



# Agenda

## City Council Regular Meeting

Folsom City Hall | City Council Chambers, First Floor

50 Natoma Street, Folsom, CA 95630

February 27, 2024, 6:30 PM

## 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 generally 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	Online	On TV
		
City Council meetings take place at City Hall, 50 Natoma Street	Watch the livestream and replay past meetings on the city website, <a href="http://www.folsom.ca.us">www.folsom.ca.us</a>	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 OF  
**FOLSOM**  
DISTINCTIVE BY NATURE

**City Council Regular Meeting**  
**Folsom City Hall | City Council Chambers, First Floor**  
**50 Natoma Street, Folsom, CA 95630**  
[www.folsom.ca.us](http://www.folsom.ca.us)

**Tuesday, February 27, 2024 6:30 PM**

*Mike Kozlowski, Mayor*

*Sarah Aquino, Vice Mayor*  
*Rosario Rodriguez, Councilmember*

*YK Chalamcherla, Councilmember*  
*Anna Rohrbough, Councilmember*

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**AGENDA**

**CALL TO ORDER**

**ROLL CALL:**

**Councilmembers:** Chalamcherla, Rodriguez, Rohrbough, Aquino, Kozlowski

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**

**SCHEDULED PRESENTATIONS:**

1. Sacramento Regional Transit Presentation on Proposed Folsom Bus Route Changes
2. Presentation by the Public Works Department Regarding Fleet Conversion to Electric Vehicles

**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 generally 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. Councilmembers may pull an item for discussion.

- [3.](#) Approval of February 13, 2024 Special and Regular Meeting Minutes
- [4.](#) Resolution No. 11168 – A Resolution Authorizing the City Manager to Execute a Program Supplement Agreement with Caltrans for the Roundabout Policy and Feasibility Study, Project No. PW2403, Federal Project No. 5288(054)
- [5.](#) Resolution No. 11169 – A Resolution Authorizing the City Manager to Execute Amendment No. 1 to the Agreement (Contract No. 173-21 23-017) with Water Works Engineers, LLC for Design and Engineering Services During Construction for the Basin 4 Phase 2 Sewer Rehabilitation Project and the Water System Rehabilitation Project No. 4 and Appropriation of Funds
- [6.](#) Resolution No. 11170– A Resolution Authorizing the City Manager to Execute an Amendment to the Agreement for Fire Station 34 Construction Management Services with FDC Consultants and Appropriation of Funds
- [7.](#) Resolution No. 11171 – A Resolution Authorizing the City Manager to Execute a Design and Consulting Services Contract with Kimley Horn and Associates, Inc. for the Roundabout Policy and Feasibility Study, Project No. PW2403, Federal Project No. 5288(054)
- [8.](#) Resolution No. 11172 - A Resolution Amending Resolution No. 10913 and approving the updated City Impact and Connection Fee schedule for Law Enforcement, Fire Suppression, General Facilities, Vehicles and Equipment, Park Improvement, Humbug-Willow Creek, Housing Trust, Water, Sanitary Sewer, Solid Waste, Transportation Improvement, Drainage, and Light Rail Impact Fees
- [9.](#) Resolution No. 11173 - A Resolution Directing the Preparation Of Engineer's Report for the Following Landscaping and Lighting Districts for Fiscal Year 2024-2025 American River Canyon North, American River Canyon North No. 2, American River Canyon North No. 3, Blue Ravine Oaks, Blue Ravine Oaks No. 2, Briggs Ranch, Broadstone, Broadstone No. 4, Broadstone Unit No. 3, Cobble Ridge, Cobble Hills Ridge II/Reflections II, Folsom Heights, Folsom Heights No. 2, Hannaford Cross, Lake Natoma Shores, Los Cerros, Natoma Station, Natoma Valley, Prairie Oaks Ranch, Prairie Oaks Ranch No. 2, Prospect Ridge, Sierra Estates, Silverbrook, Steeplechase, The Residences at American River Canyon, The Residences at American River Canyon II, Willow Creek Estates East, Willow Creek Estates East No. 2, Willow Creek Estates South, and Willow Springs
- [10.](#) Resolution No. 11174 - A Resolution Authorizing the City Manager to Execute a Construction Agreement with MCM Roofing Company, Inc. for the Emergency Replacement of 79 Skylights at the Andy Morin Sports Complex and Appropriation of Contingency Funds
- [11.](#) Resolution No. 11175 - A Resolution Authorizing the City Manager to Execute Amendment No. 2 to the Agreement (Contract No. 046-21 21-005) with Badger Meter, Inc. to Purchase Badger Cellular Endpoints for a Three Year Pilot Automated Metering Infrastructure Network for the City of Folsom Water Meter Division
- [12.](#) Resolution No. 11176 – A Resolution Authorizing the City Manager to Execute Amendment No. 1 to the Agreement (Contract No. 046-21 21-007) with Badger Meter, Inc. for the Purchase of 1-Inch Water Meters and Appropriation of Funds

## **COUNCIL REQUESTS FOR FUTURE AGENDA ITEMS**

## **CITY MANAGER REPORTS**

## **COUNCIL COMMENTS**

## **ADJOURNMENT**

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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.

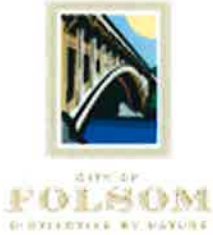
As presiding officer, the Mayor has the authority to preserve order at all City Council meetings, to remove or cause the removal of any person from any such meeting for disorderly conduct, or for making personal, impertinent, or slanderous remarks, using profanity, or becoming boisterous, threatening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



# Folsom City Council Staff Report

<b>MEETING DATE:</b>	2/27/2024
<b>AGENDA SECTION:</b>	Scheduled Presentations
<b>SUBJECT:</b>	Sacramento Regional Transit Presentation on Proposed Folsom Bus Route Changes
<b>FROM:</b>	Community Development Department

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

Representatives from Sacramento Regional Transit will present information on the proposed changes to bus service in Folsom. The details of the proposed changes are included in Attachment 1. The changes will be presented for action at an upcoming Regional Transit board meeting on March 11, 2024.

### **ATTACHMENTS**

1. SacRT Draft Service Changes for 2024

Submitted,

\_\_\_\_\_  
Pam Johns, Community Development Director

# **Attachment 1**

## **SacRT Draft Service Changes for 2024**



Service Changes for 2024  
Draft Plan and Title VI Equity Analysis

January 31, 2024

SacRT is currently considering major service changes on several bus and light rail routes, as discussed in this Draft Plan and Title VI Equity Analysis. Public comments are being sought on the proposed plan and Title VI equity analysis. This draft plan will be made available to the public via sacrt.com on Friday, January 31, 2024 for public review, with comments due on Friday, March 1, 2024. Staff intends to present a final version to the SacRT Board of Directors on Monday, March 11, 2024, for potential approval.

Draft Plan Released	1/31/24
Comments Due	3/1/24
Board Approval	3/11/24
Changes Take Effect *	8/25/24

\* Most, but not all, proposed changes would take effect on August 25, 2024.

**Overview**

In 2024, SacRT will complete its Folsom-15 project, improving frequency on the light rail Gold Line to every 15 minutes to and from Folsom. This new service will be the culmination of over a decade of capital planning and grant awards; however, SacRT policy still requires a Title VI analysis and public review before implementing any major service change such as this.

In addition to the planned improvements to the Gold Line, staff has developed changes to connecting Folsom bus service, which would trim service to some low-ridership stops, and eliminate one minimally-used route, but yield sufficient savings to allow addition of first-ever weekend bus service in Folsom, complementing the investment in the Gold Line.

Improvements to hours of service would also be made to several major bus routes, helping to provide more consistent and reliable connections at the end of the service day, across the network.

This report also discusses two services that would be fully funded by contracts with partner agencies, including the #137 UCDMC Elk Grove Express and the planned ACE/Airport Express.

**SACRAMENTO**  
**REGIONAL TRANSIT**   
 Draft Service Changes for 2024  
 January 31, 2024

**Proposed Changes**

Route	Proposed Changes
Gold Line	Improve frequency to and from Folsom to every 15 minutes weekdays from approximately 6:15 am to 7:15 pm.
Gold Line	Add a Saturday departure from Folsom at 7:00 am and Sunday/Holiday departures from Folsom at 7:00, 7:30, 8:00, 8:30, 9:00, and 9:30 am. Add Sunday/Holiday departures from Sacramento Valley Station to Sunrise at 9:19 and 9:49 pm.
F10 Folsom	Eliminate service to stops on American River Canyon Drive, except for the first morning trip and last two evening trips. No changes to service on existing stops on Main and Madison, in Orangevale. Add weekend and holiday service, including stops on Main and Madison, but not on American River Canyon Drive.
F30 Folsom Prison	Eliminate Route F30, which currently provides morning and afternoon peak-hour service between the Glenn light rail station area and Folsom Prison, due to low ridership and coverage by SmarT Ride.
1 Greenback	Add one evening trip on Saturday departing Watt/I-80 light rail station at 9:36 pm to improve frequency to every 30 minutes and provide a better connection with the Blue Line.
26 Fulton Watt	<p>Add weekday trips departing University/65th St station at 8:47 and 9:47 pm and departing Watt &amp; Elverta at 8:33 pm (arriving at University/65th Street station at 9:30 pm) to improve frequency to every 30 minutes and provide better connections with #81 Florin.</p> <p>Add Saturday trips departing Watt &amp; Elverta at 6:58, and 7:58 pm and departing University/65th St Station at 6:17, 7:17, 8:17, and 9:17 pm to improve frequency to every 30 minutes and improve connections with the Gold Line and #81 Florin.</p> <p>Add Sunday/Holiday trips departing Watt &amp; Elverta at 7:58 pm and departing University/65th St station at 9:17 pm to improve connections with the Gold Line and other bus routes.</p>



**SACRAMENTO**  
 REGIONAL TRANSIT   
 Draft Service Changes for 2024  
 January 31, 2024

**Proposed Changes, cont.**

Route	Proposed Changes
<p align="center">33 Dos Rios</p>	<p>Extend evening hours so that the last trip departs Alkali Flat station at approximately 6:44 pm, contingent upon securing \$115,000 of grant funds.</p>
<p align="center">51 Stockton Broadway</p>	<p>Due to low ridership and to normalize headways at every 15 minutes and free up a bus to help alleviate overcrowding on Route 81 from heavy student loads, shift the weekday morning 6:20, 6:35, 6:50, and 6:58 am 8th &amp; F St departures to 6:25, 6:40, 6:55, and 7:10 am and eliminate the 7:12 am departure. Also, shift the 6:01, 6:16, 6:31, and 6:43 am Florin Towne Centre departures to 6:05, 6:20, 6:35, and 6:50 am and eliminate the 6:55 am departure.</p>
<p align="center">81 Florin/65th St (Mon-Fri)</p>	<p>To provide additional capacity during times of heavy student ridership, add or extend several weekday trips. Add a weekday morning trip from University/65th St station at 6:57 am. Extend the existing 7:44 am Florin Towne Centre departure so that it departs from University/65th St station at 7:33 am. Add a 6:59 am departure from Florin and Riverside going all the way to University/65th St station. On weekday afternoons, extend the existing 4:19, 4:49, and 5:19 pm Florin Towne Centre departures so that they depart from University/65th St station at 3:56, 4:28, and 5:02 pm. Also extend the existing 3:28, 4:01, and 4:27 arrivals at Florin Towne Centre to University/65th St station, arriving at 3:48, 4:18, and 4:48 pm.</p>
<p align="center">81 Florin/65th St (Sat/Sun/Hol)</p>	<p>Add one Saturday evening trip departing University/65th St station at 9:13 pm to improve frequency to every 30 minutes and provide a better connection with the Gold Line and #87 Howe.</p> <p>Add Sunday/Holiday trips departing Florin &amp; Riverside at 6:48 and 7:48 pm and departing University/65th St station at 7:43 and 9:13 pm to provide better connections with the Gold Line and #87 Howe.</p>

**SACRAMENTO**   
REGIONAL TRANSIT  
Draft Service Changes for 2024  
January 31, 2024

**Proposed Changes, cont.**

Route	Proposed Changes
84 Watt	<p>Add Saturday departures from Watt/Manlove station at 6:35, 7:35, 8:35, and 9:35 pm and from Watt &amp; Elverta at 7:07 am and at 7:07, 8:07, and 9:07 pm to improve frequency to every 30 minutes and improve connections with the Blue Line, Gold Line, and multiple bus routes.</p> <p>Add a Sunday/Holiday departure from Watt/Manlove station at 9:05 pm and from Watt &amp; Elverta at 8:37 pm, to improve span of service, consistent with other major routes.</p>
93 Hillsdale	<p>Add one weekday trip departing Louis &amp; Orlando transit center at 7:04 am to close a 54-minute gap in service.</p>
137 UCDMC Elk Grove Express	<p>Add two new trips departing UC Davis Medical Center at 3:30 and 7:30 pm, contingent on execution of an amendment to the cost-sharing agreement with UC Davis Health.</p>
ACE Airport Express	<p>Potentially create an express bus route from the future San Joaquin/Altamont Commuter Express (ACE) Natomas train station planned for Elkhorn Blvd, to begin service in 2027, contingent on execution of a cost-sharing agreement with the San Joaquin Regional Rail Commission.</p>

**SACRAMENTO REGIONAL TRANSIT**  
 Draft Service Changes for 2024  
 January 31, 2024

**Gold Line**

*Proposed Changes* – Effective Summer 2024, depending on the date of project completion, service between Sunrise and Folsom would be improved from every 30 minutes to every 15 minutes during the day on weekdays. The first new trip from Historic Folsom would depart at 6:15 am and the last new trip from Folsom would depart at 7:15 pm. An additional trip would also be added departing Sacramento Valley Station at 6:34 pm, going to Sunrise, to make weekday service more consistent with Saturday service, which already has a trip at this time.

On Saturdays, Sundays, and Holidays, frequency would remain the same, but some new trips would be added to fill significant gaps in the existing schedule. On Saturdays, one new train would arrive at Historic Folsom at 6:48 am and depart at 7:00 am. Currently, the first train departs Historic Folsom at 7:30 am. On Sundays and Holidays, six new morning round trips to Folsom would be added, with departures from Historic Folsom at 7:00, 7:30, 8:00, 8:30, 9:00, and 9:30 am. Currently, the first trip from Historic Folsom on Sundays and Holidays does not depart until 10:00 am. These changes would create a 7:00 am beginning of service on weekends and holidays, which would match the first bus trip on the proposed new weekend service for Folsom Route F10, discussed separately.

On Sunday and Holiday evenings, one round trip to Folsom will be added, arriving at 9:48 and departing at 10:00 pm, so that the 8:49 pm departure from Sacramento Valley goes all the way to Folsom. New departures from Sacramento Valley would also be added at 9:19 and 9:49 pm, to provide a later end-of-service on the Gold Line but going only to Sunrise.



**SACRAMENTO**   
**REGIONAL TRANSIT**  
 Draft Service Changes for 2024  
 January 31, 2024

**Gold Line – Monday to Friday  
 Proposed New Schedule**

Effective Summer 2024  
 (Exact Date TBD)

Monday to Friday						
Sac Valley	Sunrise	Historic Folsom	Historic Folsom	Sunrise	8th & K	Sac Valley
				4:58a	5:40a	5:44a
3:49a	4:35a	4:48a	5:00a	5:13a	5:55a	5:59a
4:04a	4:50a			5:28a	6:10a	6:14a
4:19a	5:05a	5:18a	5:30a	5:43a	6:25a	6:29a
4:34a	5:20a			5:58a	6:40a	6:44a
4:49a	5:35a	5:48a	6:00a	6:13a	6:55a	6:59a
5:04a	5:50a	<i>6:03a</i>	<i>6:15a</i>	6:28a	7:10a	7:14a
5:19a	6:05a	6:18a	6:30a	6:43a	7:25a	7:29a
5:34a	6:20a	<i>6:33a</i>	<i>6:45a</i>	6:58a	7:40a	7:44a
5:49a	6:35a	6:48a	7:00a	7:13a	7:55a	7:59a
6:04a	6:50a	<i>7:03a</i>	<i>7:15a</i>	7:28a	8:10a	8:14a
6:19a	7:05a	7:18a	7:30a	7:43a	8:25a	8:29a
6:34a	7:20a	<i>7:33a</i>	<i>7:45a</i>	7:58a	8:40a	8:44a
6:49a	7:35a	7:48a	8:00a	8:13a	8:55a	8:59a
7:04a	7:50a	<i>8:03a</i>	<i>8:15a</i>	8:28a	9:10a	9:14a
7:19a	8:05a	8:18a	8:30a	8:43a	9:25a	9:29a
7:34a	8:20a	<i>8:33a</i>	<i>8:45a</i>	8:58a	9:40a	9:44a
7:49a	8:35a	8:48a	9:00a	9:13a	9:55a	9:59a
8:04a	8:50a	<i>9:03a</i>	<i>9:15a</i>	9:28a	10:10a	10:14a
8:19a	9:05a	9:18a	9:30a	9:43a	10:25a	10:29a
8:34a	9:20a	<i>9:33a</i>	<i>9:45a</i>	9:58a	10:40a	10:44a
8:49a	9:35a	9:48a	10:00a	10:13a	10:55a	10:59a
9:04a	9:50a	<i>10:03a</i>	<i>10:15a</i>	10:28a	11:10a	11:14a
9:19a	10:05a	10:18a	10:30a	10:43a	11:25a	11:29a
9:34a	10:20a	<i>10:33a</i>	<i>10:45a</i>	10:58a	11:40a	11:44a
9:49a	10:35a	10:48a	11:00a	11:13a	11:55a	11:59a
10:04a	10:50a	<i>11:03a</i>	<i>11:15a</i>	11:28a	12:10p	12:14p
10:19a	11:05a	11:18a	11:30a	11:43a	12:25p	12:29p
10:34a	11:20a	<i>11:33a</i>	<i>11:45a</i>	11:58a	12:40p	12:44p
10:49a	11:35a	11:48a	12:00p	12:13p	12:55p	12:59p
11:04a	11:50a	<i>12:03p</i>	<i>12:15p</i>	12:28p	1:10p	1:14p
11:19a	12:05p	12:18p	12:30p	12:43p	1:25p	1:29p
11:34a	12:20p	<i>12:33p</i>	<i>12:45p</i>	12:58p	1:40p	1:44p
11:49a	12:35p	12:48p	1:00p	1:13p	1:55p	1:59p
12:04p	12:50p	<i>1:03p</i>	<i>1:15p</i>	1:28p	2:10p	2:14p
12:19p	1:05p	1:18p	1:30p	1:43p	2:25p	2:29p
12:34p	1:20p	<i>1:33p</i>	<i>1:45p</i>	1:58p	2:40p	2:44p
12:49p	1:35p	1:48p	2:00p	2:13p	2:55p	2:59p

Monday to Friday						
Sac Valley	Sunrise	Historic Folsom	Historic Folsom	Sunrise	8th & K	Sac Valley
				2:28p	3:10p	3:14p
1:04p	1:50p	<i>2:03p</i>	<i>2:15p</i>	2:30p	2:43p	3:29p
1:19p	2:05p	2:18p	2:30p	2:58p	3:40p	3:44p
1:34p	2:20p	<i>2:33p</i>	<i>2:45p</i>	3:13p	3:55p	3:59p
1:49p	2:35p	2:48p	3:00p	3:28p	4:10p	4:14p
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3:19p	4:05p	4:18p	4:30p	4:58p	5:40p	5:44p
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3:49p	4:35p	4:48p	5:00p	5:28p	6:10p	6:14p
4:04p	4:50p	<i>5:03p</i>	<i>5:15p</i>	5:30p	6:25p	6:29p
4:19p	5:05p	5:18p	5:30p	5:58p	6:40p	6:44p
4:34p	5:20p	<i>5:33p</i>	<i>5:45p</i>	6:13p	6:55p	6:59p
4:49p	5:35p	5:48p	6:00p	6:28p	7:10p	7:14p
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5:19p	6:05p	6:18p	6:30p	6:58p	7:40p	7:44p
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7:49p	8:35p	8:48p	9:00p	9:13p	9:55p	9:59p
8:19p	9:05p	9:18p	9:30p	9:43p	10:25p	10:29p
8:49p	9:35p	9:48p	10:00p	10:13p	10:55p	
9:19p	10:05p	10:18p	10:30p	10:43p	11:25p	
9:49p	10:35p	10:48p	11:00p	11:13p	11:55p	
10:19p	11:05p	11:18p	11:30p	11:43p	12:25a	
10:49p	11:35p					

New trips/time points are indicated in shaded cells with italicized text.



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**Gold Line – Saturdays  
Proposed New Schedule**

Effective Summer 2024  
(Exact Date TBD)

Saturday						
Sac Valley	Sunrise	Historic Folsom	Historic Folsom	Sunrise	8th & K	Sac Valley
4:49a	5:35a			5:43a	6:25a	6:29a
5:19a	6:05a			6:13a 6:43a	6:55a 7:25a	6:59a 7:29a
5:49a	6:35a	<i>6:48a</i>	<i>7:00a</i>	7:13a	7:55a	7:59a
6:19a	7:05a	7:18a	7:30a	7:43a	8:25a	8:29a
6:49a	7:35a	7:48a	8:00a	8:13a	8:55a	8:59a
7:19a	8:05a	8:18a	8:30a	8:43a	9:25a	9:29a
7:49a	8:35a	8:48a	9:00a	9:13a	9:55a	9:59a
8:19a	9:05a	9:18a	9:30a	9:43a 9:58a	10:25a 10:40a	10:29a 10:44a
8:49a	9:35a	9:48a	10:00a	10:13a	10:55a	10:59a
9:04a	9:50a			10:28a	11:10a	11:14a
9:19a	10:05a	10:18a	10:30a	10:43a	11:25a	11:29a
9:34a	10:20a			10:58a	11:40a	11:44a
9:49a	10:35a	10:48a	11:00a	11:13a	11:55a	11:59a
10:04a	10:50a			11:28a	12:10p	12:14p
10:19a	11:05a	11:18a	11:30a	11:43a	12:25p	12:29p
10:34a	11:20a			11:58a	12:40p	12:44p
10:49a	11:35a	11:48a	12:00p	12:13p	12:55p	12:59p
11:04a	11:50a			12:28p	1:10p	1:14p
11:19a	12:05p	12:18p	12:30p	12:43p	1:25p	1:29p
11:34a	12:20p			12:58p	1:40p	1:44p
11:49a	12:35p	12:48p	1:00p	1:13p	1:55p	1:59p
12:04p	12:50p			1:28p	2:10p	2:14p
12:19p	1:05p	1:18p	1:30p	1:43p	2:25p	2:29p
12:34p	1:20p			1:58p	2:40p	2:44p
12:49p	1:35p	1:48p	2:00p	2:13p	2:55p	2:59p

Saturday						
Sac Valley	Sunrise	Historic Folsom	Historic Folsom	Sunrise	8th & K	Sac Valley
1:04p	1:50p			2:28p	3:10p	3:14p
1:19p	2:05p	2:18p	2:30p	2:43p	3:25p	3:29p
1:34p	2:20p			2:58p	3:40p	3:44p
1:49p	2:35p	2:48p	3:00p	3:13p	3:55p	3:59p
2:04p	2:50p			3:28p	4:10p	4:14p
2:19p	3:05p	3:18p	3:30p	3:43p	4:25p	4:29p
2:34p	3:20p			3:58p	4:40p	4:44p
2:49p	3:35p	3:48p	4:00p	4:13p	4:55p	4:59p
3:04p	3:50p			4:28p	5:10p	5:14p
3:19p	4:05p	4:18p	4:30p	4:43p	5:25p	5:29p
3:34p	4:20p			4:58p	5:40p	5:44p
3:49p	4:35p	4:48p	5:00p	5:13p	5:55p	5:59p
4:04p	4:50p			5:28p	6:10p	6:14p
4:19p	5:05p	5:18p	5:30p	5:43p	6:25p	6:29p
4:34p	5:20p			5:58p	6:40p	6:44p
4:49p	5:35p	5:48p	6:00p	6:13p	6:55p	6:59p
5:04p	5:50p			6:28p	7:10p	7:14p
5:19p	6:05p	6:18p	6:30p	6:43p	7:25p	7:29p
5:34p	6:20p			6:58p	7:40p	7:44p
5:49p	6:35p	6:48p	7:00p	7:13p	7:55p	7:59p
6:04p	6:50p			7:28p	8:10p	8:14p
6:19p	7:05p	7:18p	7:30p	7:43p	8:25p	8:29p
6:34p	7:20p			7:58p	8:40p	8:44p
6:49p	7:35p	7:48p	8:00p	8:13p	8:55p	8:59p
7:04p	7:50p			8:28p	9:10p	9:14p
7:19p	8:05p	8:18p	8:30p	8:43p	9:25p	9:29p
7:49p	8:35p	8:48p	9:00p	9:13p	9:55p	9:59p
8:19p	9:05p	9:18p	9:30p	9:43p	10:25p	10:29p
8:49p	9:35p	9:48p	10:00p	10:13p	10:55p	10:59p
9:19p	10:05p	10:18p	10:30p	10:43p	11:25p	11:29p
9:49p	10:35p	10:48p	11:00p	11:13p	11:55p	11:59p
10:19p	11:05p	11:18p	11:30p	11:43p	11:25a	11:29a

New trips/time points are indicated in shaded cells with italicized text.

