



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

Agenda

City Council Regular Meeting

City Council Chambers | 50 Natoma Street, Folsom CA 95630

May 25, 2021

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 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. 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, www.folsom.ca.us	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
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City Council Regular Meeting

Folsom City Council Chambers
50 Natoma Street, Folsom, CA

www.folsom.ca.us

Tuesday, May 25, 2021 6:30 PM

Mike Kozlowski, Mayor

Sarah Aquino, Vice Mayor
Kerri Howell, Councilmember

YK Chalamcherla, Councilmember
Rosario Rodriguez, Councilmember

REGULAR CITY COUNCIL AGENDA

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

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

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

CALL TO ORDER

ROLL CALL:

Councilmembers: Howell, Rodriguez, Aquino, Chalamcherla, 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

BUSINESS FROM THE FLOOR:

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

SCHEDULED PRESENTATIONS:

- [1.](#) Presentation of the City's Compliance with Water Quality Protection Standards and Groundwater Monitoring at the Corporation Yard
- [2.](#) Presentation on the Requirements of the City's Water Shortage Contingency Plan

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 April 27, 2021 Regular Meeting Minutes
- [4.](#) Approval of May 11, 2021 Special and Regular Meeting Minutes
- [5.](#) Ordinance No. 1313 – An Ordinance of the City of Folsom Adding Section 9.36.220 to the Folsom Municipal Code Pertaining to Host Liability for Fireworks Ordinance Violation (Second Reading and Adoption)
- [6.](#) Resolution No. 10627 - A Resolution Authorizing the City Manager to Execute a Construction Agreement with VSS International, Inc. for the Pavement Resurfacing Fiscal Year 2020-21 Project No. 8017, Acceptance of Grant and Appropriation of Funds
- [7.](#) Resolution No. 10628 – A Resolution Adopting the Local Road Safety Plan
- [8.](#) Resolution No. 10629 - A Resolution Authorizing the City Manager to Receive and Execute an Agreement for SB-1 Local Partnership Program Funds for the Iron Point Median Project, Project No. PW2102
- [9.](#) Resolution No. 10630 - A Resolution of the City Council of the City of Folsom Approving a Grant in the Amount of \$150,693.75 to Bidwell Place, LP for Construction of the 75-unit Bidwell Place Affordable Multifamily Project, and Appropriation of Funds
- [10.](#) Resolution No. 10631 - A Resolution Adopting a List of Projects for Fiscal Year 2021-22 to be Funded by Senate Bill 1: The Road Repair and Accountability Act
- [11.](#) Resolution No. 10632 - A Resolution Authorizing the Public Works Department to Install All-Way Stop Sign Control at the Intersection of Willard Drive and Chan Court
- [12.](#) Resolution No. 10633 - A Resolution Authorizing the Public Works Department to Install All-Way Stop Sign Control at the Intersection of Levy Road and Hunter Place/Sands Way
- [13.](#) Resolution No. 10634– A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Mangini Ranch Phase 1 Village No. 3 Subdivision, and Approval of the Final Map for the Mangini Ranch Phase 1 Village No. 3 Subdivision

OLD BUSINESS:

14. Resolution No. 10623 - A Resolution Adopting the City Manager's Fiscal Year 2021-22 Operating and Capital Budgets for the City of Folsom, the Successor Agency, the Folsom Public Financing Authority and the Folsom Ranch Public Financing Authority
15. Workshop Discussion Regarding City Council Governance Manual (Part 2 of 2) and Direction to Staff

NEW BUSINESS:

16. Resolution No. 10619 – A Resolution Approving the City of Folsom Legislative Platform and Advocacy Manual
17. Governor Gavin Newsom’s Drought State of Emergency and Direction to Staff

CITY MANAGER REPORTS:

COUNCIL COMMENTS:

ADJOURNMENT

The City Council's next regular meeting is scheduled for June 8, 2021.

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.

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. Requests must be made as early as possible and at least two full business days before the start of the meeting.

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.

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CITY OF
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Folsom City Council Staff Report



MEETING DATE:	5/25/2021
AGENDA SECTION:	Scheduled Presentations
SUBJECT:	Presentation of the City’s Compliance with Water Quality Protection Standards and Groundwater Monitoring at the Corporation Yard
FROM:	Environmental and Water Resources Department

BACKGROUND / ISSUE

Environmental and Water Resources Director, Marcus Yasutake, will present information on the status of the groundwater and water quality monitoring required pursuant to Waste Discharge Requirement Order R5-2008-0106 (Order). The discussion will include progress to date, recent groundwater monitoring results, and possible next steps for rescission of the Order.

Submitted,

Marcus Yasutake, Director
ENVIRONMENTAL AND WATER RESOURCES DEPARTMENT

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CITY OF
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Folsom City Council Staff Report



MEETING DATE:	5/25/2021
AGENDA SECTION:	Scheduled Presentations
SUBJECT:	Presentation on the Requirements of the City’s Water Shortage Contingency Plan
FROM:	Environmental and Water Resources Department

BACKGROUND / ISSUE

Environmental and Water Resources Director, Marcus Yasutake, will present information related to the City’s Water Shortage Contingency Plan (WSCP). The WSCP is a detailed plan for how the City intends to identify and respond to foreseeable and unforeseeable water shortages. A water shortage occurs when the supply is reduced to a level that cannot support the normal demand at any given time or if the state mandates a cutback regardless of supplies. The intent of this document is to provide guidance to the City Council, City staff, and the public by identifying anticipated water shortages and response actions to allow for efficient management of any water shortage with predictability and accountability.

Submitted,

Marcus Yasutake, Director
ENVIRONMENTAL AND WATER RESOURCES DEPARTMENT

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City Council Regular Meeting

MINUTES

Tuesday, April 27, 2021 6:30 PM

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

CALL TO ORDER

The regular City Council meeting was called to order at 6:30 p.m. in City Council Chambers, 50 Natoma Street, Folsom, California, with Mayor Mike Kozlowski presiding.

ROLL CALL:

Councilmembers Present: Sarah Aquino, Vice Mayor
YK Chalamcherla, Councilmember
Kerri Howell, Councilmember
Rosario Rodriguez, Councilmember
Mike Kozlowski, Mayor

Councilmembers Absent: None

Participating Staff: City Manager Elaine Andersen
City Attorney Steve Wang
City Clerk Christa Freemantle
Police Chief Rick Hillman
Finance Director/CFO Stacey Tamagni
Parks and Recreation Director Lorraine Poggione
Community Development Director Pam Johns
City Engineer Steve Krahn
Environmental and Water Resources Director Marcus Yasutake
Public Works Director Dave Nugen

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited.

AGENDA UPDATE

City Clerk Christa Freemantle announced that there was an update for Item 13.

BUSINESS FROM THE FLOOR:

The following speakers addressed the City Council:

1. Jon Sutherland regarding development at 103 E. Natoma
2. Brandon Monsoor stated he is yielding his time to speaker Jake VerHalen, in addition to the time of speakers Jarus Perez and Patrick Thibeault regarding the Folsom Police Department staffing
3. Jake VerHalen, Folsom Police Officers Association President, regarding police officer turnover and salaries

SCHEDULED PRESENTATIONS:

1. Proclamation of the Mayor of the City of Folsom Proclaiming May 9 - 15, 2021 as National Police Officers Memorial Week in the City of Folsom

Mayor Mike Kozlowski presented the proclamation to Police Chief Rick Hillman.

2. Presentation of the City Manager's FY 2021-22 Proposed Operating and Capital Budgets for the City of Folsom, the Successor Agency, the Folsom Public Financing Authority and the Folsom Ranch Public Financing Authority

Finance Director/CFO Stacey Tamagni made a presentation and responded to questions from the City Council. City Manager Elaine Andersen and Parks and Recreation Director Lorraine Poggione provided additional information.

3. Presentation by the Parks and Recreation Commission on Unfunded Parks

Parks and Recreation Director Lorraine Poggione provided background information and introduced Parks and Recreation Commission Chair Dave Nazworth. Chair Nazworth made a presentation, followed by Park Naming Ad Hoc Committee Chair Matt Hedges who continued the presentation. Ms. Poggione responded to questions from the City Council. City Manager Elaine Andersen provided additional comments and clarification.

After further discussion, the City Council directed staff to review current recreation programs and revenue sources to aid in determining what recreation plan suits the City now (rather than what suited the City in the past) regarding the appropriate scope of future parks and maintenance.

4. Folsom Plan Area Quarterly Report

Community Development Director Pam Johns and City Engineer Steve Krahn made a presentation and responded to questions from the City Council. Environmental and Water Resources Director Marcus Yasutake provided additional information regarding water supplies.

CONSENT CALENDAR:

5. Approval of March 23, 2021 Special and Regular Meeting Minutes
6. Approval of April 13, 2021 Special and Regular Meeting Minutes
7. Approve Letter of Opposition to SB 210 (Wiener) Automated License Plate Recognition Systems: Use of Data
8. Resolution No. 10613 – A Resolution Authorizing a Transfer of Police Special Revenue Trust Funds-Drug Asset Forfeiture, to the Police Department Operating Budget and the Appropriation of Funds for the Purchase of Police Equipment
9. **pulled for discussion**
10. Resolution No. 10615 - A Resolution Ratifying Submission of an Application for Grant Funds from the AARP Community Challenge 2021 for a Senior Center Outdoor Fitness Area
11. Resolution No. 10616 – A Resolution Authorizing the City Manager to Apply for a Grant for Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) Funding through The Lion Electric Co. for Two Electric Refuse Collection Vehicles
12. Resolution No. 10617 – A Resolution Authorizing the City Manager to Apply for a Grant from the Sacramento Metro Air Quality Management District (SMAQMD) for Sacramento Emergency Clean Air and Transportation (SECAT) Funding for Two Electric Refuse Collection Vehicles
13. Resolution No. 10618 – A Resolution Setting an Administrative Fee for Managing Various Temporary Debris Box Services and Source Separated Food Waste Hauling Agreements
14. Resolution No. 10620 – A Resolution of the Folsom City Council Expressing Support for Actions to Strengthen Local Authority and Control Related to Local Zoning and Housing Issues

Motion by Councilmember Kerri Howell, second by Councilmember Rosario Rodriguez to approve Consent Calendar Items 5 - 8, and 10-14 (including Item 13 as amended).

Motion carried with the following roll call vote:

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

CONSENT CALENDAR ITEM PULLED FOR DISCUSSION:

9. Resolution No. 10614 – A Resolution Authorizing Increased Compensation in the amount of \$20,920 to Romo Studios, LLC for the Casting of Cash’s Pick No. 1 for the Johnny Cash Trail Art Experience

Councilmember Kerri Howell pulled the item to comment regarding the type of construction materials associated with the art piece.

Motion by Councilmember Kerri Howell, second by Vice Mayor Sarah Aquino to approve Resolution No. 10614.

Motion carried with the following roll call vote:

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

OLD BUSINESS:

15. Sacramento Regional Transit Annexation Update

Public Works Director Dave Nugen provided background information and introduced Sacramento Regional Transit Director of Planning James Boyle. Mr. Boyle, along with Regional Transit Vice President and CFO Brent Bernegger, made a presentation and responded to questions from the City Council.

City Clerk Christa Freemantle announced that there was a handout at each of the Councilmember's seats from Margie Donovan.

The following speakers addressed the City Council:

1. Margie Donovan, regarding the SacRT Go Paratransit and Dial a Ride programs. Staff from Sacramento Regional Transit responded and provided clarification.
2. Mike Barnbaum regarding RT's annexation

CITY MANAGER REPORTS:

City Manager Elaine Andersen spoke of the City's 75th Anniversary celebration and the upcoming lowering of water levels at Willow Hills Reservoir for maintenance purposes. She concluded her report with congratulations to City Clerk Christa Freemantle for her recent college graduation.

COUNCIL COMMENTS:

Councilmember YK Chalamcherla congratulated Ms. Freemantle and spoke of the continuing distribution of free hand sanitizer to residents and businesses in Folsom.

Councilmember Rosario Rodriguez spoke of her recent familiarization tours of the Public Works and Environmental and Water Resources Departments. She thanked the volunteers who helped with the homeless camp cleanup effort and commended the homeless task force. She inquired about the availability of data regarding Folsom Police Department staff turnover.

Councilmember Kerri Howell spoke of careless drivers in Folsom and urged everyone to be cautious while driving.

Mayor Mike Kozlowski said he was looking forward to attending upcoming Spring events.

ADJOURNMENT

There being no further business to come before the Folsom City Council, Mayor Mike Kozlowski adjourned the meeting at 9:18 p.m.

SUBMITTED BY:

Christa Freemantle, City Clerk

ATTEST:

Mike Kozlowski, Mayor

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City Council Special Meeting

MINUTES

Tuesday, May 11, 2021 6:15 PM

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

CALL TO ORDER

The special City Council meeting was called to order at 6:15 p.m. in City Council Chambers, 50 Natoma Street, Folsom, California, with Mayor Mike Kozlowski presiding.

ROLL CALL:

Councilmembers Present: Sarah Aquino, Vice Mayor
YK Chalamcherla, Councilmember
Rosario Rodriguez, Councilmember
Mike Kozlowski, Mayor

Councilmembers Absent: Kerri Howell, Councilmember (arrived during Closed Session)

Participating Staff: City Manager Elaine Andersen
City Attorney Steve Wang
City Clerk Christa Freemantle

ADJOURNMENT TO CLOSED SESSION FOR THE FOLLOWING PURPOSES:

1. Conference with Legal Counsel - Existing Litigation - Pursuant to Government Code section 54956.9(d)(1): Roxanne Regules v. City of Folsom, Sacramento County Superior Court Case No. 34-2021-00299251

Motion by Vice Mayor Sarah Aquino, second by Councilmember Rosario Rodriguez to adjourn to closed session for the above referenced item. Motion carried with the following roll call vote:

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

Councilmember Kerri Howell arrived during closed session and participated in discussion of the item.

RECONVENE

City Attorney Steve Wang announced that no final action was taken during Closed Session.

ADJOURNMENT

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

SUBMITTED BY:

Christa Freemantle, City Clerk

ATTEST:

Mike Kozlowski, Mayor

City Council Regular Meeting

MINUTES

Tuesday, May 11, 2021 6:30 PM

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

CALL TO ORDER

The regular City Council meeting was called to order at 6:30 p.m. in City Council Chambers, 50 Natoma Street, Folsom, California, with Mayor Mike Kozlowski presiding.

ROLL CALL:

Councilmembers Present: Sarah Aquino, Vice Mayor
YK Chalamcherla, Councilmember
Kerri Howell, Councilmember
Rosario Rodriguez, Councilmember
Mike Kozlowski, Mayor

Councilmembers Absent: None

Participating Staff: City Manager Elaine Andersen
City Attorney Steve Wang
City Clerk Christa Freemantle
Fire Chief Ken Cusano
Finance Director/CFO Stacey Tamagni
Parks and Recreation Director Lorraine Poggione
Public Works Director Dave Nugen
Public Works Senior Civil Engineer Ryan Chance

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited.

AGENDA UPDATE

City Clerk Christa Freemantle announced that item 6 was removed from the agenda.

BUSINESS FROM THE FLOOR:

The following speakers addressed the City Council:

- 1. [No first name given] Markey, regarding resources for homeless services
- 2. Judi Alexander, regarding two local pastors moving out of Folsom and a recent homicide

CONSENT CALENDAR:

- 1. Resolution No. 10621 - A Resolution Updating the City's Grievance Procedure Originally Adopted by Resolution No. 8043 to Address Complaints Alleging Violations of the Americans with Disabilities Act of 1990
- 2. Resolution No. 10622 - A Resolution Authorizing the City Manager to Execute a Contract Amendment with R.E.Y. Engineers, Inc. for the Riley Street Sidewalk Feasibility Study and Appropriation of Funds
- 3. Resolution No. 10624 – A Resolution Approving the Preliminary Engineer’s Report, Declaring the Intention to Order the Formation of the Prairie Oaks Ranch No. 2 Landscaping and Lighting District, to Levy and Collect Assessments in Fiscal Year 2021-2022, to Provide Notice of Public Hearing and Direct the Mailing of Assessment Ballots within the Proposed Prairie Oaks Ranch No. 2 Landscaping and Lighting District in the City of Folsom
- 4. Resolution No. 10625 – A Resolution Approving the Preliminary Engineer’s Report for the following Landscaping and Lighting Districts for Fiscal Year 2021-2022 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, 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

Motion by Councilmember Kerri Howell, second by Councilmember Rosario Rodriguez to approve the Consent Calendar.

Motion carried with the following roll call vote:

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

PUBLIC HEARING:

5. Resolution No. 10623 - A Resolution Adopting the City Manager's Fiscal Year 2021-22 Operating and Capital Budgets for the City of Folsom, the Successor Agency, the Folsom Public Financing Authority and the Folsom Ranch Public Financing Authority

Finance Director Stacey Tamagni made a presentation and responded to questions from the City Council. Parks and Recreation Director Lorraine Poggione made a presentation regarding the Parks and Recreation Department's overall cost recovery.

Mayor Mike Kozlowski opened the public hearing. The following speakers addressed the City Council:

1. [No first name given] Markey, regarding the proposed budget and potential rate increases
2. Judi Alexander, regarding funding for homeless services

Hearing no further speakers, the public hearing was closed.

Motion by Councilmember Kerri Howell to approve Resolution No. 10623.

The City Council discussed the proposed budget and areas for potential additional funding.

The Mayor inquired if there was a second to Councilmember Kerri Howell's motion to approve Resolution No. 10623. Hearing no second, the motion died.

Following further discussion, it was the City Council's consensus to bring the item back at the next meeting in order to allow additional time to review the proposed budget.

6. Resolution No. 10626 - A Resolution of the City Council of the City of Folsom Approving the Issuance by the California Public Finance Authority of Multifamily Housing Revenue Bonds in an Aggregate Principal Amount not to Exceed \$20,000,000 for the Purpose of Financing or Refinancing the Acquisition and Construction of Bidwell Place Apartments and Certain Other Matters Relating Thereto

City Clerk Christa Freemantle announced that this item was removed from the agenda.

OLD BUSINESS:

7. Report on Public Outreach Regarding the Retail Space in the Historic District Parking Garage and Direction to Staff

Parks and Recreation Director Lorraine Poggione provided a report on the public outreach efforts and responded to questions from the City Council. City Manager Elaine Andersen provided additional information. Speaker Joe Gagliardi, representing the Greater Folsom Partnership, addressed the City Council regarding use of the retail space.

The City Council discussed potential uses and options of leasing or selling the space.

Motion by Mayor Mike Kozlowski, second by Councilmember Rosario Rodriguez to move forward with a request for proposals for lease of the space, with preferential status given to food service and retail uses and proposals that entail use of the entire space. Staff should seek the advice of an appraiser to determine market rate, and requests for

proposals shall be evaluated by City staff, a representative from the Greater Folsom Partnership (such as Joe Gagliardi), two members of the City Council, and a representative from the Folsom Historic District Association.

The City Council discussed the motion, and Councilmember Kerri Howell proposed an amendment to the motion to remove the inclusion of two members of the City Council and a representative from the Folsom Historic District Association from the proposal evaluation group. Mayor Mike Kozlowski and Councilmember Rosario Rodriguez agreed to the amendment to the motion.

Amended motion carried with the following roll call vote:

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

NEW BUSINESS:

- 8. Ordinance No. 1313 – An Ordinance of the City of Folsom Adding Section 9.36.220 to the Folsom Municipal Code Pertaining to Host Liability for Fireworks Ordinance Violation (Introduction and First Reading)

Fire Chief Ken Cusano made a presentation and responded to questions from the City Council. City Clerk Christa Freemantle read a comment letter from Kindra Miller into the record. City Attorney Steve Wang provided additional information and clarification.

Motion by Councilmember Kerri Howell, second by Councilmember Rosario Rodriguez to introduce Ordinance No. 1313.

Motion carried with the following roll call vote:

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

- 9. Policy for Sidewalk Maintenance Responsibility and Direction to Staff

Public Works Senior Civil Engineer Ryan Chance made a presentation and responded to questions from the City Council. City Attorney Steve Wang, Public Works Director Dave Nugen, and City Manager Elaine Andersen provided additional information and clarification.

After further discussion, the City Council’s consensus was for staff to work on a public education program and review the City’s tree ordinance to determine an appropriate policy to address the issue of sidewalk maintenance related to trees and tree roots.

CITY MANAGER REPORTS:

City Manager Elaine Andersen announced upcoming events, including park naming policy review. She spoke of National Police Week and Peace Officer's Memorial Day and shared condolences on the recent tragic shooting deaths of San Luis Obispo Police Officer Luca Benedetti and Stockton Police Officer Jimmy Inn. Ms. Andersen expressed appreciation to all law enforcement personnel for their dedicated service.

COUNCIL COMMENTS:

Councilmember Kerri Howell spoke of recent action by the Regional Transit board and Regional Sanitation's pending hiring of a chief engineer. She also encouraged everyone to drive carefully.

Vice Mayor Sarah Aquino spoke of her and Mayor Mike Kozlowski's attendance at a stakeholder meeting regarding Negro Bar State park, where possible improvements and name change were discussed. She also spoke of recent meetings regarding river district concept and shared thoughts on how the City should consider proactive economic development with an eye toward revenue development.

Councilmember YK Chalamcherla reiterated the City Manager's appreciation to law enforcement officers and honored San Luis Obispo Police Officer Luca Benedetti and Stockton Police Officer Jimmy Inn. He spoke of use of the See Click Fix to report problems in parks and his attendance at a recent City / School District 2x2 meeting and a Sacramento Placerville JPA meeting. He expressed sorrow at the recent homicide, noting that he had been working with the victim to find him a job.

Councilmember Rosario Rodriguez spoke of the upcoming rodeo and hometown parade. She also spoke of collective efforts to assist those experiencing homelessness.

Mayor Mike Kozlowski spoke of the rodeo and upcoming Octoberfest and wine festivals. He encouraged everyone to drive carefully.

ADJOURNMENT

There being no further business to come before the Folsom City Council, Mayor Mike Kozlowski adjourned the meeting at 8:59 p.m.

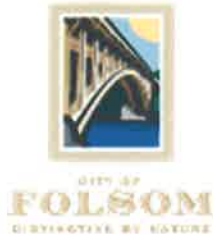
SUBMITTED BY:

Christa Freemantle, City Clerk

ATTEST:

Mike Kozlowski, Mayor

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Folsom City Council Staff Report



MEETING DATE:	5/25/2021
AGENDA SECTION:	Consent Calendar
SUBJECT:	Ordinance No. 1313 – An Ordinance of the City of Folsom Adding Section 9.36.220 to the Folsom Municipal Code Pertaining to Host Liability for Fireworks Ordinance Violation (Second Reading and Adoption)
FROM:	Fire Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends the City Council adopt Ordinance No. 1313 – An Ordinance of the City of Folsom Adding Section 9.36.220 to the Folsom Municipal Code Pertaining to Host Liability for Fireworks Ordinance Violation.

BACKGROUND / ISSUE

California-approved “Safe and Sane” fireworks are currently allowed in nearly 300 communities across the state, including all communities in Sacramento County. Safe and Sane fireworks (approved by the State of California) are not explosive, not aerially launched, and are tested and approved by the Office of the State Fire Marshal. Fireworks sales/usage, in the City of Folsom, is currently limited to June 28th through July 4th. The discharge of fireworks within the City of Folsom is not permitted except for the use of safe and sane fireworks as allowed by Section 9.36.040 of the Folsom Municipal Code.

Ordinance No. 1313 was introduced at the May 11, 2021 City Council meeting. No changes have been made to the ordinance since the first reading.

POLICY / RULE

The City Council is vested with authority to adopt Ordinances pursuant to Section 2.12 of the Folsom City Charter. Amendments to the Folsom Municipal Code require approval of the City Council.

ANALYSIS

Similar to many cities in the Sacramento region and throughout California, the City of Folsom has seen an increase in the amount of illegal fireworks activity during the 4th of July period, some resulted in injuries and fires. This can become a great risk to public safety as it impacts the number of 911 calls for service resulting in longer response times for other critical emergencies. At the same time placing an increased risk of fire related property loss, personal injury, and death on the community. Fire danger from illegal fireworks to structures and open space vegetation is real and poses clear threat to the public health, safety, and the general welfare of the City's residents and businesses.

Fire investigators in the Folsom Fire Department, together with Folsom police officers, have been tackling illegal fireworks through public education and awareness campaigns. Educational messaging reminding the public of what types of fireworks are permitted, when and where they can be used, and how to safely use them. Structure and vegetation fires caused by firework activities are generally the result of using fireworks that are explosive or aerially launched. These types of fireworks are illegal in California and are often purchased outside the state or obtained via mail order. Officers from the Fire and Police Departments continue to work towards proactively reducing the number of illegal fireworks in Folsom by stopping the sales of illegal fireworks and responding to firework related complaints during the 4th of July holiday and the weeks leading to it.

State law generally requires that a law enforcement officer personally observe the person discharging illegal fireworks prior to issuing a citation; however, educational and enforcement campaigns against setting off illegal fireworks through a social host ordinance has been successfully implemented in many jurisdictions in California such as, for example, Kern County, Redwood City, Pacifica, Rohnert Park, Cloverdale, Arroyo Grande, Lemoore, and Hanford.

The proposed update to the Folsom Municipal Code provides for social host liability for illegal fireworks, allowing fire department, law enforcement, and code enforcement personnel to hold the owner or person in possession of real property, or the host of a gathering on public or private property, responsible for the discharge of illegal fireworks. Persons cited under the proposed social host ordinance can request a hearing per Section 1.09.030 of the Folsom Municipal Code.

This ordinance would improve enforcement capabilities in several ways. Typically, it is not difficult for enforcement officers to identify the specific location an aerial firework originates. The challenge lies in identifying the specific individual user or possessor of the firework. The "Social Host Liability" ordinance greatly simplifies this difficulty and allows an officer to focus on a particular person (or multiple persons) responsible for the property or event. The adoption of this new ordinance accompanied with social media outreach to inform the public of its existence and potential penalties are likely to have a significant impact on reducing illegal fireworks.

The ordinance is crafted in a manner to avoid narrow application to property owners only. It is designed to apply to any person who has the right to use, possess or occupy a public or private

property under a lease, permit, license, rental agreement, or contract. Additionally, the ordinance could be applied to any person who hosts, organizes, supervises, officiates, conducts, or accepts responsibility for a gathering on public or private property. The ordinance does not apply to responsible parties who immediately seek the City's assistance in removing noncompliant individuals.

FINANCIAL IMPACT

This action has minimal impact on the City's General Fund. Both Fire and Police Department personnel costs for enforcement during the 4th of July holiday are reimbursed by the Greater Sacramento Area Fireworks Task Force (GSAFTF) in cooperation with fireworks manufactures. The addition of section 9.36.220 will improve the ability of enforcement officers to administer violations for illegal fireworks used within the City of Folsom.

ENVIRONMENTAL REVIEW

The proposed action is not a project under Section 15061(b)(3) of the California Environmental Quality Act Guidelines, and as such is exempt from environmental review.

ATTACHMENT

Ordinance No. 1313 – An Ordinance of the City of Folsom Adding Section 9.36.220 to the Folsom Municipal Code Pertaining to Host Liability for Fireworks Ordinance Violation

Submitted,



Ken Cusano, Fire Chief

ORDINANCE NO. 1313

AN ORDINANCE OF THE CITY OF FOLSOM ADDING SECTION 9.36.220 TO THE FOLSOM MUNICIPAL CODE PERTAINING TO HOST LIABILITY FOR FIREWORKS ORDINANCE VIOLATION

The City Council of the City of Folsom does hereby ordain as follows:

SECTION 1 PURPOSE

The purpose of this Ordinance is to add Section 9.36.220 to Chapter 9.36, “Fireworks”, of the Folsom Municipal Code to impose liability upon property owners, residents, and social hosts for violating the Folsom Fireworks Ordinance in order to protect the public’s health, life, and safety from the danger of fireworks.

SECTION 2 ADDITION TO CODE

Section 9.36.220 is hereby added to the Folsom Municipal Code to read as follows:

9.36.220 Host liability.

- A. The term “host” in this Section shall mean any of the following:
 - 1. An owner of any private residential or non-residential real property in the City; or
 - 2. Any person who has the right to use, possess, or occupy public or private property under a lease, permit, license, rental agreement, or contract; or
 - 3. Any person who hosts, organizes, supervises, officiates, conducts, or accepts responsibility for a gathering on public or private property.

- B. The term “strictly liable” in this Section shall mean liability for a wrongful act regardless of a person’s intent, knowledge, negligence, or lack thereof in committing the wrongful act.

- C. Any host shall be strictly liable for any unlawful ignition, explosion, discharge, use, or display of any fireworks in violation of this Chapter on their property or at their gathering, except that no person who has the right to use, possess, or occupy a unit in a multifamily residential property under a lease, rental agreement, or contract shall be liable for a violation of this Chapter occurring in the common area of the property unless the person hosts, organizes, supervises, officiates, conducts, or accepts responsibility for a gathering at which the violation occurs.

D. Any person having the care, custody, or control of a minor shall be strictly liable for any unlawful ignition, explosion, discharge, use, or display of fireworks by the minor in violation of this Chapter.

E. Except as provided below in subsection F, no host shall permit or allow another person on private property, or at a gathering on public property, where the host knows or reasonably should know that the person is engaged in a violation of this Chapter.

F. The provisions this Section shall not apply to:

1. Conduct involving display, use, or discharge of fireworks as permitted under federal or state law;
2. A host who initiates contact with law enforcement or fire officials to assist in removing any person from the property or gathering in order to comply with this Chapter.

G. Chapter 1.09 and Section 9.36.180 apply to a violation of this Section, except that a violation of this Section shall be subject to a fine of \$1,000.

SECTION 3 SCOPE

Except as set forth in this Ordinance, all other provisions of the Folsom Municipal Code shall remain in full force and effect.

SECTION 4 NO MANDATORY DUTY OF CARE

This Ordinance is not intended to and shall not be construed or given effect in a manner that imposes upon the City or any officer or employee thereof a mandatory duty of care towards persons and property within or without the City, so as to provide a basis of civil liability for damages, except as otherwise imposed by law.

SECTION 5 SEVERABILITY

If any section, subsection, sentence, clause, or phrase in this Ordinance or any part thereof is for any reason held to be unconstitutional, invalid, or ineffective by any court of competent jurisdiction, such decision shall not affect the validity or effectiveness of the remaining portions of this Ordinance or any part thereof. The City Council declares that it would have passed each section irrespective of the fact that any one or more section, subsection, sentence, clause, or phrase be declared unconstitutional, invalid, or ineffective.

SECTION 6 EFFECTIVE DATE

This Ordinance shall become effective thirty (30) days from and after its passage and adoption, provided it is published in full or in summary within twenty (20) days after its adoption in a newspaper of general circulation in the City.

This Ordinance was introduced, and the title thereof read at the regular meeting of the City Council on May 11, 2021, and the second reading occurred at the regular meeting of the City Council on May 25, 2021.

On a motion by Council Member _____ seconded by Council Member _____, the foregoing Ordinance was passed and adopted by the City Council of the City of Folsom, State of California, this ____ day of _____, 2021 by the following roll-call vote:

AYES: Councilmember(s):

NOES: Councilmember(s):

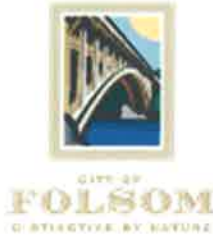
ABSENT: Councilmember(s):

ABSTAIN: Councilmember(s):

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK



Folsom City Council Staff Report



MEETING DATE:	5/25/2021
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10627 - A Resolution Authorizing the City Manager to Execute a Construction Agreement with VSS International, Inc. for the Pavement Resurfacing Fiscal Year 2020-21 Project No.8017, Acceptance of Grant and Appropriation of Funds
FROM:	Public Works Department

RECOMMENDATION / CITY COUNCIL ACTION

The Public Works Department recommends that the City Council pass and adopt Resolution No. 10627 - A Resolution Authorizing the City Manager to Execute a Construction Agreement with VSS International, Inc. for the Pavement Resurfacing Project Fiscal Year 2020-21 Project No. 8017, Acceptance of Grant and Appropriation of Funds.

BACKGROUND / ISSUE

As part of the City of Folsom Pavement Management Program, the Public Works Department budget includes funding for the repair, resurfacing, and maintenance of various roadways in the City.

The pavement condition for the City’s entire inventory of roadways, bike paths, and parking lots was inspected in 2019 and rated according to industry standards. The result of this inspection was compiled into StreetSaver, a pavement management software program that Staff uses to identify preventative maintenance treatments and was utilized in determining the scope of this project.

This project consists of crack filling and pavement resurfacing of multiple arterial and residential roadways. In addition, the parking lots of Lembi Park, Elvie Perazzo Briggs Park and the Andy Morin Sports Complex will be resurfaced.

The roadways scheduled to receive resurfacing are shown on Attachment 2 – Arterial Resurfacing Map and Attachment 3 – Residential Resurfacing Map.

Prior to the start of construction, all property owners on the affected streets will be notified of the proposed work and schedule. Detailed maps will be provided to notify of parking/driving restrictions and project schedule. The crack filling portion of the project is expected to occur in June 2021 and the resurfacing work is expected to occur in July and August, with project completion by the end of August 2021.

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 \$62,657 or greater shall be awarded by City Council.

ANALYSIS

Public Works staff prepared the bid package, and the project was publicly advertised on April 12, 2021. On May 6, 2021, the Public Works Department received the following bids:

1. VSS International, Inc.	\$ 1,597,000
2. American Pavement Systems, Inc.	\$ 1,688,400
3. Doolittle Construction, LLC	\$ 1,896,275
4. Pavement Coatings Co.	\$ 1,920,900
5. B&M Builders, Inc.	\$ 1,976,864

The Engineer’s Estimate for this project was \$1,744,000. The Public Works Department has found the bids to be in order and recommends that the contract be awarded to the low-bidder, VSS International, Inc. Staff will use the City’s standard agreement in a form acceptable to the City Attorney.

FINANCIAL IMPACT

The contract with VSS International, Inc. would be authorized for \$1,597,000 with the project budgeted for a total of \$1,756,700 which will include a ten percent contingency amount of \$159,700 for potential change orders.

Funds in the amount of \$1,538,764 are budgeted and available in the Street Overlay/Pavement Management Project No. 8017 for Fiscal Year 2020-21, which utilizes \$1,038,764 SB-1 Road Maintenance and Rehabilitation (Fund 235) and \$500,000 Measure A (Fund 276).

Funds in the amount of \$250,000 are budgeted and available in the Natoma Street Drainage Project No. PW1901 from SB-1 Road Maintenance & Rehabilitation Fund (Fund 235) for Fiscal Year 2020-21. The Natoma Street Drainage Project will not utilize the full amount of the funds budgeted for Fiscal Year 2020-21 from Fund 235; however, the funding is required

to be used in the year received. The Pavement Resurfacing Project Fiscal Year 2020-21 will utilize \$76,765 of the unused funds from Fund 235 through an appropriation.

Funds in the amount of \$98,000 are also available in the Traffic Congestion Relief Fund (Fund 203), and these funds must be encumbered or spent prior to June 30, 2021, and an additional appropriation will be required.

In April 2021, the City was awarded a CalRecycle 2020-21 Rubberized Pavement Grant in the amount of \$112,500, which will be used to help fund the project. Staff is also requesting acceptance of the grant in the amount of \$112,500 which does not require a City match.

Funds in the amount of \$34,830 are budgeted and available in General Fund Building Maintenance for Fiscal Year 2020-21 to cover the cost of the resurfacing of the Andy Morin Sports Complex parking lot.

Funds in the amount of \$172,605 are budgeted and available in the Parks and Recreation - Park Renovation Project No. 2013 for Fiscal Year 2020-21 to cover the cost of the resurfacing of the Lembi Park and Elvie Perazzo Briggs Park parking lots.

The funding for the VSS International, Inc. contract would be as follows:

Fund	Project	Amount
Fund 235 SB-1	Street Overlay/Pavement Management (Project No. 8017)	\$ 1,038,764
Fund 235 SB-1	Natoma Street Drainage (Project No. PW1901 moved to Project No. 8017)	\$ 76,765
Cal-Recycle Rubberized Pavement Grant	Not Identified in a Project – Grant Awarded Post Budget	\$ 112,500
Traffic Congestion Relief Fund 203	Street Overlay/Pavement Management (Project No. 8017)	\$ 98,000
Measure A Fund 276	Street Overlay/Pavement Management (Project No. 8017)	\$ 223,236
General Fund Building Maintenance	Parks and Recreation – Andy Morin Sports Complex	\$ 34,830
Fund 240 Parks & Recreation	Parks and Recreation – Park Renovation (Project No. 2013)	\$ 172,605
	Total Project Funding	\$ 1,756,700

ENVIRONMENTAL REVIEW

This project has been deemed categorically exempt from environmental review.

ATTACHMENTS

1. Resolution No. 10627 - A Resolution Authorizing the City Manager to Execute a Construction Agreement with VSS International, Inc. for the Pavement Resurfacing Fiscal Year 2020-21 Project No. 8017, Acceptance of Grant and Appropriation of Funds.
2. Arterial Resurfacing Map
3. Residential Resurfacing Map

Submitted,

Dave Nugen, PUBLIC WORKS DIRECTOR

Attachment 1
Resolution No. 10627

RESOLUTION NO. 10627**A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A CONSTRUCTION AGREEMENT WITH VSS INTERNATIONAL, INC. FOR THE PAVEMENT RESURFACING FISCAL YEAR 2020-21 PROJECT NO. 8017, ACCEPTANCE OF GRANT AND APPROPRIATION OF FUNDS**

WHEREAS, the City of Folsom desires to crack fill and resurface various roadways and parking lots throughout the City in conformance with the Pavement Management Plan; and

WHEREAS, this project was publicly advertised, and the bids were received on May 6, 2021 with VSS International, Inc. being the lowest responsible bidder; and

WHEREAS, funds in the amount of \$1,538,764 are budgeted and available in Street Overlay – Pavement Management Project No. 8017, for Fiscal Year 2020-21; and

WHEREAS, funds in the amount of \$76,765 are budgeted and available in the Road Maintenance and Rehabilitation Fund (Fund 235) in the Natoma Street Drainage Project No. 1901, for Fiscal Year 2020-21; and

WHEREAS, the City received CalRecycle Rubberized Pavement Grant in the amount of \$112,500 for the Pavement Resurfacing Fiscal Year 2020-21 Project No. 8017; and

WHEREAS, funds in the amount of \$98,000 are available in the Traffic Congestion Relief Fund (Fund 203); and

WHEREAS, funds in the amount of \$34,830 are budgeted and available in General Fund Building Maintenance for Fiscal Year 2020-21; and

WHEREAS, funds in the amount of \$172,605 are budgeted and available in Park Dedication Fund (Fund 240) in the Renovation Project No. 2013 for Fiscal Year 2020-21; and

WHEREAS, an additional appropriation will be required in the amount of \$76,765 to move funding from the Natoma Street Drainage Project (PW1901) to the Street Overlay/Pavement Management Project (8017), still utilizing SB-1 Road Maintenance & Rehabilitation Fund (Fund 235) funds; and

WHEREAS, an additional appropriation will be required in the amount of \$98,000 in the Traffic Congestion Relief Fund (Fund 203)

WHEREAS, acceptance and an additional appropriation will be required to receive the grant funding in the amount of \$112,500 from the CalRecycle Rubberized Pavement Grant; and

WHEREAS, the agreement will be in a form acceptable to the City Attorney: (as applicable to contracts)

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom authorizes the City Manager to execute a construction agreement with VSS International, Inc. for the Pavement Resurfacing Fiscal Year 2020-21 Project in the amount of \$1,597,000, with the budgeted amount to include a ten percent contingency for a total not-to-exceed amount of \$1,756,700; and,

BE IT FURTHER RESOLVED that the Finance Director is authorized to appropriate \$98,000 in the Traffic Congestion Relief Fund (Fund 203) and to accept and appropriate \$112,500 from the CalRecycle Rubberized Pavement Grant for the Street Overlay-Pavement Management Project No. 8017, and to move within the SB-1 Road Maintenance & Rehabilitation Fund (Fund 235) from the Natoma Street Drainage Project (PW1901) to the Street Overlay/Pavement Management Project (8017) for a total project budget of \$2,077,095 for the FY 2020-21 project.

PASSED AND ADOPTED this 25th day of May 2021, 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


Arterial Resurfacing Map


ARTERIAL STREETS PAVEMENT RESURFACING


05/25/2021 Item No.6.



	CAPE SEAL
	SLURRY SEAL


CITY OF FOLSOM
PUBLIC WORKS DEPARTMENT

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Attachment 3

Residential Resurfacing Map

RESIDENTIAL STREETS PAVEMENT RESURFACING

05/25/2021 Item No.6.

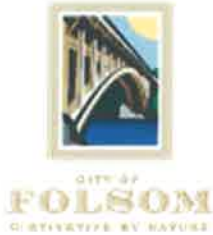


- CAPE SEAL
- SLURRY SEAL



Source: Esri, DeLorme, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

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Folsom City Council Staff Report



MEETING DATE:	5/25/2021
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10628 - A Resolution Adopting the Local Road Safety Plan
FROM:	Public Works Department

RECOMMENDATION / CITY COUNCIL ACTION

The Public Works Department recommends that the City Council pass and adopt Resolution No. 10628 - A Resolution Adopting the 2020 Local Road Safety Plan.

BACKGROUND / ISSUE

In 2019 the Public Works Department applied for and successfully obtained a \$72,000 Caltrans funding grant to prepare the City’s first Local Road Safety Plan (LRSP). The LRSP identifies intersections and road segments that have the highest incidence of fatal or severe injury collisions, the factors associated with those collisions, and the corrective measures that should be applied to attempt to reduce those collision rates. The LRSP is used by local agencies to submit grant applications to the California Department of Transportation (Caltrans) for the Highway Safety Improvement Program (HSIP).

The City retained the consulting firm TJKM to prepare the draft LRSP, solicited input from the public, and received a recommendation to approve the LRSP from the Traffic Safety Committee. Staff is seeking approval from the City Council to approve the final plan.

POLICY / RULE

Caltrans requirements for a Local Road Safety Plan include a requirement that the local governing body must adopt the plan before it can be considered final.

ANALYSIS

The LRSP is a data-driven, analytics-based tool for identifying the location, associated factors, and potential corrective measures of fatal and severe injury collisions. The LRSP relies on data contained in the traffic collision reports prepared by local law enforcement, which is then submitted to California Highway Patrol for inclusion in the Statewide Traffic Incident Reporting System (SWITRS). Using SWITRS, the consultant analyzed five years (2015-2019) of collision reports to determine collision trends and high-risk locations.

Some of the key trends that were identified in the analysis were:

- Of the 2,911 total collisions reported between 2015 and 2019, 83 resulted in Fatal or Severe Injury (F+SI)
- 29% of total collisions involved fixed objects or parked cars
- 29% of the F+SI collisions involved bicyclists or pedestrians
- 50% of the F+SI collisions occurred at night
- 13% of all roadway collisions were Head-On due to unsafe speed
- 12% of all roadway collisions were Vehicle-Pedestrian due to Pedestrian right-of-way or violations
- 10% of all intersection collisions were BroadSides due to vehicle right-of-way violation
- 8% of all intersection collisions were Hit Object due to unsafe speed

Based on the outcome of this process staff was able to identify key emphasis areas that focus on four key strategies, known as the “Four E’s” of traffic safety: Education, Enforcement, Emergency Services, and Engineering. The emphasis areas were:

- Intersection Safety Improvements
- Reduce Night-Time Collisions
- Reduce Roadway Departure Collisions
- Pedestrian Safety Improvements
- Bicycle Safety Improvements
- Reduce Automobile Right-of-Way Violations and Broadside Collisions
- Reduce Speeding, Impaired Driving, and Hit Object Collisions
- Reduce Collisions by Young-Adult Drivers and Aggressive Driving
- Increase Driver Awareness
- Reduce Collisions near Schools

The report identified three categories of safety improvements and the locations that would gain the most benefit in terms of potentially reducing fatal or severe injury collisions; these categories are summarized below.

Category 1: Signalized Intersections. Improve traffic signal hardware, optimize signal timing, install raised pavement markers and striping at the following intersections:

1. Folsom Boulevard and Natoma Station Drive
2. Blue Ravine Road and Flower Drive
3. E. Bidwell Street and Blue Ravine Road
4. Folsom Auburn Road and Oak Avenue Parkway
5. E. Bidwell Street and Oak Avenue Parkway
6. E. Natoma Street and Prison Road
7. Iron Point Road and Willard Drive
8. E. Natoma Street and Green Valley Road
9. E. Bidwell Street and Broadstone Parkway
10. Blue Ravine Road and Natoma Station Drive
11. E. Bidwell Street and Glenn Drive
12. E. Bidwell Street and Creekside Drive
13. Folsom Auburn Road and Folsom Lake Crossing

Category 2: Roadway Segments (Visibility). For roadways with high incidence of run-off roadway, hit object, and night-time collisions. Install/modify regulatory and warning signs, delineators, reflectors and object markers, or edgeline rumble strips/stripes on the following road segments:

1. American River Canyon Drive, between Oak Canyon Way and Canyon Rim Drive
2. Folsom Boulevard, between US-50 and Iron Point Road
3. Glenn Dr., between 360 ft. west from Sibley St. and 1,050 ft. east from Folsom Blvd.
4. Blue Ravine Road, between 1200 ft. south of Crossing Way and Riley Street
5. Folsom Auburn Road, between Berry Creek and 900 ft. north of Berry Creek Drive
6. Prairie City Road, between 2000 ft. and 4200 ft. north of White Rock Road
7. E. Bidwell St., between 700 ft. south and 1,800 ft. south of Alder Creek Pkwy
8. E. Bidwell St., between US-50 eastbound ramp and 700 ft. south of Alder Creek Pkwy

Category 3: Roadway Segments (Speed). For roadways with high incidence of right-of-way violations, driver awareness, and speeding. Construct median barriers, dynamic/variable speed warning signs, delineators/reflectors/object markers on the following road segments:

1. Folsom Lake Crossing, between Folsom Dam Road and Johnny Cash Trail entrance
2. E. Natoma Street, between Folsom Lake Crossing and Gionata Way
3. E. Natoma Street, between Cimmaron Circle and Fargo Way
4. Folsom Auburn Road, between Pinebrook Drive and Folsom Dam Road

In October 2020, the City Council authorized staff to submit these recommendations as three separate grant applications for Highway Safety Improvement Program (HSIP) Cycle 10 funding; staff anticipates hearing the results of the grant application process sometime in the next few weeks.

The LRSP project website was created in late 2020 and solicited community input about traffic safety in Folsom. A total of 62 responses were received from 54 unique respondents. The three most commonly identified safety hazards cited were Speeding, Dangerous Walking/Cycling conditions, and Lack of Signage.

The Traffic Safety Committee discussed the draft LRSP at their February 25th meeting and recommended that the LRSP be adopted with no additional revisions.

Staff also notes that the initial scope of work for the LRSP anticipated that the consultant would include a neighborhood-level, traffic calming section in the final LRSP document. As the project progressed though, it became apparent that it was not the best approach to developing a comprehensive neighborhood traffic management program for two reasons. First, the LRSP is data-driven whereas neighborhood traffic management is not based on collision histories. Second, the LRSP focuses on fatal and severe injury collisions whereas these are uncommon in neighborhoods, and not the primary driving factor in neighborhood-level traffic management decisions. Staff will therefore issue a separate request for proposals to seek qualified consultants to update the City's current Neighborhood Traffic Management Program.

FINANCIAL IMPACT

There is no direct financial impact associated with adopting the LRSP.

ENVIRONMENTAL REVIEW

None required.

ATTACHMENT

1. Resolution No. 10628 - A Resolution Adopting the Local Road Safety Plan
2. Draft Local Road Safety Plan
3. Draft Action Summary – Traffic Safety Committee, April 22, 2021

Submitted,

Dave Nugen, Public Works Director

Attachment 1
Resolution No. 10628

RESOLUTION NO. 10628

A RESOLUTION ADOPTING THE LOCAL ROAD SAFETY PLAN

WHEREAS, the City of Folsom has prepared a Local Road Safety Plan (LRSP); and

WHEREAS, the LRSP analyzes traffic collision data to determine the causes and solutions for fatal and severe injury collisions; and

WHEREAS, the LRSP has identified the highest priority intersections and road segments and the corrective measures that could reduce collision frequency at those locations; and

WHEREAS, the LRSP is integral to successfully applying for funding from the Highway Safety Improvement Program (HSIP) that is administered by the California Department of Transportation (Caltrans); and

WHEREAS, Caltrans requires that each public agency’s LRSP be adopted by the agency’s governing body.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom hereby adopts the Local Road Safety Plan.

PASSED AND ADOPTED this 25th day of May 2021, 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

Draft Local Road Safety Plan



CITY OF FOLSOM

LOCAL ROADWAY SAFETY PLAN

JANUARY 2021

DRAFT



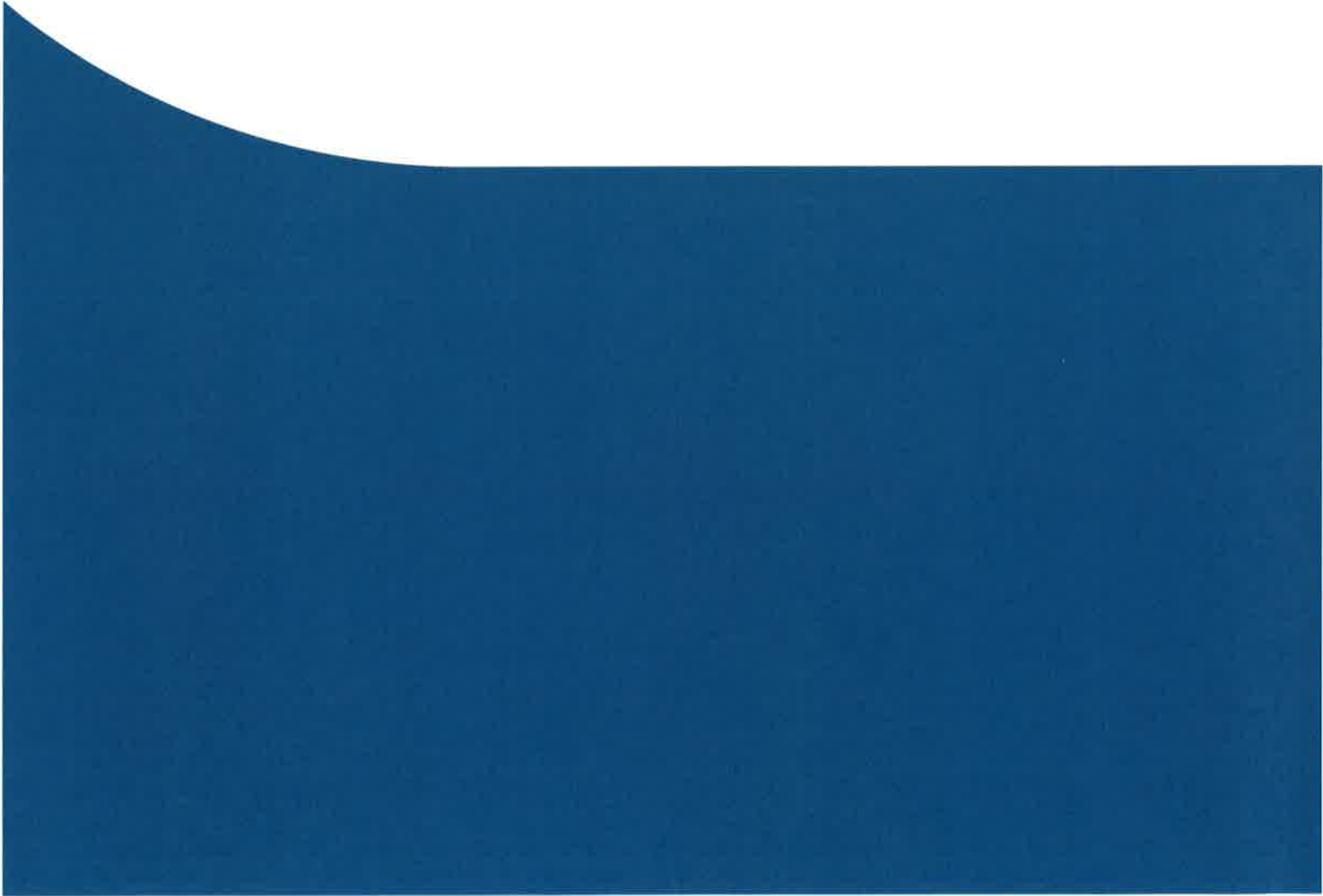
Acknowledgement

CITY OF FOLSOM

Mark Rackovan
Zach Bosch

CONSULTANT TEAM

TJKM Transportation Consultants





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GLOSSARY

4E – The 4E of traffic safety: education, enforcement, engineering, emergency medical services.

ACS – American Community Survey.

ADT – Average Daily Traffic.

ATP – Active Transportation Plan.

BCR – Benefit-Cost Ratio. It summarizes overall value for money of a project.

BTP – Bicycle Transportation Plan.

