto), all within or in the vicinity of the CFD. The improvements shall include all related clearing and grubbing, grading and appurtenances, and any removal or temporary signage or markings related thereto.

**Off-site Water Facilities** – These facilities consist of existing and new facilities such as a water treatment plant, a pump station and expansion thereof, transmission pipelines, reservoirs, and the distribution system to serve the Folsom Plan Area.

**Sanitary Sewer System** – These facilities include a series of transmission pipelines, pump stations, and force mains, to serve the Folsom Plan Area.

**Aquatic Center Phase 1** – These facilities include a competitive swimming pool, a recreation activity pool, and related support pool-related buildings and structures, such as maintenance and locker room facilities, which will serve the Folsom Plan Area.

**Quarry Road** – These facilities include the special road design along Prairie City Road from U.S. Highway 50 to White Rock Road or alternative route to accommodate heavy truck traffic to and from potential future aggregate quarry sites south of the Folsom Plan Area as identified in the City’s Truck Management Plan approved by the City Council on December 6, 2011 via Resolution 8933.

**Water Infrastructure** – These facilities include the development of water pipelines, booster pump stations, pressure regulating stations, water treatment plant, water reservoirs, land costs, off-site capacity building, and systems optimization efforts throughout the CFD.

**Aquatic Center Phase 2** – These facilities include a community center, gymnasium, multi-purpose classrooms, a senior center, teen activity rooms which will serve the Folsom Plan Area.

**Selected Trails** – These facilities consist of a portion of the 30 miles of trails proposed to be built in the Folsom Plan Area. The comprehensive bike system consists of Class I paths and Class II bike lanes connecting residential neighborhoods with schools, parks, and other major destinations. The plan costs include trails, intersection protection, trail bridges, undercrossings, and design fees.

**Interchanges** – These facilities include the modifications to existing interchanges and the construction of new Highway 50 interchange improvements including the acquisition of land.

**Selected Roadway Widening**s – These facilities include the necessary infrastructure improvements to widen the Oak Avenue, Empire Ranch Road, and Prairie City Road from two to four lanes.

Other Backbone Facilities – These consist of additional backbone public facilities needed to serve the Folsom Plan Area. The additional backbone public facilities include parks, transit services, fire facilities and equipment, police facilities and equipment, municipal service center, corporation yard, solid waste, branch library, and transportation.

All facilities shall include attributed costs of engineering, design, planning, construction staking, materials testing and coordination of the facilities. The facilities should be constructed pursuant to plans and specifications approved by the City (or other governmental entity that will own and operate the same).

The foregoing description of the types of facilities eligible to be financed is general in nature and includes any appurtenant work and incidental expenses relating to the facilities. The final nature and location of the facilities will be determined upon the preparation of final plans and specifications for such facilities.

#### Services

The planned services to be financed by the CFD include the following: park, trail, landscape corridor, median, and open space maintenance; street, street light and safety light maintenance; and storm drainage facilities maintenance.

The CFD annual maintenance functions and costs generally will include the installation, maintenance and servicing of turf, ground cover, shrubs and trees, irrigation systems, drainage facilities and drainage systems, street lighting, fencing, soundwalls, sidewalks, monuments, statuary, fountains, water quality ponds, park facilities, open space maintenance including but not limited to maintaining the open space areas located adjacent to avoided or created habitat mitigation areas and other buffer areas between the open space and vertical development, bike trails, walkways, drainage swales and other ornamental structures and facilities, entry signage, street pavers, art work, and monuments and all necessary appurtenances, and labor, materials, supplies, utilities (including water and electricity) and equipment, as applicable, for property owned or maintained by the City. Annual maintenance costs include an allowance for long-term repair and replacement of improvements.

The CFD may fund any of the following related to the maintenance of the services described above: obtaining, repairing, reconstructing, furnishing, operating and maintaining equipment, apparatus or facilities related to providing the services and/or equipment, apparatus, facilities or fixtures in areas to be maintained, paying the salaries and benefits of the personnel necessary or convenient to provide the services, and other related expenses and the provision of reserves for repairs and replacements for the future provision of services. It is expected that the services will be provided by the City, either with its own employees or by contract with third parties, or any combination thereof. The CFD may also fund administrative fees of the City related to the CFD.

#### Fiscal Year 2019/20 Collections & Expenditures

06/30/2019 Balance	Amount Collected	Expended Amount	06/30/2020 Balance	Project Status
\$106,315	\$341,405	\$40,383	\$407,337	On-going

**CFD #18 Detail**

<b>June 30, 2019 Maintenance District Fund Cash Balance:</b>	\$ 106,315
<b>Revenues:</b>	
Area-Wide Maintenance Direct Levy	\$ 339,118
Reimbursements	\$ -
Interest Earned	2,287
Total Revenues:	<u>\$ 341,405</u>
<b>Expenses:</b>	
Water & Utilities	\$ 19,961
Monthly Landscape Maintenance	21,536
Repairs & Replacement	2,421
Departmental Charges	-
Project Construction	-
CFD Admin	-
Other Expenses	-
Transfers Out	7
Total Expenses:	<u>\$ 43,925</u>
Change in Receivables/Liabilities	3,542
<b>June 30, 2020 Maintenance District Fund Cash Balance:</b>	<b>\$ 407,337</b>

**City of Folsom**  
**Community Facilities District No. 19 (Mangini Ranch)**  
**Established January 12, 2016**  
**Special Tax Revenue Bonds, Series 2017 Issued August 23, 2017**  
**Special Tax Revenue Bonds, Series 2019 Issued August 7, 2019**

**Purpose of Special Tax**

**Facilities**

The public facilities for Community Facilities District No. 19 (Mangini Ranch) ("CFD") include the following:

Transportation Improvements: Eligible roadway improvements include, but are not limited to: acquisition of land and easements; roadway design; project management; bridge crossings and culverts; clearing, grubbing, and demolition; grading, soil import/export, paving (including slurry seal), and decorative/enhanced pavement concrete and/or pavers; joint trenches, underground utilities and undergrounding of existing utilities; dry utilities and appurtenances; curbs, gutters, sidewalks, bike trails (including onsite and off-site), enhanced fencing, and access ramps; street lights, signalization, and traffic signal control systems; bus turnouts; signs and striping; erosion control; median and parkway landscaping and irrigation; entry monumentation; bus shelters, Bus Rapid Transit improvements including transfer stations and regional public transit improvements; masonry walls; traffic control and agency fees; and other improvements related thereto. Eligible improvements for the roads listed above also include any and all necessary underground potable and recycled water, sanitary sewer, and storm drainage system improvements. Authorized facilities include the following transportation improvements:

- Scott Road.
- Easton Valley Parkway—from Scott Road to Placerville Road.
- Street "A"—from Scott Road to Placerville Road.
- Street "B"—from Scott Road to White Rock Road.
- White Rock Road—at selected intersections.
- Other public roadway improvements designed to meet the needs of development within the CFD, including internal subdivision streets and related underground utilities.

Water System Improvements: Authorized facilities include any and all water facilities designed to meet the needs of development within the CFD. These facilities include, but may not be limited to: water storage, treatment and distribution facilities including waterlines and appurtenances, gate valves, pressure reducing stations, flow meters, fire hydrants, and other improvements related thereto such as site clearing, grading and paving; curbs and gutters; booster pump stations; stand-by generators; site lighting, drainage, sanitary sewer, and water service; landscaping and irrigation; access gates, and fencing; and striping and signage.

Recycled Water System Improvements: Authorized facilities include any and all recycled water system facilities designed to meet the needs of development within the CFD. These facilities include, but may not be limited to: treatment and distribution facilities including pipelines and appurtenances, gate valves, flow meters, booster pump pressurization system, and other improvements related thereto - such as site clearing, grading and paving; curbs and gutters; booster pump stations; stand-by generators; site lighting, drainage, sanitary sewer, and water service; landscaping and irrigation; access gates, and fencing; and striping and signage.

**Drainage System Improvements:** Authorized facilities include any and all drainage and storm drain improvements designed to meet the needs of development within the CFD. These facilities include, but may not be limited to: excavation and grading, pipelines and appurtenances, outfalls and water quality measures, detention/retention basins, drainage pretreatment facilities, drainage ways/channels, pump stations, landscaping and irrigation; access roads, gates, and fencing; and striping and signage and other improvements related thereto.

**Wastewater System Improvements:** Authorized facilities include any and all wastewater facilities designed to meet the needs of development within the CFD. These facilities include, but may not be limited to pipelines and all appurtenances thereto; manholes; tie-in to existing main line; force mains; lift stations; odor-control facilities; and permitting related thereto; and related sewer system improvements.

**Park, Parkway and Open Space Improvements:** Authorized facilities include any and all improvements to parks, parkways and open space required for development within the CFD. These facilities include, but may not be limited to: grading, turf, shrubs and trees, landscaping irrigation, site lighting, drainage, sanitary sewer and water service, pedestrian and bicycle trails, protective fencing (including soundwalls), pedestrian/bicycle bridges, storm drain crossings, wetland mitigation, hawk mitigation for authorized facilities herein, access gates and fencing and related open space improvements. Authorized facilities include acquisition of any and all parkland as well as open space/bike trail/public access easements required for development within the CFD.

**Specific Plan Infrastructure Fee Infrastructure:** Authorized facilities include any and all improvements that are included in the Specific Plan Infrastructure Fee Program adopted by the City Council on September 8, 2015, including any future amendments thereto.

**Other Expenses:** In addition to the above facilities, other incidental expenses as authorized by the Mello-Roos Community Facilities Act of 1982, including, but not limited to, the cost of planning and designing the facilities (including the cost of environmental evaluation, remediation and mitigation); engineering and surveying; construction staking; utility relocation and demolition costs incidental to the construction of the public facilities; costs of project/construction management; costs (including the costs of legal services) associated with the formation of the Mello-Roos CFD; issuance of bonds (if any); determination of the amount of taxes; collection of taxes; payment of taxes; costs of calculating and providing reimbursements from one-time special tax payments; or costs otherwise incurred in order to carry out the authorized purposes of the CFD; and any other expenses incidental to the formation and implementation of the CFD and to the construction, completion, inspection and acquisition of the authorized facilities.

#### Services

The authorized services to be funded from the levy and collection of annual special taxes include those set forth below in addition to the costs associated with collecting and administering the special taxes and annual administering the CFD. The CFD will be eligible to fund all or a portion of the costs of reconstruction and/or rehabilitation, operation, maintenance, repair and replacement, and servicing of the following items not otherwise subject to funding from the City of Folsom Community Facilities District No. 18 (Folsom Plan Area – Area-Wide Improvements and Services):

Open Space improvements, operations and management, monitoring, maintenance (including general maintenance, signage, City owned fence maintenance, trash and debris collection, and bike trails and their appurtenances [drainage culverts or pipes from adjacent subdivisions] within open space), creation and maintenance of fire breaks, permits, vandalism/graffiti, flood conveyance (vegetation/tree

removals), beaver dam removals, outfall/drainage swale maintenance, erosion control/bank stabilization, native planting/replanting, pre and post emergent, maintenance activities as required by a 404 permit, and open space overarching maintenance & management plan and repair and replacement of facilities within open space areas in the project area.

The maintenance of on-site landscape corridors and paseos designed to serve land uses within the CFD, including general maintenance, masonry walls, accent lighting, water and utility costs.

The maintenance of street lights, including any utility costs related thereto.

The maintenance of medians, entries, and entry monumentation.

Community amenities, such as a community clubhouse.

Storm water management, water quality structural controls, including drainage swales constructed between storm drain facilities and receiving waters.

Miscellaneous costs related to any of the items described above including planning, engineering, GIS, legal, and city and county administration costs.

The levy of special taxes to accumulate sinking funds for anticipated future repairs, reconstruction or replacement costs of landscape corridors, irrigation facilities, medians, entries and entry monumentation, lighting, neighborhood parks, storm water management and other facilities maintained by the CFD as determined by the administrator.

The CFD may fund any of the following related to the maintenance of the services described above: obtaining, repairing, reconstructing, rehabilitating, furnishing, operating and maintaining equipment, apparatus or facilities related to providing the services and/or equipment, apparatus, facilities or fixtures in areas to be maintained, paying the salaries and benefits of personnel necessary or convenient to provide the services, and other related expenses and the provision of reserves for repairs and replacements and for the future provision of services. It is expected that the services will be provided by the City, either with its own employees or by contract with third parties, or any combination thereof.

### Fiscal Year 2019/20 Collections & Expenditures

#### Facilities

Fund	Initial Deposit	Prior Years Additions / Interest	Prior Years Expenses	06/30/2019 Balance	Current Year Additions / Interest	Current Year Expenses	06/30/2020 Balance
Project Fund	\$41,050,500	\$26,556,181	\$26,556,181	\$0	\$14,516,227	\$14,516,227	\$0
Underwriter's Discount	408,799	268,519	268,519	0	140,280	140,280	0
Cost of Issuance	685,000	420,000	420,000	0	253,338	253,338 <sup>(1)</sup>	0
Reserve Fund	3,180,625	2,228,493	5,359	2,233,852	1,049,159	0	3,283,011
Capitalized Interest	1,487,509	1,442,764	1,442,764	0	44,745	44,745	0

(1) Cost of Issuance expenses were \$241,676.06, the remaining \$11,661.98 was transferred to the Project Fund.

**CFD #19 Fund Detail**

**June 30, 2019 Acquisition and Construction Fund Cash Balance:** \$ -

**Revenues:**

Proceeds from Series 2017 Bonds	
Proceeds from Series 2019 Bonds	\$ 14,516,227
Interest Eamed	
<b>Total Revenues:</b>	<u>\$ 14,516,227</u>

**Expenses:**

Progress Payment #10 to Mangini Improvement Co., Inc.	\$ 7,662,089
Progress Payment #11 to Mangini Improvement Co., Inc.	4,240,683
Progress Payment #12 to Mangini Improvement Co., Inc.	2,601,793
Progress Payment #13 to Mangini Improvement Co., Inc.	11,662
<b>Total Expenses:</b>	<u>\$ 14,516,227</u>

Change in Receivables/Liabilities -

**June 30, 2020 Acquisition and Construction Fund Cash Balance:** \$ -

Services

06/30/2019 Balance	Amount Collected	Expended Amount	06/30/2020 Balance	Project Status
\$200,297	\$115,008	\$7,801	\$307,504	On-going

**CFD #19 Detail**

**June 30, 2019 Maintenance District Fund Cash Balance:** \$ 200,297

**Revenues:**

Mangini Ranch Maintenance Direct Levy	\$ 109,850
Reimbursements	\$ -
Interest Earned	5,158
<b>Total Revenues:</b>	<u>\$ 115,008</u>

**Expenses:**

Water & Utilities	\$ 3,994
Monthly Landscape Maintenance	3,195
Repairs & Replacement	451
Departmental Charges	-
Project Construction	-
CFD Admin	-
Other Expenses	-
Transfers Out	-
<b>Total Expenses:</b>	<u>\$ 7,640</u>

Change in Receivables/Liabilities (161)

**June 30, 2020 Maintenance District Fund Cash Balance:** \$ 307,504

**City of Folsom**  
**Community Facilities District No. 20 (Russell Ranch)**  
**Established November 14, 2017**  
**Bonds Issued June 5, 2018**

**Purpose of Special Tax**

The public facilities for Community Facilities District No. 20 (Russell Ranch) (“CFD”) include any and all improvements that are included in the Specific Plan Infrastructure Fee Program adopted by the City Council on September 8, 2015, including any future amendments thereto. These facilities, include, but are not limited to:

- Zone 4/5 Booster Pump Station;
- Zone 5 Water Tank and Zone 6 Booster Pump Station;
- Highway 50 Water Transmission Line;
- Alder Creek Parkway Improvements; and
- Grand Prairie Improvements.

Transportation Improvements: Eligible roadway improvements include, but are not limited to: acquisition of land and easements; roadway design; project management; bridge crossings and culverts; clearing, grubbing, and demolition; grading, soil import/export, paving (including slurry seal), and decorative/enhanced pavement concrete and/or pavers; joint trenches, underground utilities and undergrounding of existing utilities; dry utilities and appurtenances; curbs, gutters, sidewalks, bike trails (including onsite and off-site), enhanced fencing, and access ramps; street lights, signalization, and traffic signal control systems; bus turnouts; signs and striping; erosion control; median and parkway landscaping and irrigation; entry monumentation; bus shelters, Bus Rapid Transit improvements including transfer stations and regional public transit improvements; masonry walls; traffic control and agency fees; and other improvements related thereto. Eligible improvements for the roads listed above also include any and all necessary underground potable and recycled water, sanitary sewer, and storm drainage system improvements. Authorized facilities include the following transportation improvements:

- Placerville Road—from Highway 50 to White Rock Road.
- Alder Creek Parkway—from Scott Road to the Empire Ranch Road.
- Grand Prairie Road—from Alder Creek Parkway to Placerville Road.
- Scott Road—from Alder Creek Parkway to Street “A”.
- Empire Ranch Road—from property line to White Rock Road.
- Other public roadway improvements designed to meet the needs of development within the CFD, including internal subdivision streets and related underground utilities.

Potable and Non-Potable Water System Improvements: Authorized facilities include any and all on- and off-site backbone water and recycled (or non-potable water facilities) designed to meet the needs of development within the CFD. These facilities include, but are not limited to, potable and non-potable mains, valves, pressure reducing stations, flow meters, fire hydrants, and other improvements related thereto such as site clearing, grading, and paving; services, and appurtenances; wells; water treatment, distribution, and storage facilities; curbs and gutters; booster pump stations; stand-by generators; site lighting, drainage, sanitary sewer, and water service; landscaping and irrigation; access gates and fencing; and striping and signage.

Drainage System Improvements: Authorized facilities include any and all drainage and storm drain improvements designed to meet the needs of development within the CFD. These facilities include, but may not be limited to: excavation and grading, pipelines and appurtenances, outfalls, and water quality



measures; detention/retention basins, drainage pretreatment facilities, drainage ways/channels, pump stations, landscaping and irrigation; access roads, gates and fencing; and striping and signage and other improvements related thereto.

**Wastewater System Improvements:** Authorized facilities include all wastewater facilities designed to meet the needs of development within the CFD. These facilities include, but may not be limited to, pipelines and all appurtenances thereto; manholes; tie-in to existing main line; force mains; lift stations; odor-control facilities; and permitting related thereto; and related sewer system improvements.

**Park, Parkway, Open Space and Preserve Improvements:** Authorized facilities include any and all improvements to parks, parkways, and open space required for development within the CFD. These facilities include, but may not be limited to grading; turf, shrubs and trees; landscaping irrigation; site lighting; drainage; sanitary sewer and water service, pedestrian and bicycle trails, protective fencing (including soundwalls), pedestrian/bicycle bridges; public art; active and passive park and open space improvements (including respites and overlooks); related monumentation and signage; storm drain crossings; environmental mitigation for wetlands, hawk, and other species for infrastructure under the Specific Plan Infrastructure Fee Program and authorized facilities herein; access gates and fencing; and related park, open space and preserve improvements.

**Other Incidental Expenses and Bond Issuance Costs:** In addition to the above facilities, other incidental expenses as authorized by the Act, including, but not limited to, the cost of planning and designing the facilities (including the cost of environmental evaluation, remediation and mitigation); engineering and surveying; construction staking; utility relocation and demolition costs incidental to the construction of the public facilities; costs of project/construction management; costs (including the costs of legal services) associated with the formation of the District; issuance of bonds (if any); determination of the amount of taxes; collection of taxes; payment of taxes; costs of calculating and providing reimbursements from one-time special tax payments; or costs otherwise incurred in order to carry out the authorized purposes of the CFD; and any other expenses incidental to the formation and implementation of the CFD and to the construction, completion, inspection and acquisition of the authorized facilities.

#### **Fiscal Year 2019/20 Collections & Expenditures**

<b>Fund</b>	<b>Initial Deposit</b>	<b>Prior Years Additions / Interest</b>	<b>Prior Years Expenses</b>	<b>06/30/2019 Balance</b>	<b>Current Year Additions / Interest</b>	<b>Current Year Expenses</b>	<b>06/30/2020 Balance</b>
Project Fund	\$12,000,000	\$12,000,000	\$12,000,000	\$0	\$19,371	\$19,371	\$0
Underwriter's Discount	135,864	135,864	135,864	0	0	0	0
Cost of Issuance	318,236	318,236	298,865	19,371	0	19,371	0
Reserve Fund	1,022,500	1,022,500	0	1,022,500	0	312	1,022,187
Capitalized Interest	804,968	804,968	480,093	324,875	0	324,875	0

**CFD #20 Fund Detail**

<b>June 30, 2019 Acquisition and Construction Fund Cash Balance:</b>	\$	-
<b>Revenues:</b>		
Proceeds from Series 2017 Bonds	\$	19,371
Total Revenues:	\$	<u>19,371</u>
<b>Expenses:</b>		
Progress Payment #4 TNHC Russell Ranch LLC		19,371
Total Expenses:	\$	<u>19,371</u>
Change in Receivables/Liabilities		-
<b>June 30, 2020 Acquisition and Construction Fund Cash Balance:</b>	\$	0

**City of Folsom**  
**Community Facilities District No. 21 (White Rock Springs Ranch)**  
**Established February 13, 2018**  
**Bonds Issued December 5, 2019**

**Purpose of Special Tax**

The public facilities for Community Facilities District No. 21 (White Rock Springs Ranch) ("CFD") include any and all improvements that are included in the Specific Plan Infrastructure Fee Program adopted by the City Council on September 8, 2015, including any future amendments thereto. These facilities, include, but are not limited to:

- Zone 4/5 Booster Pump Station;
- Zone 5 Water Tank and Zone 6 Booster Pump Station;
- Highway 50 Water Transmission Line;
- Street "A" Improvements;
- Alder Creek Parkway Improvements; and
- Grand Prairie Road Improvements.