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**Gold Line – Sundays/Holidays  
 Proposed New Schedule**

Effective Summer 2024  
 (Exact Date TBD)

Sunday and Holiday						
Sac Valley	Sunrise	Historic Folsom	Historic Folsom	Sunrise	8th & K	Sac Valley
4:49a	5:35a			5:43a	6:25a	6:29a
5:19a	6:05a			6:13a	6:55a	6:59a
				6:43a	7:25a	7:29a
5:49a	6:35a	<i>6:48a</i>	<i>7:00a</i>	7:13a	7:55a	7:59a
6:19a	7:05a	<i>7:18a</i>	<i>7:30a</i>	7:43a	8:25a	8:29a
6:49a	7:35a	<i>7:48a</i>	<i>8:00a</i>	8:13a	8:55a	8:59a
7:19a	8:05a	<i>8:18a</i>	<i>8:30a</i>	8:43a	9:25a	9:29a
7:49a	8:35a	<i>8:48a</i>	<i>9:00a</i>	9:13a	9:55a	9:59a
8:19a	9:05a	<i>9:18a</i>	<i>9:30a</i>	9:43a	10:25a	10:29a
8:49a	9:35a	9:48a	10:00a	10:13a	10:55a	10:59a
9:19a	10:05a	10:18a	10:30a	10:43a	11:25a	11:29a
				10:58a	11:40a	11:44a
9:49a	10:35a	10:48a	11:00a	11:13a	11:55a	11:59a
10:04a	10:50a			11:28a	12:10p	12:14p
10:19a	11:05a	11:18a	11:30a	11:43a	12:25p	12:29p
10:34a	11:20a			11:58a	12:40p	12:44p
10:49a	11:35a	11:48a	12:00p	12:13p	12:55p	12:59p
11:04a	11:50a			12:28p	1:10p	1:14p
11:19a	12:05p	12:18p	12:30p	12:43p	1:25p	1:29p
11:34a	12:20p			12:58p	1:40p	1:44p
11:49a	12:35p	12:48p	1:00p	1:13p	1:55p	1:59p
12:04p	12:50p			1:28p	2:10p	2:14p
12:19p	1:05p	1:18p	1:30p	1:43p	2:25p	2:29p
12:34p	1:20p			1:58p	2:40p	2:44p
12:49p	1:35p	1:48p	2:00p	2:13p	2:55p	2:59p

Sunday and Holiday						
Sac Valley	Sunrise	Historic Folsom	Historic Folsom	Sunrise	8th & K	Sac Valley
1:04p	1:50p			2:28p	3:10p	3:14p
1:19p	2:05p	2:18p	2:30p	2:43p	3:25p	3:29p
1:34p	2:20p			2:58p	3:40p	3:44p
1:49p	2:35p	2:48p	3:00p	3:13p	3:55p	3:59p
2:04p	2:50p			3:28p	4:10p	4:14p
2:19p	3:05p	3:18p	3:30p	3:43p	4:25p	4:29p
2:34p	3:20p			3:58p	4:40p	4:44p
2:49p	3:35p	3:48p	4:00p	4:13p	4:55p	4:59p
3:04p	3:50p			4:28p	5:10p	5:14p
3:19p	4:05p	4:18p	4:30p	4:43p	5:25p	5:29p
3:34p	4:20p			4:58p	5:40p	5:44p
3:49p	4:35p	4:48p	5:00p	5:13p	5:55p	5:59p
4:04p	4:50p			5:28p	6:10p	6:14p
4:19p	5:05p	5:18p	5:30p	5:43p	6:25p	6:29p
4:34p	5:20p			6:13p	6:55p	6:59p
4:49p	5:35p	5:48p	6:00p	6:13p	6:55p	6:59p
5:19p	6:05p	6:18p	6:30p	6:43p	7:25p	7:29p
5:49p	6:35p	6:48p	7:00p	7:13p	7:55p	7:59p
6:19p	7:05p	7:18p	7:30p	7:43p	8:25p	8:29p
6:49p	7:35p	7:48p	8:00p	8:13p	8:55p	<i>8:59p</i>
7:19p	8:05p	8:18p	8:30p	8:43p	9:25p	<i>9:29p</i>
7:49p	8:35p	8:48p	9:00p	9:13p	9:55p	
8:19p	9:05p	9:18p	9:30p	9:43p	10:25p	
8:49p	9:35p	<i>9:48p</i>	<i>10:00p</i>	<i>10:13p</i>	<i>10:55p</i>	
<i>9:19p</i>	<i>10:05p</i>			<i>10:43p</i>	<i>11:25p</i>	
<i>9:49p</i>	<i>10:35p</i>					

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*Ridership* – Existing ridership on the Gold Line is approximately 8,900 boarding passengers per weekday. The Folsom stations, including Hazel, account for 1,130 of those daily passenger trips. The headway improvements affect most of the day, but not the evenings. For the affected hours of the day, ridership on the Folsom segment averages 960 boardings per weekday. SacRT expects 35 percent ridership growth during these hours, which yields an additional 335 passenger boardings per day. An additional 140 bus transfers are also expected to result from the new Gold Line service, yielding a total of 475 new passenger boardings per weekday on the overall system from the weekday frequency improvements. The additional trips are expected to add another 57 daily riders, plus 23 transfers, for 75 new trips on the system. Altogether, the weekday improvements are expected to add 554 new passenger trips per day, including transfers on connecting lines, adding up to 140,842 passenger boardings per year.

Saturday ridership is expected to grow by 1,400 per year, including transfers. Sunday and Holiday service, which would have more new trips, would see an additional 26,339 passenger boardings per year.

Altogether, the weekday and weekend/holiday changes are projected to increase systemwide ridership by approximately 168,000 boardings per year.



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*Peak Passenger Loads* – On average, passenger loads on morning Gold Line trains currently peak at 73 passengers at University/65th Street station, on the 7:00 am departure from Folsom. Although total ridership should increase 35 percent on the Folsom segment, capacity will essentially increase 100 percent during affected hours. The total ridership on the line, instead of being concentrated onto two trips per hour, should spread out more evenly with four trips per hour.

On that basis, the existing peak load of 73 passengers on the 7:00 am train should actually decrease by 8 to 64 passengers. But the new 7:15 train (currently running only from Sunrise) will see its peak load increase by 17 passengers, from 39 to 56, at the max load point. In other words, total ridership will increase, but crowding will be reduced on the existing Folsom trips because riders will shift to what are now Sunrise trains.



*Capacity* – Each of the new Siemens s700 cars has 58 seats, so a 2-car train will have 116 seats, which is sufficient for the existing peak load of 73 passengers as well as the projected future peak load of 64 passengers, although seasonal and day-to-day variation are expected to increase the peak load above 64 passengers on many days.

Afternoon service has a similar existing peak load of 76 passengers, on average. On Saturdays, passenger loads peak around 35, with Sunday and Holiday trains averaging peak passenger loads of about 25. With two-car trains being standard, no capacity problems are anticipated on weekends either.



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*Fiscal Impact* – Operating costs would increase by an estimated \$2.75 million per year, before factoring in any additional fare revenue. With an estimated 168,000 new passenger boardings per year, the cost per passenger is expected to be approximately \$16. Passenger fares average \$1.01 per boarding, equating to approximately \$100,000 in new fare revenue, bringing the net cost to approximately \$2.65 million in FY 2024 dollars.

*Background* – The Gold Line was extended from Sunrise to Folsom in 2005. Double tracks were built only to the Hazel station, allowing only one train outbound of Hazel at a time and limiting service on the Folsom segment to every 30 minutes. Construction of a second track at Glenn station, which will be complete in Summer 2024, will allow two trains on the Folsom segment to pass one another. This will enable SacRT to run trains every 15 minutes to and from Folsom.

*Demographics* – Overall, Gold Line riders are 50.3 percent minority. Riders that use the three Folsom light rail stations are 56.0 percent minority. The latter figures are believed to be most representative of populations benefiting from the new Folsom light rail service. This compares to 67.5 percent minority riders across the SacRT system. Minority populations would therefore be underrepresented by the Gold Line improvements, although the difference is less than 15 percent, SacRT’s standard of statistical significance.

**Demographics of Gold Line Riders**

	Percent Minority	Percent Low-Income
Gold Line Overall	50.3%	45.6%
Folsom Stations	56.0%	41.2%
SacRT Systemwide Average	67.5%	55.5%

Overall, Gold Line riders are also 45.6 percent low-income. Riders that use the three Folsom light rail stations are 41.2 percent low-income. This compares to 55.5 percent low-income riders across the SacRT system. Low-income populations would therefore also be underrepresented by the Gold Line improvements, although the difference is again slightly less than 15 percent, SacRT’s standard of statistical significance.

For Title VI purposes, all proposed service changes are considered cumulatively, which is discussed in a later section.

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## #F30 Folsom Prison

*Proposed Changes* – Effective August 25, 2024, the F30 Folsom Prison bus route would be eliminated. Currently, Route F30 runs from Glenn light rail station to Folsom Prison every 30 minutes from 6:00 a.m. to 8:00 a.m. and from the prison every 30 minutes from 2:35 p.m. to 4:35 p.m. on weekdays.

*Alternative Routes* – SmaRT Ride microtransit is available for curb-to-curb service within Folsom city limits, including all points along the F30 Folsom Prison route at the same fares as the F30 Folsom Prison.

*Ridership Impact* – The F30 Folsom Prison route averages fewer than 3 passenger boardings per day and only approximately 250 per year. At 4.5 revenue hours per day, this works out to 0.6 boardings per revenue hour. SacRT believes 100 percent of these riders would be recaptured by SmaRT Ride at no additional cost.

*Justification* – The F30 Folsom Prison route was created before SacRT annexed Folsom transit service into the district. Because ridership averages only 3 daily boardings, staff believes it would be more cost-effective to eliminate the route and transition the riders to SmaRT Ride. If approved, prior to elimination, notices would be given out to riders on the bus explaining how to use SmaRT Ride, which is open to the public and does not require a smart phone to use. SacRT remains committed to funding SmaRT Ride in Folsom from state and other ongoing revenue sources, because SmaRT Ride essentially replaced Folsom's prior general public dial-a-ride service.

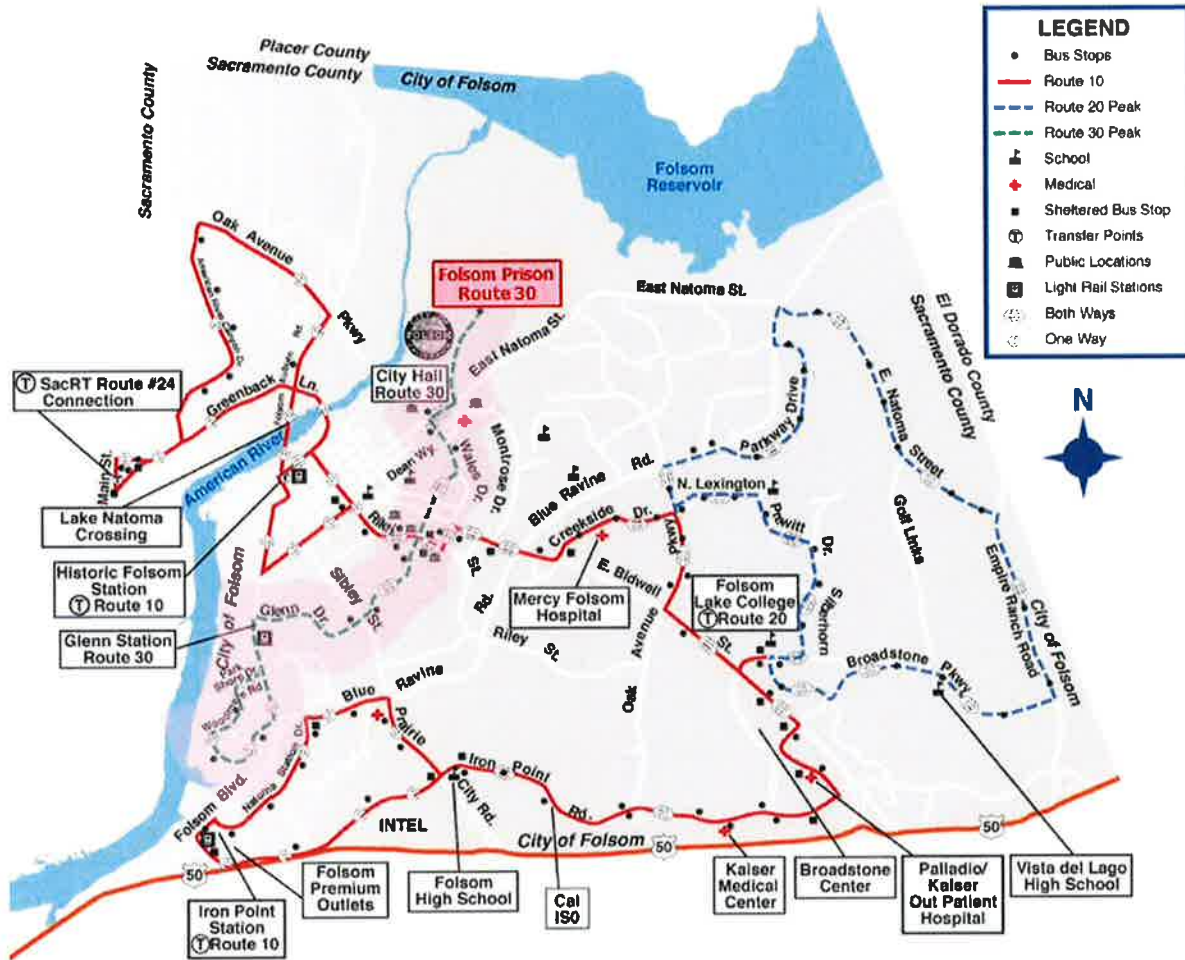
Annual savings of \$245,000 from elimination of F30 Folsom Prison would also help SacRT pay for new weekend and holiday service on F10 Folsom, discussed in more detail separately.

*Demographics* – Passenger surveys conducted on Folsom bus routes in August 2023 indicated that riders were 56.0 percent minority and 64.0 percent low-income. The percent minority found by surveys was identical to prior surveys of light rail riders in Folsom, however, the 64.0 percent low-income was considerably higher than the 41.2 percent low-income for Folsom light rail riders. It is still less than 15 percent different than SacRT's overall systemwide average of 55.5 percent low-income, so it is not a statistically significant difference. Also, the magnitude of this change is relatively small. Any negative impact from eliminating Route F30 would be mitigated by adding weekend and holiday service to Route F10. SacRT also believes most or all F30 riders would be able to use SmaRT Ride instead, at the same fare.

*Fiscal Impact* – Eliminating the F30 Folsom Prison bus route would save approximately \$245,000 per year.

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**#F30 Folsom Prison**



Route F30 would be eliminated, effective August 25, 2024.

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## #F10 Folsom

*Proposed Changes* – Effective August 25, 2024, service on Route F10 on American River Canyon Drive, Oak Avenue Parkway, and Folsom-Auburn Road would be eliminated, north of the American River, except on the first morning trip and the last two evening trips. Saturday, Sunday and Holiday service would also be introduced on the remainder of Route F10, including stops on Madison Ave and Main Ave, north of the river, but excluding the American River Canyon Drive loop, and excluding the first trip from Historic Folsom at 5:27 am. Currently, Folsom has no bus service on weekends or holidays, so this new service would be the only bus service in Folsom on weekends and holidays. A full schedule is included below.

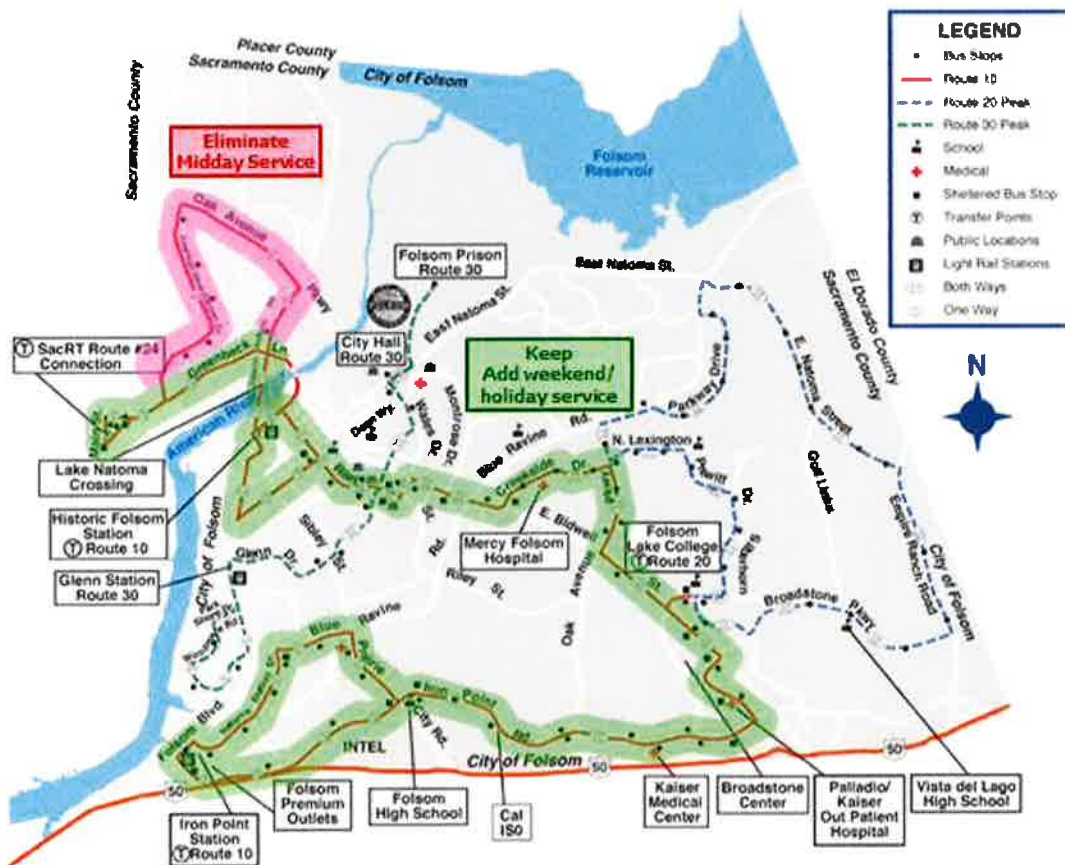
*Justification* – Currently, Route F10 takes approximately 1 hour and 59 minutes per round trip. At hourly frequency, this results in operator breaks at one end of the route being either one minute or an hour and one minute. Staff believes that elimination of the canyon loop is justified for a number of reasons, including:

- (1) Allowing a more reasonable operator break
- (2) Affecting very few total riders
- (3) Availability of alternative service (i.e., Smart Ride)
- (4) The \$305,000 annual savings from this proposed change can help pay for weekend bus service, which does not currently exist in Folsom, but would cost \$406,000 annually
- (5) The weekend service, though not highly productive, would likely be substantially more productive than the existing American River Canyon Drive loop, raising the overall productivity of the route, which is currently below standard
- (6) New weekend bus service would help feed light rail, making light rail more productive as well
- (7) The shortened loop north of the river will allow north-of-the-river riders, two-thirds of whom board on Main Ave or Madison Ave, to reach light rail sooner, at :06 to :09 after the hour, allowing them to catch one of the new Folsom trains departing at :15 after, rather than their existing :30 after train, saving them an additional 15 minutes on their journey
- (8) Potential SacRT GO savings, by offering a fixed-route bus alternative on weekends.

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*Alternative Routes* – SmarT Ride is available on weekdays throughout the entire City of Folsom, including the American River Canyon Drive loop, where Route F10 service would be reduced. Service hours for SmarT Ride are 7:00 a.m. to 7:00 p.m, Monday to Friday. Currently, the first pick-up on the canyon loop is at 7:01 am, dropping riders off at light rail at 7:14 am. This first trip on the American River Canyon Drive loop averages two riders per day and is the only trip to average more than one rider per day. Although this is not a large number of riders, staff recommends this trip continue to stop on the American River Canyon Drive loop as-is, to help assure a timely connection to light rail for commuters heading into Sacramento. Although SmarT Ride begins at 7:00 a.m., the first hour of service can often have wait times over 30 minutes. Keeping the American River Canyon Drive stops on the first morning F10 trip will help assure residents there will continue to arrive in time to catch their normal train.

**#F10 Folsom**



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After that first morning trip, the American River Canyon Drive trips average one or fewer riders per trip and would be eliminated; however, riders would be able to use SmaRT Ride instead. The last two trips of the day on Route F10, which currently come through American River Canyon Drive at 6:05 and 7:05 pm, would also be retained as-is, serving American River Canyon Drive, to augment SmaRT Ride as a means to assure a return trip to American River Canyon Drive. All trips on Route F10 would continue to cross the river and stop on Madison Ave and Main Ave. Only the American River Canyon Drive loop would be affected, and only during the midday, when ridership is at its lowest.



*New Weekend Service* – The savings from eliminating service north of the river would help SacRT afford new weekend and holiday service on the remainder of Route F10. Currently, Folsom has no weekend transit service other than SacRT GO paratransit (see further explanation below regarding weekend service on SacRT GO). Surveyors recently riding Route F10 reported that the top request they heard from riders, anecdotally, was for weekend service on Route F10. Current and former F10 bus operators also reported that weekend service was the most commonly heard request. Surveyors observed that although a great deal of Route F10 riders are students, either at Folsom High School or Folsom Lake College, the next largest group appears to be healthcare workers, working either at Mercy Hospital or at various assisted living facilities throughout Folsom. Many of these riders take transit on weekdays but are currently forced to walk on weekends and holidays if they cannot afford a rideshare.

The addition of weekend service on the F10 would also support SacRT’s investment in Gold Line (i.e., the Folsom-15 project, which will take effect in 2024, as described

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separately in this analysis). In 2019, the SacRT Forward new network project established a goal of seven-day service throughout the SacRT network. This design guideline was established in recognition of the fact that transit routes do not function in a standalone manner, but as part of an interdependent network. Also, even before the pandemic, industry research was showing that likely transit customers were increasingly working and travelling outside of traditional weekday 8-to-5 commuter schedules, a trend that has continued since the pandemic.



*Ridership* – Currently, Route F10 averages 275 boardings per day, 13 of which ride to or from the American River Canyon Drive loop. Of the 13 daily American River Canyon Drive riders, an estimated five ride either the first morning trip or one of the last two evening trips, which would be unaffected. Of the remaining eight daily American River Canyon Drive riders, staff believes it is reasonable to assume half of them (four daily riders) might continue to ride SacRT. Some might use SmarT Ride. Others might be able to get a ride to Greenback Lane or Madison Ave to catch Route F10 where it will continue to pick up. Still others might drive to the free park-and-ride lot at Historic Folsom Station. Staff assumes that the remaining four daily riders on the canyon might cease to ride, for one reason or another. This would total approximately 1,000 lost riders per year from the reduction.

Weekend service is expected to add 100 Saturday boardings and 70 Sunday/Holiday boardings, for a total of 9,300 boardings per year. After deducting the 1,000 potential lost riders from the segment that would be eliminated, the changes would result in 8,300 net new boardings. An additional 4,600 transfer boardings would also be expected on light rail, bringing the total to approximately 12,900 net new boardings per year.

*Paratransit* – SacRT already provides a span of service and service area for SacRT GO service within Folsom that exceeds regulatory requirements, by providing SacRT GO

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service on weekends and holidays when fixed-route service does not operate. Introduction of fixed-route bus service on weekends and holidays will create a new regulatory requirement for complementary ADA paratransit within three quarters of a mile of the route on those days; however, this service is already being provided. Addition of the weekend and holiday Route F10 service would make this service an ADA requirement, but would not change coverage area, passenger fare, ridership, or operating cost. It is possible that introduction of weekend and holiday service on Route F10 might reduce existing paratransit cost, because existing SacRT GO riders would gain a lower-priced fixed-route bus alternative.



*Demographics* – Passenger surveys conducted in August 2023 found that Route F10 riders are likely to be 56.0 percent minority and 64.0 percent low-income. This compares to 67.5 percent minority and 55.5 percent low-income across the SacRT system.

The American River Canyon Drive loop, where Route F10 would be eliminated, has 1,300 residents and 100 jobs in 0.4 square miles, for a population density of only about 3,250 per square miles and a combined 3,500 residents and jobs per square mile. Only 7 percent of households are in poverty and less than one percent are car-free households. The area also lacks any major schools or retail destinations to drive ridership. Altogether, the area fails to meet multiple criteria for fixed-route service and staff believes SmaRT Ride is a better fit, to cover the occasional, dispersed nature of most of the ridership.

The remainder of the area covered by Route F10 is 38,200 residents and 21,600 jobs over 9.9 square miles, for a population density of 3,860 per square mile and a combined 6,000 residents and jobs per square mile. Poverty rates are similar at 5 percent. Only 3 percent of households are car-free. <sup>1</sup>

<sup>1</sup> Source: U.S. Census Bureau, American Community Survey, 2017-2021, computed using geospatial intersection in Remix software.



**SACRAMENTO**  
REGIONAL TRANSIT   
Draft Service Changes for 2024  
January 31, 2024

*Fiscal Impact* – Eliminating the American River Canyon Drive loop, except for three trips a day, as proposed, would save approximately nine revenue vehicle hours per day—more than one operator shift. Annually, it would save approximately 2,200 revenue hours per year, more than one full-time equivalent position. This would save approximately \$305,000 per year. The proposed new weekend and holiday service would add approximately 3,000 revenue hours, costing approximately \$406,000 per year. Combined, the fiscal impact would be a net cost of \$101,000 per year, before counting potential increases in fare revenue. (This also excludes a planned \$245,000 savings from eliminating Route F30, as well as any potential savings on SacRT GO.)

Because the changes would be paid for by reallocating low-productivity service to more productive times, the changes would help improve the cost-effectiveness of Folsom bus service. Assuming 13,100 net new boardings per year from the new weekend service, the cost per passenger for the new riders would be less than \$8.00, which is below average for both the fixed-route bus system (\$12.37) as well as light rail (\$10.69) and the existing Route F10 (\$24.00).