CRF – Crash Reduction Factor. It is the percentage crash reduction that might be expected after implementing a given countermeasure at a specific site.

Collision Rate – It is the number of crashes that occur at a given location during a specified time period (usually three to five years) divided by a measure of exposure for the same period.

Collision Severity – Defined as seriousness of collision, which include fatal (F), severe injury (SI), other visible injury and complaint of pain (Other), and property damage only (PDO).

EMS – Emergency Medical Services.

FHWA – Federal Highway Administration.

HSIP – Highway Safety Improvement Program.

LRSM – Local Roadway Safety Manual.

MITP – Metropolitan Transportation Improvement Program.

OTS – California Office of Traffic Safety.

RSTP – Federal Regional Surface Transportation Program.

RTMP – Residential Traffic Management Program.

Primary Violation Factor – Defined as factors that are strong in contribution to the collision.

SB1 – Sustainable Community Grants

SACOG – Sacramento Area Council of Governments.

SR2S – Safe Routes to School.

STIP – State Transportation Improvement Program.

SWITRS – Statewide Integrated Traffic Records System. It is a database that contains all collisions reported to California Highway Patrol from local and governmental agencies.

TIMS – Transportation Injury Mapping System. It is a platform to access California's crash data.

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1

INTRODUCTION

The Local Roadway Safety Plan (LRSP) is a localized data-driven traffic safety plan that provides opportunities to address unique highway safety needs and reduce the number of fatal and severe injury collisions. The LRSP creates a framework to systematically identify and analyze traffic safety-related issues and recommend safety projects and countermeasures. The LRSP facilitates the development of local agency partnerships and collaboration, resulting in developing of a prioritized list of improvements that can enhance safety on local roadways.

The LRSP is a proactive approach to addressing safety needs. It is viewed as a living document that can be continuously reviewed and revised to reflect evolving collision trends and community needs and priorities.

1.1 BACKGROUND

The City of Folsom initiated the City's first comprehensive LRSP to enable the City to identify potential traffic safety projects to reduce fatal and severe injury collisions. The identified traffic safety projects are tailored to the City's needs and issues and consistent with Federal and State funding project requirements.

The objective of the LRSP is to develop a successful safety plan for the local roadways by utilizing some of the existing elements that the City already has, such as a collision database and traffic safety committee. It is also to create a decision-making process that relies on a partnership with stakeholders and the public and develop countermeasures using 4 E's of traffic safety: Engineering, Enforcement, Education, and Emergency Medical Services.

1.2 THE FOUR “E’S” OF SAFETY

The LRSP establishes goals, objectives, and emphasis areas that integrate the 4 E’s of traffic safety – education, enforcement, engineering, and emergency medical services. It is essential to identify emphasis areas as they are areas of opportunity to improve safety through the 4 E’s. The 4 E’s help address safety issues by incorporating non-engineering elements, along with engineering measures.

- **Education** – It is an essential tool in modifying the behavioral aspect of traffic safety and distributing knowledge about traffic safety. Educational campaigns for drinking and driving, texting and driving, distracted driving, wearing a helmet, etc., can be used to spread awareness that may inform the people about the rules of the road.
- **Enforcement** – Increased enforcement with penalties and patrolling often lead to awareness and instill safe driving behavior among motorists.
- **Engineering** – These are high-level solutions that require analysis and construction for roadway infrastructure development to reduce collisions. Engineering solutions differ by locations and collision attributes and may alter the roadway geometry.
- **Emergency Medical Services (EMS)** – Collaboration with the City’s EMS leaders to rapidly respond to collision sites, and improve quality of care for roadway collision victims. The solutions involve strategies to decrease response time.



1.3 REPORT ORGANIZATION

This document is organized into 11 chapters. They are as follows:

- **Chapter 1** – Introduction: This chapter introduces the project, describes how this report is organized and the study area for the LRSP.
- **Chapter 2** – Visions and Goals: This chapter defines the visions and goals for the LRSP.
- **Chapter 3** – Safety Partners: This chapter identifies partners who would provide advice on acquiring and analyzing data, selecting emphasis areas, developing safety strategies, and implementing the final plan.
- **Chapter 4** – Process: This chapter describes the outreach and analytical process used to develop the LRSP.
- **Chapter 5** – Existing Efforts: This chapter summarizes the efforts and activities in development or proposed, which would be beneficial in coordination with this plan.
- **Chapter 6** – Data Summary: This chapter summarizes the collision data analysis approach and presents key findings in the study area.
- **Chapter 7** – Emphasis Area and Safety Strategies: This chapter identifies the top 10 emphasis areas for the City and the consequent safety strategies.
- **Chapter 8** – Identification of Needs: This chapter summarizes the needs of the community.
- **Chapter 9** – Viable Safety Projects: This chapter summarizes the list of viable safety projects applicable to the high-risk roadway segments and intersections, cost, and benefit-cost ratio.
- **Chapter 10** – Implementation and Evaluation: This chapter summarizes the process of implementation, monitoring, evaluation, and future updates.
- **Chapter 11** – Residential Traffic Management Program: This chapter introduces the City's RTMP, the application and petition process, traffic calming tools, and the criteria for selecting the tools.

1.4 STUDY CONTEXT

The City of Folsom is located in Sacramento County, California, covering a total area of just under 28 square miles, situated along Lake Natoma and Folsom Lake. The City’s estimated population is 81,328 (ACS 2019 5-year estimate).

The City is bordered by Placer County in the north and El Dorado County in the east.

State Route (SR) 50 is the major highway that connects the City of Folsom to other nearby cities.



2 VISIONS AND GOALS

The Folsom LRSP aims to systemically identify roadway safety issues within Folsom and address them through a holistic approach using the 4 E's: Engineering, Enforcement, Education, and Emergency Medical Services. Roadway deaths and serious injuries are preventable incidents and can be addressed through the 4 E's. The safety of human life is the highest priority.

Goal 1: Systematically identify and analyze roadway safety problems and recommend improvements.

Objective 1: Use the LRSP's data-driven process to identify fatal and severe injury collisions in Folsom; where, when, and how they are occurring, and implement appropriate and proven countermeasures.

Objective 2: Improve roadway planning, design, operations, maintenance and connectivity to enhance safety and mobility for users of all ages and abilities.

Objective 3: Implement traffic calming strategies to discourage speeding and other unsafe driving behaviors on residential streets.

Objective 4: Ensure that all recommended improvements are consistent with the City of Folsom goals, as well as State and Federal plans and goals (such as, but not limited to, California Strategic Highway Safety Plan, and the FHWA Local and Rural Road Safety Program).

Goal 2: Improve the safety of pedestrians and bicyclists by using proven effective countermeasures.

Objective 1: Identify safety issues and locations/hot spots where bicycle and pedestrian collisions occur in Folsom, and treat with appropriate and effective engineering countermeasures.

Objective 2: Provide educational programs for bicyclists, pedestrians, and motorists to inform on how to be safe in the public right-of-way, either through after-school programs, Folsom Police Department programs, the Highway 50 Transportation Management Authority (50TMA), or other public/private sponsored programs.

Objective 3: Improve sidewalks, walkways, and crossings to be free of hazards and minimize conflicts with vehicular traffic.

CITY OF FOLSOM | LOCAL ROADWAY SAFETY PLAN

Objective 4: Prioritize improvements that promote Safe Routes to School efforts or are located near schools.

Goal 3: Ensure coordination of key stakeholders to implement roadway safety improvements & response within Folsom.

Objective 1: Coordinate between Public Works, Police Department, Fire Department, and EMS agencies to ensure a coordinated response to traffic safety, including:

- Implementation of safety improvements
- Public education on safely traveling in the public right-of-way, regardless of mode
- Enforcement of traffic safety laws in the public right-of-way
- Minimizing impacts to emergency response times.

Objective 2: Coordinate with local, regional, and state partners (such as Sacramento Regional Transit or Caltrans), to identify and address traffic safety issues and ensure a coordinated response.

Goal 4: Continually seek funding for safety improvements.

Objective 1: Ensure the LRSP meets Highway Safety Improvement Program (HSIP) guidelines to apply for funding for identified countermeasures.

Objective 2: Provide a list of prioritized improvements that guide City investments and grant funding applications.

Objective 3: Continually seek funding sources to implement engineering, education, enforcement, and emergency response solutions to roadway safety issues in Folsom.

Goal 5: Ensure that safety improvements are made in a fair and equitable manner for all Folsom residents.

Objective 1: Where feasible, implement community outreach to inform the public about upcoming safety improvements and seek their input.

Objective 2: Provide a forum for residents to submit traffic safety-related complaints; and for City staff and officials to respond to such complaints.

Objective 3: Ensure that social justice and equity is a primary factor in selecting where to make traffic safety improvements.

3 SAFETY PARTNERS

Safety partners identified in this document will be able to provide advice in acquiring and analyzing data, selecting emphasis areas, developing safety strategies, and implementing the final plan. The following list of safety partners will be involved in the implementation of this plan:

- City of Folsom Council Members
- City of Folsom Traffic Safety Committee (TSC)
- City of Folsom Public Works Department
- Folsom City Police Department
- Folsom City Fire Department
- Folsom Cordova Unified School District
- County of Sacramento Board of Supervisors
- Sacramento Area Council of Governments (SACOG)
- County of Sacramento Department of Transportation (SACDOT)
- Caltrans
- California Highway Patrol (CHP)
- Federal Highway Administration (FHWA)

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4 PROCESS

This chapter describes the steps involved in preparing this LRSP document, including a systemic approach that involves the analysis of collision data to identify and prioritize countermeasures, and community outreach.

4.2 SYSTEMIC APPROACH

The systemic approach in preparing the LRSP involves the following steps:

- 1. Develop plan goals and objectives** – Review the City’s existing planning documents to ensure the LRSP visions and goals align with prior planning effort and that the potential 4E strategies are consistent with local and regional policies.
- 2. Analyze collision data** – Review the latest 5-year collision data and analyze the collision trend. Determine high-risk roadway segments and intersections, and identify significant risk factors.
- 3. Determine focus areas and identify crash reduction strategies** – Identify 10 emphasis areas and recommend feasible countermeasures at high-risk locations. Evaluate Crash Reduction Factor (CRF) and the effectiveness of each countermeasure.
- 4. Prioritize countermeasures/projects** – Conduct Benefit-Cost Ratio (BCR) analysis on all countermeasures/projects. Prioritize projects that are most beneficial to the City’s roadway and intersection safety using BCR.
- 5. Prepare the LRSP** – Prepare the LRSP that includes performance measures and implementation plan. Identify priority projects for state or federal programming, grant funding opportunities, and implementation.

4.1 PUBLIC OUTREACH

The purpose of public outreach is to solicit and summarize traffic and safety-related concerns, such as speeding, cut-through traffic on residential neighborhoods, pedestrian and bicycle safety on collector roads, and arterial streets. Public outreach is an essential tool to identify high-risk locations based on neighborhood concerns, along with collision analysis.

TARGET AUDIENCE AND STAKEHOLDERS

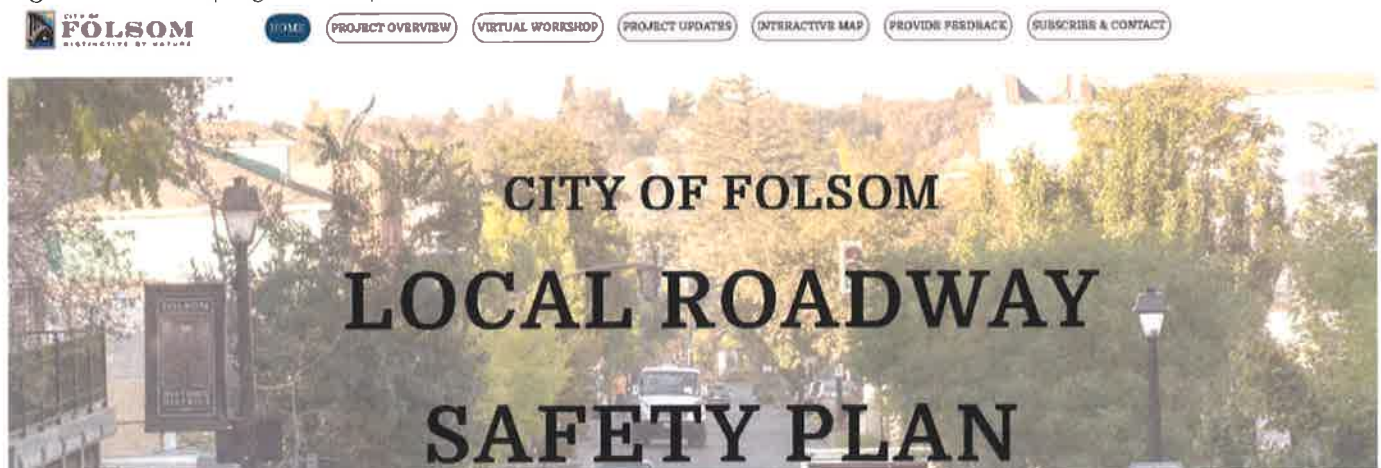
The target audience for the public outreach of the LRSP is the residents of the City of Folsom. The stakeholder group includes:

- City Council
- City Departments’ staff: Police, Fire, Planning, and Public Works
- City’s Traffic Safety Committee (TSC)
- City’s public outreach representative
- School district representative
- Disadvantaged/minority groups
- SACOG Bicycle and Pedestrian Advisory Committee
- SACOG Transportation Committee

PROJECT WEBSITE

A project website (www.folsomcitysafeststreets.com) was generated for this project. It provided a

Figure 1. Homepage of Project Website



platform for project information dissemination and other project-related announcements. The website contained six sections: project overview, virtual workshop, project updates, interactive map, feedback, and subscribe and contact. The website was shared with the public on the City’s website and social media accounts.

The outreach tools introduced in the project website for achieving the goals of the LRSP include:

- Virtual Workshop – it was the primary method of gathering feedback from the general public. Participants could mark intersections or roadway segments on the City’s map to indicate their concerned locations. They could also type a narrative of their traffic and safety-related concern.
- Interactive Map – this section displayed an interactive map where website users could see and interact with the attributes of collisions all over the City.

The results of the virtual workshop have been detailed in **Chapter 8**.

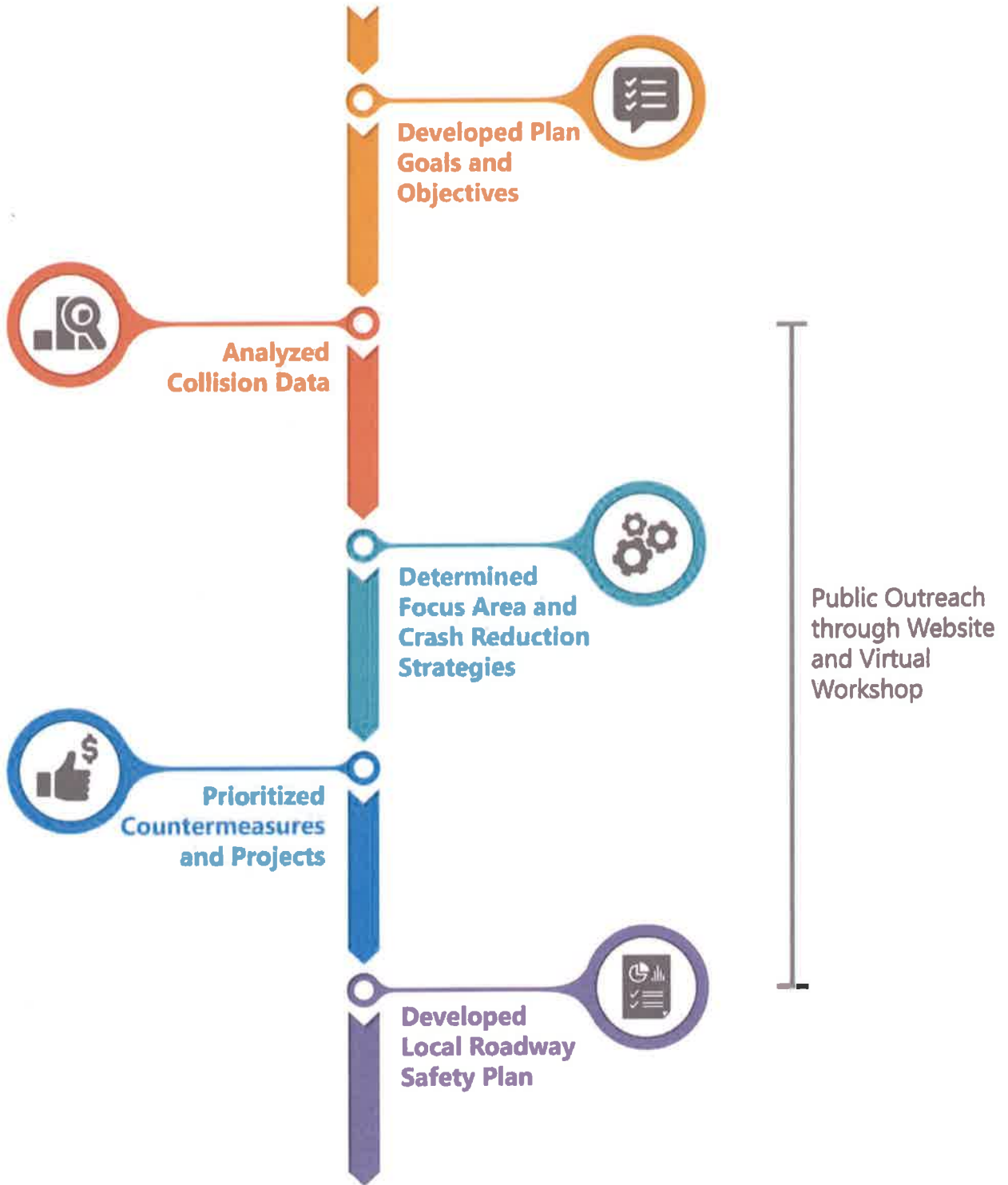
The process of the LRSP is illustrated by **Figure 3**.

Figure 2. Virtual Workshop and Interactive Map Platforms



CITY OF FOLSOM | LOCAL ROADWAY SAFETY PLAN

Figure 3. Process of the LRSP



5 EXISTING EFFORTS

The City of Folsom has identified several goals, policies, and projects in their General Plan 2035 (2018), Bicycle Master Plan (2007), Pedestrian Master Plan (2014), East Bidwell Street Corridor Plan (2005), Metropolitan Transportation Plan/Sustainable Communities Strategy (2016), and Capital Improvement Projects (FY 2020-2021). The City has already completed and implemented several projects identified in the aforementioned documents that include:

- Addition and modification of traffic signals at various locations;
- Widening of streets;
- Replacement of distressed curb, gutter, and sidewalks at various locations through the Neighborhood Sidewalk Rehabilitation Project;
- Modification of existing sidewalks to meet ADA requirements;
- Installation of new crosswalks;
- Installation of video detection systems;
- Improvements at railway crossings.

Upcoming projects for the City include the following:

- Retrofitting streetlights, parking lot lights, and traffic signals with energy-efficient alternatives;
- Retrofitting and installation of new pedestrian facilities at various locations;
- Addition of lanes at various roadway segments;
- Installation of Intelligent Transportation System (ITS) that include vehicle detection, video monitoring, communications infrastructure, dynamic message boards, and pathfinder signs;
- Striping and lane configuration for pavement delineation, signage, and signal modification;
- Upgrade traffic signal systems;
- Right-of-way acquisition and construction along various roadway segments.

Detailed information on goals, policies, and projects derived from various planning documents can be found in **Appendix A**.

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6 DATA SUMMARY

This chapter summarizes the results of a citywide collision analysis for the time period between January 2015 and December 2019 and includes the following information:

- Data collection source;
- Collision data analysis results and key highlights;
- Identification and ranking of high-risk locations on local roadways.

6.1 CRASH DATA

COLLISION DATA

Collision data was collected for a five-year period between 2015 and 2019 from the City of Folsom's Crossroads Software's Traffic Collision Database.

Collision data was also collected from the Transportation Injury Mapping System (TIMS) and Statewide Integrated Traffic Records System (SWITRS) between 2014 and 2018. The collision data available for 2019 in TIMS is provisional. Note that TIMS' data does not include property damage only collisions that provide additional insight into collisions' characteristics that occur in the City of Folsom. Data from Crossroads, TIMS, and SWITRS were crosschecked to make sure that Crossroads included a comprehensive collision dataset. Thus, Crossroads collision data was used to conduct this study. The collision data collected for the citywide collision analysis can be found in **Appendix B**.

VOLUME DATA

Average Daily Traffic (ADT) counts were used for calculating collision rates as a part of high-risk location screening and ranking. The ADTs were retrieved from the Engineering & Traffic Survey conducted in 2019 (2018 counts). In addition, the City's transportation model (with base year 2015) was used. An annual growth factor of 0.4% was applied to the volume data collected from the model to extrapolate the 2018 data. The ADT data for the citywide collision analysis can be found in **Appendix C**.

6.2 CRASH TRENDS

There were a total of 2,911 reported collisions on City roadways between January 2015 and December 2019. Detailed collision tables can be found in **Appendix D**. Collision data was evaluated to identify patterns and trends for the following collision attributes:

- Collisions by Severity
- Year Trend
- Primary Violation Factors
- Collision Types
- Modes Involved
- Roadway Segment vs Intersection Collisions
- Collisions by Time of Day

COLLISIONS BY SEVERITY

Severity is classified as fatal, severe injury collision, other visible injury, complaint of pain, and property damage only. Out of 2,911 total collisions, 29 collisions resulted in fatalities, 54 collisions resulted in severe injuries, 297 collisions resulted in other visible injuries, 791 collisions resulted in complaints of pain, and 1,740 collisions resulted in property damage only (PDO). **Figure 4** shows the percent distribution of collisions by severity and **Figure 5** shows their locations.

Figure 4. Distribution of Collisions by Severity

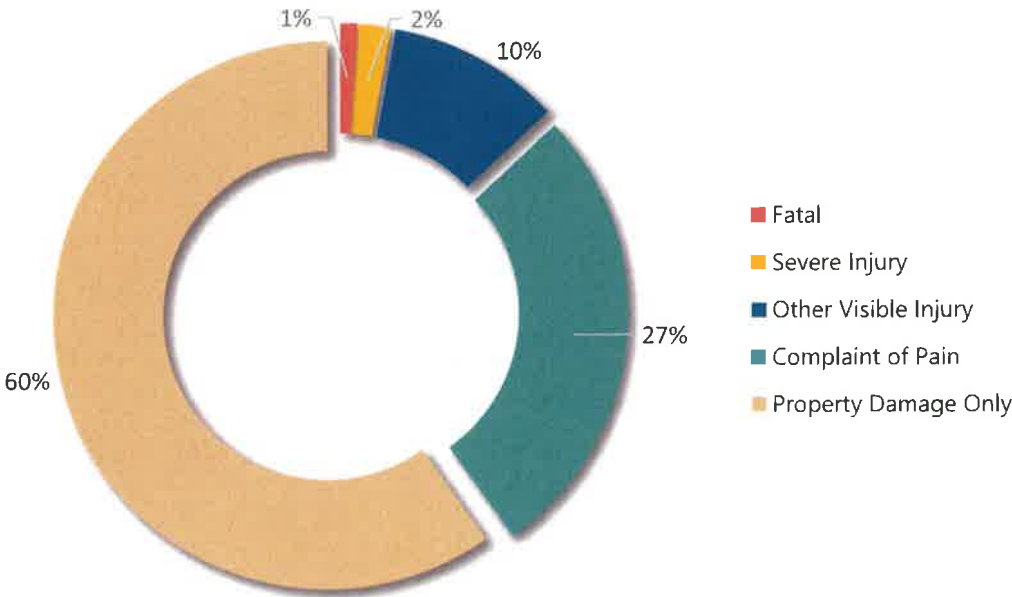
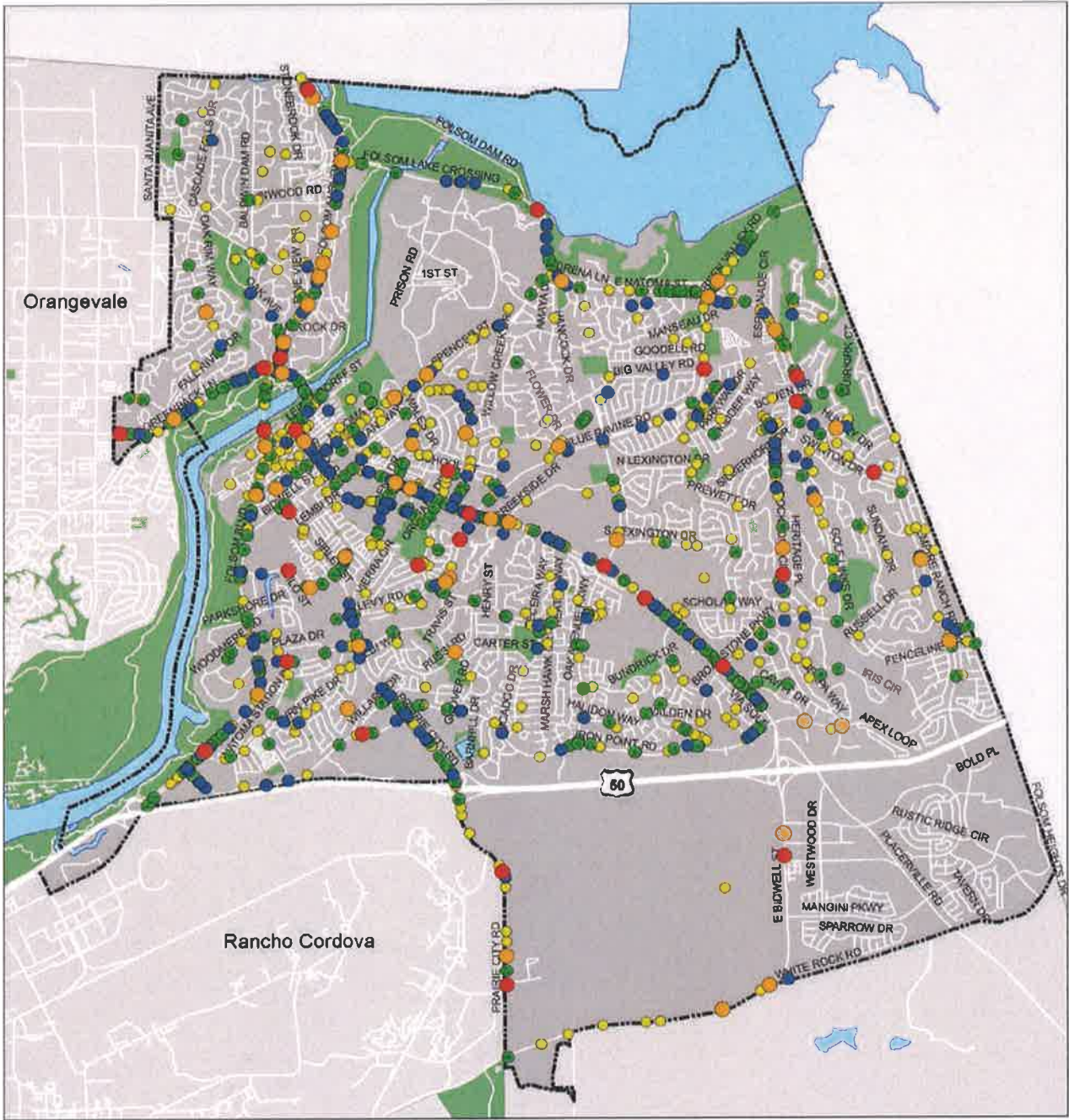


Figure 5. Collisions by Severity (2015 – 2019)



Collisions by Severity (2015 - 2019)

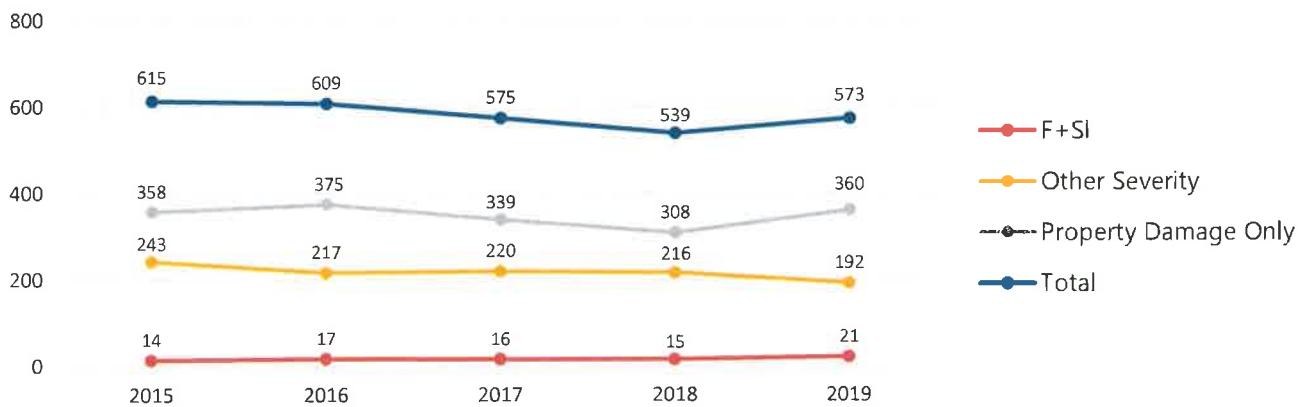
- Fatal
- Severe Injury
- Other Visible Injury
- Complaint of Pain
- Property Damage Only
- Parks and Open Space
- City of Folsom



YEAR TREND

Highest number of collisions occurred in 2015 with 615 collisions, followed closely by 2016 with 609 collisions. The lowest number of collisions took place in 2018, with 539 collisions reported. Highest number of F+SI collisions occurred in 2019 with 21 collisions, and lowest in 2015 with 14 collisions. The result of the five-year collision trend is shown in **Figure 6**.

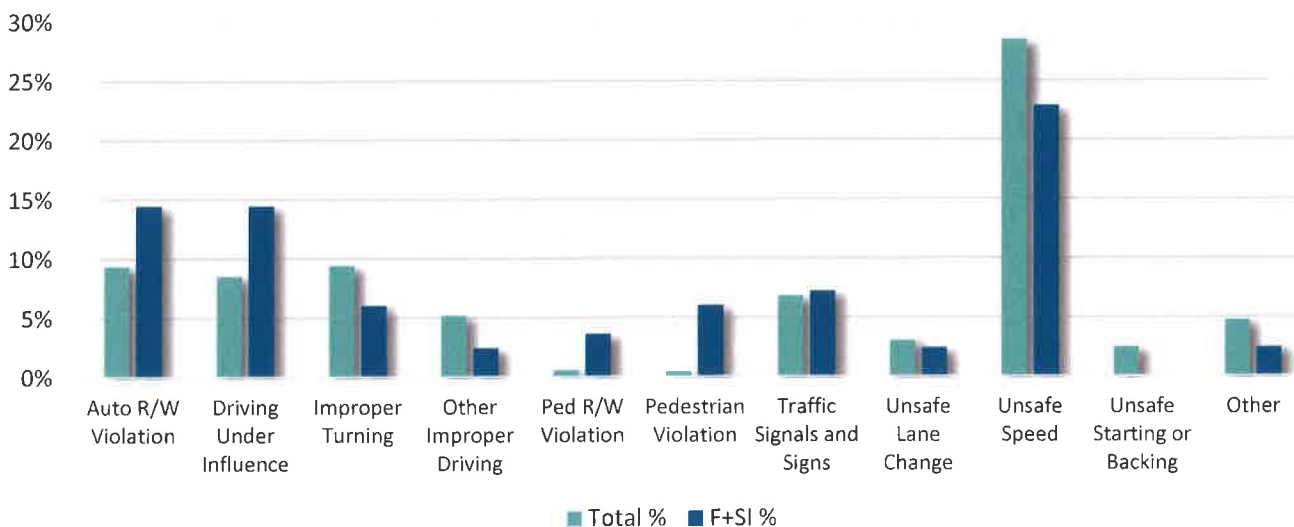
Figure 6. Five-Year Collision Trend (2015 - 2019)



PRIMARY VIOLATION FACTORS

Unsafe speed accounted for 28% of all collisions, followed by automobile right-of-way violation (9%), driving under the influence of drugs or alcohol (9%), and improper turning (9%). For F+SI collisions, unsafe speed also resulted in the most number of collisions (23%), followed by automobile right-of-way violations (14%), and driving under the influence of drugs and alcohol (14%). **Figure 7** shows the distribution of primary violation factors.

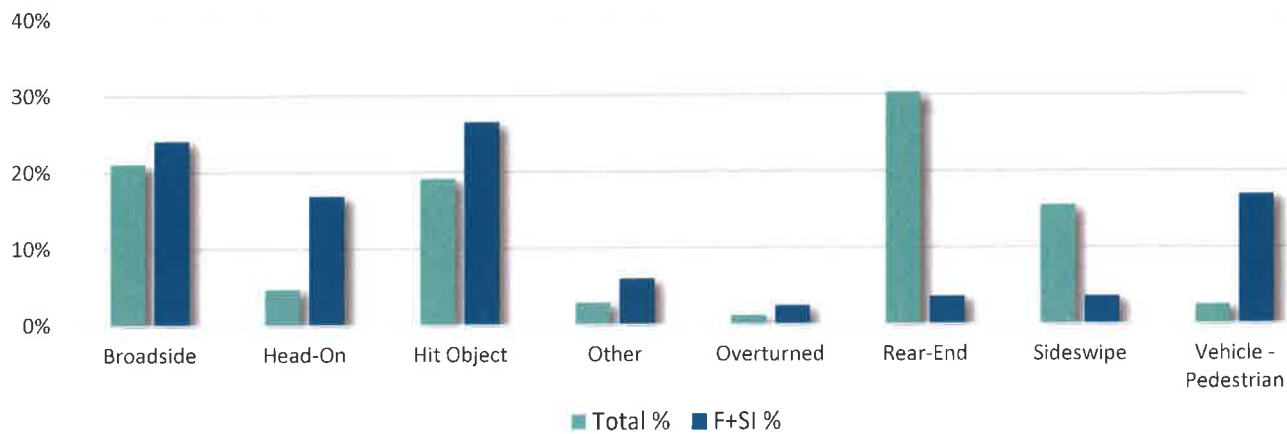
Figure 7. Primary Violation Factors for Total vs. F+SI Collisions (2015 - 2019)



COLLISION TYPES

Overall, almost 30% of the collisions resulted in rear-ending, followed by broadside (21%), hit object (19%), and sideswipe (16%). For F+SI collisions, hit object (27%) is the most commonly occurring type of collision, followed closely by broadside (24%). Other types of collisions under F+SI include head-on (17%), and vehicle and pedestrian (17%). The distribution of collision types is shown in **Figure 8**.

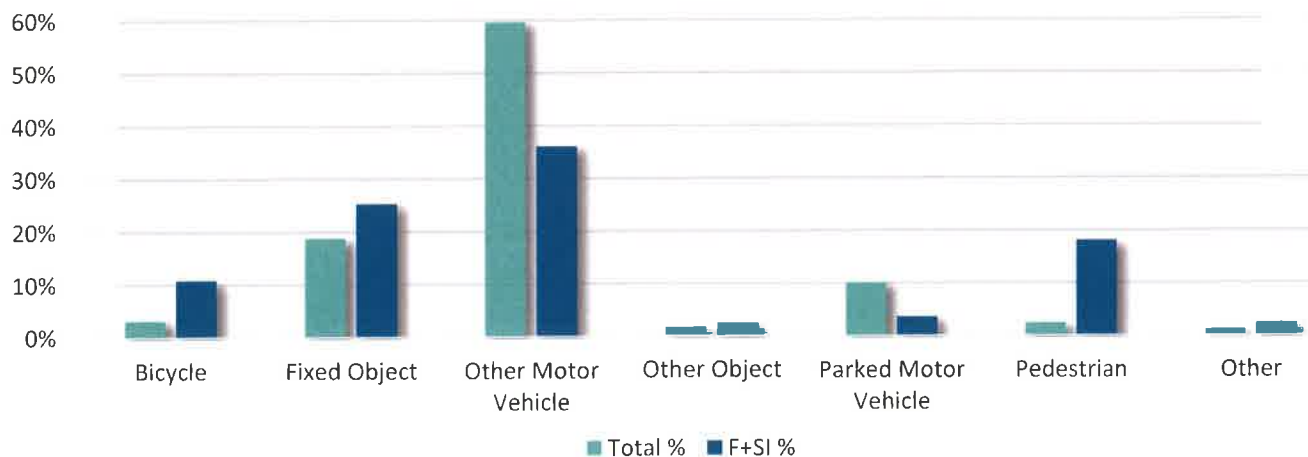
Figure 8. Collision Type for Total vs. F+SI Collisions (2015 - 2019)



MODES INVOLVED

Overall, 60% of motor-vehicle collisions were involved with other motor-vehicles. Other significant involvement occurred with a fixed object (19%), and parked motor-vehicles (10%). For F+SI collisions, it follows a similar trend with most collisions involving other motor vehicles (36%). Other involvements include fixed objects (25%), pedestrians (18%), and bicycles (11%). The distribution of modes involved in shown in **Figure 9**.

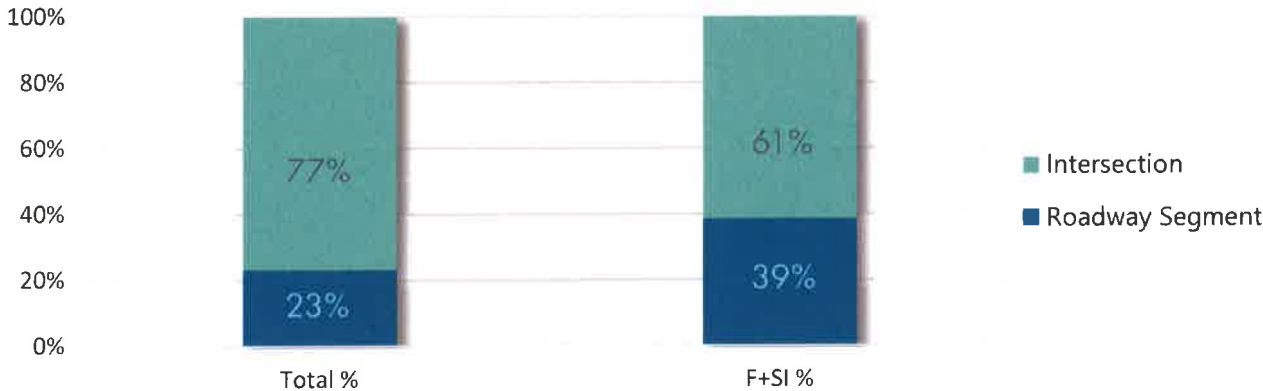
Figure 9. Modes Involved for Total vs. F+SI Collisions (2015 - 2019)



ROADWAY SEGMENT VS. INTERSECTION COLLISIONS

Approximately 77% of overall collisions occurred at an intersection, while 23% collisions occurred at roadway segments. For F+SI collisions, 61% occurred at intersections, and 39% occurred at roadway segments. **Figure 10** shows the comparison between intersection and roadway segment collisions.

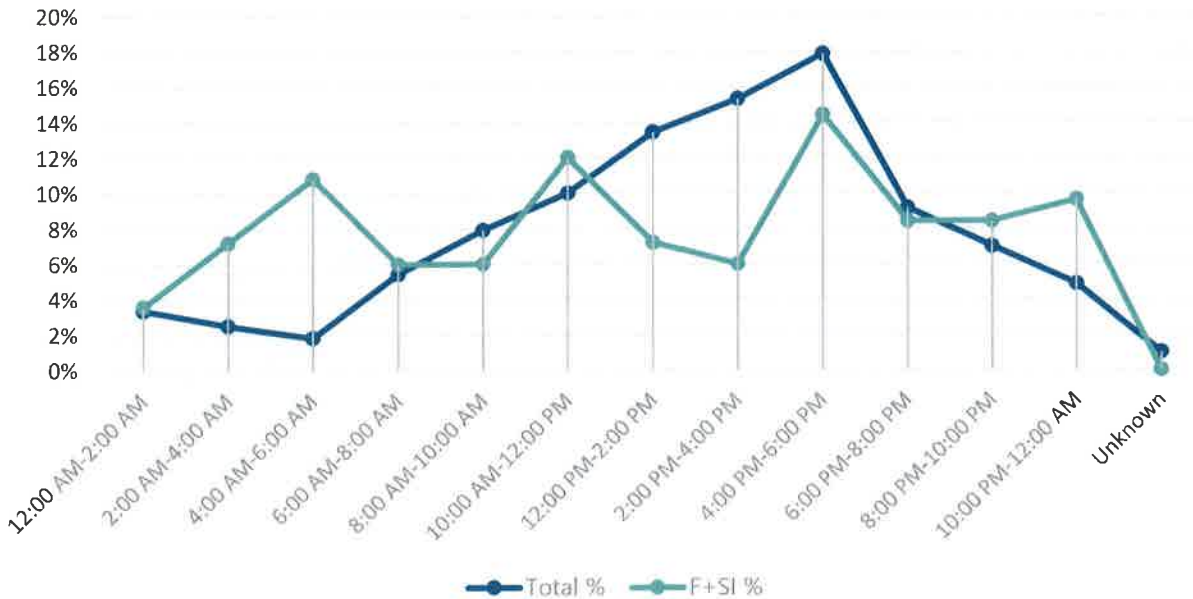
Figure 10. Intersection vs. Roadway Segment Collisions (2015 - 2019)



COLLISIONS BY TIME OF DAY

Almost 18% of total collisions occurred between 4:00 PM and 6:00 PM, 15% occurred between 2:00 PM and 13% between 4:00 PM, 12:00 PM and 2:00 PM, and 10% between 10:00 AM and 12:00 PM. For F+SI collisions, most collisions occurred between 4:00 PM and 6:00 PM (14%), between 10:00 AM and 12:00 PM (12%), between 4:00 AM and 6:00 AM (11%), and between 10:00 PM and 12:00 AM (10%). **Figure 11** shows the trend of collision as per time of day.

Figure 11. Collisions by Time for Total vs. F+SI Collisions (2015 - 2019)



6.3 ROADWAY SEGMENT COLLISION ANALYSIS

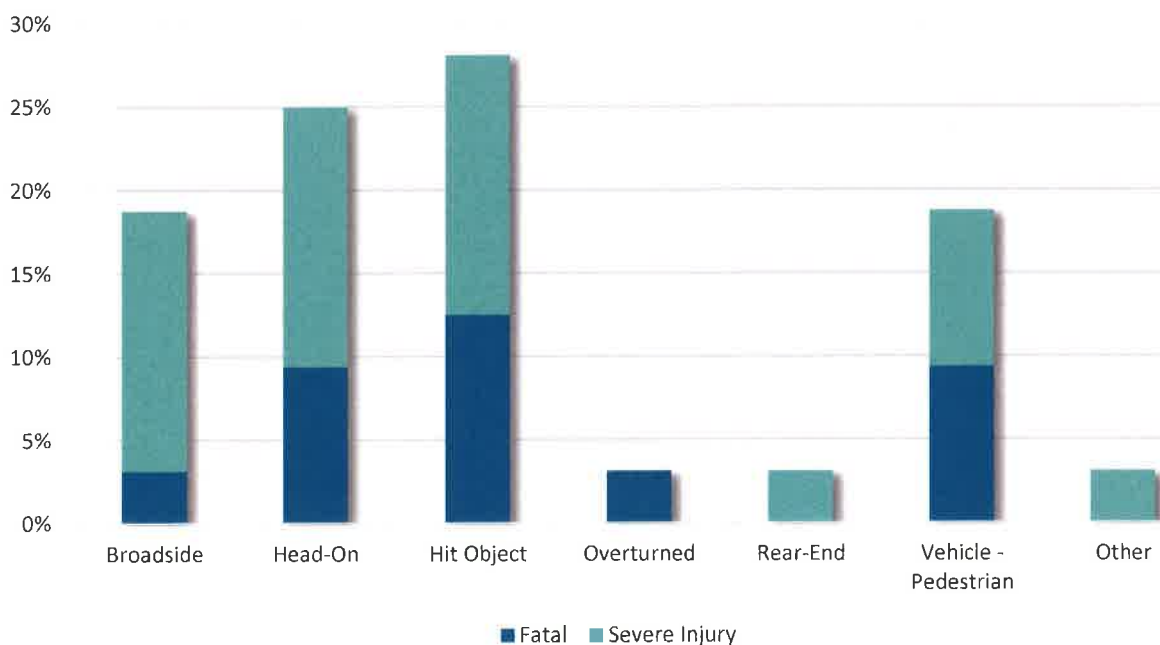
There were a total of 32 F+SI collisions that occurred on roadway segments (out of total of 83 F+SI collisions), between January 1, 2015 and December 31, 2019. The following interrelations to collision types have been analyzed for roadway segments:

- Collision Type and Severity
- Collision Type and Primary Violation Factor
- Collision Type and Lighting Condition
- Collision Type and Weather Condition
- Collision Type and Time of Day

COLLISION TYPE AND SEVERITY

Hit object (29%) and head-on (25%) are the most prominent collision type observed for F+SI collisions, as shown in **Figure 12**. Other significant collision types were broadside (19%), and vehicle-pedestrian (18%).

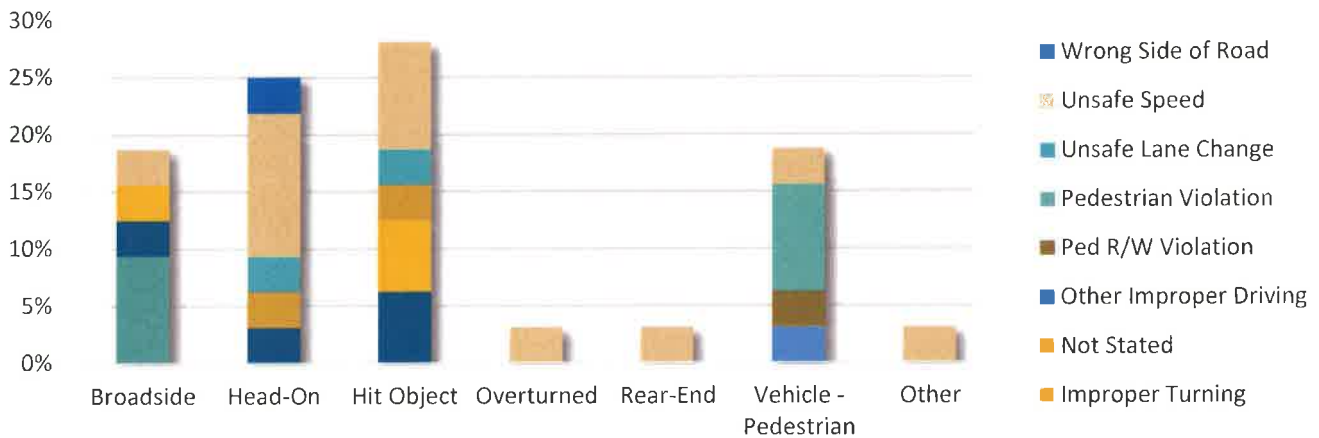
Figure 12. Collision Type for F+SI collisions on Roadway Segments (2015 - 2019)



COLLISION TYPE AND PRIMARY VIOLATION FACTORS

Unsafe speed (38%) was observed to be the most commonly occurring primary violation factor, followed by driving or bicycling under the influence of drugs or alcohol (13%), automobile right-of-way (9%), improper turning (9%), and pedestrian violation (9%). Unsafe speed led mostly to hit object and head-on collisions, while automobile right-of-way led mostly to broadside collisions, and pedestrian violation primarily led to vehicle-pedestrian collisions. The results of the violation category, compared with collision type, are shown in **Figure 13**.

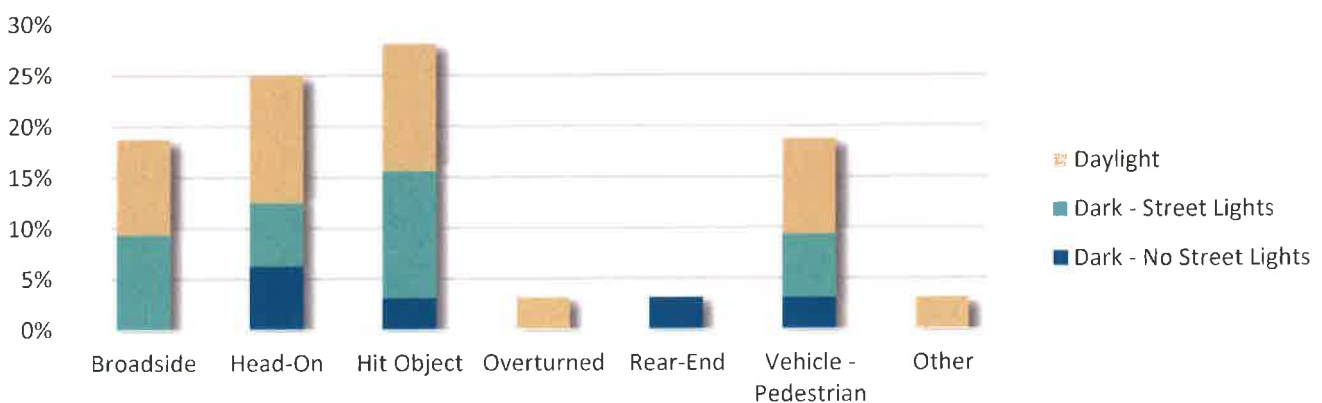
Figure 13. Violation Categories for F+SI Collisions on Roadway Segments (2015 - 2019)



COLLISION TYPE AND LIGHTING CONDITION

It was observed that 50% of F+SI collisions occurred during daylight on roadway segments. The remaining 50% of collisions occurred during darker hours, out of which 34% collisions occurred on roadway segments with street lights, and 16% occurred on roadway segments without street lights. Hit object, broadside, vehicle-pedestrian, and head-on collisions were common both in daylight conditions and in darker hours with street light. The results of lighting conditions, compared with collision type, are shown in **Figure 14**.

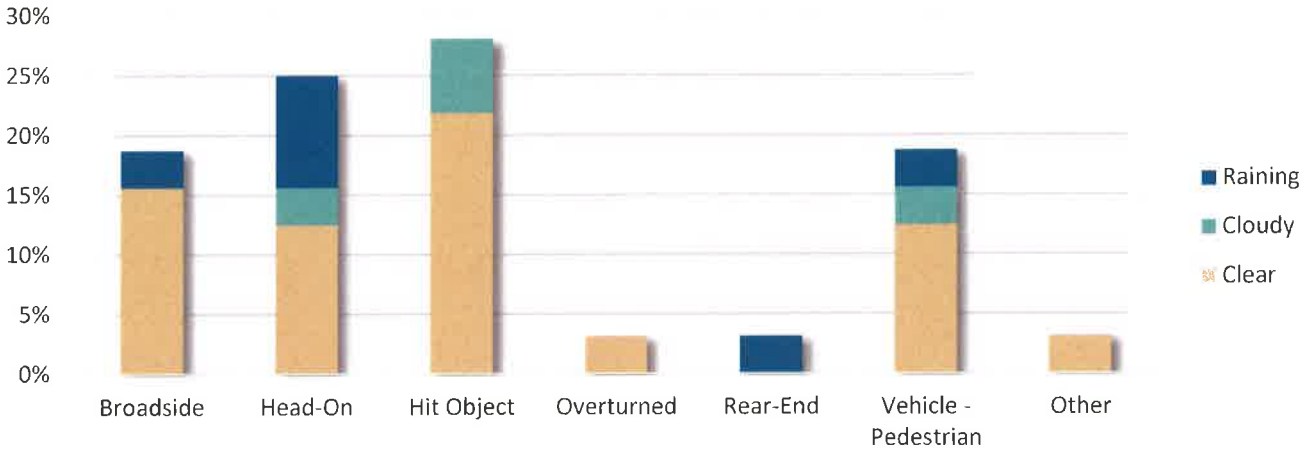
Figure 14. Lighting Conditions for F+SI Collisions on Roadway Segments (2015 - 2019)



COLLISION TYPE AND WEATHER CONDITION

A total of 69% of F+SI collisions occurred during clear weather on roadway. Approximately 19% occurred during rainy weather, and 13% occurred during cloudy weather. Hit object, broadside, head-on and vehicle-pedestrian collisions occurred during clear weather conditions. The results of weather conditions, compared with collision type, are shown in **Figure 15**.