Transportation Improvements: Eligible roadway improvements include, but are not limited to: acquisition of land and easements; roadway design; project management; bridge crossings and culverts; clearing, grubbing, and demolition; grading, soil import/export, paving (including slurry seal), and decorative/enhanced pavement concrete and/or pavers; joint trenches, underground utilities and undergrounding of existing utilities; dry utilities and appurtenances; curbs, gutters, sidewalks, bike trails (including onsite and off-site), enhanced fencing, and access ramps; street lights, signalization, and traffic signal control systems; bus turnouts; signs and striping; erosion control; median and parkway landscaping and irrigation; entry monumentation; bus shelters, Bus Rapid Transit improvements including transfer stations and regional public transit improvements; masonry walls; traffic control and agency fees; and other improvements related thereto. Eligible improvements for the roads listed herein also include any and all necessary underground potable and recycled water, sanitary sewer, and storm drainage system improvements. Authorized facilities include the following transportation improvements:

- Placerville Road—from Highway 50 to White Rock Road.
- Grand Prairie Road—from Alder Creek Parkway to Placerville Road.
- Scott Road—from Alder Creek Parkway to Street "A".
- Street "A" —from Placerville Road to Empire Ranch Road.
- Sycamore Creek Crossing.
- Rock Springs Ranch Road.
- Other public roadway improvements designed to meet the needs of development within the CFD, including internal subdivision streets and related underground utilities.

Potable and Non-Potable Water System Improvements: Authorized facilities include any and all on- and off-site backbone water and recycled (or non-potable water facilities) designed to meet the needs of development within the CFD. These facilities include, but are not limited to, potable and non-potable mains, valves, pressure reducing stations, flow meters, fire hydrants, and other improvements related thereto such as site clearing, grading, and paving; services, and appurtenances; wells; water treatment, distribution, and storage facilities; curbs and gutters; booster pump stations; stand-by generators; site lighting, drainage, sanitary sewer, and water service; landscaping and irrigation; access gates and fencing; and striping and signage.

**Drainage System Improvements:** Authorized facilities include any and all drainage and storm drain improvements designed to meet the needs of development within the CFD. These facilities include, but may not be limited to: excavation and grading, pipelines and appurtenances, outfalls, and water quality measures; detention/retention basins, drainage pretreatment facilities, drainage ways/channels, pump stations, landscaping and irrigation; access roads, gates and fencing; and striping and signage and other improvements related thereto.

**Wastewater System Improvements:** Authorized facilities include all wastewater facilities designed to meet the needs of development within the CFD. These facilities include, but may not be limited to, pipelines and all appurtenances thereto; manholes; tie-in to existing main lines; force mains; lift stations; odor-control facilities; and permitting related thereto; and related sewer system improvements.

**Park, Parkway, Open Space and Preserve Improvements:** Authorized facilities include any and all improvements to parks, parkways, and open space required for development within the CFD. These facilities include, but may not be limited to grading; turf, shrubs and trees; landscaping irrigation; site lighting; drainage; sanitary sewer and water service, pedestrian and bicycle trails, protective fencing (including soundwalls), pedestrian/bicycle bridges; public art; active and passive park and open space improvements (including respites and overlooks); related monumentation and signage; storm drain crossings; environmental mitigation for wetlands, hawk, and other species for infrastructure under the Specific Plan Infrastructure Fee Program and authorized facilities herein; access gates and fencing; and related park, open space and preserve improvements.

**Payment of Specific Plan Infrastructure Fee Program ("SPIF") Obligation:** Authorized facilities include payment of the following SPIF obligations for all development that would be subject to SPIF obligations within the entire CFD:

- SPIF Infrastructure Fee (including the SPIF Set-Aside component);
- SPIF Public Facilities Land Equalization Fee Component;
- SPIF Parkland Equalization Fee Component; and
- SPIF Administrative Fee.

**Other Incidental Expenses and Bond Issuance Costs:** In addition to the above facilities, other incidental expenses as authorized by the Act, including, but not limited to, the cost of planning and designing the facilities (including the cost of environmental evaluation, remediation and mitigation); engineering and surveying; construction staking; utility relocation and demolition costs incidental to the construction of the public facilities; costs of project/construction management; costs (including the costs of legal services) associated with the formation of the CFD; issuance of bonds (if any); determination of the amount of taxes; collection of taxes; payment of taxes; costs of calculating and providing reimbursements from one-time special tax payments; or costs otherwise incurred in order to carry out the authorized purposes of the CFD; and any other expenses incidental to the formation and implementation of the CFD and to the construction, completion, inspection and acquisition of the authorized facilities.

**Fiscal Year 2019/20 Collections & Expenditures**

Fund	Initial Deposit	Prior Years Additions / Interest	Prior Years Expenses	06/30/2019 Balance	Current Year Additions / Interest	Current Year Expenses	06/30/2020 Balance
Project Fund	\$9,601,632	\$0	\$0	\$0	\$9,696,877	\$9,601,631	\$95,245
Underwriter's Discount	102,767	0	0	0	102,767	102,767	0
Cost of Issuance	335,000	0	0	0	335,000	335,000 <sup>(1)</sup>	0
Reserve Fund	751,000	0	0	0	751,000	0	751,000
Capitalized Interest	336,245	0	0	0	336,245	96,070	240,175

(1) Cost of Issuance expenses were \$239,754.80, the remaining \$95,245.20 was transferred to the Project Fund.

**CFD #21 Fund Detail**

<b>June 30, 2019 Acquisition and Construction Fund Cash Balance:</b>	\$	-
<b>Revenues:</b>		
Proceeds from Series 2019 Bonds	\$	9,696,877
Total Revenues:	\$	9,696,877
<b>Expenses:</b>		
Progress Payment #1 Paulson Re Master Fund II LLC-PSNF	\$	3,533,527
Progress Payment #2 Paulson Re Master Fund II LLC-PSNF		4,096,414
Progress Payment #3 Paulson Re Master Fund II LLC-PSNF		1,555,969
Progress Payment #4 Paulson Re Master Fund II LLC-PSNF		415,722
Progress Payment #5 Paulson Re Master Fund II LLC-PSNF		-
Total Expenses:	\$	9,601,631
Change in Receivables/Liabilities		-
<b>June 30, 2020 Acquisition and Construction Fund Cash Balance:</b>	\$	95,245

**City of Folsom**  
**Community Facilities District No. 22 (Folsom Heights)**  
**Established November 27, 2018**

**Purpose of Special Tax**

**Facilities**

The public facilities for Community Facilities District No. 22 (Folsom Heights) ("CFD") include the following:

Transportation Improvements: Eligible roadway improvements include, but are not limited to: acquisition of land and easements; roadway design; project management; bridge crossings and culverts; clearing, grubbing, and demolition; grading, soil import/export, paving (including slurry seal), and decorative/enhanced pavement concrete and/or pavers; joint trenches, underground utilities and undergrounding of existing utilities; dry utilities and appurtenances; curbs, gutters, sidewalks, bike trails (including onsite and off-site), enhanced fencing, and access ramps; street lights, signalization, and traffic signal control systems; bus turnouts; signs and striping; erosion control; median and parkway landscaping and irrigation; entry monumentation; bus shelters, Bus Rapid Transit improvements including transfer stations and regional public transit improvements; masonry walls; traffic control and agency fees; and other improvements related thereto. Eligible improvements for the roads listed herein also include any and all necessary underground potable and recycled water, sanitary sewer, and storm drainage system improvements. Authorized facilities include the following transportation improvements:

- Summit Street
- Prima Drive
- Empire Ranch Road
- Alder Creek Parkway
- Folsom Heights Drive
- Other public roadway improvements designed to meet the needs of development of property within the CFD, including internal subdivision streets and related underground utilities.

Water System Improvements: Authorized facilities include any and all water facilities, including those expected to be owned or managed by the City and/or the El Dorado Irrigation District, designed to meet the needs of development of property within the CFD. These facilities include, but may not be limited to: water storage, treatment and distribution facilities including waterlines and appurtenances, gate valves, pressure reducing stations, flow meters, fire hydrants, and other improvements related thereto such as site clearing, grading and paving; curbs and gutters; booster pump stations and power; stand-by generators; site lighting, drainage, sanitary sewer, and water service; landscaping and irrigation; access gates, and fencing; and striping and signage.

Recycled Water System Improvements: Authorized facilities include any and all recycled water system facilities, including those expected to be owned or managed by the City and/or the El Dorado Irrigation District, designed to meet the needs of development of property within the CFD. These facilities include, but may not be limited to: treatment and distribution facilities including pipelines and appurtenances, gate valves, flow meters, booster pump pressurization system, and other improvements related thereto - such as site clearing, grading and paving; curbs and gutters; booster pump stations; stand-by generators; site lighting, drainage, sanitary sewer, and water service; landscaping and irrigation; access gates, and fencing; and striping and signage.

**Drainage System Improvements:** Authorized facilities include any and all drainage and storm drain improvements designed to meet the needs of development of property within the CFD. These facilities include, but may not be limited to: excavation and grading, pipelines and appurtenances, outfalls and water quality measures, detention/retention basins, drainage pretreatment facilities, drainage ways/channels, pump stations, landscaping and irrigation; access roads, gates, and fencing; and striping and signage and other improvements related thereto.

**Wastewater System Improvements:** Authorized facilities include any and all wastewater facilities, including those expected to be owned or managed by the City and/or the El Dorado Irrigation District, designed to meet the needs of development of property within the CFD. These facilities include, but may not be limited to, pipelines and all appurtenances thereto; manholes; tie-in to existing main lines; force mains; lift stations; upgrades to existing lift stations; odor-control facilities; and permitting related thereto; and related sewer system improvements.

**Park, Parkway and Open Space Improvements:** Authorized facilities include any and all improvements to parks, parkways and open space required for development of property within the CFD. These facilities include, but may not be limited to: grading, turf, shrubs and trees, landscaping irrigation, site lighting, drainage, sanitary sewer and water service, pedestrian and bicycle trails, protective fencing (including soundwalls), pedestrian/bicycle bridges, storm drain crossings, wetland mitigation, hawk mitigation for authorized facilities herein, access gates and fencing and related open space improvements. Authorized facilities include acquisition of any and all parkland as well as open space/bike trail/public access easements required for development of property within the CFD.

**Specific Plan Infrastructure Fee Infrastructure:** Authorized facilities include any and all improvements that are included in the Specific Plan Infrastructure Fee Program adopted by the City Council on September 8, 2015, including any future amendments thereto.

**Other Incidental Expenses and Bond Issuance Costs:** In addition to the above facilities, other incidental expenses as authorized by the Act, including, but not limited to, the cost of planning and designing the facilities (including the cost of environmental evaluation, remediation and mitigation); engineering and surveying; construction staking; utility relocation and demolition costs incidental to the construction of the public facilities; costs of project/construction management; costs (including the costs of legal services) associated with the formation of the CFD; issuance of bonds (if any); determination of the amount of taxes; collection of taxes; payment of taxes; costs of calculating and providing reimbursements from one-time special tax payments; or costs otherwise incurred in order to carry out the authorized purposes of the CFD; and any other expenses incidental to the formation and implementation of the CFD and to the construction, completion, inspection and acquisition of the authorized facilities.

#### Services

The services to be financed by the CFD include the following:

- Landscape corridor and enhanced open space maintenance; and
- Street light maintenance.

Annual maintenance functions and costs generally will include the installation, maintenance and servicing of ground cover, shrubs and trees, irrigation systems, street lighting, fencing, sound walls, sidewalks, monuments, enhanced open space maintenance including but not limited to maintaining the enhanced open space areas located adjacent to avoided or created habitat mitigation areas and other buffer areas between the enhanced open space and vertical development, bike trails, walkways, entry signage, street pavers, and labor, materials, supplies, utilities (including water and electricity) and

equipment, as applicable, for property owned or maintained by the City. Annual maintenance costs include an allowance for long-term repair and replacement of improvements.

The CFD may fund any of the following related to the maintenance of the services described above: obtaining, repairing, reconstructing, furnishing, operating and maintaining equipment, apparatus or facilities related to providing the services and/or equipment, apparatus, facilities or fixtures in areas to be maintained, paying the salaries and benefits of the personnel necessary or convenient to provide the services, and other related expenses and the provision of reserves for repairs and replacements for the future provision of services. It is expected that the services will be provided by the City, either with its own employees or by contract with third parties, or any combination thereof. The CFD may also fund administrative fees of the City related to the CFD.

#### Fiscal Year 2019/20 Collections & Expenditures

##### Facilities

06/30/2019 Balance	Amount Collected	Expended Amount	06/30/2020 Balance	Project Status
\$0	\$0	\$0	\$0	On-going

##### Services

06/30/2019 Balance	Amount Collected	Expended Amount	06/30/2020 Balance	Project Status
\$0	\$0	\$0	\$0	On-going



**City of Folsom**  
**Community Facilities District No. 23 (Folsom Ranch)**  
**Improvement Area 1**  
**Established May 26, 2020**

**Purpose of Special Tax**

**Facilities**

The public facilities for Community Facilities District No. 23 (Folsom Ranch) ("CFD") include the following:

Transportation Improvements: Eligible roadway improvements include, but are not limited to: acquisition of land and easements; roadway design; project management; bridge crossings and culverts; clearing, grubbing, and demolition; grading, soil import/export, paving (including slurry seal), and decorative/enhanced pavement concrete and/or pavers; joint trenches, underground utilities and undergrounding of existing utilities; dry utilities and appurtenances; curbs, gutters, sidewalks, bike trails (including onsite and off-site), enhanced fencing, and access ramps; street lights, signalization, and traffic signal control systems; bus turnouts; signs and striping; erosion control; median and parkway landscaping and irrigation; entry monumentation; bus shelters, Bus Rapid Transit improvements including transfer stations and regional public transit improvements; masonry walls; traffic control and agency fees; and other improvements related thereto. Eligible improvements for the roads listed herein also include any and all necessary underground potable and recycled water, sanitary sewer, and storm drainage system improvements. Authorized facilities include the following transportation improvements:

- All public roadway improvements designed to meet the needs of development within the CFD, including internal subdivision streets and related underground utilities.

Water System Improvements: Authorized facilities include any and all water facilities designed to meet the needs of development of property within the CFD. These facilities include, but may not be limited to: water storage, treatment and distribution facilities including waterlines and appurtenances, gate valves, pressure reducing stations, flow meters, fire hydrants, and other improvements related thereto such as site clearing, grading and paving; curbs and gutters; booster pump stations and power; stand-by generators; site lighting, drainage, sanitary sewer, and water service; landscaping and irrigation; access gates, and fencing; and striping and signage.

Recycled Water System Improvements: Authorized facilities include any and all recycled water system facilities designed to meet the needs of development of property within the CFD. These facilities include, but may not be limited to: treatment and distribution facilities including pipelines and appurtenances, gate valves, flow meters, booster pump pressurization system, and other improvements related thereto - such as site clearing, grading and paving; curbs and gutters; booster pump stations; stand-by generators; site lighting, drainage, sanitary sewer, and water service; landscaping and irrigation; access gates, and fencing; and striping and signage.

Drainage System Improvements: Authorized facilities include any and all drainage and storm drain improvements designed to meet the needs of development of property within the CFD. These facilities include, but may not be limited to: excavation and grading, pipelines and appurtenances, outfalls and water quality measures, detention/retention basins, drainage pretreatment facilities, drainage ways/channels, pump stations, landscaping and irrigation; access roads, gates, and fencing; and striping and signage and other improvements related thereto.

**Wastewater System Improvements:** Authorized facilities include any and all wastewater facilities designed to meet the needs of development of property within the CFD. These facilities include, but may not be limited to, pipelines and all appurtenances thereto; manholes; tie-in to existing main lines; force mains; lift stations; upgrades to existing lift stations; odor-control facilities; and permitting related thereto; and related sewer system improvements.

**Park, Parkway and Open Space Improvements:** Authorized facilities include any and all improvements to parks, parkways and open space required for development of property within the CFD. These facilities include, but may not be limited to: grading, turf, shrubs and trees, landscaping irrigation, site lighting, drainage, sanitary sewer and water service, pedestrian and bicycle trails, protective fencing (including soundwalls), pedestrian/bicycle bridges, storm drain crossings, wetland mitigation, hawk mitigation for authorized facilities herein, access gates and fencing and related open space improvements. Authorized facilities include acquisition of any and all parkland as well as open space/bike trail/public access easements required for development of property within the CFD.

**Specific Plan Infrastructure Fee Infrastructure:** Authorized facilities include any and all improvements that are included in the Specific Plan Infrastructure Fee Program adopted by the City Council on September 8, 2015, including any future amendments thereto.

**Specific Plan Infrastructure Fee Obligation:** Subject to the provisions of the Act, authorized facilities include payment of the following SPIF obligations for all development that would be subject to SPIF obligations within the entire CFD:

- SPIF Infrastructure Fee (including the SPIF Set-Aside component)
- SPIF Public Facilities Land Equalization Fee Component
- SPIF Parkland Equalization Fee Component
- SPIF Administrative Fee.

**Other Incidental Expenses and Bond Issuance Costs:** In addition to the above facilities, other incidental expenses as authorized by the Mello-Roos Community Facilities Act of 1982, including, but not limited to, the cost of planning and designing the facilities (including the cost of environmental evaluation, remediation and mitigation); engineering and surveying; construction staking; utility relocation and demolition costs incidental to the construction of the public facilities; costs of project/construction management; costs (including the costs of legal services) associated with the formation of the Mello-Roos CFD; issuance of bonds (if any); determination of the amount of taxes; collection of taxes; payment of taxes; costs of calculating and providing reimbursements from one-time special tax payments; or costs otherwise incurred in order to carry out the authorized purposes of the CFD; and any other expenses incidental to the formation and implementation of the CFD and to the construction, completion, inspection and acquisition of the authorized facilities.

#### Services

The services to be financed by the CFD include the following:

- Open Space improvements, operations and management, monitoring, maintenance (including general maintenance, signage, City owned fence maintenance, trash and debris collection, and bike trails and their appurtenances [drainage culverts or pipes from adjacent subdivisions] within open space), creation and maintenance of fire breaks, Permits, Vandalism/Graffiti, Flood Conveyance (Vegetation/tree removals), Beaver dam removals, Outfall/drainage swale maintenance, Erosion control/bank stabilization, Native planting/replanting, Pre and post emergent, maintenance activities as required by a 404 permit and Operations and Management Plan-Conservation and Passive Recreation Open Space, dated June 9, 2017, and repair and replacement of facilities within open space areas in the Project Area.

- The maintenance of on-site landscape corridors and paseos designed to serve land uses within the CFD, including general maintenance, masonry walls, accent lighting, water and utility costs.
- The maintenance of streetlights, including any utility costs related thereto.
- The maintenance of medians, entries, and entry monumentation.
- Neighborhood park maintenance, and repair and replacement.
- Community amenities, such as a community clubhouse.
- Storm water management, water quality structural controls, including drainage swales constructed between storm drain facilities and receiving waters.
- Miscellaneous costs related to any of the items described above including planning, engineering, GIS, legal, and city and county administration costs.
- The levy of special taxes to accumulate sinking funds for anticipated future repairs or replacement costs of landscape corridors, irrigation facilities, medians, entries and entry monumentation, lighting, neighborhood parks, storm water management and other facilities maintained by the CFD as determined by the Administrator.

Annual maintenance functions and costs generally will include the installation, maintenance and servicing of ground cover, shrubs and trees, irrigation systems, street lighting, fencing, sound walls, sidewalks, monuments, enhanced open space maintenance including but not limited to maintaining the enhanced open space areas located adjacent to avoided or created habitat mitigation areas and other buffer areas between the enhanced open space and vertical development, bike trails, walkways, entry signage, street pavers, and labor, materials, supplies, utilities (including water and electricity) and equipment, as applicable, for property owned or maintained by the City. Annual maintenance costs include an allowance for long-term repair and replacement of improvements.

The CFD may fund any of the following related to the maintenance of the services described above: obtaining, repairing, reconstructing, furnishing, operating and maintaining equipment, apparatus or facilities related to providing the services and/or equipment, apparatus, facilities or fixtures in areas to be maintained, paying the salaries and benefits of the personnel necessary or convenient to provide the services, and other related expenses and the provision of reserves for repairs and replacements for the future provision of services. It is expected that the services will be provided by the City, either with its own employees or by contract with third parties, or any combination thereof. The CFD may also fund administrative fees of the City related to the CFD.

**Fiscal Year 2019/20 Collections & Expenditures**

Facilities

06/30/2019 Balance	Amount Collected	Expended Amount	06/30/2020 Balance	Project Status
\$0	\$0	\$0	\$0	On-going

Services

06/30/2019 Balance	Amount Collected	Expended Amount	06/30/2020 Balance	Project Status
\$0	\$0	\$0	\$0	On-going

**City of Folsom**  
**Community Facilities District No. 23 (Folsom Ranch)**  
**Improvement Area 2**  
**Established May 26, 2020**

**Purpose of Special Tax**

**Facilities**

The public facilities for Community Facilities District No. 23 (Folsom Ranch) ("CFD") include the following:

Transportation Improvements: Eligible roadway improvements include, but are not limited to: acquisition of land and easements; roadway design; project management; bridge crossings and culverts; clearing, grubbing, and demolition; grading, soil import/export, paving (including slurry seal), and decorative/enhanced pavement concrete and/or pavers; joint trenches, underground utilities and undergrounding of existing utilities; dry utilities and appurtenances; curbs, gutters, sidewalks, bike trails (including onsite and off-site), enhanced fencing, and access ramps; street lights, signalization, and traffic signal control systems; bus turnouts; signs and striping; erosion control; median and parkway landscaping and irrigation; entry monumentation; bus shelters, Bus Rapid Transit improvements including transfer stations and regional public transit improvements; masonry walls; traffic control and agency fees; and other improvements related thereto. Eligible improvements for the roads listed herein also include any and all necessary underground potable and recycled water, sanitary sewer, and storm drainage system improvements. Authorized facilities include the following transportation improvements:

- All public roadway improvements designed to meet the needs of development within the CFD, including internal subdivision streets and related underground utilities.