If the proposed elimination of Route F30 is also factored in, the combined cost of the changes to Routes F10 and F30 would be a net *savings* of \$144,000, yet the ridership impact would be a net *gain* of 13,100 passenger boardings per year in Folsom. This is, of course offset, by approximately \$2.75 million per year in new costs for the major increase in service on the Gold Line in Folsom, discussed separately.



**SACRAMENTO**  
**REGIONAL TRANSIT**   
 Draft Service Changes for 2024  
 January 31, 2024

**Proposed Schedule  
 Weekdays**

To Iron Point			To Historic Folsom			North-of-River Loop		
Historic Folsom Light Rail	Folsom Lake College	Iron Point Light Rail	Iron Point Light Rail	Folsom Lake College	Historic Folsom Light Rail	Main & Madison	American River Canyon	Historic Folsom Light Rail
5:27a	5:42a	5:58a	6:08a	6:27a	6:52a	6:59a	7:02a	7:12a
6:27a	6:42a	6:58a	7:08a	7:31a	7:53a	8:00a	-	8:06a
7:21a	7:38a	7:58a	8:08a	8:31a	8:53a	9:00a	-	9:06a
8:21a	8:38a	8:58a	9:08a	9:31a	9:53a	10:00a	-	10:06a
9:21a	9:38a	9:58a	10:08a	10:31a	10:53a	11:01a	-	11:07a
10:21a	10:38a	10:58a	11:08a	11:31a	11:53a	12:01p	-	12:07p
11:21a	11:38a	11:58a	12:08p	12:31p	12:55p	1:03p	-	1:09p
12:21p	12:38p	12:58p	1:08p	1:31p	1:55p	2:03p	-	2:09p
1:21p	1:38p	1:58p	2:08p	2:31p	2:55p	3:03p	-	3:09p
2:21p	2:38p	2:58p	3:08p	3:31p	3:55p	4:03p	-	4:09p
3:20p	3:38p	3:58p	4:08p	4:31p	4:55p	5:03p	-	5:09p
4:20p	4:38p	4:58p	5:08p	5:31p	5:55p	6:03p	6:06p	6:19p
5:20p	5:38p	5:58p	6:08p	6:31p	6:55p	7:02p	7:05p	7:18p
6:20p	6:38p	6:58p	7:08p	7:33p	7:56p			

Under the proposed new weekday schedule, American River Canyon Drive would still have stops at 7:02 am and at 6:05 and 7:05 pm, but the remaining stops throughout the day would be eliminated.

**SACRAMENTO**  
**REGIONAL TRANSIT**  
 Draft Service Changes for 2024  
 January 31, 2024

**Proposed Schedule**  
**Saturdays, Sundays, and Holidays**

To Iron Point			To Historic Folsom			North-of-River Loop		
Historic Folsom Light Rail	Folsom Lake College	Iron Point Light Rail	Iron Point Light Rail	Folsom Lake College	Historic Folsom Light Rail	Main & Madison	American River Canyon	Historic Folsom Light Rail
			6:08a	6:27a	6:52a	6:59a	-	7:05a
6:27a	6:42a	6:58a	7:08a	7:31a	7:53a	8:00a	-	8:06a
7:21a	7:38a	7:58a	8:08a	8:31a	8:53a	9:00a	-	9:06a
8:21a	8:38a	8:58a	9:08a	9:31a	9:53a	10:00a	-	10:06a
9:21a	9:38a	9:58a	10:08a	10:31a	10:53a	11:01a	-	11:07a
10:21a	10:38a	10:58a	11:08a	11:31a	11:53a	12:01p	-	12:07p
11:21a	11:38a	11:58a	12:08p	12:31p	12:55p	1:03p	-	1:09p
12:21p	12:38p	12:58p	1:08p	1:31p	1:55p	2:03p	-	2:09p
1:21p	1:38p	1:58p	2:08p	2:31p	2:55p	3:03p	-	3:09p
2:21p	2:38p	2:58p	3:08p	3:31p	3:55p	4:03p	-	4:09p
3:20p	3:38p	3:58p	4:08p	4:31p	4:55p	5:03p	-	5:09p
4:20p	4:38p	4:58p	5:08p	5:31p	5:55p	6:03p	-	6:09p
5:20p	5:38p	5:58p	6:08p	6:31p	6:55p	7:02p	-	7:08p
6:20p	6:38p	6:58p	7:08p	7:33p	7:56p			

The proposed new weekend and holiday schedule would not have any stops on American River Canyon Drive, but all trips would cross the river and stop on Main & Madison. There would not be a 5:27 am departure from Historic Folsom light rail station, but otherwise, the route would have the same number of trips and same approximate trip times as the weekday service, subject to some adjustments to account for differences in weekend traffic, including frequent special events in Downtown Folsom.

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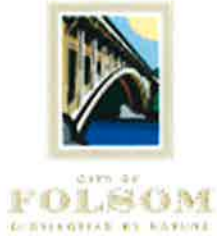
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January 31, 2024

**SacRT Service Changes  
Proposed for 2024**

Route	O&M Cost Per Year	New Psgrs Per Year	Cost Per Psgr
<b>Folsom Bus and Light Rail</b>			
Gold Line - 15m Weekdays	\$2,489,328	117,599	\$21.17
Gold Line - Saturday Trips	\$16,875	1,393	\$12.11
Gold Line - Sun/Hol Trips	\$256,565	26,339	\$9.74
F10 Folsom - Weekend Service	\$101,347	12,887	\$7.86
F30 Folsom Prison - Discontinue	<u>(\$245,477)</u>	<u>0</u>	<u>\$0.00</u>
Subtotal	\$2,618,639	158,218	\$16.55
<b>Other SacRT Bus</b>			
1 Greenback	\$4,193	363	\$11.54
26 Fulton/Watt	\$217,513	20,820	\$10.45
33 Dos Rios *	\$53,823	3,870	\$13.91
51 Stockton/Broadway	(\$67,290)	-2,571	\$26.17
81 Florin/65th St	\$136,920	29,800	\$4.59
81 Florin/65th St	\$42,525	4,171	\$10.20
84 Watt	\$98,670	8,223	\$12.00
93 Hillsdale	\$26,331	4,166	\$6.32
137 UCDMC Elk Grove Commuter *	<u>\$131,654</u>	<u>8,996</u>	<u>\$14.63</u>
Subtotal	\$512,685	68,842	\$7.45
<b>External Subsidy *</b>			
33 Grant Revenue (\$115k / 28mo)	(\$49,285)	n/a	n/a
137 UC Davis Health Contribution	(\$131,654)	n/a	n/a
ACE Airport Express	<u>n/a</u>	<u>n/a</u>	<u>\$0.00</u>
Subtotal	(\$171,654)	0	0
<b>Total</b>	<b>\$3,082,038</b>	<b>290,806</b>	<b>\$10.60</b>

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# Folsom City Council Staff Report



<b>MEETING DATE:</b>	2/27/2024
<b>AGENDA SECTION:</b>	Scheduled Presentations
<b>SUBJECT:</b>	Presentation by the Public Works Department Regarding Fleet Conversion to Electric Vehicles
<b>FROM:</b>	Public Works Department

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

The Public Works Department will give a presentation on California’s Advanced Clean Fleet regulations and the impacts on all city departments.

### **BACKGROUND / ISSUE**

In September 2020, Governor Newsom signed into law Executive Order N-79-20 to combat climate change by drastically reducing the use of fossil fuels in the transportation industry. To accomplish this, the California Air Resources Board (CARB) was tasked with creating regulations that require all new light-duty vehicles (passenger vehicles up to and including 1/2 ton pickups) sold in the state be zero-emission by 2035, require off-road vehicles and equipment operated in the state be zero-emission by 2035 where feasible, and require all medium and heavy-duty vehicles (3/4 ton pickups and larger) operated in the state be zero-emission by 2045 where feasible. The executive order instructed CARB to develop these regulations with increasing volumes of sales and operations of certain vehicles over time to reach the stated goals.

The regulations created by CARB in response to Governor Newsom’s goals include Advanced Clean Cars II, Advanced Clean Trucks and Advanced Clean Fleets regulations. The primary focus of the presentation is Advanced Clean Fleets; however, because these regulations complement each other, details of the other regulations will be briefly reviewed.

Advanced Clean Cars II was approved and implemented in November 2022 and requires a minimum percentage of the annual sales of passenger cars, up to and including most 1/2-ton pickup trucks, from each vehicle manufacturer, to be zero-emission starting with the 2026 model year.

Each year the percentage required increases until model year 2035 when 100% of new light duty vehicles sold in California must be zero-emission.

The Advanced Clean Trucks (ACT) regulations were approved and implemented in June 2020 and require a minimum percentage of annual sales of all vehicles over 8,500 lbs., roughly equivalent to a 3/4-ton pickup truck, from each vehicle manufacturer, to be zero-emission starting with the 2024 model year. These regulations require the minimum percentage of zero-emission vehicle (ZEV) sales in the state to increase annually through 2035. Beginning with model year 2036 the minimum percentage sales required by ACT is superseded by Advanced Clean Fleets which mandates 100% of vehicles over 8,500 lbs. sold be zero-emission. The only direct impact to the city and other jurisdictions from ACT is a requirement to submit a fleet information and utilization report by March 31, 2022, which has been completed and submitted.

The Advanced Clean Fleets (ACF) regulations were approved and implemented on April 28, 2023. The regulations apply to the same vehicles as ACT, class 2b through class 8, except that these regulations apply to fleet owners and operators rather than the manufacturers. The regulations are split into three categories of fleet operators, State and Local Government, High Priority and Federal, and Drayage. The information provided below is specific to sections of the regulations that impact the city of Folsom. The city has the option to comply with the fleet conversion part of the regulations through the standard requirements set forth for local government or can opt to achieve compliance by following the Milestone Option that is outlined for high priority fleets.

1. Standard requirements for State and Local Government:
  - a. Fifty percent of Class 2b through Class 8 vehicle purchases must be zero-emission during calendar years 2024 through 2026.
  - b. All Class 2b through Class 8 vehicle purchases must be zero-emission beginning in calendar year 2027.
  - c. Does not require purchases be made in any given year.
2. Milestone option available in-lieu of the standard requirements:
  - a. The city must commit to a specific mandated percentage of the fleet being zero-emission by given calendar year milestones.
  - b. Requires full replacement of the City's entire Class 2b-Class 8 fleet by 2039.
  - c. Does not restrict percentage of non-zero-emission vehicles purchased in a given year if the milestones are met.
  - d. Defines "Useful Life" of vehicles as the first of 18 years or 800,000 miles.

The ACF regulations allow vehicle purchase exemptions under certain circumstances. Categorical exemptions that apply to Folsom include Fire Department vehicles, emergency vehicles equipped with emergency lights and sirens, and two-engine vehicles such as street sweepers. Other exemptions require submittal of a formal request to CARB. CARB must respond within 45 days but if a request is denied there is currently no appeal process.

1. Vehicle exemptions that require a formal request:
  - a. Vehicles used for backup that operate less than 1,000 miles per year.
  - b. Vehicle types that are not commercially available or technically feasible.



- c. Vehicle types that are determined to be unavailable or infeasible through the exemption application process will be added to a list of exceptions with an expiration date for each exemption.

- (a) This list will not include pickups, box trucks, vans, or truck tractors.

Infrastructure construction and electrification extensions are also allowed in some circumstances, but the fleet owner must show that the delay was out of their control. To qualify for an extension based on infrastructure delay the fleet must already have deployed the maximum number of ZEVs the current infrastructure can support. The location also must already have an executed agreement for infrastructure installation and a construction permit issued at least one year before the next compliance deadline. Also, a purchase order must already be in place for the ZEVs so even if the extension is approved, vehicles may have to be stored for long periods before they can be deployed. CARB has 45 days to respond to extension requests and there is currently no appeal process for denied extensions.

Another requirement beginning on January 1, 2024, is that jurisdictions must hire or dispatch ACF Compliant Fleets. This includes any business that operates a fleet to provide their services. Examples include facility repair businesses, equipment rental businesses, construction companies, landscapers, bottled water delivery, and uniform cleaning and delivery. Jurisdictions are responsible for verifying and maintaining compliance information for all hired fleets on an annual basis. In addition, the city must include mandatory disclosure language on all contracts that utilize fleets, including existing contracts.

All the mandates of ACF include extensive record keeping and reporting requirements. In addition to submitting an annual fleet compliance report by April 1 each year through 2045, jurisdictions must report backup vehicle usage information by January 1 each year, and report other events, such as fleet changes within 30 days of occurrence. Each individual department within the city must submit its own report, but compliance requirements may be met jointly for the whole city. The city is required to produce all records, whether previously reported or not, for CARB staff within 72 hours of request for a period of five years.

1. Reporting Information required for Each Fleet Vehicle:

- a. Vehicle information including vehicle identification number, make and model, model year, odometer reading, license plate number and state of issuance, gross vehicle weight rating, body type, and fuel and powertrain type.
- b. Engine family and the engine model year is also required for any vehicles added to the California fleet on or after January 1, 2024.
- c. Vehicle use information including purchase date, deployment date, or date removed from service, and whether the vehicle will be designated under or was purchased pursuant to any exemption or extension.
- d. Funding contract start and end dates for vehicles purchased with California State-funding if the vehicle is to be excluded during the funding contract period as specified by the funding program.
- e. If a vehicle is being replaced pursuant to the ZEV Purchase Exemption specified in section 2013.1(d), the jurisdiction must identify which vehicle is being replaced.

2. Events that require reporting within 30 days:
  - a. Adding or removing a vehicle from the fleet.
  - b. Backup vehicle mileage that exceeds the allowable limit.
  - c. Backup vehicle odometer failures.
  - d. Completion of vehicles conversion to a ZEV powertrain.

## ANALYSIS

The City of Folsom fleet, excluding the Fire Department, consists of 447 vehicles, trailers, and pieces of equipment. The ACF regulations and other regulations relating to Governor Newsom's executive order will directly affect the life cycle cost of about 250 of Folsom's existing fleet including impacts on procurement, maintenance, repair, fueling, and sale.

While ACF is the focus of the presentation, Fleet staff have already been working to transition light duty vehicles to electric wherever feasible. These vehicle types already exist in configurations suitable to replace their gas-powered counterparts for some city operations. Of the 12 battery electric vehicles (EV) ordered by the Fleet Division in the past three years, five were canceled by the factory. The other seven have been deployed. Two of the purchases replaced like vehicles, two pickups for two pickups. In this case, the cost was 1.8 times the cost of replacing with like gas-powered pickups, or \$135,038 rather than \$73,756. This ratio is only expected to increase as we transition medium to heavy duty vehicles to zero-emission. Fleet managers are estimating that the cost of truck replacements subject to ACF will range from 1.5 times to 5 times higher than historical cost for internal combustion engine (ICE) counterparts. The availability of vehicles is also expected to be even more challenging than what we have experienced with light duty.

The city fleet subject to ACF regulations that will need to be replaced with ZEVs includes roughly 170 on-road vehicles that were purchased for \$26.3 million. The current replacement cost for like ICEs is \$35.2 million but EV replacements bring that estimate to \$52.8 million. As currently written, the standard compliance regulations allow the city to decide when replacements are made. If replaced in calendar years 2024 through 2026, up to 50% may be non-ZEV vehicles, but due to the manufacturer sale mandates of ACT, finding non-ZEV vehicles will be increasingly difficult due to increased demand and curtailed production. Also, the ZEV vehicles that are available for the type of application needed in Folsom are almost all prototypes and have not been proven to perform like their ICE counterparts. Beginning January 1, 2027, 100% of class 2b through class 8 vehicles purchased by the city must be ZEV.

Maintaining and repairing electric heavy-duty vehicles will also present challenges. The city's current fleet shop does not have adequate space to work on high-voltage systems, nor do staff have the appropriate training. Both will need to be remedied to Occupational Health and Safety Administration standards before the electrical systems can be worked on in-house. Until then, all work involving the electrical system will need to be sublet to shops who have that capability. Regional resources for this type of work have not yet been identified and a lack of local repair facilities is not adequate justification for exemptions.

The city does not have cost history for maintaining this type of vehicle. Based on current non-ZEV vehicle chassis/body maintenance cost ratios, however, staff estimates that the heavy-duty ZEV chassis will show a minor reduction in maintenance costs, while the body of ZEV heavy duty vehicles will have no reduction in maintenance costs. This is because the bulk of the city's heavy-duty vehicle chassis maintenance costs are generated by 90-day inspections mandated by California Highway Patrol, which will not change based on a change of motive power. The body maintenance costs will not change since the form, function, and design remain the same.

While maintenance costs are not expected to substantially change, repair costs are anticipated to be much higher. Industry wide anecdotal evidence from fleet managers who have some experience with heavy-duty EV conversions, primarily from navigating bus electrification, indicates that repair costs outside of warranty coverage can be substantially higher than non-ZEV vehicles, often costing more than the value of the vehicle. Increased costs are especially notable in the case of accident damage repair and battery replacement.

To comply with ACF the city will have to invest in charging infrastructure for city fleet vehicles; this is above and beyond any public charging infrastructure. The Public Works Department has contracted with an engineering firm to design infrastructure for the Corporation Yard and the design is nearly complete. Procurement of a contractor will follow, and construction costs will be determined at that time. Public Works is not aware of any other departmental planning for heavy-duty charging infrastructure at this time. Separate from ACF, and in preparation for light duty electrification mandated by the executive order, Fleet staff recently worked with a SMUD contractor who provided a preliminary estimate of \$4 million for infrastructure cost across the six city owned facilities where vehicles are housed. Charging ability is required at all locations because charging electric vehicles to meet city operational needs may take up to 15 hours, compared with about 15 minutes to fuel even the largest of fuel tanks currently used. This forces the city to decentralize "fueling" so that departments can recharge during non-working hours at each of their depots. The estimates are based on current fleet sizes and usage, not including off-road equipment, and not accommodating any public access to the chargers.

1. Parks Maintenance – 68 Clarksville Road (between FS37 and Sports Complex)
  - a. Minimum estimate nineteen level 2 chargers needed.
  - b. Minimum estimated installation cost \$350,000.
2. Municipal Landscaping – 401 Stafford Street
  - a. Minimum estimate six level 2 chargers needed.
  - b. Minimum estimated installation cost \$165,000.
  - c. This site is expected to support charging Library vehicles as well.
3. Police Department – 48 Natoma Street
  - a. Minimum estimate eleven DC fast chargers and nineteen level 2 chargers needed.
  - b. Minimum estimated installation cost \$2.2 million.
4. Corporation Yard – 1300 Leidesdorff Street
  - a. Minimum estimate thirty level 2 chargers needed.
  - b. Minimum estimated installation cost \$650,000.
5. Water Treatment Plant – 194 Randall Drive
  - a. Minimum estimate fifteen level 2 chargers needed.

- b. Minimum estimated installation cost \$340,000.
- 6. City Hall – 50 Natoma Street
  - a. Minimum estimate twenty-five level 2 chargers needed.
  - b. Minimum estimated installation cost \$305,000.
  - c. This site is expected to support charging for the Zoo, Senior Center, and Community Center vehicles as well.

Regarding the cost of charging in comparison to fueling, the expectation is that initially there will be a savings per mile to charge EVs rather than using fuel; however, fleet staff caution the city not to rely on this savings for long term planning. As EV adoption grows throughout the state, the increased demand for electricity may drive up costs. In addition, assessments that show significant saving for electricity over fuel sometimes include assumptions that Low Carbon Fuel Standard (LCFS) credits have been accumulated and used to offset electricity cost. These assumptions can be misleading as LCFS credits are traded on the open market and prices vary. For example, over the past three years LCFS credits have been trending downward significantly:

- 1. Average price per LCFS credit
  - a. Calendar Year 2021 - \$187.
  - b. Calendar Year 2022 - \$125.
  - c. Calendar Year 2023 - \$75.

Another challenge in determining the ongoing cost of electric vehicles is the lack of historical data to use for determining lifecycle cost. A primary function of fleet management is to determine the optimum replacement points for vehicles, which estimates the optimum replacement timing, in either miles or engine hours, and time, to achieve the lowest average annual cost. To calculate the optimum replacement point, the fleet manager will use purchase date and projections for resale value, finance costs, maintenance costs, repair costs, and downtime costs over the next 10 years. The optimum replacement point is where depreciation meets the cost of ownership. The depreciation of a vehicle includes two significant drops in resale value, once immediately after purchase, and another when a major repair is required that lowers what a surplus buyer is willing to pay.

Once the optimum replacement point has been established, the whole life cycle cost can be determined. Additional data used to determine life cycle costs are straight line annual depreciation to an anticipated residual; finance or opportunity costs; operating expenses like basic maintenance and repairs; and fixed costs like insurance, wages, license, inspections, emissions testing, and taxes. The whole life cycle cost is used to project annual cost for the vehicle/equipment and determine how much of this cost is based on actual utilization versus overhead.

The best management practices would be to use a Fleet Management Information System to develop whole life cycle costs, then use this information to establish a charge out rate, also known as a use rate, to the department. Using this strategy, appropriate recovery of costs can be collected in a vehicle replacement reserve fund to replace vehicles at the optimum time. Also, the fleet manager would be able to provide annual maintenance and reserve budgets.

For traditional internal combustion engine vehicles and equipment, determining the optimum replacement point and life cycle cost has relied on a wealth of historic and ongoing data sources, particularly the robust resale and parts markets that exist for these vehicles and equipment. Historical data of this type for ZEVs is extremely limited to nonexistent, making the calculations of optimum replacement points and life cycle cost analysis almost impossible, and as a result, annual budgets and replacement reserves are also not predictable at this time.

The medium to heavy duty fleet requirements of ACF are only the beginning of electrification mandates that will impact the city of Folsom. To meet the goals of Governor Newsom's executive order, the city will also need to replace roughly 50 on road light duty vehicles and about 20 off-road pieces of equipment by 2035. None of the off-road and many of the light duty vehicle replacements are not yet available in the configurations needed. The city is currently allowed to purchase non-ZEVs in these categories; however, replacements are becoming increasingly difficult to find due to increased demand and curtailed production. The original purchase price of vehicles in these categories is \$3.2 million and the estimated replacement cost for non-ZEV replacements is \$4.9 million. A preliminary estimate to replace all of these vehicles and equipment with ZEV is \$9 million.

To comply with ACF, staff recommend using the standard compliance method which enables the city to determine when existing vehicles are replaced, rather than having to meet a minimum quota within the fleet each year. The city must still meet the minimum 50% ZEV quota of total vehicles purchased. Decentralized purchasing throughout the city increases the possibility of non-compliance and departments should consult with the Fleet Manager prior to all purchases. Staff also recommend departments consider these regulations and consult with the Fleet Division before disposing of any existing vehicles or equipment. While the cost of compliance is unknown, the initial investments will need to include staff to administer the program and infrastructure, so the city is ready to receive electric vehicles when replacements become inevitable.

Submitted,

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Mark Rackovan, Public Works Director

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to facilitate double-sided printing  
and minimize paper use.*



CITY OF  
**FOLSOM**  
DISTINCTIVE BY NATURE

# City Council Special Meeting MINUTES

February 13, 2024

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**CALL TO ORDER**

The special City Council meeting was called to order at 6:15 pm with Vice Mayor Sarah Aquino presiding.

**ROLL CALL:**

Councilmembers Present:      Rosario Rodriguez, Councilmember  
   Anna Rohrbough, Councilmember  
   Sarah Aquino, Vice Mayor  
   YK Chalamcherla, Councilmember

Councilmembers Absent:      Mike Kozlowski, Mayor

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

- 1. Conference with Legal Counsel - Existing Litigation - Pursuant to Government Code section 54956.9(d)(1): Allison Long, William Long, individually and as Guardian ad litem for Anna Long, Ethan Long, minors, and Lisa Long v. City of Folsom and Arthur Brown, Sacramento County Superior Court Case No. 23CV009815

**Motion by Councilmember Chalamcherla, second by Councilmember Rodriguez to adjourn to closed session. Motion passed by the following roll-call vote:**

**AYES:            Rodriguez, Rohrbough, Chalamcherla, Aquino**  
**NOES:           None**  
**ABSENT:       Kozlowski**  
**ABSTAIN:      None**

**RECONVENE**

City Attorney Steven Wang announced that no final action was taken during closed session.

**ADJOURNMENT**

There being no further business to come before the City Council, the meeting was adjourned at 6:29 pm.

SUBMITTED BY:

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

ATTEST:

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



# City Council Regular Meeting MINUTES

February 13, 2024

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**CALL TO ORDER**

The regular City Council meeting was called to order at 6:30 pm with Vice Mayor Sarah Aquino presiding.

**ROLL CALL:**

Councilmembers Present:      Rosario Rodriguez, Councilmember  
   Anna Rohrbough, Councilmember  
   Sarah Aquino, Vice Mayor  
   YK Chalamcherla, Councilmember

Councilmembers Absent:      Mike Kozlowski, Mayor (*arrived at 7:30 p.m.*)

**PLEDGE OF ALLEGIANCE**

The pledge of allegiance was recited.

**AGENDA UPDATE**

City Attorney Steven Wang announced that there was additional information for item 11.

**SCHEDULED PRESENTATIONS:**

1. A Resolution of Commendation Honoring the Folsom Jr. Bulldogs for Earning the 2023 Excellence in Academics and Athletics Award

Vice Mayor Aquino presented the resolution of commendation.

2. A Resolution of Commendation Honoring Leadership Folsom Class of 2022-2023 for Receiving the 2023 Folsom Arts Achievement Award

Vice Mayor Aquino presented the resolution of commendation.