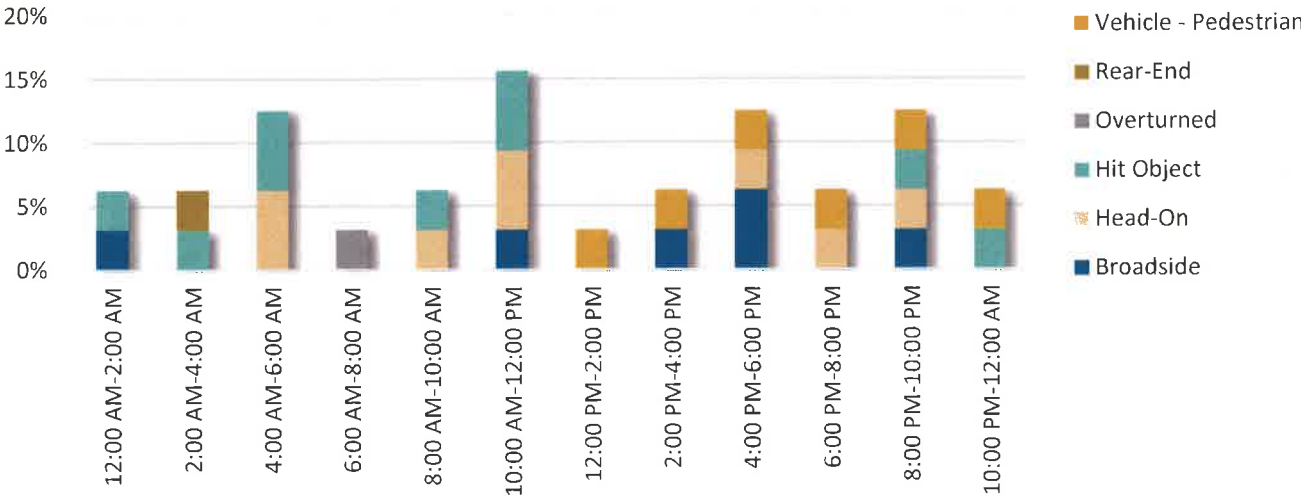
Figure 15. Weather Conditions for F+SI Collisions on Roadway Segments (2015 - 2019)



COLLISION TYPE AND TIME OF DAY

The most prominent time periods for F+SI collisions on roadway segments were observed to be between 10:00 AM and 12:00 PM (16%), and 4:00 PM and 6:00 PM (16%). Other significant time periods include between 4:00 AM and 6:00 AM (13%), and 8:00 PM and 10:00 PM (13%). Hit object is the most occurring collision type in a two-hour window (between 4:00 AM and 6:00 AM, and 10:00 AM and 12:00 PM), closely followed by head-on. The results for the time of collisions, compared with collision type, are shown in **Figure 16**.

Figure 16. F+SI Collisions on Roadway Segments as per Time of Day (2015 - 2019)



6.4 INTERSECTION COLLISION ANALYSIS

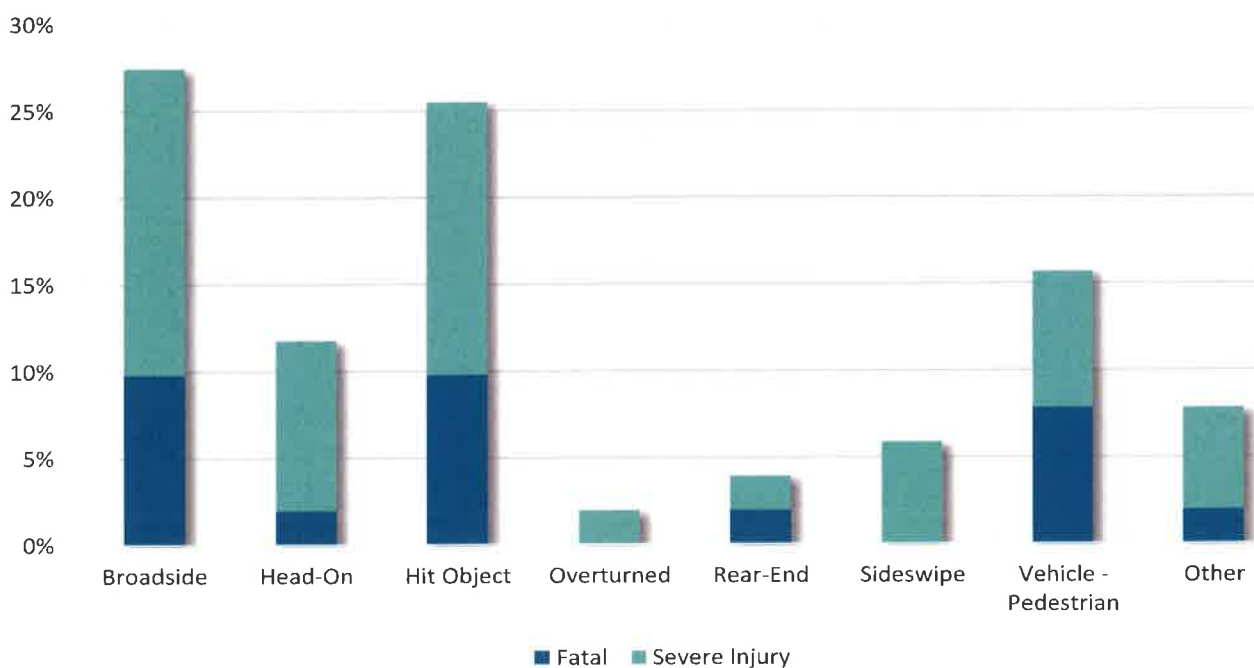
There were a total of 51 F+SI collisions that occurred at intersections, between January 1, 2015 and December 31, 2019. The following interrelations to collision types have been analyzed for intersections:

- Collision Type and Severity
- Collision Type and Primary Violation Factor
- Collision Type and Lighting Condition
- Collision Type and Weather Condition
- Collision Type and Time of Day

COLLISION TYPE AND SEVERITY

Broadside (27%), and hit object (25%) were the most prominent collision type responsible for F+SI collisions at intersections. Broadside, head-on, hit object, rear end, and vehicle-pedestrian collisions have led to fatalities, and are also common causes for severe injury collisions. The results of collision types by severity are shown in **Figure 17**.

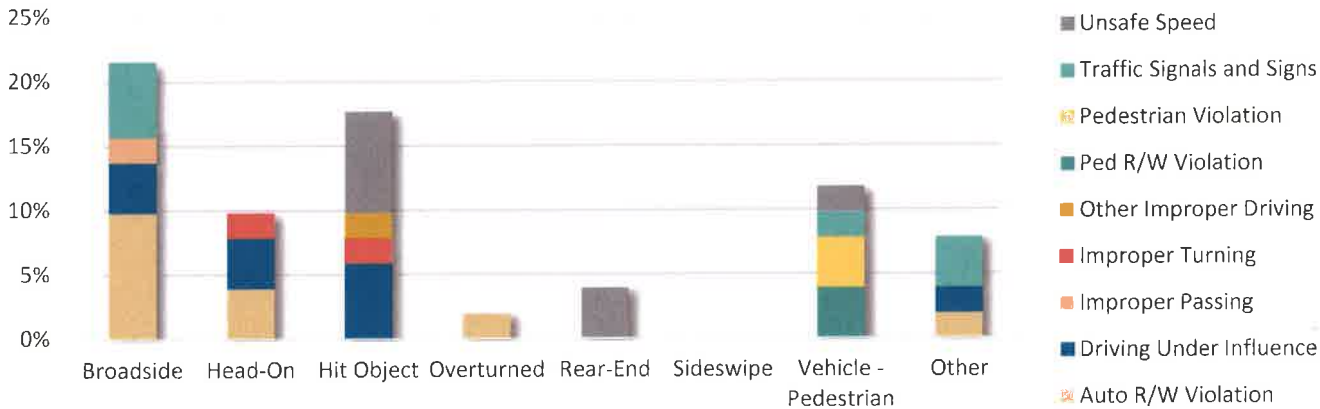
Figure 17. Collision Type by Severity for F+SI Collisions at Intersections (2015 - 2019)



COLLISION TYPE AND PRIMARY VIOLATION FACTOR

It was observed that automobile right-of-way violation (16%) resulted in the most F+SI collisions at intersections. Driving or bicycling under the influence of drugs or alcohol, and unsafe speed were the second most common violations (14% each). Hit object collisions were primarily due to unsafe speed, driving under the influence, improper turning, and other improper driving. Broadside collisions occurred due to automobile right-of-way violation, driving under the influence of drugs or alcohol, and traffic signs and signals violation. The results of violation categories, compared with collision type, are shown in **Figure 18**.

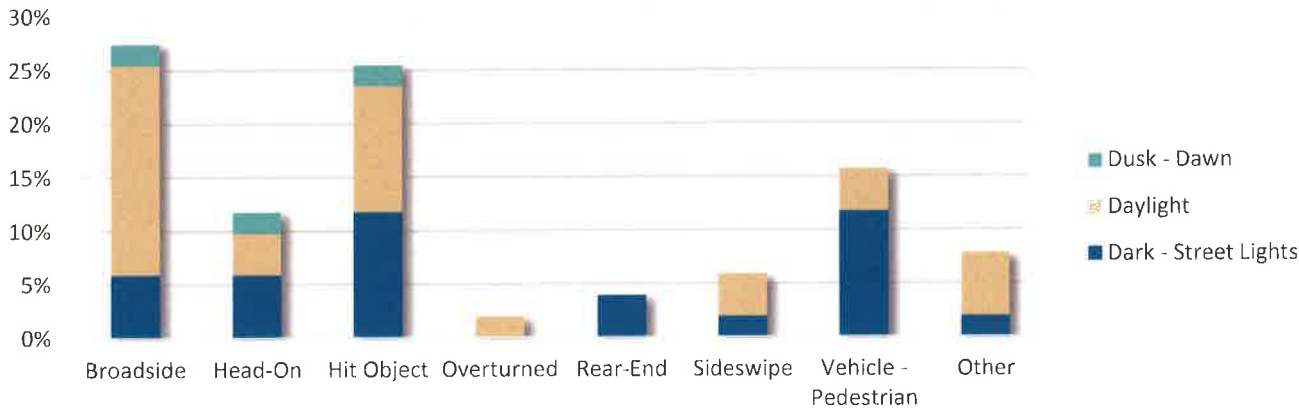
Figure 18. Violation Categories for F+SI Collisions at Intersections (2015 - 2019)



COLLISION TYPE AND LIGHTING CONDITION

Out of all the F+SI collisions, 51% occurred during daylight. Approximately 43% occurred in the darker hours with the presence of streetlights, and 6% occurred during dusk or dawn. Broadside and hit object collisions mostly occurred during daylight conditions. Broadside, head-on, hit object and vehicle-pedestrian collisions occurred during darker hours with the presence of street lights. The results of lighting conditions, compared with collision type, are shown in **Figure 19**.

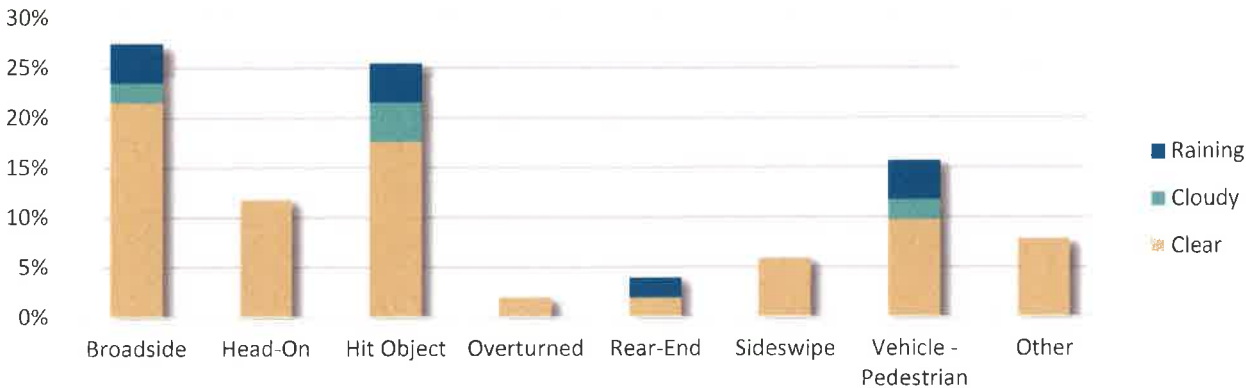
Figure 19. Lighting Conditions for F+SI Collisions at Intersections (2015 - 2019)



COLLISION TYPE AND WEATHER CONDITION

A total of 78% F+SI collisions at intersections occurred during clear weather, while 14% occurred in rainy weather, and 8% occurred in cloudy weather. Almost all type of collisions occurred during clear weather. Broadside, hit object, and vehicle-pedestrian collisions occurred during cloudy weather. Broadside, hit object, vehicle-pedestrian, and rear end collisions occurred during rainy weather. Broadside, hit object, vehicle-pedestrian, and rear end collisions occurred during rainy weather. The results of weather conditions, compared with collision type, are shown in **Figure 20**.

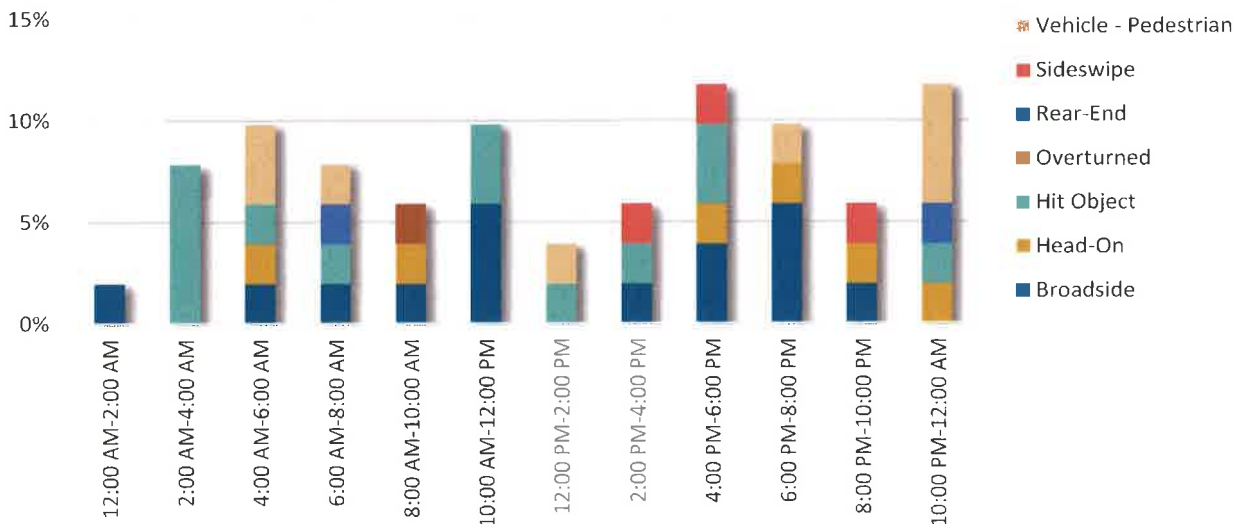
Figure 20. Weather Conditions for F+SI Collisions at Intersections (2015 - 2019)



COLLISION TYPE AND TIME OF DAY

The most prominent time for F+SI collisions at intersections were observed to be between 4:00 PM and 6:00 PM (14%), and 10:00 PM and 12:00 AM (12%). Other significant periods include between 4:00 AM and 6:00 AM, 10:00 AM and 12:00 PM, 12:00 PM and 2:00 PM (at 10% each). The results for collision times, compared with collision type, are shown in **Figure 21**.

Figure 21. F+SI Collisions at Intersections as per Time of Day (2015 - 2019)



6.5 IDENTIFICATION OF HIGH-RISK LOCATIONS

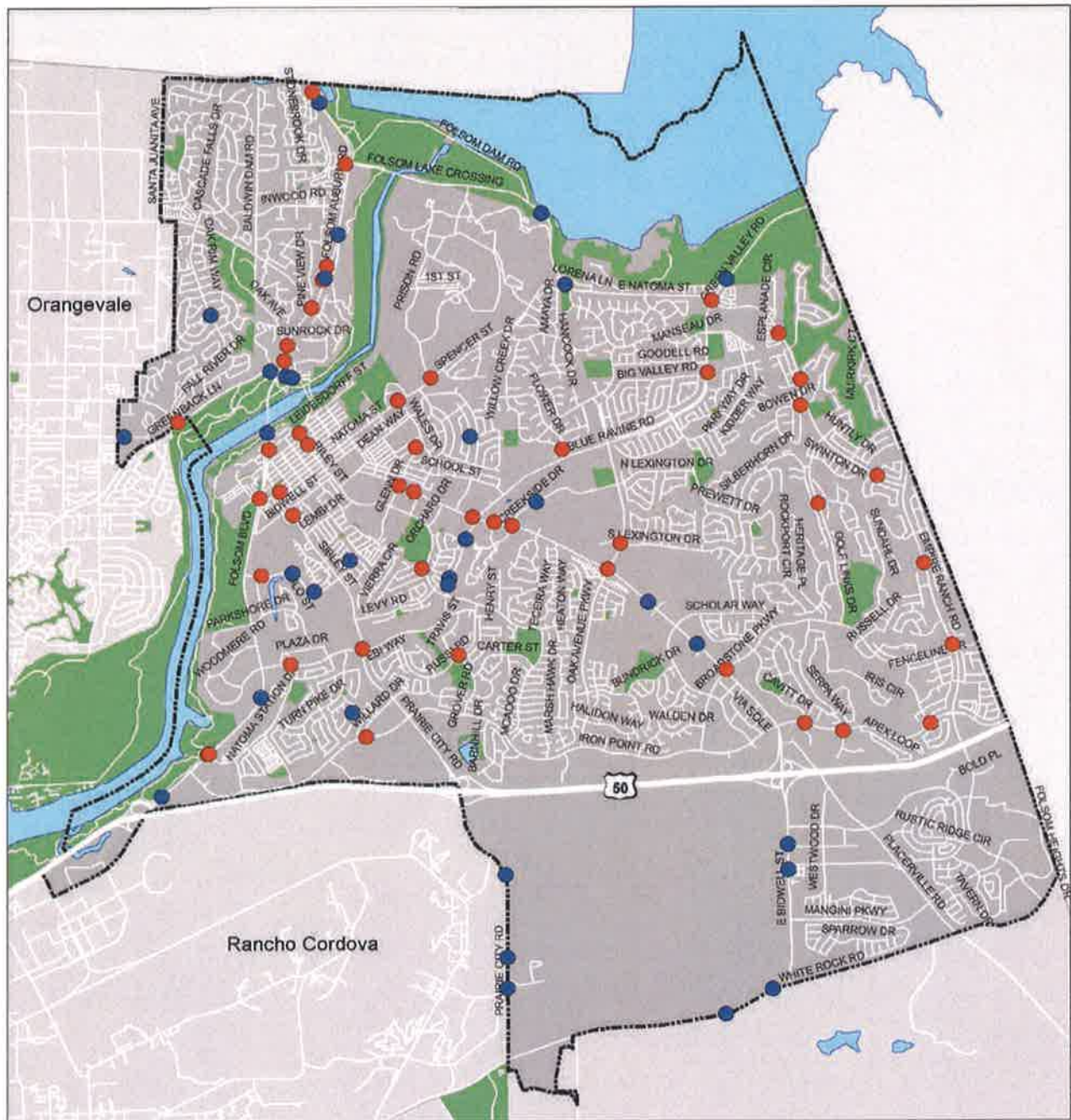
Following the detailed collision analysis in **Sections 6.3** and **6.4**, the next step was to identify the City's high-risk roadway segments and intersections. A collision rate analysis was conducted for the whole City. This section lists the top 10 high-risk roadway segments and top 30 high-risk intersections. Detailed methodology and process for identification of high-risk roadway segments and intersections can be found in **Appendix E**.

This section ranks the top 10 high-risk roadway segments, and top 30 high-risk intersections on the City of Folsom's local roadways. It also includes information on collision type, and primary violation factors. Note that only fatal and severe injury collisions were considered for this analysis. **Figure 22** illustrates the roadway segment and intersection related F+SI collisions in the City of Folsom.



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Figure 22. Intersection and Roadway Segment F+SI Collisions (2015 - 2019)



Fatal and Severe Injury Collisions by Facility Type (2015 - 2019)

Facility Type

- Roadway Segment Collision
- Intersection Collision
- Parks and Open Space
- City of Folsom



ROADWAY SEGMENTS

There were a total of 32 F+SI collisions that occurred on the roadway segments. Out of the 32 F+SI collisions, 12 led to fatalities, and 20 led to severe injury collisions. Perraud Drive between Alezane Drive and Briarcliff Drive and Bayline Circle between Whistle Stop Way and Kennar Way were observed to have the highest collision rates. The reason is attributed to having low ADT in the segments.

Table 1 lists the top ten identified high-risk roadway segments and their collision rates, collision type, and primary violation factor. Note that the high-rated collisions have occurred due to improper turning resulting in broadside collision, and unsafe speed resulting in vehicle and pedestrian collision. Vehicle and pedestrian collision was observed to be the predominant collision type. Unsafe speed was the most common violation factor.

Figure 23 illustrates all the collision locations, along with the calculated collision rate.

Table 1. City-Wide Collision Analysis Rate for Roadway Segments

Code	Roadway Segment	Collision Rate	# Collision	Severity	Collision Type	Primary Violation Factor
RS1	Bayline Circle, between Whistle Stop Way and Kennar Way	1.503	1	Severe Injury	Vehicle-Pedestrian	Unsafe Speed
RS2	Perraud Drive, between Alezane Drive and Briarcliff Drive	1.403	1	Severe Injury	Broadside	Improper Turning
RS3	Creekside Drive, between E Bidwell Street and 2,640 feet west from Oak Avenue Parkway	0.341	1	Fatal	Vehicle-Pedestrian	Pedestrian Right-of-Way Violation
RS4	American River Canyon Drive, between Oak Canyon Way and Canyon Rim Drive	0.339	1	Severe Injury	Hit Object	Unsafe Speed (2)
RS5	Glenn Drive, between 360 feet west from Sibley Street and 1,050 feet east from Folsom Boulevard	0.241	2	Severe Injury (2)	Head-On / Hit Object	Wrong Side of Road
RS6	White Rock Road, between 2,500 feet west from E Bidwell Street and 4,900 feet west from E Bidwell Street	0.179	1	Severe Injury	Head-On	Pedestrian Violation

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Table 1. City-Wide Collision Analysis Rate for Roadway Segments (Continued)

Code	Roadway Segment	Collision Rate	# Collision	Severity	Collision Type	Primary Violation Factor
RS7	White Rock Road, between 100 feet west from E Bidwell Street and 2,500 feet west from E Bidwell Street	0.179	1	Severe Injury	Vehicle-Pedestrian	Pedestrian Violation
RS8	Glenn Drive, between Whiting Way and 360 feet west from Sibley Street	0.178	1	Fatal	Hit Object	Unsafe Speed
RS9	Green Valley Road, between East Natoma Street and 1,000 feet north from East Natoma Street	0.099	1	Severe Injury	Head-On	Not Stated
RS10	Greenback Lane, between Madison Avenue and Folsom City Boundary	0.089	1	Fatal	Vehicle-Pedestrian	Pedestrian Violation

Figure 23. City-Wide Collision Rate Analysis for Roadway Segments



Collision Rate Analysis - Roadway Segment Collisions

Collision Rate

- 0.046799 - 0.098509
- 0.098510 - 0.340508
- 0.340509 - 1.503279

- F+SI Collisions on Roadway Segments
- Parks and Open Space
- City of Folsom



INTERSECTIONS

There were a total of 51 F+SI collisions that occurred at intersections. Out of the 51 collisions, 17 led to fatalities and 34 led to severe injury collisions. The intersection of Arbuckle Avenue and Steeplechase Drive had the highest collision rate. This is attributed to low ADT on a residential street. Note that intersections with the same number of collisions and same ADT values resulted in identical collision rates.

Table 2 lists the top 30 identified high-risk intersections' collision rate along with their collision rate, collision type and primary violation factor. The analysis shows that the high-rated collisions have occurred due to unsafe speed, resulting in rear-end and vehicle-pedestrian collisions. Broadside and head-on collisions were observed to be the predominant collision types. Unsafe speed and automobile right-of-way were the most common violation factors.

Figure 24 illustrates the collision locations along with the calculated collision rate.

Table 2. City-Wide Collision Analysis Rate for Intersections

Code	Intersection	Collision Rate	# Collision	Severity	Collision Type	Primary Violation Factor
11	Arbuckle Avenue / Steeplechase Drive	0.686	1	Fatal	Rear-End	Unsafe Speed
12	Bowden Drive / Smith Way	0.376	1	Fatal	Vehicle-Pedestrian	Unsafe Speed
13	Leidesdorff Street / Reading Street	0.295	1	Severe Injury	Vehicle-Pedestrian	Pedestrian Right-of-Way Violation
14	Cavitt Drive / 1800 Cavitt Drive	0.277	1	Severe Injury	Sideswipe	Not Stated
15	Russi Road / Grover Road	0.229	1	Severe Injury	Hit Object	Driving Under Influence
16	E Natoma Street / Cameron Drive	0.106	1	Fatal	Broadside	Automobile Right-of-Way Violation

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Table 2. City-Wide Collision Analysis Rate for Intersections (Continued)

Code	Intersection	Collision Rate	# Collision	Severity	Collision Type	Primary Violation Factor
17	Sibley Street / Kelly Way	0.091	1	Fatal	Vehicle-Pedestrian	Not Stated
18	Empire Ranch Road / Woodhead Street	0.090	1	Severe Injury	Head-On	Improper Turning
19	E Bidwell Street / Oak Avenue Parkway	0.077	4	Fatal (2) / Severe Injury (2)	Rear-End / Sideswipe / Hit Object / Other	Unsafe Speed / Driving Under Influence (2) / Unknown
110	Glenn Drive / Coolidge Drive	0.072	1	Severe Injury	Hit Object	Unsafe Speed
111	Empire Ranch Road / Broadstone Parkway	0.064	1	Severe Injury	Hit Object	Unsafe Speed
112	Iron Point Road / Carpenter Hill Road	0.063	1	Severe Injury	Broadside	Driving Under Influence
113	Glenn Drive / Market Street	0.056	1	Severe Injury	Hit Object	Driving Under Influence
114	Golf Links Drive / Sturbridge Drive	0.054	1	Severe Injury	Broadside	Automobile Right-of-Way Violation
115*	E Natoma Street / Prison Road	0.46	1	Severe Injury	Head-On	Not Stated

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Table 2. City-Wide Collision Analysis Rate for Intersections (Continued)

Code	Intersection	Collision Rate	# Collision	Severity	Collision Type	Primary Violation Factor
115*	Iron Point Road / Willard Drive	0.46	1	Fatal	Broadside	Automobile Right-of-Way Violation
	E Natoma Street / Green Valley Road	0.44	1	Severe Injury	Head-On	Driving Under Influence
116*	Natoma Street / Wales Drive	0.44	1	Severe Injury	Head-On	Automobile Right-of-Way Violation
	Natoma Street / Sibley Street	0.44	1	Severe Injury	Head-On	Automobile Right-of-Way Violation
117	Iron Point Road / Serpa Way	0.039	1	Severe Injury	Other	Traffic Signals and Signs
	E Natoma Street / Picasso Way	0.036	1	Severe Injury	Hit Object	Unknown
118*	E Natoma Street / Harvest Loop	0.036	1	Fatal	Hit Object	Unsafe Speed
119	Folsom Boulevard / Natoma Station Drive	0.034	2	Fatal / Severe Injury	Hit Object / Other	Unknown / Traffic Signals and Signs
120	Oak Avenue Parkway / S Lexington Drive	0.031	1	Severe Injury	Broadside	Not Stated

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Table 2. City-Wide Collision Analysis Rate for Intersections (Continued)

Code	Intersection	Collision Rate	# Collision	Severity	Collision Type	Primary Violation Factor
121	E Bidwell Street / Wales Drive	0.030	1	Severe Injury	Vehicle-Pedestrian	Pedestrian Violation
122	E Bidwell Street / Broadstone Parkway	0.029	2	Fatal (2)	Broadside / Head-On	Traffic Signals and Signs / Driving Under Influence
123 *	Riley Street / Leidesdorff Street	0.028	1	Fatal	Hit Object	Unsafe Speed
	Riley Street / Figueroa Street	0.028	1	Severe Injury	Broadside	Traffic Signals and Signs
124	Blue Ravine Road / Flower Drive	0.025	1	Severe Injury	Hit Object	Not Stated
125	Blue Ravine Road / Natoma Station Drive	0.024	1	Fatal	Vehicle-Pedestrian	Traffic Signals and Signs
126	Blue Ravine Road / Big Valley Road	0.022	1	Fatal	Vehicle-Pedestrian	Unknown
127 *	Folsom Auburn Road / Berry Creek Drive	0.021	1	Severe Injury	Sideswipe	Unknown
	Folsom Auburn Road / Marietta Court;	0.021	1	Severe Injury	Broadside	Automobile Right-of-Way Violation

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Table 2. City-Wide Collision Analysis Rate for Intersections (Continued)

Code	Intersection	Collision Rate	# Collision	Severity	Collision Type	Primary Violation Factor
127*	Folsom Auburn Road / Oak Avenue	0.021	1	Severe Injury	Other	Automobile Right-of-Way Violation
	E Bidwell Street / Harrington Way	0.021	1	Severe Injury	Broadside	Improper Passing
	E Bidwell Street / Glenn Drive	0.021	1	Severe Injury	Broadside	Unknown
	E Bidwell Street / Blue Ravine Road	0.021	1	Fatal	Vehicle-Pedestrian	Pedestrian Right-of-Way Violation
	E Bidwell Street / Creekside Drive	0.021	1	Severe Injury	Hit Object	Other Improper Driving
128	Blue Ravine Road / Sibley Street	0.020	1	Severe Injury	Broadside	Traffic Signals and Signs
129*	Folsom Auburn Road / Oak Avenue Parkway	0.018	1	Severe Injury	Overtaken	Automobile Right-of-Way Violation
	Folsom Auburn Road / Hillswood Drive	0.018	1	Fatal	Broadside	Automobile Right-of-Way Violation
130	Folsom Boulevard / Natoma Street	0.017	1	Severe Injury	Vehicle-Pedestrian	Pedestrian Violation

* Locations have same collision rate

Figure 24. City-Wide Collision Rate Analysis for Intersections



Collision Rate Analysis - Intersection Collisions

Collision Rate

- 0.013943 - 0.055782
- 0.055783 - 0.229170
- 0.229171 - 0.685789

- City of Folsom
- Parks and Open Space



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7

EMPHASIS AREAS AND SAFETY STRATEGIES

Emphasis areas are focus of roadway safety plan that are identified through the various collision types and factors resulting in fatal and severe injury collisions within the City of Folsom. Emphasis areas help in identifying appropriate safety strategies and countermeasures with the greatest potential to reduce collisions occurring at roadway segments and intersections. This chapter summarizes the 10 emphasis area identified for the City of Folsom, they are:

1. Intersection Safety Improvements
2. Reduce Night-Time Collisions
3. Reduce Roadway Departure Collisions
4. Pedestrian Safety Improvements
5. Bicycle Safety Improvements
6. Reduce Automobile Right-of-Way Violations and Broadside Collisions
7. Reduce Speeding, Impaired Driving, and Hit Object Collisions
8. Reduce Collisions by Young-Adult Drivers and Aggressive Driving
9. Increase Driver Awareness
10. Reduce Collisions near School

Tables 3 to 12 summarizes the 10 emphasis areas, and the E strategies (Education, Enforcement, Engineering, and Emergency Medical Service). Detailed information on the collision summary for the emphasis area; and possible countermeasures can be found in **Appendix F**.

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Table 3. Emphasis Area 1 - Intersection Safety Improvements

Intersection Safety Improvements					
Objectives			Success Indicator		
Reduce the number of fatal and severe injury collisions at intersections.			A reduction in the number of fatal and severe injury collisions at high-risk intersections.		
	Action	Target Output	Performance Measure	Monitoring and Evaluation	Potential Funding Sources
Education	Conduct public information and education campaign for intersection safety laws regarding traffic lights, stop signs, and turning left or right.	Awareness of traffic safety laws to be followed at intersections.	Number of education campaigns.	Online or print survey of public response.	ATP BTP OTS
Enforcement	Targeted enforcement at high-risk intersections to monitor traffic law violations, right-of-way violations, and DUIs.	Reduction in intersection collisions due to traffic law violations, right-of-way violations, and DUI.	Number of tickets issued.	Number of intersection collisions related to traffic law, violations, compared to the previous year.	ATP OTS
Engineering*	<ul style="list-style-type: none"> S02, Improve signal hardware: lenses, back-plates with retro-reflective borders, mounting, size, and number S09, Install raised pavement markers and striping (Through Intersection) NS06, Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs NS07, Upgrade intersection pavement markings (NS.I.) NS14, Install raised median on approaches (NS.I.) R01, Add Segment Lighting R22, Install/Upgrade signs with new fluorescent sheeting (regulatory or warning) R27, Install delineators, reflectors and/or object markers 	Reduction of traffic movement conflicts at intersections.	Number of intersections improved.	Number of intersection crashes related to traffic movement compared to the previous year.	HSIP ATP BTP SB1 RSTP MTIP STIP
EMS	Maintenance and upgradation of existing preemptive system	Decrease in response time.	EMS response time	EMS response time compared to the previous year.	OTS

*Countermeasures labeled S (Signalized), NS (Non-Signalized) and R (Roadway Segment) and their corresponding countermeasure number should be referred from the Local Roadway Safety Manual (LRSM, 2020)

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Table 4. Emphasis Area 2 - Reduce Night-Time Collisions

Reduce Night-Time Collisions					
Objectives			Success Indicator		
Reduce the number of fatal and severe injury collisions occurring at night (no natural light).			Reduction in the number of night-time fatal and severe injury collisions at high-risk locations.		
	Action	Target Output	Performance Measure	Monitoring and Evaluation	Potential Funding Sources
Education	Develop awareness program to inform residents of high-risk collision locations, the most common violations and collision types occurring at night.	Awareness regarding night-time collision types and traffic law violations.	Number of awareness program related events.	Online or print survey of public response.	ATP BTP OTS
Enforcement	Increase patrolling at locations where night time collisions are higher.	Reduction in night-time collisions caused due to traffic violations.	Number of tickets for violators at night.	Number of night-time collisions compared to the previous year.	ATP OTS
Engineering*	<ul style="list-style-type: none"> S02, Improve signal hardware: lenses, back-plates with retro-reflective borders, mounting, size, and number S09, Install raised pavement markers and striping (Through Intersection) NS06, Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs NS07, Upgrade intersection pavement markings (NS.I.) R01, Add Segment Lighting R22, Install/Upgrade signs with new fluorescent sheeting (regulatory or warning) R27, Install delineators, reflectors and/or object markers Reflective paint on roadside objects, guard walls and poles 	Reduction in fatal and severe injury collisions at night.	Number of locations improved to mitigate night-time collisions.	Number of fatal and severe injury collisions at night compared to the previous year.	HSIP ATP BTP SB1 RSTP MTIP STIP
EMS	Improve resource deployment at night for emergency responses at collision sites.	Decrease response time at night.	EMS vehicle response time at night.	Response time at night compared to the previous year.	OTS

*Countermeasures labeled S (Signalized), NS (Non-Signalized) and R (Roadway Segment) and their corresponding countermeasure number should be referred from the Local Roadway Safety Manual (LRSM, 2020)

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Table 5. Emphasis Area 3 - Reduce Roadway Departure Collisions

Reduce Roadway Departure Collisions					
Objectives			Success Indicator		
Minimize the frequency and severity of roadway departure collisions.			Reduction in the number of fatal and severe injury collisions due to roadway departures.		
	Action	Target Output	Performance Measure	Monitoring and Evaluation	Potential Funding Sources
Education	Education and outreach efforts to encourage safe-driving behaviors at roadway segments.	Awareness of safe-driving behavior on roadway segments.	Number of outreach events for safe-driving behaviors.	Number of attendees and responses at such outreach events.	ATP BTP OTS
Enforcement	<ul style="list-style-type: none"> Implement stricter law enforcement and increase fines for violations that result in roadway departure crashes. Deploy visible targeted enforcement at high-risk roadway departure locations. 	Change in driving behavior leading to roadway departure.	Number of warnings issued for driving behavior leading to roadway departures.	Number of warnings issued compared to the previous year.	ATP OTS
Engineering*	<ul style="list-style-type: none"> S09, Install raised pavement markers and striping (Through Intersection) S11, Improve pavement friction (High Friction Surface Treatments) NS07, Upgrade intersection pavement markings (NS.I.) NS12, Improve pavement friction (High Friction Surface Treatments) R05, Install impact attenuators R06, Flatten side slopes R15, Widen shoulder R27, Install delineators, reflectors and/or object markers R30, Install centerline rumble strips/stripes R31, Install edgeline rumble strips/stripes Reflective paint at intersection objects, guard walls and poles 	Reduction in the frequency of roadway departures.	Number of frequent roadway departure locations improved.	Frequency of roadway departure crashes compared to the previous year.	HSIP ATP BTP SB 1 RSTP MTIP STIP
EMS	Improve resource deployment for emergency responses at collision sites.	Decrease response time.	EMS vehicle response time.	Response time compared to the previous year.	OTS

* Countermeasures labeled S (Signalized), NS (Non-Signalized) and R (Roadway Segment) and their corresponding countermeasure number should be referred from the Local Roadway Safety Manual (LRSM, 2020)

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Table 6. Emphasis Area 4 - Pedestrian Safety Improvements

Pedestrian Safety Improvements					
Objectives			Success Indicator		
Improve pedestrian network and develop safe walking environment for pedestrians.			Reduction in the number of pedestrian-related collisions within the City.		
	Action	Target Output	Performance Measure	Monitoring and Evaluation	Potential Funding Sources
Education	Pedestrian safety campaigns and outreach to raise their awareness of pedestrian safety needs through media outlets and public events.	Increase awareness for pedestrian safety.	Number of outreach events for pedestrian safety campaigns.	Number of attendees and responses for pedestrian safety campaigns.	ATP BTP OTS
	<ul style="list-style-type: none"> Implement strict penalties for violating pedestrian laws. Patrol locations with high traffic and pedestrian volumes. 	Reduction in pedestrian right-of-way violation and vehicle-pedestrian conflict.	Number of citations issued for violating pedestrian right-of-way.	Number of citations issued for violating pedestrian right-of-way compared to the previous year.	ATP OTS
Engineering*	<ul style="list-style-type: none"> S03, Improve signal timing (coordination, phases, red, yellow, or operation) S09, Install raised pavement markers and striping (Through Intersection) S19PB, Pedestrian Scramble S21PB, Modify signal phasing to implement a Leading Pedestrian Interval 	Safe walking environment for pedestrians by reducing the number of pedestrian-related collisions.	Number of pedestrian-related collisions.	Number of pedestrian-related collisions compared to the previous year.	HSIP
	<ul style="list-style-type: none"> NS07, Upgrade intersection pavement markings (NS.I.) NS19PB, Install raised medians (refuge islands) NS21PB, Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features) 				ATP
	<ul style="list-style-type: none"> High-visibility ladder crosswalks Mid-block curb extension Pedestrian crossing flags and yield sign for pedestrian at crosswalk 				BTP
					SB I
					RSTP
					MTIP
					STIP
EMS	Develop programs that would enable residents to coordinate with EMS to understand strategies in dealing pedestrian casualties.	Residents equipped with in-hand EMS strategies till EMS arrival.	Number of pedestrian collision-related casualty dealt by EMS.	Number of pedestrian collision-related casualty dealt by EMS compared to the previous year.	OTS

* Countermeasures labeled S (Signalized), NS (Non-Signalized) and R (Roadway Segment) and their corresponding countermeasure number should be referred from the Local Roadway Safety Manual (LRSM, 2020)

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Table 7. Emphasis Area 5 - Bicycle Safety Improvements

Bicycle Safety Improvements					
Objectives			Success Indicator		
Improve bicycle network and develop safe walking environment for bicyclists.			Reduction in the number of bicycle-related collisions within the City.		
	Action	Target Output	Performance Measure	Monitoring and Evaluation	Potential Funding Sources
Education	Conduct public education and outreach to raise their awareness of bicyclist safety needs, and promote helmet use.	Increase awareness for bicycle safety and helmet use.	Number of outreach events for pedestrian safety campaigns.	Number of attendees and responses for pedestrian safety campaigns.	ATP
					BTP
Enforcement	<ul style="list-style-type: none"> Develop strict helmet laws for adult bicyclists. Implement penalties for violating bicycle right-of-way. 	Reduction in bicycle right-of-way violation and vehicle-bicycle conflict.	Number of citations issued for violating bicycle right-of-way, and helmet use.	Number of citations issues for violating bicycle right-of-way, and helmet use compared to the previous year.	ATP
					OTS
Engineering*	<ul style="list-style-type: none"> S03, Improve signal timing (coordination, phases, red, yellow, or operation) S20PB, Install advance stop bar before crosswalk (Bicycle Box) NS06, Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs Highlighted crossing for bicyclists Curb extensions at wide approaches 	Safe bicycling environment by reducing the number of bicycle-vehicle collisions.	Number of bicycle-related collisions.	Number of bicycle-related collisions compared to the previous year.	HSIP
					ATP
					BTP
					SB1
EMS	Develop programs that would enable residents to coordinate with EMS to understand strategies in dealing bicycle-vehicle collision casualties.	Residents equipped with in-hand EMS strategies till EMS arrival.	Number of bicycle collision-related casualty dealt by EMS.	Number of bicycle collision-related casualty dealt by EMS compared to the previous year.	RSTP
					MTIP
					STIP
					OTS

*Countermeasures labeled S (Signalized), NS (Non-Signalized) and R (Roadway Segment) and their corresponding number should be referred from the Local Roadway Safety Manual (LRSM, 2020)

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Table 8. Emphasis Area 6 - Reduce Automobile Right-of-Way Violations and Broadside Collisions

Reduce Automobile Right-of-Way Violations and Broadside Collisions					
Objectives			Success Indicator		
Reduce the number of automobile right-of-way violations that lead to broadside collisions.			Reduction in the number of automobile right-of-way violations that lead to broadside collisions on arterials and collectors.		
	Action	Target Output	Performance Measure	Monitoring and Evaluation	Potential Funding Sources
Education	Distribute brochures/fliers with basic automobile right-of-way rules and illustrations at public events.	Educate drivers about automobile right-of-way rules and penalties associated.	Number of materials, with response survey, distributed.	Number of responses received, compared to the previous year.	ATP BTP OTS
Enforcement	Targeted enforcement at locations with most automobile right-of-way violations, and implement strict penalties for such violations.	Reduction in the number of automobile right-of-way violations.	Number of citations issued for automobile right-of-way violations.	Number of citations issued for automobile right-of-way violations, compared to the previous year.	ATP OTS
Engineering*	<ul style="list-style-type: none"> S02, Improve signal hardware: lenses, back-plates with retro-reflective borders, mounting, size, and number S03, Improve signal timing (coordination, phases, red, yellow, or operation) S09, Install raised pavement markers and striping (Through Intersection) 				HSIP
	<ul style="list-style-type: none"> NS02, Convert to all-way STOP control (from 2-way or Yield control) 	Reduction in the number of automobile right-of-way violations leading to broadside collisions.	Number of automobile right-of-way violations leading to broadside collisions.	Number of automobile right-of-way violations leading to broadside collisions, compared to the previous year.	ATP BTP
	<ul style="list-style-type: none"> NS06, Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs 				SB1
	<ul style="list-style-type: none"> NS07, Upgrade intersection pavement markings (NS.I.) 				RSTP MTIP
	<ul style="list-style-type: none"> NS11, Improve sight distance to intersection (Clear Sight Triangles) 				STIP
	<ul style="list-style-type: none"> R21, Improve pavement friction (High Friction Surface Treatments) 				
	<ul style="list-style-type: none"> R30, Install centerline rumble strips 				
	<ul style="list-style-type: none"> Curb extensions at wide approaches 				
EMS	Improve resource deployment for emergency responses at collision sites.	Decrease response time.	EMS vehicle response time.	Response time compared to the previous year.	OTS

* Countermeasures labeled S (Signalized), NS (Non-Signalized) and R (Roadway Segment) and their corresponding countermeasure number should be referred from the Local Roadway Safety Manual (LRSM, 2020)

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Table 9. Emphasis Area 7 - Reduce Speeding, Impaired Driving, and Hit Object Collisions

Reduce Speeding, Impaired Driving, and Hit Object Collisions					
Objectives			Success Indicator		
Reduce the number of collisions due to unsafe speeding and impaired driving that result in hit object collisions.			Reduction in the number of fatal and severe injury collisions due to unsafe speeding and impaired driving on all City roads.		
	Action	Target Output	Performance Measure	Monitoring and Evaluation	Potential Funding Sources
Education	Conduct public education and outreach activities that elevate the awareness of the dangers of speeding and impaired driving	Awareness about the dangers of speeding and impaired driving.	Number of public outreach events.	Number of attendees of public outreach events.	ATP
					BTP
Enforcement	<ul style="list-style-type: none"> Increase the number of sobriety checkpoints and saturation patrol to increase visibility of enforcement. Increase penalties for repeat offenders. 	Reduce the number of DUI and unsafe speeding violations.	Number of citations issued for DUI and unsafe speeding.	Number of citations issued for DUI and unsafe speeding, compared to the previous year.	ATP
					OTS
Engineering*	<ul style="list-style-type: none"> S02, Improve signal hardware: lenses, back-plates with retro-reflective borders, mounting, size, and number S03, Improve signal timing (coordination, phases, red, yellow, or operation) S09, Install raised pavement markers and striping (Through Intersection) S11, Improve pavement friction (High Friction Surface Treatments) S12, Install raised median on approaches (S.I.) NS06, Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs NS07, Upgrade intersection pavement markings (NS.I.) NS10, Install transverse rumble strips on approaches NS11, Improve sight distance to intersection (Clear Sight Triangles) 				HSIP
					ATP
					BTP
					SB1
					RSTP
					MTIP
					STIP

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Table 9. Emphasis Area 7 - Reduce Speeding, Impaired Driving, and Hit Object Collisions (Continued)

Reduce Speeding, Impaired Driving, and Hit Object Collisions						
Engineering*	<ul style="list-style-type: none"> NS12, Improve pavement friction (High Friction Surface Treatments) R05, Install impact attenuators R06, Flatten side slopes R15, Widen shoulder R22, Install/Upgrade signs with new fluorescent sheeting (regulatory or warning) R27, Install delineators, reflectors and/or object markers R30, Install centerline rumble strips/strips R31, Install edgeline rumble strips/strips Decrease width of travel lanes. Simplify turn configurations. Decrease curb radius of intersections. 	Reduce the number of fatal and severe injury collisions resulted from unsafe speeding and impaired driving.	Number of fatal and severe injury collisions resulted from unsafe speeding and impaired driving.	Number of fatal and severe injury collisions resulted from unsafe speeding and impaired driving, compared to the previous year		
	EMS	Improve resources to handle collisions resulted because of impaired driving.	Reduce fatalities in impaired driving collisions.	Number of fatalities in impaired driving collisions.	Number of fatalities in impaired driving collisions, compared to the previous year.	OTS

* Countermeasures labeled S (Signalized), NS (Non-Signalized) and R (Roadway Segment) and their corresponding countermeasure number should be referred from the Local Roadway Safety Manual (LRSM, 2020)

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Table 10. Emphasis Area 8 - Reduce Collisions by Young-Adult Drivers and Aggressive Driving

Reduce Collisions by Young-Adult Drivers and Aggressive Driving					
Objectives			Success Indicator		
Instill safe-driving behavior among young adults (between the ages of 18 to 24).			Reduction in the number of collisions where young-adults (between the ages of 18 to 24) were involved.		
	Action	Target Output	Performance Measure	Monitoring and Evaluation	Potential Funding Sources
Education	Pre and post license safe-driving education for young drivers. Conduct formal courses for beginner drivers at schools, and community centers.	Awareness about safe driving behavior among young drivers.	Number of formal courses for safe-driving education for young drivers.	Number of attendees of formal courses for safe-driving education for young drivers	ATP
					BTP
Enforcement	Increase enforcement, penalties and prosecution of young drivers who violate traffic laws.	Reduction in the number of young drivers involved in collisions.	Number of citations issued to young-adults between the ages of 18 to 24.	Number of citations issued to young-adults between the ages of 18 to 24, compared to the previous year.	ATP
					OTS
Engineering*	<ul style="list-style-type: none"> S02, Improve signal hardware: lenses, back-plates with retro-reflective borders, mounting, size, and number S03, Improve signal timing (coordination, phases, red, yellow, or operation) S09, Install raised pavement markers and striping (Through Intersection) S11, Improve pavement friction (High Friction Surface Treatments) S12, Install raised median on approaches (S.I.) NS06, Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs NS07, Upgrade intersection pavement markings (NS.I.) NS10, Install transverse rumble strips on approaches NS12, Improve pavement friction (High Friction Surface Treatments) 	Reduction in the number of collisions caused due to improper driving, improper turning, right-of-way violations and speeding, among young adults.	Number of collisions caused by young-adults between the ages of 18 to 24.	Number of collisions caused by young-adults between the ages of 18 to 24, compared to previous year.	HSIP
					ATP
					BTP
					SB1
					RSTP
					MTIP
					STIP

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Table 10. Emphasis Area 8 - Reduce Collisions by Young-Adult Drivers and Aggressive Driving (Continued)

Reduce Collisions by Young-Adult Drivers and Aggressive Driving						
	Action	Target Output	Performance Measure	Monitoring and Evaluation	Potential Funding Sources	
Engineering*	<ul style="list-style-type: none"> • R03, Install Median Barrier • R06, Flatten side slopes • R15, Widen shoulder • R22, Install/Upgrade signs with new fluorescent sheeting (regulatory or warning) • R27, Install delineators, reflectors and/or object markers • R30, Install centerline rumble strips/strips • R31, Install edgeline rumble strips/strips • Decrease width of travel lanes. • Decrease curb radius of intersections. 					
	EMS	Improve resource deployment for emergency responses at collision sites.	Decrease response time.	EMS vehicle response time.	Response time compared to the previous year.	OTS

*Countermeasures labeled S (Signalized), NS (Non-Signalized) and R (Roadway Segment) and their corresponding countermeasure number should be referred from the Local Roadway Safety Manual (LRSM, 2020)

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Table 11. Emphasis Area 9 - Increase Driver Awareness

Increase Driver Awareness					
Objectives			Success Indicator		
Increase driver awareness and reduce distracted driving.			Reduction in the number of collisions resulted from distracted driving.		
	Action	Target Output	Performance Measure	Monitoring and Evaluation	Potential Funding Sources
Education	Public service announcements informing residents of the dangers of distracted driving and encourage residents to be aware of their surroundings.	Awareness regarding the dangers of distracted driving and increase driver awareness.	Number of public service announcement issued.	Number of responses received from residents.	ATP
					BTP
Enforcement	Implement strict penalty for distracted driving.	Alert while driving.	Number of citations issued for distracted driving.	Number of citations issued for distracted driving, compared to the previous year.	ATP
					OTS
Engineering*	<ul style="list-style-type: none"> S02, Improve signal hardware: lenses, back-plates with retro-reflective borders, mounting, size, and number S03, Improve signal timing (coordination, phases, red, yellow, or operation) S09, Install raised pavement markers and striping (Through Intersection) S11, Improve pavement friction (High Friction Surface Treatments) NS02, Convert to all-way STOP control (from 2-way or Yield control) NS06, Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs NS07, Upgrade intersection pavement markings (NS.I.) NS11, Improve sight distance to intersection (Clear Sight Triangles) NS10, Install transverse rumble strips on approaches 	Reduction in broadside, rear-end, and head-on collisions caused due to distracted driving.	Number of collisions resulted from distracted driving.	Number of collisions resulted from distracted driving, compared to the previous year.	HSIP
					ATP
					BTP
					SB 1
					RSTP
					MTIP
					STIP

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Table 11. Emphasis Area 9 - Increase Driver Awareness (Continued)

Increase Driver Awareness					
	Action	Target Output	Performance Measure	Monitoring and Evaluation	Potential Funding Sources
Engineering*	<ul style="list-style-type: none"> • NS12, Improve pavement friction (High Friction Surface Treatments) • R03, Install Median Barrier • R22, Install/Upgrade signs with new fluorescent sheeting (regulatory or warning) • R27, Install delineators, reflectors and/or object markers • R30, Install centerline rumble strips/strips • R31, Install edgeline rumble strips/strips 				
EMS	Improve resource deployment for emergency responses at collision sites.	Decrease response time.	EMS vehicle response time.	Response time compared to the previous year.	OTS

* Countermeasures labeled S (Signalized), NS (Non-Signalized) and R (Roadway Segment) and their corresponding countermeasure number should be referred from the Local Roadway Safety Manual (LRSM, 2020)

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Table 12. Emphasis Area 10 - Reduce Collisions near School

Reduce Collisions Near School					
Objectives			Success Indicator		
Reduce the number of collisions within 500 feet of school properties.			Reduction in the number of collisions at intersections and roadway segments within 500 feet of school properties within the City.		
	Action	Target Output	Performance Measure	Monitoring and Evaluation	Potential Funding Sources
Education	Develop safe routes to school (SRTS) program to educate school-goers about safe walking practices and activities on road safety.	Awareness about safe walking practices and road safety.	Number of schools participating in SRTS the program.	Number of responses received through the SRTS program.	ATP
					BTP
Enforcement	Targeted enforcement at intersections and roadway segments around schools during pick-up and drop-off hours.	Reduce vehicle violations against school-goers	Number of citations issued around school properties.	Number of citations issued around school properties, compared to the previous year.	OTS
					ATP
Engineering*	<ul style="list-style-type: none"> S09, Install raised pavement markers and striping (Through Intersection) S12, Install raised median on approaches (S.I.) S21PB, Modify signal phasing to implement a Leading Pedestrian Interval (LPI) NS06, Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs NS07, Upgrade intersection pavement markings (NS.I.) NS08, Install Flashing Beacons at Stop-Controlled Intersections NS21PB, Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features) NS22PB, Install Rectangular Rapid Flashing Beacon (RRFB) 	Reduce the number of collisions within 500 feet school properties.	Number of collisions near school properties.	Number of collisions near school properties, compared to the previous year.	HSIP
					ATP
					BTP
					SB1
					RSTP
					MTIP
					STIP