Water System Improvements: Authorized facilities include any and all water facilities designed to meet the needs of development of property within the CFD. These facilities include, but may not be limited to: water storage, treatment and distribution facilities including waterlines and appurtenances, gate valves, pressure reducing stations, flow meters, fire hydrants, and other improvements related thereto such as site clearing, grading and paving; curbs and gutters; booster pump stations and power; stand-by generators; site lighting, drainage, sanitary sewer, and water service; landscaping and irrigation; access gates, and fencing; and striping and signage.

Recycled Water System Improvements: Authorized facilities include any and all recycled water system facilities designed to meet the needs of development of property within the CFD. These facilities include, but may not be limited to: treatment and distribution facilities including pipelines and appurtenances, gate valves, flow meters, booster pump pressurization system, and other improvements related thereto - such as site clearing, grading and paving; curbs and gutters; booster pump stations; stand-by generators; site lighting, drainage, sanitary sewer, and water service; landscaping and irrigation; access gates, and fencing; and striping and signage.

Drainage System Improvements: Authorized facilities include any and all drainage and storm drain improvements designed to meet the needs of development of property within the CFD. These facilities include, but may not be limited to: excavation and grading, pipelines and appurtenances, outfalls and water quality measures, detention/retention basins, drainage pretreatment facilities, drainage ways/channels, pump stations, landscaping and irrigation; access roads, gates, and fencing; and striping and signage and other improvements related thereto.

Wastewater System Improvements: Authorized facilities include any and all wastewater facilities designed to meet the needs of development of property within the CFD. These facilities include, but may not be limited to, pipelines and all appurtenances thereto; manholes; tie-in to existing main lines; force mains; lift stations; upgrades to existing lift stations; odor-control facilities; and permitting related thereto; and related sewer system improvements.

Park, Parkway and Open Space Improvements: Authorized facilities include any and all improvements to parks, parkways and open space required for development of property within the CFD. These facilities include, but may not be limited to: grading, turf, shrubs and trees, landscaping irrigation, site lighting, drainage, sanitary sewer and water service, pedestrian and bicycle trails, protective fencing (including soundwalls), pedestrian/bicycle bridges, storm drain crossings, wetland mitigation, hawk mitigation for authorized facilities herein, access gates and fencing and related open space improvements. Authorized facilities include acquisition of any and all parkland as well as open space/bike trail/public access easements required for development of property within the CFD.

Specific Plan Infrastructure Fee Infrastructure: Authorized facilities include any and all improvements that are included in the Specific Plan Infrastructure Fee Program adopted by the City Council on September 8, 2015, including any future amendments thereto.

Specific Plan Infrastructure Fee Obligation: Subject to the provisions of the Act, authorized facilities include payment of the following SPIF obligations for all development that would be subject to SPIF obligations within the entire CFD:

- SPIF Infrastructure Fee (including the SPIF Set-Aside component)
- SPIF Public Facilities Land Equalization Fee Component
- SPIF Parkland Equalization Fee Component
- SPIF Administrative Fee.

Other Incidental Expenses and Bond Issuance Costs: In addition to the above facilities, other incidental expenses as authorized by the Mello-Roos Community Facilities Act of 1982, including, but not limited to, the cost of planning and designing the facilities (including the cost of environmental evaluation, remediation and mitigation); engineering and surveying; construction staking; utility relocation and demolition costs incidental to the construction of the public facilities; costs of project/construction management; costs (including the costs of legal services) associated with the formation of the Mello-Roos CFD; issuance of bonds (if any); determination of the amount of taxes; collection of taxes; payment of taxes; costs of calculating and providing reimbursements from one-time special tax payments; or costs otherwise incurred in order to carry out the authorized purposes of the CFD; and any other expenses incidental to the formation and implementation of the CFD and to the construction, completion, inspection and acquisition of the authorized facilities.

### Services

The services to be financed by the CFD include the following:

- Open Space improvements, operations and management, monitoring, maintenance (including general maintenance, signage, City owned fence maintenance, trash and debris collection, and bike trails and their appurtenances [drainage culverts or pipes from adjacent subdivisions] within open space), creation and maintenance of fire breaks, Permits, Vandalism/Graffiti, Flood Conveyance (Vegetation/tree removals), Beaver dam removals, Outfall/drainage swale maintenance, Erosion control/bank stabilization, Native planting/replanting, Pre and post emergent, maintenance activities as required by a 404 permit and Operations and Management Plan-Conservation and Passive Recreation Open Space, dated June 9, 2017, and repair and replacement of facilities within open space areas in the Project Area.

- The maintenance of on-site landscape corridors and paseos designed to serve land uses within the CFD, including general maintenance, masonry walls, accent lighting, water and utility costs.
- The maintenance of streetlights, including any utility costs related thereto.
- The maintenance of medians, entries, and entry monumentation.
- Neighborhood park maintenance, and repair and replacement.
- Community amenities, such as a community clubhouse.
- Storm water management, water quality structural controls, including drainage swales constructed between storm drain facilities and receiving waters.
- Miscellaneous costs related to any of the items described above including planning, engineering, GIS, legal, and city and county administration costs.
- The levy of special taxes to accumulate sinking funds for anticipated future repairs or replacement costs of landscape corridors, irrigation facilities, medians, entries and entry monumentation, lighting, neighborhood parks, storm water management and other facilities maintained by the CFD as determined by the Administrator.

Annual maintenance functions and costs generally will include the installation, maintenance and servicing of ground cover, shrubs and trees, irrigation systems, street lighting, fencing, sound walls, sidewalks, monuments, enhanced open space maintenance including but not limited to maintaining the enhanced open space areas located adjacent to avoided or created habitat mitigation areas and other buffer areas between the enhanced open space and vertical development, bike trails, walkways, entry signage, street pavers, and labor, materials, supplies, utilities (including water and electricity) and equipment, as applicable, for property owned or maintained by the City. Annual maintenance costs include an allowance for long-term repair and replacement of improvements.

The CFD may fund any of the following related to the maintenance of the services described above: obtaining, repairing, reconstructing, furnishing, operating and maintaining equipment, apparatus or facilities related to providing the services and/or equipment, apparatus, facilities or fixtures in areas to be maintained, paying the salaries and benefits of the personnel necessary or convenient to provide the services, and other related expenses and the provision of reserves for repairs and replacements for the future provision of services. It is expected that the services will be provided by the City, either with its own employees or by contract with third parties, or any combination thereof. The CFD may also fund administrative fees of the City related to the CFD.

#### Fiscal Year 2019/20 Collections & Expenditures

##### Facilities

06/30/2019 Balance	Amount Collected	Expended Amount	06/30/2020 Balance	Project Status
\$0	\$0	\$0	\$0	On-going

##### Services

06/30/2019 Balance	Amount Collected	Expended Amount	06/30/2020 Balance	Project Status
\$0	\$0	\$0	\$0	On-going

**City of Folsom**  
**Community Facilities District No. 23 (Folsom Ranch)**  
**Improvement Area 3**  
**Established May 26, 2020**

**Purpose of Special Tax**

**Facilities**

The public facilities for Community Facilities District No. 23 (Folsom Ranch) ("CFD") include the following:

Transportation Improvements: Eligible roadway improvements include, but are not limited to: acquisition of land and easements; roadway design; project management; bridge crossings and culverts; clearing, grubbing, and demolition; grading, soil import/export, paving (including slurry seal), and decorative/enhanced pavement concrete and/or pavers; joint trenches, underground utilities and undergrounding of existing utilities; dry utilities and appurtenances; curbs, gutters, sidewalks, bike trails (including onsite and off-site), enhanced fencing, and access ramps; street lights, signalization, and traffic signal control systems; bus turnouts; signs and striping; erosion control; median and parkway landscaping and irrigation; entry monumentation; bus shelters, Bus Rapid Transit improvements including transfer stations and regional public transit improvements; masonry walls; traffic control and agency fees; and other improvements related thereto. Eligible improvements for the roads listed herein also include any and all necessary underground potable and recycled water, sanitary sewer, and storm drainage system improvements. Authorized facilities include the following transportation improvements:

- All public roadway improvements designed to meet the needs of development within the CFD, including internal subdivision streets and related underground utilities.

Water System Improvements: Authorized facilities include any and all water facilities designed to meet the needs of development of property within the CFD. These facilities include, but may not be limited to: water storage, treatment and distribution facilities including waterlines and appurtenances, gate valves, pressure reducing stations, flow meters, fire hydrants, and other improvements related thereto such as site clearing, grading and paving; curbs and gutters; booster pump stations and power; stand-by generators; site lighting, drainage, sanitary sewer, and water service; landscaping and irrigation; access gates, and fencing; and striping and signage.

Recycled Water System Improvements: Authorized facilities include any and all recycled water system facilities designed to meet the needs of development of property within the CFD. These facilities include, but may not be limited to: treatment and distribution facilities including pipelines and appurtenances, gate valves, flow meters, booster pump pressurization system, and other improvements related thereto - such as site clearing, grading and paving; curbs and gutters; booster pump stations; stand-by generators; site lighting, drainage, sanitary sewer, and water service; landscaping and irrigation; access gates, and fencing; and striping and signage.

Drainage System Improvements: Authorized facilities include any and all drainage and storm drain improvements designed to meet the needs of development of property within the CFD. These facilities include, but may not be limited to: excavation and grading, pipelines and appurtenances, outfalls and water quality measures, detention/retention basins, drainage pretreatment facilities, drainage ways/channels, pump stations, landscaping and irrigation; access roads, gates, and fencing; and striping and signage and other improvements related thereto.

Wastewater System Improvements: Authorized facilities include any and all wastewater facilities designed to meet the needs of development of property within the CFD. These facilities include, but may not be limited to, pipelines and all appurtenances thereto; manholes; tie-in to existing main lines; force mains; lift stations; upgrades to existing lift stations; odor-control facilities; and permitting related thereto; and related sewer system improvements.

Park, Parkway and Open Space Improvements: Authorized facilities include any and all improvements to parks, parkways and open space required for development of property within the CFD. These facilities include, but may not be limited to: grading, turf, shrubs and trees, landscaping irrigation, site lighting, drainage, sanitary sewer and water service, pedestrian and bicycle trails, protective fencing (including soundwalls), pedestrian/bicycle bridges, storm drain crossings, wetland mitigation, hawk mitigation for authorized facilities herein, access gates and fencing and related open space improvements. Authorized facilities include acquisition of any and all parkland as well as open space/bike trail/public access easements required for development of property within the CFD.

Specific Plan Infrastructure Fee Infrastructure: Authorized facilities include any and all improvements that are included in the Specific Plan Infrastructure Fee Program adopted by the City Council on September 8, 2015, including any future amendments thereto.

Specific Plan Infrastructure Fee Obligation: Subject to the provisions of the Act, authorized facilities include payment of the following SPIF obligations for all development that would be subject to SPIF obligations within the entire CFD:

- SPIF Infrastructure Fee (including the SPIF Set-Aside component)
- SPIF Public Facilities Land Equalization Fee Component
- SPIF Parkland Equalization Fee Component
- SPIF Administrative Fee.

Other Incidental Expenses and Bond Issuance Costs: In addition to the above facilities, other incidental expenses as authorized by the Mello-Roos Community Facilities Act of 1982, including, but not limited to, the cost of planning and designing the facilities (including the cost of environmental evaluation, remediation and mitigation); engineering and surveying; construction staking; utility relocation and demolition costs incidental to the construction of the public facilities; costs of project/construction management; costs (including the costs of legal services) associated with the formation of the Mello-Roos CFD; issuance of bonds (if any); determination of the amount of taxes; collection of taxes; payment of taxes; costs of calculating and providing reimbursements from one-time special tax payments; or costs otherwise incurred in order to carry out the authorized purposes of the CFD; and any other expenses incidental to the formation and implementation of the CFD and to the construction, completion, inspection and acquisition of the authorized facilities.

#### Services

The services to be financed by the CFD include the following:

- Open Space improvements, operations and management, monitoring, maintenance (including general maintenance, signage, City owned fence maintenance, trash and debris collection, and bike trails and their appurtenances [drainage culverts or pipes from adjacent subdivisions] within open space), creation and maintenance of fire breaks, Permits, Vandalism/Graffiti, Flood Conveyance (Vegetation/tree removals), Beaver dam removals, Outfall/drainage swale maintenance, Erosion control/bank stabilization, Native planting/replanting, Pre and post emergent, maintenance activities as required by a 404 permit and Operations and Management Plan-Conservation and Passive Recreation Open Space, dated June 9, 2017, and repair and replacement of facilities within open space areas in the Project Area.



- The maintenance of on-site landscape corridors and paseos designed to serve land uses within the CFD, including general maintenance, masonry walls, accent lighting, water and utility costs.
- The maintenance of streetlights, including any utility costs related thereto.
- The maintenance of medians, entries, and entry monumentation.
- Neighborhood park maintenance, and repair and replacement.
- Community amenities, such as a community clubhouse.
- Storm water management, water quality structural controls, including drainage swales constructed between storm drain facilities and receiving waters.
- Miscellaneous costs related to any of the items described above including planning, engineering, GIS, legal, and city and county administration costs.
- The levy of special taxes to accumulate sinking funds for anticipated future repairs or replacement costs of landscape corridors, irrigation facilities, medians, entries and entry monumentation, lighting, neighborhood parks, storm water management and other facilities maintained by the CFD as determined by the Administrator.

Annual maintenance functions and costs generally will include the installation, maintenance and servicing of ground cover, shrubs and trees, irrigation systems, street lighting, fencing, sound walls, sidewalks, monuments, enhanced open space maintenance including but not limited to maintaining the enhanced open space areas located adjacent to avoided or created habitat mitigation areas and other buffer areas between the enhanced open space and vertical development, bike trails, walkways, entry signage, street pavers, and labor, materials, supplies, utilities (including water and electricity) and equipment, as applicable, for property owned or maintained by the City. Annual maintenance costs include an allowance for long-term repair and replacement of improvements.

The CFD may fund any of the following related to the maintenance of the services described above: obtaining, repairing, reconstructing, furnishing, operating and maintaining equipment, apparatus or facilities related to providing the services and/or equipment, apparatus, facilities or fixtures in areas to be maintained, paying the salaries and benefits of the personnel necessary or convenient to provide the services, and other related expenses and the provision of reserves for repairs and replacements for the future provision of services. It is expected that the services will be provided by the City, either with its own employees or by contract with third parties, or any combination thereof. The CFD may also fund administrative fees of the City related to the CFD.

#### Fiscal Year 2019/20 Collections & Expenditures

##### Facilities

06/30/2019 Balance	Amount Collected	Expended Amount	06/30/2020 Balance	Project Status
\$0	\$0	\$0	\$0	On-going

##### Services

06/30/2019 Balance	Amount Collected	Expended Amount	06/30/2020 Balance	Project Status
\$0	\$0	\$0	\$0	On-going

**City of Folsom**  
**Community Facilities District No. 23 (Folsom Ranch)**  
**Improvement Area 4**  
**Established May 26, 2020**

**Purpose of Special Tax**

**Facilities**

The public facilities for Community Facilities District No. 23 (Folsom Ranch) ("CFD") include the following:

Transportation Improvements: Eligible roadway improvements include, but are not limited to: acquisition of land and easements; roadway design; project management; bridge crossings and culverts; clearing, grubbing, and demolition; grading, soil import/export, paving (including slurry seal), and decorative/enhanced pavement concrete and/or pavers; joint trenches, underground utilities and undergrounding of existing utilities; dry utilities and appurtenances; curbs, gutters, sidewalks, bike trails (including onsite and off-site), enhanced fencing, and access ramps; street lights, signalization, and traffic signal control systems; bus turnouts; signs and striping; erosion control; median and parkway landscaping and irrigation; entry monumentation; bus shelters, Bus Rapid Transit improvements including transfer stations and regional public transit improvements; masonry walls; traffic control and agency fees; and other improvements related thereto. Eligible improvements for the roads listed herein also include any and all necessary underground potable and recycled water, sanitary sewer, and storm drainage system improvements. Authorized facilities include the following transportation improvements:

- All public roadway improvements designed to meet the needs of development within the CFD, including internal subdivision streets and related underground utilities.

Water System Improvements: Authorized facilities include any and all water facilities designed to meet the needs of development of property within the CFD. These facilities include, but may not be limited to: water storage, treatment and distribution facilities including waterlines and appurtenances, gate valves, pressure reducing stations, flow meters, fire hydrants, and other improvements related thereto such as site clearing, grading and paving; curbs and gutters; booster pump stations and power; stand-by generators; site lighting, drainage, sanitary sewer, and water service; landscaping and irrigation; access gates, and fencing; and striping and signage.

Recycled Water System Improvements: Authorized facilities include any and all recycled water system facilities designed to meet the needs of development of property within the CFD. These facilities include, but may not be limited to: treatment and distribution facilities including pipelines and appurtenances, gate valves, flow meters, booster pump pressurization system, and other improvements related thereto - such as site clearing, grading and paving; curbs and gutters; booster pump stations; stand-by generators; site lighting, drainage, sanitary sewer, and water service; landscaping and irrigation; access gates, and fencing; and striping and signage.

Drainage System Improvements: Authorized facilities include any and all drainage and storm drain improvements designed to meet the needs of development of property within the CFD. These facilities include, but may not be limited to: excavation and grading, pipelines and appurtenances, outfalls and water quality measures, detention/retention basins, drainage pretreatment facilities, drainage ways/channels, pump stations, landscaping and irrigation; access roads, gates, and fencing; and striping and signage and other improvements related thereto.

**Wastewater System Improvements:** Authorized facilities include any and all wastewater facilities designed to meet the needs of development of property within the CFD. These facilities include, but may not be limited to, pipelines and all appurtenances thereto; manholes; tie-in to existing main lines; force mains; lift stations; upgrades to existing lift stations; odor-control facilities; and permitting related thereto; and related sewer system improvements.

**Park, Parkway and Open Space Improvements:** Authorized facilities include any and all improvements to parks, parkways and open space required for development of property within the CFD. These facilities include, but may not be limited to: grading, turf, shrubs and trees, landscaping irrigation, site lighting, drainage, sanitary sewer and water service, pedestrian and bicycle trails, protective fencing (including soundwalls), pedestrian/bicycle bridges, storm drain crossings, wetland mitigation, hawk mitigation for authorized facilities herein, access gates and fencing and related open space improvements. Authorized facilities include acquisition of any and all parkland as well as open space/bike trail/public access easements required for development of property within the CFD.

**Specific Plan Infrastructure Fee Infrastructure:** Authorized facilities include any and all improvements that are included in the Specific Plan Infrastructure Fee Program adopted by the City Council on September 8, 2015, including any future amendments thereto.

**Specific Plan Infrastructure Fee Obligation:** Subject to the provisions of the Act, authorized facilities include payment of the following SPIF obligations for all development that would be subject to SPIF obligations within the entire CFD:

- SPIF Infrastructure Fee (including the SPIF Set-Aside component)
- SPIF Public Facilities Land Equalization Fee Component
- SPIF Parkland Equalization Fee Component
- SPIF Administrative Fee.

**Other Incidental Expenses and Bond Issuance Costs:** In addition to the above facilities, other incidental expenses as authorized by the Mello-Roos Community Facilities Act of 1982, including, but not limited to, the cost of planning and designing the facilities (including the cost of environmental evaluation, remediation and mitigation); engineering and surveying; construction staking; utility relocation and demolition costs incidental to the construction of the public facilities; costs of project/construction management; costs (including the costs of legal services) associated with the formation of the Mello-Roos CFD; issuance of bonds (if any); determination of the amount of taxes; collection of taxes; payment of taxes; costs of calculating and providing reimbursements from one-time special tax payments; or costs otherwise incurred in order to carry out the authorized purposes of the CFD; and any other expenses incidental to the formation and implementation of the CFD and to the construction, completion, inspection and acquisition of the authorized facilities.

### Services

The services to be financed by the CFD include the following:

- Open Space improvements, operations and management, monitoring, maintenance (including general maintenance, signage, City owned fence maintenance, trash and debris collection, and bike trails and their appurtenances [drainage culverts or pipes from adjacent subdivisions] within open space), creation and maintenance of fire breaks, Permits, Vandalism/Graffiti, Flood Conveyance (Vegetation/tree removals), Beaver dam removals, Outfall/drainage swale maintenance, Erosion control/bank stabilization, Native planting/replanting, Pre and post emergent, maintenance activities as required by a 404 permit and Operations and Management Plan-Conservation and Passive Recreation Open Space, dated June 9, 2017, and repair and replacement of facilities within open space areas in the Project Area.

- The maintenance of on-site landscape corridors and paseos designed to serve land uses within the CFD, including general maintenance, masonry walls, accent lighting, water and utility costs.
- The maintenance of streetlights, including any utility costs related thereto.
- The maintenance of medians, entries, and entry monumentation.
- Neighborhood park maintenance, and repair and replacement.
- Community amenities, such as a community clubhouse.
- Storm water management, water quality structural controls, including drainage swales constructed between storm drain facilities and receiving waters.
- Miscellaneous costs related to any of the items described above including planning, engineering, GIS, legal, and city and county administration costs.
- The levy of special taxes to accumulate sinking funds for anticipated future repairs or replacement costs of landscape corridors, irrigation facilities, medians, entries and entry monumentation, lighting, neighborhood parks, storm water management and other facilities maintained by the CFD as determined by the Administrator.

Annual maintenance functions and costs generally will include the installation, maintenance and servicing of ground cover, shrubs and trees, irrigation systems, street lighting, fencing, sound walls, sidewalks, monuments, enhanced open space maintenance including but not limited to maintaining the enhanced open space areas located adjacent to avoided or created habitat mitigation areas and other buffer areas between the enhanced open space and vertical development, bike trails, walkways, entry signage, street pavers, and labor, materials, supplies, utilities (including water and electricity) and equipment, as applicable, for property owned or maintained by the City. Annual maintenance costs include an allowance for long-term repair and replacement of improvements.

The CFD may fund any of the following related to the maintenance of the services described above: obtaining, repairing, reconstructing, furnishing, operating and maintaining equipment, apparatus or facilities related to providing the services and/or equipment, apparatus, facilities or fixtures in areas to be maintained, paying the salaries and benefits of the personnel necessary or convenient to provide the services, and other related expenses and the provision of reserves for repairs and replacements for the future provision of services. It is expected that the services will be provided by the City, either with its own employees or by contract with third parties, or any combination thereof. The CFD may also fund administrative fees of the City related to the CFD.