**BUSINESS FROM THE FLOOR:**

The following speakers addressed the City Council:

Sandy M. regarding health lockdowns  
Debbie Wooley regarding health lockdowns

Dave C. thanked the City Council for their service  
Ron Pfiester regarding parking at Vista del Lago  
Stacy Sheetz regarding parking at Vista del Lago  
Folsom Pickleball Club representatives regarding pickleball courts

**CONSENT CALENDAR:**

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

3. Approval of January 23, 2024 Regular Meeting Minutes
4. Ordinance No. 1342 - An Ordinance of the City Council of the City of Folsom Adding Subsection D to Section 2.36.050 of the Folsom Municipal Code Pertaining to Design Immunity (Second Reading and Adoption)
5. *pulled for discussion*
6. Resolution No. 11163 – A Resolution Authorizing the City Manager to Execute a Certification Form for the Folsom Fire Department to Participate in a Medi-Cal Intergovernmental Transfer (IGT) Program with the Department of Health Care Services (DHCS) for Reimbursement of PP-GEMT IGT Services for the Service Period of January 1, 2024, through December 31, 2024, and Make Transfers not to Exceed \$282,974
7. Resolution No. 11164 – A Resolution to Declassify Thirteen Landmark Trees within the Joint Powers Authority Landmark Grove to Allow for Removal as Part of the Sacramento Regional Transit Light Rail Modernization 15 Minutes to Folsom Project
8. Resolution No. 11165 - A Resolution Approving a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program in Accordance with the California Environmental Quality Act, for the Folsom-Placerville Rail Trail Project
9. Resolution No. 11166 – A Resolution Authorizing Staff to Submit a Grant Application for Sacramento Area Council of Governments (SACOG) Carbon Reduction Program for the Folsom Boulevard Bicycle and Pedestrian Overcrossing Project
10. Resolution No. 11167 – A Resolution Authorizing the City Manager to Execute an Agreement with HydroScience Engineers, Inc. for Design and Engineering Services During Construction for the Tower Tank Rehabilitation Project
11. *pulled for discussion*
12. Receive and File the City of Folsom Annual Comprehensive Financial Report for the Year Ended June 30, 2023

**Motion by Councilmember Rodriguez, second by Councilmember Chalamcherla to approve Consent Calendar items 3-4, 6-10 and 12. Motion passed by the following roll-call vote:**

**AYES:** Rodriguez, Rohrbough, Chalamcherla, Aquino,  
**NOES:** None  
**ABSENT:** Kozlowski  
**ABSTAIN:** None

**CONSENT CALENDAR ITEMS PULLED FOR DISCUSSION:**

5. Resolution No. 11162 - A Resolution Authorizing the City to Accept Credit Cards Citywide and Impose a Service Fee

Vice Mayor Aquino pulled this item to inquire about application of fees. Finance Director Stacey Tamagni responded.

**Motion by Vice Mayor Aquino, second by Councilmember Rodriguez to approve Resolution No. 11162. Motion passed by the following roll-call vote:**

**AYES: Rodriguez, Rohrbough, Chalamcherla, Aquino**  
**NOES: None**  
**ABSENT: Kozlowski**  
**ABSTAIN: None**

11. Appointment of At-Large Member to the Folsom Landscaping and Lighting District Advisory Committee to Represent the Lake Natoma Shores District

Speaker Debra Grassl spoke in support of the applicant.

**Motion by Councilmember Rodriguez, second by Councilmember Chalamcherla to appoint Mary Johnson to the Lake Natoma Shores District for the term ending December 2026. Motion passed by the following roll-call vote:**

**AYES: Rodriguez, Rohrbough, Chalamcherla, Aquino**  
**NOES: None**  
**ABSENT: Kozlowski**  
**ABSTAIN: None**

**NEW BUSINESS:**

13. Direction on the Future Steam Train Operations at Folsom City Lions Park

Sr. Management Analyst Liz Vaage made a presentation and responded to questions from the City Council. Terry Gold responded to questions and provided additional information.

The following speakers addressed the City Council:

- Katherine Prudhomme
- James Prudhomme
- Kaden Prudhomme
- Kyle Winberg
- James Harville

City Attorney Steven Wang provided information in response to Council inquiry.

*Draft – Not Official Until Approved by the City Council*

Mayor Kozlowski arrived at 7:30 p.m.

**After further discussion, it was the Council’s consensus that currently there is no role for the City in the rail negotiation; rather, let the private market work it out, with hopefully the first right of refusal going to a local Folsom group.**

- 14. FY 2024-25 Preliminary Budget Workshop with Presentation of Departmental Budget Priorities, Review of the City’s Financial Challenges and Projected Structural Deficit, and the City’s Budget Allocations by Department and Direction to Staff

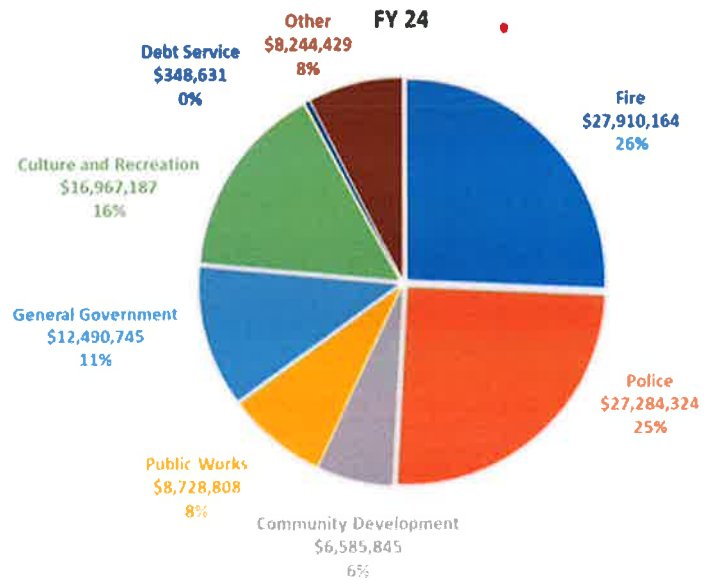
City Manager Elaine Andersen introduced the item. Each department presented their budget priorities for the FY2024-25 budget and responded to questions from the City Council.

City Manager Elaine Andersen shared additional information and responded to questions from the City Council.

The following speakers addressed the City Council regarding the budget:

Justin Raithel  
 Bruce Cline

**After further discussion, it was the Council’s consensus that the preliminary budget should generally reflect the allocation of funds as presented.**



**COUNCIL REQUESTS FOR FUTURE AGENDA ITEMS**

None

**CITY MANAGER REPORTS:**

City Manager Andersen spoke about fireworks sale permits, the Senior Center’s partial closure due to maintenance work, Lego event at the Library, and summer job opportunities,

**COUNCIL COMMENTS:**

Councilmember Rohrbough inquired about the assumptions that are being used for financial calculations.

Councilmember Chalamcherla spoke about the joint meeting with the FCUSD and funding of school facilities.

Vice Mayor Aquino spoke of a regional meeting of vice mayors, the District Attorney's state of public safety address, City of Citrus Heights meetings, candidate forum for Sacramento mayor candidates, Sacramento Metropolitan Air Quality Management District meetings, and congratulated Fire Chief Cusano on the Chief's Challenge.

Mayor Kozlowski thanked everyone for their support and congratulated the Bulldogs.

**ADJOURNMENT**

There being no further business to come before the City Council, the meeting was adjourned at 10:28 pm.

SUBMITTED BY:

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

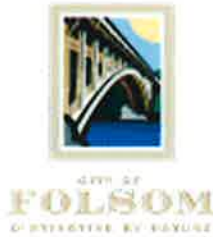
ATTEST:

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

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to facilitate double-sided printing  
and minimize paper use.*



CITY OF  
**FOLSOM**  
DISTINCTIVE BY NATURE



# Folsom City Council Staff Report



<b>MEETING DATE:</b>	2/27/2024
<b>AGENDA SECTION:</b>	Consent Calendar
<b>SUBJECT:</b>	Resolution No. 11168 – A Resolution Authorizing the City Manager to Execute a Program Supplement Agreement with Caltrans for the Roundabout Policy and Feasibility Study, Project No. PW2403, Federal Project No. 5288(054)
<b>FROM:</b>	Public Works Department

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

The Public Works Department recommends that the City Council pass and adopt Resolution No. 11168 - A Resolution Authorizing the City Manager to Execute a Program Supplement Agreement with Caltrans for the Roundabout Policy and Feasibility Study, Project No. PW2403, Federal Project No. 5288(054).

### **BACKGROUND / ISSUE**

On December 13, 2022, City Council directed Staff to develop a Roundabout First policy. Additionally, at the same meeting, City Council adopted Resolution No. 10961 - A Resolution Authorizing Staff to Submit Grant Applications to the Sacramento Area Council of Governments for the 2022-23 Funding Round. One of the projects submitted to receive funding through the non-competitive Community Design category was the Roundabout Policy and Feasibility Study Project.

### **POLICY / RULE**

Execution of an Administering Agency-State Agreement and or Program Supplement Agreement requires City Council approval.

**ANALYSIS**

The City of Folsom is required to execute the Program Supplement Agreement with Caltrans Local Assistance to proceed with the Roundabout Policy and Feasibility Study.

The City must invoice Caltrans in order to receive any Federal or State reimbursement. Prior to invoicing Caltrans, the City must approve a Program Supplement Agreement for the Roundabout Policy and Feasibility Study. This is a Caltrans standard form that the City Attorney has previously approved for other projects over the past fifteen years, most recently for the Green Valley Road Widening Project.

**FINANCIAL IMPACT**

The Roundabout Policy and Feasibility Study Project was included in the Fiscal Year 2023-24 Capital Improvement Plan with a project budget of \$100,000 utilizing Measure A Funds (Fund 276). The City was awarded \$400,000 for this project from Sacramento Area Council of Governments (SACOG), that would replace some of the local funds and would require a match of local funds as follows:

Local Match (Fund 276)	\$51,825
SACOG	<u>\$400,000</u>
Total Project Funding	\$451,825

**ENVIRONMENTAL REVIEW**

This is a Planning Level Study and is exempt from Environmental Review.

**ATTACHMENTS**

1. Resolution No. 11168 – A Resolution Authorizing the City Manager to Execute a Program Supplement Agreement with Caltrans for the Roundabout Policy and Feasibility Study, Project No. PW2403, Federal Project No. 5288(054)
2. Program Supplement No. F034

Submitted,

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Mark Rackovan, Public Works Director



# Attachment 1

**RESOLUTION NO. 11168**

**A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A PROGRAM SUPPLEMENT AGREEMENT WITH CALTRANS FOR THE ROUNDABOUT POLICY AND FEASIBILITY STUDY, PROJECT NO. PW2403, FEDERAL PROJECT NO. 5288(054)**

**WHEREAS**, the City of Folsom desires to establish a roundabout first policy, prepare design standards, and evaluate existing intersections for roundabout feasibility; and

**WHEREAS**, the Roundabout Policy and Feasibility Study is included in Fiscal Year 2023-24 Capital Improvement Plan; and

**WHEREAS**, the City of Folsom is programmed to receive funding awarded through 2022-2023 Sacramento Area Council of Governments (SACOG) and is eligible for reimbursement of Surface Transportation Block Grant Program funds; and

**WHEREAS**, the City of Folsom will execute a Program Supplement F034 to Administering Agency-State Agreement 03-5288F15 for State Project No. 5288(054), City Project No. PW2403; and

**WHEREAS**, the executed Program Supplement Agreement must be returned to Caltrans prior to invoicing for any reimbursable expenses; and

**WHEREAS**, Caltrans requires that the signed Program Supplement Agreement is accompanied with a certified Resolution that clearly identifies the representative who is authorized to sign on the Agency’s behalf; and

**WHEREAS**, funds received will be deposited into the Measure A Fund (Fund 276); 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 Program Supplement Agreement F034 to Administering Agency-State Agreement 03-5288F15 for the Roundabout Policy and Feasibility Study, Project No. PW2403, Federal Project No. 5288(054)

**PASSED AND ADOPTED** this 27<sup>th</sup> day of February 2024, by the following roll-call vote:

- AYES:** Councilmember(s):
- NOES:** Councilmember(s):
- ABSENT:** Councilmember(s):
- ABSTAIN:** Councilmember(s):

\_\_\_\_\_  
Michael D. Kozlowski, MAYOR

ATTEST:

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

# Attachment 2

**PROGRAM SUPPLEMENT NO.** F034  
**to**  
**ADMINISTERING AGENCY-STATE AGREEMENT**  
**FOR FEDERAL-AID PROJECTS NO** 03-5288F15

**Adv. Project ID**  
0324000129

**Date:** January 03, 2024  
**Location:** 03-SAC-0-FOL  
**Project Number:** STPLNI-5288(054)  
**E.A. Number:**  
**Locode:** 5288

This Program Supplement hereby adopts and incorporates the Administering Agency-State Agreement for Federal Aid which was entered into between the Administering Agency and the State on 10/18/2016 and is subject to all the terms and conditions thereof. This Program Supplement is executed in accordance with Article I of the aforementioned Master Agreement under authority of Resolution No. \_\_\_\_\_ approved by the Administering Agency on \_\_\_\_\_ (See copy attached).

The Administering Agency further stipulates that as a condition to the payment by the State of any funds derived from sources noted below obligated to this PROJECT, the Administering Agency accepts and will comply with the special covenants or remarks set forth on the following pages.

**PROJECT LOCATION:** In the City of Folsom.

**TYPE OF WORK:** Miscellaneous - Other

**LENGTH:** 0.0(MILES)

Estimated Cost	Federal Funds		Matching Funds	
	Y230		LOCAL	OTHER
\$451,825.00		\$400,000.00	\$51,825.00	\$0.00

**CITY OF FOLSOM**

**STATE OF CALIFORNIA**  
**Department of Transportation**

**By** \_\_\_\_\_

**By** \_\_\_\_\_

**Title** \_\_\_\_\_

**Chief, Office of Project Implementation**  
**Division of Local Assistance**

**Date** \_\_\_\_\_

**Date** \_\_\_\_\_

**Attest** \_\_\_\_\_

I hereby certify upon my personal knowledge that budgeted funds are available for this encumbrance:

**Accounting Officer** 

**Date** 01/03/2024

\$400,000.00

**SPECIAL COVENANTS OR REMARKS**

1. A. The ADMINISTERING AGENCY will advertise, award and administer this project in accordance with the current published Local Assistance Procedures Manual.

B. ADMINISTERING AGENCY agrees that it will only proceed with work authorized for specific phase(s) with an "Authorization to Proceed" and will not proceed with future phase(s) of this project prior to receiving an "Authorization to Proceed" from the STATE for that phase(s) unless no further State or Federal funds are needed for those future phase(s).

C. STATE and ADMINISTERING AGENCY agree that any additional funds which might be made available by future Federal obligations will be encumbered on this PROJECT by use of a STATE-approved "Authorization to Proceed" and Finance Letter. ADMINISTERING AGENCY agrees that Federal funds available for reimbursement will be limited to the amounts obligated by the Federal Highway Administration.

D. Award information shall be submitted by the ADMINISTERING AGENCY to the District Local Assistance Engineer within 60 days of project contract award and prior to the submittal of the ADMINISTERING AGENCY'S first invoice for the construction contract.

Failure to do so will cause a delay in the State processing invoices for the construction phase. Attention is directed to Section 15.6 "Award Package" of the Local Assistance Procedures Manual.

E. ADMINISTERING AGENCY agrees, as a minimum, to submit invoices at least once every six months commencing after the funds are encumbered for each phase by the execution of this Project Program Supplement Agreement, or by STATE's approval of an applicable Finance Letter. STATE reserves the right to suspend future authorizations/obligations for Federal aid projects, or encumbrances for State funded projects, as well as to suspend invoice payments for any on-going or future project by ADMINISTERING AGENCY if PROJECT costs have not been invoiced by ADMINISTERING AGENCY for a six-month period.

If no costs have been invoiced for a six-month period, ADMINISTERING AGENCY agrees to submit for each phase a written explanation of the absence of PROJECT activity along with target billing date and target billing amount.

ADMINISTERING AGENCY agrees to submit the final report documents that collectively constitute a "Report of Expenditures" within one hundred eighty (180) days of PROJECT completion. Failure of ADMINISTERING AGENCY to submit a "Final Report of Expenditures" within 180 days of PROJECT completion will result in STATE imposing sanctions upon ADMINISTERING AGENCY in accordance with the current Local Assistance Procedures Manual.

**SPECIAL COVENANTS OR REMARKS**

F. Administering Agency shall not discriminate on the basis of race, religion, age, disability, color, national origin, or sex in the award and performance of any Federal-assisted contract or in the administration of its DBE Program Implementation Agreement. The Administering Agency shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure nondiscrimination in the award and administration of Federal-assisted contracts. The Administering Agency's DBE Implementation Agreement is incorporated by reference in this Agreement. Implementation of the DBE Implementation Agreement, including but not limited to timely reporting of DBE commitments and utilization, is a legal obligation and failure to carry out its terms shall be treated as a violation of this Agreement. Upon notification to the Administering Agency of its failure to carry out its DBE Implementation Agreement, the State may impose sanctions as provided for under 49 CFR Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.).

G. Any State and Federal funds that may have been encumbered for this project are available for disbursement for limited periods of time. For each fund encumbrance the limited period is from the start of the fiscal year that the specific fund was appropriated within the State Budget Act to the applicable fund Reversion Date shown on the State approved project finance letter. Per Government Code Section 16304, all project funds not liquidated within these periods will revert unless an executed Cooperative Work Agreement extending these dates is requested by the ADMINISTERING AGENCY and approved by the California Department of Finance.

ADMINISTERING AGENCY should ensure that invoices are submitted to the District Local Assistance Engineer at least 75 days prior to the applicable fund Reversion Date to avoid the lapse of applicable funds. Pursuant to a directive from the State Controller's Office and the Department of Finance; in order for payment to be made, the last date the District Local Assistance Engineer can forward an invoice for payment to the Department's Local Programs Accounting Office for reimbursable work for funds that are going to revert at the end of a particular fiscal year is May 15th of the particular fiscal year. Notwithstanding the unliquidated sums of project specific State and Federal funding remaining and available to fund project work, any invoice for reimbursement involving applicable funds that is not received by the Department's Local Programs Accounting Office at least 45 days prior to the applicable fixed fund Reversion Date will not be paid. These unexpended funds will be irrevocably reverted by the Department's Division of Accounting on the applicable fund Reversion Date.

H. As a condition for receiving federal-aid highway funds for the PROJECT, the Administering Agency certifies that NO members of the elected board, council, or other key decision makers are on the Federal Government Exclusion List. Exclusions can be found at [www.sam.gov](http://www.sam.gov).

**SPECIAL COVENANTS OR REMARKS**

2. A. ADMINISTERING AGENCY shall conform to all State statutes, regulations and procedures (including those set forth in the Local Assistance Procedures Manual and the Local Assistance Program Guidelines, hereafter collectively referred to as "LOCAL ASSISTANCE PROCEDURES") relating to the federal-aid program, all Title 23 Code of Federal Regulation (CFR) and 2 CFR Part 200 federal requirements, and all applicable federal laws, regulations, and policy and procedural or instructional memoranda, unless otherwise specifically waived as designated in the executed project-specific PROGRAM SUPPLEMENT.
- B. Invoices shall be formatted in accordance with LOCAL ASSISTANCE PROCEDURES.
- C. ADMINISTERING AGENCY must have at least one copy of supporting backup documentation for costs incurred and claimed for reimbursement by ADMINISTERING AGENCY. ADMINISTERING AGENCY agrees to submit supporting backup documentation with invoices if requested by State. Acceptable backup documentation includes, but is not limited to, agency's progress payment to the contractors, copies of cancelled checks showing amounts made payable to vendors and contractors, and/or a computerized summary of PROJECT costs.
- D. Indirect Cost Allocation Plan/Indirect Cost Rate Proposals (ICAP/ICRP), Central Service Cost Allocation Plans and related documentation are to be prepared and provided to STATE (Caltrans Audits & Investigations) for review and approval prior to ADMINISTERING AGENCY seeking reimbursement of indirect costs incurred within each fiscal year being claimed for State and federal reimbursement. ICAPs/ICRPs must be prepared in accordance with the requirements set forth in 2 CFR, Part 200, Chapter 5 of the Local Assistance Procedural Manual, and the ICAP/ICRP approval procedures established by STATE.
- E. STATE will withhold the greater of either two (2) percent of the total of all federal funds encumbered for each PROGRAM SUPPLEMENT or \$40,000 until ADMINISTERING AGENCY submits the Final Report of Expenditures for each completed PROGRAM SUPPLEMENT PROJECT.
- F. Payments to ADMINISTERING AGENCY for PROJECT-related travel and subsistence (per diem) expenses of ADMINISTERING AGENCY forces and its contractors and subcontractors claimed for reimbursement or as local match credit shall not exceed rates authorized to be paid rank and file STATE employees under current State Department of Personnel Administration (DPA) rules. If the rates invoiced by ADMINISTERING AGENCY are in excess of DPA rates, ADMINISTERING AGENCY is responsible for the cost difference, and any overpayments inadvertently paid by STATE shall be reimbursed to STATE by ADMINISTERING AGENCY on demand within thirty (30) days of such invoice.

**SPECIAL COVENANTS OR REMARKS**

G. ADMINISTERING AGENCY agrees to comply with 2 CFR, Part 200, Uniform Administrative Requirements, Cost Principles and Audit Requirement for Federal Awards.

H. ADMINISTERING AGENCY agrees, and will assure that its contractors and subcontractors will be obligated to agree, that Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allowability of individual PROJECT cost items.

I. Every sub-recipient receiving PROJECT funds under this AGREEMENT shall comply with 2 CFR, Part 200, 23 CFR, 48 CFR Chapter 1, Part 31, Local Assistance Procedures, Public Contract Code (PCC) 10300-10334 (procurement of goods), PCC 10335-10381 (non-A&E services), and other applicable STATE and FEDERAL regulations.

J. Any PROJECT costs for which ADMINISTERING AGENCY has received payment or credit that are determined by subsequent audit to be unallowable under 2 CFR, Part 200, 23 CFR, 48 CFR, Chapter 1, Part 31, and other applicable STATE and FEDERAL regulations, are subject to repayment by ADMINISTERING AGENCY to STATE.

K. STATE reserves the right to conduct technical and financial audits of PROJECT WORK and records and ADMINISTERING AGENCY agrees, and shall require its contractors and subcontractors to agree, to cooperate with STATE by making all appropriate and relevant PROJECT records available for audit and copying as required by the following paragraph:

ADMINISTERING AGENCY, ADMINISTERING AGENCY'S contractors and subcontractors, and STATE shall each maintain and make available for inspection and audit by STATE, the California State Auditor, or any duly authorized representative of STATE or the United States all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts and ADMINISTERING AGENCY shall furnish copies thereof if requested. All of the above referenced parties shall make such AGREEMENT, PROGRAM SUPPLEMENT, and contract materials available at their respective offices at all reasonable times during the entire PROJECT period and for three (3) years from the date of submission of the final expenditure report by the STATE to the FHWA.

L. ADMINISTERING AGENCY, its contractors and subcontractors shall establish and maintain a financial management system and records that properly accumulate and segregate reasonable, allowable, and allocable incurred PROJECT costs and matching funds by line item for the PROJECT. The financial management system



### SPECIAL COVENANTS OR REMARKS

of ADMINISTERING AGENCY, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles, enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices set to or paid by STATE.

M. ADMINISTERING AGENCY is required to have an audit in accordance with the Single Audit Act of 2 CFR 200 if it expends \$750,000 or more in Federal Funds in a single fiscal year of the Catalogue of Federal Domestic Assistance.

N. ADMINISTERING AGENCY agrees to include all PROGRAM SUPPLEMENTS adopting the terms of this AGREEMENT in the schedule of projects to be examined in ADMINISTERING AGENCY's annual audit and in the schedule of projects to be examined under its single audit prepared in accordance with 2 CFR, Part 200.

O. ADMINISTERING AGENCY shall not award a non-A&E contract over \$5,000, construction contracts over \$10,000, or other contracts over \$25,000 [excluding professional service contracts of the type which are required to be procured in accordance with Government Code sections 4525 (d), (e) and (f)] on the basis of a noncompetitive negotiation for work to be performed under this AGREEMENT without the prior written approval of STATE. Contracts awarded by ADMINISTERING AGENCY, if intended as local match credit, must meet the requirements set forth in this AGREEMENT regarding local match funds.

P. Any subcontract entered into by ADMINISTERING AGENCY as a result of this AGREEMENT shall contain provisions B, C, F, H, I, K, and L under Section 2 of this agreement.

3. Appendix E of the Title VI Assurances (US DOT Order 1050.2A)

During the performance of this agreement, the ADMINISTERING AGENCY, ADMINISTERING AGENCY'S contractors and subcontractor, (hereinafter referred to as the "contractor") agrees to comply with the following nondiscrimination statutes and authorities; including but not limited to:

Pertinent Nondiscrimination Authorities:

A. Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.

B. The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);

C. Federal-Aid Highway Act of 1973, (23 U.S.C. 324 et seq.), (prohibits discrimination on the basis of sex);

D. Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. 794 et seq.), as

### SPECIAL COVENANTS OR REMARKS

amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;

E. The Age Discrimination Act of 1975, as amended, (42 U.S.C. 6101 et seq.), (prohibits discrimination on the basis of age);

F. Airport and Airway Improvement Act of 1982, (49 U.S.C. 4 71, Section 4 7123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);

G. The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, subrecipients and contractors, whether such programs or activities are Federally funded or not);

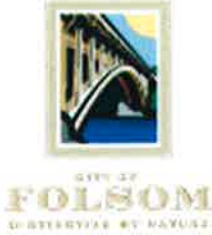
H. Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;

I. The Federal Aviation Administration's Nondiscrimination statute (49 U.S.C. 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);

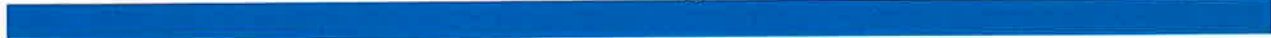
J. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures nondiscrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;

K. Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);

L. Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).