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Table 12. Emphasis Area 10 - Reduce Collisions near School (Continued)

Reduce Collisions Near School					
	Action	Target Output	Performance Measure	Monitoring and Evaluation	Potential Funding Sources
Engineering*	• R14, Road Diet (Reduce travel lanes from 4 to 3 and add a two way left-turn and bike lanes)				
	• R22, Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)				
	• R35PB, Install/upgrade pedestrian crossing (with enhanced safety features)				
	• R37PB, Install Rectangular Rapid Flashing Beacon (RRFB)				
EMS	Improve resource deployment for emergency responses at collision sites within 500 feet of schools.	Decrease response time to collision sites near 500 feet of school.	EMS vehicle response time to collision sites near 500 feet of school.	Response time to collision sites near 500 feet of school, compared to the previous year.	OTS

* Countermeasures labeled S (Signalized), NS (Non-Signalized) and R (Roadway Segment) and their corresponding countermeasure number should be referred from the Local Roadway Safety Manual (LRSM, 2020)

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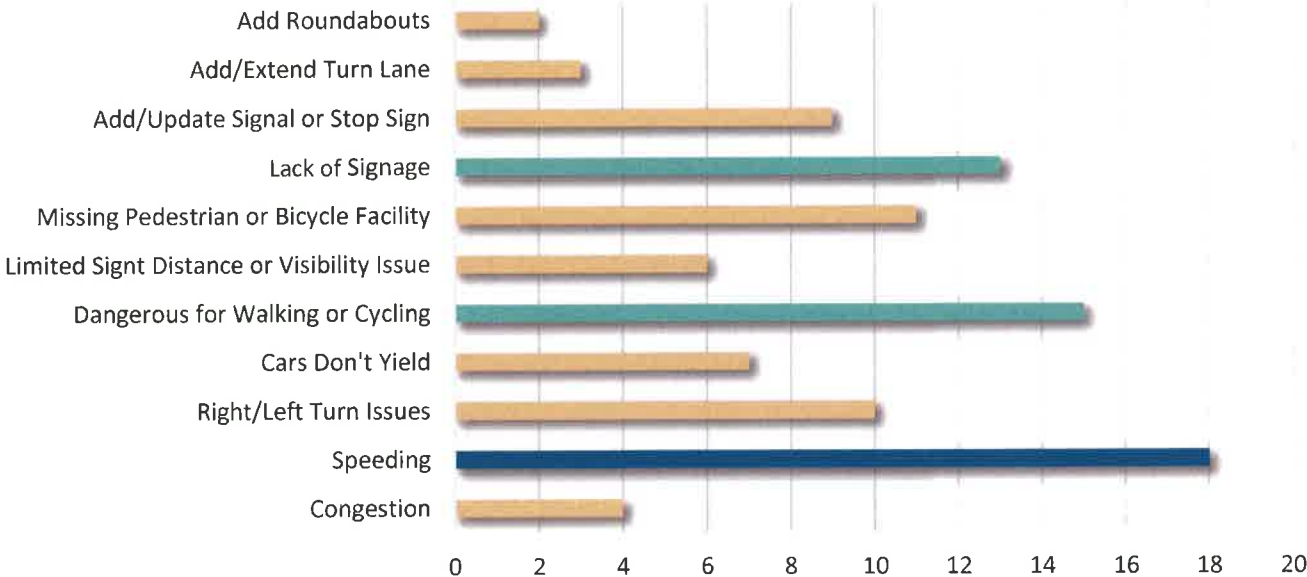
8 IDENTIFICATION OF NEEDS

This chapter summarizes the community’s needs as collected through project website, virtual workshop, interactive map input, and social media comments. The results of the public outreach were pulled and summarized on August 6, 2020. A total of 62 responses (40 points and 22 lines drawn) were received through the virtual workshop. Detailed information on comments and responses collected through various online platforms can be found in **Appendix G**. The most common responses were related to the following:

- Speeding
- Dangerous for Walking or Cycling
- Lack of Signage

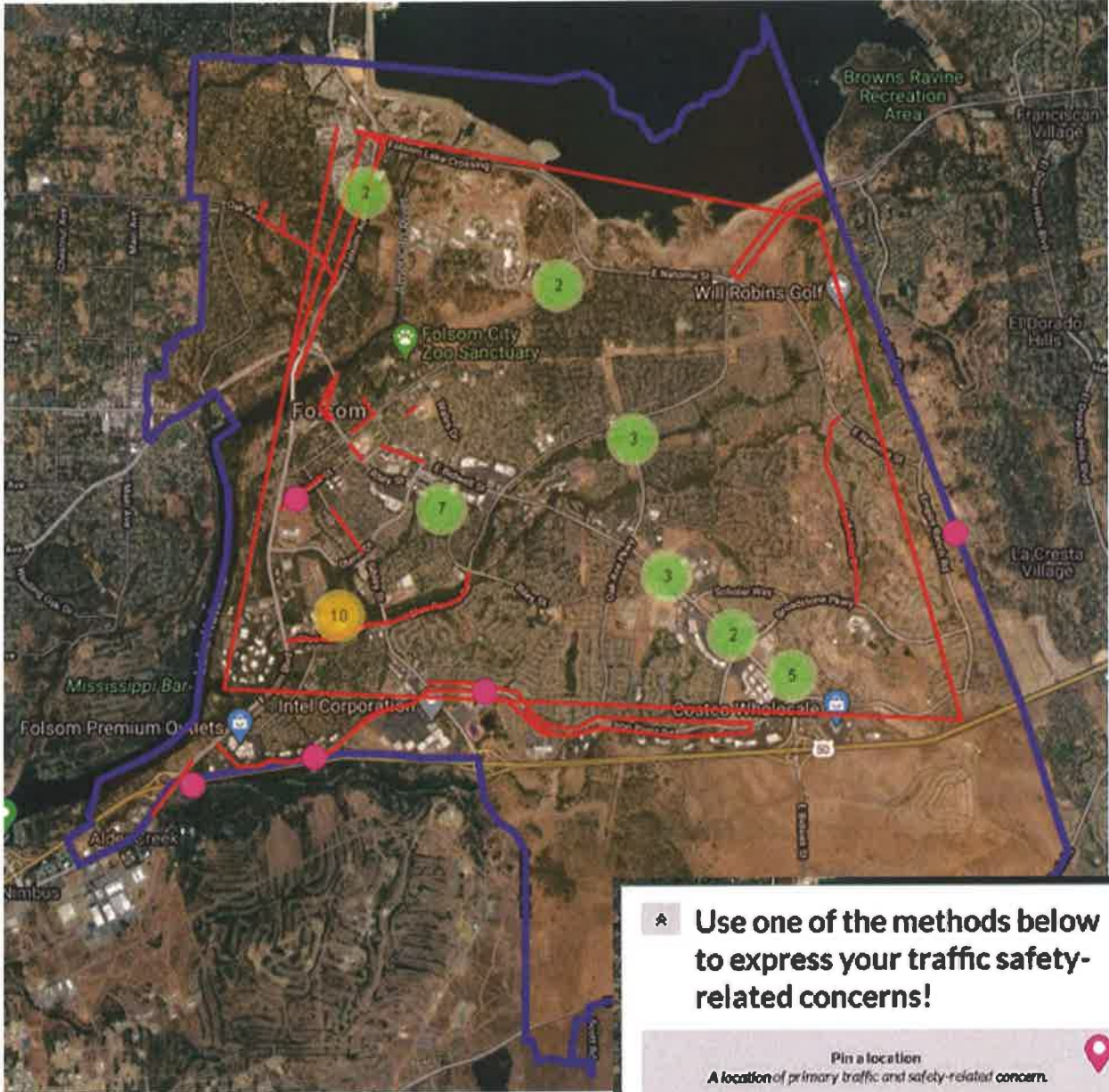
Figure 25 shows the responses noted at least twice in the virtual workshop, website, email correspondence, and social media comments. Virtual workshop results can be seen in **Figure 26**.

Figure 25. Responses Received from Residents



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Figure 26. Virtual Workshop Results



☆ Use one of the methods below to express your traffic safety-related concerns!

Pin a location
A location of primary traffic and safety-related concern.

Draw a Line
A segment of primary traffic and safety-related concern.

< >

9

VIABLE SAFETY PROJECTS

This chapter summarizes the process of selecting safety projects as part of the analysis for the LRSP. Upon identification of specific countermeasures and improvements were selected from the Local Roadway Safety Manual (LRSM, 2020), where S refers to improvements at signalized locations, NS refers to improvements at non-signalized locations, and R refers to improvements at roadway segments. The corresponding numerical refers to countermeasure number in the LRSM (2020). The countermeasures were grouped into safety projects for high-risk intersections, and roadway segments. A total of 10 safety projects were developed. All countermeasures were identified based on extensive analysis, observations, and City staff input. The most applicable and appropriate countermeasures as identified have been grouped together to form projects that can help make high-risk locations safer.

Table 13 lists the safety projects for high-risk intersections and roadway segments, along with preliminary costs for each project. **Appendix H** lists the detailed preliminary costs for each project.

Table 13. List of Viable Safety Projects

Location	CM1 ¹	CM2 ²	CM3 ³	Cost per Location	BCR
Project 1. Upgrade Signal Hardware and Signal Timing					
Folsom Boulevard / Natoma Station Drive	S02	S03	-	\$ 126,210	
Blue Ravine Road / Flower Drive	S02	S03	-	\$ 126,210	
E Bidwell Street / Blue Ravine Road	S02	S03	-	\$ 126,210	
Folsom Auburn Road / Oak Avenue Parkway	S02	S03	-	\$ 126,210	
E Natoma Street / Golf Links Drive	S02	S03	-	\$ 126,210	
Folsom Boulevard / Iron Point Road	S02	S03	-	\$ 126,210	6.5
Riley Street / Scott Street	S02	S03	-	\$ 126,210	
Oak Avenue and Ped Crossing (between N. Lexington and S. Lexington)	S02	S03	-	\$ 126,210	
Riley Street / Russi Road	S02	S03	-	\$ 126,210	
Blue Ravine Road / Russi Road	S02	S03	-	\$ 126,210	
Golf Links Drive / Silberhorn Drive	S02	S03	-	\$ 126,210	
Total Cost of Project				\$ 1,388,310	

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Table 13. Table 13. List of Viable Safety Projects (Continued)

Location	CM1 ¹	CM2 ²	CM3 ³	Cost per Location	BCR
Project 2. Non-Signalized Intersection - Install/Upgrade Raised Pavement Markers and Regulatory Signs					
Leidesdorff Street / Reading Street	NS06	NS07	-	\$ 7,112	277.81
Cavitt Drive / 1800 Cavitt Drive	NS06	NS07	-	\$ 7,112	
Russi Road / Grover Road	NS06	NS07	-	\$ 7,112	
E Natoma Street / Cameron Drive	NS06	NS07	-	\$ 7,112	
Empire Ranch Road / Woodhead Street	NS06	-	-	\$ 5,880	
Glenn Drive / Coolidge Drive	NS06	NS07	-	\$ 7,112	
Iron Point Road / Carpenter Hill Road	NS06	-	-	\$ 5,880	
Glenn Drive / Market Street	-	NS07	-	\$ 1,232	
Golf Links Drive / Sturbridge Drive	NS06	NS07	-	\$ 7,112	
Natoma Street / Sibley Street	NS06	NS07	-	\$ 7,112	
E Natoma Street / Picasso Way	NS06	-	-	\$ 5,880	
Riley Street / Figueroa Street	NS06	-	-	\$ 5,880	
Folsom Auburn Road / Berry Creek Drive	NS06	NS07	-	\$ 7,112	
Folsom Auburn Road / Oak Avenue	NS06	-	-	\$ 5,880	
E Bidwell Street / Harrington Way	NS06	NS07	-	\$ 7,112	
Folsom Auburn Road / Hillswood Drive	NS06	NS07	-	\$ 7,112	
Total Cost of Project				\$ 95,872	
Project 3. Signalized Intersection - Install/Upgrade Raised Pavement Markers					
E Bidwell Street / Oak Avenue Parkway	S09	-	-	\$ 3,024	213.60
Empire Ranch Road / Broadstone Parkway	S09	-	-	\$ 3,024	
E Natoma Street / Prison Road	S09	-	-	\$ 3,024	
Iron Point Road / Willard Drive	S09	-	-	\$ 3,024	
E Natoma Street / Green Valley Road	S09	-	-	\$ 3,024	
Folsom Boulevard / Natoma Station Drive	S09	-	-	\$ 3,024	
E Bidwell Street / Broadstone Parkway	S09	-	-	\$ 3,024	
Blue Ravine Road / Natoma Station Drive	S09	-	-	\$ 3,024	
E Bidwell Street / Glenn Drive	S09	-	-	\$ 3,024	
E Bidwell Street / Creekside Drive	S09	-	-	\$ 3,024	

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Table 13. List of Viable Safety Projects (Continued)

Location	CM1 ¹	CM2 ²	CM3 ³	Cost per Location	BCR	
Folsom Auburn Road / Oak Avenue Parkway	S09	-	-	\$ 3,024	213.60	
Folsom Auburn Road / Folsom Lake Crossing	S09	-	-	\$ 3,024		
Total Cost of Project				\$ 36,288		
Project 4. Improve Pedestrian and Bicyclist Safety at Intersections						
E Bidwell Street / Oak Avenue Parkway	S20PB	-	-	\$ 26,544	140.01	
Iron Point Road / Willard Drive	S20PB	-	-	\$ 26,544		
Iron Point Road / Serpa Way	S20PB	-	-	\$ 26,544		
Folsom Boulevard / Natoma Station Drive	S20PB	-	-	\$ 26,544		
Oak Avenue Parkway / S Lexington Drive	S20PB	-	-	\$ 26,544		
E Bidwell Street / Wales Drive	-	S21PB	S17PB	\$ 16,240		
Blue Ravine Road / Natoma Station Drive	-	S21PB	S17PB	\$ 16,240		
Blue Ravine Road / Big Valley Road	-	S21PB	S17PB	\$ 16,240		
E Bidwell Street / Glenn Drive	S20PB	-	-	\$ 26,544		
E Bidwell Street / Blue Ravine Road	-	S21PB	S17PB	\$ 16,240		
Folsom Auburn Road / Oak Avenue Parkway	S20PB	-	-	\$ 26,544		
Folsom Boulevard / Natoma Street	-	S21PB	S17PB	\$ 16,240		
Greenback Lane / American River Canyon Drive	-	S21PB	S17PB	\$ 16,240		
Total Cost of Project				\$ 283,248		
Project 5. Non-Signalized Intersection - Install Rumble Strips and Medians at Approaches						
Russi Road / Grover Road	NS10	NS14	-	\$ 294,973	12.76	
Natoma Street / Sibley Street	NS10	NS14	-	\$ 294,973		
Folsom Auburn Road / Berry Creek Drive	NS10	NS14	-	\$ 294,973		
E Natoma Street / Picasso Way	NS10	-	-	\$ 294,973		
Glenn Drive / Market Street	-	NS14	-	\$ 294,973		
Total Cost of Project				\$ 1,075,200		

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Table 13. List of Viable Safety Projects (Continued)

Location	CM1 ¹	CM2 ²	CM3 ³	Cost per Location	BCR
Project 6. Signalized Intersection - Improve pavement friction (High Friction Surface Treatments)					
Empire Ranch Road / Broadstone Parkway	S11	-	-	\$ 268,800	7.55
E. Natoma Street / Harvest Loop	S11	-	-	\$ 268,800	
Oak Avenue Parkway / S. Lexington Drive	S11	-	-	\$ 268,800	
Riley Street / Leidesdorff Street	S11	-	-	\$ 268,800	
Total Cost of Project				\$ 1,075,200	
Project 7. Upgrade Signs and Pedestrian Crossing at Roadway Segments					
American River Canyon Drive, between Oak Canyon Way and Canyon Rim Drive	R22	-	-	\$ 4,534	141.69
Greenback Lane, between Madison Avenue and Folsom City Boundary	R22	R35PB	R35PB	\$ 40,314	
E. Bidwell Street, between College Parkway and 900 feet north of College Parkway	R22	-	-	\$ 4,534	
E. Bidwell Street, between Scholar Way and Powercenter Drive	R22	-	-	\$ 4,534	
Folsom Boulevard, between US-50 and Iron Point Road	R22	-	-	\$ 4,534	
Total Cost of Project				\$ 58,449	
Project 8. Install Segment Lighting, and Delineators/Reflectors/Marked Objects					
Glenn Drive, between 360 feet west from Sibley Street and 1,050 feet east from Folsom Boulevard	-	R27	-	\$ 22,050	13.68
Blue Ravine Road between 1,200 ft south of Crossing Way and 400 ft north of Riley Street	-	R27	-	\$ 22,050	
Blue Ravine Road between 750 ft south of E. Bidwell Street and 400 ft north of Crossing Way	-	R27	-	\$ 22,050	
Greenback Lane, between Jedidiah Smith Memorial Trail and Folsom Auburn Road	-	R27	-	\$ 22,050	

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Table 13. List of Viable Safety Projects (Continued)

Location	CM1 ¹	CM2 ²	CM3 ³	Cost per Location	BCR
Greenback Lane, between Folsom Auburn Road and Folsom Ranch Road	-	R27	-	\$ 22,050	
Folsom Auburn Road, between Berry Creek Drive and 560ft north of Oak Avenue	-	R27	-	\$ 22,050	
Folsom Auburn Road, between Berry Creek and 900 ft north of Berry Creek Drive	-	R27	-	\$ 22,050	
Folsom Boulevard between Figueroa Street and American Bike	-	R27	-	\$ 22,050	13.68
Folsom Boulevard, between US-50 and Iron Point Road	-	R27	-	\$ 22,050	
Prairie City Road, between 2,000 ft north of White Rock Road and 4,200 ft north of White Rock Road	R01	-	-	\$ 680,680	
E. Bidwell Street, between Old Ranch Road and Mangini Parkway	R01	-	-	\$ 680,680	
Total Cost of Project				\$ 1,559,810	
Project 9. Install Rumble Strips, and Widen Shoulders along Segments					
Glenn Drive, between 360 feet west from Sibley Street and 1,050 feet east from Folsom Boulevard	R15	-	R31	\$ 114,387	
Blue Ravine Road between 1,200 ft south of Crossing Way and 400 ft north of Riley Street	R15	-	R31	\$ 114,387	
Folsom Auburn Road, between Berry Creek and 900 ft north of Berry Creek Drive	R15	-	R31	\$ 114,387	57.85
Prairie City Road, between 2,000 ft north of White Rock Road and 4,200 ft north of White Rock Road	R15	-	R31	\$ 114,387	
Greenback Lane, between Jedidiah Smith Memorial Trail and Folsom Auburn Road	-	R30	-	\$ 11,550	

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Table 13. List of Viable Safety Projects (Continued)

Location	CM1 ¹	CM2 ²	CM3 ³	Cost per Location	BCR
American River Canyon Drive, between Oak Canyon Way and Canyon Rim Drive	-	R30	R31	\$ 34,650	57.85
E. Bidwell Street, between US-50 and Old Ranch Road	-	R30	R31	\$ 34,650	
E. Bidwell Street, between Old Ranch Road and Mangini Parkway	-	R30	R31	\$ 34,650	
Folsom Boulevard, between US-50 and Iron Point Road	-	-	R31	\$ 23,100	
Total Cost of Project				\$ 596,148	
Project 10. Install Segment Lighting, Median Barrier and Dynamic Speed Sign					
Folsom Lake Crossing, between Folsom Dam Road and Johnny Cash Trail entrance	R01	R03	R26	\$ 588,875	16.06
E. Natoma Street between Folsom Lake Crossing and Gionata Way	R01	R03	R26	\$ 588,875	
E. Natoma Street between Cimmaron Circle and Fargo Way	R01	R03	R26	\$ 588,875	
Folsom Auburn Road between Pinebrook Drive and Folsom Dam Road	R01	R03	R26	\$ 588,875	
Total Cost of Project				\$ 2,233,070	

¹ CM1 - 1st Countermeasure
² CM2 - 2nd Countermeasure
³ CM3 - 3rd Countermeasure

10

IMPLEMENTATION AND EVALUATION

The LRSP is a living document that requires update every two to five years, collaboration of various stakeholders, and a coordinated implementation. This document was developed based on community needs, stakeholder input, and collision analysis conducted to identify priority emphasis areas throughout the City. The implementation of strategies under each emphasis area would aim to reduce fatal and severe injury collisions in the coming years. This chapter describes how the LRSP should be implemented, monitored, evaluated, and updated.

10.1 IMPLEMENTATION

The LRSP document provides engineering, education, enforcement, and emergency medical service-related countermeasures that can be implemented throughout the City to reduce fatal and severe injury collisions. It is recommended that the City of Folsom implement the selected projects (as shown in **Chapter 9**) at high-risk locations in coordination with other projects proposed for the City's infrastructure development.

The success of the LRSP can be achieved by fostering communication among the City and stakeholders.

10.2 MONITORING AND EVALUATION

For the success of the LRSP, it is crucial to monitor and evaluate the various E-strategies continuously. Monitoring and evaluation help provide accountability, ensures the effectiveness of the countermeasures for each emphasis area, and help making decision on the need for new strategies. The process would help the City make informed decisions regarding the implementation plan's progress and accordingly, update the goals and objectives of the plan.

After implementing countermeasures, the strategies should be evaluated annually as per their performance measures (as shown in **Tables 3 to 12**). The evaluation should be recorded in a before-after study to validate the effectiveness of each countermeasure as per the following observations:

- Number of fatal and severe injury collisions

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- Number of police citations and warnings
- Number of public comments and concerns

Evaluation should be conducted during similar time periods and durations every year. The most important measure of success of the LRSP should be the reduction in fatal and severe injury collisions throughout the City. If the number of fatal and severe injury collisions doesn't decrease initially, then the countermeasures should be evaluated as per the other observations, as mentioned above. The effectiveness of the countermeasures should be compared to the goals for each emphasis area.

10.3 LRSP UPDATE

The LRSP is a living document and is recommended to be updated every two to five years after monitoring performance measures focused on the status and progress of the E-strategies for each emphasis area. The City of Folsom's Public Works Department will be accountable for the progress of the plan goals. An annual stakeholder meeting is also recommended to be hosted to discuss the progress for each emphasis area and oversee the implementation plan. The document should then be updated as per the latest collision data, emerging trends, and the E-strategies' progress and implementation.

11

RESIDENTIAL TRAFFIC MANAGEMENT PROGRAM

This chapter is developed to act as a guide for the City Staff, elected officials, and residents to become acclimated to the policies and procedures for successful implementation of traffic calming solutions that will benefit Folsom residents and businesses with a variety of traffic safety-related concerns. The success of this program hinges on the proper engagement of the City and the Community.

The traffic calming solutions selected for the project are presented in three Tiers:

- **Tier I** - Low-cost improvements that require little or no engineering design and construction
- **Tier II** - Improvements that require some engineering analysis, design, and construction
- **Tier III** - Relatively major improvements that require extensive analysis, design, community outreach, and funding

Appendix H lists the traffic calming solutions under Tier I, II and III. Each traffic calming solution is accompanied with their descriptions, pros and cons, implementation threshold and approximate cost.

11.1 IMPLEMENTATION PROCESS

ROLES AND RESPONSIBILITIES

- **THE CITY** - The City's **Public Works Department** will accept traffic-related concerns from the community and utilize the most appropriate approaches identified in this document. The staff will conduct necessary field reviews, complete investigations, receive community feedback, design improvements, and identify funding for construction. The staff will coordinate with other City departments (e.g., Fire and Police) and regional agencies (e.g., public transit). The **Traffic Safety Committee** will review and approve (if appropriate) all Tier III solutions. Any roadway narrowing or other features that may impact emergency response times must be reviewed and approved by the **Fire Department** before construction. The role of the **City Council** is to adopt and support consistent application of this Residential Traffic Management Program (RTMP).
- **THE COMMUNITY** - They act as the informant to the City, sharing any traffic-related issues and concerns that negatively affect their safety and livability. To make this program successful, it is crucial that the community becomes more engaged in understanding the traffic calming issues

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and identifying solutions that are beneficial to the community without negatively impacting other neighborhoods. Since some solutions may have negative impacts, the community support through initial application and/or petitions is essential before making any physical improvements.

PROJECT NEEDS ASSESSMENT AND SCREENING

The RTMP aims to provide solutions to traffic-related concerns fairly and consistently throughout the City. Therefore, a well-structured process to receive, review, analyze any concerns, and develop solutions is crucial to its success. Once a traffic-related concern or complaint is received, the City will review the request, analyze the existing conditions, and determine appropriate remedies. If the City staff determines that the request should be addressed through the RTMP, submission of a RTMP Application will be required. Upon receipt of the Application, the City will collect necessary data, make field observations, identify appropriate solutions, and develop an implementation plan for the affected neighborhood's input. Any physical improvements are completed only after the required feedback and approval from the affected residents are received. Following the plan's approval, it would be implemented, and traffic conditions would be reevaluated for initial effectiveness.

COMMUNITY ENGAGEMENT AND SUPPORT

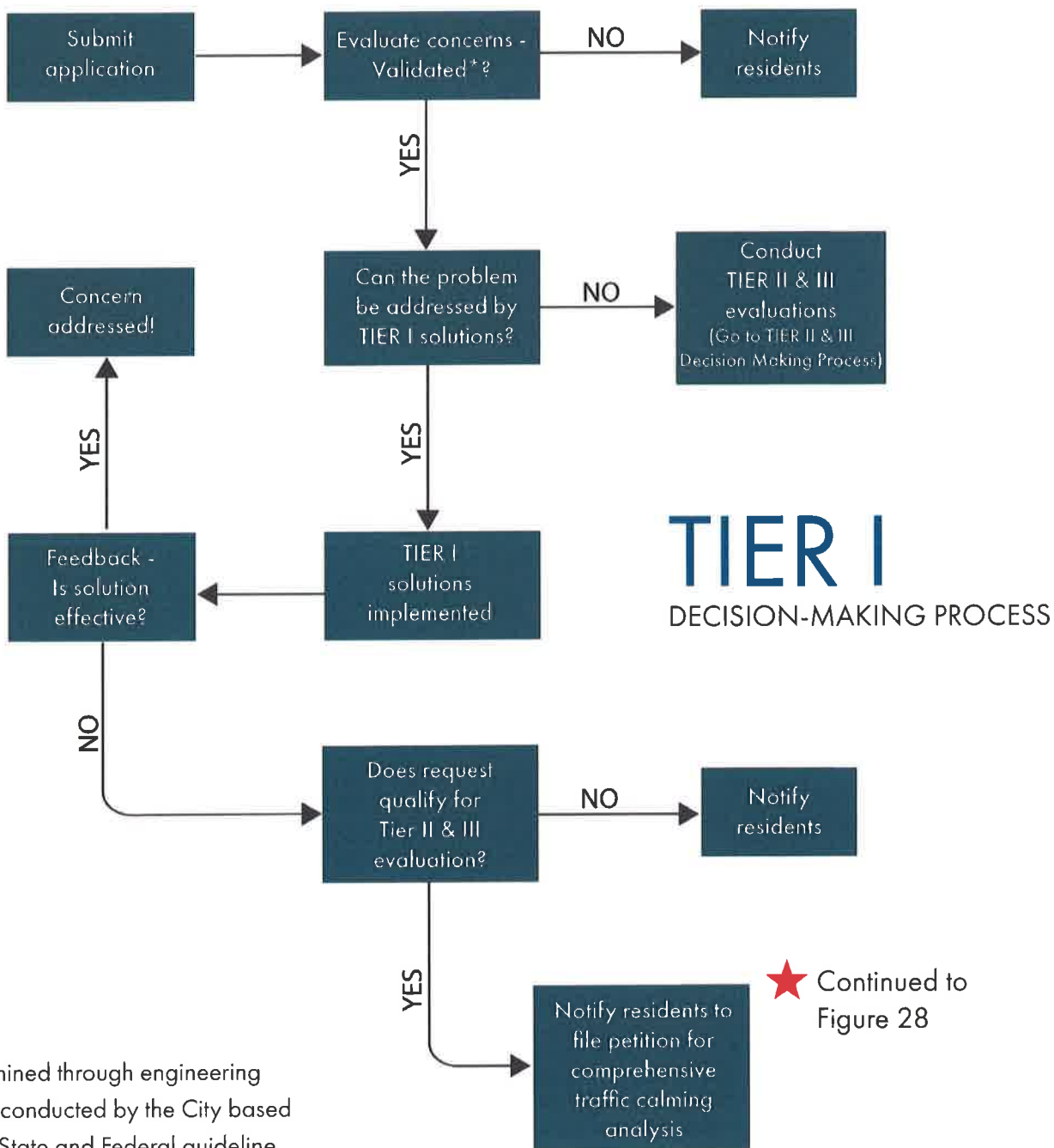
The program requires community support at two stages; Application and Petition, included as part of **Appendix I**. As shown on the process flowcharts, in **Figure 27** and **Figure 28**, an Application is required before beginning any Tier II and Tier III improvements. The Application will assure that the traffic-related problem being addressed is not just a "perceived" problem by one individual but a concern commonly shared by several residents. Thus, an Application is processed before the beginning of any evaluation. This will result in an evaluation of concerns and implementation of Tier I measures if such concerns are validated through engineering analysis. The validations are based on City, State, and Federal traffic safety guidelines. If the community provides negative feedback on the implemented Tier I measures, the City may ask the community to file a petition. The petition is filed to conduct a comprehensive traffic analysis for a possible Tier II or Tier III solution. The progression from Tier I to Tier II or Tier III would require at least 50% of community support and 30% of the community engaged in the discussion. The City may organize community meetings to inform the community of their findings and consult with the Safety Partners (**Chapter 3**) to gather input and develop the final set of strategies.

IDENTIFICATION OF SOLUTIONS

After receiving a complaint, the City's Public Works Staff will utilize the toolbox and the process outlined above to identify all potential solutions from the three tiers (Tier I, Tier II, Tier III). The screening process is the first step for any traffic safety concern, as it will determine the types of strategies likely to remedy the problem. The most common, simpler concerns and problems are

typically addressed in Tier I. Tier II and III strategies are implemented where Tier I solutions are not likely effective. They also require additional data collection, engineering analysis, design, community engagement, petitions, etc. Typically, Tier II and III solutions require much higher staffing resources and funding and take longer from project inception to completion. Such solutions may also provide benefits that last for a longer duration than most Tier I improvements. **Table 14** summarizes the criteria for identifying the appropriate solutions.

Figure 27. Tier I Decision-Making Process

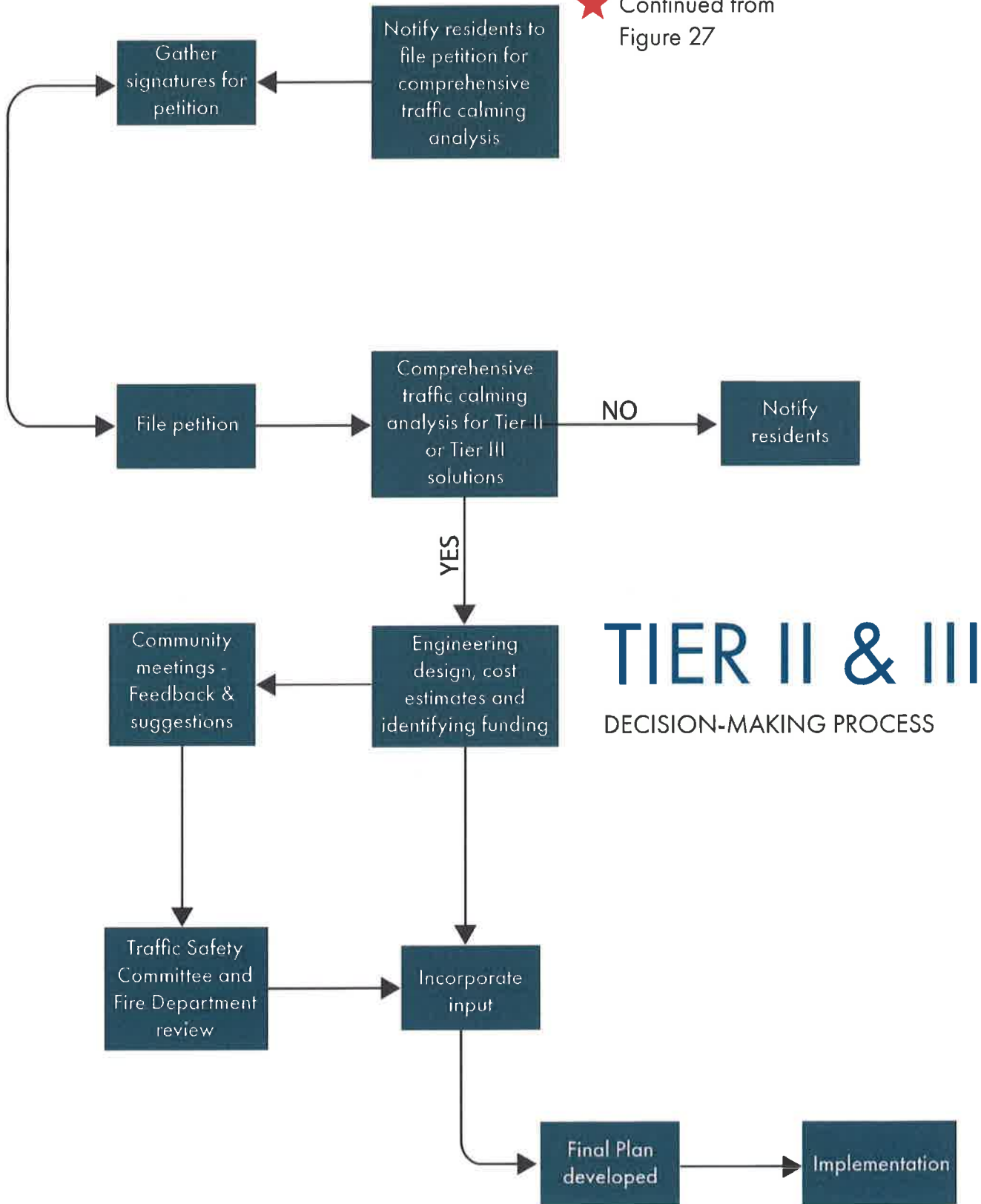


* Determined through engineering analysis conducted by the City based on City, State and Federal guideline

CITY OF FOLSOM | LOCAL ROADWAY SAFETY PLAN

Figure 28. Tier II & III Decision-Making Process

★ Continued from Figure 27



TIER II & III DECISION-MAKING PROCESS

Table 14. Traffic Calming Tools and Selection Criteria

#	Types of Measures	Type of Problem					Residential			Non-Residential		Consideration						Approximate Cost
		Speeding	Traffic Volume	Vehicle Accidents	Pedestrian Safety	Noise	Midblock	Intersection	Boundary of Area	Midblock	Intersection	ADT	Speed Limit	Street Width	Street Length	Other	Emergency Response Route	
TIER I	1.1 Centerline and Edgeline Striping	●	●	●	●	●	●	●	●	●	< 10,000	≤ 35 mph	≥ 15 feet			●	\$1.00 per linear foot of striping	
	1.2 Increased Patrol and Warnings	●	●	●	●	●	●	●	●	●	< 10,000	≤ 35 mph				●	Varies	
	1.3 Speed Legends	●	●	●	●	●	●	●	●	●	< 10,000	≤ 35 mph				●	\$250 - \$500	
	1.4 Signage	●	●	●	●	●	●	●	●	●	< 10,000	≤ 35 mph				●	\$250 - \$500	
	1.5 High Visibility Crosswalks	●	●	●	●	●	●	●	●	●	< 10,000	≤ 35 mph				●	\$3.00 - \$4.50 per linear foot of striping	
	1.6 Botts' Dots / Raised Reflectors	●	●	●	●	●	●	●	●	●	< 10,000	≤ 35 mph				●	\$1,500 - \$2,000	
	1.7 Decorative Resurfacing	●	●	●	●	●	●	●	●	●	< 10,000	≤ 35 mph				●	Varies	
	1.8 Pop-Up Demonstration	●	●	●	●	●	●	●	●	●	< 10,000	≤ 35 mph				●	Varies	
TIER II	2.1 Angled Parking	●	●	●	●	●	●	●	●	●	< 2,000	≤ 35 mph	≥ 48 feet		Not with bike lanes	●	Varies	
	2.2 Speed Feedback Signs	●	●	●	●	●	●	●	●	●	< 10,000	≤ 35 mph				●	\$5,000 - \$15,000	
	2.3 Flashing Beacons	●	●	●	●	●	●	●	●	●	< 10,000	≤ 35 mph				●	\$15,000 - \$25,000	
	2.4 Road Diet (Bike Lane, Median)	●	●	●	●	●	●	●	●	●	< 10,000	≤ 35 mph	≥ 48 feet			●	Varies	
	2.5 Rubber Speed Bumps	●	●	●	●	●	●	●	●	●	< 2,000	≤ 30 mph			Grade ≤ 8%	●	\$2,000 - \$4,000 per location	
	2.6 Striped Bulbouts with Bollards	●	●	●	●	●	●	●	●	●	< 1,000	≤ 35 mph				●	\$3,500 - \$7,000 per location	
	2.7 Temporary Traffic Circle	●	●	●	●	●	●	●	●	●	< 5,000	≤ 35 mph			Grade ≤ 8%	●	\$4,000	
	2.8 Striped Chicanes with Bollards	●	●	●	●	●	●	●	●	●	< 5,000	≤ 35 mph	≥ 15 feet	≥ 1,500 feet	Grade ≤ 8%	●	\$5,000 - \$15,000	
TIER III	3.1 Street Smarts Program	●	●	●	●	●	●	●	●	●						●	Varies	
	3.2 Pace Car Program	●	●	●	●	●	●	●	●	●						●	Varies	
	3.3 Full/Detached Bulbouts	●	●	●	●	●	●	●	●	●	< 1,000	≤ 35 mph				●	≥ \$50,000 per intersection	
	3.4 Two-Lane Chokers	●	●	●	●	●	●	●	●	●	< 1,000	≤ 35 mph		≥ 1,500 feet		●	\$25,000 - \$50,000	
	3.5 Median Island/Pedestrian Refuge	●	●	●	●	●	●	●	●	●	< 1,000	≤ 35 mph				●	Varies	
	3.6 Traffic Circles	●	●	●	●	●	●	●	●	●	< 5,000	≤ 35 mph			Grade ≤ 8%	●	≥ \$25,000	
	3.7 Roundabouts	●	●	●	●	●	●	●	●	●	< 5,000	≤ 35 mph			Grade ≤ 6%	●	≥ \$50,000	
	3.8 Lateral Shifts	●	●	●	●	●	●	●	●	●	< 10,000	≤ 35 mph	≥ 15 feet		Grade ≤ 10%	●	Varies	
	3.9 Chicanes	●	●	●	●	●	●	●	●	●	< 5,000	≤ 35 mph	≥ 15 feet	≥ 1,500 feet	Grade ≤ 8%	●	\$25,000 - \$50,000	
	3.10 Asphalt Speed Bumps	●	●	●	●	●	●	●	●	●	< 2,000	≤ 30 mph			Grade ≤ 8%	●	\$7,000 - \$10,000 per location	
	3.11 Raised Crosswalks	●	●	●	●	●	●	●	●	●	< 5,000	≤ 35 mph			Grade ≤ 8%	●	\$10,000 - \$20,000	
	3.12 Raised Intersections	●	●	●	●	●	●	●	●	●	< 5,000	≤ 35 mph			Grade ≤ 8%	●	≥ \$50,000 will vary	
	3.13 Diagonal Diverters	●	●	●	●	●	●	●	●	●	< 5,000				25% non-local traffic	●	≥ \$25,000	
	3.14 Closures	●	●	●	●	●	●	●	●	●	< 500				25% non-local traffic	●	≥ \$25,000	

LEGEND: ● Appropriate ● May be considered ● Not Appropriate ● Not Applicable

APPENDIX

A

**LITERATURE
REVIEW**

**APPENDIX
B**

**COLLISION
DATA**



ADT COUNT DATA



**APPENDIX
D**

**COLLISION
TABLES SUMMARY**

APPENDIX

E

**METHODOLOGY
FOR IDENTIFICATION
OF HIGH-RISK
LOCATIONS**

APPENDIX

F

**COLLISION
SUMMARY FOR
EMPHASIS AREA**

APPENDIX

G

**PUBLIC OUTREACH
COMMENTS
DATABASE**

APPENDIX

H

TRAFFIC CALMING SOLUTIONS

APPENDIX

I

**APPLICATION
AND PETITION**

Attachment 3

Draft Action Summary – Traffic Safety Committee, April 22, 2021

City of Folsom
TRAFFIC SAFETY COMMITTEE
DRAFT MEETING MINUTES
 4:00 p.m., Thursday, April 22nd, 2021

A Regular Teleconference Meeting of the Traffic Safety Committee will be held exclusively via teleconference in light of COVID-19 restrictions on public gatherings. The meeting will be conducted in accordance with the Ralph M. Brown Act, California Government Code 54950, et seq. and Executive Order N-29-20.

Microsoft Teams Meeting Link

Or call in (audio only)

[+1 559-512-2217,286719260#](tel:+15595122217286719260) United States, Fresno

Phone Conference ID: 286 719 260#

1. MEETING CALLED TO ORDER

- Call to order 4:01 PM

2. ROLL CALL:

Baade, Bailey, Bosch, Delp, McGee, Soulsby, Washburn

- Wilson covering for McGee's absence, all other members present (Bailey was late due to meeting accessibility problems).

3. APPROVE ACTION SUMMARY

Action Summary of the March 25th, 2021 meeting will stand approved unless any Committee member requests a revision.

- Wilson moved to approve, Delp 2nd, all other unanimous except for Washburn who abstained.

4. BUSINESS FROM FLOOR/GOOD OF THE ORDER

Discuss any items not on the agenda that a member of the public wishes to bring to the Committee's attention. The Committee cannot take formal action on the item but can request that it be placed on a future agenda for further discussion if necessary.

- None

5. ACTION/DISCUSSION ITEMS

- None

Neighborhood Business

a. Intersection of Glenn Drive & Oxborough Drive/Vierra Circle

Bosch moved to evaluate the options for a 4-way signal at Oxborough or the possibility of converting the fire signal into a full signal. He also included the City contacting the property owner that has overgrown vegetation there at the intersection and get it cut down to improve visibility. Delp 2nd and the rest of the committee agreed unanimously.

Old Business

a. Local Road Safety Plan

Bosch moved to recommend approval of the final draft, Bailey 2nd and everyone else voted unanimously.

6. INFORMATIONAL ITEMS

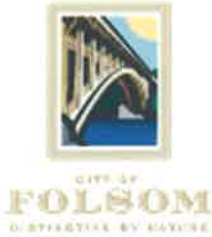
- Update on Levy Road Stop Sign Request at Sands Way/Hunter Place
- Update on Willard Drive Stop Sign at Chan Court and Pedestrian Crossing
Bosch read the 2 associated staff repots and updated the committee.

7. COMMITTEE ITEMS

- Project review for site plan of Broadstone Villas (1565 Cavitt Drive)
Committee was updated on the project and encouraged to submit any comments/suggestions via email.
- Future In-Person Committee Meetings
Committee members discussed in-person meetings that will be held again in the future.

8. ADJOURNMENT

- Meeting adjourned at 5:13 PM



Folsom City Council Staff Report



MEETING DATE:	5/25/2021
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10629 - A Resolution Authorizing the City Manager to Receive and Execute an Agreement for SB-1 Local Partnership Program Funds for the Iron Point Median Project, Project No. PW2102
FROM:	Public Works Department

RECOMMENDATION / CITY COUNCIL ACTION

The Public Works Department recommends that the City Council pass and adopt Resolution No. 10629 - A Resolution Authorizing the City Manager to Receive and Execute an Agreement for SB-1 Local Partnership Program Funds for the Iron Point Median Project, Project No. PW2102.

BACKGROUND / ISSUE

In October 2018, the Sacramento Transportation Authority (STA) and California Transportation Commission (CTC) programmed \$123,000 for the City of Folsom East Bidwell Widening Project without knowledge of the City. The East Bidwell Frontage Improvement Project, PN 01810 budgeted with Local Transportation Funds along with the developer providing funding was awarded at the March 27, 2018 City Council Meeting. The East Bidwell Widening and Sidewalk Project PN PW1603 funded by Local Transportation Funds and a developer bond was awarded at the April 14, 2020 City Council Meeting. Both of these projects were managed by City Staff. Once the projects were awarded, the SB-1 Funding was not able to be allocated and obligated to the projects.

Resolution No. 10266, listing projects for SB-1 was adopted by City Council at the April 9, 2019 meeting. The East Bidwell Widening project was not identified as a potential project.

The Iron Point Median Project was a small part of the Folsom Gateway and Median Project. The Folsom Gateway and Median Project design was completed and approved in December

2014. The project was put on hold due to drought conditions and uncertainty of improvements needed for the Plan Area South of Highway 50 that might conflict with the Gateway and Median Project improvements.

POLICY / RULE

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

ANALYSIS

In order to maintain the funding for the City, a shovel ready project (Iron Point Median Project) that was designed as part of the 2014 Folsom Gateway and Median Improvement Project was recently recommended by STA for allocation and funding obligation at the June 2021 CTC meeting. Once approved, the SB-1 Local Partnership Program (LPP) funding will be included in the current project budget and advertised for public bidding.

FINANCIAL IMPACT

The Iron Point Median Project was included in the Fiscal Year 2021-22 budget for \$410,000 utilizing Local Transportation Funds (Fund 446). The SB-1 LPP funds would replace some of the local funds and would require a 100% match of local funds as follows:

SB-1 LPP	\$123,000
Local Match (Fund 446)	\$123,000
Local Transportation Funds (Fund 446)	\$164,000
Total Project Funding	\$410,000
Local Transportation Funds (Fund 446)	\$287,000

ENVIRONMENTAL REVIEW

This project has been determined to Categorically Exempt by CEQA.

ATTACHMENT

Resolution No. 10629 - A Resolution Authorizing the City Manager to Receive and Execute an Agreement for SB-1 Local Partnership Program Funds for the Iron Point Median Project, Project No. PW2102

Submitted,

Dave Nugen, PUBLIC WORKS DIRECTOR

RESOLUTION NO. 10629

A RESOLUTION AUTHORIZING THE CITY MANAGER TO RECEIVE AND EXECUTE AN AGREEMENT FOR SB-1 LOCAL PARTNERSHIP PROGRAM FUNDS FOR THE IRON POINT MEDIAN PROJECT, PROJECT NO. PW2102

WHEREAS, the City of Folsom desires to make improvements to existing medians on Iron Point Road; and

WHEREAS, the Iron Point Median Project is budgeted in FY 2021-22; and

WHEREAS, the City of Folsom is programmed to receive SB-1 funding and is eligible for state reimbursement; and

WHEREAS, the City of Folsom has previously executed Master Agreement No. 00461S for State-Funded Projects with the State of California Department of Transportation in order to receive the funding; and

WHEREAS, the City of Folsom will execute a Program Supplement for State Project No. 5288(048), City Project No. PW2102 upon approval at the June California Transportation Commission Meeting; and

WHEREAS, the matching funds for SB-1 Local Partnership Program (LPP) Funding will utilize Local Transportation Improvement funds from the Transportation Fund (Fund 446) at a 1 to 1 ratio; and

WHEREAS, funds received will be credited to Transportation Fund (Fund 446); 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 Receive and Execute an Agreement for SB-1 Local Partnership Funds for the Iron Point Median Project, Project No. PW2102

PASSED AND ADOPTED this 25th day of May 2021, by the following roll-call vote:

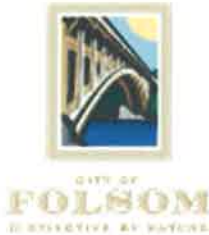
- AYES:** Councilmember(s):
- NOES:** Councilmember(s):
- ABSENT:** Councilmember(s):
- ABSTAIN:** Councilmember(s):

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

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Folsom City Council Staff Report

MEETING DATE:	5/25/2021
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10630 - A Resolution of the City Council of the City of Folsom Approving a Grant in the Amount of \$150,693.75 to Bidwell Place, LP for Construction of the 75-unit Bidwell Place Affordable Multifamily Project, and Appropriation of Funds
FROM:	Community Development Department

RECOMMENDATION / CITY COUNCIL ACTION

Move to Adopt Resolution No. 10630 - A Resolution of the City Council of the City of Folsom Approving a Grant in the Amount of \$150,693.75 to Bidwell Place, LP for Construction of the 75-unit Bidwell Place Affordable Multifamily Project, and Appropriation of Funds.

BACKGROUND / ISSUE

In May 2000, the Sacramento Regional County Sanitation District (Regional San) formed the Economic Development Treatment Capacity Bank to provide reduced sewer impact fees for local jurisdictions to encourage economic development in the region. Through this program the City received an allocation of credits (referred to as sewer fee credits) to help attract new business to Folsom as well as assist with the development of affordable housing and infill transit-oriented developments.

On April 14, 2020 the City Council adopted Resolution No. 10410, which approved an affordable housing loan in the amount of \$4,150,000 from the City’s Housing Fund to Bidwell Place, LP, and authorized the use of up to 60 Regional San sewer fee credits for the construction of 75 affordable housing units at the Bidwell Place multifamily affordable housing development.

On December 30, 2020, the Regional San sewer fee credit program ended, and the City received a cash out amount of \$293,954.11, which represented the cash value of the balance of sewer credits that were remaining on December 30, 2020. These funds were deposited into the City's General Fund.

Since the Regional San sewer fee credit program has ended, the allocated sewer fee credits approved by City Council for the Bidwell Place project are no longer available. To off-set the loss of the sewer fee credits, the developer is requesting a grant from the City to assist with the construction of the Bidwell Place project in an amount equal to 60 sewer fee credits. The requested grant amount is \$150,693.75, which represents the monetary value of sewer fee credits that Bidwell Place would have received for the project.

City Council is being asked to adopt a resolution that would approve the grant funding.

POLICY / RULE

This grant award requires City Council approval.

ANALYSIS

The Bidwell Place project is a 75-unit 100% affordable multifamily, mixed use housing project on the 3.24-acre Bank of America site located on East Bidwell Street between Rumsey Way and Market Street (403 East Bidwell Street). The development includes studio, one, and two-bedroom floor plans, with a density of approximately 33.3 dwelling units per acre and will serve a mix of extremely low, very-low- and low-income households.

As previously stated, City Council authorized up to 60 sewer fee credits for the Bidwell Place Project on April 14, 2020; however, these credits are no longer available as the sewer fee credit program ended on December 30, 2020.

Financial support of this affordable housing project is consistent with the City's Housing Element Goal of facilitating affordable housing. Based on City Council's previous commitment to award up to 60 sewer fee credits to Bidwell Place and the fact that the City received a cash out amount from Regional San for the sewer credits, staff is supportive of the developer's request for a \$150,693.75 affordable housing grant.

FINANCIAL IMPACT

An appropriation of \$150,693.75 from the City's General Fund (Fund 010) is required to fund this grant. The City received a cash out of its sewer fee credits from Regional San in the amount of \$293,954.11, which was deposited into the City's General Fund. The requested grant of \$150,693.75 represents just over half of the amount the City received from Regional San.

ENVIRONMENTAL REVIEW

The Bidwell Place project was determined by the Planning Commission on May 6, 2020 to be categorically exempt from the California Environmental Quality Act (CEQA) under Public Resources Code Sections 21159.21 and 21159.23 as further described in Sections 15192 and 5194 (Affordable Housing Exemption) of the CEQA Guidelines.

ATTACHMENTS

Resolution No. 10630 - A Resolution of the City Council of the City of Folsom Approving a Grant in the Amount of \$150,693.75 to Bidwell Place, LP for Construction of the 75-unit Bidwell Place Affordable Multifamily Project, and Appropriation of Funds

Submitted,

A handwritten signature in blue ink, appearing to read "Pam Johns", with a long horizontal flourish extending to the right.