**Fiscal Year 2019/20 Collections & Expenditures**

Facilities

06/30/2019 Balance	Amount Collected	Expended Amount	06/30/2020 Balance	Project Status
\$0	\$0	\$0	\$0	On-going

Services

06/30/2019 Balance	Amount Collected	Expended Amount	06/30/2020 Balance	Project Status
\$0	\$0	\$0	\$0	On-going

**City of Folsom**  
**Community Facilities District No. 23 (Folsom Ranch)**  
**Improvement Area 5**  
**Established May 26, 2020**

**Purpose of Special Tax**

**Facilities**

The public facilities for Community Facilities District No. 23 (Folsom Ranch) ("CFD") include the following:

Transportation Improvements: Eligible roadway improvements include, but are not limited to: acquisition of land and easements; roadway design; project management; bridge crossings and culverts; clearing, grubbing, and demolition; grading, soil import/export, paving (including slurry seal), and decorative/enhanced pavement concrete and/or pavers; joint trenches, underground utilities and undergrounding of existing utilities; dry utilities and appurtenances; curbs, gutters, sidewalks, bike trails (including onsite and off-site), enhanced fencing, and access ramps; street lights, signalization, and traffic signal control systems; bus turnouts; signs and striping; erosion control; median and parkway landscaping and irrigation; entry monumentation; bus shelters, Bus Rapid Transit improvements including transfer stations and regional public transit improvements; masonry walls; traffic control and agency fees; and other improvements related thereto. Eligible improvements for the roads listed herein also include any and all necessary underground potable and recycled water, sanitary sewer, and storm drainage system improvements. Authorized facilities include the following transportation improvements:

- All public roadway improvements designed to meet the needs of development within the CFD, including internal subdivision streets and related underground utilities.

Water System Improvements: Authorized facilities include any and all water facilities designed to meet the needs of development of property within the CFD. These facilities include, but may not be limited to: water storage, treatment and distribution facilities including waterlines and appurtenances, gate valves, pressure reducing stations, flow meters, fire hydrants, and other improvements related thereto such as site clearing, grading and paving; curbs and gutters; booster pump stations and power; stand-by generators; site lighting, drainage, sanitary sewer, and water service; landscaping and irrigation; access gates, and fencing; and striping and signage.

Recycled Water System Improvements: Authorized facilities include any and all recycled water system facilities designed to meet the needs of development of property within the CFD. These facilities include, but may not be limited to: treatment and distribution facilities including pipelines and appurtenances, gate valves, flow meters, booster pump pressurization system, and other improvements related thereto - such as site clearing, grading and paving; curbs and gutters; booster pump stations; stand-by generators; site lighting, drainage, sanitary sewer, and water service; landscaping and irrigation; access gates, and fencing; and striping and signage.

Drainage System Improvements: Authorized facilities include any and all drainage and storm drain improvements designed to meet the needs of development of property within the CFD. These facilities include, but may not be limited to: excavation and grading, pipelines and appurtenances, outfalls and water quality measures, detention/retention basins, drainage pretreatment facilities, drainage ways/channels, pump stations, landscaping and irrigation; access roads, gates, and fencing; and striping and signage and other improvements related thereto.

**Wastewater System Improvements:** Authorized facilities include any and all wastewater facilities designed to meet the needs of development of property within the CFD. These facilities include, but may not be limited to, pipelines and all appurtenances thereto; manholes; tie-in to existing main lines; force mains; lift stations; upgrades to existing lift stations; odor-control facilities; and permitting related thereto; and related sewer system improvements.

**Park, Parkway and Open Space Improvements:** Authorized facilities include any and all improvements to parks, parkways and open space required for development of property within the CFD. These facilities include, but may not be limited to: grading, turf, shrubs and trees, landscaping irrigation, site lighting, drainage, sanitary sewer and water service, pedestrian and bicycle trails, protective fencing (including soundwalls), pedestrian/bicycle bridges, storm drain crossings, wetland mitigation, hawk mitigation for authorized facilities herein, access gates and fencing and related open space improvements. Authorized facilities include acquisition of any and all parkland as well as open space/bike trail/public access easements required for development of property within the CFD.

**Specific Plan Infrastructure Fee Infrastructure:** Authorized facilities include any and all improvements that are included in the Specific Plan Infrastructure Fee Program adopted by the City Council on September 8, 2015, including any future amendments thereto.

**Specific Plan Infrastructure Fee Obligation:** Subject to the provisions of the Act, authorized facilities include payment of the following SPIF obligations for all development that would be subject to SPIF obligations within the entire CFD:

- SPIF Infrastructure Fee (including the SPIF Set-Aside component)
- SPIF Public Facilities Land Equalization Fee Component
- SPIF Parkland Equalization Fee Component
- SPIF Administrative Fee.

**Other Incidental Expenses and Bond Issuance Costs:** In addition to the above facilities, other incidental expenses as authorized by the Mello-Roos Community Facilities Act of 1982, including, but not limited to, the cost of planning and designing the facilities (including the cost of environmental evaluation, remediation and mitigation); engineering and surveying; construction staking; utility relocation and demolition costs incidental to the construction of the public facilities; costs of project/construction management; costs (including the costs of legal services) associated with the formation of the Mello-Roos CFD; issuance of bonds (if any); determination of the amount of taxes; collection of taxes; payment of taxes; costs of calculating and providing reimbursements from one-time special tax payments; or costs otherwise incurred in order to carry out the authorized purposes of the CFD; and any other expenses incidental to the formation and implementation of the CFD and to the construction, completion, inspection and acquisition of the authorized facilities.

### Services

The services to be financed by the CFD include the following:

- Open Space improvements, operations and management, monitoring, maintenance (including general maintenance, signage, City owned fence maintenance, trash and debris collection, and bike trails and their appurtenances [drainage culverts or pipes from adjacent subdivisions] within open space), creation and maintenance of fire breaks, Permits, Vandalism/Graffiti, Flood Conveyance (Vegetation/tree removals), Beaver dam removals, Outfall/drainage swale maintenance, Erosion control/bank stabilization, Native planting/replanting, Pre and post emergent, maintenance activities as required by a 404 permit and Operations and Management Plan-Conservation and Passive Recreation Open Space, dated June 9, 2017, and repair and replacement of facilities within open space areas in the Project Area.

- The maintenance of on-site landscape corridors and paseos designed to serve land uses within the CFD, including general maintenance, masonry walls, accent lighting, water and utility costs.
- The maintenance of streetlights, including any utility costs related thereto.
- The maintenance of medians, entries, and entry monumentation.
- Neighborhood park maintenance, and repair and replacement.
- Community amenities, such as a community clubhouse.
- Storm water management, water quality structural controls, including drainage swales constructed between storm drain facilities and receiving waters.
- Miscellaneous costs related to any of the items described above including planning, engineering, GIS, legal, and city and county administration costs.
- The levy of special taxes to accumulate sinking funds for anticipated future repairs or replacement costs of landscape corridors, irrigation facilities, medians, entries and entry monumentation, lighting, neighborhood parks, storm water management and other facilities maintained by the CFD as determined by the Administrator.

Annual maintenance functions and costs generally will include the installation, maintenance and servicing of ground cover, shrubs and trees, irrigation systems, street lighting, fencing, sound walls, sidewalks, monuments, enhanced open space maintenance including but not limited to maintaining the enhanced open space areas located adjacent to avoided or created habitat mitigation areas and other buffer areas between the enhanced open space and vertical development, bike trails, walkways, entry signage, street pavers, and labor, materials, supplies, utilities (including water and electricity) and equipment, as applicable, for property owned or maintained by the City. Annual maintenance costs include an allowance for long-term repair and replacement of improvements.

The CFD may fund any of the following related to the maintenance of the services described above: obtaining, repairing, reconstructing, furnishing, operating and maintaining equipment, apparatus or facilities related to providing the services and/or equipment, apparatus, facilities or fixtures in areas to be maintained, paying the salaries and benefits of the personnel necessary or convenient to provide the services, and other related expenses and the provision of reserves for repairs and replacements for the future provision of services. It is expected that the services will be provided by the City, either with its own employees or by contract with third parties, or any combination thereof. The CFD may also fund administrative fees of the City related to the CFD.

**Fiscal Year 2019/20 Collections & Expenditures**

Facilities

06/30/2019 Balance	Amount Collected	Expended Amount	06/30/2020 Balance	Project Status
\$0	\$0	\$0	\$0	On-going

Services

06/30/2019 Balance	Amount Collected	Expended Amount	06/30/2020 Balance	Project Status
\$0	\$0	\$0	\$0	On-going

**City of Folsom**  
**Community Facilities District No. 23 (Folsom Ranch)**  
**Improvement Area 6**  
**Established May 26, 2020**

**Purpose of Special Tax**

**Facilities**

The public facilities for Community Facilities District No. 23 (Folsom Ranch) ("CFD") include the following:

Transportation Improvements: Eligible roadway improvements include, but are not limited to: acquisition of land and easements; roadway design; project management; bridge crossings and culverts; clearing, grubbing, and demolition; grading, soil import/export, paving (including slurry seal), and decorative/enhanced pavement concrete and/or pavers; joint trenches, underground utilities and undergrounding of existing utilities; dry utilities and appurtenances; curbs, gutters, sidewalks, bike trails (including onsite and off-site), enhanced fencing, and access ramps; street lights, signalization, and traffic signal control systems; bus turnouts; signs and striping; erosion control; median and parkway landscaping and irrigation; entry monumentation; bus shelters, Bus Rapid Transit improvements including transfer stations and regional public transit improvements; masonry walls; traffic control and agency fees; and other improvements related thereto. Eligible improvements for the roads listed herein also include any and all necessary underground potable and recycled water, sanitary sewer, and storm drainage system improvements. Authorized facilities include the following transportation improvements:

- All public roadway improvements designed to meet the needs of development within the CFD, including internal subdivision streets and related underground utilities.

Water System Improvements: Authorized facilities include any and all water facilities designed to meet the needs of development of property within the CFD. These facilities include, but may not be limited to: water storage, treatment and distribution facilities including waterlines and appurtenances, gate valves, pressure reducing stations, flow meters, fire hydrants, and other improvements related thereto such as site clearing, grading and paving; curbs and gutters; booster pump stations and power; stand-by generators; site lighting, drainage, sanitary sewer, and water service; landscaping and irrigation; access gates, and fencing; and striping and signage.

Recycled Water System Improvements: Authorized facilities include any and all recycled water system facilities designed to meet the needs of development of property within the CFD. These facilities include, but may not be limited to: treatment and distribution facilities including pipelines and appurtenances, gate valves, flow meters, booster pump pressurization system, and other improvements related thereto - such as site clearing, grading and paving; curbs and gutters; booster pump stations; stand-by generators; site lighting, drainage, sanitary sewer, and water service; landscaping and irrigation; access gates, and fencing; and striping and signage.

Drainage System Improvements: Authorized facilities include any and all drainage and storm drain improvements designed to meet the needs of development of property within the CFD. These facilities include, but may not be limited to: excavation and grading, pipelines and appurtenances, outfalls and water quality measures, detention/retention basins, drainage pretreatment facilities, drainage ways/channels, pump stations, landscaping and irrigation; access roads, gates, and fencing; and striping and signage and other improvements related thereto.



**Wastewater System Improvements:** Authorized facilities include any and all wastewater facilities designed to meet the needs of development of property within the CFD. These facilities include, but may not be limited to, pipelines and all appurtenances thereto; manholes; tie-in to existing main lines; force mains; lift stations; upgrades to existing lift stations; odor-control facilities; and permitting related thereto; and related sewer system improvements.

**Park, Parkway and Open Space Improvements:** Authorized facilities include any and all improvements to parks, parkways and open space required for development of property within the CFD. These facilities include, but may not be limited to: grading, turf, shrubs and trees, landscaping irrigation, site lighting, drainage, sanitary sewer and water service, pedestrian and bicycle trails, protective fencing (including soundwalls), pedestrian/bicycle bridges, storm drain crossings, wetland mitigation, hawk mitigation for authorized facilities herein, access gates and fencing and related open space improvements. Authorized facilities include acquisition of any and all parkland as well as open space/bike trail/public access easements required for development of property within the CFD.

**Specific Plan Infrastructure Fee Infrastructure:** Authorized facilities include any and all improvements that are included in the Specific Plan Infrastructure Fee Program adopted by the City Council on September 8, 2015, including any future amendments thereto.

**Specific Plan Infrastructure Fee Obligation:** Subject to the provisions of the Act, authorized facilities include payment of the following SPIF obligations for all development that would be subject to SPIF obligations within the entire CFD:

- SPIF Infrastructure Fee (including the SPIF Set-Aside component)
- SPIF Public Facilities Land Equalization Fee Component
- SPIF Parkland Equalization Fee Component
- SPIF Administrative Fee.

**Other Incidental Expenses and Bond Issuance Costs:** In addition to the above facilities, other incidental expenses as authorized by the Mello-Roos Community Facilities Act of 1982, including, but not limited to, the cost of planning and designing the facilities (including the cost of environmental evaluation, remediation and mitigation); engineering and surveying; construction staking; utility relocation and demolition costs incidental to the construction of the public facilities; costs of project/construction management; costs (including the costs of legal services) associated with the formation of the Mello-Roos CFD; issuance of bonds (if any); determination of the amount of taxes; collection of taxes; payment of taxes; costs of calculating and providing reimbursements from one-time special tax payments; or costs otherwise incurred in order to carry out the authorized purposes of the CFD; and any other expenses incidental to the formation and implementation of the CFD and to the construction, completion, inspection and acquisition of the authorized facilities.

### Services

The services to be financed by the CFD include the following:

- Open Space improvements, operations and management, monitoring, maintenance (including general maintenance, signage, City owned fence maintenance, trash and debris collection, and bike trails and their appurtenances [drainage culverts or pipes from adjacent subdivisions] within open space), creation and maintenance of fire breaks, Permits, Vandalism/Graffiti, Flood Conveyance (Vegetation/tree removals), Beaver dam removals, Outfall/drainage swale maintenance, Erosion control/bank stabilization, Native planting/replanting, Pre and post emergent, maintenance activities as required by a 404 permit and Operations and Management Plan-Conservation and Passive Recreation Open Space, dated June 9, 2017, and repair and replacement of facilities within open space areas in the Project Area.

- The maintenance of on-site landscape corridors and paseos designed to serve land uses within the CFD, including general maintenance, masonry walls, accent lighting, water and utility costs.
- The maintenance of streetlights, including any utility costs related thereto.
- The maintenance of medians, entries, and entry monumentation.
- Neighborhood park maintenance, and repair and replacement.
- Community amenities, such as a community clubhouse.
- Storm water management, water quality structural controls, including drainage swales constructed between storm drain facilities and receiving waters.
- Miscellaneous costs related to any of the items described above including planning, engineering, GIS, legal, and city and county administration costs.
- The levy of special taxes to accumulate sinking funds for anticipated future repairs or replacement costs of landscape corridors, irrigation facilities, medians, entries and entry monumentation, lighting, neighborhood parks, storm water management and other facilities maintained by the CFD as determined by the Administrator.

Annual maintenance functions and costs generally will include the installation, maintenance and servicing of ground cover, shrubs and trees, irrigation systems, street lighting, fencing, sound walls, sidewalks, monuments, enhanced open space maintenance including but not limited to maintaining the enhanced open space areas located adjacent to avoided or created habitat mitigation areas and other buffer areas between the enhanced open space and vertical development, bike trails, walkways, entry signage, street pavers, and labor, materials, supplies, utilities (including water and electricity) and equipment, as applicable, for property owned or maintained by the City. Annual maintenance costs include an allowance for long-term repair and replacement of improvements.

The CFD may fund any of the following related to the maintenance of the services described above: obtaining, repairing, reconstructing, furnishing, operating and maintaining equipment, apparatus or facilities related to providing the services and/or equipment, apparatus, facilities or fixtures in areas to be maintained, paying the salaries and benefits of the personnel necessary or convenient to provide the services, and other related expenses and the provision of reserves for repairs and replacements for the future provision of services. It is expected that the services will be provided by the City, either with its own employees or by contract with third parties, or any combination thereof. The CFD may also fund administrative fees of the City related to the CFD.

#### **Fiscal Year 2019/20 Collections & Expenditures**

##### Facilities

06/30/2019 Balance	Amount Collected	Expended Amount	06/30/2020 Balance	Project Status
\$0	\$0	\$0	\$0	On-going

##### Services

06/30/2019 Balance	Amount Collected	Expended Amount	06/30/2020 Balance	Project Status
\$0	\$0	\$0	\$0	On-going



**CITY OF  
FOLSOM**  
DISTINGUISH BY NATURE

## Folsom City Council Staff Report

<b>MEETING DATE:</b>	12/08/2020
<b>AGENDA SECTION:</b>	Public Hearing
<b>SUBJECT:</b>	Ordinance No. 1310 - An Uncodified Ordinance Adopting Prima Facie Speed Limits on Alder Creek Parkway, Bidwell Street, Green Valley Road, Glenn Drive, Iron Point Road, Mangini Parkway, Natoma Station Drive, Parkshore Drive, Parkway Drive, Santa Juanita Drive, and Sibley Street (Introduction and First Reading)
<b>FROM:</b>	Public Works Department

### **RECOMMENDATION / CITY COUNCIL ACTION**

The Public Works Department recommends that the City Council introduce and conduct the first reading of Ordinance No. 1310 - An Uncodified Ordinance Adopting Prima Facie Speed Limits on Alder Creek Parkway, Bidwell Street, Green Valley Road, Glenn Drive, Iron Point Road, Mangini Parkway, Natoma Station Drive, Parkshore Drive, Parkway Drive, Santa Juanita Drive, and Sibley Street (Introduction and First Reading).

### **BACKGROUND / ISSUE**

California state law requires that local agencies establish speed limits on public streets based upon an Engineering and Traffic Study for Speed Zoning (ETS). The procedure for conducting such a study is defined in both the California Vehicle Code (CVC) and in the Manual of Uniform Traffic Control Devices (MUTCD). Whenever a new roadway is opened to traffic, or when traffic conditions have significantly changed on an existing roadway, then an ETS must be conducted by the local agency. If the ETS concludes that a speed limit higher than the state minimum of 25 miles per hour (MPH) but less than the state maximum of 65 MPH is recommended, the speed limit must be adopted by City Council by ordinance, following a public hearing.

## **POLICY / RULE**

Section 10.08.030 of the Folsom Municipal Code states that speed limits shall be established by an Engineering and Traffic Study and adopted by ordinance of the City Council.

## **ANALYSIS**

Speed limits are set to establish a uniform speed that allows traffic to safely traverse a given road segment. The underlying theory is that a proper speed limit will improve traffic flow by reducing conflicts between vehicles traveling at greatly differing speeds. Artificially low limits can create safety problems (i.e., rear-end collisions, tailgating), while artificially high limits can be unsafe under normal roadway and environmental conditions. If a proper speed limit is posted, those motorists that significantly exceed the posted limit are clearly unsafe compared to the general traffic flow and can be cited. Further, an ETS allows speed limits to be enforced with radar.

Speed surveys are necessary to determine speed limits in excess of the minimum speed limit of 25 MPH but less than the state maximum limit of either 55 or 65 MPH, depending on the roadway's functional classification. Certain roadways or sections of roadways have "prima facie" limits associated with them. A "prima facie" speed is one that does not require a radar survey, as long as the road segment in question meets specific requirements. Some examples of "prima facie" limits are as follows:

1. 25 MPH on residential streets that are less than 40 feet wide, not more than one-half mile between traffic control devices, and only one lane of traffic per direction.
2. 25 MPH in business districts, as defined by the California Vehicle Code.
3. 25 MPH when passing a senior care facility.
4. 25 MPH when passing a children's play area during times when children are typically present (usually dawn to dusk).
5. 25 MPH when passing a school while children are present, when the school is not separated from the roadway by a fence. When the school is fenced, the 25 MPH limit only applies when children are going to or coming from school if the roadway is used by school age pedestrians to access the campus.
6. 15 MPH in alleys.

On roadways that do not meet these criteria, an ETS must be performed to determine the proper prima facie speed. An ETS evaluates existing roadway geometric conditions, collision history, and the land uses adjacent to a given road segment. A radar survey is conducted to determine the 85<sup>th</sup>-percentile speed (the speed that is not exceeded by 85 percent of vehicles surveyed), the average speed, and the 10 MPH pace (a 10 MPH range of speeds in which the majority of

vehicles were traveling). The nearest 5 MPH increment to the 85<sup>th</sup>-percentile speed is typically deemed the appropriate speed limit, unless other conditions are present that, in the opinion of the traffic engineer, justify further reduction; in which case the engineer may cite a one-time, downward zoning of an additional five miles per hour.

The Public Works Department conducts speed surveys on a road by road basis, conducting several speed surveys along a given roadway wherever there are logical segments based on the road geometry and adjacent land use. The item before the Council at this time focuses on portions of ten roadways:

1. Iron Point Road, Empire Ranch Road to the El Dorado County Line (Establishing 45 MPH speed limit)
2. Green Valley Road, East Natoma Street to the El Dorado County Line (Establishing 55 MPH speed limit)
3. Mangini Parkway, Placerville Road and East Bidwell Street (Establishing 40 MPH speed limit)
4. Alder Creek Parkway, East Bidwell Street to Placerville Road (Establishing 45 MPH speed limit)
5. Alder Creek Parkway, East Bidwell Street to Rustic Ridge Drive (Establishing 30 MPH speed limit)
6. Sibley Street, Blue Ravine Road to Glenn Drive (reduction from 45 MPH to 40 MPH)
7. Parkshore Drive, Plaza Drive to Folsom Boulevard (reduction from 40 MPH to 35 MPH)
8. Glenn Drive, Folsom Boulevard to Sibley Street (reduction from 45 MPH to 40 MPH)
9. Parkway Drive, Morganite Court/Thurman Way to Blue Ravine Road (increase from 25 MPH to 30 MPH)
10. Santa Juanita Drive, Oak Avenue to 2,000 feet North of Dowd Court (increase from 25 MPH to 40 MPH)

The results of the speed surveys conducted for these roadways are included as Exhibit A to Attachment 1. All other speed limits along the subject roadways are not affected by this ordinance and are addressed by another item on this agenda in which staff recommends all other speed limits remain unchanged.