# Folsom City Council Staff Report



<b>MEETING DATE:</b>	2/27/2024
<b>AGENDA SECTION:</b>	Consent Calendar
<b>SUBJECT:</b>	Resolution No. 11169 – A Resolution Authorizing the City Manager to Execute Amendment No. 1 to the Agreement (Contract No. 173-21 23-017) with Water Works Engineers, LLC for Design and Engineering Services During Construction for the Basin 4 Phase 2 Sewer Rehabilitation Project and the Water System Rehabilitation Project No. 4 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. 11169 – A Resolution Authorizing the City Manager to Execute Amendment No. 1 to the Agreement (Contract No. 173-21 23-017) with Water Works Engineers, LLC for Design and Engineering Services During Construction for the Basin 4 Phase 2 Sewer Rehabilitation Project and the Water System Rehabilitation Project No. 4 and Appropriation of Funds.

### 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 EWR Department is required to perform ongoing condition assessments on the wastewater system and correct any defects/deficiencies identified through this process. Through these efforts, EWR staff identified the Basin 4 Phase 2 Sewer Rehabilitation Project as a priority project.

The Basin 4 Phase 2 Sewer Rehabilitation Project consists of rehabilitating and replacing approximately 8,145 lineal feet of sanitary sewer pipeline, approximately 37 manholes, and the reconnection of approximately 132 sanitary sewer laterals along multiple streets within the

Historic District including Leidesdorff Street, Canal Street, Sutter Street and Figueroa Street Alley, Figueroa Street, Figueroa Street and Mormon Street Alley, Mormon Street and Natoma Street Alley, and Persifer Street and Dean Way Alley. This Project was originally approved by City Council on April 11, 2023 through Resolution No. 11020.

The existing sewer mainline on Leidesdorff Street is currently located in residential front yards with limited access. The goal of the Basin 4 Phase 2 Sewer Rehabilitation Project is to relocate the sewer mainline within the roadway of Leidesdorff Street to allow for better access for maintenance, repair, and condition assessment. During the 60% design phase, an unforeseen conflict with the existing water main on Leidesdorff Street prohibited the sewer main from being relocated within the roadway while maintaining separation requirements between water and sewer as required by the State Water Resources Control Board Division of Drinking Water. This conflict was confirmed through pothole investigation by identifying the existing water main alignment as well as other existing utilities within Leidesdorff Street. In order to provide for the required separation between the water main and the new sewer main alignment within the roadway, it was determined that the best design option would be to relocate the existing water main on Leidesdorff Street as part of the Water System Rehabilitation Project No. 4.

In addition, EWR Staff also evaluated other areas in need of water rehabilitation that were in the same street locations as the Basin 4 Phase 2 Sewer Rehabilitation Project. Staff identified these additional water rehabilitation areas through the Water Master Plan and the ongoing water condition assessment program. Combining water and sewer in these locations will help with project cost efficiency in design and construction as well as minimize impacts to the affected residents. The Water System Rehabilitation Project No. 4 includes Leidesdorff Street, Canal Street, a portion of Sibley Street between Mormon Street and Figueroa Street as well as miscellaneous water appurtenance work within the area of Orange Grove Way.

This resolution will authorize the City Manager to execute Amendment No. 1 to the Agreement (Contract No. 173-21 23-017) with Water Works Engineers, LLC for design and engineering services during construction for the Basin 4 Phase 2 Sewer Rehabilitation Project and the Water System Rehabilitation Project No. 4 and appropriation of funds for a new not-to-exceed amount of \$90,855 for the Basin 4 Phase 2 Sewer Rehabilitation Project and a new not-to-exceed amount of \$62,385 for the Water System Rehabilitation Project No. 4.

### **POLICY / RULE**

In accordance with Chapter 2.36 of the Folsom Municipal Code, supplies, equipment, services, and construction with a value of \$73,209 or greater shall be awarded by City Council.

### **ANALYSIS**

In October 2018, the EWR Department completed a pre-qualification process for consultants for design and engineering services during construction for water and wastewater projects. The consulting firm Water Works Engineers, LLC was one of the firms selected to provide these services for this type of project through this pre-qualification process. In February 2023, after the City requested proposals from consultants to provide design and engineering services during

construction for the Basin 4 Phase 2 Sewer Rehabilitation Project, Water Works Engineers, LLC was selected based on their project understanding, project team staffing, recent relevant project experience, and project costs. Water Works Engineers, LLC is currently providing design and engineering services during construction for the Basin 4 Phase 2 Sewer Rehabilitation Project.

For the Basin 4 Phase 2 Sewer Rehabilitation Project, Water Works Engineers, LLC will provide additional pre-design services and additional 60% design work. EWR staff requests Water Works Engineers, LLC to provide additional services for the Water System Rehabilitation Project No. 4 including pre-design services, design phase services, bid phase services, and construction phase services. The following describes the additional services that Water Works Engineers, LLC will be performing:

- Basin 4 Phase 2 Sewer Rehabilitation Project
  - o Additional Pre-Design Services:
    - Additional pre-design services to determine the best approach for rehabilitation of existing sewer main due to waterline alignment conflicts.
  - o Additional 60% Design Work:
    - Additional design work associated with 60% design plans due to waterline conflicts.
  
- Water System Rehabilitation Project No. 4
  - o Pre-Design Services:
    - Determine approach for verifying abandoned connections on Orange Grove Way.
    - Determine best design approach for rehabilitation of existing water mains.
  - o Design Phase Services:
    - Design plans for 60%, 90%, and 100% design for water related work will be incorporated with the sewer work in to one cohesive set.
    - Compile the project manual and bid documents.
  - o Bid Phase Services:
    - Assist the City with the pre-bid meeting and any required addenda to the bid documents.
  - o Construction Phase Services:
    - Assist the City with weekly construction meetings and project coordination.
    - Review of Submittals and Requests for Information (RFI's).
    - Prepare design changes.
    - Provide equipment startup and testing services.
    - Prepare the conformed to construction record drawings.

This resolution will authorize the City Manager to execute Amendment No. 1 to the Agreement (Contract No. 173-21 23-017) with Water Works Engineers, LLC for Design and Engineering Services During Construction for the Basin 4 Phase 2 Sewer Rehabilitation Project and the Water System Rehabilitation Project No. 4 and Appropriation of Funds for a new not-to-exceed amount of \$90,855 for the Basin 4 Phase 2 Sewer Rehabilitation Project and a new not-to-exceed amount of \$62,385 for the Water System Rehabilitation Project No. 4.

**FINANCIAL IMPACT**

The City Council approved Resolution No. 11020 at the April 11, 2023 City Council meeting authorizing the City Manager to execute an agreement with Water Works, LLC for design and engineering services during construction for the Basin 4 Phase 2 Sewer Rehabilitation project (WW2302) for a total amount not to exceed \$280,438.

The Environmental and Water Resources Department is requesting that an amendment be executed with Water Works Engineers, LLC for \$153,240 for a new contract total amount not-to-exceed \$433,678.

\$90,855 of the amendment total is requested for additional pre-design and design work for the Basin 4 Phase 2 Sewer Rehabilitation Project (WW2302). This Project is included in the Capital Improvement Plan with a Fiscal Year 2023-2024 total project budget of \$2,643,980. Sufficient funds are budgeted and available in the Sewer Operating Fund (Fund 530) for the cost of the amendment.

\$62,385 of the amendment total is requested for design and engineering services during construction for The Water System Rehabilitation Project No. 4. This project was not included in the Fiscal Year 2023-2024 Capital Improvement Program Budget. Staff is requesting an appropriation of \$62,385 in the Water Operating Fund (Fund 520). Sufficient funds are currently available in the Water Operating Fund (Fund 520) for the cost of the amendment.

The EWR Department recommends approving Amendment No. 1 to the agreement with Water Works Engineers, LLC for \$90,855 for the Basin 4 Phase 2 Sewer Rehabilitation Project (WW2302) and \$62,385 for the Water System Rehabilitation Project No. 4 for a total amendment amount of \$153,240 and a new contract total amount not-to-exceed \$433,678.

**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. 11169 – A Resolution Authorizing the City Manager to Execute Amendment No. 1 to the Agreement (Contract No. 173-21 23-017) with Water Works Engineers, LLC for Design and Engineering Services During Construction for the Basin 4 Phase 2 Sewer Rehabilitation Project and the Water System Rehabilitation Project No. 4 and Appropriation of Funds

Submitted,

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Marcus Yasutake, Director  
ENVIRONMENTAL AND WATER RESOURCES DEPARTMENT

**RESOLUTION NO. 11169**

**A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AMENDMENT NO. 1 TO THE AGREEMENT (CONTRACT NO. 173-21 23-017) WITH WATER WORKS ENGINEERS, LLC FOR DESIGN AND ENGINEERING SERVICES DURING CONSTRUCTION FOR THE BASIN 4 PHASE 2 SEWER REHABILITATION PROJECT AND THE WATER SYSTEM REHABILITATION PROJECT NO. 4 AND APPROPRIATION OF FUNDS**

**WHEREAS**, the City of Folsom has identified these projects as a priority to maintain the integrity and operation of the sanitary sewer collection system and the water distribution system; and

**WHEREAS**, the infrastructure improvements identified in the Basin 4 Phase 2 Sewer Rehabilitation Project to enhance the City’s sanitary sewer collection system include rehabilitating and replacing sanitary sewer pipeline, manholes, and reconnection of sanitary sewer laterals on Leidesdorff Street, Canal Street, Sutter Street and Figueroa Street Alley, Figueroa Street, Figueroa Street and Mormon Street Alley, Mormon Street and Natoma Street Alley, and Persifer Street and Dean Way Alley; and

**WHEREAS**, the Water System Rehabilitation Project No. 4 will be combined with the Basin 4 Phase 2 Sewer Rehabilitation Project due to unforeseen conflict with an existing utility that was confirmed during the 60% design phase; and

**WHEREAS**, the infrastructure improvements identified in the Water System Rehabilitation Project No. 4 to enhance the City’s water distribution system include rehabilitating and replacing water mainlines on Leidesdorff Street, Canal Street, a portion of Sibley Street between Mormon Street and Figueroa Street as well as miscellaneous water appurtenance work within the area of Orange Grove Way; and

**WHEREAS**, Water Works Engineers, LLC by reason of their knowledge and familiarity with the project, understanding of the background and requirements of the project, and qualifications and experience of the project team, are qualified to perform the design and construction administration services; and

**WHEREAS**, the Basin 4 Phase 2 Sewer Rehabilitation Project (WW2302) is included in the FY 2023-24 Capital Improvement Plan with a total project budget within the Sewer Operating Fund (Fund 530) of \$2,643,980; and

**WHEREAS**, sufficient funds are budgeted and available in the Sewer Operating Fund (Fund 530) in the amount of \$90,855; and

**WHEREAS**, the Water System Rehabilitation Project No. 4 is not included in the Fiscal Year 2023-2024 Capital Improvement Program Budget for design and engineering services during construction; and



**WHEREAS**, Staff is requesting an appropriation of funds in the amount of \$62,385 in the Water Operating Fund (Fund 520); and

**WHEREAS**, sufficient funds are currently available in the Water Operating Fund (Fund 520) for the appropriation; and

**WHEREAS**, The City Council approved Resolution No. 11020 at the April 11, 2023 City Council meeting authorizing the City Manager to execute an agreement with Water Works, LLC for design and engineering services during construction for the Basin 4 Phase 2 Sewer Rehabilitation project (WW2302) for a total amount not to exceed \$280,438; and

**WHEREAS**, the EWR Department recommends approving Amendment No. 1 to the agreement with Water Works Engineers, LLC for \$90,855 for the Basin 4 Phase 2 Sewer Rehabilitation Project and \$62,385 for the Water System Rehabilitation Project No. 4 for a total amount of \$153,240, and a new contract total amount not-to-exceed \$433,678; 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 Amendment No. 1 to the Agreement (Contract No. 173-21 23-017) with Water Works Engineers, LLC for Design and Engineering Services During Construction for the Basin 4 Phase 2 Sewer Rehabilitation Project (WW2302) and the Water System Rehabilitation Project No. 4 for \$153,240, and a new contract total not-to-exceed amount of \$433,678.

**BE IT FURTHER RESOLVED** that the Finance Director is authorized to appropriate \$62,385 for the amendment. The appropriation will be from the Water Operating Fund (Fund 520).

**PASSED AND ADOPTED** this 27<sup>th</sup> day of February, 2024, by the following roll-call vote:

- AYES:** Councilmember(s):
- NOES:** Councilmember(s):
- ABSENT:** Councilmember(s):
- ABSTAIN:** Councilmember(s):

\_\_\_\_\_  
Michael D. Kozlowski, MAYOR

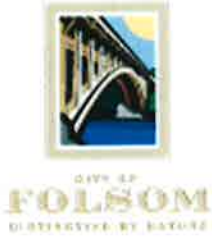
ATTEST:

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

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to facilitate double-sided printing  
and minimize paper use.*



CITY OF  
**FOLSOM**  
DISTINCTIVE BY NATURE



# Folsom City Council Staff Report

<b>MEETING DATE:</b>	2/27/2024
<b>AGENDA SECTION:</b>	Consent Calendar
<b>SUBJECT:</b>	Resolution No. 11170 – A Resolution Authorizing the City Manager to Execute an Amendment to the Agreement for Fire Station 34 Construction Management Services with FDC Consultants and Appropriation of Funds
<b>FROM:</b>	Fire Department

### RECOMMENDATION / CITY COUNCIL ACTION

The Fire Department recommends that the City Council pass and approve Resolution No. 11170 – A Resolution Authorizing the City Manager to Execute an Amendment to the Agreement for Fire Station 34 Construction Management Services with FDC Consultants and Appropriation of Funds

### BACKGROUND / ISSUE

On July 13, 2021, City Council adopted Resolution No. 10665 which authorized the City Manager to execute an agreement with FDC Consultants and appropriation of funds. On July 15, 2021, the City of Folsom entered into an agreement with Fred Russell DBA, FDC Consulting to provide construction management services for design and construction of Fire Station 34 in the Folsom Plan Area.

The Fire Station 34 project (FD2234), located in the Folsom Plan Area at Westwood Drive and Old Ranch Way, was included in the FY 2023-24 Capital Improvement Plan with a total project budget of \$11,860,200. Of the \$11,860,200, \$130,200 is allocated for construction management services.

## **POLICY / RULE**

Section 2.36.080, Award of Contracts of the Folsom Municipal Code states, in part, that contracts for supplies, equipment, services and construction with an estimated value of \$73,209 or greater shall be awarded by City Council.

## **ANALYSIS**

It is desirable and advantageous to contract for the services of a professional project construction manager to oversee the numerous planning and coordinating activities to help ensure that this project remains on budget and is completed in the desired timeframe. The Fire Department has been utilizing FDC Consultants for station construction projects since 2017 and recommends an amendment to the contract with Mr. Fred Russell dba FDC Consultants in the amount of \$63,000 (Attachment 2) to complete the remainder of the construction and occupancy phase of Fire Station 34.

Additional costs were incurred due to unexpected infrastructure design and construction requirements for the project. FDC Consultants has also accepted Inspector of Record Services for the City of Folsom, which was not in the original scope of work.

## **FINANCIAL IMPACT**

The original contract with FDC Consultants was authorized for \$130,200. Staff is requesting an appropriation in the amount of \$63,000, for a total not-to-exceed contract amount of \$193,200 to complete the construction and occupancy phases of the Fire Station 34 project, for a total project budget of \$11,923,200. The funding for this project is from the combined Folsom Plan Area Capital Improvement Fund (Fund 472). An additional appropriation and an increase to the project budget in the amount of \$63,000 will be required. There are sufficient funds available for this appropriation.

## **ENVIRONMENTAL REVIEW**

This report concerns administrative activities that do not constitute a “project” as defined by section 15378 of the California Environmental Quality Act (CEQA) Guidelines and is otherwise exempt pursuant to sections 15061(b)(3) and 15378(b)(2).

## **ATTACHMENTS**

1. Resolution No. 11170 – A Resolution Authorizing the City Manager to Execute an

Amendment to the Agreement for Fire Station 34 Construction Management Services  
with FDC Consultants and Appropriation of Funds

2. FDC Consultants Fee Proposal to Complete Fire Station 34 Project

Submitted,

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Ken Cusano, Fire Chief

Attachment 1

**Resolution No. 11170 – A Resolution Authorizing the City Manager to Execute an Amendment to the Agreement for Fire Station 34 Construction Management Services with FDC Consultants and Appropriation of Funds**

**RESOLUTION NO. 11170**

**A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AN AMENDMENT TO THE AGREEMENT FOR FIRE STATION 34 CONSTRUCTION MANAGEMENT SERVICES WITH FDC CONSULTANTS AND APPROPRIATION OF FUNDS**

**WHEREAS**, on July 15, 2021, the City of Folsom entered into an agreement with Fred Russell dba FDC Consulting in the amount of \$130,200 to provide construction management services for design and construction of Fire Station 34 in the Folsom Plan Area, Project FD2234; and

**WHEREAS**, the City of Folsom desires to amend the contract with Fred Russell dba FDC Consultants in the amount of \$63,000 to complete the remainder of the construction and occupancy phase of Fire Station 34; and

**WHEREAS**, this project was included in the FY 2023-24 Capital Improvement Plan and has a total project budget of \$11,860,200; and

**WHEREAS**, an appropriation of funds in the amount of \$63,000 is needed for a revised project budget of \$11,923,200 and sufficient funds are available in the Folsom Plan Area Capital Improvement Fund (Fund 472) for this additional appropriation; 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 amendment to the agreement for Fire Station 34 Construction Management Services with FDC Consultants for \$63,000 for a total, not-to-exceed contract amount of \$193,200.

**NOW, THEREFORE, BE IT FURTHER RESOLVED** that the Finance Director is authorized to appropriate an additional \$63,000 for this amendment. The appropriation will be from the Folsom Plan Area Capital Improvement Fund (Fund 472) for a total project budget of \$11,923,200.

**PASSED AND ADOPTED** on this 27<sup>th</sup> day of February 2024, by the following roll-call vote:

- AYES: Councilmember(s):
- NOES: Councilmember(s):
- ABSENT: Councilmember(s):
- ABSTAIN: Councilmember(s):

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Michael D. Kozlowski, MAYOR

ATTEST:

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Christa Freemantle, CITY CLERK



Attachment 2

FDC Consultants Fee Proposal to Complete Fire Station 34 Project



FDC Consultants

### Folsom Fire Station 34 Project

Chief Cusano, attached is FDC Consultants fee proposal to provide Construction Management and Inspector of Record Services to complete the construction of Folsom Fire Station 34 project for the next 30 weeks as shown in DL Falks schedule.

**Fee Schedule.**

Consultants hourly Rate:	\$105.00
Total Fee Proposal: (600 hrs.)	\$63,000.00
Overtime hourly rate:	hourly rate
Mileage Charges:	None

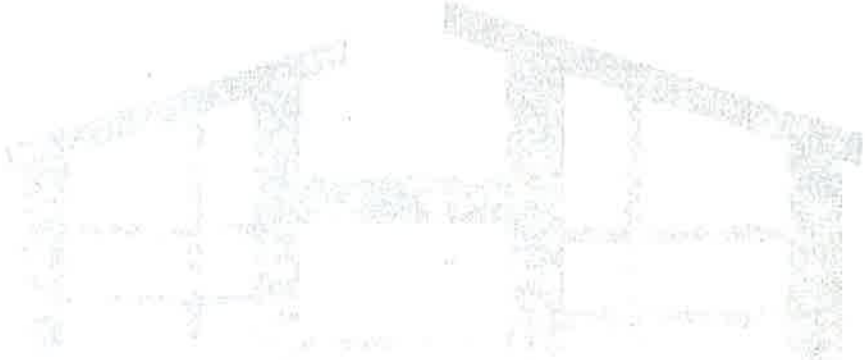
**Insurance Coverage:**

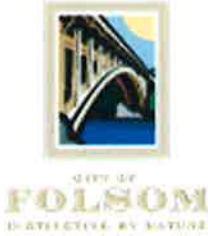
Commercial General Liability:	1 million- included in total cost
Automotive General Liability:	1 million- included in total cost
Workers Compensation:	not required-no employees

Should you have any questions feel free to call me.

Sincerely,

**Fred Russell**  
**FDC CONSULTANTS**





# Folsom City Council Staff Report



<b>MEETING DATE:</b>	2/27/2024
<b>AGENDA SECTION:</b>	Consent Calendar
<b>SUBJECT:</b>	Resolution No. 11171 – A Resolution Authorizing the City Manager to Execute a Design and Consulting Services Contract with Kimley-Horn and Associates, Inc. for the Roundabout Policy and Feasibility Study, Project No. PW2403, Federal Project No. 5288(054)
<b>FROM:</b>	Public Works Department

### RECOMMENDATION / CITY COUNCIL ACTION

The Public Works Department recommends that the City Council pass and adopt Resolution No. 11171 - A Resolution Authorizing the City Manager to Execute a Design and Consulting Services Contract with Kimley-Horn and Associates, Inc. for the Roundabout Policy and Feasibility Study, Project No. PW2403, Federal Project No. 5288(054).

### BACKGROUND / ISSUE

On December 13, 2022, City staff made a presentation titled “Report on Traffic Roundabout Fact-Finding Mission and Direction to Staff Regarding Future Consideration of a Traffic Roundabout Policy” to City Council. During the presentation, City staff presented information regarding their experiences visiting Carmel and Whitestown, Indiana, as well as Stapleton, Golden, and Loveland, Colorado. Staff presented the benefits of vehicle and driver safety, traffic operations and capacity, right of way requirements, and maintenance needs versus traditional traffic signal control at intersections. At the conclusion of presentation, City Council unanimously provided staff direction to develop a Roundabout First policy.

Additionally, at the same meeting, City Council adopted Resolution No. 10961 - A Resolution Authorizing Staff to Submit Grant Applications to the Sacramento Area Council of Governments for the 2022-23 Funding Round. One of the projects submitted to receive funding through the non-competitive Community Design category was the Roundabout Policy and Feasibility Study Project.

This project will conduct an industry best practices review, draft General Plan update policy language, prepare a “Roundabout First” policy language for adoption by the City Council, prepare roundabout design standards for future construction, generate a scoring matrix of the 13 project intersections to evaluate feasibility based on operations, cost, safety/other and provide a ranked list to assist with prioritization. The 13 intersection locations are as follows:

1. Folsom-Auburn Road at Folsom Lake Crossing
2. Folsom-Auburn Road at Oak Ave Parkway
3. Folsom-Auburn Road at Greenback Lane
4. Blue Ravine Road at Prairie City Road
5. Blue Ravine Road at Oak Ave Parkway
6. Folsom Lake Crossing at East Natoma Street
7. Riley Street at East Bidwell Street
8. Riley Street at Glenn Drive
9. Riley Street at Kohl’s/Walmart Driveway
10. East Bidwell Street at Glenn Drive
11. East Bidwell Street at Iron Point Road
12. East Bidwell Street at Coloma Street
13. Prairie City Road at Alder Creek Parkway (Future)

### **POLICY / RULE**

Section 2.36.080 of the Folsom Municipal Code states, in part, that contracts for supplies, equipment, services, and construction with an estimated value of \$73,209 or greater shall be awarded by the City Council.

### **ANALYSIS**

On October 11, 2023, Public Works staff prepared and publicly advertised a Request for Proposals (RFP) to provide professional engineering services. On January 16, 2024, two proposals were received from the following firms: Kimley-Horn and Associates, Inc. and Mead & Hunt, Inc.

A review panel consisting of three Public Works staff members separately evaluated and scored the proposals as described in the “Proposal Evaluations/Consultant Selection” section of the RFP. Each panel member was given a scoring matrix, with the results of those reviews shown below:

	Total Points Possible	Evaluator 1		Evaluator 2		Evaluator 3	
		Kimley -Horn	Mead & Hunt	Kimley -Horn	Mead & Hunt	Kimley -Horn	Mead & Hunt
Understanding of the work to be done	40	35	35	36	32	40	30
Experience with similar kinds of work	25	20	15	20	18	25	20
Project Team	25	25	20	22	17	25	20
Proposal Quality	10	9	7	8	4	9	9
<b>Total</b>	<b>100</b>	<b>89</b>	<b>77</b>	<b>86</b>	<b>71</b>	<b>99</b>	<b>79</b>

<b>Kimley Horn Average Score</b>	<b>91.3</b>
<b>Mead and Hunt Average Score</b>	<b>75.7</b>

Kimley-Horn and Associates, Inc. proposal was selected as the best-qualified consultant to provide the required services. The selection was based on their approach to the work, their specialized experience and capabilities, knowledge of the City of Folsom, and the quality of the proposal. Kimley-Horn and Associates, Inc. proposes to perform these services for an amount not to exceed \$399,851.99.

Staff will use the City’s standard agreement in a form acceptable to the City Attorney.

**FINANCIAL IMPACT**

The Roundabout Policy and Feasibility Study Project was included in the Fiscal Year 2023-24 Capital Improvement Plan with a project budget of \$100,000 utilizing Measure A Funds (Fund 276). Additionally, the City was awarded \$400,000 of Surface Transportation Block Grant Program funds from Sacramento Area Council of Governments (SACOG) for this project that would replace some of the local funds and would require a match of local funds as follows:

Local Match (Fund 276)	\$51,825
SACOG Grant	\$400,000
Total Project Funding	\$451,825

**ENVIRONMENTAL REVIEW**

This is a planning level study and is exempt for environmental review.