Pam Johns, Community Development Director

RESOLUTION NO. 10630

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FOLSOM APPROVING
A GRANT IN THE AMOUNT OF \$150,693.75 TO BIDWELL PLACE, LP FOR
CONSTRUCTION OF THE 75-UNIT BIDWELL PLACE AFFORDABLE
MULTIFAMILY PROJECT, AND APPROPRIATION OF FUNDS**

WHEREAS, the Sacramento Regional County Sanitation District (Regional San) established the Economic Development Treatment Capacity Bank in 2006 to provide reduced sewer impact fees for local jurisdictions to encourage economic development in the region; and

WHEREAS, through this program the City received an allocation of credits to help attract new business to Folsom as well as assist with the development of affordable housing and infill transit-oriented developments; and

WHEREAS, on April 14, 2020 the City Council adopted Resolution No. 10410, which approved an affordable housing loan in the amount of \$4,150,000 from the City's Housing Fund to Bidwell Place, LP, and authorized the use of up to 60 Regional San sewer fee credits for the construction of 75 affordable housing units at the Bidwell Place multifamily affordable housing development.; and

WHEREAS, on December 30, 2020 the Regional San sewer fee credit program ended and the City received a cash out amount of \$293,954.11, which represented the cash value of the balance of sewer credits that were remaining on December 30, 2020; and

WHEREAS, since the sewer fee credit program has ended, the allocated sewer fee credits approved by City Council for the Bidwell Place project are no longer available through Regional San; and

WHEREAS, to off-set the loss of the sewer fee credits, the developer is requesting an affordable housing grant from the City to assist with the construction of the Bidwell Place project; and

WHEREAS, providing financial assistance to affordable housing projects is consistent with the Goal H-3: Facilitating Affordable Housing in the City's Housing Element; and

WHEREAS, the requested grant amount of \$150,693.75 is appropriate as it represents the monetary value of sewer fee credits that Bidwell Place would have received for the project; and

WHEREAS, funding for the requested affordable housing loan is available from the City's General Fund (Fund 010).

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom hereby approves an affordable housing grant in the amount of \$150,693.75 to Bidwell Place, LP for construction of the 75-unit Bidwell Place affordable multifamily project.

BE IT FURTHER RESOLVED that the Finance Director is directed to appropriate \$150,693.75 from the City's General Fund (Fund 010) for purpose of this Resolution.

PASSED AND ADOPTED this 25th day of May 2021, by the following roll-call vote:

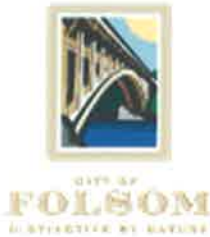
- AYES:** Councilmember(s):
- NOES:** Councilmember(s):
- ABSENT:** Councilmember(s):
- ABSTAIN:** Councilmember(s):

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

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Folsom City Council Staff Report

MEETING DATE:	5/25/2021
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10631 - A Resolution Adopting a List of Projects for Fiscal Year 2021-22 to be Funded by Senate Bill 1: The Road Repair and Accountability Act
FROM:	Public Works Department

RECOMMENDATION / CITY COUNCIL ACTION

The Public Works Department recommends that the City Council pass and adopt Resolution No. 10631 - A Resolution Adopting a List of Projects for Fiscal Year 2021-22 to be Funded by Senate Bill 1: The Road Repair and Accountability Act.

BACKGROUND / ISSUE

On April 28, 2017, California Governor Brown signed into law Senate Bill 1 (SB-1) which establishes the Road Maintenance and Rehabilitation Account (RMRA) to address deferred maintenance on the state highway and local street and road systems. The Bill states that funds shall be used for projects that include, but are not limited to, the following:

- Road maintenance and rehabilitation
- Safety projects
- Railroad grade separations
- Complete street components, including active transportation purposes, pedestrian and bicycle safety projects, transit facilities, and drainage and stormwater capture projects
- Traffic control devices
- Match for state/federal funds for eligible projects

The City of Folsom is estimated to receive approximately \$1.5 million of RMRA funds for Fiscal Year (FY) 2021-22.

The FY 2020-21 SB-1 funds were utilized for the the Pavement Resurfacing Project which included Prairie City Road, Broadstone Parkway, Scholar Drive and multiple residential roadways in Willow Creek Estates South and Broadstone 03 areas.

The City of Folsom currently has a Pavement Condition Index (PCI) value of 72, which is described as “Good-Excellent” according to StreetSaver, the software program that is utilized by the Public Works Department to manage the City’s Pavement Management Program. Future projections show that at the pre-SB-1 funding level, this PCI value would degrade to 42 (Poor) by year 2037, and to value 32 (Very Poor) by the year 2045. Due to this rapid, yet expected, degradation of the pavement system, this SB-1 funding source is valuable in helping to maintain the City of Folsom’s overall pavement network.

In order to receive SB-1 funds, local agencies have been required by the California Transportation Commission (CTC) to annually submit a list of projects that may be constructed and funded with RMRA funds, and that the list must be part of an approved Resolution. The list of projects allows the City to scope the Capital Improvements to meet the available funding.

The Public Works Capital Improvement Projects identified to utilize SB-1 funding are as follows:

Project	Project Completion	Estimated Useful Life
Pavement Resurfacing Project FY 21-22	June 2022	25 year life
<ul style="list-style-type: none"> • Willow Creek Estates East • Briggs Ranch • Rancho Diablo • Iron Point Road (Prairie City Road to E. Bidwell Street) • Broadstone Parkway (E. Bidwell Street to Iron Point Road) 		
Natoma Street Drainage Project (Phase II)	June 2022	50 year life
Willow Creek Estates Storm Drain Lining (Phase II)	June 2022	50 year life

POLICY / RULE

The California Transportation Commission (CTC) requires any agency that will receive funding from SB-1 to submit a list of projects that is part of an adopted Resolution.

ANALYSIS

Staff has reviewed the most recent SB-1 reporting and spending requirements and found them to be reasonable and realistic to achieve.

FINANCIAL IMPACT

RMRA revenue for FY 2021-22 is estimated to be \$1.5 million. Adopting this list of eligible projects authorizes staff to use the FY 2021-22 funding for the projects on the list.

ENVIRONMENTAL REVIEW

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

ATTACHMENTS

Resolution No. 10631 - A Resolution Adopting a List of Projects for Fiscal Year 2021-22 to be Funded by Senate Bill 1: The Road Repair and Accountability Act

Submitted,

Dave Nugen, Public Works Director

RESOLUTION NO. 10631

**A RESOLUTION ADOPTING A LIST OF PROJECTS FOR FISCAL YEAR 2021-22
TO BE FUNDED BY
SENATE BILL 1: THE ROAD REPAIR AND ACCOUNTABILITY ACT**

WHEREAS, Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017 (Chapter 5, Statutes of 2017) was passed by the Legislature and signed into law by California Governor Brown in April 2017 in order to address the significant multi-modal transportation funding shortfalls statewide; and

WHEREAS, SB 1 includes accountability and transparency provisions that will ensure that Folsom residents are aware of the projects proposed for funding in their community and which projects have been completed each Fiscal Year (FY); and

WHEREAS, the City must pass a resolution adopting a list of eligible projects proposed to receive funding from the Road Maintenance and Rehabilitation Account (RMRA), created by SB 1, which must include a description and the location of each proposed project, a proposed schedule for the project's completion, and the estimated useful life of the improvement; and

WHEREAS, the list of projects will include projects that may not be completed in the fiscal year allotted due to available funding; and

WHEREAS, the City will receive an estimated \$1.5 million in RMRA funding from SB 1 in FY 2021-22; and

WHEREAS, this is the fifth year in which the City is receiving SB 1 funding that will enable the City to continue essential road maintenance and rehabilitation projects that would not have otherwise been possible without SB 1; and

WHEREAS, the City used a combination of the Pavement Management System and known priorities to develop the SB 1 project list to ensure revenues are being used on the most high-priority and cost-effective projects that also meet Folsom's priorities for transportation investment; and

WHEREAS, the SB 1 project list and overall investment in Folsom's local streets and roads infrastructure — with a focus on basic maintenance and safety, investing in the complete streets infrastructure, and using cutting edge technology, materials and practices — will have significant positive co-benefits citywide:

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 approves this Resolution adopting the below list of projects to be funded in FY 2021-22 by Senate Bill 1: The Road Repair and Accountability Act.

Project	Project Completion	Estimated Useful Life
Pavement Resurfacing Project FY 21-22	June 2022	25 year life
<ul style="list-style-type: none"> • Willow Creek Estates East • Briggs Ranch • Rancho Diablo • Iron Point Road (Prairie City Road to E. Bidwell Street) • Broadstone Parkway (E. Bidwell Street to Iron Point Road) 		
Natoma Street Drainage Project (Phase II)	June 2022	50 year life
Willow Creek Estates Storm Drain Lining (Phase II)	June 2022	50 year life

PASSED AND ADOPTED this 25th day of May 2021, by the following roll-call vote:

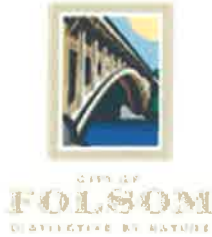
- AYES:** Councilmember(s):
- NOES:** Councilmember(s):
- ABSENT:** Councilmember(s):
- ABSTAIN:** Councilmember(s):

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

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Folsom City Council Staff Report

MEETING DATE:	5/25/2021
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10632- A Resolution Authorizing the Public Works Department to Install All-Way Stop Sign Control at the Intersection of Willard Drive and Chan Court
FROM:	Public Works Department

RECOMMENDATION / CITY COUNCIL ACTION

The Public Works Department recommends that the City Council pass and adopt Resolution No. 10632 - A Resolution Authorizing the Public Works Department to Install All-Way Stop Sign Control at the Intersection of Willard Drive and Chan Court.

BACKGROUND / ISSUE

The Public Works Department received a request to install all-way stop sign control at the intersection of Willard Drive and Chan Court/Hub Apartments driveway. Willard Drive between Iron Point Road and Prairie City Road has experienced an increase in vehicle traffic after the completion of the Hub Apartment and the Cresleigh development on Chan Court. Willard Drive is being used as a cut-through street between two arterial roadways of Prairie City Road and Iron Point Road. The intersection is currently controlled with stop signs on the two side streets. Residents, the property manager of Hub Apartments, as well as the Domain Community Association for the Chan Court development all reported difficulty in getting out of the neighborhood during peak hours. They also reported difficulty crossing the street along that stretch of roadway due to its lack of crosswalks. It is for this reason that the petitioners are seeking all-way stop control with crosswalks.

As with most residential intersections, the stop signs are not warranted based on traffic volume, safety, or right-of-way, and the petitioners were advised that the stop signs may not be an effective speed deterrent and may increase road noise.

POLICY / RULE

Chapter 10.12 of the Folsom Municipal Code grants the City Council final authority with respect to the placement of new stop signs.

ANALYSIS

The item was considered by the Traffic Safety Committee at its January 28, 2021 meeting and the Committee voted unanimously to recommend all-way stop control; a copy of the Action Summary from that meeting is attached to this report.

FINANCIAL IMPACT

Installation of new signs and markings should not exceed \$1,000 and will be paid out of the Traffic Safety Project, Project No. 8023, which is funded through Measure A, Ongoing Traffic Control/Safety Fund (Fund 276).

ENVIRONMENTAL REVIEW

This project has been deemed categorically exempt from environmental review.

ATTACHMENTS

1. Resolution No. 10632 - A Resolution Authorizing the Public Works Department to Install All-way Stop Sign Control at the Intersection of Willard Drive and Chan Court
2. Draft Action Summary – Traffic Safety Committee, January 28, 2021

Submitted,

Dave Nugen, PUBLIC WORKS DIRECTOR

Attachment 1
Resolution No. 10632

RESOLUTION NO. 10632

**A RESOLUTION AUTHORIZING THE PUBLIC WORKS DEPARTMENT TO
INSTALL ALL-WAY STOP SIGN CONTROL AT THE INTERSECTION OF
WILLARD DRIVE AND CHAN COURT**

WHEREAS, the Public Works Department received a petition to install all-way stop control at the intersection of Willard Drive and Chan Court; and

WHEREAS, the intersection is currently a two-way side street stop controlled intersection; and

WHEREAS, the Public Works Department assessed the intersection and determined that all-way stop control is not warranted on a traffic volume, safety or right-of-way basis; and

WHEREAS, the Traffic Safety Committee reviewed the request and supported the staff recommendation in support of the petition for all-way stop control; and

WHEREAS, sufficient funding is budgeted and available in the Traffic Safety Project, Project No. 8023

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom authorizes the Public Works Department to install all-way stop sign control at the intersection of Willard Drive and Chan Court.

PASSED AND ADOPTED this 25th day of May, 2021, 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

Draft Action Summary – Traffic Safety Committee, January 21, 2021

City of Folsom
TRAFFIC SAFETY COMMITTEE
MEETING MINUTES
 4:00 p.m., Thursday, January 28, 2021

A Regular Teleconference Meeting of the Traffic Safety Committee will be held exclusively via teleconference in light of COVID-19 restrictions on public gatherings. The meeting will be conducted in accordance with the Ralph M. Brown Act, California Government Code 54950, et seq. and Executive Order N-29-20.

Telephone Access:
Conference ID#: #
[**Microsoft Teams Meeting Link**](#)

1. MEETING CALLED TO ORDER

- a. Call to order at 4:03 PM

2. ROLL CALL:

Baade, Bosch, Bailey, Cusano, Delp, Soulsby, Washburn

- All Members present, McGee for Cusano

3. APPROVE ACTION SUMMARY

Action Summary of the October 22, 2020 meeting will stand approved unless any Committee member requests a revision.

- Action Summary – approval moved by Bosch, second by Soulsby, approved with no changes (4 ayes, 0 nay, 3 abstain)

4. BUSINESS FROM FLOOR/GOOD OF THE ORDER

Discuss any items not on the agenda that a member of the public wishes to bring to the Committee's attention. The Committee cannot take formal action on the item but can request that it be placed on a future agenda for further discussion if necessary.

5. ACTION/DISCUSSION ITEMS

Administrative Business

- a. Oath of Office for At-Large Representatives
 - o Oaths of office administered to at-large reps
- b. Selection of Chair/Vice Chair
 - o Chair/Vice Chair: Moved by Baade, second by Bosch to appoint Soulsby as Chair, Bailey as Vice Chair (7 ayes, 0 nay)
- c. Meeting Schedule for 2021 and 2022
 - o Move by Washburn, second by Bailey to meet monthly on 4th Thursday at 4:00 (7 ayes, 0 nay)

Neighborhood Issues

- d. Serpa Drive

- Moved by Bosch, second by Bailey to send speed/volume/time data to FPD for enforcement (7 ayes, 0 nay)

Project Review

None

6. INFORMATIONAL ITEMS

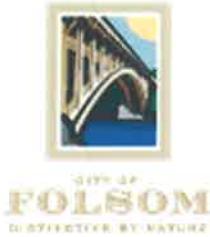
a. Willard Drive Update

- i. Moved by Bailey, second by Delp to support planned stop sign and mid-block crosswalk scenario (7 aye, 0 nay)

7. ADJOURNMENT

- Adjourn at 5:17PM

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Folsom City Council Staff Report



MEETING DATE:	5/25/2021
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10633 - A Resolution Authorizing the Public Works Department to Install All-Way Stop Sign Control at the Intersection of Levy Road and Hunter Place/Sands Way
FROM:	Public Works Department

RECOMMENDATION / CITY COUNCIL ACTION

The Public Works Department recommends that the City Council pass and adopt Resolution No. 10633 - A Resolution Authorizing the Public Works Department to Install All-Way Stop Sign Control at the Intersection of Levy Road and Hunter Place/Sands Way.

BACKGROUND / ISSUE

The Public Works Department received a petition to install all-way stop sign control at the intersection of Levy Road and Hunter Place/Sands Way. Levy Road is classified as a residential collector with both Hunter Place and Sands Way being two lane residential roadways. The intersection is currently striped to have an uncontrolled crosswalk with stop signs controlling the two side streets. The location of this street leads to some cut-through traffic going between Sibley Street and Riley Street. Residents have reported difficulty turning out of Sands Way due to a slight curve in the roadway and the speeds of vehicles approaching. It is for this reason that the petitioners are seeking all-way stop control. There were thirty-two signatures on the petition; no residents in the area expressed opposition to the proposed stop signs.

As with most residential intersections, the stop signs are not warranted based on traffic volume, safety, or right-of-way, and the petitioners were advised that the stop signs may not be an effective speed deterrent.

POLICY / RULE

Chapter 10.12 of the Folsom Municipal Code grants the City Council final authority with respect to the placement of new stop signs.

ANALYSIS

The item was considered by the Traffic Safety Committee at its March 25, 2021 meeting and the Committee voted unanimously to recommend all-way stop control; a copy of the Action Summary from that meeting is attached to this report.

FINANCIAL IMPACT

Installation of new signs and markings should not exceed \$1,000 and will be paid out of the Traffic Safety Project, Project No. 8023, which is funded through Measure A, Ongoing Traffic Control/Safety (Fund 276).

ENVIRONMENTAL REVIEW

This project has been deemed categorically exempt from environmental review.

ATTACHMENTS

1. Resolution No. 10633 - A Resolution Authorizing the Public Works Department to Install All-way Stop Sign Control at the Intersection of Levy Road and Hunter Place/Sands Way
2. Draft Action Summary – Traffic Safety Committee, March 25, 2021

Submitted,

Dave Nugen, PUBLIC WORKS DIRECTOR

Attachment 1
Resolution No. 10633

RESOLUTION NO. 10633

**A RESOLUTION AUTHORIZING THE PUBLIC WORKS DEPARTMENT TO
INSTALL ALL-WAY STOP SIGN CONTROL AT THE INTERSECTION OF LEVY
ROAD AND HUNTER PLACE/SANDS WAY**

WHEREAS, the Public Works Department received a petition to install all-way stop control at the intersection of Levy Road and Hunter Place/Sands Way; and

WHEREAS, the intersection is currently a two-way side street stop controlled with an uncontrolled striped crosswalk; and

WHEREAS, the Public Works Department assessed the intersection and determined that all-way stop control is not warranted on a traffic volume, safety or right-of-way basis; and

WHEREAS, the Traffic Safety Committee reviewed the request and supported the staff recommendation in support of the petition for all-way stop control; and

WHEREAS, sufficient funding is budgeted and available in the Traffic Safety Project, Project No. 8023; and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom authorizes the Public Works Department to install all-way stop sign control at the intersection of Levy Road and Hunter Place/Sands Way.

PASSED AND ADOPTED this 25th day of May, 2021, 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

Draft Action Summary – Traffic Safety Committee, March 25, 2021

City of Folsom
TRAFFIC SAFETY COMMITTEE
MEETING MINUTES
 4:00 p.m., Thursday, March 25, 2021

A Regular Teleconference Meeting of the Traffic Safety Committee will be held exclusively via teleconference in light of COVID-19 restrictions on public gatherings. The meeting will be conducted in accordance with the Ralph M. Brown Act, California Government Code 54950, et seq. and Executive Order N-29-20.

[Microsoft Teams Meeting Link](#)

Or call in (audio only)

[+1 559-512-2217,,891937696#](#) United States, Fresno

Phone Conference ID: **891 937 696#**

1. MEETING CALLED TO ORDER

- **Call to order 4:05 PM**

2. ROLL CALL:

Baade, Bailey, Bosch, Delp, McGee, Soulsby, Washburn

- **Washburn absent, all other members present.**

3. APPROVE ACTION SUMMARY

Action Summary of the February 28th, 2021 meeting will stand approved unless any Committee member requests a revision.

- **Delp moved to approve, Bailey 2nd to approve.**

4. BUSINESS FROM FLOOR/GOOD OF THE ORDER

Discuss any items not on the agenda that a member of the public wishes to bring to the Committee's attention. The Committee cannot take formal action on the item but can request that it be placed on a future agenda for further discussion if necessary.

- **None**

5. ACTION/DISCUSSION ITEMS

- **None**

Neighborhood Business

- a. Stop Sign Request at Intersection of Levy & Hunter Pl / Sands Way
Delp moved to recommend residents get a petition together signed by at least 10 neighbors, and that the committee send their recommendation that a stop sign be installed with the resident's petition to City Council. Bosch 2nd and the rest of the committee agreed unanimously.
- b. Neighborhood Parking Issue on Oak Rock Circle
Scott moved to install no parking signs corner to corner on both sides of the street. Recommending advance notice given to residents via signage and that the City give the condo association notice of the committee's action. Delp 2nd to his motion. Committee unanimously approved.

Old Business

a. Local Road Safety Plan

It was moved by Bosch and seconded by Delp to continue the item to the April TSC meeting and that staff would close the public comment period and provide the final draft LRSP to the committee prior to the April meeting.

6. INFORMATIONAL ITEMS

a. None

7. COMMITTEE ITEMS

a. Public Participation via MS Teams

The committee had a discussion regarding their accessibility to the public via MS Teams. Mark Rackovan shared that it is likely that in the future we will be holding in person meetings. The team agreed that there was good attendance in this meeting with 22 total attendees (including TSC committee). Jen Thiot shared that this meeting was posted with a link on the Cities new website-on the calendar as well as the TSC page. YK Chalamcherla City Council member joined the discussion recommending considering using social media in the future, and possibly having signs posted in the neighborhoods involved in staff report items. There was discussion regarding posting relevant items in the City newsletter.

b. Recorded Meetings

At this time TSC meetings are not recorded.

8. ADJOURNMENT

- Meeting adjourned at 6:16 PM

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Folsom City Council Staff Report

MEETING DATE:	5/25/2021
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No.10634– A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Mangini Ranch Phase 1 Village No. 3 Subdivision, and Approval of the Final Map for the Mangini Ranch Phase 1 Village No. 3 Subdivision
FROM:	Community Development Department

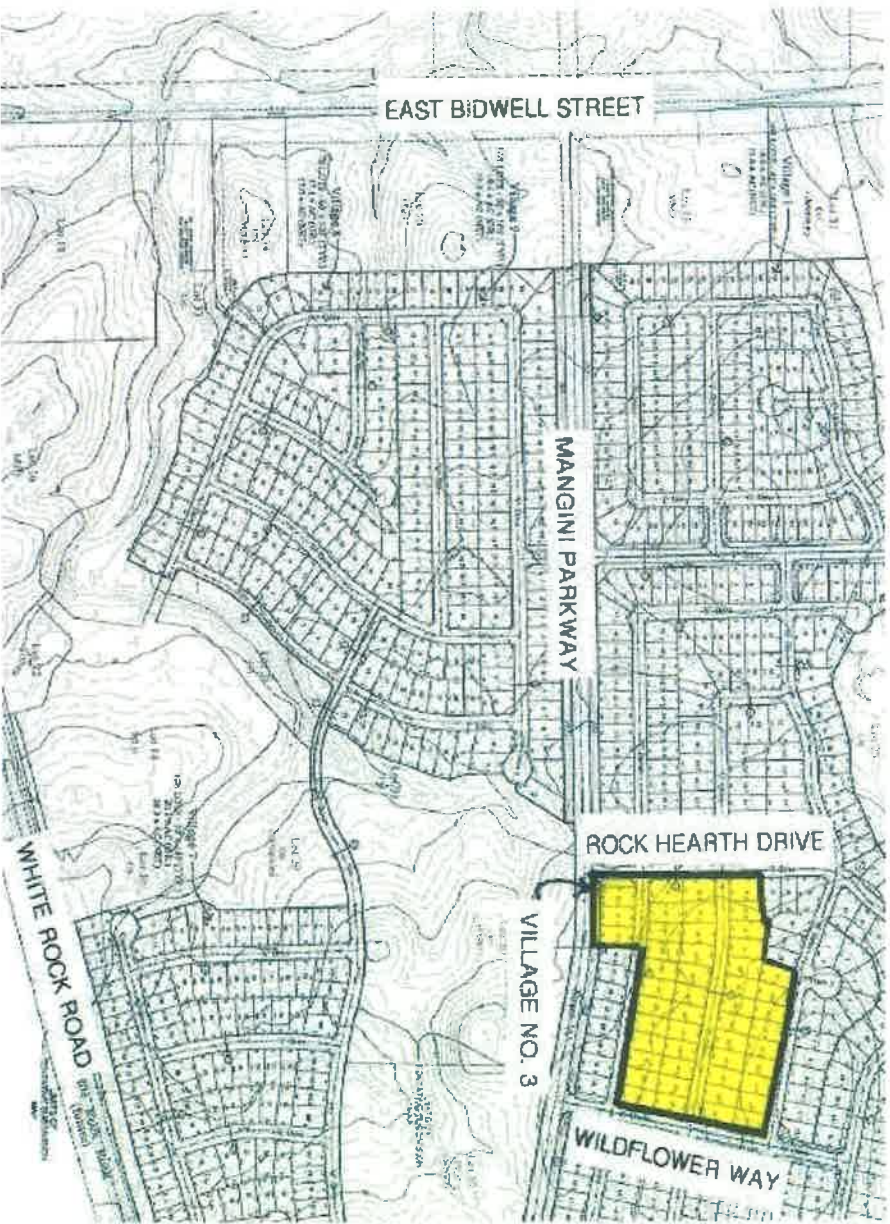
RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends that the City Council move to adopt Resolution No.10634– A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Mangini Ranch Phase 1 Village No. 3 Subdivision, and Approval of the Final Map for the Mangini Ranch Phase 1 Village No. 3 Subdivision

BACKGROUND / ISSUE

The Vesting Tentative Subdivision Map for the Mangini Ranch Phase 1 Village No. 3 subdivision was approved by the City Council on June 23, 2015.

The action for consideration by the City Council is the approval of the Final Map and Subdivision Improvement Agreement for the Mangini Ranch Phase 1 Village No. 3 subdivision. The Final Map for the Mangini Ranch Phase 1 Village No. 3 subdivision will create a total of 49 single-family high density residential lots. With the approval of the Final Map, the subdivision process for this project will be complete.



The Mangini Ranch Village No. 3 subdivision is located on the north side of Mangini Parkway and east of East Bidwell Street and west of Wildflower Way in the Folsom Plan Area (FPA) (see Attachment 4).

POLICY / RULE

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

ANALYSIS

The Final Map and conditions of approval for the Mangini Ranch Village No. 3 subdivision have been reviewed by the Community Development Department and other City departments. The Final Map has been found to be in substantial compliance with the approved Amended Tentative Subdivision Map, and all conditions pertaining to the map have been satisfied.

Attached is a table which includes the conditions of approval for the Mangini Ranch Phase 1 Village No. 3 Vesting Tentative Subdivision Map. The tables include information concerning when the condition is required to be satisfied (e.g. at Final Map, building permit, etc.), which

City department is responsible to verify that it has been satisfied, and comments or an explanation on how the condition was satisfied.

ENVIRONMENTAL REVIEW

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

ATTACHMENTS

1. Resolution No.10634- A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Mangini Ranch Phase 1 Village No. 3 Subdivision, and Approval of the Final Map for the Mangini Ranch Phase 1 Village No. 3 Subdivision
2. Mangini Ranch Phase 1 Village No. 3 Subdivision Improvement Agreement
3. Mangini Ranch Phase 1 Village No. 3 Final Map
4. Mangini Ranch Phase 1 Village No. 3 Vesting Tentative Subdivision Map
5. Table of Conditions of Approval for the Mangini Ranch Phase 1 Village No. 3 Vesting Tentative Subdivision Map

Submitted,

PAM JOHNS
Community Development Director

ATTACHMENT 1

RESOLUTION NO. 10634

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A SUBDIVISION IMPROVEMENT AGREEMENT AND ACCEPT OFFERS OF DEDICATION FOR THE MANGINI RANCH PHASE 1 VILLAGE NO. 3 SUBDIVISION, AND APPROVAL OF THE FINAL MAP FOR THE MANGINI RANCH PHASE 1 VILLAGE NO. 3 SUBDIVISION

WHEREAS, the Final Map for the Mangini Ranch Phase 1 Village No. 3 subdivision has been reviewed and approved by the City Engineer as complying with the approved or conditionally approved Vesting Tentative Subdivision Map for the subdivision; and,

WHEREAS, the City Council has reviewed the Final Map for the Mangini Ranch Phase 1 Village No. 3 subdivision; and,

WHEREAS, the City Council agrees to accept, subject to improvement, any and all offers of dedication as shown on the Final Map for the Mangini Ranch Phase 1 Village No. 3 subdivision.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Folsom that the Final Map for the Mangini Ranch Phase 1 Village No. 3 subdivision is hereby approved.

BE IT FURTHER RESOLVED that the City Manager is hereby authorized to execute the Subdivision Improvement Agreement with Mangini Improvement Company, Inc. in a form acceptable to the City Attorney and accept the offers of dedication for the Mangini Ranch Phase 1 Village No. 3 subdivision.

PASSED AND ADOPTED this 25th day of May 2021, by the following roll-call vote:

AYES: Council Member(s)

NOES: Council Member(s)

ABSENT: Council Member(s)

ABSTAIN: Council Member(s)

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

Attachment 2

Mangini Ranch Phase 1 Village No. 3 Subdivision Improvement Agreement

No Fee Document Pursuant to Government Code Section 6103.

RECORDING REQUESTED BY:

City of Folsom

WHEN RECORDED MAIL TO:

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

SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE

CITY OF FOLSOM

SUBDIVISION IMPROVEMENT AGREEMENT

This Agreement is made and entered into this _____ day of _____, 2021, by and between the City of Folsom, hereinafter referred to as "City", and Mangini Improvement Company, Inc., a California Corporation hereinafter referred to as "Subdivider".

RECITALS

- A. Subdivider has presented to the City a certain Final Map of a proposed subdivision of land located within the corporate limits of the City that has been prepared in accordance with the Subdivision Map Act of the State of California, the subdivision ordinances of the City, and the Tentative Subdivision Map, if any, of the subdivision previously approved by the City Council of the City.
- B. The proposed subdivision of land is commonly known and described as **Mangini Ranch Phase 1 Village No. 3** and is herein referred to as the "subdivision".
- C. Subdivider has requested approval of the Final Map prior to the construction and completion of the public improvements (as shown on the approved improvement plans and listed in Exhibit A), including, but not limited to streets, highways, public ways, sidewalks, curbs, gutters, bikeways, storm drainage facilities, sanitary sewer facilities, domestic water facilities, public utility facilities, landscaping, public lighting facilities, park or recreational improvements and appurtenances thereto, in or required by the Subdivision Map Act, the subdivision ordinances of the City, the Tentative Subdivision Map and development agreement, if any, approved by the City. The foregoing improvements, more specifically listed on Exhibit A attached hereto, are hereinafter referred to as "the required improvements".

- D. City Council has required as a condition precedent to the approval of the Final Map, the Subdivider first enters into and executes this subdivision improvement agreement with the City.

NOW, THEREFORE, the parties agree as follows:

1. Performance of Work. Subdivider agrees to furnish, construct, and install at his own expense the required improvements as shown on the approved plans and specifications of the subdivision, a copy of which is on file in the Community Development Department, and is incorporated herein by reference, along with any changes or modifications as may be required by the City Engineer due to errors, omissions, changes in conditions, or changes in facilities as required by the City Engineer. The approved plans and specifications of the required improvements may be modified by the Subdivider as the development progresses, provided that any modification is approved in writing by the City Engineer. The total estimated cost of the required improvements, as shown on Exhibit A, is **FIVE HUNDRED TWENTY THOUSAND SIX HUNDRED SIXTY-FIVE AND 00/100 DOLLARS (\$520,665.00)**.
2. Work; Satisfaction of City Engineer. All of the work on the required improvements is to be done at the places, of the materials, and in the manner and at the grades, all as shown upon the approved plans and specifications and as required by the City's Improvement Standards and Standard Construction Specifications and any applicable City ordinances or state and federal laws, and to the satisfaction of the City Engineer.
3. Work; Time for Commencement and Performance. Work on the required improvements shall be completed by the Subdivider on or before twelve (12) months from the date of this Agreement. At least fifteen (15) calendar days prior to the commencement of such work, the Subdivider shall notify the City Engineer in writing of the date fixed by Subdivider for commencement of the work.
4. Time of Essence; Extension.
 - a. Time is of the essence of this Agreement. The date for completion of the work of construction may not be extended, except as provided in Section 16.36.110 of the Folsom Municipal Code.
5. Improvement Security. Concurrently with the execution of this Agreement, the Subdivider shall furnish the City:
 - a. Improvement security in the sum of **FIVE HUNDRED TWENTY THOUSAND SIX HUNDRED SIXTY-FIVE AND 00/100 DOLLARS (\$520,665.00)**, which sum is equal to one hundred percent of the total estimated cost of constructing the required improvements and the cost of any other obligation to be performed by Subdivider under this Agreement, conditioned upon the faithful performance of this Agreement; and

- b. Separate improvement security in the sum of **FIVE HUNDRED TWENTY THOUSAND SIX HUNDRED SIXTY-FIVE AND 00/100 DOLLARS (\$520,665.00)**, which sum is equal to one hundred percent of the estimated cost of constructing the required improvements, securing payment to the contractor, subcontractor and to persons furnishing labor, materials, or equipment to them for the construction of the required improvements.
- c. The Subdivider shall deposit with the City **THREE THOUSAND AND NO/100 DOLLARS (\$3,000.00)** for the Final Map. The deposit may be used at the discretion of the City to correct deficiencies and conditions caused by the Subdivider, contractor, or subcontractors that may arise during or after the construction of the subdivision.
- d. The estimated total cost of required improvements includes a ten percent (10%) construction cost contingency, the cost of the installation of survey monuments in the Subdivision to guarantee and secure the placement of such monuments as provided by Section 66496 of the Government Code of the State of California, and an estimated utility cost in addition to ensure installation of public utilities. In lieu of providing the estimate of total utility costs, the Subdivider may submit, in a form acceptable to the City Engineer, certification from the utility companies that adequate security has been deposited to ensure installation.
6. Plan Checking and Inspection Fees. The Subdivider shall pay to the City fees for the checking, filing, and processing of improvement plans and specifications, and for inspecting the construction of the required improvements in the amounts and at the times established by the City.
7. Indemnification and Hold Harmless. The Subdivider shall indemnify, protect, defend, save and hold the City harmless from any and all claims or causes of action for death or injury to persons, or damage to property resulting from intentional or negligent acts, errors, or omissions of Subdivider or Subdivider's officers, employees, volunteers, and agents during performance of this Agreement, or in connection with Subdivider's work, or from any violation of any federal, state, or municipal law or ordinance, to the extent caused, in whole or in part, by the willful misconduct, negligent acts, or omissions of Subdivider or its employees, subcontractors, or agents, or by the quality or character of Subdivider's work. It is understood that the duty of Subdivider to indemnify and hold harmless includes the duty to defend as set forth in Section 2778 of the California Civil Code. Acceptance by City of insurance certificates and endorsements required under this Agreement does not relieve Subdivider from liability under this indemnification and hold harmless clause. This indemnification and hold harmless clause shall apply to any damages or claims for damages whether or not such insurance policies shall have been determined to apply, and shall further survive the expiration or termination of this Agreement. By execution of this Agreement, Subdivider acknowledges and agrees to the provisions of this Section and that it is a material element of consideration. Subdivider shall, at his own cost and expense, defend any and all actions, suits, or legal proceedings that may be brought or instituted against the City, its officers and employees, on any such claim or demand, and pay or satisfy any judgement that may be

rendered against the City in any such actions, suits or legal proceedings, or result thereof.

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

volunteers. Any insurance of self-insurance maintained by the City, its officials, employees or volunteers shall be excess of the Subdivider's insurance and shall not contribute with it.

- C. Any failure to comply with reporting provisions of the policies shall not affect coverage provided to the City, its officers, officials, employees or volunteers.
 - D. The Subdivider's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.
2. Worker's Compensation and Employers Liability Coverage. The insurer shall agree to waive all rights or subrogation against the City, its officers, officials, employees and volunteers for losses arising from work performed by Subdivider for the City.
 3. All Coverages. Each insurance policy required by this clause shall be endorsed to state that coverage shall not be suspended, voided or cancelled by either party, reduced in coverage or in limits except after thirty (30) days prior written notice by certified mail, return receipt requested, has been given to the City.
- d. Acceptability of Insurers. Insurance is to be placed with insurers with a Best's rating of not less than A: VII.
 - e. Verification of Coverage. Concurrently with the execution of this Agreement, the Subdivider shall furnish the City with original endorsements affecting coverage required by this clause. The endorsements for each insurance policy are to be signed by a person authorized by that insurer to bind coverage on its behalf. The City reserves the right to require complete, certified copies of all required insurance policies at any time.
9. Title to Improvements. Title to and ownership of the required public improvements constructed under this Agreement by Subdivider shall vest absolutely in the City upon completion and written acceptance of such improvements by the City Engineer. The City Engineer shall not accept the required improvements unless Subdivider certifies that such improvements have been constructed in conformity with the approved plans and specifications, approved modifications, if any, the approved Final Map, City Improvement Standards and Standard Construction Specifications, any applicable City Ordinances or State and Federal laws and after 35 days from the date of filing of a Notice of Completion.
 10. Warranty Security. Prior to acceptance of the required improvements by the City Engineer, the Subdivider shall provide security in the amount and in the form as required by the City Engineer to guarantee the improvements against any defective work or labor done or defective materials used in the performance of the required improvements (Warranty Security) throughout the warranty security period which shall be the period of one year following completion and written acceptance of the improvements (Warranty Security Period). The

amount of the Warranty Security shall not be less than 10 percent of the cost of the construction of the improvements, including the cash deposit required in paragraph 5C of this agreement, which shall be retained for the Warranty Security Period.

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

If the form of improvement security is other than a bond, then the City, after giving notice of

breach of the Agreement, may proceed to collect against the improvement security in the manner provided by law and by the terms of the security instrument.

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

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

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

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

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

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

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

- 16. Attorney's Fees. In the event any legal action is brought to enforce or interpret this Agreement, the prevailing party shall be entitled to an award of reasonable attorney's fees, in addition to any other relief to which he may be entitled.

- 17. Assignment. This Agreement shall bind and inure to the benefit of the assigns, successors in interest, heirs, executors, and administrators of the parties, and the parties agree that the City may cause a copy of this Agreement to be recorded in the Sacramento County Recorder's Office.

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

SUBDIVIDER

Mangini Improvement Company, Inc.
A California Corporation

BY: _____

BY: _____

Print Name: _____

Print Name: _____

DATE _____

DATE: _____

CITY OF FOLSOM, a Municipal Corporation

DATE _____

Elaine Andersen
CITY MANAGER

ATTEST:

DATE _____

Christa Freemantle
CITY CLERK

APPROVED AS TO CONTENT:

DATE _____

Pam Johns
COMMUNITY DEVELOPMENT DIRECTOR

APPROVED AS TO FORM:

DATE _____

Steven Wang
CITY ATTORNEY

NOTICE: SIGNATURE(S) ON BEHALF OF "SUBDIVIDER" MUST BE NOTARIZED
Certificate of Acknowledgement pursuant to Civil Code, Section 1189, must be attached.
SUBDIVISION AGREEMENT – **Mangini Ranch Phase 1 Village No. 3**



EXHIBIT A

FOLSOM PLAN AREA

Bond Estimate Summary

for

Mangini Ranch

April 26th 2021

Improvement Plans for Mangini Phase 1B Village 3

	Total	Cost to Complete
Site Preparation	\$ 31,800	\$ -
Sanitary Sewer System	\$ 238,500	\$ -
Storm Drain System	\$ 157,200	\$ -
Potable Water Distribution System	\$ 236,800	\$ -
Concrete	\$ 138,900	\$ -
Streetwork	\$ 565,100	\$ -
Grand Total Cost of Improvements	\$ 1,368,300.00	\$ -

Mangini Parkway Phase 1C Offsite Roadway Improvements

Site Preparation	\$ 16,500	\$ 16,500
Sanitary Sewer System	\$ 18,050	\$ 18,050
Storm Drain System	\$ 103,735	\$ 103,735
Potable Water Distribution System	\$ 21,700	\$ 21,700
Non-Potable Water Distribution System	\$ 74,000	\$ 74,000
Concrete	\$ 115,040	\$ 115,040
Streetwork	\$ 160,395	\$ 160,395
Miscellaneous	\$ 14,556	\$ 14,556
Grand Total Cost of Improvements	\$ 523,976.15	\$ 523,976.15



Improvement Plans for Mangini Phase 1B Village 3

ITEM NO.	QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	AMOUNT	% Complete	Cost to Complete
Site Preparation							
1.	10	AC	Clearing & Grubbing	\$ 2,178.00	\$ 21,800	100%	\$ -
2.	10	AC	Erosion Control	\$ 1,000.00	\$ 10,000	100%	\$ -
Subtotal Site Preparation					\$ 31,800		\$ -
Sanitary Sewer System							
1.	1,400	LF	8" Sanitary Sewer, PVC SDR 26	\$ 85.00	\$ 119,000	100%	\$ -
2.	6	EA	48" Standard Sanitary Sewer Manhole	\$ 7,500.00	\$ 45,000	100%	\$ -
3.	49	EA	4" Sanitary Sewer Service	\$ 1,500.00	\$ 73,500	100%	\$ -
4.	2	EA	Remove Existing Flushing Branch & Connect	\$ 500.00	\$ 1,000	100%	\$ -
Subtotal Sanitary Sewer System					\$ 238,500		\$ -
Storm Drain System							
1.	878	LF	12" Storm Drain, RCP CL III	\$ 95.00	\$ 83,400	100%	\$ -
2.	216	LF	18" Storm Drain, RCP CL III	\$ 115.00	\$ 24,800	100%	\$ -
3.	5	EA	48" Standard Storm Drain Manhole	\$ 5,000.00	\$ 25,000	100%	\$ -
4.	1	EA	Type 'B' Drainage Inlet	\$ 3,000.00	\$ 3,000	100%	\$ -
5.	5	EA	Type GOL-7 (On-Grade) Drainage Inlet	\$ 4,000.00	\$ 20,000	100%	\$ -
6.	2	EA	Remove Existing Temporary Riser & Connect	\$ 500.00	\$ 1,000	100%	\$ -
Subtotal Storm Drain System					\$ 157,200		\$ -



Improvement Plans for Mangini Phase 1B Village 3

ITEM NO.	QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	AMOUNT	% Complete	Cost to Complete
Potable Water Distribution System							
1.	1,477	LF	8" Water Main, PVC C900 CL 200	\$ 70.00	\$ 103,400	100%	\$ -
2.	3	EA	8" Gate Valve	\$ 1,700.00	\$ 5,100	100%	\$ -
3.	4	EA	Fire Hydrant Assembly (6" Lead & Appurtenances)	\$ 6,800.00	\$ 27,200	100%	\$ -
4.	46	EA	1" Water Service	\$ 2,100.00	\$ 96,600	100%	\$ -
5.	1	EA	4" Blow-Off Valve & Box	\$ 2,500.00	\$ 2,500	100%	\$ -
6.	4	EA	Remove Blow-Off Valve & Connect	\$ 500.00	\$ 2,000	100%	\$ -
Subtotal Potable Water Distribution System					\$ 236,800		\$ -
Concrete							
1.	3,021	LF	Type 1 Rolled Curb & Gutter	\$ 20.00	\$ 60,400	100%	\$ -
2.	12,078	SF	Sidewalk (6" PCC/ 6" AB)	\$ 6.50	\$ 78,500	100%	\$ -
Subtotal Concrete					\$ 138,900		\$ -
Streetwork							
1.	49,525	SF	Pavement (3"AC Type B/7.5"AB Class 2)	\$ 3.00	\$ 148,600	100%	\$ -
2.	7	EA	LED Streetlight	\$ 10,000.00	\$ 70,000	100%	\$ -
3.	4	EA	Miscellaneous Signs	\$ 300.00	\$ 1,200	100%	\$ -
4.	1	EA	Street Name Sign on Post	\$ 500.00	\$ 500	100%	\$ -
5.	2	EA	Stop Sign (R1-1) on Post	\$ 500.00	\$ 1,000	100%	\$ -
6.	44	SF	Markings	\$ 5.00	\$ 200	100%	\$ -
7.	2	EA	Concrete Survey Monument	\$ 300.00	\$ 600	100%	\$ -
8.	49	LOT	Joint Trench	\$ 7,000.00	\$ 343,000	100%	\$ -
Subtotal Streetwork					\$ 565,100		\$ -



Mangini Parkway Phase 1C Offsite Roadway Improvements

ITEM NO.	QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	AMOUNT	% Complete	Cost to Complete
Site Preparation and Earthwork							
1.	5	AC	Clearing & Grubbing	\$ 200.00	\$ 1,000.00	0%	\$ 1,000.00
2.	5	AC	Erosion Control	\$ 1,000.00	\$ 5,000.00	0%	\$ 5,000.00
3.	3,000	CY	Rough Grade Excavation	\$ 3.50	\$ 10,500.00	0%	\$ 10,500.00
Subtotal Site Preparation					\$ 16,500.00		\$ 16,500
Sanitary Sewer System							
1.	4	EA	Adjust Sanitary Sewer Manhole Rlm	\$ 500.00	\$ 2,000.00	0%	\$ 2,000.00
2.	1	EA	48" Standard Sanitary Sewer Manhole	\$ 4,500.00	\$ 4,500.00	0%	\$ 4,500.00
3.	165	LF	8" Sanitary Sewer, PVC SDR 26	\$ 70.00	\$ 11,550.00	0%	\$ 11,550.00
Subtotal Sanitary Sewer System					\$18,050.00		\$ 18,050
Storm Drain System							
1.	78	LF	12" Storm Drain, RCP CL III	\$ 45.00	\$ 3,510.00	0%	\$ 3,510.00
2.	125	LF	15" Storm Drain, RCP CL III	\$ 55.00	\$ 6,875.00	0%	\$ 6,875.00
3.	75	LF	18" Storm Drain, PVC SDR 26	\$ 80.00	\$ 6,000.00	0%	\$ 6,000.00
4.	265	LF	30" Storm Drain, RCP CL III	\$ 70.00	\$ 18,550.00	0%	\$ 18,550.00
5.	35	LF	36" Storm Drain, RCP CL III	\$ 80.00	\$ 2,800.00	0%	\$ 2,800.00
6.	2	EA	48" Standard Storm Drain Manhole	\$ 5,000.00	\$ 10,000.00	0%	\$ 10,000.00
7.	1	EA	60" Standard Storm Drain Manhole	\$ 7,000.00	\$ 7,000.00	0%	\$ 7,000.00
7.	1	EA	72" Standard Storm Drain Manhole	\$ 9,000.00	\$ 9,000.00	0%	\$ 9,000.00
8.	1	EA	84" Storm Drain Manhole	\$ 11,000.00	\$ 11,000.00	0%	\$ 11,000.00
9.	1	EA	Type 'F' Drainage Inlet	\$ 2,000.00	\$ 2,000.00	0%	\$ 2,000.00
10.	7	EA	Modified Type 'B' Drainage Inlet	\$ 3,500.00	\$ 24,500.00	0%	\$ 24,500.00
11.	5	EA	Adjust Storm Drain Manhole Rlm	\$ 500.00	\$ 2,500.00	0%	\$ 2,500.00
Subtotal Storm Drain System					\$103,735.00		\$ 103,735



Mangini Parkway Phase 1C Offsite Roadway Improvements

ITEM

NO.	QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	AMOUNT	% Complete	Cost to Complete
Potable Water Distribution System							
1.	160	LF	12" Water Main, PVC C900 CL 200	\$ 70.00	\$ 11,200.00	0%	\$ 11,200.00
2.	2	EA	4" Blow-Off Valve & Box	\$ 2,500.00	\$ 5,000.00	0%	\$ 5,000.00
3.	1	EA	Fire Hydrant Assembly (6" Lead & Appurtenances)	\$ 5,000.00	\$ 5,000.00	0%	\$ 5,000.00
4.	1	EA	Remove Blow-Off Valve & Connect	\$ 500.00	\$ 500.00	0%	\$ 500.00
Subtotal Potable Water Distribution System					\$21,700.00		\$ 21,700
Non-Potable Water Distribution System							
1.	950	LF	12" Non-Potable Water Main, PVC C900 CL 200	\$ 70.00	\$ 66,500.00	0%	\$ 66,500.00
2.	1	EA	4" End of Line Blow-Off Valve	\$ 3,500.00	\$ 3,500.00	0%	\$ 3,500.00
3.	1	EA	2" Water Service	\$ 3,500.00	\$ 3,500.00	0%	\$ 3,500.00
4.	1	EA	Remove Blow-Off Valve & Connect	\$ 500.00	\$ 500.00	0%	\$ 500.00
Subtotal Non-Potable Water Distribution System					\$74,000.00		\$ 74,000
Concrete							
1.	1,177	LF	Type 2 Vertical Curb & Gutter	\$ 20.00	\$ 23,540.00	0%	\$ 23,540.00
2.	1,990	LF	Type 5 Median Curb	\$ 15.00	\$ 29,850.00	0%	\$ 29,850.00
3.	12,330	SF	Sidewalk (6" PCC)	\$ 5.00	\$ 61,650.00	0%	\$ 61,650.00
Subtotal Concrete					\$115,040.00		\$ 115,040



Mangini Parkway Phase 1C Offsite Roadway Improvements

ITEM

NO. QUANTITY UNIT DESCRIPTION

UNIT PRICE

AMOUNT

% Complete

Cost to Complete

Streetwork

1.	964	Ton	Asphalt Concrete (Type 'B')	\$ 80.00	\$ 77,136.89	0%	\$ 77,136.89
2.	2,033	Ton	Aggregate Base (Class 2)	\$ 20.00	\$ 40,658.22	0%	\$ 40,658.22
3.	100	SF	Pavement Markings	\$ 5.00	\$ 500.00	0%	\$ 500.00
4.	1	EA	Streetlight Service Point	\$ 5,000.00	\$ 5,000.00	0%	\$ 5,000.00
5.	200	LF	12" Limit Line (DTL LL)	\$ 1.50	\$ 300.00	0%	\$ 300.00
6.	3,700	LF	6" Pavement Striping	\$ 1.00	\$ 3,700.00	0%	\$ 3,700.00
7.	3	EA	Stop Sign (R1-1) on Post	\$ 500.00	\$ 1,500.00	0%	\$ 1,500.00
8.	7	EA	LED Streetlight	\$ 3,000.00	\$ 21,000.00	0%	\$ 21,000.00
9.	2	EA	Timber Barricade w / signs	\$ 5,300.00	\$ 10,600.00	0%	\$ 10,600.00
Subtotal Streetwork					\$160,395.11		\$ 160,395.11

Miscellaneous

1.	570	LF	4" PVC (SCH 80) Irrigation Sleeves	\$ 15.00	\$ 8,550.00	0%	\$ 8,550.00
2.	225	LF	6" PVC (SCH 80) Irrigation Sleeves	\$ 20.00	\$ 4,500.00	0%	\$ 4,500.00
3.	11	CY	CLSM Abandon Pipe	\$ 140.00	\$ 1,506.04	0%	\$ 1,506.04
Subtotal Miscellaneous					\$14,556.04		\$ 14,556.04

BOND # _____
 PREMIUM: _____

PERFORMANCE BOND
 for
Subdivision Improvement Agreement

WHEREAS, The City Council of the City of Folsom, a Municipal Corporation in the State of California, and **Mangini Improvement Company, Inc. a California Corporation**, (hereinafter designated as "Principal") have entered into an agreement where by principal agrees to install and complete certain designated public improvements, which said agreement, dated _____ 2021, and identified as the **Mangini Ranch Phase 1 Village No. 3 Subdivision Improvement Agreement** is hereby referred to and made a part hereof; and,

WHEREAS, Said Principal is required under the terms of said agreement to furnish a bond for the faithful performance of said agreement;

NOW THEREFORE, We, the principal, and _____, as surety, are held and firmly bound unto the City of Folsom, hereinafter referred to as the City; in the penal sum of **FIVE HUNDRED TWENTY THOUSAND SIX HUNDRED SIXTY-FIVE AND 00/100 DOLLARS (\$520,665.00)**, lawful money of the United States, for the payment of which sum well and truly to be made, we bind ourselves, our heirs, successors, executors, and administrators, jointly and severally firmly by these presents.

The condition of this obligation is such that if the above bounded principal, its heirs, executors, administrators, successors or assigns, shall in all things stand to and abide by, and well and truly keep and perform the covenants, conditions, and provisions in the said agreement and any alteration thereof made as therein provided, on its part, to be kept and performed at the time and in the manner therein specified, and in all respects according to their true intent and meaning, and shall indemnify and save harmless the City, its officers, agents, and employees, as therein stipulated, then this obligation shall become null and void; otherwise it shall be and remain in full force and effect.

As a part of the obligation secured hereby and in addition to the face amount specified therefor, there shall be included costs and reasonable expenses and fees, including reasonable attorney's fees, incurred by City in successful enforcing such obligation, all to be taxed as costs and included in any judgment rendered.

The surety hereby stipulates and agrees that no change, extension of time, alteration or addition to the terms of the agreement or to the work to be performed thereunder or the specifications accompanying the same shall in any way affect its obligations on this bond, and it does hereby waive notice of any such change, extension of time, alteration or addition to the terms of the agreement or to the work or to the specifications.

IN WITNESS WHEREOF, this instrument has been duly executed by the principal and surety above named, on _____, 2021.