The Traffic Safety Committee reviewed this item at their January 23, 2020 meeting and at the October 22, 2020 meeting and voted unanimously to support the recommended speed limits. A copy of the Action Summary from that meeting is attached.

This is the introduction and first reading of the ordinance.

### **FINANCIAL IMPACT**

There is no financial impact.

**ENVIRONMENTAL REVIEW**

This action is exempt from environmental review under the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15301.

**ATTACHMENTS**

1. Ordinance No. 1310 – An Uncodified Ordinance Adopting Prima Facie Speed Limits on Alder Creek Parkway, Bidwell Street, Green Valley Road, Glenn Drive, Iron Point Road, Mangini Parkway, Natoma Station Drive, Parkshore Drive, Parkway Drive, Santa Juanita Drive, and Sibley Street (Introduction and First Reading)
2. Action Summary of the January 23, 2020 Traffic Safety Committee Meeting
3. Action Summary of the October 22, 2020 Traffic Safety Committee Meeting
4. Exhibit A - Recommended Speed Limits Summary

Submitted,

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Dave Nugen, Public Works Director

## Attachment 1

Ordinance No. 1310 – An Uncodified Ordinance Adopting Prima Facie Speed Limits on Alder Creek Parkway, Bidwell Street, Green Valley Road, Glenn Drive, Iron Point Road, Mangini Parkway, Natoma Station Drive, Parkshore Drive, Parkway Drive, Santa Juanita Drive, and Sibley Street (Introduction and First Reading)

**ORDINANCE NO. 1310**

**AN UNCODIFIED ORDINANCE ADOPTING PRIMA FACIE SPEED LIMITS  
ON ALDER CREEK PARKWAY, BIDWELL STREET, GREEN VALLEY ROAD,  
GLENN DRIVE, IRON POINT ROAD, MANGINI PARKWAY, NATOMA  
STATION DRIVE, PARKSHORE DRIVE, PARKWAY DRIVE, SANTA  
JUANITA DRIVE, AND SIBLEY STREET**

The City Council of the City of Folsom does hereby ordain as follows:

**SECTION 1 PURPOSE**

- A. State law requires that local agencies establish speed limits on public streets within their jurisdictions using criteria defined in the California Vehicle Code; and
- B. The previous adoption of speed limits on roadways in the City of Folsom occurred in 2010; and
- C. The Public Works Department has conducted valid Engineering and Traffic Studies for speed zoning to determine prima facie speeds on Alder Creek Parkway, Bidwell Street, Green Valley Road, Glenn Drive, Iron Point Road, Mangini Parkway, Natoma Station Drive, Parkshore Drive, Parkway Drive, Santa Juanita Drive, and Sibley Street; and
- D. The proposed speed limits were reviewed and approved by the Traffic Safety Committee on January 23, 2020 and October 22, 2020; and
- E. Notice of hearing has been given in the form and in the manner required by State law and the Folsom Municipal Code.

**SECTION 2 DESIGNATION OF PRIMA FACIE SPEED LIMITS**

The Prima Facie speed limits on Alder Creek Parkway, Bidwell Street, Green Valley Road, Glenn Drive, Iron Point Road, Mangini Parkway, Natoma Station Drive, Parkshore Drive, Parkway Drive, Santa Juanita Drive, and Sibley Street as shown under the "Recommended" column in Exhibit A attached to this Ordinance, are hereby adopted by the City Council.

**SECTION 3 SEVERABILITY**

If any section, subsection, sentence, clause, or phrase in this Ordinance or any part thereof is for any reason held to be unconstitutional, invalid, or ineffective by any court of competent jurisdiction, such decision shall not affect the validity or effectiveness of the remaining portions of this Ordinance or any part thereof. The City Council declares that it would have passed each section irrespective of the fact that any one or more section, subsection, sentence, clause, or phrase be declared unconstitutional, invalid, or ineffective.

**SECTION 4 EFFECTIVE DATE**



This ordinance shall become effective thirty (30) days from and after its passage and adoption, provided it is published in full or in summary within twenty (20) days after its adoption in a newspaper of general circulation in the City.

This Ordinance was introduced, and the title thereof read at the regular meeting of the City Council on December 8, 2020 and the second reading occurred at the regular meeting of the City Council on January 12, 2021.

On a motion by Council Member \_\_\_\_\_ seconded by Council Member \_\_\_\_\_, the foregoing ordinance was passed and adopted by the City Council of the City of Folsom, State of California, this 12th day of January 2021, by the following roll-call vote:

**AYES:** Council Member(s):

**NOES:** Council Member(s):

**ABSENT:** Council Member(s):

**ABSTAIN:** Council Member(s):

\_\_\_\_\_  
, MAYOR

ATTEST:

\_\_\_\_\_  
Christa Freemantle, CITY CLERK

Attachment 2  
Action Summary of the January 23, 2020 Traffic Safety Committee  
Meeting

City of Folsom  
**TRAFFIC SAFETY COMMITTEE**  
**ACTION SUMMARY**  
 4:00 p.m., Thursday, January 23, 2020  
 Public Works Conference Room

- 1. MEETING CALLED TO ORDER** at 4:00 p.m. by Chair Pew
- 2. ROLL CALL:**
  - Present: Pew, Rackovan, Soulsby, Washburn, Rodriguez (for Wilson)
  - Absent: Baade, Newman
- 3. APPROVE ACTION SUMMARY**
  - Action Summary of the October 24, 2019 meeting was approved without revision.
- 4. BUSINESS FROM FLOOR/GOOD OF THE ORDER**
  - None.
- 5. ACTION/DISCUSSION ITEMS**
  - Other Business
    - a. Speed Limit Adoption: Various minor arterial and collector streets. Moved by Rackovan, seconded by Pew to support the recommendations of the consultant to maintain existing speed limits on the roadways under consideration, with the following exceptions:
      1. Committee supported the recommendation to reduce the speed limit on Glenn Drive (Folsom to Sibley) from 45 to 40;
      2. Committee recommended maintaining current 35 MPH limit on Natoma Station Drive (Blue Ravine to Turnpike);
      3. Committee supported the recommendation to reduce the speed limit on Parkshore Drive (Folsom to Plaza) from 40 to 35;
      4. Committee supported the recommendation to increase the speed limit on Parkway Drive (Blue Ravine to Morganite/Thurman) from 25 to 30;
      5. Committee supported the recommendation to increase the speed limit on Santa Juanita Avenue from 25 to 45 MPH, but only between Oak Avenue Parkway and 2,000 feet north of Dowd Court;
      6. Committee supported the recommendation to reduce the speed limit on Sibley Street (Blue Ravine to Glenn) from 45 to 40.
- 6. INFORMATIONAL ITEMS** no action.
- 7. ADJOURNMENT** at 4:48 p.m.

Attachment 3  
Action Summary of the October 22, 2020 Traffic Safety Committee  
Meeting

City of Folsom  
**TRAFFIC SAFETY COMMITTEE**  
**ACTION SUMMARY**  
 4:00 p.m., Thursday, October 22, 2020  
 Public Works Conference Room

**1. MEETING CALLED TO ORDER** at 4:00 p.m. by Chair Pew

**2. ROLL CALL:**

Present: Baade, Bosch, Pew, Soulsby, Wilson

Absent: Washburn

**3. APPROVE ACTION SUMMARY**

Action Summary of the February 27, 2020 meeting was approved without revision.

**4. BUSINESS FROM FLOOR/GOOD OF THE ORDER**

None.

**5. ACTION/DISCUSSION ITEMS**

Neighborhood Issues

- a. E Natoma and Blue Ravine Safety Assessment
  - 1. Committee supported the recommendations by consultant identified in the final report.
- b. Dry Creek and Iron Point Road Stop Sign Request
  - 1. Committee supported the recommendation by to work with ERCA for removal of landscaping to improve line of sight at corner.

Other Business

- c. Speed Limit Adoption: Various Road Segments
  - 1. Committee supported the recommendation to establish the speed limit on Iron Point, Empire Ranch Road to City Limits at 45 MPH
  - 2. Committee supported the recommendation to establish the speed limit on Green Valley, East Natoma to City Limits (Establishing 55 MPH speed limit)
  - 3. Committee supported the recommendation to establish the speed limit on Mangini Parkway, Placerville Road and East Bidwell Street (Establishing 40 MPH speed limit)
  - 4. Committee supported the recommendation to establish the speed limit on Alder Creek Parkway, East Bidwell Street to Placerville Road (Establishing 45 MPH speed limit)
  - 5. Committee supported the recommendation to establish the speed limit on Alder Creek Parkway, East Bidwell Street to Rustic Ridge Drive (Establishing 30 MPH speed limit)

- d. Natoma Street between Folsom Blvd and Riley Street
  - 1. Committee supported the recommendation of no action at this time.

**6. INFORMATIONAL ITEMS** no action.

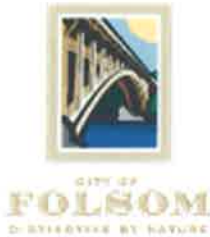
**7. ADJOURNMENT** at 5:14 p.m.

Attachment 4  
Exhibit A - Recommended Speed Limits Summary

# Exhibit A

#	Street	Survey Limits	Speed (mph)			Changes to Existing Speed Limit
			Existing	85th Percentile	Recommended	
1	Green Valley Road	E. Natoma St. to El Dorado County Line	55	60	55	0
2	Iron Point Road/Saratoga Road	Empire Ranch Rd. to El Dorado County Line	None	49	45	New
3	Mangini Parkway	Placerville Rd. to E. Bidwell St	None	43	40	New
4	Alder Creek Parkway	E. Bidwell St. to E. Bidwell St.	None	50	45	New
5	Alder Creek Parkway	Placerville Rd. to Rustic Ridge Dr.	None	32	30	New
6	Sibley Street	Blue Ravine Road to Glenn Drive	45	41	40	-5
7	Parkshore Drive	Plaza Drive to Folsom Blvd	40	40	35	-5
8	Glenn Drive	Folsom Blvd to Sibley Street	45	42	40	-5
9	Parkway Drive	Morganite/Thurman to Blue Ravine Road	25	35	30	+5
10	Santa Juanita Drive	Oak Ave. to 2,000 feet north of Down Court	25	47	40	+15





## Folsom City Council Staff Report



<b>MEETING DATE:</b>	12/8/2020
<b>AGENDA SECTION:</b>	New Business
<b>SUBJECT:</b>	Resolution No. 10573 –A Resolution Authorizing the City Manager to Accept the Homekey Grant in an Amount of up to \$4,000,000 from the State of California Department of Housing and Community Development and Appropriation of Funds
<b>FROM:</b>	Community Development Department

**RECOMMENDATION / CITY COUNCIL ACTION**

Move to approve Resolution No 10573 - A Resolution Authorizing the City Manager to Accept the Homekey Grant in an Amount of up to \$4,000,000 from the State of California Department of Housing and Community Development and Appropriation of Funds.

**BACKGROUND / ISSUE**

In February of this year, the Hirani Family Foundation purchased the Folsom Lodge Motel and Mini Storage located at 501 East Bidwell Street with the intent of converting the existing motel into an affordable housing project and continuing operations of the storage facility. With regards to the motel conversion, the Hirani Family Foundation, in partnership with Sacramento Commercial Properties, Inc.(its Managing Partner) (Developer), has proposed to complete both interior and exterior renovations necessary to convert the existing motel into a 24-unit low-income studio apartment project, Bidwell Street Studios. In addition to the 24 low income units, the project will also include an on-site manager’s unit for a total of 25 units. Development of the Bidwell Street Studios as an affordable housing project requires a financial subsidy and in July the partnership reached out to the City regarding a request for financial assistance to support the proposed project.

On July 17, 2020, the State Department of Housing and Community Development (HCD) issued a Notice of Funding Availability (NOFA) for the Project Homekey Program, intended at producing housing to build on the success of the Project Roomkey Program which focused on the provision of temporary shelter for COVID high-risk homeless populations. As outlined in the NOFA, the Homekey Program, administered by HCD, provides \$600 million

in grant funding available to local public entities, including cities, counties, or other local public entities within California to purchase and rehabilitate housing (including hotels, motels, vacant apartment buildings, manufactured housing, and other buildings) to quickly convert them into interim or permanent, long-term housing. Most of the grant funding (\$550 million) is from the State's portion of federal Coronavirus Relief Funding (CRF) and \$50 million is from the State's General Fund. Pursuant to the CRF requirements, the \$550 million must be spent by end of December 2020 and the General Fund amount can be used through June 2022 and is available for operating funds. In the initial application period from July 17, 2020, through August 13, 2020, the state set aside \$27,409,175 in funding for the Sacramento Region.

On September 8, 2020, the City Council approved Resolution No 10524 - A Resolution of the City Council of the City of Folsom Authorizing Joint Application with Hirani Family Foundation and Sacramento Commercial Properties, Inc. to the Homekey Program. Under this application, Homekey funds were requested for capital expenditures and to purchase an affordability covenant that deed restricts the Bidwell Studios project for a 55-year term to provide housing for extremely-low income households. In addition, the application also requested a two year operating subsidy, as allowed under the NOFA.

The competition for the Homekey Program funds has been significant. By the application deadline of September 29, 2020 a total of 147 applications had been received from 73 entities statewide, with over \$1.06 billion requested – far exceeding the \$600 million originally allocated to the program. During September and October, City staff, the Hirani Foundation, Sacramento Commercial Properties Inc., and Hope Cooperative worked diligently with HCD to provide additional project documentation and refine the Bidwell Street Studios Homekey application, providing regular updates on the project's status. Despite these efforts, the City's Homekey application did not make the initial list of finalists receiving conditional funding commitments from HCD on or before the 7<sup>th</sup> and final round of award approval issued on October 29, 2020. Nevertheless, understanding that some of the projects with initial awards might not be able to fulfill their requirements for funding, city staff, along with the Developer and Hope Cooperative, continued efforts to reach out to HCD and provide project updates.

On November 24, 2020, the City and the Developer were notified that the City received a Homekey Conditional Reserve approval from HCD in an amount not to exceed \$4,000,000. What this means is that HCD is assigning its underwriting team to the project to determine the actual Homekey award amount and assist the project in meeting crucial milestones, including but not limited to the requirements that the City enter into the Homekey Standard Agreement no later than the third week of December 2020 and that the funds (if awarded) for capital expenditures and to purchase the affordability covenant must be spent by December 30, 2020.

In order for the City to accept a Homekey Grant for the Bidwell Street Studios project, City Council approval of this resolution is required.

## **POLICY / RULE**

The Homekey Grant Program application requires the applicant's governing body to certify by resolution the approval of the application and authorization to accept Homekey funds.

## **ANALYSIS**

The proposed Folsom Lodge Motel conversion project is an eligible activity under the Homekey NOFA. And, while one option under the NOFA is for local public entities, including cities, counties, or other local public entities within California to purchase and rehabilitate housing (including hotels, motels, vacant apartment buildings, manufactured housing, and other buildings), the City's proposal is to provide funding to the Developer via the Homekey Grant for the conversion of the motel units to studio apartments and to purchase an affordability covenant that deed restricts the site for a 55-year term for extremely-low income housing units.

The proposed project will assist the City's response to local rapid housing needs for individuals who are homeless or who are at risk of homelessness and at-risk of contracting COVID-19. In addition to housing, the proposed project will provide much needed supportive services required for the success of individuals transitioning from homelessness to permanent housing. To that end, the Developer has executed a Memorandum of Understanding with HOPE Cooperative (aka TLCS) to provide both tenant based vouchers and supportive services for the project's tenants. HOPE Cooperative has been providing mental health and supportive housing services for people with mental health challenges for nearly 40 years in Sacramento County, including the Folsom Oaks Apartments, which is an 18-unit affordable housing project located at 809 Bidwell Street. As a client-driven organization, Hope Cooperative is dedicated to the independence and empowerment of individuals with mental health disabilities and co-occurring substance use disorders including those experiencing homelessness. Their services include intensive case management, supportive housing, life skills education, mental health services, therapy, co-occurring substance use treatment, residential support services, opportunities for social connectedness and meaningful activities, and crisis intervention. In addition, to the supportive services, Hope Cooperative will provide tenant based vouchers. Under the voucher program, each tenant pays 30% of their income for a portion of rent and for utilities and Hope Cooperative provides the remaining rental subsidy for each tenant, allowing the Developer to receive the fair market rent for each of the units. It is also worth noting, that Hope Cooperative has secured a \$50,000 grant award from Bank of America to help furnish the Bidwell Street Studios units. It is important to point out that one of the biggest challenges identified by local homeless outreach and service providers is the lack of available affordable supportive permanent housing units for individuals in Folsom who are at risk of homelessness or who are ready to transfer out of transitional housing into permanent housing. This lack of available housing has only been exacerbated in recent months as a result of the current COVID-19 health crisis.

Homekey funding for and implementation of this project would assist in creating 24 new permanent supportive housing units and one manager unit. Additionally, these 24 permanent supportive units would contribute towards meeting the City's Regional Housing Needs Allocation goals and would be counted toward the very low-income household category, which is one of the most difficult categories to satisfy. Finally, this project will benefit the City's Central Business District by providing much needed interior and exterior renovations to the building and site which will complement the recently approved neighboring Bidwell Place affordable housing project and Bank of America renovations.

### **FINANCIAL IMPACT**

There is no General Fund fiscal impact associated with the grant. The total Homekey Grant Program funding request is for an amount not to exceed \$4,000,000, which will provide the City with much-needed resources to provide permanent supportive housing for individuals who are homeless or at-risk of homelessness. Under the submitted grant application, the City requested \$100,000 per unit to cover capital expenses associated with the motel conversion renovations and to purchase the affordable covenant for a total of \$2.4 million. Furthermore, the City requested additional funding to cover the first two years of operating expenses. Under the Homekey Program, applications seeking \$100,000 per unit or less do not require a financial match. The operating expense portion is not subject to the \$100,000 per unit or less amount to require a match. The amount actually received from the Homekey Grant Program will most likely be somewhat less than \$4,000,000 and once the amount has been finalized the grant will be appropriated to the Community Housing Fund (Fund 238).

### **ENVIRONMENTAL REVIEW**

The project does not constitute a project under the California Environmental Quality Act (CEQA) pursuant to Government Code 65651(b)(2) and is therefore exempt from (CEQA) analysis.

### **ATTACHMENTS**

1. Resolution No. 10573 – A Resolution Authorizing the City Manager to Accept the Homekey Grant in an Amount of up to \$4,000,000 from the State of California Department of Housing and Community Development and Appropriation of Funds
2. Bidwell Street Studios Project Rendering
3. Conceptual Interior Renovations

Submitted,



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Pam Johns, Community Development Director

## **Attachment 1**

**Resolution No. 10573 – A Resolution Authorizing the City Manager to Accept the Homekey Grant in an Amount of up to \$4,000,000 from the State of California Department of Housing and Community Development and Appropriation of Funds**

**RESOLUON NO. 10573****A RESOLUTION AUTHORIZING THE CITY OF FOLSOM TO ACCEPT THE HOMEKEY PROGRAM GRANT IN AN AMOUNT OF UP TO \$4,000,000 FROM THE STATE OF CALIFORNIA DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT AND APPROPRIATION OF FUNDS**

**WHEREAS**, the Department of Housing and Community Development (HCD) issued a Notice of Funding Availability (NOFA), dated July 16, 2020, for the Homekey Program (Homekey or Homekey Program). HCD issued the NOFA for Homekey grant funds pursuant to Health and Safety Code section 50675.1.1; and

**WHEREAS**, on September 8, 2020, the Folsom City Council authorized the City Manager or his/her designee to submit on behalf of the City of Folsom (City or Co-Applicant) a joint application, with the Hirani Foundation and Sacramento Commercial Properties, Inc., to the Homekey Program for the Bidwell Street Studios affordable housing project (Application); and

**WHEREAS**, on November 24, 2020, HCD notified the City, Hirani Family Foundation and Sacramento Commercial Properties, Inc. that the City's Homekey Application received a conditional reserve of grant funds; and

**WHEREAS**, HCD is authorized to administer Homekey pursuant to the Multifamily Housing Program established by the Health and Safety Code; and

**WHEREAS**, Homekey funding allocations are subject to the terms and conditions of the NOFA, the Application, the HCD-approved STD 213 Standard Agreement, and all other legal requirements of the Homekey Program.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Folsom that:

1. The City, as Co-Applicant, is hereby authorized to accept Homekey grant funds in a total amount not to exceed \$4,000,000. That amount includes funds to purchase an affordability covenant and restrictions for units (as allowed under Health and Safety Code, § 50675.1.1, subd. (a)(5)) and funds for a capitalized operating subsidy (as allowed under Health and Safety Code, § 50675.1.1, subd. (a)(7)).
2. If the Application is approved, the City Manager or her designee, on behalf of the City of Folsom as Co-Applicant, is hereby authorized and directed to ensure that any funds awarded for purchasing an affordability covenant and restrictions for units are spent by December 30, 2020 and that any funds awarded for capitalized operating subsidies are similarly spent by June 30, 2022.
3. If the Application is approved, the City Manager or her designee, on behalf of the City of Folsom as Co-Applicant, is hereby authorized and directed to enter into, execute, and deliver a Standard Agreement in the total amount not to exceed \$4,000,000, any and all documents required or deemed necessary or appropriate to secure Homekey funds from

HCD and to participate in the Homekey Program, and all amendments thereto (collectively, the Homekey Documents).