**ATTACHMENT**

Resolution No. 11171 – A Resolution Authorizing the City Manager to Execute a Design and Consulting Services Contract with Kimley-Horn and Associates, Inc. for the Roundabout Policy and Feasibility Study, Project No. PW2403, Federal Project No. 5288(054)

Submitted,

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Mark Rackovan, Public Works Director

**RESOLUTION NO. 11171**

**A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A DESIGN AND CONSULTING SERVICES CONTRACT WITH KIMLEY-HORN AND ASSOCIATES, INC. FOR THE ROUNDABOUT POLICY AND FEASIBILITY STUDY, PROJECT NO. PW2403, FEDERAL PROJECT NO. 5288(054)**

**WHEREAS**, the City of Folsom desires to establish a roundabout first policy, prepare design standards, and evaluate existing intersections for roundabout feasibility; and

**WHEREAS**, Public Works staff prepared and publicly advertised a Request for Proposals on October 11, 2023, and received proposals on January 16, 2024 from two firms, Kimley-Horn and Associates, Inc. and Mead & Hunt, Inc., and

**WHEREAS**, a review panel consisting of three Public Works staff members separately evaluated and scored the proposals as described in the “Proposal Evaluations/Consultant Selection” section of the Request for Proposals; and

**WHEREAS**, staff selected Kimley-Horn and Associates, Inc. based on their approach to the work, their specialized experience and capabilities, knowledge of the City of Folsom, and the quality of the proposal, for a not to exceed amount of \$399,851.99; and

**WHEREAS**, this project was included in Fiscal Year 2023-24 Capital Improvement Plan with a project budget of \$100,000 utilizing Measure A Funds (Fund 276); and

**WHEREAS**, the City of Folsom is programmed to receive funding in the amount of \$400,000 awarded through 2022-2023 Sacramento Area Council of Governments (SACOG) and is eligible for reimbursement of Surface Transportation Block Grant Program funds; and

**WHEREAS**, funds received will be deposited in the Measure A Fund (Fund 276); 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 a Design and Consulting Services Contract with Kimley-Horn and Associates, Inc. for the Roundabout Policy and Feasibility Study, Project No. PW2403, Federal Project No. 5288(054) in the amount of \$399,851.99.

**PASSED AND ADOPTED** this 27<sup>th</sup> day of February 2024, by the following roll-call vote:

- AYES:** Councilmember(s):
- NOES:** Councilmember(s):
- ABSENT:** Councilmember(s):
- ABSTAIN:** Councilmember(s):

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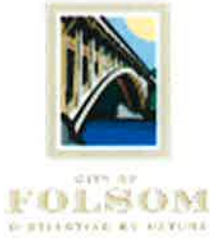
Michael D. Kozlowski, MAYOR

ATTEST:

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Christa Freemantle, CITY CLERK





# Folsom City Council Staff Report



<b>MEETING DATE:</b>	2/27/2024
<b>AGENDA SECTION:</b>	Consent Calendar
<b>SUBJECT:</b>	Resolution No. 11172 – A Resolution Amending Resolution No. 10913 and approving the updated City Impact and Connection Fee schedule for Law Enforcement, Fire Suppression, General Facilities, Vehicles and Equipment, Park Improvement, Humbug-Willow Creek, Housing Trust, Water, Sanitary Sewer, Solid Waste, Transportation Improvement, Drainage, and Light Rail Impact Fees
<b>FROM:</b>	Finance Department

### RECOMMENDATION / CITY COUNCIL ACTION

Staff requests the City Council adopt Resolution No. 11172 – A Resolution Amending Resolution No. 10913 and approving the updated City Impact and Connection Fee schedule for Law Enforcement, Fire Suppression, General Facilities, Vehicles and Equipment, Park Improvement, Humbug-Willow Creek, Housing Trust, Water, Sanitary Sewer, Solid Waste, Transportation Improvement, Drainage, and Light Rail Impact fees.

### BACKGROUND / ISSUE

In May 2006, the City Council adopted Resolution No. 7812 which established new city impact and connection fees for law enforcement, fire suppression, general facilities, vehicles and equipment, park improvement, Humbug-Willow Creek, housing trust, water, sanitary sewer, transportation improvement, drainage, and light rail. Resolution No. 7812 also approved an annual inflationary adjustment.

**POLICY / RULE****Folsom Municipal Code**

The Folsom Municipal Code sets impact fees in various code sections as follows:

- Section 03.20.045 – Solid Waste Fee
- Section 03.80.040 – Police, Fire, and General Government Improvement
- Section 03.90.010 – Housing Trust Fee
- Section 04.10.010 – Park Improvement
- Section 04.12.010 – Humbug-Willow Creek Fee
- Section 10.50.040 – Light Rail
- Section 12.04.060 – Transportation Improvement
- Section 13.24.050 – Water Connection
- Section 13.25.010 – Sewer Connection
- Section 13.30.010 – Water Impact Fee
- Section 17.95.010 – Drainage Improvement

**ANALYSIS**

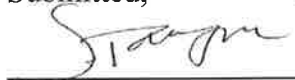
In accordance with Resolution No. 7812, adopted May 23, 2006, Staff has calculated proposed fee schedules to be effective March 1, 2024. The annual inflationary adjustment to be applied is 7.20%. This percentage adjustment is based on the *Engineering News Record Construction Cost Index* for January through December 2022. The proposed fee schedules were derived by applying the annual inflationary adjustment to the current fee.

The proposed March 1, 2024, fee schedules are included in Resolution No. 11172 as Attachment 1 and the Construction Cost Index obtained from the Engineering News Record is included as Attachment 2.

**ATTACHMENTS**

1. Resolution No. 11172 – A Resolution Amending Resolution No. 10913 and approving the updated City Impact and Connection Fee schedule for Law Enforcement, Fire Suppression, General Facilities, Vehicles and Equipment, Park Improvement, Humbug-Willow Creek, Housing Trust, Water, Sanitary Sewer, Solid Waste, Transportation Improvement, Drainage, and Light Rail Impact fees.
2. Engineering News Record Construction Cost Index

Submitted,



Stacey Tamagni, Finance Director

# Attachment 1

**RESOLUTION NO. 11172**

**A RESOLUTION AMENDING RESOLUTION NO. 10913 AND APPROVING THE UPDATED CITY IMPACT AND CONNECTION FEE SCHEDULE FOR LAW ENFORCEMENT, FIRE SUPPRESSION, GENERAL FACILITIES, VEHICLES AND EQUIPMENT, PARK IMPROVEMENT, HUMBUG-WILLOW CREEK, HOUSING TRUST, WATER, SANITARY SEWER, SOLID WASTE, TRANSPORTATION IMPROVEMENT, DRAINAGE, AND LIGHT RAIL IMPACT FEES**

**WHEREAS**, the Folsom Municipal Code sets impact fees in various code sections as follows:

- 1). Section 03.20.045 – Solid Waste Fee
- 2). Section 03.80.040 – Police, Fire, and General Government Improvement
- 3). Section 03.90.010 – Housing Trust Fee
- 4). Section 04.10.010 – Park Improvement
- 5). Section 04.12.010 – Humbug-Willow Creek
- 6). Section 10.50.040 – Light Rail
- 7). Section 12.04.060 – Transportation Improvement
- 8). Section 13.24.050 – Water Connection
- 9). Section 13.25.010 – Sewer Connection
- 10). Section 13.30.010 – Water Impact Fee
- 11). Section 17.95.010 – Drainage Improvement; and

**WHEREAS**, Resolution No. 7812 adopted by the Folsom City Council on May 23, 2006, allowed for an annual inflationary adjustment to selected City Impact and Connection fees each fiscal year, and

**WHEREAS**, the annual inflationary adjustment is based on the *Engineering News Record Construction Cost Index* for January through December 2022 and the annual adjustment to be applied is 7.20%; and

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Folsom amends Resolution No 1091 and approves the updated City Impact and Connection Fees as of March 1, 2024 for Law Enforcement, Fire Suppression, General Facilities, Vehicles and Equipment, Park Improvement, Humbug-Willow Creek, Housing Trust, Water, Sanitary Sewer, Solid Waste, Transportation Improvement, Drainage, and Light Rail Impact Fees.

**PASSED AND ADOPTED** this 27th day of February 2024, by the following roll-call vote:

- AYES:** Councilmember(s):
- NOES:** Councilmember(s):
- ABSENT:** Councilmember(s):
- ABSTAIN:** Councilmember(s):

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

**City of Folsom  
Impact and Connection Fee Schedule As of March 1, 2024**

FEE DESCRIPTION	BASIS	FEE	Annual	FEE
		10/01/2022	Inflation	3/1/24
		Rate 10/01/22	2022 Annual CPI <sup>1</sup>	Proposed
<b><u>Police (FMC 3.80.010)</u></b>				
Single Family Residential	Unit	\$636	\$46	\$681
Multi-Family Residential	Unit	\$721	\$52	\$773
Mobile Dwellings	Unit	\$165	\$12	\$177
Commercial Lodging	Unit	\$37	\$3	\$39
Commercial Development	Sq. Ft.	\$1.071	\$0.08	\$1.148
Industrial Development	Sq. Ft.	\$0.926	\$0.07	\$0.992
<b><u>Fire (FMC 3.80.010)</u></b>				
Single Family Residential	Unit	\$1,149	\$83	\$1,232
Multi-Family Residential	Unit	\$1,111	\$80	\$1,191
Mobile Dwellings	Unit	\$1,146	\$82	\$1,228
Commercial Lodging	Unit	\$994	\$72	\$1,066
Commercial Development	Sq. Ft.	\$0.671	\$0.05	\$0.72
Industrial Development	Sq. Ft.	\$0.292	\$0.02	\$0.31
<b><u>General Facilities (FMC 3.80.010)</u></b>				
Single Family Residential	Unit	\$1,689	\$122	\$1,811
Multi-Family Residential	Unit	\$1,689	\$122	\$1,811
Mobile Dwellings	Unit	\$1,681	\$121	\$1,803
Commercial Lodging	Unit	\$241	\$17	\$258
Commercial Development	Sq. Ft.	\$0.527	\$0.04	\$0.56
Industrial Development	Sq. Ft.	\$0.524	\$0.04	\$0.56
<b><u>General Park Equip (FMC 3.80.010)</u></b>				
Single Family Residential	Unit	\$99	\$7	\$106
Multi-Family Residential	Unit	\$99	\$7	\$106
Mobile Dwellings	Unit	\$47	\$3	\$50
Commercial Development	Sq. Ft.	\$0.019	\$0.001	\$0.021
Industrial Development	Sq. Ft.	\$0.019	\$0.001	\$0.021
<b><u>Drainage (FMC 17.95.030)</u></b>				
Single Family Residential	Unit	\$1,097	\$79	\$1,176
Multi-Family Residential	Unit	\$1,097	\$79	\$1,176
Mobile Dwellings	Unit	\$1,097	\$79	\$1,176
Commercial Development/Office	Acre	\$6,669	\$480	\$7,149
Industrial Development	Acre	\$6,669	\$480	\$7,149
<b><u>Light Rail Impact Fee (FMC 10.50.040)</u></b>				
Single Family Residential	Unit	\$766	\$55	\$821
Multi-Family Residential	Unit	\$527	\$38	\$565
Mobile Dwellings	Unit	\$527	\$38	\$565
Commercial Development/Office	Sq. Ft.	\$0.243	\$0.017	\$0.260

**City of Folsom  
Impact and Connection Fee Schedule As of March 1, 2024**

Industrial Development	Sq. Ft.	\$0.101	\$0.007	\$0.108
<b><u>Transportation Improv Fee (FMC 12.04.060)</u></b>				
Single Family Residential	Unit	\$8,643	\$622.33	\$9,265.73
Multi-Family Residential	Unit	\$6,050	\$435.61	\$6,485.76
Mobile Dwellings	Unit	\$6,050	\$435.61	\$6,485.76
Commercial	Sq Ft.	\$12.98	\$0.93	\$13.91
Industrial/Office	Sq Ft.	\$5.64	\$0.41	\$6.04
Other	Sq Ft.	\$5.64	\$0.41	\$6.04
<b><u>Additional Land Uses</u></b>				
High Trip Commercial	Sq Ft.	\$51.50	\$3.71	\$55.21
Gas Stations <sup>1</sup>	Sq Ft.	\$11,549	\$832	\$12,381
<sup>1</sup> per fueling station				
<b><u>Water Impact Fees (FMC 13.30.010)</u></b>				
Single Family Residential	Unit	\$1,042	\$75	\$1,117
Multi-Family Residential	Unit	\$561	\$40	\$602
Commercial	Acre	\$1,403	\$101	\$1,504
Industrial/Office	Acre	\$1,403	\$101	\$1,504
<b><u>Water Connection Fees (FMC 13.24.010)</u></b>				
<b><u>Residential</u></b>				
Single Family Residential	Unit	\$3,557	\$256	\$3,813
Multi-Family Residential	Unit	\$2,312	\$166	\$2,478
Lexington Hills	Unit	\$2,203	\$159	\$2,361
Mobile Home	Unit	\$2,312	\$166	\$2,478
<b><u>Commercial</u></b>				
3/4" meter		\$3,548	\$255	\$3,803
1" meter		\$8,847	\$637	\$9,484
1 1/2" meter		\$17,699	\$1,274	\$18,974
2" meter		\$28,324	\$2,039	\$30,363
3" meter		\$56,663	\$4,080	\$60,743
4" meter		\$88,566	\$6,377	\$94,942
6" meter		\$177,196	\$12,758	\$189,954
8" meter		\$283,608	\$20,420	\$304,027
10" meter		\$408,050	\$29,380	\$437,430
<b><u>Sewer Connection Fees (FMC 13.25.010)</u></b>				
<b><u>Residential</u></b>				
Single Family Residential	Unit	\$1,135	\$82	\$1,217
Multi-Family Residential	Unit	\$888	\$64	\$952
Lexington Hills	Unit	\$884	\$64	\$948
Mobile Home	Unit	\$1,004	\$72	\$1,076
<b><u>Commercial</u></b>				
3/4" meter		\$1,135	\$82	\$1,217
1" meter		\$1,135	\$82	\$1,217
1 1/2" meter		\$2,274	\$164	\$2,437
2" meter		\$3,638	\$262	\$3,900

**City of Folsom  
Impact and Connection Fee Schedule As of March 1, 2024**

3" meter		\$6,821	\$491	\$7,312
4" meter		\$11,369	\$819	\$12,188
6" meter		\$22,738	\$1,637	\$24,375
8" meter		\$36,380	\$2,619	\$38,999
10" meter		\$52,295	\$3,765	\$56,060
<b><u>Solid Waste Capital Improvement Fee (FMC 3.20.045)</u></b>				
<b>Residential</b>				
Single Family Residential	Unit	\$384	\$28	\$411
Mobile Homes	Unit	\$176	\$13	\$189
<b>Commercial/ Multi Family</b>				
2 yard dumpster		\$4,301	\$310	\$4,611
3 yard dumpster		\$4,330	\$312	\$4,642
4 yard dumpster		\$4,390	\$316	\$4,707
6 yard dumpster		\$4,570	\$329	\$4,899
15 yard roll-off		\$14,078	\$1,014	\$15,092
20 yard roll		\$14,456	\$1,041	\$15,497
30 yard roll		\$15,038	\$1,083	\$16,121
40 yard roll		\$15,364	\$1,106	\$16,470
<b><u>Park Construction Capital Impact (FMC 4.10)</u></b>				
Single Family Residential	Unit	\$7,447	\$410	\$7,857
Multi-Family Residential	Unit	\$4,947	\$272	\$5,219
Senior Residential Housing	Unit	\$3,824	\$210	\$4,034
Mobile Dwellings	Unit	\$2,858	\$157	\$3,015
Commercial Development	Sq. Ft.	\$0.504	\$0.028	\$0.532
Industrial Development	Sq. Ft.	\$0.504	\$0.028	\$0.532
<b><u>Humbug-Willow Creek (FMC 4.12)</u></b>				
Single Family Residential	Unit	\$292	\$16	\$308
Multi-Family Residential	Unit	\$184	\$10	\$195
Mobile Dwellings	Unit	\$160	\$9	\$169
Commercial Development	Sq. Ft.	\$0.071	\$0.004	\$0.075
Industrial Development	Sq. Ft.	\$0.071	\$0.004	\$0.075

<sup>1</sup> Engineering News Record Construction Cost Index - 2022 Annual Average



**City of Folsom**

**Impact and Connection Fee Schedule As of March 1, 2024**

FEE DESCRIPTION	BASIS	FEE 1/01/2023	Annual Inflation Adjustment	FEE 3/1/2024
		Reso 10913	2022 Annual CCI <sup>1</sup>	Proposed
<b><u>Housing Trust (FMC 3.90.010)</u></b>				
Office	Sq. Ft.	\$1.86	\$ 0.134	\$1.99
Retail	Sq. Ft.	\$1.86	\$ 0.134	\$1.99
Light Industrial	Sq. Ft.	\$1.86	\$ 0.134	\$1.99
Heavy Industrial/Manufacturing	Sq. Ft.	\$1.86	\$ 0.134	\$1.99
Light Industrial/Manufacturing	Sq. Ft.	\$1.86	\$ 0.134	\$1.99

<sup>1</sup> *Engineering News Record Construction Cost Index - 2022 Annual Average*

# Attachment 2

## ATTACHMENT 2

### Construction Cost Index History - As of February 2024

**HOW ENR BUILDS THE INDEX:** 200 hours of common labor at the 20-city average of common labor rates, plus 25 cwt of standard structural steel shapes at the mill price prior to 1996 and the fabricated 20-city price from 1996, plus 1.128 tons of portland cement at the 20-city price, plus 1,088 board ft of 2 x 4 lumber at the 20-city price.

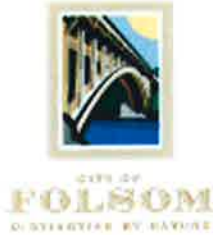
View the [ANNUAL AVERAGE FOR ENR'S CONSTRUCTION COST INDEX](#).

YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AVG.
2024	13515.02	13518.12											
2023	13175.03	13175.93	13176.30	13229.57	13288.27	13345.00	13424.98	13472.56	13485.67	13497.97	13510.57	13514.76	13358.05
2022	12555.55	12683.97	12791.43	12898.96	13004.47	13110.50	13167.84	13171.07	13173.43	13174.92	13174.98	13175.00	13006.84
2021	11627	11698	11749	11849	11989	12112	12237	12463	12464	12464	12467	12481	12,133
2020	11392	11396	11397	11412	11418	11436	11439	11455	11499	11539	11579	11626	11465.67
2019	11206	11213	11228	11228	11230	11268	11293	11311	11311	11326	11381	11381	11281
2018	10878	10889	10959	10971	11013	11069	11116	11124	11170	11183	11184	11186	11062
2017	10542	10559	10667	10678	10692	10703	10789	10826	10823	10817	10870	10873	10737
2016	10132	10181	10242	10279	10315	10337	10379	10385	10403	10434	10442	10530	10338
2015	9972	9962	9972	9992	9975	10039	10037	10039	10065	10128	10092	10152	10035
2014	9664	9681	9702	9750	9796	9800	9835	9846	9870	9886	9912	9936	9806

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CITY OF  
**FOLSOM**  
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# Folsom City Council Staff Report



<b>MEETING DATE:</b>	2/27/2024
<b>AGENDA SECTION:</b>	Consent Calendar
<b>SUBJECT:</b>	Resolution No. 11173 – A Resolution Directing the Preparation of Engineer’s Report for the following Landscaping and Lighting Districts for Fiscal Year 2024-2025 American River Canyon North, American River Canyon North No. 2, American River Canyon North No. 3, Blue Ravine Oaks, Blue Ravine Oaks No. 2, Briggs Ranch, Broadstone, Broadstone No. 4, Broadstone Unit No. 3, Cobble Ridge, Cobble Hills Ridge II/Reflections II, Folsom Heights, Folsom Heights No. 2, Hannaford Cross, Lake Natoma Shores, Los Cerros, Natoma Station, Natoma Valley, Prairie Oaks Ranch, Prairie Oaks Ranch No. 2, Prospect Ridge, Sierra Estates, Silverbrook, Steeplechase, The Residences at American River Canyon, The Residences at American River Canyon II, Willow Creek Estates East, Willow Creek Estates East No. 2, Willow Creek Estates South, and Willow Springs
<b>FROM:</b>	Parks and Recreation Department

**RECOMMENDATION / CITY COUNCIL ACTION**

Staff recommends the City Council adopt Resolution No. 11173 – A Resolution Directing the Preparation of Engineer’s Report for the following Landscaping and Lighting Districts for Fiscal Year 2024-2025 American River Canyon North, American River Canyon North No. 2, American River Canyon North No. 3, Blue Ravine Oaks, Blue Ravine Oaks No. 2, Briggs Ranch, Broadstone, Broadstone No. 4, Broadstone Unit No. 3, Cobble Ridge, Cobble Hills Ridge II/Reflections II, Folsom Heights, Folsom Heights No. 2, Hannaford Cross, Lake Natoma Shores, Los Cerros, Natoma Station, Natoma Valley, Prairie Oaks Ranch, Prairie Oaks Ranch No. 2, Prospect Ridge, Sierra Estates, Silverbrook, Steeplechase, The Residences at American River Canyon, The Residences at American River Canyon II, Willow Creek Estates East, Willow Creek Estates East No. 2, Willow Creek Estates South, and Willow Springs.

**BACKGROUND / ISSUE**

The City of Folsom has thirty existing Landscaping and Lighting Districts. Each year, as part of the annual assessment process, an Engineer's Report must be prepared in accordance with the requirement of Article 4 of Chapter 1 of Part 2 of Division 15 of the *Streets and Highways Code* and the *Landscaping and Lighting Act of 1972*.

The Engineer's Report for Fiscal Year 2024-2025 will address all thirty districts in one report and will be submitted for final approval to the City Council.

**POLICY / RULE**

Section 22622 of the *Streets and Highways Code* requires the City Council to adopt a resolution directing the preparation of the Engineer's Report as part of the annual assessment process for landscaping and lighting districts.

**ANALYSIS**

The Engineer's Report for the thirty Landscaping and Lighting Districts for Fiscal Year 2024-2025 will be prepared by NBS Government Financing Group (NBS). The Preliminary Engineer's Report is expected to be submitted for City Council review and approval on June 11, 2024, and the final Engineer's Report and public hearing is scheduled for July 9, 2024.

Included within the report for each district will be the following:

- A. Plans and specifications for the maintenance of the improvements (on file in the Parks and Recreation Department)
- B. Estimate of the cost of maintaining the improvements
- C. Diagrams of the assessment districts
- D. Assessment of the estimated costs for maintaining the improvements

**FINANCIAL IMPACT**

Each Landscaping and Lighting District levies and collects funds to cover operating and maintenance costs. The Fiscal Year 2023-2024 budget for the Landscaping and Lighting Districts includes funding for the preparation of the Engineer's Report. There is no fiscal impact to the City of Folsom General Fund.

**ENVIRONMENTAL REVIEW**

N/A (This does not apply as there is no environmental review aspect to the engineer's report.)