BY _____
(PRINCIPAL)

BY _____
(PRINCIPAL)

BY _____
(SURETY)

(ADDRESS)

(CITY, STATE, ZIP)

(TELEPHONE)

APPROVED AS TO FORM

CITY ATTORNEY

BOND # _____
 PREMIUM: _____

LABOR & MATERIALS BOND
 for
Subdivision Improvement Agreement

WHEREAS, The City Council of the City of Folsom, a Municipal Corporation of the State of California, and **Mangini Improvement Company, Inc., a California Corporation** (hereinafter designated as "Principal"), have entered into an agreement whereby principal agrees to install and complete certain designated public improvements, which said agreement, dated _____ 2021, and identified as the **Mangini Ranch Phase 1 Village No. 3 Subdivision Improvement Agreement** is hereby referred to and made a part hereof; and,

WHEREAS, under the terms of said agreement, principal is required before entering upon the performance of the work, to file a good and sufficient payment bond with the City of Folsom to secure the claims to which reference is made in Title 15 (commencing with Section 3082) of Part 4 of Division 3 of the Civil Code of the State of California;

NOW THEREFORE, said principal and the undersigned as corporate surety, are held firmly bound unto the City of Folsom and all contractors, subcontractors, laborers, materialmen and other persons employed in the performance of the aforesaid agreement and referred to in the aforesaid Code of Civil Procedure, in the sum of **FIVE HUNDRED TWENTY THOUSAND SIX HUNDRED SIXTY-FIVE AND 00/100 DOLLARS (\$520,665.00)**, for materials furnished or labor thereon of any kind, or for amounts due under the Unemployment Insurance Act with respect to such work or labor, that said surety will pay the same in an amount not exceeding the amount hereinabove set forth, and also in case suit is brought upon this bond, will pay, in addition to the face amount thereof, cost and reasonable expenses and fees, including reasonable attorney's fees, incurred by City in successfully enforcing such obligation, to be awarded and fixed by the court, and to be taxed as costs and to be included in the judgment therein rendered.

It is hereby expressly stipulated and agreed that this bond shall inure to the benefit of any and all persona, companies and corporations entitled to file claims under Title 15 (commencing with Section 3082) of Part 4 of Division 3 of the Civil Code, so as to give a right of action to them or their assigns in any suit brought upon this bond.

Should the condition of this bond be fully performed, then this obligation shall become null and void, otherwise it shall be and remain in full force and effect.

The surety hereby stipulates and agrees that no change, extension of time, alteration, or addition to the terms of said agreement or the specifications accompanying the same shall in any manner affect its obligations on this bond, and it does hereby waive notice of any such change, extension, alteration, or addition.

IN WITNESS WHEREOF, this instrument has been duly executed by the principal and surety above named, on _____, 2021.

BY _____
(PRINCIPAL)

BY _____
(PRINCIPAL)

BY _____
(SURETY)

(ADDRESS)

(CITY, STATE, ZIP)

(TELEPHONE)

APPROVED AS TO FORM

CITY ATTORNEY

Attachment 3

**Mangini Ranch Phase 1 Village No. 3
Final Map**

OWNER'S STATEMENT

THE UNDERSIGNED DOES HEREBY STATE THAT I AM THE ONLY PARTY HAVING ANY RECORD TITLE INTEREST IN THE REAL PROPERTY INCLUDED WITHIN THE BOUNDARIES OF THIS FINAL MAP OF "MANGINI RANCH VILLAGE 3" AND DO HEREBY DECLARE THE CONSENT FROM NO OTHER PERSON IS NECESSARY AND I CONSENT TO THE PREPARATION AND RECORDATION OF THIS FINAL MAP, AND OFFER FOR DEDICATION AND DO HEREBY DEDICATE AS PUBLIC RIGHT-OF-WAY AND AS UTILITY EASEMENTS TO THE CITY OF FOLSOM, FLAGSTAFF DRIVE AS SHOWN HEREON.

WE DO HEREBY DEDICATE FOR SPECIFIC PURPOSES THE FOLLOWING:

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



VICINITY MAP
N.T.S.

NAVD88 BENCHMARK-CITY OF FOLSOM

BENCHMARK "75" ELEVATION = 413.97 NAVD88

BRASS DISK STAMPED "CITY OF FOLSOM BM 75" ON THE NORTHEAST CORNER OF A CONCRETE PAD FOR A PRESSURE REDUCING STATION. LOCATION OF SITE IS APPROXIMATELY 2000 FEET EAST OF THE INTERSECTION OF MANGINI PARKWAY AND E. BIDEVELL STREET ON THE SOUTH SIDE OF MANGINI PARKWAY. APPROXIMATE LATITUDE: N08° 37' 42.6" LONGITUDE: W121° 06' 25.0"

THE BASIS FOR ELEVATIONS WERE RUN FROM COUNTY BENCHMARK U01B-009 STAMPED "K-456" IN FEBRUARY 2014 BY MACKAY & SOMPS CIVIL ENGINEERS, INC.

MANGINI IMPROVEMENT COMPANY, INC.,
A CALIFORNIA CORPORATION

BY: _____ DATE: _____
NAME: WILLIAM B. BUNCE
TITLE: PRESIDENT

NOTARY'S ACKNOWLEDGMENT

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA
COUNTY OF _____
ON _____ BEFORE ME, _____, A NOTARY PUBLIC

PERSONALLY APPEARED _____ WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND AND OFFICIAL SEAL.

SIGNATURE _____ PRINTED NAME _____
MY PRINCIPAL PLACE OF BUSINESS IS _____ COUNTY _____
MY COMMISSION EXPIRES: _____ MY COMMISSION NUMBER: _____

SURVEYOR'S STATEMENT

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED UPON A FIELD SURVEY IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCE AT THE REQUEST OF MANGINI IMPROVEMENT COMPANY, INC., A CALIFORNIA CORPORATION IN SEPTEMBER 2017. I HEREBY STATE THAT THIS FINAL MAP SUBSTANTIALLY CONFORMS TO THE CONDITIONALLY APPROVED TENTATIVE MAP. THAT THE MONUMENTS WILL BE OF THE CHARACTER AND WILL OCCUPY THE POSITIONS AS INDICATED AND WILL BE SET BY JUNE 30, 2021 AND THAT SAID MONUMENTS WILL BE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED.

MACKAY & SOMPS CIVIL ENGINEERS, INC.



FOR REVIEW
PURPOSES ONLY

ROBERT M. PLANK
P.L.S 5760 EXP. 08-30-2020

DATE: PRINTED: 11-05-2019

CITY ENGINEER'S STATEMENT

I HEREBY STATE THAT I HAVE EXAMINED THIS FINAL MAP OF "MANGINI RANCH VILLAGE 3" AND FIND IT TO BE SUBSTANTIALLY THE SAME AS THE TENTATIVE MAP APPROVED BY THE CITY COUNCIL OF THE CITY OF FOLSOM, AND THAT ALL PROVISIONS OF THE SUBDIVISION MAP ACT AND ALL APPLICABLE CITY ORDINANCES HAVE BEEN COMPLIED WITH.

STEVEN R. KRAHN, PCE 48291
CITY ENGINEER
CITY OF FOLSOM
LICENSE EXPIRES: 9/30/2020

DATE: _____

CITY SURVEYOR'S STATEMENT

I HEREBY STATE THAT I HAVE EXAMINED THIS FINAL MAP OF "MANGINI RANCH VILLAGE 3" AND I AM SATISFIED THAT SAID MAP IS TECHNICALLY CORRECT.

GERALD A. YOUNG, L.S. 3852
CITY SURVEYOR
LICENSE EXPIRES: 6/30/2020

DATE: _____

CITY CLERK'S STATEMENT

I HEREBY STATE THAT THE CITY COUNCIL OF THE CITY OF FOLSOM HAS APPROVED THIS FINAL MAP OF "MANGINI RANCH VILLAGE 3", AND HAS ACCEPTED, ON BEHALF OF THE PUBLIC, SUBJECT TO IMPROVEMENTS, ALL RIGHT-OF-WAYS AND EASEMENTS OFFERED HEREON FOR DEDICATION IN ACCORDANCE WITH THE TERMS OF THAT OFFER.

CHRISTA FREEMANTLE
CITY CLERK
DATE: _____

RECORDER'S STATEMENT

FILED THIS _____ DAY OF _____, 2019, AT _____, IN BOOK _____ OF MAPS, AT PAGE _____ AT THE REQUEST OF MACKAY & SOMPS CIVIL ENGINEERS, INC. TITLE TO THE LAND INCLUDED IN THIS FINAL MAP BEING VESTED AS PER CERTIFICATE NO. _____ ON FILE IN THIS OFFICE.

DONNA ALLRED
SACRAMENTO COUNTY RECORDER
STATE OF CALIFORNIA

BY: _____ DEPUTY
FEE: \$ _____

FINAL MAP (PN 14-071)
MANGINI RANCH
VILLAGE 3

BEING A REMAINDER LOT AS SHOWN AND SO DESIGNATED ON THE CERTAIN FINAL MAP ENTITLED "FINAL MAP (PN 14-071) MANGINI RANCH VILLAGE 4" FILED FOR RECORD ON _____, 2019 IN BOOK _____ OF MAPS, AT PAGE _____, SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTION 16, TOWNSHIP 9 NORTH, RANGE 8 EAST, M.D.B.M.

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Mackay & Somps ENGINEERS PLANNERS SURVEYORS
1501 River Road, Suite 100, Folsom, CA 95630 (916) 932-1122
NOVEMBER 2019
SHEET 1 OF 5

TRUSTEE'S STATEMENT

PLACER TITLE COMPANY, A CALIFORNIA CORPORATION, AS TRUSTEE UNDER DEED OF TRUST RECORDED ON APRIL 17, 2017, IN BOOK 20170417, AT PAGE 873 AND RECORDED DECEMBER 3, 2018 PER 20181203 O.R. 0263, OFFICIAL RECORDS OF SACRAMENTO COUNTY, CALIFORNIA, AND DEED OF TRUST TO SECURED PERFORMANCE RECORDED OCTOBER 16, 2018, PER 20181016 O.R. 295, AND RECORDED DECEMBER 3, 2018 PER 20181203 O.R. 0261, OFFICIAL RECORDS OF SACRAMENTO COUNTY, CALIFORNIA HEREBY CONSENTS TO THE RECORDATION OF THIS MAP AND THE SUBDIVISION OF THE LANDS SHOWN HEREON.

NAME: _____ DATE: _____
 TITLE: _____

NOTARY'S ACKNOWLEDGMENT

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA
 COUNTY OF _____
 ON _____ BEFORE ME, _____ A NOTARY PUBLIC

PERSONALLY APPEARED
 WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HIS/HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND AND OFFICIAL SEAL.

SIGNATURE _____ PRINTED NAME _____

MY PRINCIPAL PLACE OF BUSINESS IS _____ COUNTY _____

MY COMMISSION EXPIRES: _____ MY COMMISSION NUMBER: _____

NOTES

- ALL CURVE DIMENSIONS ARE RADIUS, ARC LENGTH AND DELTA. ALL DISTANCES SHOWN ARE GROUND DISTANCES AND ARE IN FEET AND DECIMALS THEREOF. DUE TO ROUNDING THE SUM OF INDIVIDUAL DIMENSIONS MAY NOT EQUAL THE OVERALL DIMENSION.
- THIS FINAL MAP CONTAINS 6.62± ACRES GROSS CONSISTING OF 49 RESIDENTIAL LOTS AND 4 LETTERED LOTS.
- A PRELIMINARY GEOTECHNICAL ENGINEERING REPORT FOR THE MANGINI RANCH (PROJECT NO. E0745001) WAS PREPARED BY YOUNGDAHL CONSULTING GROUP, INC ON JULY, 2014 IS AVAILABLE FOR PUBLIC INSPECTION AT THE CITY OF FOLSOM COMMUNITY DEVELOPMENT DEPARTMENT.
- ALL FRONT LOT CORNERS WILL BE SET ON A 1.00 FOOT OFFSET ONTO THE SIDEWALK ON THE SIDE PROPERTY LINE EXTENDED WITH A 1" DIAMETER BRASS DISC STAMPED "LS 5760" (SEE DETAIL THIS SHEET).
- FOR LOTS 397, 413, 415 417, 419, 421, 424, 435, 436, 437, 439, 441 AND 443 ALL REAR LOT CORNERS, NOT OTHERWISE SPECIFIED ON THIS MAP, WILL BE SET WITH A 4.00 FOOT OFFSET ON THE SIDE PROPERTY LINE WITH A 5/8" REBAR AND PLASTIC CAP STAMPED "LS 5760". FOR LOTS 398, 399 THRU 412, 414, 416, 418, 420, 422, 423, 425 THRU 434, 435, 440, 442 AND 444 REAR LOT CORNERS WILL BE SET WITH A 5/8" REBAR AND PLASTIC CAP STAMPED "LS 5760". (SEE DETAIL THIS SHEET).
- PRIOR TO THE LAST DESIGN REVIEW APPROVAL FOR ANY OF THE LOTS 1 THROUGH 9, LOT 11 PER 395 B.M. 10 SHALL INCLUDE A 2.5 ACRE RESERVATION FOR A PRIVATE RECREATION AMENITY. IF A BUILDER PROPOSING DEVELOPMENT ON SAID LOTS 1 THROUGH 9 HAS NOT CONSTRUCTED THE PRIVATE RECREATION AMENITY BY THE TIME OF THE FINAL DESIGN REVIEW APPROVAL BY THE CITY FOR SAID LOTS 1 THROUGH 9, THE RESERVATION LIMITS ENTIRETY SHALL BE REMOVED ON SAID LOT 11 SUBJECT TO APPROVAL BY THE CITY AND IN ACCORDANCE WITH THIS CONDITION OF APPROVAL.
- PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT 2013-1 (WATER FACILITIES AND SUPPLY) PER 20131230 O.R. 0311.
- PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT NO.17 (WILLOW HILL PIPELINE) PER 20160325 O.R. 0353.
- PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT NO.18 (FOLSOM PLAN AREA - AREA WIDE IMPROVEMENTS AND SEWER) PER 20151229 O.R. 0427 AND DOCUMENTS DECLARING MODIFICATIONS THEREOF PER 20181116 O.R. 0455.
- PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT NO. 19 (MANGINI RANCH) PER 20160113 O.R. 0159.
- PROPERTY SUBJECT TO THE TERMS AND PROVISIONS CONTAINED IN THOSE DOCUMENTS ENTITLED "FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT" BY AND BETWEEN CITY OF FOLSOM AND MANGINI NORTH HOLDINGS, LLC, A DELAWARE LIMITED LIABILITY COMPANY RECORDED JULY 15, 2014 PER 20140715 O.R. 0410, 20160129 O.R. 0378, 20170417 O.R. 0681 AND 20170417 O.R. 0685.
- PROPERTY SUBJECT TO THE FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT, BY AND BETWEEN CITY OF FOLSOM AND FOLSOM REAL ESTATE SOUTH, LLC, A DELAWARE LIMITED LIABILITY COMPANY, RECORDED JULY 15, 2014, PER 20140715 O.R. 0426, OFFICIAL RECORDS, AND AMENDED JANUARY 29, 2016, 20160129 O.R. 381 AND JANUARY 29, 2016, 20160128, (PAGE) 382, OFFICIAL RECORDS.
- PROPERTY SUBJECT TO "WATER SUPPLY AND FACILITIES FINANCING PLAN AND AGREEMENT BETWEEN THE CITY OF FOLSOM AND CERTAIN LANDOWNERS IN THE FOLSOM PLAN AREA" PER 20130124 O.R. 1382 AND DOCUMENTS DECLARING MODIFICATIONS THEREOF PER 20140603 O.R. 0959.
- PROPERTY SUBJECT TO PERPETUAL NONEXCLUSIVE EASEMENT FOR AVIGATION AND INCIDENTAL PURPOSES IN FAVOR OF COUNTY OF SACRAMENTO AND CITY OF FOLSOM PER 20140715 O.R. 0411.
- PROPERTY SUBJECT TO THE COVENANTS, CONDITIONS, RESTRICTIONS AND AGREEMENTS AS DESCRIBED IN THAT CERTAIN GRANT DEED 20020912 O.R. 0282 AND RE-RECORDED IN THAT CERTAIN GRANT DEED 20070509 O.R. 0525.
- PROPERTY SUBJECT TO A "INTERCREDITOR AGREEMENT" PER 20161016 O.R. 0295.
- PROPERTY SUBJECT TO A "INTERCREDITOR AGREEMENT" PER 20181022 O.R. 0490.
- PROPERTY SUBJECT TO A "COST SHARING AGREEMENT (FOLSOM PLAN AREA PHASE 1 WATER AND SEWER IMPROVEMENTS)" PER 20170417 O.R. 0878.
- PROPERTY SUBJECT TO "DEFERRED IMPROVEMENT AGREEMENT" PER 20180606 O.R. 1284.
- PROPERTY SUBJECT TO CLAIMS FOR "MECHANICS LIENS" PER 20180709 O.R. 0501.
- PROPERTY SUBJECT TO "AGREEMENT AFFECTING REAL PROPERTY (INCLUSIONARY HOUSING AGREEMENT)" PER 20160607 O.R. 0269.
- LOTS C, D, G AND H AS SHOWN PER THIS MAP ARE TO BE DEED TO THE CITY OF FOLSOM EITHER CONCURRENT OR FOLLOWING RECORDATION OF THIS MAP.

BASIS OF BEARINGS

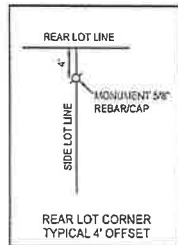
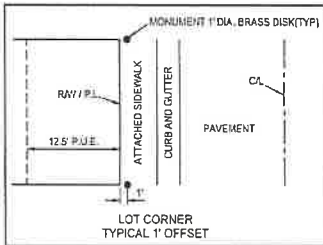
THE SOUTHERLY LINE OF LOT 3 AS SHOWN AND DESIGNATED ON SHEET 11 OF 19 ON THAT FINAL MAP TITLED "MANGINI RANCH LARGE LOT" FILED FOR RECORD ON APRIL 7, 2017 IN BOOK 395 OF MAPS, AT PAGE 10, SACRAMENTO COUNTY RECORDS AND HAVING A BEARING OF NORTH 78°24'02" WEST.

REFERENCES

- (1) 395 B.M. 10
- (2) 402 B.M. 7
- (3) 416 B.M. 9 (VILLAGE 5)
- (4) 5 B.M. (VILLAGE 4)
- (5) 20190405 O.R. 0469

LEGEND

- ☒ STANDARD CITY OF FOLSOM MONUMENT WELL TO BE SET AND STAMPED "LS 7944" PER (1) OR "LS 5760" PER (2), (4), OR (5)
- ⊙ 3/4" IRON PIPE WITH PLASTIC PLUG STAMPED "LS 5760" TO BE SET PER (2), (3), (4) OR (5)
- ⊙ SET 3/4" IRON PIPE WITH PLASTIC PLUG STAMPED "LS 5760"
- ⊙ SET 5/8" REBAR WITH PLASTIC CAP STAMPED "LS 5760"
- DIMENSION POINT, NOTHING FOUND OR SET
- () RECORD DATA PER REFERENCE
- B.M. BOOK OF MAPS
- BNDY BOUNDARY
- CL CENTER LINE
- I.O.D. IRREVOCABLE OFFER OF DEDICATION
- DIAM. DIAMETER
- L.E. LANDSCAPE EASEMENT
- (OA) OVERALL
- O.R. OFFICIAL RECORDS OF SACRAMENTO COUNTY
- P.A.E. PEDESTRIAN ACCESS EASEMENT
- P.L. PROPERTY LINE
- P.U.E. PUBLIC UTILITY EASEMENT
- (R) RADIAL BEARING
- R/W RIGHT-OF-WAY
- S.F.± SQUARE FEET
- Ⓜ SHEET INDEX
- BOUNDARY
- CENTER LINE
- - - - - EX RW AND I.O.D.
- RIGHT OF WAY
- LOT LINE
- - - - - EASEMENT LINE
- ADJOINING PROPERTY LINE



**FINAL MAP (PN 14-071)
 MANGINI RANCH
 VILLAGE 3**

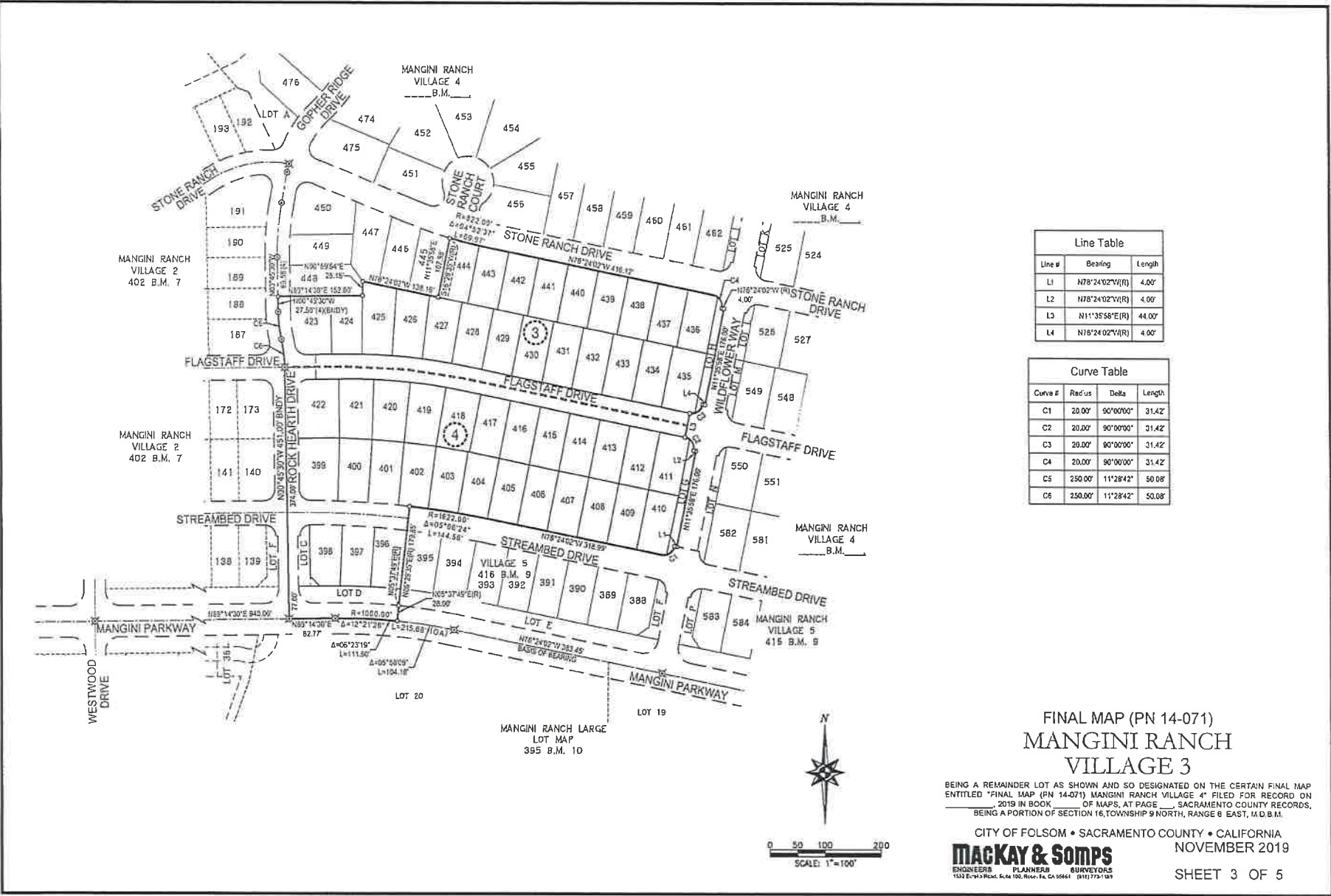
BEING A REMAINDER LOT AS SHOWN AND SO DESIGNATED ON THE CERTAIN FINAL MAP ENTITLED "FINAL MAP (PN 14-071) MANGINI RANCH VILLAGE 4" FILED FOR RECORD ON _____, 2019 IN BOOK _____ OF MAPS AT PAGE _____ SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTION 16, TOWNSHIP 9 NORTH, RANGE 8 EAST, M.D.B.M.

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NOVEMBER 2019

SHEET 2 OF 5



Line Table		
Line #	Bearing	Length
L1	N78°24'02"V(R)	4.00'
L2	N78°24'02"V(R)	4.00'
L3	N11°35'58"E(R)	44.00'
L4	N78°24'02"V(R)	4.00'

Curve Table			
Curve #	Rad'us	Delta	Length
C1	20.00'	90°00'00"	31.42'
C2	20.00'	90°00'00"	31.42'
C3	20.00'	90°00'00"	31.42'
C4	20.00'	90°00'00"	31.42'
C5	250.00'	11°28'42"	50.08'
C6	250.00'	11°28'42"	50.08'

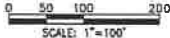
FINAL MAP (PN 14-071)
MANGINI RANCH
VILLAGE 3

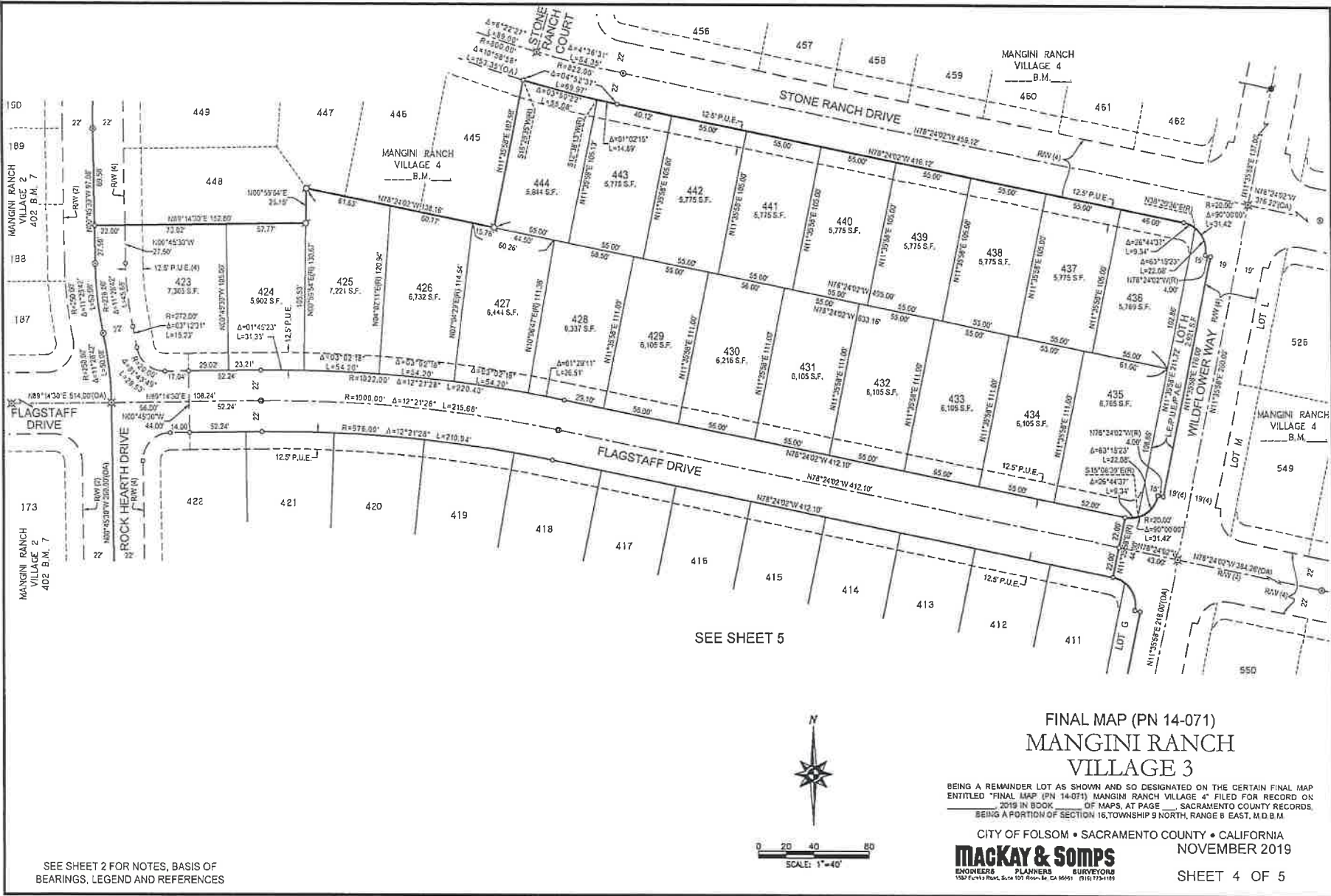
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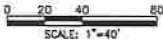
SHEET 3 OF 5





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

SEE SHEET 5

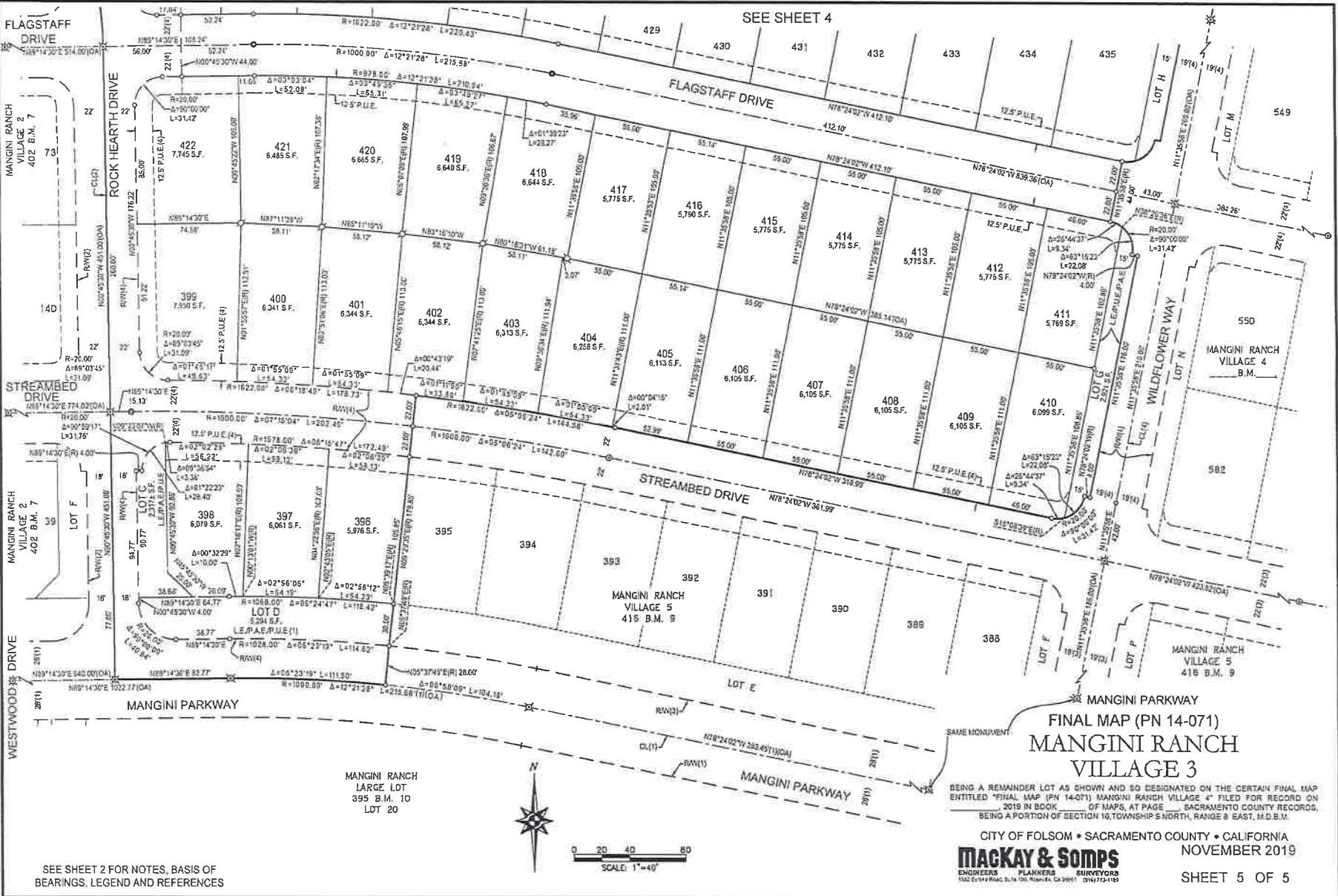


FINAL MAP (PN 14-071)
MANGINI RANCH VILLAGE 3

BEING A REMAINDER LOT AS SHOWN AND SO DESIGNATED ON THE CERTAIN FINAL MAP ENTITLED "FINAL MAP (PN 14-071) MANGINI RANCH VILLAGE 4" FILED FOR RECORD ON 11/15/2019 IN BOOK 2019 IN BOOK OF MAPS AT PAGE SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTION 16, TOWNSHIP 9 NORTH, RANGE 8 EAST, M.D.B.M.

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SHEET 4 OF 5



BEING A REMAINDER LOT AS SHOWN AND SO DESIGNATED ON THE CERTAIN FINAL MAP ENTITLED "FINAL MAP (PN 14-071) MANGINI RANCH VILLAGE 4" FILED FOR RECORD ON _____ 2019 IN BOOK _____ OF MAPS, AT PAGE _____ SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTION 10, TOWNSHIP 5 NORTH, RANGE 8 EAST, 11 D.B.M.

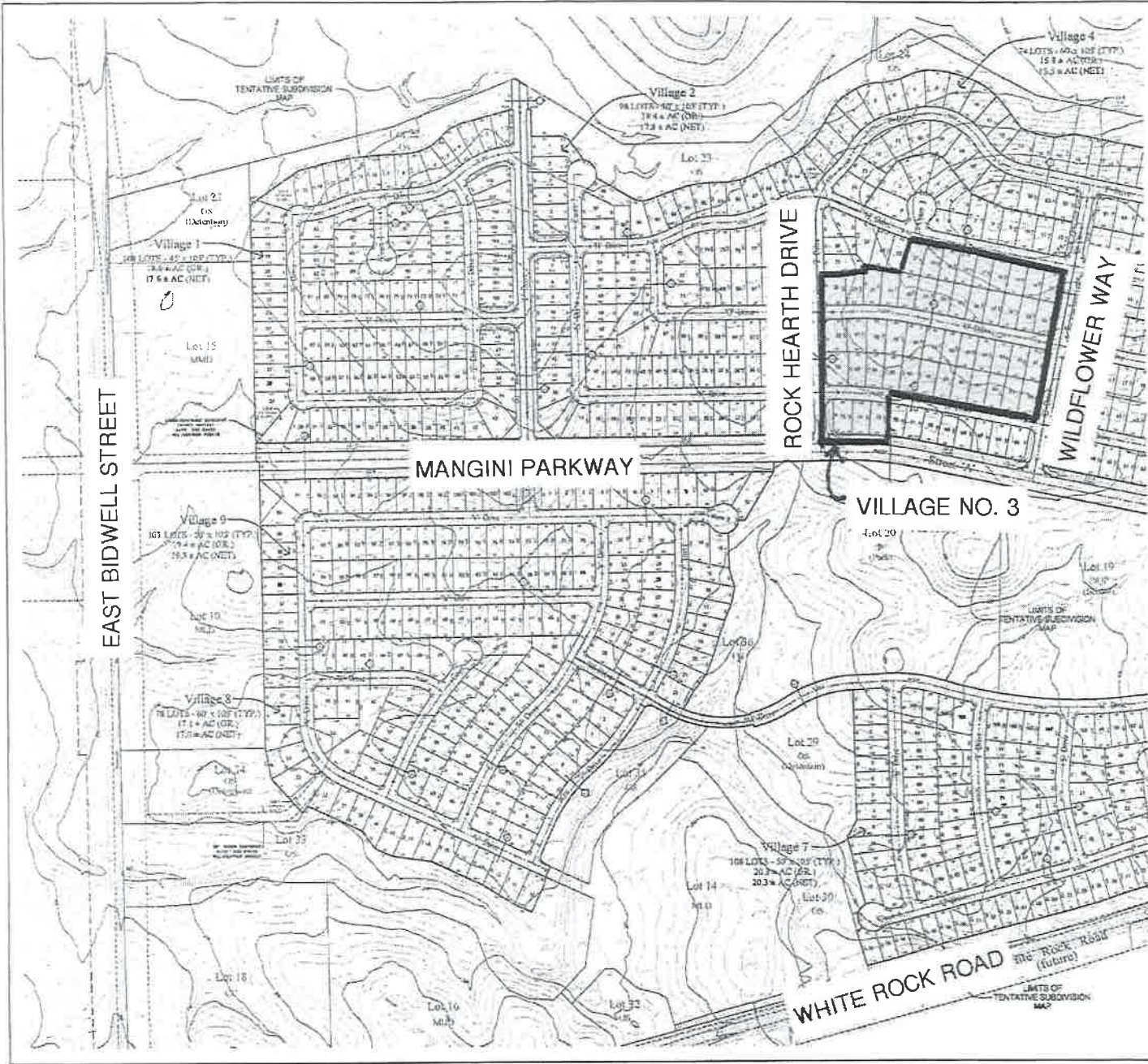
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 1522 E 14th St., Folsom, CA 95630 • 916.772.1150


NOVEMBER 2019

SHEET 5 OF 5

Attachment 4

**Mangini Ranch Phase 1 Village No. 3
Vesting Tentative Subdivision Map**




 LOTTING PLAN
 VESTING TENTATIVE SUBDIVISION MAP
Mangini Ranch
Scale: 1" = 100' Folsom, California August 15, 2014
Revised: March 4, 2013
Blankley & Samps

Attachment 5

Table of Conditions of Approval for the Mangini Ranch Phase 1 Village No. 3 Vesting Tentative Subdivision Map

RESPONSIBLE DEPARTMENT		WHEN REQUIRED	
CD (P)	Community Development Department Planning Division	I M	Prior to approval of Improvement Plans Prior to approval of Final Map
(E)	Engineering Division	B	Prior to issuance of first Building Permit
(B)	Building Division	O	Prior to approval of Occupancy Permit
FD	Fire Division	G	Prior to issuance of Grading Permit
EWR	Environmental & Water Resources Department		
PW	Public Works Department	OG	On-going requirement
PR	Park and Recreation Department		
PD	Police Department		
CDFW	California Department of Fish and Wildlife		
USFWS	United States Fish and Wildlife Service		
USACE	United States Army Corps of Engineers		
SMAQMD	Sacramento Metropolitan Air Quality Management District		

CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT						
Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?	
1.	<p><i>Final Development Plans</i></p> <p>The owner/applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ul style="list-style-type: none"> • Cover Sheet Phased Small Lot Vesting Tentative Subdivision Map dated Revised March 6, 2015 • Lotting Plan Vesting Tentative Subdivision Map dated Revised March 6, 2015 • Lotting Plan Vesting Tentative Subdivision Map dated Revised March 6, 2015 • Conceptual Grading and Storm Drainage Plan Vesting Tentative Subdivision Map dated Revised March 6, 2015 • Conceptual Grading and Storm Drainage Plan Vesting Tentative Subdivision Map dated Revised March 6, 2015 • Conceptual Sanitary Sewer and Domestic Water Plan Vesting Tentative Subdivision Map dated Revised March 6, 2015 • Conceptual Sanitary Sewer and Domestic Water Plan Vesting Tentative Subdivision Map dated Revised March 6, 2015 • Conceptual Storm Drainage, Sanitary and Domestic Water Plan Composite Vesting Tentative Subdivision Map dated Revised March 6, 2015 • Alternative 1 Off Site Utility Connections Vesting Tentative Subdivision Map dated Revised March 6, 2015 • Alternative 2 Off Site Utility Connections Vesting Tentative Subdivision Map dated Revised March 6, 2015 	G,I,M,B	CD (P)(E)	<p>The Community Development Department has reviewed and approved the improvement plans and the final map for the project. The approved improvement plans are in substantial compliance with the preliminary grading and drainage plans, the preliminary site and utility plans, offsite infrastructure exhibit, the preliminary landscape plans and the community design guidelines.</p> <p>The final map for this subdivision is in substantial compliance with the approved Vesting Tentative Subdivision Map.</p>	Yes	

<p align="center">CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT</p>						
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
I.cont		<ul style="list-style-type: none"> Folsom Ranch Central District Design Guidelines, dated May 2015 Amendment No. 1 to Amended and Restated Development Agreement Inclusionary Housing Plan <p>The Vesting Small Lot Tentative Subdivision Map, Amendment No. 1 to the First Amended and Restated Development Agreement, Inclusionary Housing Plan are approved for the development of an 833 single family residential subdivision (Mangini Ranch Subdivision). Implementation of the project shall be consistent with the above referenced items and these conditions of approval.</p>				
2.		<p>Plan Submittal</p> <p>All civil engineering and landscape plans, shall be submitted to the Community Development Department for review and approval to ensure conformance with this approval and with relevant codes, policies, standards and other requirements of the City of Folsom.</p>	G, I, M,	CD (P)(E)(B)	<p>Improvement plans for East Bidwell Street, Mangini Pkwy, the Outfall Sewer, the Sewer Lift Station/Force Main and this subdivision have been approved by the City.</p> <p>Landscape plans for East Bidwell Street and Mangini Parkway have also been approved by the City.</p>	Yes
3.		<p>Validity</p> <p>This approval of the Vesting Small Lot Tentative Subdivision Map, Design Guidelines, and Inclusionary Housing Plan shall be valid for the term specified in Section 2.2 of Amendment No. 1 to Amended and Restated Tier 1 Development Agreement, and any amendments thereto, for the project, or for a period of twenty four months, whichever is longer, but in no event for a shorter period than the maximum period of time permitted by the Subdivision Map Act. Pursuant to Section 2.2 the term of the Planned Development shall track the term of the maps.</p>	OG	CD (P)	<p>The City Council approved a 3-year extension to the Vesting Tentative Subdivision for the Mangini Ranch Phase 1 subdivision on June 13, 2017. (See Resolution. 9945) which extended the Vesting Tentative Map to June 13, 2020. Prior to June 13, 2020, the Subdivider recorded several phased final maps in the Mangini Phase 1 subdivision which with each recordation extended the life of the</p>	Yes

CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT						
Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?	
				Vesting Tentative Map an additional 36 months (3 years) in conformance with California Government Code Section 66452.6. The approval by the City Council and recordation of the last phased final maps in the Mangini Ranch Phase 1 subdivision (i.e. Village No. 4 on July 28, 2020) extended the life of the Vesting Tentative Map to July 28, 2023.		
4.	<p><i>Indemnity for City</i></p> <p>The owner/applicant shall defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project, which claim, action or proceeding is brought within the time period provided therefore in Government Code Section 66499.37. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. If the City should fail to cooperate fully in the defense, the owner owner/applicant shall not thereafter be responsible to defend, indemnify and hold harmless the City or its agents, officers, and employees, pursuant to this condition. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> • The City bears its own attorney’s fees and costs; and • The City defends the claim, action or proceeding in good faith <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant. The</p>	OG	CD (P)(E)(B) PW, PR, FD, PD	The City standard subdivision improvement agreement includes language that satisfies this condition. The subdivision improvement agreement will be executed by the City Manager upon approval by the City Council.	Yes	

CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT						
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
		owner/applicant's obligations under this condition shall apply regardless of whether a Final Map is ultimately recorded with respect to this project.				
5.		<i>Vesting Tentative Subdivision Map</i> The tentative subdivision map is expressly conditioned upon compliance with all environmental mitigation measures in the Folsom Plan Area Specific Plan (FEIR/EIS).	OG	CD	The owner/applicant has complied with all applicable mitigation measures from the FEIR/EIS prior to the issuance of a grading permit. Additionally, construction inspection and monitoring was conducted throughout construction by the City and/or its Consultants.	Yes
6.		<i>Mitigation Monitoring</i> The owner/applicant shall be required to participate in a mitigation monitoring and reporting program pursuant to City Council Resolution No. 2634 and Public Resources	OG	CD (P)	The owner/applicant has funded and participated in a MMRP reporting	Yes

CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT						
Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?	
	Code 21081.6. The mitigation monitoring and reporting measures identified in the Folsom Plan Area Specific Plan FEIR/EIS have been incorporated into these conditions of approval in order to mitigate or avoid significant effects on the environment. These mitigation monitoring and reporting measures are identified in the mitigation measure column. Applicant shall fund on a Time and Materials basis all mitigation monitoring (e.g., staff and consultant time).			program performed by the City's consultant (Helix) and/or City staff.		
POLICE/SECURITY REQUIREMENT						
7.	<p>The owner/applicant shall consult with the Police Department in order to incorporate all reasonable crime prevention measures. The following security/safety measures shall be considered:</p> <p>A security guard on-duty at all times at the site or a six-foot security fence shall be constructed around the perimeter of construction areas.</p> <p>Security measures for the safety of all construction equipment and unit appliances.</p> <p>Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting.</p>	G, I, B	PD	The owner/applicant provided onsite security during construction and has incorporated line of sight guidelines into landscaping plans at intersections which have been reviewed and approved by the City.	Yes	
DEVELOPMENT COSTS AND FEE REQUIREMENTS						
8.	<p>Taxes and Fees</p> <p>The owner/applicant shall pay all applicable taxes, fees and charges for the project at the rate and amount required by the PFFP and the ARDA.</p>	OG	CD (P)(E)	The owner/applicant has paid all current taxes and fees associated with this subdivision.	Yes	
9.	<p>Assessments</p> <p>If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.</p>	OG	CD (E)	The owner/applicant has paid all taxes and fees associated with this subdivision and filed a tax segregation request for applicable taxes.	Yes	
10.	<p>FPASP Development Impact Fees</p>	B	CD (P) PW, PK	The Owner/Applicant shall pay all required City fees and Plan Area wide	Condition will be	

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
		<p>The owner/applicant shall be subject to all Folsom Plan Area Specific Plan Area development impact fees in place at the time of approval or subsequently adopted consistent with the Public Facilities Financing Plan (PFFP), Development Agreement and amendments thereto, unless exempt by previous agreement. The owner/applicant shall be subject to all applicable plan wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, the Folsom Plan Area Specific Plan Fee, Specific Plan Infrastructure Fee (SPIF), Solid Waste Fee, Corporation Yard Fee, Transportation Management Fee, Transit Fee, Highway 50 Interchange Fee, General Park Equipment Fee, Housing Trust Fee, etc.</p> <p>Any protest to such for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval (June 23, 2015), or otherwise shall be governed by the terms of the Amended and Restated Development Agreement (ARDA) if not yet adopted. The fees shall be calculated at the fee rate set forth in the PFFP and the ARDA.</p>			fees prior to issuance of building permits.	satisfied prior to issuance of a building permit.
11.		<p>Legal Counsel</p> <p>The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the City shall provide notice to the owner/applicant of the outside counsel selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for all outside legal fees and costs incurred and documented by the City for such services. The owner/applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The owner/applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.</p>	OG	CD (P)(E)	The City has not yet utilized any outside services for any type of legal issues for this subdivision. If at any time during the development of this subdivision, any outside legal services were necessary, the owner/applicant would be required to comply with this condition.	Yes
12.		<p>Consultant Services</p> <p>If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the City shall provide</p>	G,I,M,B	CD (P)(E)	The City has provided notice to the owner/applicant for various Consultants performing services for the	Yes

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		notice to the owner/applicant of the outside consultant selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for actual costs incurred and documented in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the Grading Plan, Final Map, improvement plans, or beginning inspection, whichever is applicable.			development of this subdivision. The City has collected deposits in advance of such work for these services.	