- 4. The City of Folsom, as Co-Applicant, acknowledges and agrees that it shall be subject to the terms and conditions specified in the Standard Agreement, and the NOFA and Application will be incorporated in the Standard Agreement by reference and made a part thereof. Any and all activities, expenditures, information, and timelines represented in the Application are enforceable through the Standard Agreement. Funds are to be used for the allowable expenditures and activities identified in the Standard Agreement.
- 5. The Bidwell Street Studios affordable housing project does not constitute a project under the California Environmental Quality Act (CEQA) pursuant to Government Code § 65651(b)(2) and is therefore exempt from CEQA review.

**BE IT FURTHER RESOLVED THAT**, if the Homekey grant Application is approved in a total amount not to exceed \$4,000,000, the Finance Director is authorized to appropriate an additional amount up to the amount of the Homekey grant received to the Community Housing Fund (Fund 238).

**PASSED AND ADOPTED** this 8<sup>th</sup> day of December 2020, by the following roll-call vote:

- AYES:** Council Member(s):
- NOES:** Council Member(s):
- ABSENT:** Council Member(s):
- ABSTAIN:** Council Member(s):

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
Christa Freemantle, CITY CLERK



## **Attachment 2**

### **Bidwell Street Studios Project Rendering**

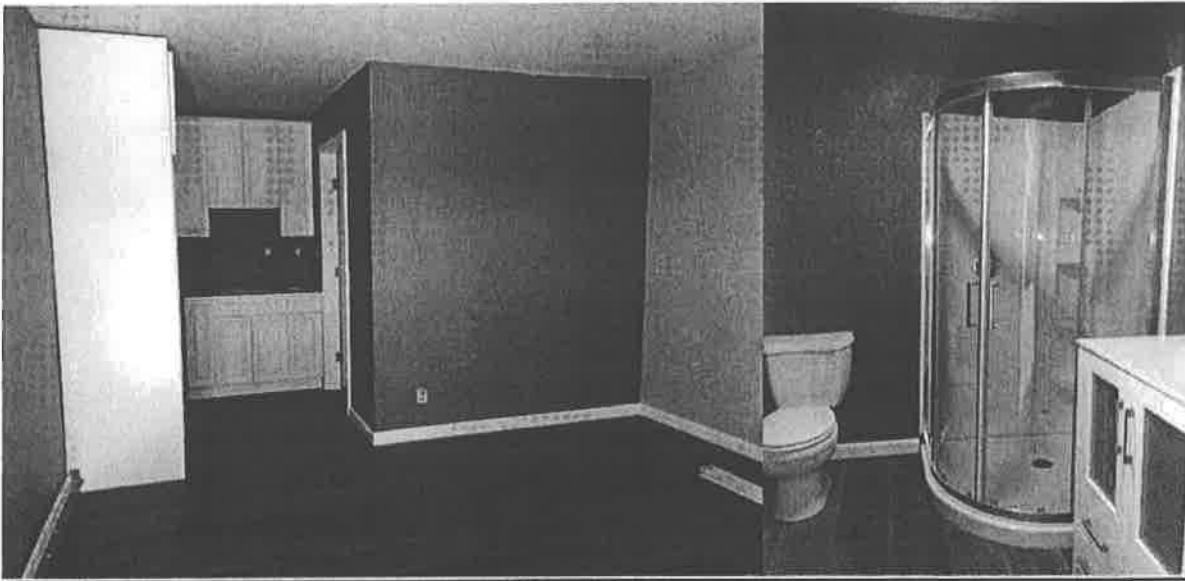


# **Attachment 3**

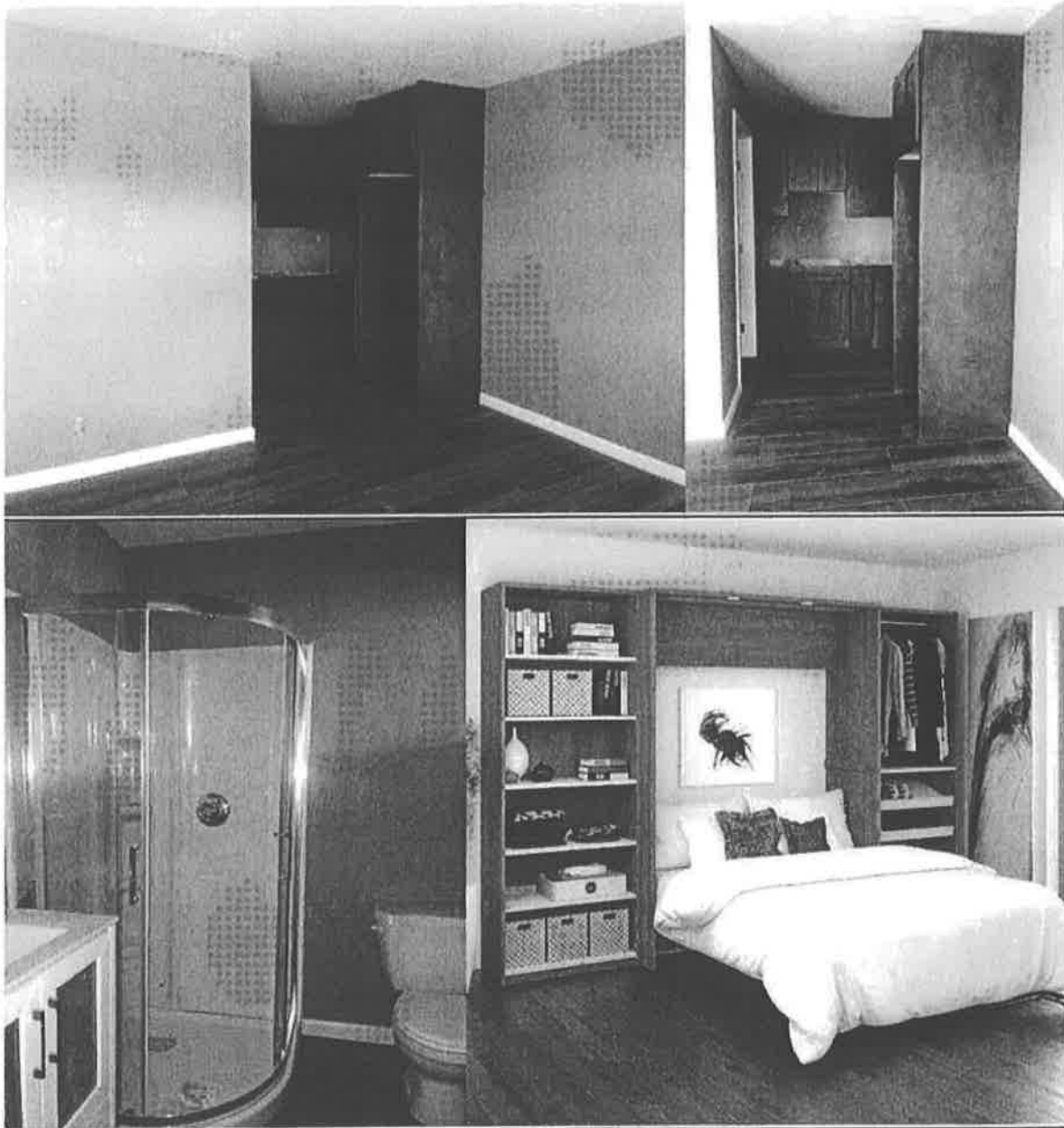
## **Conceptual Interior Renovations**

**CONCEPTUAL AND CURRENT 2 MODELS IN PROCESS**

**Unit A**



Unit B



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**Meeting Minutes****Joint City Council / Successor Agency / Public Financing Authority Special Meeting /  
Folsom South of 50 Parking Authority / Folsom Ranch Financing Authority Meeting  
October 13, 2020****CALL TO ORDER**

The joint City Council / Successor Agency / Public Financing Authority Special Meeting / Folsom South of 50 Parking Authority / Folsom Ranch Financing Authority meeting was called to order at 8:24 p.m. in City Council Chambers, 50 Natoma Street, Folsom, California, with Mayor Sarah Aquino presiding.

**ROLL CALL:**

Council/Board Members Present:	Kerri Howell, Council Member Mike Kozlowski, Council Member Andy Morin, Council Member Sarah Aquino, Mayor
Council/Board Members Absent:	Ernie Sheldon, Vice Mayor
Participating Staff:	City Manager Elaine Andersen City Attorney Steve Wang City Clerk Christa Freemantle Finance Director/CFO Stacey Tamagni

**CONSENT CALENDAR:**

10. Approval of the December 10, 2019 Joint City Council / Successor Agency / Public Financing Authority / Folsom South of 50 Parking Authority / Folsom Ranch Financing Authority Special Meeting Minutes
11. Receive and File the City of Folsom, the Folsom Redevelopment Successor Agency, the Folsom Public Financing Authority, the Folsom Ranch Financing Authority, and the South of 50 Parking Authority Monthly Investment Reports for the Month of June 2020

**Motion by Council/Board Member Mike Kozlowski, second by Council/Board Member Kerri Howell to approve the Consent Calendar.**

**Motion carried with the following roll call vote:**

<b>AYES:</b>	<b>Council Member(s): Kozlowski, Morin, Howell, Aquino</b>
<b>NOES:</b>	<b>Council Member(s): None</b>
<b>ABSENT:</b>	<b>Council Member(s): Sheldon</b>
<b>ABSTAIN:</b>	<b>Council Member(s): None</b>

**PUBLIC HEARING:****12. FRFA City of Folsom CFD No. 23 Improvement Area No.1 Special Tax Revenue Bonds, Series 2020**

a. Resolution No. 10535 – A Resolution of the City Council of the City of Folsom Authorizing the Issuance of the City of Folsom Community Facilities District No.23 (Folsom Ranch) Improvement Area No.1 Special Tax Bonds, Series 2020, the Execution of an Indenture Providing therefore, Authorizing the Execution of a Local Obligation Purchase Contract, and Authorizing Necessary Actions and the Execution of Other Documents in Connection therewith

b. Resolution No. 006-Folsom Ranch FA - Resolution of the Governing Board of the Folsom Ranch Financing Authority Authorizing the Issuance, Sale and Delivery of Not to Exceed \$16,500,000 Aggregate Principal Amount of City of Folsom Community Facilities District No.23 (Folsom Ranch) Improvement Area No.1 Special Tax Revenue Bonds, Series 2020; Approving the Form and Substance of a Trust Agreement, Authorizing Modifications thereof and Execution and Delivery as Modified; Approving a Preliminary Official Statement, Authorizing Changes thereto and Execution and Delivery thereof and of an Official Statement to be Derived therefrom; Approving a Local Obligation Purchase Contract and a Bond Purchase Contract and Execution and Delivery of Each; and Authorizing Related Actions Necessary to Implement the Proposed Financing

Finance Director/CFO Stacey Tagmani made a presentation.

Mayor Sarah Aquino opened the public hearing at 8:25 p.m. Hearing no speakers, the public hearing was closed.

**Motion by Council/Board Member Kerri Howell, second by Council/Board Member Mike Kozlowski to approve Resolution No. 10535.**

**Motion carried with the following roll call vote:**

**AYES:** Council Member(s): Kozlowski, Morin, Howell, Aquino  
**NOES:** Council Member(s): None  
**ABSENT:** Council Member(s): Sheldon  
**ABSTAIN:** Council Member(s): None

**Motion by Council/Board Member Kerri Howell, second by Council/Board Member Mike Kozlowski to approve Resolution No. 006-Folsom Ranch FA.**

**Motion carried with the following roll call vote:**

**AYES:** Council Member(s): Kozlowski, Morin, Howell, Aquino  
**NOES:** Council Member(s): None  
**ABSENT:** Council Member(s): Sheldon  
**ABSTAIN:** Council Member(s): None



**ADJOURNMENT**

There being no further business to come before the joint City Council, Folsom Redevelopment Successor Agency, Folsom Public Financing Authority, Folsom Ranch Financing Authority, and South of 50 Parking Authority the meeting was adjourned to the regular City Council meeting at 8:29 p.m.

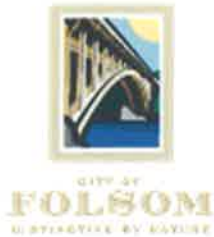
SUBMITTED BY:

\_\_\_\_\_  
Christa Freemantle, City Clerk/Board Secretary

ATTEST:

\_\_\_\_\_  
Sarah Aquino, Mayor/Board Chair

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## Folsom City Council Staff Report

<b>MEETING DATE:</b>	12/8/2020
<b>AGENDA SECTION:</b>	Consent Calendar
<b>SUBJECT:</b>	Receive and File the City of Folsom, the Folsom Redevelopment Successor Agency, the Folsom Public Financing Authority, the Folsom Ranch Financing Authority, and the South of 50 Parking Authority Monthly Investment Reports for the Month of September 2020
<b>FROM:</b>	Finance Department

### **RECOMMENDATION / CITY COUNCIL ACTION**

The Finance Department recommends that the City Council receive and file the City of Folsom, the Folsom Redevelopment Successor Agency, the Folsom Public Financing Authority, the Folsom Ranch Financing Authority, and the South of 50 Parking Authority monthly Investment Reports for the month of September 2020.

### **BACKGROUND / ISSUE**

Under the Charter of the City of Folsom and the authority granted by the City Council, the Finance Director is responsible for investing the unexpended cash of the City Treasury. The primary objectives of the City's investment policy are to maintain the safety of investment principal, provide liquidity to meet the short and long-term cash flow needs of the City, and earn a market-average yield on investments. The City's portfolio is managed in a manner responsive to the public trust and is consistent with state and local laws and the City's investment policy. The Finance Department hereby submits the investment reports for the City of Folsom, the Folsom Redevelopment Successor Agency, the Folsom Public Financing Authority, the South of 50 Parking Authority, and the Folsom Ranch Financing Authority for the month of September 2020.

## **POLICY / RULE**

1. Section 3.30.010(a) of the Folsom Municipal Code states “the term ‘city’ shall encompass the city of Folsom, the Folsom community *redevelopment agency*, and all other agencies and instrumentalities of the city under either the direct or indirect control of the city council, and this chapter regulates the investment of all moneys of those agencies.”
2. Section 3.30.030(f) of the Folsom Municipal Code states that “the city’s chief investment officer shall each month submit an investment report to the city council, which report shall include all required elements as prescribed by California Government code section 53646.”
3. California Government Code, Sections 53601 through 53659 sets forth the state law governing investments for municipal governments in California.
4. Section 3.30.020(g) of the Folsom Municipal Code states that “all city cash shall be consolidated into one general bank account as set out in this code and invested on a pooled concept basis. Interest earnings shall be allocated to all city funds and subfunds according to fund and subfund cash and investment balance on at least a quarterly basis.”

## **ANALYSIS**

### **Overview**

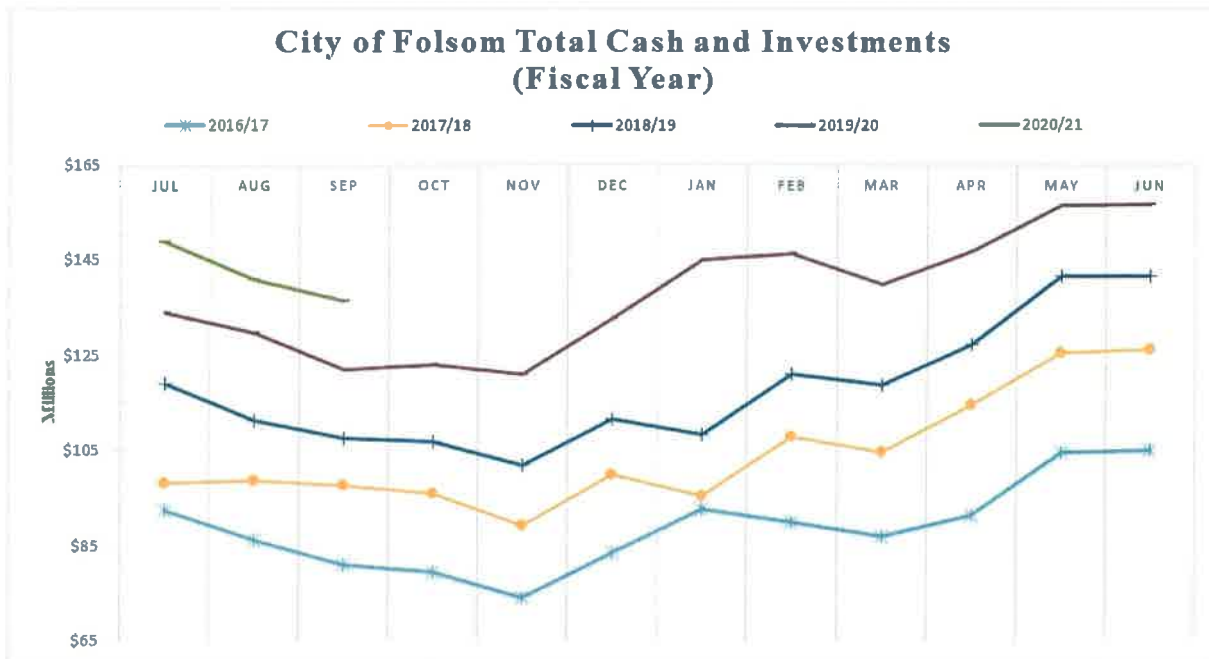
The City has diversified investments in accordance with the City Investment Policy and Government Code. The City of Folsom’s total cash and investments are invested on a pooled basis as required by the Folsom Municipal Code.

The Portfolio Summary of the City’s current report includes a “Pooled Equity Section” identifying the Redevelopment Successor Agency’s (RDSA) and Folsom Public Financing Authority’s (FPFA) portion of the investment pool. The RDSA and FPFA list these amounts under “Cash” in their respective sections. Currently, the Folsom Ranch Financing Authority (FRFA) has no funds invested in Pooled Equity.

### ***City of Folsom***

#### **Total Cash and Investments**

The following graph illustrates the City’s monthly cash and investment balances for fiscal years 2017 through 2021. Monthly fluctuations in cash and investments are the result of typical receipt of revenues less expenditures for operations, debt service, and capital improvements. As of September 30, 2020, the City’s cash and investments totaled \$136,560,020; an increase of \$14,607,482 (12%) from September 30, 2019.

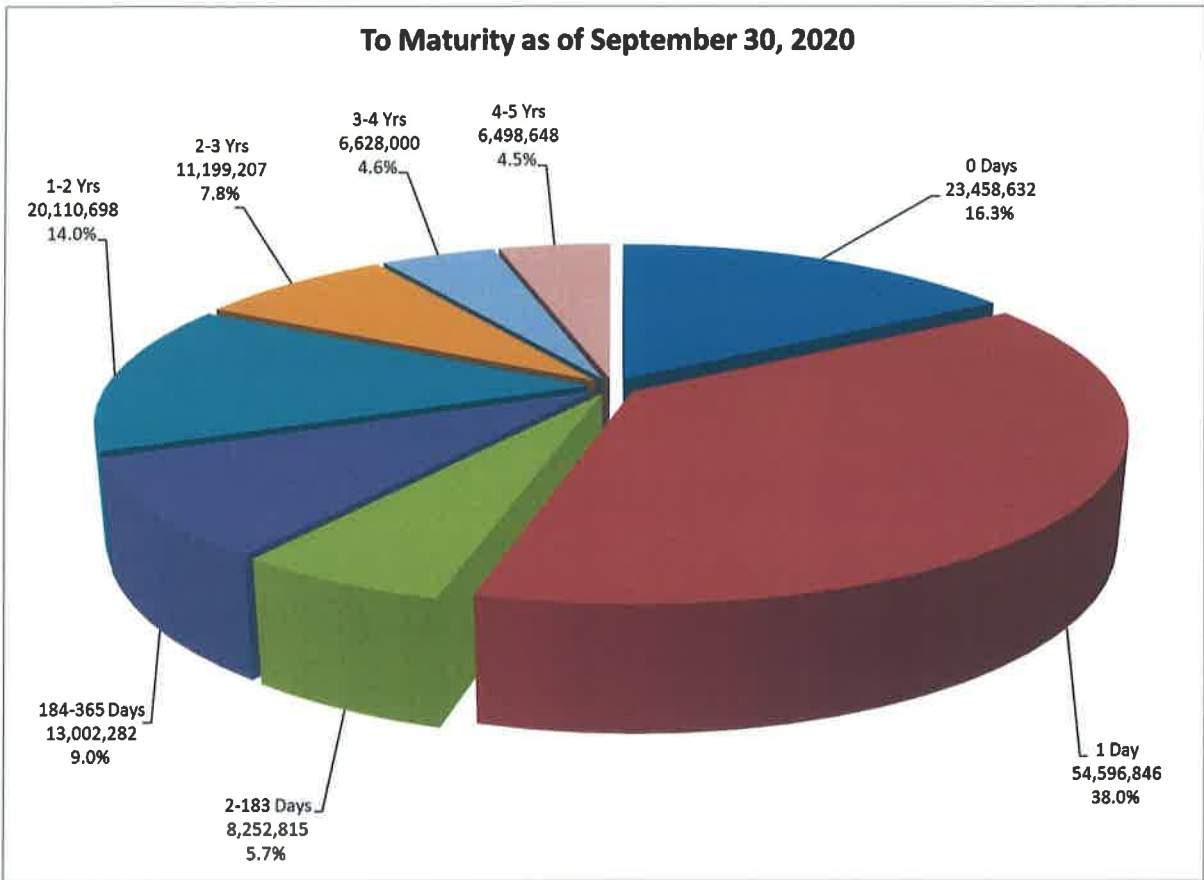


The following chart shows the City’s monthly cash and investment balances and percentage change for Fiscal Year 2020-21 along with the yearly dollar and percentage changes.