**ATTACHMENTS**

1. Resolution No. 11173 – A Resolution Directing the Preparation of Engineer’s Report for the following Landscaping and Lighting Districts for Fiscal Year 2024-2025  
American River Canyon North, American River Canyon North No. 2, American River Canyon North No. 3, Blue Ravine Oaks, Blue Ravine Oaks No. 2, Briggs Ranch, Broadstone, Broadstone No. 4, Broadstone Unit No. 3, Cobble Ridge, Cobble Hills Ridge II/Reflections II, Folsom Heights, Folsom Heights No. 2, Hannaford Cross, Lake Natoma Shores, Los Cerros, Natoma Station, Natoma Valley, Prairie Oaks Ranch, Prairie Oaks Ranch No. 2, Prospect Ridge, Sierra Estates, Silverbrook, Steeplechase, The Residences at American River Canyon, The Residences at American River Canyon II, Willow Creek Estates East, Willow Creek Estates East No. 2, Willow Creek Estates South, and Willow Springs

Submitted,

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Kelly Gonzalez Parks & Recreation Director

**RESOLUTION NO. 11173**

**A RESOLUTION DIRECTING THE PREPARATION OF ENGINEER’S REPORT FOR THE FOLLOWING LANDSCAPING AND LIGHTING DISTRICTS FOR FISCAL YEAR 2024-2025 AMERICAN RIVER CANYON NORTH, AMERICAN RIVER CANYON NORTH NO. 2, AMERICAN RIVER CANYON NORTH NO. 3, BLUE RAVINE OAKS, BLUE RAVINE OAKS NO. 2, BRIGGS RANCH, BROADSTONE, BROADSTONE NO. 4, BROADSTONE UNIT NO. 3, COBBLE RIDGE, COBBLE HILLS RIDGE II/REFLECTIONS II, FOLSOM HEIGHTS, FOLSOM HEIGHTS NO. 2, HANNAFORD CROSS, LAKE NATOMA SHORES, LOS CERROS, NATOMA STATION, NATOMA VALLEY, PRAIRIE OAKS RANCH, PRAIRIE OAKS RANCH NO. 2, PROSPECT RIDGE, SIERRA ESTATES, SILVERBROOK, STEEPLECHASE, THE RESIDENCES AT AMERICAN RIVER CANYON, THE RESIDENCES AT AMERICAN RIVER CANYON II, WILLOW CREEK ESTATES EAST, WILLOW CREEK ESTATES EAST NO. 2, WILLOW CREEK ESTATES SOUTH, AND WILLOW SPRINGS**

**WHEREAS**, the City Council of the City of Folsom, has established thirty Landscaping and Lighting Assessment Districts described as follows:

- |                                      |  |
|--------------------------------------|--|
| American River Canyon North          | Natoma Station                             |
| American River Canyon North No. 2    | Natoma Valley                              |
| American River Canyon North No. 3    | Prairie Oaks Ranch                         |
| Blue Ravine Oaks                     | Prairie Oaks Ranch No. 2                   |
| Blue Ravine Oaks No. 2               | Prospect Ridge                             |
| Briggs Ranch                         | Sierra Estates                             |
| Broadstone                           | Silverbrook                                |
| Broadstone No. 4                     | Steeplechase                               |
| Broadstone Unit No.3                 | The Residences at American River Canyon    |
| Cobble Ridge                         | The Residences at American River Canyon II |
| Cobble Hills Ridge II/Reflections II | Willow Creek Estates East                  |
| Folsom Heights                       | Willow Creek Estates East No. 2            |
| Folsom Heights No. 2                 | Willow Creek Estates South                 |
| Hannaford Cross                      | Willow Springs                             |
| Lake Natoma Shores                   |  |
| Los Cerros                           |  |
| ; and                                |  |

**WHEREAS**, pursuant to the Landscape and Lighting Act of 1972 ("Act"), Division 15, Part 2 of the *Streets and Highway Code*, the assessment is for the maintenance of public areas including, but not limited to, landscaped areas, street corridors, project entryways, certain parks, parkways, medians, statuary, residential village entryways, sound walls, fences, project signage, streetscapes, landscape, lighting maintenance and lighting, water and utility bills; and



**WHEREAS**, the City Council of the City of Folsom has determined that said territories will be specifically benefited by the maintenance and servicing of said landscape and appurtenant improvements; and

**WHEREAS**, Sections 22620 through 22631 of the Act provide for annual assessments after the formation of said districts; and

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Folsom authorizes the City Manager to have the City’s engineer prepare the Engineer’s Report and file the same with the Clerk for submission to the City Council, and that NBS Government Financing Group is hereby designated as Engineer of Work for purposes of these proceedings and is hereby ordered to prepare an Engineer's Report in accordance with Article 4 of Chapter 1 of the Act and Article XIIIID of the California Constitution. Upon completion, the Engineer shall file the Engineer's Report with the Clerk of the Council for submission to the Council; and

**PASSED AND ADOPTED** this 27<sup>th</sup> day of February 2024, by the following roll-call vote:

- AYES:** Councilmember(s):
- NOES:** Councilmember(s):
- ABSENT:** Councilmember(s):
- ABSTAIN:** Councilmember(s):

\_\_\_\_\_  
Michael D. Kozlowski, MAYOR

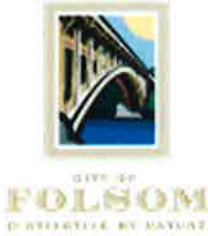
ATTEST:

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

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CITY OF  
**FOLSOM**  
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# Folsom City Council Staff Report



<b>MEETING DATE:</b>	2/27/2024
<b>AGENDA SECTION:</b>	Consent Calendar
<b>SUBJECT:</b>	Resolution No. 11174 - A Resolution Authorizing the City Manager to Execute a Construction Agreement with MCM Roofing Company, Inc. for the Emergency Replacement of 79 Skylights at the Andy Morin Sports Complex and Appropriation of Contingency Funds
<b>FROM:</b>	Parks and Recreation Department

**RECOMMENDATION / CITY COUNCIL ACTION**

The Parks and Recreation Department recommends the City Council pass and adopt Resolution No. 11174 – A Resolution Authorizing the City Manager to Execute a Construction Agreement with MCM Roofing Company, Inc. for the Emergency Replacement of 79 Skylights at the Andy Morin Sports Complex and Appropriation of Contingency Funds.

**BACKGROUND / ISSUE**

During recent heavy storms, several skylights at the Andy Morin Sports Complex were damaged by high winds, and/or wind-driven debris. The damage to the skylights created heavy flooding in the interior space of the Sports Complex, particularly in the area where the hardwood basketball courts and pitching machines are located. Due to the age and condition of the existing skylights, the recommendation of our roofing contractor is to replace all 79 skylights.

**POLICY / RULE**

In accordance with **Chapter 2.36.150** of the Folsom Municipal Code, Notwithstanding any other provisions of this chapter, the city manager shall make, or authorize others to make, emergency procurement of supplies, equipment, services, or construction items when there exists a threat to public health, welfare, or safety; provided, that such emergency procurement shall be made with sufficient competition as is practicable under the circumstances. The requesting department shall complete a waiver of bid format and submit it to the purchasing agent for filing with the city clerk. (Ord. 723 § 3 (part), 1991)

**ANALYSIS**

Even though the Facilities Services Division and our roofing vendor have made temporary repairs, there is still the potential for further water intrusion into the interior spaces of the Sports Complex, particularly during periods of heavy rain/wind. To address these issues in the timeliest manner, staff is recommending the City engage in a contract with MCM Roofing Inc. for the amount of \$104,500. The staff is also requesting a 15% contingency of \$15,675 for unforeseen conditions.

**FINANCIAL IMPACT**

The request for a 15% construction contingency exceeds the 10% construction contingency authorized in the Folsom Municipal Code but is highly recommended due to conditions that are not known at this time. The total project with contingency would be in the amount of \$120,175.

**Project Costs:**

Total Contract	\$104,500
Construction Contingency	\$ 15,675
<b>Total project Cost</b>	<b>\$120,175</b>

The cost of replacing the Folsom Sports Complex skylights will be financed from the General Fund’s (Fund 010) contingency budget. Sufficient funds for this emergency procurement are available in the General Fund’s (Fund 010) contingency budget.

**ENVIRONMENTAL REVIEW**

In accordance with the California Environmental Quality Act, (CEQA) the proposed project is Categorically Exempt per Article 19, 15300.1 – Relation to Ministerial Projects.

**ATTACHMENTS**

1. Resolution No. 11174 - A Resolution Authorizing the City Manager to Execute a Construction Agreement with MCM Roofing Company, Inc. for the Emergency Replacement of 79 Skylights at the Andy Morin Sports Complex and Appropriation of Contingency Funds
2. Proposal for MCM Roofing Inc. to remove and replace 59 skylights at the Folsom Sports Complex
3. Proposal for MCM Roofing Inc. to remove and replace 20 skylights at the Folsom Sports Complex

Submitted,

Kelly Gonzalez, Director  
Parks & Recreation Department

**ATTACHMENT 1**

Resolution No. 11174 - A Resolution Authorizing the City Manager to Execute a Construction Agreement with MCM Roofing Company, Inc. for the Emergency Replacement of 79 Skylights at the Andy Morin Sports Complex and Appropriation of Contingency Funds

**RESOLUTION NO. 11174**

**A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A CONSTRUCTION AGREEMENT WITH MCM ROOFING COMPANY, INC. FOR THE EMERGENCY REPLACEMENT OF 79 SKYLIGHTS AT THE ANDY MORIN SPORTS COMPLEX AND APPROPRIATION OF CONTINGENCY FUNDS**

**WHEREAS**, the Andy Morin Sports Complex has had multiple failures of the existing skylights during recent storms causing major water intrusion into the interior space; and

**WHEREAS**, the existing skylights have reached the end of their useful life, and cannot be repaired, and the recommendation from both the Folsom Facilities Services Division and the City’s roofing vendor is that all seventy-nine (79) skylights be replaced; and

**WHEREAS**, there will be a significant loss of revenue as well as increased damage to the interior structure of the Folsom Sports Complex if the skylights are not repaired; and

**WHEREAS**, sufficient funds for this emergency procurement are available in the General Fund’s (Fund 010) contingency budget; 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 a construction agreement with MCM Roofing Company, Inc., for the amount of \$104,500, along with a contingency of 15%, \$15,675, and the Finance Director is authorized to appropriate an amount not to exceed \$120,175 from the General Fund contingency budget for the Andy Morin Sports Complex emergency skylight replacement procurement.

**PASSED AND ADOPTED** this 27 day of February 2024, by the following roll-call vote:

- AYES:** Councilmember(s):
- NOES:** Councilmember(s):
- ABSENT:** Councilmember(s):
- ABSTAIN:** Councilmember(s):

\_\_\_\_\_  
Michael D. Kozlowski, MAYOR

ATTEST:

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

**ATTACHMENT 2**

Proposal for MCM Roofing Inc. to remove and replace 59 skylights at the Folsom Sports Complex



## MCM Roofing Company Inc.

February 6, 2024

Mr. Shane Thompson  
City of Folsom  
50 Natoma Street  
Folsom CA 95630

**APPROVED**

*Chris O'Keefe*

Via email: sjthompson@folsom.ca.us

**Re: Proposal for Replacement of (59) Skylights at the Sports Complex**

Shane,

MCM Roofing Company Inc. is pleased to quote a price of \$76,700 (Seventy-Six Thousand Seven Hundred Dollars) to remove and replace the remaining (59) skylights at the Sports Complex in Folsom as requested. Our scope of work has the following inclusions and exclusions.

**Inclusions:**

- Mobilization with equipment and manpower.
- Removal of the existing (59) skylights for disposal.
- Installation of (59) 48" X 96" dual pane white skylights to fit the existing roof curbs.
- Installation of new foam gaskets around the top edge of the existing curbs.
- Attachment of the skylights with new screws and neoprene washers- placed at every factory attachment hole location.
- Maintain the watertightness of the roof system while the work is performed.
- Manufacturer's standard 10-year material warranty. (see attached)
- Contractor's 10-year workmanship warranty.
- Equipment- reach lift and trucks.
- Freight
- Disposal and dump fees.
- Sales tax
- License(s).

**Exclusions:**

- Removal and replacement of the existing roof curbs.
- Interior finish work if desired.

Please see the attached product data sheets and warranty information for review and acceptance of this proposal.

This proposal with cost is valid until **June 1, 2024**. Once we have approval to proceed, we will schedule the work and coordinate with the occupants.

Sincerely,



Jay Motz- President  
MCM Roofing Company Inc.  
License #938303



**SOLAR INDUSTRIES, INC.**

**MANUFACTURER'S WARRANTY**

**Project:**  
Anthony Commerce Park  
2334 Chicago Way  
Chicago, CA 99999

**Previous Owner:**  
N/A

**Owner:**  
Anthony Payton  
2334 Chicago Way  
Chicago, CA 99999

---

**Contractor:**  
Walter Construction  
2323 Jordon Circle  
Chicago, CA 99999

**Product:** 3434-MANUFACTURED SMOKE VENTS  
3434-MANUFACTURED SECURITY BARS  
**Period:** 10 years  
**Warranty Begins:** January 1, 2222

---

This limited warranty inures to the benefit of the New Owner only, is non-transferable, and is subject to and limited by the terms and conditions set forth below.

For the period set forth above, SOLAR INDUSTRIES, INC. guarantees the Product will be free from defects in workmanship and material and free from uncontrolled water penetration so long as the Product is installed and maintained in accordance with SOLAR'S recommendations.

The sole and exclusive right of the New Owner in the event of a breach of this warranty is to repair or replacement of the defective Product, at a cost not to exceed the original purchase price of the Product. Under no circumstances shall SOLAR INDUSTRIES, INC. be responsible for incidental, consequential, indirect special, or punitive damages.

This warranty does not cover normal wear and tear or damage caused by misuse, neglect, or accident. This warranty is void if any alterations are made to the Product.

SOLAR INDUSTRIES, INC. reserves the right to make any changes or improvements to its products without incurring any obligation to similarly alter products previously purchased.

THERE ARE NO EXPRESS OR IMPLIED WARRANTIES THAT EXTEND BEYOND THE DESCRIPTION ON THE FACE HEREOF, INCLUDING BUT NOT LIMITED TO THE WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE. ALL OF SOLAR INDUSTRIES, INC.'S PRODUCTS ARE SOLD AS-IS.

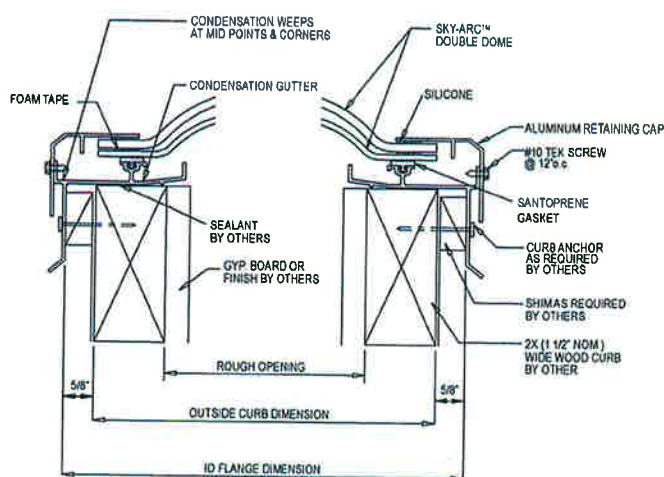
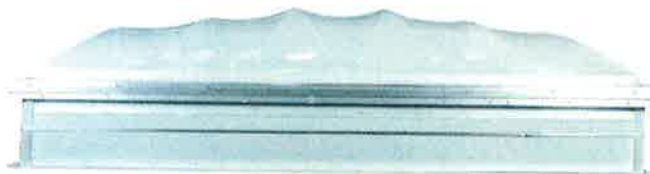
Don Anthony / Manager  
Re:S343434-6868pcs – PO#2323-3434

12/04/2222

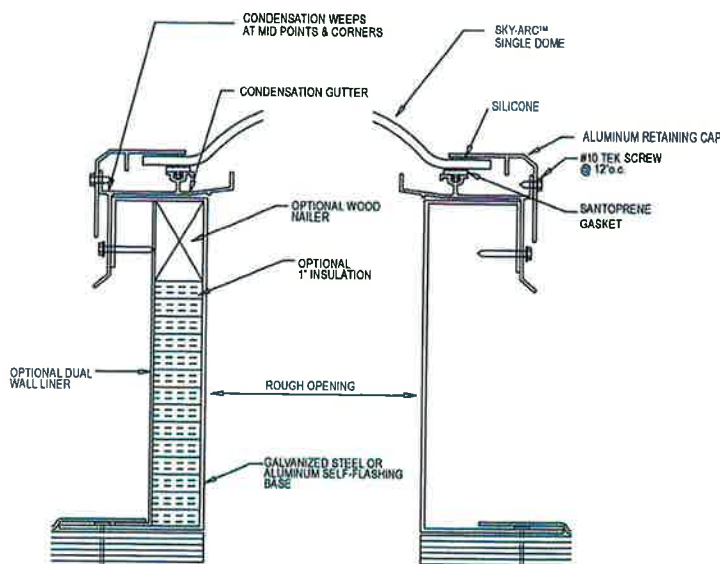
# SkyArc™ Skylights

## Product Data Sheet

Acralight Solar's innovative galvanized or aluminum curb mounted or self-flashing skylights feature the Acralight SkyArc™ dome design which provides more light gathering surface area for superior light distribution combined with SkyTough™ glazing for exceptional impact strength. For commercial or industrial applications.



**Curb Mounted Skylight**



**Curb Mounted with Self Flashing Base**

Model No. Example: **4896 A-S-CM-ST-MF**

**4896** Aluminum frame Skylight Curb Mounted SkyTough-Mill Finish

FM Option Model No. Example: **4896 A-FMS-DD-CM-MF**

**4896** Aluminum frame FM Approved Skylight Double Dome Curb Mounted Mill Finish

Model Size:	Rough Opening:
2448	24" x 48"
4848*	48" x 48"
4896*	48" x 96"
6072*	60" x 72"
6096	60" x 96"

\* Available in FM Options  
Contact us for more sizes

### SkyArc™ Design Options:

- Skylights meet current IBC Criteria per ICC Report ESR-2415
- IBC 2012, 2015, 2018, 2021
- Meets UL972 Safety Burglar Resistant Glazing Material FM 4431 Approved Option
- Meets AAMA/WDMA/CSA 101/I.S.2/A440
- Meets CAL OSHA Fall Protection
- Skylight Glazing will be SkyTough™ SkyArc™ polycarbonate
- Single, Double and Triple Domes available
- Thermal Break available
- Louvered base option available
- Self-flashing base available
- Accessories: Recommended Safety Fall Protection

Contact your local Solar Industries, Inc. branch for more information.  
solarindustriesinc.com



## Technical Specifications: Curb Mounted or Self-Flashing Skylights

### Light Transmittance & Thermal Properties

Glazing Material Skylights	U-Factor	SHGC
SkyTough White Polycarbonate	.80	.58
Acrylic over Clear Prismatic	.57	.44
White Polycarbonate over Clear Acrylic	.57	.31
White Acrylic over Clear Acrylic	.56	.45
Bronze Acrylic over Clear Acrylic	.56	.41
White Polycarbonate Triple Dome	.48	.29

← Alternate Included

Infrared Blocking Sheet and other glazing options available

### Product Test Data:

Test	Results
ICC ESR Report 2415 - ICC Codes 2015, 2018, 2021	Approved and Listed (ESR-ES 2415)
ICC AC10 Acceptance Criteria for Quality Documentation	Meets ICC-ES Requirements
ICC AC16 Acceptance Criteria for Plastic Glazed Skylights	Meets ICC-ES Requirements
AAMA/WDMA/CSA 101/I.S.2/A440 - For Skylights	Meets all Requirements
NFRC 100-2004 (U-Factor Testing)	Certified Results Available
NFRC 200-2014 (Solar Heat Gain Coefficient Testing)	Certified Results Available
ASTM E283 Air Leakage Test	Meets AAMA A440 and ICC-ES
ASTM E330 Uniform Loading under Static Pressure	Meets AAMA A440 and ICC-ES
ASTM E331 Water Penetration Test	Meets AAMA A440 and ICC-ES
UL 790 Fire Resistance Standard	Meets AAMA A440 and ICC-ES
FM Approval 4431 - Skylights	Tested and Listed by FM



Warranty: Manufacturer's standard 10-year warranty

DISCLAIMER: To facilitate Acralight Solar's commitment for continued product improvements, designs and specifications are subject to change without notice.

Contact your local Solar Industries, Inc. branch for more information.  
solarindustriesinc.com



**ATTACHMENT 3**

Proposal for MCM Roofing Inc. to remove and replace 20 skylights at the Folsom Sports Complex



## MCM Roofing Company Inc.

February 6, 2024

Mr. Shane Thompson  
City of Folsom  
50 Natoma Street  
Folsom CA 95630

Via email: [sjthompson@folsom.ca.us](mailto:sjthompson@folsom.ca.us)

**APPROVED**

*Chris O'Keefe*

**Re: Proposal for Replacement of (20) Skylights at the Sports Complex**

Shane,

MCM Roofing Company Inc. is pleased to quote a price of \$27,800 (Twenty-Seven Thousand Eight Hundred Dollars) to remove and replace (20) skylights at the Sports Complex in Folsom as requested. Our scope of work has the following inclusions and exclusions.

**Inclusions:**

- Mobilization with equipment and manpower.
- Removal of the existing (20) skylights for disposal.
- Installation of (20) 48" X 96" dual pane white skylights to fit the existing roof curbs.
- Installation of new foam gaskets around the top edge of the existing curbs.
- Attachment of the skylights with new screws and neoprene washers- placed at every factory attachment hole location.
- Maintain the watertightness of the roof system while the work is performed.
- Manufacturer's standard 10-year material warranty. (see attached)
- Contractor's 10-year workmanship warranty.
- Equipment- reach lift and trucks.
- Freight
- Disposal and dump fees.
- Sales tax
- License(s).

**Exclusions:**

- Removal and replacement of the existing roof curbs.
- Interior finish work if desired.

Please see the attached product data sheets and warranty information for review and acceptance of this proposal.

Once we have approval to proceed, we will schedule the work and coordinate with the occupants.

Sincerely,



Jay Motz- President  
MCM Roofing Company Inc.  
License #938303

**SOLAR INDUSTRIES, INC.**

**MANUFACTURER'S WARRANTY**

**Project:**

Anthony Commerce Park  
2334 Chicago Way  
Chicago, CA 99999

**Previous Owner:**

N/A

**Owner:**

Anthony Payton  
2334 Chicago Way  
Chicago, CA 99999

**Contractor:**

Walter Construction  
2323 Jordon Circle  
Chicago, CA 99999

**Product:**

3434-MANUFACTURED SMOKE VENTS  
3434-MANUFACTURED SECURITY BARS

**Period:**

10 years

**Warranty Begins:**

January 1, 2222

This limited warranty inures to the benefit of the New Owner only, is non-transferable, and is subject to and limited by the terms and conditions set forth below.

For the period set forth above, SOLAR INDUSTRIES, INC. guarantees the Product will be free from defects in workmanship and material and free from uncontrolled water penetration so long as the Product is installed and maintained in accordance with SOLAR'S recommendations.

The sole and exclusive right of the New Owner in the event of a breach of this warranty is to repair or replacement of the defective Product, at a cost not to exceed the original purchase price of the Product. Under no circumstances shall SOLAR INDUSTRIES, INC. be responsible for incidental, consequential, indirect special, or punitive damages.

This warranty does not cover normal wear and tear or damage caused by misuse, neglect, or accident. This warranty is void if any alterations are made to the Product.

SOLAR INDUSTRIES, INC. reserves the right to make any changes or improvements to its products without incurring any obligation to similarly alter products previously purchased.

THERE ARE NO EXPRESS OR IMPLIED WARRANTIES THAT EXTEND BEYOND THE DESCRIPTION ON THE FACE HEREOF, INCLUDING BUT NOT LIMITED TO THE WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE. ALL OF SOLAR INDUSTRIES, INC.'S PRODUCTS ARE SOLD AS-IS.

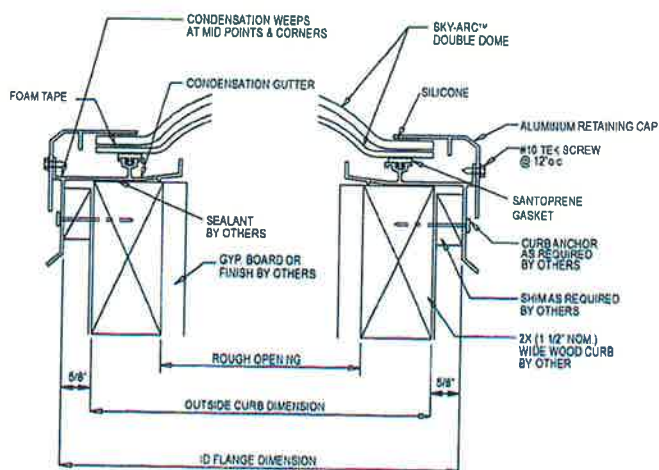
Don Anthony / Manager  
Re:S343434-6868pcs – PO#2323-3434

12/04/2222

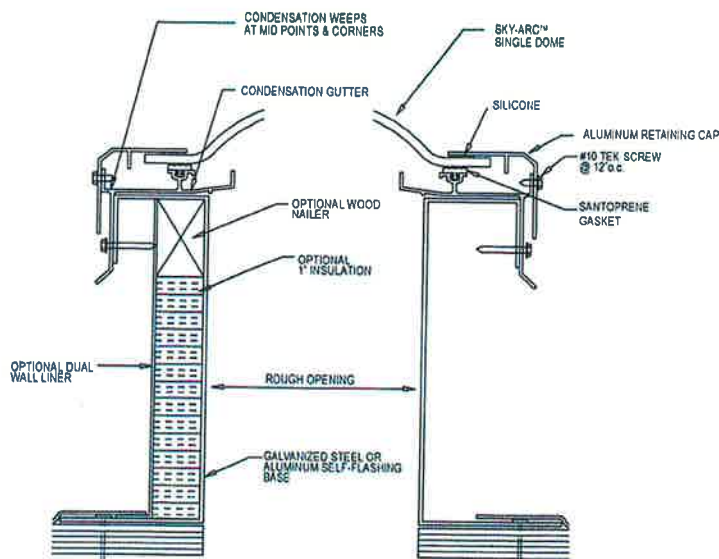
# SkyArc™ Skylights

## Product Data Sheet

Acralight Solar's innovative galvanized or aluminum curb mounted or self-flashing skylights feature the Acralight SkyArc™ dome design which provides more light gathering surface area for superior light distribution combined with SkyTough™ glazing for exceptional impact strength. For commercial or industrial applications.