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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?	
GRADING PERMIT REQUIREMENTS						
13.	<p><i>Phasing Plan</i></p> <p>The owner/applicant shall prepare a complete and comprehensive phasing plan and shall submit the phasing plan to the City for each proposed phase of development. The phasing plan shall include all required infrastructure for each proposed phase of development. The infrastructure shall include all required on-site and off-site improvements, but not limited to, water system improvements (distribution and transmission mains, booster pump stations, water reservoirs, PRV stations, etc.), sanitary sewer improvements (sewer mains, lift stations, forced mains, etc.) roadway and transportation improvements, storm drainage improvements (detention/ water quality basins, outfalls, etc.) and all other necessary improvements required for each phase of development. The phasing plan shall include itemized cost estimates for all required improvements and the phasing plan shall be reviewed and approved by the City prior to approval of grading and/or improvements plans.</p> <p>The City Engineer may condition the phasing to ensure that each phase functions independently and is consistent with the minimum utility and access standards of the City. All maps filed in phases will be required to have two points of access for vehicle access and/or general traffic purposes and all off-site utilities deemed necessary as determined by the City Engineer.</p> <p>Improvement plans for all phases that include half sections of local residential streets shall include a minimum of 15 feet of pavement over the centerline, to allow two-way traffic and shall be subject to approval of the Community Development Department and Fire Department.</p> <p>The City will not dictate the order of the phasing except that the first phase shall build the required improvements to the intersection of Scott Road and White Rock Road, the realignment and construction of Scott Road and the intersection improvements at Scott Road and Street A, including the traffic signal unless the improvements in condition 126 are constructed, in accordance with the project's Traffic Evaluation Report prepared by Kimley-Horn and Associates.</p>	G, I, M	CDD(E), EWR, PW, FD01	The City has reviewed and approved a phasing plan for this subdivision, which identifies all necessary utilities, points of access for emergency services and off-site improvements necessary to serve this subdivision. All required off-site public improvements for this subdivision have been completed to the satisfaction of the City.	Yes	

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14.		<i>Off-site improvements / Rights of Entry</i> For any improvements constructed on private property that are not under the ownership or control of the owner/applicant, all rights-of-entry, and if necessary, a permanent easement shall be obtained and provided to the City. All rights of entry, construction easements, either permanent or temporary and other easements shall be obtained as set forth in the ARDA, and as amended in Section 2.5.3 of the First Amendment thereto, fully executed by all affected parties and shall be recorded with the Sacramento County Recorder, where applicable, prior to approval of grading and/or improvement plans.	G	CD (E)	The owner/applicant obtained Rights of Entry, construction easements and grant deeds for all off-site improvements prior to commencement of grading. All rights-of-entry are on file with the Community Development Department.	Yes
15.	3A 7-1a	<i>Geotechnical Report</i> Prior to the issuance of any grading permit, the owner/applicant shall have a geotechnical report prepared by an appropriately licensed engineer that includes an analysis of site preparation, soil bearing capacity, appropriate sources and types of fill, potential need for soil amendments, road, pavement and parking areas, structural foundations, including retaining all designs, grading practices, soil corrosion of concrete and steel, erosion /winterizations, seismic ground shaking, liquefaction and expansive/unstable soils.	G	CD (E)	A geotechnical report has been prepared by the consulting firm of Youngdahl & Associates, Inc., which includes an analysis for site suitability, roadway, and pavement design. The Community Development Department has reviewed and approved the improvement plans for the subdivision to ensure that all recommendations of the Geotechnical report have been addressed.	Yes
16.	3A 7-1a	<i>Geotechnical Recommendations</i> The owner/applicant shall submit to the Engineering Division, for review and approval, a grading plan for the project site which ensures that all geotechnical recommendations specified in the geotechnical report are properly incorporated and utilized in the design.	G	CD (E)	The owner/applicant submitted a grading plan incorporating all geotechnical recommendations for review and received approval by the City.	Yes
17.	3A 7-1b	<i>Geotechnical Monitoring Program</i> The owner/applicant shall contract with a geotechnical engineer who shall develop a program to monitor the sites during construction to ensure compliance with the recommendations presented in the geotechnical report(s) and conditions for performing such monitoring. The geotechnical monitoring program shall include a description of the improvements areas where geotechnical monitoring shall be required. The completed program shall be submitted to the City prior to approval of any grading and/or improvement plan.	G	CD (P) CD (E) (B)	The owner/applicant submitted a plan and retained Youngdahl & Associates for monitoring and testing during construction. Copies of the plan and test results are on file with the Community Development Department.	Yes

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18.		<p><i>Mine Shaft Remediation</i></p> <p>The owner/applicant shall locate and remediate all antiquated mine shafts, drifts, open cuts, tunnels, and water conveyance or impoundment structures existing on the project site, with specific recommendations for the sealing, filling, or removal of each that meet all applicable health, safety and engineering standards. Recommendations shall be prepared by an appropriately licensed engineer or geologist. All remedial plans shall be reviewed and approved by the City.</p>	G	CD (E)	During the course of grading and construction for this subdivision no mine shafts or tunnels were located or discovered.	Yes
19.	3A1-4	<p><i>Material Storage Areas</i></p> <p>The owner/applicant of all project phases shall locate staging and material storage areas as far away from sensitive biological resources and sensitive land uses (e.g., residential areas, schools, parks) as feasible. Staging and material storage areas shall be screened from adjacent occupied land uses in earlier development phases to the maximum extent practicable. Screens may include, but are not limited to, the use of visual barriers such as berms or fences. Staging and material storage areas shall be shown on all grading and/or improvement plans prior to plan approval by the City.</p>	G	CD (P) CD (E) (B)	Staging areas for this subdivision were shown on the approved grading plans and located away from biologically sensitive areas.	Yes
20.	3A 14-1	<p><i>Traffic and Parking Management Plan</i></p> <p>Prior to the approval of the grading plan and or construction, the owner/applicant shall prepare a construction traffic and parking management plan to the satisfaction of the City Traffic Engineer and subject to review by any affected agencies, if necessary. The plan shall ensure that acceptable operating conditions on local roadways and freeway facilities are maintained. Measures typically used in traffic control plans include advertising of planned lane closures, warning signage, a flagperson to direct traffic flows when needed, and methods to ensure continued access by emergency vehicles. During project construction, access to existing land uses shall be maintained at all times, with detours used as necessary during road closures. At a minimum, the plan shall include the following:</p> <ul style="list-style-type: none"> • Description of trucks including number and size of trucks per day (i.e., 85 trucks per day), expected arrival/departure times, and truck circulation patterns. 	G	CD (E), PW	The owner/applicant submitted a joint traffic management plan that was approved by the City Engineer and is on file at the Community Development Department.	Yes

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20.cont		<ul style="list-style-type: none"> ▪ Description of staging area including location, maximum number of trucks simultaneously permitted in staging area, use of traffic control personnel, and specific signage. ▪ Description of street closures and/or bicycle and pedestrian facility closures including duration, advance warning and posted signage, safe and efficient access routes for existing businesses and emergency vehicles and use of manual traffic control. ▪ Description of driveway access plan including provisions for safe vehicular, pedestrian, and bicycle travel, minimum distance from any open trench, special signage, and private vehicle accesses. 				
21.	3B.15-1a:	<p><i>Prepare Traffic Control Plan.</i></p> <p>Prior to construction, Traffic Control Plan for roadways and intersections affected by Off-site Water Facilities-related construction shall be prepared. The Traffic Control Plan shall designate haul routes and comply with requirements in the encroachment permits issued by the City of Rancho Cordova, Sacramento County, and Caltrans if applicable. The Traffic Control Plan to be prepared by the project construction contractor(s) shall, at minimum, include the following measures:</p> <ul style="list-style-type: none"> ▶ Maintaining the maximum amount of travel lane capacity during non-construction periods, possible, and advanced notice to drivers through the provision of construction signage. ▶ Maintaining alternate one-way traffic flow past the lay down area and site access when feasible. ▶ Heavy trucks and other construction transport vehicles shall avoid the busiest commute hours (7 a.m. to 8 a.m. and 5 p.m. to 6 p.m. on weekdays). 	G	CD (E)	The required Traffic Control Plans in this condition are no longer applicable. This condition was added to the project since the original concept for water supply contemplated extending a large diameter water main from the Sacramento River to the FPA. In lieu of the water supply being extended through the various jurisdictions noted in this condition, the water supply provided to the FPA comes from conservation efforts by the City to provide the needed water supply for the FPA. The new water supply proposal was validated in 2014.	Yes

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21.cont		<ul style="list-style-type: none"> ▶ A minimum 72-hour advance notice of access restrictions for residents, businesses, and local emergency response agencies. This shall include the identification of alternative routes and detours to enable for the avoidance of the immediate construction zone. ▶ A phone number and community contact for inquiries about the schedule of the Off-site Water Facilities throughout the construction period. This information will be posted in a local newspaper, via the City’s web site, or at City Hall and will be updated on a monthly basis. 				
22.	3B.15-1b	<p><i>Assess Pre-Off-site Water Facilities Roadway Conditions.</i></p> <p>Prior to construction, the owner/applicant shall be responsible for assessing current road conditions for Off-site Water Facilities-related haul routes including the local access roads and develop post construction road restoration requirements. As part of the encroachment permitting process, an agreement shall be entered into with applicable jurisdictions prior to construction that details post construction road restoration requirements. Staff with the City of Rancho Cordova and Sacramento County shall review the post construction restoration standards for each of the affected roadways. The owner/applicant shall perform roadway repairs or rehabilitation as necessary such that post construction requirements are met.</p>	G	CD (E)	The required Traffic Control Plans in this condition are no longer applicable. This condition was added to the project since the original concept for water supply contemplated extending a large diameter water main from the Sacramento River to the FPA. In lieu of the water supply being extended through the various jurisdictions noted in this condition, the water supply provided to the FPA comes from conservation efforts by the City to provide the needed water supply for the FPA. The new water supply proposal was validated in 2014.	Yes

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23.	3A 8-2	<p><i>Phase 1 & 2 Environmental Site Assessment</i></p> <p>The owner/applicant shall complete the following prior to issuance of a grading permit:</p> <ul style="list-style-type: none"> ▶ Prepare a plan that identifies any necessary remediation activities appropriate for proposed on- and off-site uses, including excavation and removal of on-site contaminated soils, redistribution of clean fill material in the Specific Plan Area (SPA), and closure of any abandoned mine shafts. The plan shall include measures that ensure the safe transport, use, and disposal of contaminated soil and building debris removed from the site. In the event that contaminated groundwater is encountered during site excavation activities, the contractor shall report the contamination to the appropriate regulatory agencies, dewater the excavated area, and treat the contaminated groundwater to remove contaminants before discharge into the sanitary sewer system. The owner/applicant(s) shall be required to comply with the plan and applicable Federal, state, and local laws. The plan shall outline measures for specific handling and reporting procedures for hazardous materials and disposal of hazardous materials removed from the site at an appropriate off-site disposal facility. ▶ Notify the appropriate Federal, state, and local agencies if evidence of previously undiscovered soil or groundwater contamination (e.g., stained soil, odorous groundwater) is encountered during construction activities. Any contaminated areas shall be remediated in accordance with recommendations made by the Sacramento County Environmental Management Department, Central Valley Regional Water Quality Control Board(CVRWQCB),California Department of Toxic Substances Control (DTSC), and/or other appropriate Federal, state, or local regulatory agencies. ▶ Obtain an assessment conducted by PG&E and SMUD pertaining to the contents of any existing pole-mounted transformers located in the SPA. The assessment shall determine whether existing on-site electrical transformers contain Polychlorinated Biphenyls (PCBs) and whether there are any records of spills from such equipment. If equipment containing PCB is identified, the maintenance and/or disposal of the transformer shall be subject to the regulations of the Toxic Substances Control Act under the authority of the Sacramento County Environmental Health Department. 	G	CDD(E),	<p>The owner/applicant conducted a Phase 1 ESA prior to the issuance of a grading permit. The Phase 1 ESA provided recommendations for handling any potential hazardous materials during the grading and construction of the subject subdivision and off-site improvements. The owner/applicant was required to have a geotechnical engineer onsite during construction for observation and recommendation in the event of encountering natural occurring asbestos (NOA) or any other potentially hazardous materials.</p> <p>Additionally, the owner/applicant has consulted with PG&E and SMUD and found that there are no existing on-site transformers containing PCBs.</p>	Yes

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24.	3B 4-1a	<p><i>Implement Greenhouse Gas Reduction Measures during Construction.</i></p> <p>Prior to approval of a grading permit, the owner/applicant(s) shall stipulate that these measures be implemented within the project notes.</p> <p>1) Construction vehicles and equipment will be properly maintained at all times in accordance with manufacturer's specifications, including proper tuning and timing of engines. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction and demolition activities and subject to inspection by the Sacramento Metropolitan Air Quality Management District (SMAQMD).</p> <p>2) Operators will turn off all construction vehicles and equipment and all delivery vehicles when not in use, and not allow idling for more than 5 minutes or for such other more restrictive time as may be required in law or regulation.</p> <p>3) On-site construction vehicles and equipment will use Air Resources Board (ARB)-certified biodiesel fuel if available (a minimum of B20, or 20 percent of biodiesel) except for those with warranties that would be voided if B20 biodiesel fuel were used. Prior to issuance of grading or demolition permits, the contractor shall provide documentation to the City that verifies whether any equipment is exempt; that a biodiesel supply has been secured; and that the construction contractor is aware that the use of biodiesel is required.</p> <p>4) A Solid Waste Diversion and Recycling Plan (or such other documentation to the satisfaction of the City) shall be in place for the Off-site Water Facilities that demonstrates the diversion from landfills and recycling of all nonhazardous, salvageable and re-useable wood, metal, plastic and paper products during construction and demolition activities. The Plan or other documentation shall include the name of the waste hauler, their assumed destination for all waste and recycled materials, and the procedures that will be followed to ensure implementation of this measure.</p>	G	CDD(E), (P)	<p>The owner/applicant is required to submit a monthly equipment usage report to the Sacramento Metropolitan Air Quality Management District (SMAQMD). Copies of the monthly reports are available upon request from the City.</p> <p>The Solid Waste Diversion and Recycling was not required as the Off-site Water Facilities do not include the construction of the Off Site Water Facilities in Rancho Cordova and unincorporated areas of Sacramento County.</p>	Yes

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24.cont		<p>► New stormwater facilities shall be placed along the natural drainage courses within the SPA to the extent practicable so as to mimic the natural drainage patterns. The reduction in runoff as a result of the LID configurations shall be quantified based on the runoff reduction credit system methodology described in “Stormwater Quality Design Manual for the Sacramento and South Placer Regions, Chapter 5 and Appendix D4” (SSQP 2007b) and proposed detention basins and other water quality BMPs shall be sized to handle these runoff volumes.</p> <p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, it is anticipated that Caltrans would coordinate with the development and implementation of the overall project SWPPP or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County and Caltrans.</p>				
25.	3A 4-1	<p><i>Implement Additional Measures to Control Construction-Generated Greenhouse Gas Emissions</i></p> <p>Prior to approval of a grading permit, the owner/applicant(s) shall obtain the most current list of greenhouse gas reduction measures that are recommended by Sacramento Metropolitan Air Quality Management District (SMAQMD) and stipulate how those measures be implemented within the project notes. The owner/ applicant(s) may submit to the City and SMAQMD a report that substantiates why specific measures are considered infeasible for construction of that particular development phase and/or at that point in time. The report, including the substantiation for not implementing particular greenhouse gas reduction measures, shall be approved by the City, in consultation with SMAQMD prior to approval of a grading permit. In addition to SMAQMD-recommended measures, construction activity shall comply with all applicable rules and regulations established by SMAQMD and California Air Resources Board.</p>	G		The owner/applicant has included several approved recommendation from the SMAQMD for implementation during construction. See Condition #61 for a more detailed list of construction implementation measures.	Yes

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26.	3A-7.3	<p><i>Prepare and Implement the Appropriate Grading and Erosion Control Plan.</i></p> <p>Prior to issuance of a grading permit, the owner/applicant shall retain a California Registered Civil Engineer to prepare a grading and erosion and sedimentation control plan. The grading and erosion and sedimentation control plan shall be submitted to the Community Development Department prior to issuance of a grading permit. The plan shall be consistent with the City’s Grading Ordinance, the City’s Hillside Development Guidelines, the state’s NPDES permit, the FPASP preliminary grading plans and shall include the site-specific grading associated with development for all project phases.</p> <p>The plans referenced above shall include the location, implementation schedule, and maintenance schedule of all erosion and sediment control measures, a description of measures designed to control dust and stabilize the construction-site road and entrance, and a description of the location and methods of storage and disposal of construction materials. Erosion and sediment control measures could include the use of temporary detention basins, berms, swales, wattles, and silt fencing, and covering or watering of stockpiled soils to reduce wind erosion. Stabilization on steep slopes could include construction of retaining walls and reseeded with vegetation after construction. Stabilization of construction entrances to minimize trackout (control dust) is commonly achieved by installing filter fabric and crushed rock to a depth of approximately 1 foot.</p> <p>The owner/applicant(s) shall ensure that the construction contractor is responsible for securing a source for transportation and deposition of excavated materials.</p>	G	CD (E)	The owner/applicant has prepared an erosion and sedimentation control plan which has been approved by the City. A copy is available from the Community Development Department.	Yes
27.	3A7-3	<p><i>Erosion Control Plan</i></p> <p>Prior to the approval of the final facilities design, commencement of grading and/or construction activities, the owner/applicant shall submit an erosion control plan to the City for review and approval. The plan shall identify protective measures to be taken during excavation, temporary stockpiling, any reuse or disposal, and revegetation. Specific techniques may be based upon geotechnical reports, the <u>Erosion and Sediment Control Handbook</u> of the State of California Department of Conservation and shall comply with all updated City standards.</p>	G	CD (E)	The owner/applicant has prepared an erosion and sedimentation control plan in compliance with this mitigation measure and a copy is available from the Community Development Department.	Yes

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
28.	3A7-3	<p><i>Erosion and sedimentation control measures</i></p> <p>Erosion and sedimentation control measures shall be incorporated into all grading and/or construction plans. These measures shall conform to the City of Folsom requirements and the County of Sacramento <u><i>Erosion and Sedimentation Control Standards and Specifications</i></u>-current edition and as directed by the Community Development Department.</p>	G	CD (E)	The owner/applicant has prepared an erosion and sedimentation control plan in compliance with this mitigation measure and a copy is available from the Community Development Department.	Yes
29.	3A 9-1	<p><i>Acquire Appropriate Regulatory Permits and Prepare and Implement Stormwater Pollution Prevention Plan (SWPPP) and Best Management Practices (BMPs).</i></p> <p>The owner/applicant(s) of all projects disturbing one or more acres (including phased construction of smaller areas which are part of a larger project) shall obtain coverage under the State Water Resources Control Board's National Pollution Discharge Elimination System stormwater permit for general construction activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific Storm Water Pollution Prevention Permit at the time the Notice of Intent is filed. The Storm Water Pollution Prevention Permit and other appropriate plans shall identify and specify:</p> <ul style="list-style-type: none"> • the use of an effective combination of robust erosion and sediment control BMPs and construction techniques accepted by the local jurisdictions for use in the project area at the time of construction, that shall reduce the potential for runoff and the release, mobilization, and exposure of pollutants, including legacy sources of mercury from project-related construction sites. These may include but would not be limited to temporary erosion control and soil stabilization measures, sedimentation ponds, inlet protection, perforated riser pipes, check dams, and silt fences • the implementation of approved local plans, non-stormwater management controls, permanent post-construction BMPs, and inspection and maintenance responsibilities; • the pollutants that are likely to be used during construction that could be present in stormwater drainage and nonstormwater discharges, including fuels, lubricants, and other types of materials used for equipment operation; • spill prevention and contingency measures, including measures to prevent or clean up spills of hazardous waste and of hazardous materials used for equipment operation, and emergency procedures for responding to spills; 	G	CD (E)	The owner/applicant obtained a NPDES Stormwater Permit and prepared a project specific Storm Water Pollution Prevention Plan (SWPPP). The SWPPP includes Best Management Practices (BMP's) including but not limited to slope stabilization, inlet protections, sedimentation ponds and silt fencing. The SWPPP was provided to the City prior to grading.	Yes

<p align="center">CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT</p>						
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29.cont		<ul style="list-style-type: none"> personnel training requirements and procedures that shall be used to ensure that workers are aware of permit requirements and proper installation methods for BMPs specified in the Storm Water Pollution Prevention Permit; and the appropriate personnel responsible for supervisory duties related to implementation of the Storm Water Pollution Prevention Permit. <p>Where applicable, Best Management Practices identified in the Storm Water Pollution Prevention Permit shall be in place throughout all site work and construction/demolition activities and shall be used in all subsequent site development activities. Best Management Practices may include, but are not limited to, such measures as those listed below:</p> <ul style="list-style-type: none"> Implementing temporary erosion and sediment control measures in disturbed areas to minimize discharge of sediment into nearby drainage conveyances, in compliance with state and local standards in effect at the time of construction. These measures may include silt fences, staked straw bales or wattles, sediment/silt basins and traps, geofabric, sandbag dikes, and temporary vegetation. Establishing permanent vegetative cover to reduce erosion in areas disturbed by construction by slowing runoff velocities, trapping sediment, and enhancing filtration and transpiration. Using drainage swales, ditches, and earth dikes to control erosion and runoff by conveying surface runoff down sloping land, intercepting and diverting runoff to a watercourse or channel, preventing sheet flow over sloped surfaces, preventing runoff accumulation at the base of a grade, and avoiding flood damage along roadways and facility infrastructure. <p>A copy of the approved Storm Water Pollution Prevention Permit shall be maintained and available at all times on the construction site.</p>	G	CD (E)		

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30.	3A-9.2	<p><i>Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.</i></p> <p>The owner/applicant(s) shall submit final drainage plans to the City demonstrating that off-site upstream runoff will be appropriately conveyed through the Folsom Plan Area, and that project-related on-site runoff will be appropriately conveyed and contained in detention basins or managed through other improvements (e.g., source controls, biotechnical stream stabilization) to reduce flooding and hydromodification impacts and provide water quality treatment.</p> <p>The plans shall include, but not be limited to, the following items:</p> <ul style="list-style-type: none"> • an accurate calculation of pre-project and post-project runoff scenarios, obtained using appropriate engineering methods, that accurately evaluates potential changes to runoff, including increased surface runoff; • runoff calculations for the 10-year and 100-year (0.01 AEP) storm events (and other, smaller storm events as required) shall be performed and the trunk drainage pipeline sizes confirmed based on alignments and detention facility locations finalized in the design phase; • a description of the proposed maintenance program for the on-site drainage system; • project-specific standards for installing drainage systems; • City flood control design requirements and measures designed to comply with them; <p>Implementation of stormwater management BMPs that avoid increases in the erosive force of flows beyond a specific range of conditions needed to limit hydromodification and maintain current stream geomorphology. These Best Management Practices will be designed and constructed in accordance with the forthcoming Stormwater Quality Partnership Hydromodification Management Plan (to be adopted by the Regional Water Quality Control Board) and may include, but are not limited to, the following:</p>	G, B	CD (E)	The owner/applicant provided a preliminary drainage plan at the time of Tentative Map approval. A revised analysis was provided prior to the issuance of a grading permit. The revised analysis was reviewed by the City's Consultant (Mead & Hunt) to ensure that that the proposed drainage system was consistent with Mitigation Measure 3A-9.2. The improvement plans for this subdivision and the supporting backbone improvements contain detention basins, control structures and ditch systems in accordance with the Stormwater Quality Partnership Hydromodification Management Plan and in compliance with the FPA-Storm Drain Master Plan.	Yes

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30.cont	3A-9.2	i. Use of Low Impact Development (LID) techniques to limit increases in stormwater runoff at the point of origination (these may include, but are not limited to: surface swales; replacement of conventional impervious surfaces with pervious surfaces [e.g., porous pavement]; impervious surfaces disconnection; and trees planted to intercept stormwater); ii. Enlarged detention basins to minimize flow changes and changes to flow duration characteristics; iii. Bioengineered stream stabilization to minimize bank erosion, utilizing vegetative and rock stabilization, and inset floodplain restoration features that provide for enhancement of riparian habitat and maintenance of natural hydrologic and channel to floodplain interactions; iv. Minimize slope differences between any stormwater or detention facility outfall channel with the existing receiving channel gradient to reduce flow velocity; and v. Minimize to the extent possible detention basin, bridge embankment, and other encroachments into the channel and floodplain corridor, and utilize open bottom box culverts to allow sediment passage on smaller drainage courses. The final drainage plan shall demonstrate to the satisfaction of the City of Folsom Community Development and Public Works Departments that 100-year (0.01 AEP) flood flows would be appropriately channeled and contained, such that the risk to people or damage to structures within or down gradient of the Folsom Plan Area would not occur, and that hydromodification would not be increased from pre-development levels such that existing stream geomorphology would be changed (the range of conditions should be calculated for each receiving water if feasible, or a conservative estimate should be used, e.g., an Ep of 1 ±10% or other as approved by the Sacramento Stormwater Quality Partnership and/or City of Folsom).	G	CD (E), PW		

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31.	3A 9-3	<p><i>Develop and Implement a BMP and Water Quality Maintenance Plan.</i></p> <p>A detailed BMP and water quality maintenance plan shall be prepared by a qualified engineer retained by the owner/applicant(s) for the project. The plan shall finalize the water quality improvements and further detail the structural and nonstructural BMPs proposed for the project. The plan shall include the elements described below.</p> <ul style="list-style-type: none"> • A quantitative hydrologic and water quality analysis of proposed conditions incorporating the proposed drainage design features. • Predevelopment and post development calculations demonstrating that the proposed water quality BMPs meet or exceed requirements established by the City of Folsom and including details regarding the size, geometry, and functional timing of storage and release pursuant to the latest edition of the “Stormwater Quality Design Manual for Sacramento and South Placer Regions” (the City’s MS4NPDES permit, page 46) and El Dorado County’s NPDES SWMP (County of El Dorado 2004). • Source control programs to control water quality pollutants on the SPA, which may include but are not limited to recycling, street sweeping, storm drain cleaning, household hazardous waste collection, waste minimization, prevention of spills and illegal dumping, and effective management of public trash collection areas. • A pond management component for the proposed basins that shall include management and maintenance requirements for the design features and BMPs, and responsible parties for maintenance and funding. • LID control measures shall be integrated into the BMP and water quality maintenance plan. These may include, but are not limited to: <ol style="list-style-type: none"> 2. surface swales; 3. replacement of conventional impervious surfaces with pervious surfaces (e.g., porous pavement); 4. impervious surfaces disconnection; and 5. trees planted to intercept stormwater. 	G	CD (E)	The Owner/Applicant is in compliance with the Storm Water Pollution Prevention Plan (SWPPP) for the subdivision. General notes have been included on the approved grading and public infrastructure plans to address this condition. Compliance has been monitored through construction inspection.	Yes

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31.cont		<ul style="list-style-type: none"> New stormwater facilities shall be placed along the natural drainage courses within the SPA to the extent practicable so as to mimic the natural drainage patterns. The reduction in runoff as a result of the LID configurations shall be quantified based on the runoff reduction credit system methodology described in "Stormwater Quality Design Manual for the Sacramento and South Placer Regions, Chapter 5 and Appendix D4" (SSQP 2007b) and proposed detention basins and other water quality BMPs shall be sized to handle these runoff volumes. <p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, it is anticipated that Caltrans would coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County and Caltrans.</p>				

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32.	3A 8.7	<p><i>Prepare and Implement a Vector Control Plan in Consultation with the Sacramento-Yolo Mosquito and Vector Control District.</i></p> <p>To ensure that the operation and design of the stormwater system, including multiple planned detention basins, is consistent with the recommendations of the Sacramento-Yolo Mosquito and Vector Control District regarding mosquito control, the owner/applicant shall prepare and implement a Vector Control Plan. This plan shall be prepared in coordination with the Sacramento-Yolo Mosquito and Vector Control District and shall be submitted to the City for approval prior to issuance of the grading permit for the proposed detention basins under the City's jurisdiction.</p> <p>The plan shall incorporate specific measures deemed sufficient by the City to minimize public health risks from mosquitoes, and as contained within the Sacramento-Yolo Mosquito and Vector Control District BMP Manual (Sacramento-Yolo Mosquito and Vector Control District 2008). The plan shall include, but is not limited to, the following components:</p> <ul style="list-style-type: none"> • Description of the project. • Description of detention basins and all water features and facilities that would control on-site water levels. • Goals of the plan. • Description of the water management elements and features that would be implemented, including: <ul style="list-style-type: none"> i. BMPs that would be implemented on-site; ii. public education and awareness; iii. sanitary methods used (e.g., disposal of garbage); iv. mosquito control methods used (e.g., fluctuating water levels, biological agents, pesticides, larvacides, circulating water); and v. stormwater management. 	G	CD (E) Sacto. County	A Vector Control Plan was prepared and submitted to the City for review and approval. The plan incorporated various Best Management Practices in consultation with the Sacramento-Yolo Mosquito and Vector Control District. A copy of the Vector Control Plan is available from the Community Development Department.	Yes

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32.cont		<ul style="list-style-type: none"> • Long-term maintenance of the detention basins and all related facilities (e.g., specific ongoing enforceable conditions or maintenance by a homeowner’s association). <p>To reduce the potential for mosquitoes to reproduce in the detention basins, the owner/applicant(s) shall coordinate with the Sacramento-Yolo Mosquito and Vector Control District to identify and implement BMPs based on their potential effectiveness for the site conditions. Potential BMPs could include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • build shoreline perimeters as steep and uniform as practicable to discourage dense plant growth; • perform routine maintenance to reduce emergent plant densities to facilitate the ability of mosquito predators (i.e., fish) to move throughout vegetated area; • design distribution piping and containment basins with adequate slopes to drain fully and prevent standing water. The design slope should take into consideration buildup of sediment between maintenance periods. Compaction during grading may also be needed to avoid slumping and settling; • coordinate cleaning of catch basins, drop inlets, or storm drains with mosquito treatment operations; • enforce the prompt removal of silt screens installed during construction when no longer needed to protect water quality; • if the sump, vault, or basin is sealed against mosquitoes, with the exception of the inlet and outlet, submerge the inlet and outlet completely to reduce the available surface area of water for mosquito egg– laying (female mosquitoes can fly through pipes); and • design structures with the appropriate pumping, piping, valves, or other necessary equipment to allow for easy dewatering of the unit if necessary (Sacramento Yolo Mosquito and Vector Control District 2008). 	G	CD (E)		

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32.cont		i. Surface swales; ii. Replacement of conventional impervious surfaces with pervious surfaces (e.g., porous pavement); iii. Impervious surfaces disconnection; and iv. Trees planted to intercept stormwater. New stormwater facilities shall be placed along the natural drainage courses within the Specific Plan Area (SPA) to the extent practicable so as to mimic the natural drainage patterns. The reduction in runoff as a result of the LID configurations shall be quantified based on the runoff reduction credit system methodology described in the latest edition of the "Stormwater Quality Design Manual for the Sacramento and South Placer Regions, and proposed detention basins and other water quality BMPs shall be sized to handle these runoff volumes.		CD (E)		
33.	3B.9-1b	<i>Properly Dispose of Hydrostatic Test Water and Construction Dewatering in Accordance with the Central Valley Regional Water Quality Control Board</i> All hydrostatic test water and construction dewatering shall be discharged to an approved land disposal area or drainage facility in accordance with Central Valley RWQCB requirements. The City or its construction contractor shall provide the Central Valley RWQCB with the location, type of discharge, and methods of treatment and monitoring for all hydrostatic test water discharges. Emphasis shall be placed on those discharges that would occur directly to surface water bodies.	G	CD (E)	All water discharges from hydrostatic testing were approved by the City and in accordance with RWQCB requirements.	Yes
34.		<i>State and Federal Permits</i> The owner/applicant shall obtain all required State and Federal permits and provide evidence that said permits have been obtained, or that the permit is not required, subject to staff review prior to approval of any grading or improvement plan.	G, I	CD (P) CD (E)	The owner/applicant has obtained all required State and Federal permits and copies are available from the Community Development Department.	Yes

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35.	3A 3-1a	<p><i>Clean Water Act Sections 401 and 404 Permits</i></p> <p>Prior to the approval of grading and improvement plans and before any groundbreaking activity associated with each distinct project phase, the owner/applicant shall secure all necessary permits obtained under Sections 401 and 404 of the Clean Water Act or the State's Porter-Cologne Act and implement all permit conditions for the proposed project. All permits, regulatory approvals, and permit conditions for effects on wetland habitats shall be secured and conditions implemented before implementation of any grading activities within 250 feet (or lesser distance as approved by the applicable agencies) of Waters of the U.S, or wetland habitats, including Waters of the State, that potentially support federally-listed species, or within 100 feet (or lesser distance as approved by the applicable agencies) of any other Waters of the U.S. or wetland habitats, including Waters of the State. The owner/applicant shall adhere to all conditions outlined in the permits. The owner/applicant shall commit to replace, restore, or enhance on a "no net loss" basis (in accordance with United States Army Corps. Of Engineers and the Central Valley Regional Water Quality Control Board) the acreage of all wetlands and other Waters of the U.S. that would be removed, lost, and/or degraded with implementation of the project. Wetland habitat shall be restored, enhanced, and/or replaced at an acreage and location and by methods agreeable to United States Army Corps. Of Engineers, the Central Valley Regional Water Quality Control Board, and the City, as appropriate, depending on agency jurisdiction, and as determined during the Section 401 and Section 404 permitting processes. The boundaries of the 404 permit, including required buffers shall be shown on the grading plans.</p> <p>All mitigation requirements to satisfy the requirements of the City and the Central Valley Regional Water Quality Control Board, for impacts on the non-jurisdictional wetlands beyond the jurisdiction of United States Army Corps. Of Engineers, shall be determined and implemented before grading plans are approved.</p> <p>All wetland mitigation compliance reports submitted to the Army Corps of Engineers shall also be copied concurrently to the City.</p>	G, I	CD(P) CD (E) United States Army Corps. Of Engineers Central Valley Regional Water Quality Control Board	The owner/applicant obtained these permits for Backbone improvements and project specific improvements prior to implementing ground disturbing activity. Compliance reports are on file with the Community Development Department.	Yes

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36.		<p><i>Water Quality Certification</i></p> <p>A water quality certification pursuant to Section 401 of the Clean Water Act is required before issuance of the record of decision and before issuance of the Section 404 permit. Before construction in any areas containing wetland features, the owner/applicant shall obtain water quality certification for the project. Any measures required as part of the issuance of water quality certification shall be implemented pursuant to the permit conditions.</p>	G	CD (E)	The owner/applicant obtained a Section 401 Water Quality certification for the backbone and project specific improvements. All required measures were implemented prior to construction.	Yes
37.	3A3-4a.	<p><i>Master Streambed Alteration Agreement</i></p> <p>The owner/applicant shall amend, if necessary, and implement the original Section 1602 Master Streambed Alteration Agreement received from California Department of Fish and Wildlife for all construction activities that would occur in the bed and bank of California Department of Fish and Wildlife jurisdictional features within the project site. As outlined in the Master Streambed Alteration Agreement, the owner/applicant shall submit a Sub-notification Form (SNF) to California Department of Fish and Wildlife 60 days prior to grading and/or the commencement of construction to notify California Department of Fish and Wildlife of the project.</p> <p>Any conditions of issuance of the Master Streambed Alteration Agreement shall be implemented as part of those project construction activities that would adversely affect the bed and bank within on-site drainage channels subject to California Department of Fish and Wildlife jurisdiction. The agreement shall be executed by the owner/applicant and California Department of Fish and Wildlife before the approval of any grading or improvement plans or any construction activities in any project phase that could potentially affect the bed and bank of on-site drainage channels under California Department of Fish and Wildlife jurisdiction.</p>	G	CD(P) CD (E) California Department of Fish and Wildlife	The owner/applicant submitted and received approval of a Sub-notification Form (SNF) from the California Dept. of Fish & Wildlife. All required mitigation or project conditions were satisfied in accordance with the SNF authorization. A copy of the SNF is available from the Community Development Department.	Yes

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38.	3B 3-1c	<p><i>Restore All Waters Impacted by Trenching and Temporary Construction Staging</i></p> <p>For all water line crossings of waters of the U.S. or State in which the use of trenchless technologies is not feasible, the city shall ensure that all waters impacted by trenching activities are restored to pre-project conditions. In addition, within 30 days following project construction, the owner/applicant shall ensure that all temporary construction staging areas within waters of the U.S. or State are restored to preproject conditions. At minimum, the City shall ensure that the following measures are implemented during construction:</p> <ul style="list-style-type: none"> ▶ Conduct trenching and construction activities across drainages during low-flow (e.g., <1 to 2 cfs) or dry periods as feasible; ▶ If working in active channels, install cofferdam upstream and downstream of stream crossing to separate construction area from flowing waterway; ▶ Place sediment curtains upstream and downstream of the construction zone to prevent sediment disturbed during trenching activities from being transported and deposited outside of the construction zone; ▶ Locate spoil sites such that they do not drain directly into the drainages or seasonal wetlands; ▶ Store equipment and materials away from the drainages and wetland areas. No debris will be deposited within 250 feet of the drainages and wetland areas; ▶ Prepare and implement a revegetation plan to restore vegetation in all temporarily disturbed wetlands and other waters using native species seed mixes and container plant material that are appropriate for existing hydrological conditions. <p>Prior to the approval of grading and improvement plans and before any groundbreaking activity associated with the Off-site Water Facilities requiring fill of wetlands or other waters of the U.S. or waters of the state, the owner/ applicant shall submit a wetland mitigation and monitoring plan (MMP) for the restoration of these waters within the selected water alignment to the US Army Corps of Engineers (USACE) and Central Valley Regional Water Quality Control Board (RWQCB) for review and approval of those portions of the plan over which they have jurisdiction. The Mitigation and Monitoring Plan (MMP) would have to be approved prior to issuance of a Section 404 permit. Once the final MMP is approved and implemented, mitigation monitoring shall</p>	G	CD (E)	The Owner/Applicant has restored all areas required under the Permit. Annual monitoring is ongoing and a copy of the Annual Monitoring Report is available with the Community Development Department.	Yes

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38.cont		continue for a minimum of 5 years from completion of restoration activities, or human intervention (including recontouring and grading), or until the performance standards identified in the approved MMP have been met, whichever is longer. At minimum, the MMP shall provide the following information: <ul style="list-style-type: none"> ▶ A description and drawings showing the existing contours (elevation) and existing vegetation of the waters of the U.S. and State that would be impacted through trenching activities. This information shall include site photographs taken at each impacted water. ▶ Methods used to ensure that trenching within waters of the U.S. and State do not adversely alter existing hydrology, including the draining of the waters (e.g., use of cut-off walls). ▶ The methods used to restore the site to the original contour and condition, as well as a plan for the revegetation of the site following installation of the water line. ▶ Proposed schedule for restoration activities 				

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39.		<p>100 Year Flood Plain Boundary</p> <p>The owner/applicant shall be required to include the existing 100-year floodplain boundary (flood hazard area) on all grading and/or improvements plans prior to approval of the grading and/or improvement plans by the City. For any portion of the proposed project that lies within the designated flood hazard area, no development shall be approved until appropriate measures are taken to remove the area from the flood zone. These measures include the following:</p> <ul style="list-style-type: none"> • The lowest finished floor elevation of all proposed structures shall be a minimum of two (2) feet above the 100-year floodplain elevation in accordance with the City Floodplain Ordinance. The owner/applicant shall provide for review and approval by the City, information delineating the 100-year floodplain elevation under the worst case of either the interim or the ultimate condition for the upstream watershed. The existing and proposed 100-year floodplain shall be shown on the grading and/or improvement plans. • An elevation certification shall be required prior to issuance of any building permit demonstrating compliance with the above requirement. • A completed application for a Conditional Letter of Map Revision (CLOMR) shall be submitted to the City for submission to the Federal Emergency Management Agency (FEMA). Prior to approval of the improvement plans by the City, the owner/applicant shall submit the approved CLOMR to the City. • Within four (4) months following completion of grading operations, a completed application for a Letter of Map Revision (LOMR) shall be submitted by the owner/applicant to the City for submission to FEMA. The City shall have received the completed LOMR from FEMA prior to issuance of a certificate of occupancy on any structure. • Prior to issuance of a grading permit or a building permit, the owner/applicant shall deposit with the City sufficient funds to complete the CLOMR/LOMR process as determined by the City. Said funds may be drawn upon by the City to complete the CLOMR/LOMR process in the event the owner/applicant fails to do so in accordance with the time constraints established above. Any funds remaining after completion of the CLOMR/LOMR process will be refunded to the owner/applicant. 	G, I	CD (E), PW	<p>The City and Owner/Applicant submitted a CLOMR/LOMR application and received approval from FEMA on September 20, 2017.</p> <p>The owner/applicant will submit the LOMR application to FEMA within the four-month timeframe after acceptance of the Phase I Grading Plans. Formal Acceptance of the Phase I grading is anticipated to occur during the Fall of 2021.</p>	Yes

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40.	3A3-3	<p><i>Plant Surveys</i></p> <p>The owner/applicant shall retain a qualified botanist to conduct a botanical survey within the evident and identifiable blooming periods for Ahart's dwarf rush (blooms March through May), big scale balsamroot (blooms March through June), Boggs Lake hedge-hyssop (blooms April through August) and dwarf downingia (blooms March through May). A single survey could be conducted in either April or May to fit within the blooming periods for all potentially occurring special status plants. If special-status plants are not found during focused surveys, the botanist shall document the findings in a letter report to California Department of Fish and Wildlife, United States Fish and Wildlife Service and the City of Folsom, and no further mitigation shall be required.</p> <p>If special-status plant populations are found, the owner/applicant shall consult with California Department of Fish and Wildlife and United States Fish and Wildlife Service, as appropriate, depending on species status, to determine the appropriate mitigation measures for direct and indirect impacts on any special-status plant population that could occur as a result of project implementation. Mitigation measures may include preserving and enhancing existing populations, creation of off-site populations on project mitigation sites through seed collection or transplantation, and/or restoring or creating suitable habitat in sufficient quantities to achieve no net loss of occupied habitat or individuals.</p> <p>If potential impacts on special-status plant species are likely, a mitigation and monitoring plan shall be developed before the approval of grading plans by the City or any ground-breaking activity within 250 feet of a special-status plant population. The mitigation plan shall be submitted to the City of Folsom for review and approval prior to the issuance of a grading permit. It shall be submitted concurrently to California</p>	G	CD (E) (P) California Department of Fish and Wildlife United States Fish and Wildlife Service	<p>A qualified biologist was retained to perform plant surveys in accordance with this mitigation measure. A copy of the survey results is available from the Community Development Department.</p> <p>As a result of the surveys, the owner/applicant identified the presence of Valley Needle grass and developed a Needle grass Mitigation & Monitoring Plan. A copy of the approved Mitigation Plan is available from the Community Development Dept.</p>	Yes

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40.cont		<p>Department of Fish and Wildlife and United States Fish and Wildlife Service, as appropriate, depending on species status, for review and comment. The plan shall require maintaining viable plant populations on-site and shall identify avoidance measures for any existing population(s) to be retained and compensatory measures for any populations directly affected. Possible avoidance measures include fencing populations before construction and exclusion of project activities from the fenced-off areas, and construction monitoring by a qualified botanist to keep construction crews away from the population. The mitigation plan shall also include monitoring and reporting requirements for populations to be preserved on site or protected or enhanced off-site.</p> <p>If relocation efforts are part of the mitigation plan, the plan shall include details on the methods to be used, including collection, storage, propagation, receptor site preparation, installation, long-term protection and management, monitoring and reporting requirements, and remedial action responsibilities should the initial effort fail to meet long-term monitoring requirements.</p> <p>If off-site mitigation includes dedication of conservation easements, purchase of mitigation credits or other off-site conservation measures, the details of these measures shall be included in the mitigation plan, including information on responsible parties for long-term management, conservation easement holders, long-term management requirements, and other details, as appropriate to target the preservation of long term viable populations.</p>				
41.	3A 3-5	<p>Oak Trees</p> <p>If any oaks are proposed for removal or are impacted by the development of the project, the owner applicant shall prepare an oak woodland mitigation and monitoring plan. The plan shall adhere to the requirements of the Folsom Municipal Code.</p>	G	CD (E) (P)	The Owner submitted and received approval of an Oak Woodland Mitigation and Monitoring Plan and is on file at the Community Development Department.	Yes

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42.	3A.4-2b	<p><i>Participate in and Implement an Urban and Community Forestry Program and/or Off-Site Tree Program to Off-Set Loss of On-Site Trees.</i></p> <p>For all harvestable trees that are subject to removal, the owner/applicant(s) shall participate in and provide necessary funding for urban and community forestry program (such as the UrbanWood program managed by the Urban Forest Ecosystems Institute [Urban Forest Ecosystems Institute 2009]) to ensure that wood with an equivalent carbon sequestration value to that of all harvestable removed trees is harvested for an end-use that would retain its carbon sequestration (e.g., furniture building, cabinet making).</p> <p>For all non-harvestable trees that are subject to removal, the owner/applicant(s) shall develop and fund an off-site tree program that includes a level of tree planting that, at a minimum, increases carbon sequestration by an amount equivalent to what would have been sequestered by the blue oak woodland during its lifetime. This program shall be funded by the owner/applicant(s) and reviewed for comment by an independent Certified Arborist unaffiliated with the owner/applicant(s) and shall be coordinated with the requirements of Condition 43. Final approval of the program shall be provided by the City.</p>	G	CD (E) (P)	The Owner/applicant in consultation with the City arborist determined that the tree removal associated with these improvements were not harvestable trees. The Owner/applicant was still required to provide mitigation for the trees and/or tree canopy that was permitted for removal during construction. The Owner/applicant has provided a perpetual conservation easement for +/-48 acres of oak woodland in El Dorado County. The oak woodland conservation easement is similar in species, size and character of the existing oak woodland canopy that was removed during construction of the Phase I improvements.	Yes

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43.		<p><i>Conduct Environmental Awareness Training for Construction Employees</i></p> <p>Prior to initiation of grading and construction activities, the owner/applicant shall employ a qualified biologist to conduct environmental awareness training for construction employees. The training will describe the importance of on-site biological resources, including special-status wildlife habitats; potential nests of special-status birds; and roosting habitat for special-status bats. The biologist will also explain the importance of other responsibilities related to the protection of wildlife during construction, such as inspecting open trenches and looking under vehicles and machinery prior to moving them to ensure there are no lizards, snakes, small mammals, or other wildlife that could become trapped, injured, or killed in construction areas or under equipment.</p> <p>The environmental awareness program shall be provided to all construction personnel to brief them on the life history of special-status species in or adjacent to the project area, the need to avoid impacts on sensitive biological resources, any terms and conditions required by state and federal agencies, and the penalties for not complying with biological mitigation requirements. If new construction personnel are added to the project, the contractor's superintendent shall ensure that the personnel receive the mandatory training before starting work. An environmental awareness handout that describes and illustrates sensitive resources to be avoided during project construction and identifies all relevant permit conditions shall be provided to each person.</p>	G	CD (E)	The owner/applicant provided Environmental Awareness Training to all contractors prior to commencement of grading. The owner/applicant provided copies of the roster to the City for those receiving training prior to commencement of grading.	Yes

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44.	3A 3-2a	<p><i>Swainson's Hawk Nesting Habitat</i></p> <p>A qualified biologist shall be retained by the owner/applicant to conduct preconstruction surveys and to identify active Swainson's Hawk nests on and within 0.5-mile of the project area. The surveys shall be conducted before the approval of grading and/or improvement plans (as applicable) and no less than 14 days and no more than 30 days before the beginning of grading and construction. To the extent feasible, guidelines provided in <i>Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in the Central Valley (Swainson's Hawk Technical Advisory Committee 2000)</i> shall be followed for surveys for Swainson's hawk. If no nests are found, no further mitigation is required.</p> <p>If active nests are found, impacts on nesting Swainson's Hawks shall be avoided by establishing appropriate buffers around the nests. No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in coordination with California Department of Fish and Wildlife that reducing the buffer would not result in nest abandonment. California Department of Fish and Wildlife guidelines recommend implementation of 0.25- or 0.5-mile-wide buffers, but the size of the buffer may be adjusted if a qualified biologist and the City, in consultation with California Department of Fish and Wildlife, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest.</p>	G	CD(P) CD (E) California Department of Fish and Wildlife	Preconstruction surveys were conducted and no active nests were found.	Yes

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45.	3A 3-2b	<p><i>Swainson's Hawk Habitat</i></p> <p>Prior to the approval of grading and improvement plans, or before any ground-disturbing activities, whichever occurs first, the owner/applicant shall secure suitable Swainson's Hawk foraging habitat to ensure 1:1 mitigation of habitat value for Swainson's Hawk foraging habitat that is permanently lost as a result of the project, as determined by the City after consultation with California Department of Fish and Wildlife and a qualified biologist.</p> <p>The 1:1 habitat value (or other agreed-upon ratio) shall be based on Swainson's Hawk nesting distribution and an assessment of habitat quality, availability, and use within the project area. The mitigation ratio shall be consistent with the 1994 DFG Swainson's Hawk Guidelines included in the Staff Report Regarding Mitigation for Impacts to Swainson's Hawks (<i>Buteo swainsoni</i>) in the Central Valley of California. Such mitigation shall be accomplished through purchase of credits at an approved mitigation bank, the transfer of fee title, or perpetual conservation easement. If non-bank mitigation is proposed, the mitigation land shall be located within the known foraging area and within Sacramento County. The City, after consultation with California Department of Fish and Wildlife, will determine the appropriateness of the mitigation land.</p> <p>The owner/applicant shall transfer said Swainson's Hawk mitigation land, through either conservation easement or fee title, to a third-party, nonprofit conservation organization (Conservation Operator), with the City and California Department of Fish and Wildlife named as third-party beneficiaries. The Conservation Operator shall be a qualified conservation easement land manager that manages land as its primary function. Additionally, the Conservation Operator shall be a tax-exempt nonprofit conservation organization that meets the criteria of Civil Code Section 815.3(a) and shall be selected or approved by the City, after consultation with California Department of Fish and Wildlife. After consultation with California Department of Fish and Wildlife and the Conservation Operator, the City shall approve the content and form</p>	G	CD (P) California Department of Fish and Wildlife	The Owner has secured and recorded a Conservation Easement on a City approved site in Sacramento County. A copy of the recorded easement is available from the Community Development Department.	Yes

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45.cont		<p>of the conservation easement. The City, California Department of Fish and Wildlife, and the Conservation Operator shall each have the power to enforce the terms of the conservation easement. The Conservation Operator shall monitor the easement in perpetuity to assure compliance with the terms of the easement.</p> <p>After consultation with the City, the owner/applicant, California Department of Fish and Wildlife, and the Conservation Operator, shall establish an endowment or some other financial mechanism that is sufficient to fund in perpetuity the operation, maintenance, management, and enforcement of the conservation easement. If an endowment is used, either the endowment funds shall be submitted to the City for impacts on lands within the City’s jurisdiction to an appropriate third-party nonprofit conservation agency, or they shall be submitted directly to the third-party nonprofit conservation agency in exchange for an agreement to manage and maintain the lands in perpetuity. The Conservation Operator shall not sell, lease, or transfer any interest of any conservation easement or mitigation land it acquires without prior written approval of the City and California Department of Fish and Wildlife.</p> <p>If the Conservation Operator ceases to exist, the duty to hold, administer, manage, maintain, and enforce the interest shall be transferred to another entity acceptable to the City and California Department of Fish and Wildlife. The City Planning Department shall ensure that mitigation habitat established for impacts on habitat within the City’s planning area is properly established and is functioning as habitat by conducting regular monitoring of the mitigation site(s) for the first ten years after establishment of the easement.</p>	G	<p>CD(P) CD (E)</p> <p>California Department of Fish and Wildlife</p>		

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46.	3A 3-2a	<p>Burrowing Owl A qualified biologist shall be retained by the owner/applicant to conduct a preconstruction survey to identify active Burrowing Owl burrows within the project area. The surveys shall be conducted no less than 14 days and no more than 30 days before the beginning of grading and construction activities for each phase of development. The preconstruction survey shall follow the protocols outlined in the Staff Report on Burrowing Owl Mitigation (CDFG 2012).</p> <p>If active burrows are found, a mitigation plan shall be submitted to the City for review and approval before any ground-disturbing activities. The City shall consult with California Department of Fish and Wildlife. The mitigation plan may consist of installation of one-way doors on all burrows to allow owls to exit, but not reenter, and construction of artificial burrows within the project vicinity, as needed; however, burrowing owl exclusions may only be used if a qualified biologist verifies that the burrow does not contain eggs or dependent young. If active burrows contain eggs and/or young, no construction shall occur within 50 feet of the burrow until young have fledged. Once it is confirmed that there are no owls inside burrows, these burrows may be collapsed.</p>	G	CD(P) CD (E) California Department of Fish and Wildlife	Preconstruction surveys were conducted and one burrowing owl location was identified during construction. A mitigation plan was reviewed and approved by the City and the California Dept. of Fish & Wildlife. There was no nesting activity observed at the burrowing owl location.	Yes
47.	3A 3-2d	<p>Pallid Bat Within 14 days prior to removal of any trees, a preconstruction survey shall be conducted to determine whether any bats are found day roosting within the bark or cavities of trees. If no bats are present, a letter report should be submitted to the applicant and the City, and no additional measures are recommended. If construction does not commence within 14 days of the preconstruction survey or halts for more than 14 days, a new survey is recommended.</p> <p>If bats are found, consultation with the California Dept. of Fish and Wildlife is recommended to determine avoidance measures. Recommended avoidance measures include establishing a buffer around the roost tree until it is no longer occupied. The tree should not be removed until a biologist has determined that the tree is no longer occupied by the bats.</p>	G	CD(P) CD (E) California Department of Fish and Wildlife	Preconstruction surveys were conducted and no active roosts were found.	Yes

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48.		<p><i>Nesting Raptors</i></p> <p>To mitigate impacts on nesting raptors, a qualified biologist shall be retained by the owner/applicant to conduct a preconstruction survey to identify active nests on and within 0.5 miles of the project area. The surveys shall be conducted no less than 14 days and no more than 30 days before the beginning of construction activities for each phase of development</p> <p>If active nests are found, impacts on nesting raptors shall be avoided by establishing appropriate buffers around the nests. No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in coordination with California Department of Fish and Wildlife that reducing the buffer would not result in nest abandonment. The buffer may be adjusted if a qualified biologist and the City, in consultation with California Department of Fish and Wildlife, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest.</p>	G	CD(P) CD (E) California Department of Fish and Wildlife	Preconstruction surveys were conducted and one active nest was found and buffer areas and protocols were established during construction.	Yes

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49.	3A.3-2c	<p><i>Avoid and Minimize Impacts to Tricolored Blackbird Nesting Colonies.</i></p> <p>To avoid and minimize impacts to tricolored blackbird, the owner/applicant of all project phases shall conduct a preconstruction survey for any project activity that would occur during the tricolored blackbird's nesting season (March 1–August 31). The preconstruction survey shall be conducted by a qualified biologist before any activity occurring within 500 feet of suitable nesting habitat, including freshwater marsh and areas of riparian scrub vegetation. The survey shall be conducted within 14 days before project activity begins.</p> <p>If no tricolored blackbird colony is present, no further mitigation is required. If a colony is found, the qualified biologist shall establish a buffer around the nesting colony. No project activity shall commence within the buffer area until a qualified biologist confirms that the colony is no longer active. The size of the buffer shall be determined in consultation with DFG. Buffer size is anticipated to range from 100 to 500 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries (i.e., U.S. 50 interchange improvements) must be developed by the owner/applicant of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., Caltrans) and must be sufficient to achieve the performance criteria described above.</p>	G	CD(P) CD (E) California Department of Fish and Wildlife	Preconstruction surveys were conducted and no active nesting colonies were found.	Yes

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50.		<p><i>Other Nesting Special-Status and Migratory Birds</i></p> <p>The owner/applicant shall retain a qualified biologist to conduct a preconstruction survey for any project activity that would occur in suitable nesting habitat during the avian nesting season (approximately March 1–August 31). The preconstruction survey shall be conducted within 14 days before any activity occurring within 100 feet of suitable nesting habitat. Suitable habitat includes annual grassland, valley needlegrass grassland, freshwater seep, vernal pool, seasonal wetland, and intermittent drainage habitat within the project site.</p> <p>If no active special-status or other migratory bird nests are present, no further mitigation is required. If an active nest is found, the qualified biologist shall establish a buffer around the nest. No project activity shall commence within the buffer area until a qualified biologist confirms that the nest is no longer active. The size of the buffer shall be determined in consultation with California Department of Fish and Wildlife. Buffer size is anticipated to range from 50 to 100 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances.</p>	G	CD(P) CD (E) California Department of Fish and Wildlife	Preconstruction surveys were conducted and no active nests were found.	Yes
51.	3B 3-2	<p><i>Western Pond Turtle and Western Spadefoot Toad</i></p> <p>Prior to construction, sometime between December and April when the stock ponds and seasonal wetlands hold water, a qualified biologist shall conduct surveys for western spadefoot toad and western pond turtle to determine if these species are currently using the stock ponds and seasonal wetlands. If either of these species is detected, then the city should consult with the CDFW to develop additional minimization measures prior to project construction. These measures may include timing restrictions for dewatering activities and construction monitoring.</p> <p>If temporary fencing is used, it shall take the form of silt fencing and temporary plastic construction fencing placed no closer than 25 feet from the edge of the protected habitat. Protective fencing around vernal pools identified as potential habitat for special-status species shall be constructed in a way that allows western spadefoot toad to access these wetlands.</p> <p>Impacted western spadefoot toad habitat shall be mitigated and compensated in accordance with USFWS and DFG requirements.</p>	G	CD (E) (P) California Department of Fish and Wildlife	Preconstruction surveys were conducted and no species were found.	Yes

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52.		<p><i>American Badger, Western Pond Turtle, Western Spadefoot Toad</i></p> <p>The owner/applicant(s) shall retain a qualified biologist to conduct preconstruction surveys within 14 days prior to the initiation of construction activity for the presence of American Badger, Western Pond Turtle, and Western Spadefoot Toad. If western pond turtle or western spadefoot toad is observed, it should be relocated to similar habitat outside of the construction footprint, but in the vicinity of the Project Site. If American Badger is found, it should be allowed to leave on its own accord. If found on site, additional recommended avoidance measures include having a qualified biologist on site during grading activities for the purpose of temporarily halting construction so that the species can leave the construction footprint on its own accord or be relocated to suitable habitat away from the construction zone, but within the project site.</p>	G	CD(P) CD (E)	Preconstruction surveys were conducted and no species were found.	Yes
53.	3A3-4b	<p><i>Valley Needlegrass</i></p> <p>Prior to ground-breaking activities including grading or construction, the owner/applicant shall retain a qualified botanist to conduct pre-construction surveys between May and June to determine if valley needlegrass grassland is present on the project site. If valley needlegrass is not found on the project site, the botanist shall document the findings in a letter report to the city and the owner/applicant and no further mitigation shall be required.</p> <p>If valley needlegrass is found within the project site, the location and extent of the community type, if any, that would be removed by project implementation shall be calculated. The owner/applicant shall consult with the California Department of Fish and Wildlife and the city to determine appropriate mitigation for removal of valley needlegrass resulting from project implementation. Mitigation measures may include establishment of valley needlegrass grassland within the project's open space areas currently characterized by annual grassland, establishment of valley needlegrass grassland off-site or preservation and enhancement of existing valley needlegrass grassland within the project site.</p>	G	CD(P) CD (E) California Department of Fish and Wildlife	Preconstruction surveys were conducted and Valley Needle grass was identified in portions of the Project impact areas. The Owner has developed an onsite mitigation plan that establishes replacement areas in the open space areas within Mangini Ranch Phase I. A copy of the mitigation and monitoring plan is available at the Community Development Department.	Yes