**Total City Cash and Investments**

	2020-21	Monthly Change	2019-20	Monthly Change	Yearly \$ Change	Yearly % Change
<b>Jul</b>	\$ 148,832,109		\$ 133,948,255		\$ 14,883,854	11%
<b>Aug</b>	\$ 140,982,833	-5%	\$ 129,657,395	-3%	\$ 11,325,438	9%
<b>Sep</b>	\$ 136,560,020	-3%	\$ 121,952,538	-6%	\$ 14,607,482	12%

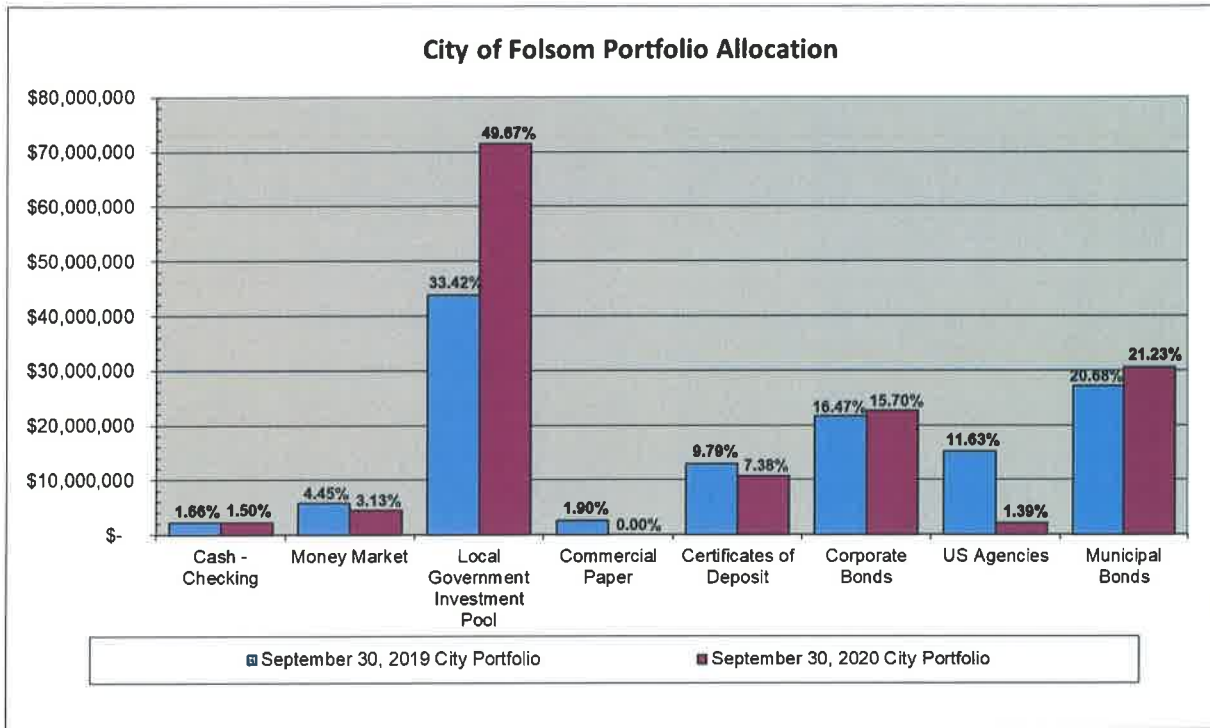
The City’s projected cash needs for the next six months are sufficiently provided for by anticipated revenues and the liquidity of its cash and investments. In addition, in accordance with Section 3.30.020(c) of the Municipal Code, less than 50% of the City’s total cash is invested for a period longer than one year.



**Investment Performance**

The City’s Portfolio Management Summary report for the month of September 2020 is presented in attachment 1 to this report. Portfolio investment earnings (including pooled equity earnings for the RDSA and FPFA) for the three-month quarter ending September 30, 2020 totaled \$561,782. The total rate of return of the investment portfolio for the same period was 1.49%.

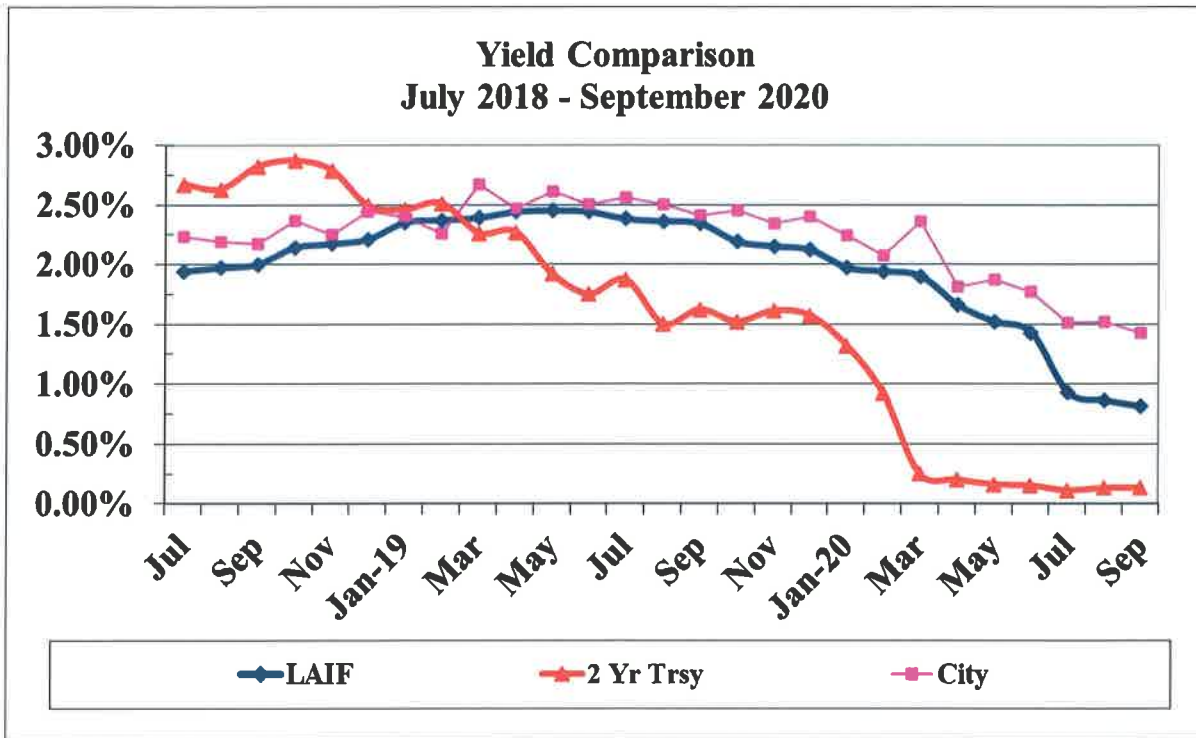
The following graph illustrates the total dollar amount and allocation percentages for September 30, 2019 and September 30, 2020. The percentages in this graph are based on book value.



A detailed listing of the portfolio holdings as of September 30, 2020 is included in Attachment 2 to this report.

The Local Government Investment Pool (LAIF) yield typically moves in the same direction as market yields, but is less volatile, lagging somewhat behind market moves. This can be seen in the chart on the next page, illustrating the historical monthly change in yield from July 2017 through June 2020 for LAIF and two-year US Treasury securities. The effective rate of return for the City Portfolio is also included.

The Federal Funds rate reached its post-2008 global economic downturn peak at 2.50% in December 2018. The Federal Open Market Committee (FOMC) began lowering the rate in July 2019, with three cuts resulting in the Federal Funds rate at 1.75% as of December 31, 2019. Due to the Covid-19 pandemic, the FOMC cut rates twice in March, by 50 basis points on March 3<sup>rd</sup>, and 1% on March 15<sup>th</sup>. The effect of these rate cuts was to push down borrowing costs to help consumers and businesses handle the financial challenges posed by the economic slowdown that has resulted from the pandemic. It is anticipated that the Federal Funds rate will remain at this effective floor for a considerable period of time, likely until 2023 or beyond.



A listing of transactions for the first quarter of fiscal year 2021 is included in Attachment 3 to this report.

**Folsom Redevelopment Successor Agency**

**Total Cash and Investments**

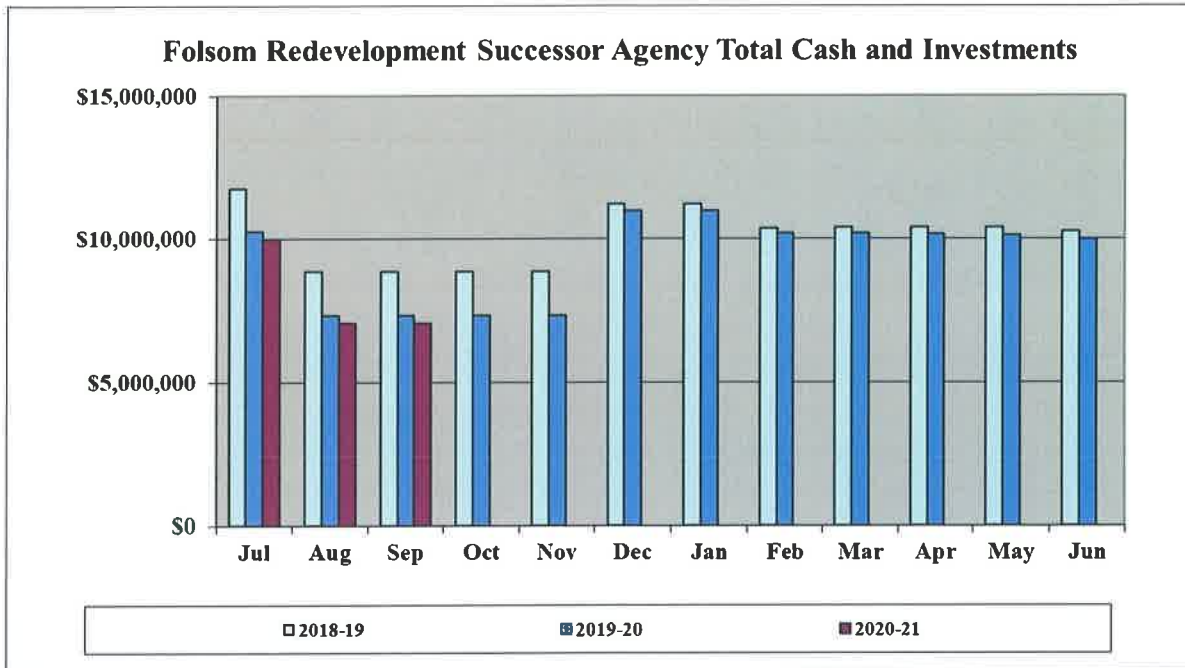
The RDSA had total cash and investments of \$7,059,862 as of September 30, 2020. This is a decrease of \$256,086 (2%) since September 30, 2019. The cash held by the RDSA is comprised of city-held funds, as well as 2011 bond proceeds to be utilized for housing and non-housing projects. These proceeds held by the Agency are broken out individually in the Portfolio Management Summary in Attachment 1.

The following table and graph illustrate the monthly balances and their respective percentage changes for the reporting period. Monthly fluctuations in cash and investments are the result of typical receipt of revenues less expenditures for operations, debt service, and capital improvements.

**Folsom Redevelopment Successor Agency**

	2020-21	Monthly Change	2019-20	Monthly Change	Yearly \$ Change	Yearly % Change
<b>Jul</b>	\$ 10,002,863		\$ 10,258,949		\$ (256,086)	-2%
<b>Aug</b>	\$ 7,059,737	-29%	\$ 7,325,874	-29%	\$ (266,137)	-4%
<b>Sep</b>	\$ 7,059,862	0%	\$ 7,325,990	0%	\$ (266,129)	-4%





The RDSA’s projected cash needs for the next six months are sufficiently provided for by anticipated revenues and the liquidity of its cash and investments.

**Investment Performance**

The RDSA’s Portfolio Management Summary report for the month of September 2020 is presented in Attachment 1. The RDSA’s investment earnings for the three-month quarter ending September 30, 2020 totaled \$26,675. The effective rate of return for the RDSA investment portfolio for the same time period is 1.47%.

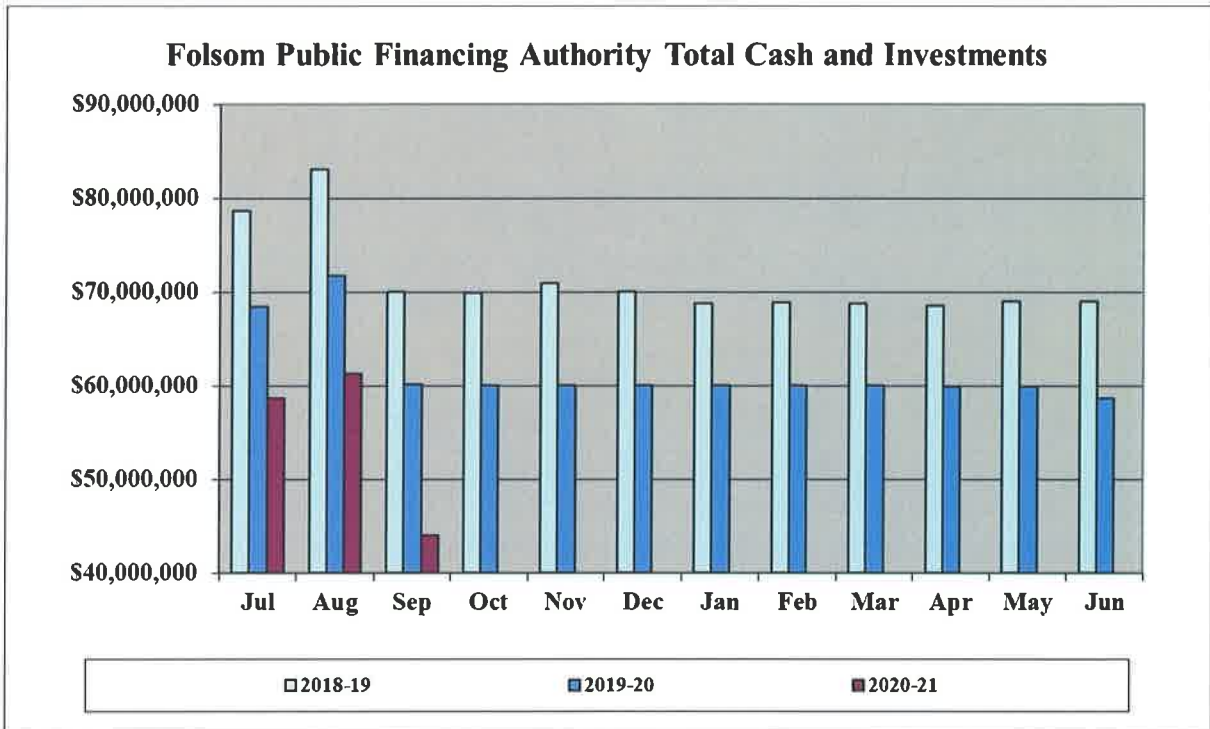
***Folsom Public Financing Authority***

**Total Cash and Investments**

The FPPA cash and investments totaled \$43,955,323 as of September 30, 2020. This is a decrease of \$16,156,790 (27%) from September 30, 2019. Monthly fluctuations in cash and investments are the result of typical receipt of debt service repayment revenues and the subsequent debt service expenditures. Additionally, on July 23, 2020, Community Facilities District No. 10 (CFD No. 10) issued \$6,394,000 in Special Tax Refunding Bonds, Series 2020 that refunded the Series 2010 CFD No. 10 Special Tax Bonds held as investments in FPPA, thus reducing FPPA investments by an additional \$9,325,000. The Series 2020 Bonds are not held as investments of FPPA. The following table and graph illustrate the monthly balances and their respective percentage changes for the reporting period.

**Folsom Public Financing Authority**

	2020-21	Monthly Change	2019-20	Monthly Change	Yearly \$ Change	Yearly % Change
<b>Jul</b>	\$ 58,623,181		\$ 68,442,988		\$ (9,819,807)	-14%
<b>Aug</b>	\$ 61,219,871	4%	\$ 71,705,665	5%	\$ (10,485,794)	-15%
<b>Sep</b>	\$ 43,955,323	-28%	\$ 60,112,114	-16%	\$ (16,156,790)	-27%



The FPFA’s projected cash needs for the next six months are sufficiently provided for by anticipated revenues and the liquidity of its cash and investments.

**Investment Performance**

The FPFA’s Portfolio Management Summary report for the month of September 2020 is presented in attachment 1. The FPFA’s investment earnings for the three-month quarter ending September 30, 2020 totaled \$442,182. The effective rate of return for the FPFA investment portfolio for the same time period is 3.31%.

***Folsom Ranch Financing Authority***

**Total Cash and Investments**

The FRFA cash and investments totaled \$71,105,000 as of September 30, 2020, an increase of \$9,260,000 from the prior year. This increase is due to the issuance of \$9,695,000 Community Facilities District No. 21 (White Rock Springs Ranch) Local Obligations on December 19, 2019. The only other activity within FRFA was the maturing of \$435,000 of local obligations held by FRFA on September 1, 2020.

The Authority's projected cash needs for the next six months are sufficiently provided for by anticipated revenues and the liquidity of its cash and investments.

**Investment Performance**

The FRFA's Portfolio Management Summary report for the month of September 2020 is presented in attachment 1. The FRFA's investment earnings for the three-month quarter ending September 30, 2020 totaled \$867,998.50. The effective rate of return for the FRFA investment portfolio for the same time period is 4.95%.

***South of 50 Parking Authority***

**Total Cash and Investments**

The South of 50 Parking Authority cash and investments totaled \$0 as of September 30, 2020.

The Authority's projected cash needs for the next six months are sufficiently provided for by anticipated revenues and the liquidity of its cash and investments.

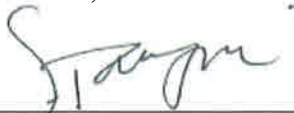
**Investment Performance**

There is no investment activity for the South of 50 Parking Authority.

**ATTACHMENTS**

1. City of Folsom, Folsom Redevelopment Successor Agency, Folsom Public Financing Authority, and Folsom Ranch Financing Authority Portfolio Management Summary September 2020
2. City of Folsom Portfolio Holdings as of September 30, 2020
3. City of Folsom Transaction Summary, First Quarter of Fiscal Year 2021

Submitted,

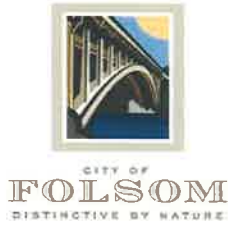



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Stacey Tamagni, Finance Director

Agency Finance Officer  
 Folsom Public Financing Authority Treasurer  
 Folsom Ranch Financing Authority Treasurer  
 South of 50 Parking Authority Treasurer

Attachment 1  
City of Folsom, Folsom Redevelopment Successor Agency, Folsom  
Public Financing Authority, and Folsom Ranch Financing Authority  
Portfolio Management Summary September 2020



**City of Folsom**  
**Combined City of Folsom, Redevelopment**  
**Successor Agency, FPFA & FRFA**  
**Portfolio Summaries**  
**September 30, 2020**

12/08/2020 Item No.22.

50 Natoma St.  
 Folsom, CA 95630  
 (916) 351-3345

City of Folsom	YTM @ Cost	Face Amount/ Shares	Cost Value	Book Value	Market Value	Days to Maturity	Accrued Interest	% of Portfolio
Cash	0.093%	2,157,137.00	2,157,137.00	2,157,137.00	2,157,137.00	1	-	1.50
Certificate Of Deposit	2.336%	10,602,000.00	10,602,000.00	10,602,000.00	10,994,711.18	596	60,344.95	7.38
Corporate Bond	2.528%	22,530,000.00	22,581,690.00	22,573,687.30	22,968,765.50	776	167,097.79	15.67
FHLMC Bond	1.850%	2,000,000.00	2,000,000.00	2,000,000.00	2,005,280.00	58	12,641.67	1.39
Local Government Investment Pool	0.843%	71,392,652.75	71,392,652.75	71,392,652.75	71,392,652.75	1	-	49.66
Money Market	0.010%	4,505,688.55	4,505,688.55	4,505,688.55	4,505,688.55	1	-	3.13
Municipal Bond	1.983%	30,562,142.36	30,455,171.51	30,515,962.56	31,187,143.79	763	132,513.60	21.26
<b>Total / Average</b>	<b>1.436%</b>	<b>\$ 143,749,620.66</b>	<b>\$ 143,694,339.81</b>	<b>\$ 143,747,128.16</b>	<b>\$ 145,211,378.77</b>	<b>329</b>	<b>\$ 372,598.01</b>	<b>100.00</b>

Pooled Equity	Book Value	% of Portfolio	Interest Earnings (FY)	Total Rate of Return (FY)
City of Folsom Cash and Investments (excluding RDSA, FPFA & FRFA amounts)	\$ 136,560,676.61	95.00%	\$ 561,781.98	1.49%
Redevelopment Successor Agency (included in RDSA Investment Report)	7,059,162.06	4.91%	26,675.19	1.47%
Public Financing Authority (included in PFA Investment Report)	127,289.49	0.09%	442,182.03	3.31%
Folsom Ranch Financing Authority (included in FRFA Investment Report)	-	0.00%	867,998.50	4.95%
<b>Total Pooled Equity</b>	<b>\$ 143,747,128.16</b>	<b>100.00%</b>		

Redevelopment Successor Agency	YTM @ Cost	Face Amount/ Shares	Cost Value	Book Value	Market Value	Days to Maturity	Accrued Interest	% of Portfolio
Cash	1.439%	(45,010.11)	(45,010.11)	(45,010.11)	(45,010.11)	1	-	-0.64
Non-Housing 2011A Proceeds	1.439%	2,591,295.00	2,591,295.00	2,591,295.00	2,591,295.00	1	-	36.71
Housing 2011B Proceeds	1.439%	4,512,877.17	4,512,877.17	4,512,877.17	4,512,877.17	1	-	63.93
Money Market	0.040%	43.29	43.29	43.29	43.29	1	-	0.00
<b>Total / Average</b>	<b>1.439%</b>	<b>\$ 7,059,205.35</b>	<b>\$ 7,059,205.35</b>	<b>\$ 7,059,205.35</b>	<b>\$ 7,059,205.35</b>	<b>1</b>	<b>\$ -</b>	<b>100.00</b>