**Curb Mounted Skylight**



**Curb Mounted with Self Flashing Base**

Model No. Example: **4896 A-S-CM-ST-MF**

**4896** Aluminum frame Skylight Curb Mounted SkyTough-Mill Finish

FM Option Model No. Example: **4896 A-FMS-DD-CM-MF**

**4896** Aluminum frame FM Approved Skylight Double Dome Curb Mounted Mill Finish

SkyArc™ Design Options:

Skylights meet current IBC Criteria per ICC Report ESR-2415

IBC 2012, 2015, 2018, 2021

Meets UL972 Safety Burglar Resistant Glazing Material

FM 4431 Approved Option

Meets AAMA/WDMA/CSA 101/I.S.2/A440

Meets CAL OSHA Fall Protection

Skylight Glazing will be SkyTough™ SkyArc™ polycarbonate

Single, Double and Triple Domes available

Thermal Break available

Louvered base option available

Self-flashing base available

Accessories: Recommended Safety Fall Protection

Model Size:	Rough Opening:
2448	24" x 48"
4848*	48" x 48"
4896*	48" x 96"
6072*	60" x 72"
6096	60" x 96"

\* Available in FM Options  
Contact us for more sizes

Contact your local Solar Industries, Inc. branch for more information.  
solarindustriesinc.com

7-2022



## Technical Specifications: Curb Mounted or Self-Flashing Skylights

### Light Transmittance & Thermal Properties

Glazing Material Skylights	U-Factor	SHGC
SkyTough White Polycarbonate	.80	.58
Acrylic over Clear Prismatic	.57	.44
White Polycarbonate over Clear Acrylic	.57	.31
White Acrylic over Clear Acrylic	.56	.45
Bronze Acrylic over Clear Acrylic	.56	.41
White Polycarbonate Triple Dome	.48	.29

~~Alternate~~ *Included*

Infrared Blocking Sheet and other glazing options available

### Product Test Data:

Test	Results
ICC ESR Report 2415 - ICC Codes 2015, 2018, 2021	Approved and Listed (ESR-ES 2415)
ICC AC10 Acceptance Criteria for Quality Documentation	Meets ICC-ES Requirements
ICC AC16 Acceptance Criteria for Plastic Glazed Skylights	Meets ICC-ES Requirements
AAMA/WDMA/CSA 101/I.S.2/A440 - For Skylights	Meets all Requirements
NFRC 100-2004 (U-Factor Testing)	Certified Results Available
NFRC 200-2014 (Solar Heat Gain Coefficient Testing)	Certified Results Available
ASTM E283 Air Leakage Test	Meets AAMA A440 and ICC-ES
ASTM E330 Uniform Loading under Static Pressure	Meets AAMA A440 and ICC-ES
ASTM E331 Water Penetration Test	Meets AAMA A440 and ICC-ES
UL 790 Fire Resistance Standard	Meets AAMA A440 and ICC-ES
FM Approval 4431 - Skylights	Tested and Listed by FM



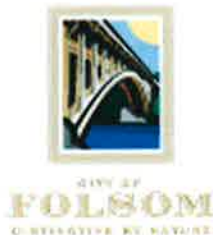
Warranty: Manufacturer's standard 10-year warranty

DISCLAIMER: To facilitate Acralight Solar's commitment for continued product improvements, designs and specifications are subject to change without notice.

Contact your local Solar Industries, Inc. branch for more information.  
solarindustriesinc.com







## Folsom City Council Staff Report

<b>MEETING DATE:</b>	2/27/2024
<b>AGENDA SECTION:</b>	Consent Calendar
<b>SUBJECT:</b>	Resolution No. 11175 - A Resolution Authorizing the City Manager to Execute Amendment No. 2 to the Agreement (Contract No. 046-21 21-005) with Badger Meter, Inc. to Purchase Badger Cellular Endpoints for a Three Year Pilot Automated Metering Infrastructure Network for the City of Folsom Water Meter Division
<b>FROM:</b>	Environmental and Water Resources Department

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

The Environmental and Water Resources Department recommends that the City Council pass and adopt Resolution No. 11175 - A Resolution Authorizing the City Manager to Execute Amendment No. 2 to the Agreement (Contract No. 046-21 21-005) with Badger Meter, Inc. to Purchase Badger Cellular Endpoints for a Three Year Pilot Automated Metering Infrastructure Network for the City of Folsom Water Meter Division.

### **BACKGROUND / ISSUE**

By State law California Water Code Section 526 the City began billing all City water customers based on consumptive rates in January 2013. In preparation for the 2013 metered billing, the City implemented a city-wide fixed network meter reading system. In 2019, the city participated in a regional Water Meter Consortium study that analyzed meter reading technology. A consequent recommendation was for the City to conduct a three year pilot project of the Badger Meter cellular automated metering infrastructure (AMI) system. In October 2020 the City Council approved Resolution No. 10537 authorizing execution of an agreement with Badger Meter Inc for the pilot project. Through this pilot project, the Badger Meter AMI system has been implemented in the Folsom Plan Area (FPA). To keep up with growth of the FPA, in July 2022, City Council approved execution of Amendment No. 1 to the resulting Agreement

(Contract No. 046-21 21-005) to facilitate purchasing additional cellular endpoints for the pilot project.

In anticipation of the end of the pilot project in April 2024, and based on its success, city staff recommends continuing use of the Badger Meter AMI system and expanding it to other Folsom neighborhoods outside of the FPA area. This resolution authorizes the City Manager to execute Amendment No. 2 to the Agreement (Contract No. 046-21 21-005) with Badger Meters, Inc. to purchase Badger Cellular Endpoints for a Three Year Pilot Automated Metering Infrastructure Network for the City of Folsom Water Meter Division.

### **POLICY / RULE**

In accordance with Chapter 2.36 of the Folsom Municipal Code, supplies, equipment, services, and construction with a value of \$73,209 or greater shall be awarded by City Council.

### **ANALYSIS**

Based on a recommendation of the Water Meter Consortium, the city has conducted a pilot project utilizing the Badger Meter cellular AMI system in the Folsom Plan Area. This three-year project ends in April 2024. The city currently has approximately 3,500 endpoints installed in the FPA and linked with the Badger Meter cellular AMI system. The AMI system has proven to be successful in providing accurate data for metered billing, a very high percentage of continuous and accurate reads, minimal latency, and effective battery length. The system has also provided near real-time meter consumption data with less maintenance impact and staffing cost.

Based on the experience of the pilot project, city staff recommends this amendment to allow continued use of the Badger Meter cellular AMI system in the Folsom Plan Area for an additional three years through the end of FY 2026-27. Further, the amendment will authorize expanding use of the Badger Meter cellular AMI system to other parts of Folsom.

Since this is a cellular AMI system and is built on existing commercial wireless networks, there is no additional infrastructure that needs to be installed. The costs incurred for use and expansion of the Badger Meter cellular AMI system are based solely on the purchase price of individual cellular endpoint devices that are installed on water meters, and a monthly service fee charged per activated endpoint.

The next three-year expanded rollout of Badger Meter cellular AMI will be for the continued purchasing of endpoints annually for installation on new homes in the FPA, in addition to additional endpoints annually to be used as replacements, for expansion of the system to other areas of the city.

The annual amount and cost to the City for this amendment is split out by fund as shown in the table below:

Item		Remainder of FY23-24	FY24-25	FY25-26	FY26-27
Number of Endpoints Purchased	For New Homes (Fund 522)	500	1,000	1,000	1,000
	For Replacement (Fund 520)	3,000	2,500	2,500	2,500
	<b>Total</b>	3,500	3,500	3,500	3,500
Cost of Endpoints	Fund 522	\$55,815	\$111,629	\$111,629	\$111,629
	Fund 520	\$334,887	\$279,073	\$279,073	\$279,073
	<b>Total</b>	\$391,000	\$391,000	\$391,000	\$391,000
<b>Anticipated Total Service Cost Per Year (520)</b>		\$15,000	\$75,000	\$105,000	\$136,000
<b>Total Cost Per Year (inc. tax)</b>		\$406,000	\$466,000	\$496,000	\$527,000
<b>Total Cost of Amendment:</b>					<b>\$1,895,000</b>

This resolution will authorize the City Manager to execute Amendment No. 2 to the Agreement (Contract No. 046-21 21-005) with Badger Meter, Inc. to Purchase Badger Cellular Endpoints for the Automated Metering Infrastructure Network for the City of Folsom Water Meter Division.

### **FINANCIAL IMPACT**

Endpoints purchased for installation on new homes are paid for out of the Water Meter Fund (Fund 522). The Water Meter Fund (Fund 522) is funded through fees paid by Developers for the installation of water meters and meter reading equipment. Expansion of the Badger Meter cellular AMI system into other areas of the city will involve replacing endpoints supplied by other manufacturers with Badger Meter endpoints. Endpoints purchased to replace existing endpoints are paid for out of the Water Operating Fund (Fund 520). Ongoing service for the endpoints is paid for out of the Water Operating Fund (Fund 520). There is sufficient funding in the Water Operating Fund (Fund 520) for FY 23-24 to fund the purchase of endpoints.

The Environmental and Water Resources Department recommends approval of this amendment, increasing the overall agreement by \$1,895,000 for a new not-to-exceed total for the term of the agreement of \$2,351,980. Sufficient funds for this amendment are available in

the current fiscal year in the Water Meter Fund (Fund 522) and the Water Operating Fund (Fund 520) and will be made available through the budget process for the remainder of the period of the Agreement.

### **ENVIRONMENTAL REVIEW**

This work consists of basic data collection and component installation that does not result in a serious or major disturbance to an environmental resource, and 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, Section 15306 – Information Collection.

### **ATTACHMENTS**

1. Resolution No. 11175 - A Resolution Authorizing the City Manager to Execute Amendment No. 2 to the Agreement (Contract No. 046-21 21-005) with Badger Meter, Inc. to Purchase Badger Cellular Endpoints for a Three Year Pilot Automated Metering Infrastructure Network for the City of Folsom Water Meter Division
2. Resolution No. 10891 - A Resolution Authorizing the City Manager to Execute Amendment No. 1 to the Agreement (Contract No. 046-21 21-005) with Badger Meter, Inc. to Purchase Badger Cellular Endpoints for a Three Year Pilot Automated Metering Infrastructure Network for the City of Folsom Water Meter Division
3. Resolution No. 10537 - A Resolution Authorizing the City Manager to Execute an Agreement with Badger Meter, Inc. to Purchase Badger Cellular Endpoints for a Three Year Pilot Automated Metering Infrastructure Network for the City of Folsom Water Meter Division

Submitted,

---

Marcus Yasutake, Director  
ENVIRONMENTAL AND WATER RESOURCES DEPARTMENT

**ATTACHMENT 1**

**RESOLUTION NO. 11175**

**A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AMENDMENT NO. 2 TO THE AGREEMENT (CONTRACT NO. 046-21 21-005) WITH BADGER METER, INC. TO PURCHASE BADGER CELLULAR ENDPOINTS FOR A THREE YEAR PILOT AUTOMATED METERING INFRASTRUCTURE NETWORK FOR THE CITY OF FOLSOM WATER METER DIVISION**

**WHEREAS**, remote meter reading is an essential operation for accurate, timely billing, water conservation and maintenance of the meter infrastructure; and

**WHEREAS**, in April 2024, the city will have completed a three-year pilot project utilizing the Badger Meter cellular AMI system as recommended by the Water Meter Consortium; and

**WHEREAS**, based on the experience of the pilot project, the city would like to continue use of the Badger Meter cellular AMI system in the Folsom Plan Area through to FY 2026-27; and

**WHEREAS**, based on the experience of the pilot project, the city would also like expand use of the Badger Meter cellular AMI system to other areas of the city; and

**WHEREAS**, the endpoints and associated services will be paid for using a combination of funds from the Water Meter Fund (Fund 522) and the Water Operating Fund (Fund 520); and

**WHEREAS**, funds are available in the current fiscal year and will be made available for the remainder of the agreement in both the Water Meter Fund (Fund 522) and the Water Operating Fund (Fund 520); 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 Amendment No. 2 to the Agreement (Contract No. 046-21 21-005) with Badger Meter, Inc. for \$1,895,000, to Purchase Badger Cellular Endpoints for a Three Year Pilot Automated Metering Infrastructure Network for the City of Folsom Water Meter Division for a new contract total not-to-exceed amount of \$2,351,980.

**PASSED AND ADOPTED** this 27<sup>th</sup> day of February 2024, by the following roll-call vote:

- AYES:** Councilmember(s):
- NOES:** Councilmember(s):
- ABSENT:** Councilmember(s):
- ABSTAIN:** Councilmember(s):

\_\_\_\_\_  
Michael D. Kozlowski, MAYOR

ATTEST:

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

**ATTACHMENT 2**

**RESOLUTION NO. 10891**

**A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AMENDMENT NO. 1 TO THE AGREEMENT (CONTRACT NO. 046-21 21-005) WITH BADGER METER, INC. TO PURCHASE BADGER CELLULAR ENDPOINTS FOR A THREE YEAR PILOT AUTOMATED METERING INFRASTRUCTURE NETWORK FOR THE CITY OF FOLSOM WATER METER DIVISION**

**WHEREAS**, remote meter reading is an essential operation for accurate, timely billing, water conservation and maintenance of the meter infrastructure; and

**WHEREAS**, the City participated in a region Water Meter Consortium to analyze regional water meter networks with a recommendation that the City pilot the Badger Meter Cellular AMI system; and

**WHEREAS**, additional cellular endpoints are needed to keep up with an increased demand in water meter installations; and

**WHEREAS**, sufficient funds have been budgeted and are available in the Water Meters Fund (Fund 522); 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 Amendment No. 1 to the Agreement (Contract No. 046-21 21-005) with Badger Meter, Inc. to Purchase Badger Cellular Endpoints for a Three Year Pilot Automated Metering Infrastructure Network for the City of Folsom Water Meter Division for a not-to-exceed amount of \$194,480.

**PASSED AND ADOPTED** this 26<sup>th</sup> day of July 2022, by the following roll-call vote:

- AYES:** Councilmember(s): Chalamcherla, Kozlowski, Rodriguez, Aquino, Howell
- NOES:** Councilmember(s): None
- ABSENT:** Councilmember(s): None
- ABSTAIN:** Councilmember(s): None

Kerri M. Howell, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK



**ATTACHMENT 3**

**RESOLUTION NO. 10537**

**A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AN AGREEMENT WITH BADGER METER, INC. TO PURCHASE BADGER CELLULAR ENDPOINTS FOR A THREE YEAR PILOT AUTOMATED METERING INFRASTRUCTURE NETWORK FOR THE CITY OF FOLSOM WATER METER DIVISION**

**WHEREAS**, remote meter reading is an essential operation for accurate, timely billing, water conservation and maintenance of the meter infrastructure; and

**WHEREAS**, the City participated in a region Water Meter Consortium to analyze regional water meter networks; and

**WHEREAS**, on July 30, 2020, through the analysis of the Water Meter Consortium, it has been recommended the City pilot the Badger Meter Cellular AMI system; and

**WHEREAS**, sufficient funds have been budgeted and are available in the Water Operating Fund (Fund 520); 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 Badger Meter, Inc. for the supply of endpoints and service for an amount not-to-exceed \$262,500 over a 3 year period.

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

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

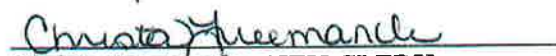
**NOES:** Council Member(s): None

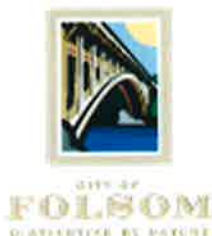
**ABSENT:** Council Member(s): Sheldon

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

  
Sarah Aquino, MAYOR

ATTEST:

  
Christa Freemantle, CITY CLERK



## Folsom City Council Staff Report

<b>MEETING DATE:</b>	2/27/2024
<b>AGENDA SECTION:</b>	Consent Calendar
<b>SUBJECT:</b>	Resolution No. 11176 – A Resolution Authorizing the City Manager to Execute Amendment No. 1 to the Agreement (Contract No. 046-21 21-007) with Badger Meter, Inc. for the Purchase of 1-Inch Water Meters and Appropriation of Funds
<b>FROM:</b>	Environmental and Water Resources Department

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

The Environmental and Water Resources Department recommends that the City Council pass and adopt Resolution No. 11176 – A Resolution Authorizing the City Manager to Execute Amendment No. 1 to the Agreement (Contract No. 046-21 21-007) with Badger Meter, Inc. for the Purchase of 1-Inch Water Meters and Appropriation of Funds.

### **BACKGROUND / ISSUE**

The Environmental and Water Resources Department purchases 1-inch water meters for installation on new homes and to replace older water meters that may be reaching the end of their serviceable life. As required by State Law, water meters have been installed on all new homes since 1992, with metered rate billing for all the City's water customers beginning in 2013. Water meters are used for water metering, water conservation and are an integral part of the water billing process.

In 2021 the City Council approved Resolution No. 10638 to execute an agreement with Badger Meter, Inc. for the purchase of 1-inch water meters. This authorization was requested to meet the anticipated demands of new residential construction and the necessary residential meter replacements. Resolution No. 10659, approved in the same year, amended the operative clause of Resolution No. 10638 authorizing the combined total not-to-exceed amount of \$330,750 per year for the five years from FY2021-22 through FY2025-26.

The resulting agreement allowed for the annual purchase of up to 1,500 1-inch water meters for new homes, to be paid for out of the Water Meter Fund (Fund 522). The Water Meter Fund (Fund 522) is funded through fees paid by Developers for the installation of water meters and meter reading equipment. Additionally, the agreement allows for the annual purchase of up to 750 1-inch water meters for replacement of existing water meters, to be paid for out of the Water Operating Fund (Fund 520).

At the time of execution of the agreement, City staff anticipated replacing approximately 750 one-inch meters annually, while new construction required up to 1,500 new water meters installations per year. During the 3 years since execution, City staff determined that approximately 5,000 water meters which are either 5/8-inch or 3/4-inch have reached the end of their serviceable life and is proposing to proactively replace these smaller meters with new 1-inch meters to better serve customers.

This resolution will authorize the City Manager to execute Amendment No. 1 to the agreement (Contract No. 046-21 21-007) with Badger Meter, Inc. for the Purchase of 1-inch meters 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 \$73,209 or greater shall be awarded by City Council.

### **ANALYSIS**

The city currently has approximately 5,000 installed water meters which are either 5/8-inch or 3/4-inch. These meters are reaching the end of their serviceable life and the staff proposes to proactively replace these meters with new 1" meters. The 1" meters will then meet the city's current design standards. These 5,000 meters are in addition to the number of meters approved for purchase through previous resolutions with a total replacement cost of \$910,750

This resolution will authorize the City Manager to execute an amendment to the current agreement to increase the overall number of meters to be purchased through the agreement to meet the proactive replacement program. The additional meters will be purchased using Water Operating Fund (Fund 520).

### **FINANCIAL IMPACT**

The Environmental and Water Resources Department recommends approval of this amendment, increasing the overall agreement by \$910,750 for a new not-to-exceed total for the five-year agreement of \$2,564,500. Staff is requesting an appropriation of \$910,750 in the Water Operating Fund (Fund 520) for this amendment. Sufficient funds are currently available in the Water Operating Fund (Fund 520).

### **ENVIRONMENTAL REVIEW**

The purchase of water meters is exempt from environmental review under the California Environmental Quality Act (CEQA).

**ATTACHMENTS**

1. 11176 – A Resolution Authorizing the City Manager to Execute Amendment No. 1 to the Agreement with Badger Meter, Inc. for the Purchase of 1-Inch Water Meters and Appropriation of Funds
2. Resolution No. 10638 – A Resolution Authorizing the City Manager to Execute an Agreement with Badger Meter, Inc. for the Purchase of 1-Inch Water Meters and Rejecting all Bids for 1.5-Inch and 2-Inch Water Meters
3. Resolution No. 10659 – A Resolution Amending Resolution No. 10638 to Correct the Yearly Not-To-Exceed Amount of the Agreement with Badger Meter, Inc. for the Purchase of 1-inch Water Meters

Submitted,

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Marcus Yasutake, Director  
ENVIRONMENTAL AND WATER RESOURCES DEPARTMENT

## ATTACHMENT 1

**RESOLUTION NO. 11176****A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AMENDMENT NO. 1 TO THE AGREEMENT (CONTRACT NO. 046-21 21-007) WITH BADGER METER, INC. FOR THE PURCHASE OF 1-INCH WATER METERS AND APPROPRIATION OF FUNDS**

**WHEREAS**, staff has identified the need to purchase water meters for installing on new homes as required by State Law and to replace older water meters that may be reaching the end of their serviceable life; and

**WHEREAS**, through Resolution No. 10638 and Resolution No. 10659 authorization was provided to execute an agreement with Badger Meter Inc. for the annual purchase of 1,500 1-inch meters for the five years from FY2021-22 through FY2025-26; and

**WHEREAS**, funding for the agreement was split between funds, with one-third from the Water Operating Fund (Fund 520) for replacement meters and two-thirds from the Water Meter Fund (Fund 522) for meters to be installed at new homes; and

**WHEREAS**, since execution of the agreement city staff has identified a need to replace an additional 5,000 meters, to be paid for out of the Water Operating Fund (Fund 520); and

**WHEREAS**, Staff is requesting an appropriation of funds in the amount of \$910,750 in the Water Operating Fund (Fund 520) to pay for the additional 5,000 meters; and

**WHEREAS**, sufficient funds are currently available in the Water Operating Fund (Fund 520) for the appropriation; 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 Amendment No. 1 to the Agreement (Contract No. 046-21 21-007) with Badger Meter, Inc. for \$910,750, for the Purchase of 1-Inch Water Meters for a new not-to-exceed total for the five-year agreement of \$2,564,500.

**BE IT FURTHER RESOLVED** that the Finance Director is authorized to appropriate \$910,750 in the Water Operating Fund (Fund 520) for this amendment.

**PASSED AND ADOPTED** this 27<sup>th</sup> day of February 2024, by the following roll-call vote:

**AYES:** Councilmember(s):  
**NOES:** Councilmember(s):  
**ABSENT:** Councilmember(s):  
**ABSTAIN:** Councilmember(s):

\_\_\_\_\_  
Michael D. Kozlowski, MAYOR

ATTEST:

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



**ATTACHMENT 2**

**RESOLUTION NO. 10638**

**A RESOLUTION AUTHORIZING THE CITY MANAGER TO  
EXECUTE AN AGREEMENT WITH BADGER METER, INC. FOR  
THE PURCHASE OF 1-INCH WATER METERS AND REJECTING ALL BIDS  
FOR 1.5-INCH AND 2-INCH WATER METERS**

**WHEREAS**, staff has identified the need to purchase water meters for installing on new homes as required by State Law and to replace older water meters that may be reaching the end of their serviceable life; and

**WHEREAS**, a Request for Proposals (“RFP”) for 1-inch, 1.5-inch, and 2-inch water meters were issued on March 28, 2021; and

**WHEREAS**, Zenner USA submitted a non-responsive low bid for the 1-inch water meter that does not meet the City’s specifications in the RFP; and

**WHEREAS**, Badger Meter, Inc. submitted the lowest responsive, responsible bid that met required specification for the 1-inch meters, opened on April 13, 2021; and

**WHEREAS**, based on the City need of a more comprehensive meter bid to encompass multiple meter styles and technologies to meet operational needs, staff requests rejection of all 1.5-inch and 2-inch bids so a new request for bids, including large water meters up to 12-inch, can be issued; and

**WHEREAS**, funds will be made available in the Water Meter Fund (Fund 522) for \$220,500 per year for the next five fiscal years; and

**WHEREAS**, funds will be made available in the Water Operating Fund (Fund 520) for \$110,250 per year for the next five fiscal years; and

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

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Folsom that the low bid for 1-inch water meter submitted by Zenner USA is hereby rejected as being non-responsive to the City’s specifications in the RFP.

**BE IT FURTHER RESOLVED** that the City Manager is authorized to execute an agreement with Badger Meter, Inc. for the purchase of 1-inch water meters not to exceed \$110,250 per year for 5 years.

**BE IT FURTHER RESOLVED** that all bids received in response to the RFP for 1.5-inch and 2-inch water meters are hereby rejected.

**PASSED AND ADOPTED** this 8<sup>th</sup> day of June 2021, by the following roll-call vote:

**AYES:** Councilmember(s): Rodriguez, Aquino, Chalamcherla, Howell, Kozlowski

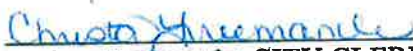
**NOES:** Councilmember(s): None

**ABSENT:** Councilmember(s): None

**ABSTAIN:** Councilmember(s): None

  
Michael D. Kozlowski, MAYOR

**ATTEST:**

  
Christa Freemantle, CITY CLERK

**ATTACHMENT 3**

**RESOLUTION NO. 10659****A RESOLUTION AMENDING RESOLUTION NO. 10638 TO CORRECT THE YEARLY NOT-TO-EXCEED AMOUNT OF THE AGREEMENT WITH BADGER METER, INC. FOR THE PURCHASE OF 1-INCH WATER METERS**

**WHEREAS**, staff has identified the need to purchase water meters for installing on new homes as required by State Law and to replace older water meters that may be reaching the end of their serviceable life; and

**WHEREAS**, a Request for Proposals (“RFP”) for 1-inch, 1.5-inch, and 2-inch water meters were issued on March 28, 2021; and

**WHEREAS**, Badger Meter, Inc. submitted the lowest responsive, responsible bid that met required specification for the 1-inch meters, opened on April 13, 2021; and

**WHEREAS**, funds will be made available in the Water Meter Fund (Fund 522) for \$220,500 per year for the next five fiscal years; and

**WHEREAS**, funds will be made available in the Water Operating Fund (Fund 520) for \$110,250 per year for the next five fiscal years; and

**WHEREAS**, these meters are to be purchased using funds from the Water Meter Fund (Fund 522) and the Water Operating Fund (Fund 520) for the total no-to-exceed amount of \$330,750 per year; and

**WHEREAS**, the City Council adopted Resolution No. 10638 on June 8, 2021 approving an agreement with Badger Meter, Inc. for the purchase of 1-inch meters; and

**WHEREAS**, City staff has identified the need to correct the yearly not-to-exceed amount stated in the operative clause of Resolution No. 10638 which includes the amount to be funded by Fund 520 but omits the amount to be funded by Fund 522.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Folsom that Resolution No. 10638 is hereby amended to correct the yearly not-to-exceed amount of the agreement with Badger Meter, inc. for the purchase of 1-inch water meters in the amount of \$110,250 from the Water Operating Fund (Fund 520) and \$220,500 from Water Meter Fund (Fund 522) for a total not to exceed amount of \$330,750.

**PASSED AND ADOPTED** this 13<sup>th</sup> day of July 2021 by the following roll-call vote:

**AYES:** Councilmembers: Chalamcherla, Howell, Rodriguez, Aquino, Kozlowski

**NOES:** Councilmembers: None

**ABSENT:** Councilmembers: None

**ABSTAIN:** Councilmembers: None

  
\_\_\_\_\_  
Michael D. Kozlowski, MAYOR

**ATTEST:**

  
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Christa Freemantle, CITY CLERK