Folsom Public Financing Authority	YTM @ Cost	Face Amount/ Shares	Cost Value	Book Value	Market Value	Days to Maturity	Accrued Interest	% of Portfolio
Cash	1.430%	127,289.49	127,289.49	127,289.49	127,289.49	1	-	0.29
Money Market	0.040%	67,826.71	67,826.71	67,826.71	67,826.71	1	-	0.15
Municipal Bond	3.015%	43,760,207.02	43,760,207.02	43,760,207.02	43,760,207.02	3005	106,293.16	99.56
<b>Total / Average</b>	<b>3.006%</b>	<b>\$ 43,955,323.22</b>	<b>\$ 43,955,323.22</b>	<b>\$ 43,955,323.22</b>	<b>\$ 43,955,323.22</b>	<b>2992</b>	<b>\$ 106,293.16</b>	<b>100.00</b>

Folsom Ranch Financing Authority	YTM @ Cost	Face Amount/ Shares	Cost Value	Book Value	Market Value	Days to Maturity	Accrued Interest	% of Portfolio
Municipal Bond	4.870%	71,105,000.00	71,105,000.00	71,105,000.00	71,105,000.00	7802	278,974.46	100.00
<b>Total / Average</b>	<b>4.870%</b>	<b>\$ 71,105,000.00</b>	<b>\$ 71,105,000.00</b>	<b>\$ 71,105,000.00</b>	<b>\$ 71,105,000.00</b>	<b>7802</b>	<b>\$ 278,974.46</b>	<b>100.00</b>

Stacey Tamagni, Finance Director

November 24, 2020

Date

Attachment 2  
City of Folsom Portfolio Holdings as of September 30, 2020

## City of Folsom Portfolio Holdings

Portfolio Holdings for Inv. Report  
Report Format: By Transaction  
Portfolio / Report Group: City of Folsom

Group By: Security Type  
Average By: Face Amount / Shares  
As of 9/30/2020

Description	Issuer	Coupon Rate	Face Amt/Shares	% of Portfolio
<b>Cash</b>				
Wells Fargo Cash	Wells Fargo	0.000	157,137.00	0.11
Wells Fargo Cash	Wells Fargo	0.100	2,000,000.00	1.39
Sub Total / Average Cash		0.093	2,157,137.00	1.50
<b>Certificate Of Deposit</b>				
Ally Bank 2 10/26/2020	Ally Bank	2.000	247,000.00	0.17
American Express - Centurion 2.3 4/5/2021	American Express - Centurion	2.300	247,000.00	0.17
Appalachian Community CU 3.2 2/28/2022	Appalachian Community CU	3.200	245,000.00	0.17
Belmont Savings Bank 2.75 3/14/2023	Belmont Savings Bank	2.750	246,000.00	0.17
Beneficial Bank 2.15 10/18/2022	Beneficial Bank	2.150	247,000.00	0.17
BMW Bank 2.1 9/15/2021	BMW Bank	2.100	247,000.00	0.17
CenterState Bank, NA 1.4 3/30/2022	CenterState Bank, NA	1.400	248,000.00	0.17
CIT Bank, NA 1.05 3/28/2022	CIT Bank, NA	1.050	248,000.00	0.17
Citibank, NA 2.8 4/26/2021	Citibank, NA	2.800	245,000.00	0.17
Citizens Deposit Bank of Arlington, Inc. 3.1 6/29/	Citizens Deposit Bank of Arlington, Inc.	3.100	246,000.00	0.17
Discover Bank 2.25 2/15/2022	Discover Bank	2.250	247,000.00	0.17
East Boston Savings Bank 2.3 7/30/2021	East Boston Savings Bank	2.300	247,000.00	0.17
Essential FCU 3.55 12/5/2023	Essential FCU	3.550	245,000.00	0.17
Farmer's & Merchants Bank 3.3 9/27/2023	Farmer's & Merchants Bank	3.300	245,000.00	0.17
First Bank of Highland Park 2.2 8/23/2022	First Bank of Highland Park	2.200	247,000.00	0.17
Greenstate Credit Union 1.9 2/28/2022	Greenstate Credit Union	1.900	249,000.00	0.17
HSBC Bank Step 11/17/2020-18	HSBC Bank	3.100	245,000.00	0.17
Investors Bank 2.1 12/28/2020	Investors Bank	2.100	247,000.00	0.17
Jefferson Financial FCU 2.45 11/10/2022	Jefferson Financial FCU	2.450	245,000.00	0.17
Keesler FCU 3.05 8/30/2021	Keesler FCU	3.050	249,000.00	0.17
LCA Bank 2.1 6/21/2021	LCA Bank	2.100	247,000.00	0.17
Medallion Bank 2.15 10/11/2022	Medallion Bank	2.150	247,000.00	0.17
Mercantil Commercebank NA 1.65 6/24/2021	Mercantil Commercebank NA	1.650	247,000.00	0.17
Morgan Stanley Bank, NA 2.2 7/25/2024	Morgan Stanley Bank, NA	2.200	247,000.00	0.17
Morgan Stanley Private Bank, NA 2.2 7/18/2024	Morgan Stanley Private Bank, NA	2.200	247,000.00	0.17
National Cooperative Bank, NA 3.4 12/21/2023	National Cooperative Bank, NA	3.400	245,000.00	0.17
Neighbors FCU 3.3 9/19/2023	Neighbors FCU	3.300	245,000.00	0.17
Public Service CU 3.15 10/26/2021	Public Service CU	3.150	245,000.00	0.17
Raymond James Bank, NA 1.95 8/23/2023	Raymond James Bank, NA	1.950	247,000.00	0.17
Sallie Mae Bank 2.6 4/18/2022	Sallie Mae Bank	2.600	246,000.00	0.17
Synchrony Bank 2.4 5/19/2022	Synchrony Bank	2.400	240,000.00	0.17

Synovus Bank 1.45 10/17/2022	Synovus Bank	1.450	248,000.00	0.17
Third Federal Savings and Loan 2 7/28/2021	Third Federal Savings and Loan	2.000	245,000.00	0.17
TIAA, FSB 2.2 8/16/2022	TIAA, FSB	2.200	247,000.00	0.17
Townebank 2.8 11/24/2020	Townebank	2.800	246,000.00	0.17
UBS Bank USA 2.9 4/3/2024	UBS Bank USA	2.900	249,000.00	0.17
Uinta County Bank 2.6 2/16/2023	Uinta County Bank	2.600	246,000.00	0.17
Valley Strong CU 1.1 9/20/2021	Valley Strong CU	1.100	249,000.00	0.17
Valliance Bank 1.55 2/19/2021	Valliance Bank	1.550	247,000.00	0.17
Vibrant CU 3.1 12/21/2020	Vibrant CU	3.100	246,000.00	0.17
VisionBank of Iowa 2.15 5/31/2022	VisionBank of Iowa	2.150	247,000.00	0.17
Wells Fargo National Bank West LV 1.9 1/29/2023	Wells Fargo National Bank West LV	1.900	249,000.00	0.17
Wex Bank 1.4 4/8/2022	Wex Bank	1.400	248,000.00	0.17
<b>Sub Total / Average Certificate Of Deposit</b>		<b>2.354</b>	<b>10,602,000.00</b>	<b>7.38</b>

<b>Corporate Bond</b>				
American Express Credit 2.25 5/5/2021-21	American Express Credit	2.250	1,000,000.00	0.70
Bank of America Corp 3.499 8/17/2022-21	Bank of America Corp	3.499	2,000,000.00	1.39
Bank of America Corp Step 2/10/2025-21	Bank of America Corp	2.125	2,000,000.00	1.39
Bank of Montreal Step 7/30/2025-21	Bank of Montreal	1.000	2,000,000.00	1.39
Bank of NY Mellon 2.6 2/7/2022-22	Bank of NY Mellon	2.600	1,000,000.00	0.70
Bank of NY Mellon 3.5 4/28/2023	Bank of NY Mellon	3.500	1,000,000.00	0.70
Barclays Bank PLC 3 10/17/2023-22	Barclays Bank PLC	3.000	2,000,000.00	1.39
JPMorgan Chase & Co 2.55 3/1/2021-21	JPMorgan Chase & Co	2.550	2,000,000.00	1.39
MUFG Union Bank NA 3.15 4/1/2022-22	MUFG Union Bank NA	3.150	1,000,000.00	0.70
PNC Bank NA 2.15 4/29/2021-21	PNC Bank NA	2.150	1,000,000.00	0.70
PNC Bank NA 2.15 4/29/2021-21	PNC Bank NA	2.150	1,000,000.00	0.70
State Street Corp 2.653 5/15/2023-22	State Street Corp	2.653	2,530,000.00	1.76
Wells Fargo & Co 2.5 3/4/2021	Wells Fargo & Co	2.500	2,000,000.00	1.39
Wells Fargo & Co 2.625 7/22/2022	Wells Fargo & Co	2.625	1,000,000.00	0.70
Wells Fargo & Co. 3.069 1/24/2023-22	Wells Fargo & Co.	3.069	1,000,000.00	0.70
<b>Sub Total / Average Corporate Bond</b>		<b>2.555</b>	<b>22,530,000.00</b>	<b>15.67</b>

<b>FHLMC Bond</b>				
FHLMC 1.85 11/27/2020-17	FHLMC	1.850	2,000,000.00	1.39
<b>Sub Total / Average FHLMC Bond</b>		<b>1.850</b>	<b>2,000,000.00</b>	<b>1.39</b>

<b>Local Government Investment Pool</b>				
LAIF City LGIP	LAIF City	0.843	51,252,548.94	35.65
LAIF FPFA LGIP	LAIF FPFA	0.843	20,140,103.81	14.01
<b>Sub Total / Average Local Government Investment Pool</b>		<b>0.843</b>	<b>71,392,652.75</b>	<b>49.66</b>

<b>Money Market</b>				
Wells Fargo MM	Wells Fargo	0.010	1,204,193.14	0.84
Wells Fargo MM	Wells Fargo	0.010	3,301,495.41	2.30
<b>Sub Total / Average Money Market</b>		<b>0.010</b>	<b>4,505,688.55</b>	<b>3.13</b>

<b>Municipal Bond</b>				
Alvord USD GOBs 1.062 8/1/2025	Alvord USD GOBs	1.062	1,280,000.00	0.89
CA St DWR Pwr Supp Rev 1.713 5/1/2021	CA St DWR Pwr Supp Rev	1.713	742,142.36	0.52
CA St DWR Pwr Supp Rev 2 5/1/2022	CA St DWR Pwr Supp Rev	2.000	1,000,000.00	0.70



CA St DWR Pwr Supp Rev 2 5/1/2022	CA St DWR Pwr Supp Rev	2.000	1,000,000.00	0.70
CA St DWR Pwr Supp Rev 5 5/1/2021	CA St DWR Pwr Supp Rev	5.000	500,000.00	0.35
Cabrillo CCD 1.913 2/1/2021	Cabrillo CCD	1.913	225,000.00	0.16
Cabrillo CCD 1.913 8/1/2022	Cabrillo CCD	1.913	230,000.00	0.16
Cal St Hlth Fac Fin Auth Rev 1.893 6/1/2022	Cal St Hlth Fac Fin Auth Rev	1.893	1,000,000.00	0.70
Carson RDA SA TABs 2.742 2/1/2021	Carson RDA SA TABs	2.742	145,000.00	0.10
Carson RDA SA TABs 2.992 2/1/2022-17	Carson RDA SA TABs	2.992	100,000.00	0.07
Carson RDASA TABs 0.909 8/1/2022	Carson RDASA TABs	0.909	400,000.00	0.28
Carson RDASA TABs 0.981 8/1/2023	Carson RDASA TABs	0.981	300,000.00	0.21
Carson RDASA TABs 1.188 8/1/2024	Carson RDASA TABs	1.188	400,000.00	0.28
Carson RDASA TABs 1.288 8/1/2025	Carson RDASA TABs	1.288	300,000.00	0.21
Cent. Contra Costa San Dist Rev. Bonds 2.96 9/1/20	Cent. Contra Costa San Dist Rev. Bonds	2.960	235,000.00	0.16
Citrus CCD GOBs 0.669 8/1/2024	Citrus CCD GOBs	0.669	400,000.00	0.28
Citrus CCD GOBs 0.819 8/1/2025	Citrus CCD GOBs	0.819	400,000.00	0.28
Coast CCD GOBs 1.975 8/1/2023	Coast CCD GOBs	1.975	1,265,000.00	0.88
CSU Revenue Bonds 0.685 11/1/2024	CSU Revenue Bonds	0.685	500,000.00	0.35
CSU Revenue Bonds 2.982 11/1/2021	CSU Revenue Bonds	2.982	300,000.00	0.21
Davis RDA-SA TABs 1.68 9/1/2021	Davis RDA-SA TABs	1.680	1,200,000.00	0.83
Davis RDA-SA TABs 1.72 9/1/2022	Davis RDA-SA TABs	1.720	1,225,000.00	0.85
Davis RDA-SA TABs 1.75 9/1/2023	Davis RDA-SA TABs	1.750	625,000.00	0.43
Gilroy USD 1.721 8/1/2021	Gilroy USD	1.721	320,000.00	0.22
Highland RDA-SA TABs 2 2/1/2021	Highland RDA-SA TABs	2.000	405,000.00	0.28
Highland RDA-SA TABs 2.25 2/1/2022	Highland RDA-SA TABs	2.250	390,000.00	0.27
Imperial CCD 1.874 8/1/2021	Imperial CCD	1.874	200,000.00	0.14
LA Cnty RDA Ref Auth 2 9/1/2022	LA Cnty RDA Ref Auth	2.000	1,235,000.00	0.86
Long Beach CCD 1.738 8/1/2021	Long Beach CCD	1.738	780,000.00	0.54
Marin CCD GOBs 2.243 8/1/2021-16	Marin CCD GOBs	2.243	650,000.00	0.45
Murrieta RDA-SA TABs 2.25 8/1/2021	Murrieta RDA-SA TABs	2.250	350,000.00	0.24
Murrieta RDA-SA TABs 2.5 8/1/2022	Murrieta RDA-SA TABs	2.500	250,000.00	0.17
Oxnard SD GOBs 0.587 8/1/2022	Oxnard SD GOBs	0.587	700,000.00	0.49
Oxnard SD GOBs 0.82 8/1/2024	Oxnard SD GOBs	0.820	345,000.00	0.24
Rancho Santiago CCD GOBs 0.634 9/1/2024	Rancho Santiago CCD GOBs	0.634	1,000,000.00	0.70
Riverside Cnty PFA 1.84 7/1/2023	Riverside Cnty PFA	1.840	195,000.00	0.14
San Francisco RDA SA TABs 2.796 8/1/2021	San Francisco RDA SA TABs	2.796	1,000,000.00	0.70
San Jose RDA-SA 2.63 8/1/2022	San Jose RDA-SA	2.630	1,000,000.00	0.70
San Jose RDA-SA 2.63 8/1/2022	San Jose RDA-SA	2.630	1,000,000.00	0.70
San Jose RDASA TABs 2.828 8/1/2023	San Jose RDASA TABs	2.828	500,000.00	0.35
SF BART Rev Bonds 2.621 7/1/2023-17	SF BART Rev Bonds	2.621	735,000.00	0.51
State of CA GO 2.5 10/1/2022	State of CA GO	2.500	1,000,000.00	0.70
Univ of CA Revenue 0.628 5/15/2023-23	Univ of CA Revenue	0.628	125,000.00	0.09
Univ of CA Revenue 0.833 5/15/2024-24	Univ of CA Revenue	0.833	250,000.00	0.17
Univ of CA Revenue 2.15 5/15/2021-17	Univ of CA Revenue	2.150	1,000,000.00	0.70
Univ of CA Revenue 2.553 5/15/2021-19	Univ of CA Revenue	2.553	300,000.00	0.21
Univ of CA Revenue 2.657 5/15/2023-19	Univ of CA Revenue	2.657	500,000.00	0.35
Univ of CA Revenue 3.283 5/15/2022-18	Univ of CA Revenue	3.283	500,000.00	0.35
West Contra Costa USD 1.434 8/1/2022	West Contra Costa USD	1.434	360,000.00	0.25
West Contra Costa USD 1.761 8/1/2024	West Contra Costa USD	1.761	1,000,000.00	0.70

West Contra Costa USD GOBs 3.031 8/1/2021	West Contra Costa USD GOBs	3.031	300,000.00	0.21
West Sacramento Area Flood Control Agy 1.797 9/1/2	West Sacramento Area Flood Control Ag	1.797	200,000.00	0.14
West Sacramento Area Flood Control Agy 1.847 9/1/2	West Sacramento Area Flood Control Ag	1.847	200,000.00	0.14
Sub Total / Average Municipal Bond		1.941	30,562,142.36	21.26
Total / Average		1.433	143,749,620.66	100.00

Attachment 3  
City of Folsom Transaction Summary, First Quarter of Fiscal Year 2021

## City of Folsom Transactions Summary

Transaction Summary - Investment Report

Group By: Action

Portfolio / Report Group: City of Folsom

Begin Date: 07/01/2020, End Date: 09/30/2020

Description	Security Type	Settlement Date	Maturity Date	Face Amt/Shares	Principal	YTM @ Cost
<b>Buy</b>						
Alvord USD GOBs 1.062 8/1/2025	Municipal Bond	09/17/2020	08/01/2025	1,280,000.00	1,289,856.00	0.900
Bank of Montreal Step 7/30/2025-21	Corporate Bond	07/30/2020	07/30/2025	2,000,000.00	2,000,000.00	1.147
Carson RDASA TABs 0.909 8/1/2022	Municipal Bond	09/03/2020	08/01/2022	400,000.00	400,000.00	0.909
Carson RDASA TABs 0.981 8/1/2023	Municipal Bond	09/03/2020	08/01/2023	300,000.00	300,000.00	0.981
Carson RDASA TABs 1.188 8/1/2024	Municipal Bond	09/03/2020	08/01/2024	400,000.00	400,000.00	1.188
Carson RDASA TABs 1.288 8/1/2025	Municipal Bond	09/03/2020	08/01/2025	300,000.00	300,000.00	1.288
Citrus CCD GOBs 0.669 8/1/2024	Municipal Bond	08/04/2020	08/01/2024	400,000.00	400,000.00	0.669
Citrus CCD GOBs 0.819 8/1/2025	Municipal Bond	08/04/2020	08/01/2025	400,000.00	400,000.00	0.819
CSU Revenue Bonds 0.685 11/1/2024	Municipal Bond	09/17/2020	11/01/2024	500,000.00	500,000.00	0.685
Oxnard SD GOBs 0.587 8/1/2022	Municipal Bond	09/03/2020	08/01/2022	700,000.00	700,000.00	0.587
Oxnard SD GOBs 0.82 8/1/2024	Municipal Bond	09/03/2020	08/01/2024	345,000.00	345,000.00	0.820
Rancho Santiago CCD GOBs 0.634 9/1/2024	Municipal Bond	09/02/2020	09/01/2024	1,000,000.00	1,000,000.00	0.634
Univ of CA Revenue 0.628 5/15/2023-23	Municipal Bond	07/16/2020	05/15/2023	125,000.00	125,000.00	0.628
Univ of CA Revenue 0.833 5/15/2024-24	Municipal Bond	07/16/2020	05/15/2024	250,000.00	250,000.00	0.833
<b>Sub Total / Average Buy</b>				<b>8,400,000.00</b>	<b>8,409,856.00</b>	
<b>Called</b>						
BMO Harris Bank NA 2 10/18/2023-20	Certificate Of Depos	07/18/2020	10/18/2023	248,000.00	248,000.00	0.000
Citibank NA 2.125 10/20/2020-20	Corporate Bond	09/20/2020	10/20/2020	1,000,000.00	1,000,000.00	0.000
FFCB 2 9/23/2022-20	FFCB Bond	09/23/2020	09/23/2022	1,000,000.00	1,000,000.00	0.000
FHLMC 2.15 8/7/2024-20	FHLMC Bond	08/07/2020	08/07/2024	1,000,000.00	1,000,000.00	0.000
JPMorgan Chase & Co 2.295 8/15/2021-20	Corporate Bond	08/15/2020	08/15/2021	1,000,000.00	1,000,000.00	0.000
SunTrust Bank Step 1/30/2023-20	Certificate Of Depos	07/30/2020	01/30/2023	245,000.00	245,000.00	0.000
<b>Sub Total / Average Called</b>				<b>4,493,000.00</b>	<b>4,493,000.00</b>	
<b>Matured</b>						
Capital One Bank USA NA 2.35 8/26/2020	Certificate Of Depos	08/26/2020	08/26/2020	247,000.00	247,000.00	0.000
FFCB 2.6 9/14/2020	FFCB Bond	09/14/2020	09/14/2020	1,000,000.00	1,000,000.00	0.000
Fullerton RDA SA TABs 5.774 9/1/2020	Municipal Bond	09/01/2020	09/01/2020	100,000.00	100,000.00	0.000
Imperial CCD 1.854 8/1/2020	Municipal Bond	08/01/2020	08/01/2020	200,000.00	200,000.00	0.000
Murrieta RDA-SA TABs 2 8/1/2020	Municipal Bond	08/01/2020	08/01/2020	400,000.00	400,000.00	0.000
Riverside CCD 2.848 8/1/2020	Municipal Bond	08/01/2020	08/01/2020	500,000.00	500,000.00	0.000
San Dieguito USD GOBs 2.793 8/1/2020	Municipal Bond	08/01/2020	08/01/2020	500,000.00	500,000.00	0.000
San Jose RDA-SA 2.259 8/1/2020	Municipal Bond	08/01/2020	08/01/2020	1,000,000.00	1,000,000.00	0.000
Santa Clara County GOBs 2.125 8/1/2020	Municipal Bond	08/01/2020	08/01/2020	1,000,000.00	1,000,000.00	0.000
Santa Rosa RDSA 2.75 8/1/2020	Municipal Bond	08/01/2020	08/01/2020	400,000.00	400,000.00	0.000
Santee CDC Successor Ag 2 8/1/2020	Municipal Bond	08/01/2020	08/01/2020	385,000.00	385,000.00	0.000
Vacaville RDA-SA TABs 1.848 9/1/2020	Municipal Bond	09/01/2020	09/01/2020	450,000.00	450,000.00	0.000
<b>Sub Total / Average Matured</b>				<b>6,182,000.00</b>	<b>6,182,000.00</b>	