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54.		<p>Animal Barrier</p> <p>To discourage the migration of undesirable small animals (including snakes) into adjacent developed properties during the development of the project, the owner/applicant shall install a barrier along all areas adjacent to developed residential properties and parks to the satisfaction of the Community Development Department and consistent with a qualified biologist's recommendations. In general, the barrier may consist of wire-mesh fabric with openings not exceeding 1/2-inch width. The height of the barrier shall be at least 18 inches (above the ground surface), and may be buried into the ground at least twelve inches. The barrier shall be supported with metal stakes at no more than 10-foot spacing. The barrier shall be installed by the owner/applicant, as approved by the Community Development Department and a qualified biologist, prior to any construction disturbance on the site, including clearing and grading operations.</p>	G	CD (E) (P)	A protective orange fence was installed along the perimeter of disturbed areas. The barrier fencing included in this condition was not required since none of the grading for this subdivision was adjacent to any existing development.	Yes

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
55.	3A 5-2	<p><i>Conduct Construction Worker Awareness Training, Conduct On-Site Monitoring if Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required.</i></p> <p>The owner/applicant(s) shall retain a qualified archaeologist to conduct training for construction supervisors. Construction supervisors shall inform the workers about the possibility of encountering buried cultural resources and inform the workers of the proper procedures should cultural resources be encountered. Proof of the contractor awareness training shall be submitted to the City's Community Development Department in the form of a copy of training materials and the completed training attendance roster prior to approval of grading and/or construction.</p> <p>Should any cultural resources, such as structural features, bone or shell, artifacts, or architectural remains be encountered during any construction activities, work shall be suspended within 200 feet of the find and the City of Folsom and USACE shall be notified immediately. The City shall retain a qualified archaeologist who shall conduct a field investigation of the specific site and shall evaluate the significance of the find by evaluating the resource for eligibility for listing on the California Register of Historic Resources (CRHR) and the National Register of Historic Places (NRHP). If the resource is eligible for listing on the CRHR or NRHP and would be subject to disturbance or destruction, the actions required by the first amended programmatic agreement and subsequent documentation shall be implemented. The City of Folsom Community Development Department and USACE shall be responsible for approval of recommended mitigation if it is determined to be feasible in light of the approved land uses and shall implement the approved mitigation and seek written approval on mitigation documentation before resuming construction activities at the archaeological site.</p>	G	CD (P) CD (E) USACE	The owner/applicant retained a qualified archeologist and provided Workers Awareness Training to all new construction personnel. A copy of the training video and attendance records are available from the Community Development Dept.	Yes

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56.	3A 5-3	<p><i>Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.</i></p> <p>In the event that human remains are discovered, construction activities within 150 feet of the discovery shall be halted or diverted and the requirements for managing unanticipated discoveries in Mitigation Measure 4.4-2(a) shall be implemented. In addition, the provisions of Section 7050.5 of the California Health and Safety Code, Section 5097.98 of the California Public Resources Code, and Assembly Bill 2641 shall be implemented. When human remains are discovered, state law requires that the discovery be reported to the County Coroner (Section 7050.5 of the Health and Safety Code) and that reasonable protection measures be taken during construction to protect the discovery from disturbance (AB 2641).</p> <p>If the Coroner determines the remains are Native American, the Coroner shall notify the Native American Heritage Commission (NAHC), which then designates a Native American Most Likely Descendant for the project (Section 5097.98 of the Public Resources Code). The designated Native American Most Likely Descendant then has 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains (AB 2641).</p> <p>If the owner/applicant does not agree with the recommendations of the Native American Most Likely Descendant, the NAHC can mediate (Section 5097.94 of the Public Resources Code). If no agreement is reached, the owner/applicant shall rebury the remains where they will not be further disturbed (Section 5097.98 of the Public Resources Code). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a deed restriction with the county in which the property is located (AB 2641).</p>	OG	Sacramento County Coroner Native American Heritage Commission CD (P) CD (E)	No human remains were discovered during construction.	Yes

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57.	3A5-2	<p><i>Conduct Construction Worker Awareness Training, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan as Required.</i></p> <p>Before the start of any earthmoving activities, the owner/applicant shall retain a qualified professional to train all construction personnel involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered. The training shall be included in the archaeological contractor awareness training program.</p> <p>If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify the City of Folsom's Community Development Department. The owner/applicant shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines (1996). The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the lead agency to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered.</p>	G	CD (E) (P)	The owner/applicant retained a qualified archeologist and provided Workers Awareness Training to all new construction personnel. A copy of the training video and attendance records are available from the Community Development Department.	Yes
58.	3A 5-1b	<p><i>Mangini Ranch Historic Properties Treatment Plan (HPTP)</i></p> <p>Prior to issuance of a grading permit, the owner/applicant shall demonstrate proof of compliance that the following applicable mitigation measure from the Mangini Ranch HPTP, as determined in consultation with the Army Corps of Engineers, was implemented as appropriate:</p> <p>Historic American Engineering Record (HAER) documentation of the site P-34-1745, the Keefe McDerby Mine Ditch; and an updated Historic Property Management Plan that incorporates the results of the HAER documentation. Final proof of compliance is defined as written compliance verification from the US Army Corps of Engineers.</p>	G	CD (E) (P)	The owner/applicant completed the HPTP and received approval and a Notice to Proceed (NTP) was issued by the USACOE. A copy of the NTP is available from the Community Development Department.	Yes

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59.	3A 5-1a	<p><i>Geoarcheological Monitoring</i></p> <p>In the event that any grading will occur within areas determined to require geoarcheological monitoring, the owner/applicant shall retain a qualified professional geoarcheologist who has a graduate degree in the specialized discipline, possesses a demonstrated ability to carry research to completion, and has at least 24 months of professional experience and/or specialized training in geoarcheology. The geoarcheologist shall monitor the ground disturbing activities in the affected areas down to 1.5 meters below the surface. The monitoring geoarcheologist shall submit proof of monitoring in the form of daily field monitoring logs to the City and the US Army Corps of Engineers within 48 hours of completion of monitoring activities.</p>	G	CD (E) (P)	The owner/applicant retained a qualified geo-archeologist in predetermined areas during construction and the geo-archeologist provided all of the required reports to the USACOE.	Yes
60.	3A 5-1a 3A 5-1b	<p><i>Off-site Utility Connection</i></p> <p>The applicable mitigation measures from the Historic Properties Treatment Plan for Mangini Ranch shall be implemented as appropriate prior to ground disturbing activities, and documentation showing proof of compliance shall be submitted to the city. Final proof of compliance is defined as written compliance verification from the US Army Corps of Engineers.</p>	G	CD (E) (P)	The mitigation measures from the HPTP were implemented prior to ground disturbing activities. A copy of the final proof of compliance is available from the Community Development Department.	Yes

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61.	3A 2-1a 3A 2-1d 3A 2-1f	<p><i>Basic Construction Emission Control Practices</i></p> <p>The owner/applicant shall implement Sacramento Metropolitan Air Quality Management District 's list of Basic Construction Emission Control Practices, Enhanced Fugitive Particulate Matter Dust Control Practices (listed below), and Enhanced Exhaust Control Practices or whatever mitigation measures are recommended by Sacramento Metropolitan Air Quality Management District at the time individual portions of the site undergo construction. In addition to Sacramento Metropolitan Air Quality Management District –recommended measures, construction operations shall comply with all applicable Sacramento Metropolitan Air Quality Management District rules and regulations.</p> <p>The following shall be noted on Grading Plans and building construction plans:</p> <p><i>Basic Construction Emission Control Practices</i></p> <ul style="list-style-type: none"> Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. The owner/applicant shall not be permitted to use potable water from the City of Folsom water system for grading and/or construction while the City is in a stage 3 (water warning), stage 4 (water crisis), or stage 5 (water emergency) conservation stage as determined by the City and in conformance with Chapter 13.26 Water Conservation of the Folsom Municipal Code (FMC). The City may prohibit the use of potable water for grading and/or construction purposes on the project in its sole discretion regardless of the Water Conservation Stage. Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways shall be covered. 	G, I, B	Sacramento Metropolitan Air Quality Management District CD (E) (P)	The grading and improvement plans for all Phase 1 projects included the applicable notes. Additionally, monthly equipment usage and emissions were reported to the Sacramento Metropolitan Air Quality Management District. Dust control best management practices were implemented to control fugitive dust and offsite track out material.	Yes

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61.cont	3A 2-1a 3A 2-1d 3A 2-1f	<p>Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.</p> <ul style="list-style-type: none"> • Limit vehicle speeds on unpaved roads to 15 miles per hour. • All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building foundations shall be laid as soon as possible after grading unless seeding or soil binders are used. <p>Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site.</p> <ul style="list-style-type: none"> • Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment shall be checked by a certified mechanic and determine to be running in proper condition before it is operated. <p><i>Enhanced Fugitive Particulate Matter Dust Control Practices – Soil Disturbance Areas</i></p> <ul style="list-style-type: none"> • Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site. • Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph. • Install wind breaks (e.g., plant trees, solid fencing) on windward side(s) of construction areas. • Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established. 	G, I, B	<p>Sacramento Metropolitan Air Quality Management District</p> <p>CD (E) (P)</p>		

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6l.cont	3A 2-1a 3A 2-1d 3A 2-1f	<p><i>Enhanced Fugitive Particulate Matter Dust Control Practices – Unpaved Roads</i></p> <ul style="list-style-type: none"> Install wheel washers for all exiting trucks or wash off all trucks and equipment leaving the site. Treat site accesses to a distance of 100 feet from the paved road with a 6 to 12-inch layer of wood chips, mulch, or gravel to reduce generation of road dust and road dust carryout onto public roads. Post a publicly visible sign with the telephone number and person to contact at the construction site regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of Sacramento Metropolitan Air Quality Management District and the City contact person shall also be posted to ensure compliance. <p><i>Enhanced Exhaust Control Practices</i></p> <p>The owner/applicant shall provide a plan, for approval by the City of Folsom Community Development Department and Sacramento Metropolitan Air Quality Management District, demonstrating that the heavy-duty (50 horsepower [hp] or more) offroad vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20% NOX reduction and 45% particulate reduction compared to the most current California Air Resources Board (ARB) fleet average that exists at the time of construction. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.</p>	G, I, B	Sacramento Metropolitan Air Quality Management District CD (E) (P)		Yes

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61.cont	3A 2-1a 3A 2-1d 3A 2-1f	<p>The owner/applicant shall submit to the City of Folsom Community Development Department and Sacramento Metropolitan Air Quality Management District a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that would be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of heavy-duty off-road equipment, the project representative shall provide Sacramento Metropolitan Air Quality Management District with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman.</p> <p>Sacramento Metropolitan Air Quality Management District's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction (Sacramento Metropolitan Air Quality Management District 2007a). The project shall ensure that emissions from all off-road diesel-powered equipment used on the SPA do not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and Sacramento Metropolitan Air Quality Management District shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. Sacramento Metropolitan Air Quality Management District staff and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation measure shall supersede other Sacramento Metropolitan Air Quality Management District or state rules or regulations.</p>	G, I, B	Sacramento Metropolitan Air Quality Management District CD (E) (P)		Yes

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61.cont	3A 2-1a 3A 2-1d 3A 2-1f	<ul style="list-style-type: none"> If at the time of grading and/or construction, Sacramento Metropolitan Air Quality Management District has adopted a regulation or new guidance applicable to construction emissions, compliance with the regulation or new guidance may completely or partially replace this mitigation if it is equal to or more effective than the mitigation contained herein, and if Sacramento Metropolitan Air Quality Management District so permits. Such a determination shall be supported by a project-level analysis and be approved by Sacramento Metropolitan Air Quality Management District. 	G, I, B	Sacramento Metropolitan Air Quality Management District CD (E) (P)		
62.	3A 2-2	The owner/applicant shall implement all applicable measures in the Sacramento Metropolitan Air Quality Management District approved Folsom Plan Area Specific Plan Air Quality Mitigation Plan.	G, I, B	Sacramento Metropolitan Air Quality Management District CD (E) (P)	The owner/applicant implemented all applicable mitigation measures.	Yes

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63.	3A2-5	<p><i>Naturally Occurring Asbestos</i></p> <p>Prior to the commencement of any site-disturbing activities, the owner/applicant shall demonstrate to the satisfaction of the Sacramento Metropolitan Air Quality Management District that Naturally Occurring Asbestos does not exist on site. To demonstrate the owner/applicant shall obtain the services of a California Certified Geologist to conduct a thorough site investigation of the development area per the protocol outlined in the California Geological Survey Special Report 124 to determine whether and where Naturally Occurring Asbestos is present in the soil and rock on the project site and/or areas that would be disturbed by the project. The site investigation shall include the collection of three soil and rock samples per acre to be analyzed via the California Air Resources Board 435 Method, or other acceptable method agreed upon by Sacramento Metropolitan Air Quality Management District and the City. If the investigation determines that Naturally Occurring Asbestos is not present on the project site, then the owner/applicant shall submit a Geologic Exemption to Sacramento Metropolitan Air Quality Management District as allowed under Title 17, Section 93105, Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining (Asbestos ATCM). The owner/applicant shall submit proof of compliance with the above to the Community Development Department for review and approval prior to the commencement of any site-disturbing activities.</p> <p>If the site investigation determines that Naturally Occurring Asbestos is present on the project site, or alternatively if the owner/applicant elects to assume presence of trace Naturally Occurring Asbestos, then, prior to commencement of any ground disturbance activity, the owner/applicant shall submit to the Sacramento Metropolitan Air Quality Management District for review and approval an Asbestos Dust Mitigation Plan, including, but not limited to, control measures required by the Asbestos ATCM, such as vehicle speed limitations, application of water prior to and during ground disturbance,</p>	G	<p>Sacramento Metro-politan Air uality Management District</p> <p>CD (E) (P)</p>	<p>The owner/applicant has assumed the presence of NOA and implemented an Asbestos Dust Mitigation Plan during construction. The Mitigation Plan has been reviewed and approved by the SMAQMD prior to the issuance of a grading permit. On-site inspection and monitoring has been conducted to ensure compliance with these measures.</p>	Yes

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63.cont		keeping storage piles wet or covered, and track-out prevention and removal. The owner/applicant shall submit proof of compliance with the above to the Community Development Department for review and approval prior to the commencement of any site-disturbing activities. Upon approval of the Asbestos Dust Control Plan by the Sacramento Metropolitan Air Quality Management District, the owner/applicant shall ensure that construction contractors implement the terms of the plan throughout the construction period. If Naturally Occurring Asbestos is determined to be located on the surface of the project site, all surface soil containing Naturally Occurring Asbestos shall be replaced with clean soil or capped with another material (e.g., cinder or rubber), subject to review and approval by the City Engineer.				

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64.	3A 2-1h	<p><i>Analyze and Disclose Projected PM10 Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of Off-site Elements.</i></p> <p>Prior to construction of each off-site element located in Sacramento County that would involve site grading or earth disturbance activity that would exceed 15 acres in one day, the responsible agency or its selected consultant shall conduct detailed dispersion modeling of construction-generated PM10 emissions pursuant to Sacramento Metropolitan Air Quality Management District guidance that is in place at the time the analysis is performed.</p> <p>Sacramento Metropolitan Air Quality Management District emphasizes that PM10 emission concentrations at nearby sensitive receptors be disclosed in project-level CEQA analysis. Each project-level analysis shall incorporate detailed parameters of the construction equipment and activities, including the year during which construction would be performed, as well as the proximity of potentially affected receptors, including receptors proposed by the project that exist at the time the construction activity would occur. If the modeling analysis determines that construction activity would result in an exceedance or substantial contribution to the CAAQS and NAAQS at a nearby receptor, then the owner/applicant shall require their respective contractors to implement additional measures for controlling construction-generated PM10 exhaust emission and fugitive PM10 dust emissions in accordance with Sacramento Metropolitan Air Quality Management District guidance, requirements, and/or rules that apply at the time the project-level analysis is performed. It is likely that these measures would be the same or similar to those listed as Enhanced Fugitive PM Dust Control Practices for Soil Disturbance Areas and Unpaved Roads and Enhanced Exhaust Control Practices. Dispersion modeling is not required for the two El Dorado County roadway connections because the total amount of disturbed acreage is expected to be less than the EDCAQMD screening level of 12 acres.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries shall be developed by the owner/applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., Sacramento County or Caltrans).</p>	G	<p>Sacramento Metropolitan Air Quality Management District</p> <p>Caltrans</p> <p>CD (E) (P)</p>	<p>The owner/applicant has obtained approval from the SMAQMD for all of the proposed equipment utilized throughout the course of grading for the subdivision. The owner/applicant provided monthly compliance reports to SMAQMD and paid all necessary mitigation fees determined to be in excess of the approved threshold for PM10 emissions. There were no sensitive receptors in the vicinity of the subdivision and all of the grading for the subdivision were in the boundaries of the City of Folsom.</p>	Yes

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65.	3A 8-5	<p><i>Prepare and Implement a Blasting Safety Plan in Consultation with a Qualified Blaster.</i></p> <p>Prior to issuance of a grading permit for any phase that will include blasting, the owner/applicant shall prepare and implement a blasting safety plan. This plan shall be created in coordination with a qualified blaster, as defined by the Construction Safety and Health Outreach Program, Subpart U, Section 1926.901, and distributed to all appropriate members of construction teams. The plan shall apply to the owner/applicant of all project phases in which blasting would be employed. The plan shall include, but is not limited to:</p> <ul style="list-style-type: none"> ▶ storage locations that meet ATF standards contained in 27 CFR Part 55; ▶ safety requirements for workers (e.g., daily safety meetings, personal protective equipment); ▶ an accident management plan that considers misfires (i.e. explosive fails to detonate), unexpected ignition, and flyrock; and ▶ measures to protect surrounding property (e.g., netting, announcement of dates of expected blasting, barricades, and audible and visual warnings). <p>Upon completion of a blasting safety plan, the owner/applicant's contractor shall secure any required permits from the City of Folsom Fire Department.</p>	G	CD (E), FD	The owner/applicant obtained a blasting permit from the City. The owner/applicant provided notification prior to all proposed blasting in compliance with the City blasting permit. The blasting for the subdivision was in compliance with Fire Department requirements.	Yes

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66.		<p><i>Prepare fuel modification plan (FMP).</i></p> <p>The owner/applicant shall submit a Fuel Modification Plan to the City for review and preliminary approval from the Fire Code Official prior to any Final and/or Parcel Map. Final approval of the plan by the Fire Code Official shall occur prior to the issuance of a permit for any new construction. A Fuel Modification Plan shall consist of a set of scaled plans showing fuel modification zones indicated with applicable assessment notes, a detailed landscape plan and an irrigation plan. A fuel modification plan submitted for approval shall be prepared by one of the following: a California state licensed landscape architect, or state licensed landscape contractor, or a landscape designed, or an individual with expertise acceptable to the Fire Code Official.</p> <p>The owner/applicant shall agree to be responsible for the long-term maintenance of the Fuel Modification Plan consistent with Section 3.8.5.1 of the ARDA and Amendment No. 1 to the ARDA. Notification of fuel modification requirements are to be made upon sale to new property owners. Proposed changes to the approved Fuel Modification Plan shall be submitted to the Fire Code Official for approval prior to implementation.</p>	G,I,M,B	CD (P) FD	The owner/applicant submitted and received approval of a Fuel Modification Plan. A copy of the FMP is available from the Community Development Department.	Yes
67.		<p><i>Landslide /Slope Failure</i></p> <p>The owner/applicant shall retain an appropriately licensed engineer during the grading activities to identify existing landslides and potential slope failure hazards. The said engineer shall be notified a minimum of two days prior to any site clearing or grading to facilitate meetings with the grading contractor in the field.</p>	G	CD (E) PW	The owner/applicant retained a geotechnical engineer and implemented recommendations for this mitigation measure. A geotechnical report outlining these recommendations is available from Community Development Department.	Yes

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68.	3A 11-1 3B1-3a	<p><i>Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors.</i></p> <p>The owner/applicant shall prepare and implement a construction noise management plan. This plan shall identify specific measures to ensure compliance with the noise control measures specified below. The noise control plan shall be submitted to the City of Folsom before any noise-generating construction activity begins and shall be noted on Grading Plans and building construction plans. Grading and construction shall not commence until the construction noise management plan is approved by the City of Folsom.</p> <ul style="list-style-type: none"> Noise-generating construction operations shall be limited to the hours between 7 a.m. and 7 p.m. Monday through Friday, and between 8 a.m. and 5 p.m. on Saturdays. No construction is allowed on Sundays. These hours may be expanded to include Saturday and Sunday between 8 a.m. and 6 p.m. provided there are no sensitive receptors within 1500 feet, subject to the sole discretion of the city. All construction equipment and equipment staging areas (including rock crushing operations) shall be located as far as possible from nearby noise-sensitive land uses. All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation. All motorized construction equipment shall be shut down when not in use to prevent idling. Individual operations and techniques shall be replaced with quieter procedures (e.g., using welding instead of riveting, mixing concrete off-site instead of on-site). 	G, I, B	CD (P) CD (E) (B)	The owner/applicant has included these practices and rules in the grading and improvement plans. A general note is included on the approved grading and infrastructure plans for this subdivision which addresses this condition. Compliance will be monitored through construction inspection.	Yes

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68.cont		<ul style="list-style-type: none"> Noise-reducing enclosures shall be used around stationary noise-generating equipment (e.g., compressors and generators) as planned phases are built out and future noise sensitive receptors are located within close proximity to future construction activities. Written notification of construction activities shall be provided to all noise-sensitive receptors located within 850 feet of construction activities. Notification shall include anticipated dates and hours during which construction activities are anticipated to occur and contact information, including a daytime telephone number, for the project representative to be contacted in the event that noise levels are deemed excessive. Recommendations to assist noise-sensitive land uses in reducing interior noise levels (e.g., closing windows and doors) shall also be included in the notification. To the extent feasible, acoustic barriers (e.g., lead curtains, sound barriers) shall be constructed to reduce construction-generated noise levels at affected noise-sensitive land uses. The barriers shall be designed to obstruct the line of sight between the noise-sensitive land use and on-site construction equipment. When installed properly, acoustic barriers can reduce construction noise levels by approximately 8–10 dB (EPA 1971). When future noise sensitive uses are within close proximity to prolonged construction noise, noise-attenuating buffers such as structures, truck trailers, or soil piles shall be located between noise sources and future residences to shield sensitive receptors from construction noise. 	G	CD (P) CD (E) (B)		

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69.	3A.11-3	<p><i>Implement Measures to Prevent Exposure of Sensitive Receptors to Groundborne Noise or Vibration from Project Generated Construction Activities.</i></p> <ul style="list-style-type: none"> ▶ To the extent feasible, blasting activities shall not be conducted within 275 feet of existing or future sensitive receptors. ▶ To the extent feasible, bulldozing activities shall not be conducted within 50 feet of existing or future sensitive receptors. ▶ All blasting shall be performed by a blast contractor and blasting personnel licensed to operate in the State of California. ▶ A blasting plan, including estimates of vibration levels at the residence closest to the blast, shall be submitted to the enforcement agency for review and approval prior to the commencement of the first blast. ▶ Each blast shall be monitored and documented for groundbourne noise and vibration levels at the nearest sensitive land use and associated recorded submitted to the enforcement agency. 			The owner/applicant implemented a blasting control plan in accordance with this mitigation measure.	Yes
IMPROVEMENT PLAN REQUIREMENTS						
70.		<p><i>Improvement Plans</i></p> <p>The improvement plans for the required public and private subdivision improvements necessary to serve any and all phases of development shall be reviewed and approved by the Community Development Department prior to approval of a Final Map.</p>	M	CD(E)	The owner/applicant submitted improvement plans for all infrastructure improvements required to serve this subdivision. The City Engineer has reviewed and approved all required improvement plans to serve this subdivision. Copies of the improvement plans are available from the Community Development Department.	Yes

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71.		<p><i>Standard Construction Specifications and Details</i></p> <p>Public and private improvements, including roadways, curbs, gutters, sidewalks, bicycle lanes and trails, streetlights, underground infrastructure and all other improvements shall be provided in accordance with the latest edition of the City of Folsom <u>Standard Construction Specifications and Details</u> and the <u>Design and Procedures Manual and Improvement Standards</u>.</p>	I	CD (P) CD (E)	The owner/applicant submitted improvement plans in accordance with the City's Standard Specifications.	Yes
72.		<p><i>Water and Sewer Infrastructure</i></p> <p>All publicly owned water and sewer infrastructure shall be placed within the street right of way. In the event that a public water or sewer main needs to be placed in an area other than the public right of way such as through an open space corridor, landscaped area, etc. an access road shall be designed and constructed to allow for the operations, maintenance and replacement of the public water or sewer line along the entire water and/or sewer line alignment. The public water and sewer mains shall be publicly owned and maintained within any street and public sewer and water main easements shall be provided and in no event shall a public water or public sewer line be placed on private residential property. For example, installing a public water main on the property line between two single family homes. The domestic water and irrigation system shall be separately metered per City of Folsom <u>Standard Construction Specifications and Details</u>.</p> <p>All publicly owned water and sewer lines and services shall be accessible for operations, maintenance, and repair. Non-accessible situations would include placing mains and services behind retaining walls, placing public mains on private property, etc.</p>	I	CD (E)	The owner/applicant has installed all sewer and water infrastructure within the street right of way. The outfall sewer line has been installed within easements or planned right of way within future streets.	Yes

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73.		<p><i>Proposed Improvements on Adjoining Properties Not Owned by the Owner/Applicant</i></p> <p>The owner/applicant shall include all record information for rights of entry, easements, temporary and permanent construction easements, slope easements, etc. for all proposed improvements on adjoining properties not owned by the owner/applicant and impacted by the owner/applicants improvements. The record information and the recorded boundaries of all work on adjoining properties shall be included on all grading and/or improvement plans prior to plan approval.</p>	G, I	CD (E)	The owner/applicant has obtained all required easements and/or temporary construction easements. Copies of the easements are available at the Community Development Department and filed with the Sacramento County Recorder. All record information is shown on the approved plans for the subdivision.	Yes
74.		<p><i>SPTC-JPA Approval</i></p> <p>The owner/applicant shall cooperate with the City to obtain written approval from both the Sacramento Placerville Transportation Corridor-Joint Powers Authority (SPTC-JPA) and the Public Utilities Commission (PUC) for any proposed crossing(s) of work within the existing JPA corridor which parallels Old Placerville Road. The owner/applicant shall provide written approval from both the SPTC-JPA and as required by the PUC to the City prior to approval of grading and/or improvement plans. The owner applicant shall provide all encroachment permits from the SPTC-JPA and PUC as necessary.</p>	I	CD (E)	The owner/applicant has obtained a Public Utility Easement for utilities within the Sacramento Placerville Transportation Corridor-Joint Powers Authority (SPTC-JPA). There were no crossings required for any of the improvements associated with the Phase 1 improvements for this subdivision.	

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75.	3A1-5	<p>Lighting Plan</p> <p>The owner/applicant of all project phases shall submit a lighting plan for the project to the Community Development Department. The lighting plan shall be consistent with the Design Guidelines:</p> <ul style="list-style-type: none"> • shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties; • place and shield or screen flood and area lighting needed for construction activities, nighttime sporting activities, and/or security so as not to disturb adjacent residential areas and passing motorists; • for public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or that blink or flash; • use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earthtoned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways; and • design exterior on-site lighting as an integral part of the building and landscaping design in the Specific Plan Area. Lighting fixtures shall be architecturally consistent with the overall site design. 	I	CD (P)	The owner/applicant submitted a Lighting Plan for all backbone roadways and subdivisions in accordance with the Design Guidelines and City Standards for Street Lighting. A copy of the lighting plans are available from the Community Development Department.	Yes

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76.		<p><i>Above Ground Utility Site Design Review Application</i></p> <p>The owner/applicant shall submit a Site Design Review Application for all above ground utility installations (water tanks, booster pumps stations, etc.) to the Community Development Department to ensure these facilities are adequately screened. These above ground utility installations shall be designed to be adequately screened and/or blended into the hillsides through use of berming, landscaping or through the use of walls or fences to the satisfaction of the Community Development Department.</p>	G, I	CD (P) (E) EWR	The owner/applicant submitted a Design Review Application and received approval for the construction of the Alder Creek Parkway Sewer Lift Station.	Yes
77.		<p><i>Utility Coordination</i></p> <p>The owner/applicant shall coordinate the planning, development and completion of this project with the various utility agencies (i.e., SMUD, PG&E, etc.). The owner/applicant shall provide the City with written confirmation of public utility service prior to approval of all final maps.</p>	I, M	CD (P) CD (E)	The owner/applicant has coordinated with the various utility agencies.	Yes
78.	3B.7-4	<p><i>Implement Corrosion Protection Measures.</i></p> <p>The owner/applicant shall be required to provide that all underground metallic fittings, appurtenances and piping in the City's water systems include a cathodic protection system to protect these facilities from corrosion. The cathodic protection system shall be prepared by a licensed geotechnical or civil engineer and the system shall be reviewed and approved by the City prior to approval of improvement plans.</p>	I	CDD(E), EWR	The owner/applicant has provided cathodic protection in the improvement plans in accordance with City requirements for all metallic water pipelines and appurtenances. The plans were approved by the City.	Yes
79.	3B.7-1b	<p><i>Incorporate Pipeline Failure Contingency Measures Into Final Pipeline Design.</i></p> <p>The owner/applicant shall be required to provide isolation valves or similar devices to be incorporated into all pipeline facilities to prevent substantial losses of surface water in the event of a pipeline failure. The pipeline failure contingency measures shall be incorporated into the final pipeline design and this design shall be prepared by a licensed geotechnical or civil engineer. The specifications for the isolation valves shall conform to the California Building Code (CBC) and American Water Works Association Standards. The final pipeline design shall be reviewed and approved by the City prior to approval of improvement plans.</p>	I	CDD(E), EWR	The improvements plans for all water systems have isolation valves and incorporate design standards that allow the City to isolate portions of the City's water system in the event of failure.	Yes

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80.		<p><i>Replacing Hazardous Facilities</i></p> <p>The owner/applicant shall be responsible for replacing any and all damaged or hazardous public sidewalk, curb and gutter, and/or bicycle trail facilities along the site frontage and/or boundaries, including pre-existing conditions and construction damage, to the satisfaction of the Community Development Department.</p>	I, OG	CD	The owner/applicant has reconstructed a portion of East Bidwell Street (formerly Scott Rd) to the satisfaction of the Community Development Department. No existing improvements were included as part of this subdivision.	Yes
81.		<p><i>Asphalt Concrete Sewer Maintenance Road</i></p> <p>The owner/applicant shall provide an asphalt concrete (AC) maintenance road (minimum 12 feet wide) which extends from Scott Road to the future Easton Valley Parkway sanitary sewer lift station. The AC maintenance road shall be designed to meet City standards for utility vehicle loads including, but not limited to, vector trucks, fire vehicles and fire apparatus and other maintenance vehicles. The AC maintenance road shall be required to be placed over the entire trunk main and/or trunk forced main, including the interim 12" sewer main between Scott Road and A Street alignment, dependent upon which alternative sewer system is constructed to serve the project.</p>	I	CD (E), FD, EWR	The owner/applicant has constructed an asphalt maintenance road for the entire length of the sewer line extending from East Bidwell Street (formerly Scott Rd) to the Alder Creek Parkway sewer lift station as well as the sewer forced main extension to the US50 crossing.	Yes
82.		<p><i>Future Utility Lines</i></p> <p>All future utility lines lower than 69 KV that are to be built within the project, shall be placed underground within and along the perimeter of the project at the developer's cost. The owner/applicant shall dedicate to SMUD all necessary underground easements for the electrical facilities that will be necessary to service development of the project.</p>			All proposed utility service to the lots in this subdivision have been placed underground.	Yes

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83.		<p><i>Off-site Trunk Sewer Main</i></p> <p>The owner/applicant shall design and construct the off-site trunk sewer main as shown in Alternative 1 attached to the vesting tentative subdivision map. Owner/applicant may propose an alternative alignment for routing the sewer backbone infrastructure in conformance with the Wastewater Master Plan Update subject to the sole discretion of the City. The off-site sewer trunk mains, the sewer maintenance roads, sanitary sewer lift station(s), and sewer forced mains extended across US Highway 50 to the existing Sacramento Regional County Sanitation District (SRCSD) lift station shall be completed and accepted by the City for operation and maintenance prior to issuance of the first building permit in the project.</p> <p>The owner/applicant shall be responsible for constructing any and all odor control facilities, providing high-velocity hydraulic cleaning and vacuum cleaning of select sewer mains and providing temporary supplemental flows into select sewer mains as determined by the City until such time the peak average flows are met in the Folsom Plan Area backbone sewer system in accordance with the Wastewater Master Plan Update.</p>			<p>The owner/applicant has completed the sewer trunk main, lift station and force mains to serve the subject subdivision. The Owner/applicant developed a flushing plan that was reviewed and approved by the City Engineer and the Environmental and Water Resources Department.</p>	Yes
84.		<p><i>Water Reservoirs, Water Booster Pump Stations, Pressure Reducing Valve Stations, and Sewer Lift Stations</i></p> <p>The owner/applicant shall design all water reservoirs, water booster pump stations, pressure reducing valve stations, and sewer lift stations, and shall coordinate the design with the Community Development Department and their construction shall be managed by the Environmental and Water Resources Department.</p>	I	CD (E), E&WR	<p>The Owner/applicant designed and constructed the sewer lift stations and pressure reducing valves while under supervisor and inspection by the City's Environmental and Water Resources Department.</p>	Yes
85.		<p><i>Water Meter Fixed Network System</i></p> <p>The owner owner/applicant shall pay for, furnish and install all infrastructure associated with the water meter fixed network system.</p>	I	CD (E), E&WR	<p>The Owner/applicant has completed the infrastructure allowing for the water meter fixed network system. Meters will be furnished and installed during home construction for each individual metered connection.</p>	Yes

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86.		<p><i>Vertical Curb</i></p> <p>All curbs located adjacent to landscaping, whether natural or manicured, and where parking is allowed shall be vertical.</p>	I	CD (P) (B)	The improvement plans for the subdivision improvements and backbone roadways provide vertical curbing as required.	Yes
87.		<p><i>White Rock Road Shoulder Improvements</i></p> <p>The owner/applicant shall construct shoulder improvements along the project's entire frontage of westbound White Rock Road to the satisfaction of the City prior to approval of the first small lot final map. In lieu of constructing the aforementioned interim shoulder improvements, the owner/applicant may enter into a Subdivision Improvement Agreement with the City and post adequate security to the City's satisfaction to ensure construction of said improvements; the security shall be for a minimum period of 10 years.</p> <p>If shoulder improvements are constructed and/or funded by the <u>owner</u>/applicant, then said costs shall <u>may</u> be included in the SCTDF fee program or other <u>an</u> applicable fee program established and approved for the Folsom Plan Area subject to approval by the City and the actual costs expended by the <u>owner</u>/applicant shall <u>may therefore be eligible</u> for a credit and/or reimbursement <u>agreement</u>.</p> <p>If construction of the Capital Southeast Connector Project between Scott Road and the El Dorado County line has commenced during the term of the required Subdivision Improvement Agreement, then the shoulder improvement condition will be deemed satisfied and the security shall be released to the owner/applicant.</p> <p><i>Modified by Staff Subsequent to the May 20, 2015 Planning Commission Meeting</i></p>	M	CD (E) (P)	The owner/applicant has entered into a Deferred Improvement Agreement and provided bonding for the construction of these shoulder improvements. The City has been working cooperatively with the Capital Southeast Connector JPA project. These shoulder improvements would be constructed as part of the future JPA Connector D3 segment project. At such time the JPA Connector D3 Segment is constructed, the owner/applicant would no longer be required to maintain the bonds as part of the executed Deferred Improvement Agreement. The JPA Connector project between Prairie City Road and East Bidwell Street commenced in April 2021.	Yes
88.		<p><i>Class II Bike Lanes</i></p> <p>All Class II bike lanes shall be striped and painted green. No parking shall be permitted within the Class II bike lanes. These bike lanes shall connect to the Class I bike trail and future community park.</p>	I	CD (E) (P)	All Class II bike lanes have been constructed in accordance with the Specific Plan, Design Guidelines and City standards.	Yes

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89.		<p>Parks and Recreation</p> <p>The following measures shall be implemented to the satisfaction of the Parks and Recreation Department:</p> <ol style="list-style-type: none"> 1. The Owner/Applicant will provide and develop the proposed Class II bike lane alignments and connections consistent with the Illustrative Master Plan for Mangini Ranch Exhibit dated March 30, 2015. 2. Subject to a future credit / reimbursement agreement approved by the City Council, the Owner/Applicant will provide and develop the proposed Backbone Class I Bike Trails consistent with the Illustrative Master Plan for Mangini Ranch Exhibit dated March 30, 2015. 3. The Owner/Applicant will incorporate the design and grading for the proposed Additional Class I Bike Trails consistent with the Illustrative Master Plan for Mangini Ranch Exhibit dated March 30, 2015. 	I	CD, PR	The owner/applicant has designed and graded the Class I bike trails along with the Class II bike lanes along East Bidwell Street (formerly Scott Rd) and Mangini Parkway.	Yes
90.	3A 11-4	<p>Noise Barriers</p> <p>In conjunction with the submittal of improvement plans for each proposed development phase where noise barrier locations are required, the owner/applicant shall show on the Improvement Plans that sound walls and/or landscaped berms shall be constructed along White Rock Road and Street A. The solid noise barrier along White Rock Road shall be no less than 7 feet in height and shall be confirmed based upon the final approved site and grading plans. If the final alignment of the Capital SouthEast Connector shifts away from the sensitive noise receptors, the wall height may be reduced pending an updated noise study to the satisfaction of the city engineer.</p> <p>The solid noise barrier along Street A shall be no less than 6 feet in height and shall be confirmed based upon the final approved site and grading plans. All required wall heights shall be relative to finished building pad elevations unless the adjoining road elevation is above the backyard elevation in which case the noise barrier height shall be relative to the roadway elevation. Noise barrier walls shall be constructed of decorative concrete masonry units. Abrupt transitions exceeding two feet in height shall be avoided. The Grading and/or Improvement Plans shall be subject to review and approval by the City Engineer.</p>	I	CD (E) (P)	The landscape plans for Mangini Parkway Phase 1B include the required sound walls along both Mangini Parkway and White Rock Road in accordance with the recommendations of the acoustical study.	Yes

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91.	<p><i>Master Plan Updates</i></p> <p>The City has approved the Folsom Plan Area Storm Drainage Master Plan, the Folsom Plan Area Water System Master Plan and the Folsom Plan Area Wastewater Master Plan Update. The owner/applicant shall submit complete updates to each of these approved master plans for the proposed changes to each master plan as a result of the proposed project. The updates to each master plan for the proposed project shall be reviewed and approved by the City prior to approval of grading and/or improvement plans.</p> <p>The plans shall be accompanied by engineering studies supporting the sizing, location, and timing of the proposed facilities. Improvements shall be constructed in phases as the project develops in accordance with the approved master plans, including any necessary off-site improvements to support development of a particular phase or phases, subject to prior approval by the City. Off-site improvements may include roadways to provide secondary access, water transmission lines or distribution facilities to provide a loopwater system, sewer trunk mains and lift stations, water quality facilities, non-potable water pipelines and infrastructure, and drainage facilities including on or off-site detention. No changes in infrastructure from that shown on the approved master plan shall be permitted unless and until the applicable master plan has been revised and approved by the City. Final lot configurations may need to be modified to accommodate the improvements identified in these studies to the satisfaction of the City.</p> <p>The owner/applicant shall provide sanitary sewer, water and storm drainage improvements with corresponding easements, as necessary, in accordance with these studies and the latest edition of the City of Folsom <u><i>Standard Construction Specifications and Details</i></u>, and the <u><i>Design and Procedures Manual and Improvement Standards</i></u>.</p> <p>The storm drainage design shall provide for no net increase in run-off under post-development conditions.</p>	G,I	CDD(E), EWR, PW	The Owner/applicant has provided updated Master Plans for approval prior to the issuance of a grading permit. Copies of the Master Plans are available from the Community Development Department.	Yes	

<p align="center">CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT</p>						
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92.	3A 3-1a	<p><i>Design Stormwater Drainage Plans and Erosion and Sediment Control Plans to Avoid and Minimize Erosion and Runoff to All Wetlands and Other Waters That Are to Remain on the SPA and Use Low Impact Development Features.</i></p> <p>To minimize indirect effects on water quality and wetland hydrology, the owner/applicant shall include stormwater drainage plans and erosion and sediment control plans in their grading and/or improvement plans and shall submit these plans to the City for review and approval. Prior to approval of grading and/or improvement plans, the owner/applicant for any particular discretionary development application shall obtain a NPDES Construction General Permit and Grading Permit, comply with the City's Grading Ordinance and City drainage and stormwater quality standards, and commit to implementing all measures in their drainage plans and erosion and sediment control plans to avoid and minimize erosion and runoff into Alder Creek and all wetlands and other waters that would remain on-site.</p> <p>The owner/applicant shall implement stormwater quality treatment controls consistent with the Stormwater Quality Design Manual for Sacramento and South Placer Regions in effect at the time the application is submitted. Appropriate runoff controls such as berms, storm gates, off-stream detention basins, overflow collection areas, filtration systems, and sediment traps shall be implemented to control siltation and the potential discharge of pollutants. Development plans shall incorporate Low Impact Development (LID) features, such as pervious strips, permeable pavements, bioretention ponds, vegetated swales, disconnected rain gutter downspouts, and rain gardens, where appropriate. Use of LID features is recommended by the EPA to minimize impacts on water quality, hydrology, and stream geomorphology and is specified as a method for protecting water quality in the proposed specific plan. In addition, free spanning bridge systems shall be used for all roadway crossings over wetlands and other waters that are retained in the on-site open space. These bridge systems would maintain the natural and restored channels of creeks, including the associated wetlands, and would be designed with sufficient span width and depth to provide for wildlife movement along the creek corridors even during high-flow or flood events, as specified in the 404 permit.</p> <p>The owner/applicant shall be responsible for all necessary off-site improvements needed to support the Mangini Ranch drainage system.</p>	G, I	<p>CD (E), PW PW (Sacto. Co. or El Dorado Co.) CALTRANS USACE CVRWQCB</p>	<p>The owner/applicant has prepared a Stormwater Pollution Prevention Plan (SWPPP) which implements stormwater water quality practices in accordance with the Stormwater Quality Design Manual for Sacramento and Placer Regions. There are no offsite improvements needed for support the Mangini Ranch drainage system.</p>	Yes

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93.		<p><i>Best Management Practices</i></p> <p>The storm drain improvement plans shall provide for “Best Management Practices” that meet the requirements of the water quality standards of the City’s National Pollutant Discharge Elimination System Permit issued by the State Regional Water Quality Control Board.</p> <p>In addition to compliance with City ordinances, the owner/applicant shall prepare a Stormwater Pollution Prevention Plan (SWPPP), and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, “Hydrology and Water Quality.”</p> <p>Each proposed project development shall result in no net change to peak flows into Alder Creek and associated tributaries, or to Buffalo Creek, Carson Creek, and Coyote Creek. The owner/applicant shall establish a baseline of conditions for drainage on-site. The baseline-flow conditions shall be established for 2-, 5-, and 100-year storm events. These baseline conditions shall be used to develop monitoring standards for the stormwater system on the Specific Plan Area. The baseline conditions, monitoring standards, and a monitoring program shall be submitted to USACE and the City for their approval. Water quality and detention basins shall be designed and constructed to ensure that the performance standards, which are described in Chapter 3A.9, “Hydrology and Water Quality,” are met and shall be designed as off-stream detention basins.</p> <p>Discharge sites into Alder Creek and associated tributaries, as well as tributaries to Carson Creek, Coyote Creek, and Buffalo Creek, shall be monitored to ensure that preproject conditions are being met. Corrective measures shall be implemented as necessary. The mitigation measures will be satisfied when the monitoring standards are met for 5 consecutive years without undertaking corrective measures to meet the performance standard.</p>	G, I	CD (E)	The Owner/applicant has received a NPDES permit from the State Regional Water Quality Control Board (SRWQCB). The NPDES Permit requires the implementation of BMP’s, monitoring and reporting for stormwater runoff. The NPDES Permit includes a Storm Water Pollution Prevention Plan (SWPPP), which outlines monitoring standards, frequency and baseline modeling. The Owner/applicant has submitted monthly reports to the City and SRWQCB.	Yes

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94.		<p><i>Litter Control</i></p> <p>During Construction, the owner/applicant shall be responsible for litter control and sweeping of all paved surfaces in accordance with City standards. All on-site storm drains shall be cleaned immediately before the commencement of the rainy season (October 15).</p>	OG	CD (E)	The owner/applicant has complied with this provision and completed periodic on-site cleaning and sweeping of the project site.	Yes
FIRE DEPT REQUIREMENTS						
95.	3A 14-3	<p><i>Incorporate Fire Flow Requirements into Project Designs.</i></p> <p>The owner/applicant shall incorporate into their project designs fire flow requirements based on the California Fire Code, Folsom Fire Code and shall verify to the City of Folsom Fire Department that adequate water flow is available, prior to approval of improvement plans and issuance of occupancy permits or final inspections for all project phases.</p>	I, B	CD (E) Fire	The Community Development Department and the Fire Department have reviewed all proposed improvement plans for the construction of the water and fire flow system for this subdivision.	Yes
96.		<p><i>All-Weather Access and Fire Hydrants</i></p> <p>The owner/applicant shall provide all-weather access and fire hydrants before combustible materials are allowed on any project site or other approved alternative method as approved by the Fire Code Official/Fire Chief. All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material or vertical construction is allowed on any project site or other approved alternative method as approved by the Fire Code Official/Fire Chief. (All-weather access is defined as six inches of compacted aggregate base from May 1 to September 30 and two inch asphalt concrete over six inch aggregate base from October to April 30).</p> <p>The building shall have illuminated addresses visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and approved by the Fire Marshal.</p>	I, B	CD (E) Fire	The owner/applicant has designed and received approval for all weather access improvements and fire hydrants for this subdivision. Permits for vertical construction will not be issued prior to these improvements being completed.	Yes

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96.cont		<ul style="list-style-type: none"> • Fire department and other emergency access shall be assured an unencumbered continuous paved width of 20 feet on straight portions of the emergency vehicle access (EVA). Turns on EVA's shall be designed to accommodate Fire Department apparatus with inside turning radii of 25 feet and outside turning radii of 50 feet; therefore, the minimum width of EVA's in turning movements shall be 25 feet. The structural design of the EVA shall accommodate a gross vehicle weight of 80,000 pounds for fire apparatus. The maximum grade of an EVA shall not exceed 12% and gradual transitions between differing grades are required. The EVA shall have an unobstructed vertical clearance of not less than 13'6". Access points to EVA's shall be identified with painted and stenciled rolled curbs to restrict parking in accordance with the California Vehicle Code. All curbs shall be painted red with the words "No Parking Fire Lane" stenciled in white on the face of the curbs using 4-inch letters. If curbs are not available, provide 6-inch wide red stripes along the edge of the access points with the same stenciling. • The minimum fire flow for residential dwellings is 1,000 gpm at 20 psi for houses 3,600 sq. ft. and less, 1,750 gpm for dwellings greater than 3,600 sq. ft. in area, and 2,000 gpm for dwellings greater than 4,800 sq. ft. up to 6,200 sq. ft. in area. Please determine the maximum size homes that will be built in this subdivision. A water model analysis that proves the minimum fire flow will be required before any permits are issued. • All public streets shall meet City of Folsom Street Standards unless an alternative is specifically included within this approval. • The maximum length of any dead end street shall not exceed 500 feet in accordance with the Folsom Fire Code. Several streets indicated on the plans are dead ends greater than 500 feet. Provide a second emergency access or reduce the length of dead-ends that are served by only a single point of entry. 	I, B	CD (E) Fire		

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96.cont		<ul style="list-style-type: none"> All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material storage or vertical construction is allowed. All-weather access is defined as 6" of compacted AB from May 1 to September 30 and 2" AC over 6" AB from October 1 to April 30 The first Fire Station planned for the Folsom Ranch Plan Area shall be completed and operational at the time that the threshold of 1,500 occupied homes within the Folsom Ranch Plan Area is met. 	I, B	CD (E) Fire		
97.	3A 14-2	<p><i>Incorporate California Fire Code; City of Folsom Fire Code Requirements; and EDHFD Requirements, if Necessary, into Project Design and Submit Project Design to the City of Folsom Fire Department for Review and Approval.</i></p> <p>To reduce impacts related to the provision of new fire services, the owner/applicant shall do the following, as described below: Incorporate into project designs fire flow requirements based on the California Fire Code, Folsom Fire Code (City of Folsom Municipal Code Title 8, Chapter 8.36), and other applicable requirements based on the City of Folsom Fire Department fire prevention standards. Improvement plans showing the incorporation of automatic sprinkler systems, the availability of adequate fire flow, and the locations of hydrants shall be submitted to the City of Folsom Fire Department for review and approval. In addition, approved plans showing access design shall be provided to the City of Folsom Fire Department as described by Zoning Code Section 17.57.080 ("Vehicular Access Requirements"). These plans shall describe access-road length, dimensions, and finished surfaces for firefighting equipment. The installation of security gates across a fire apparatus access road shall be approved by the City of Folsom Fire Department. The design and operation of gates and barricades shall be in accordance with the Sacramento County Emergency Access Gates and Barriers Standard, as required by the City of Folsom Fire Code.</p>	I, B, O	FD PW CD (E)	The City of Folsom Fire Department has reviewed and approved the subdivision plans and any off-site improvements for compliance with this mitigation measure.	Yes

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	<ul style="list-style-type: none"> Submit a Fire Systems New Buildings, Additions, and Alterations Document Submittal List to the City of Folsom Community Development Department Building Division for review and approval before the issuance of building permits. <p>The Fire Dept. shall review and approve any improvement plans or building permits for accessibility of emergency fire equipment, fire hydrant flow location, and other construction features. The City shall not authorize the occupancy of any structures until the owner/applicant have obtained a Certificate of Occupancy from the City of Folsom Community Development Department verifying that all fire prevention items have been addressed on-site to the satisfaction of the City of Folsom Fire Department.</p>					
98.	<p>Secondary Emergency Access</p> <p>Prior to issuance of the 200th building permit, the owner/applicant shall install and complete the emergency vehicular access (EVA) as shown on Section D-1 of the Vesting Small Lot Tentative Subdivision Map by extending the EVA from the end of Street A to Placerville Road to the satisfaction of the Fire Department.</p>	B	CD	The emergency vehicle access has been constructed from Placerville Rd to the boundary of the subject subdivision.	Yes	
99.	<p>Street A Completion</p> <p>Prior to recordation of the last final map on Parcels 1 to 9, as shown on the Vesting Large Lot Tentative Merger and Resubdivision Map of the project, the owner/applicant shall improve the emergency vehicular access EVA shown as section D-1 of the Vesting Tentative Subdivision Map, to the full sections of Street A as shown on section D of the vesting tentative subdivision map to the existing Placerville Road. However, if it is determined by the City Fire Department that other roadways in the project (e.g. "C" Drive between Villages 1 and 2) have been constructed to provide the appropriate secondary access, the emergency vehicular access on the easterly end of Street A can remain in place.</p>	M, I	CD	Since the subject subdivision is not the last final map within Parcels 1 through 9, this condition does not apply.	This condition will be addressed prior to the approval of the last final map in the Mangini Ranch Villages	

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100.		<p>Reclaimed Water Pipe</p> <p>The owner/applicant shall install a reclaimed water “purple” pipe conveyance and irrigation system for all proposed landscaping for the project including, but not limited to, landscape corridors along roadways, median islands within roadways, future park sites, school sites, open space parcels either publicly maintained or privately maintained by the owner/applicant, etc. in accordance the Folsom Plan Area Specific Plan Environmental Impact Report. The reclaimed water pipe conveyance and irrigation systems shall be designed and maintained by the owner/applicant to accommodate the future conversion of these irrigation systems from potable water to non-potable water at such time the non-potable water systems is constructed and installed in accordance with the 2014 FPA Recycled Water Analysis 2.0. The owner/applicant shall include the reclaimed water pipe conveyance and irrigation systems on all future landscape plans within the project to the satisfaction of the City.</p>	I	CD (E) (P) EWR, PK	The owner/applicant has constructed reclaimed water pipelines within Mangini Parkway and East Bidwell Street. These pipelines will be connected to a potable water source until a recycled water source is available. These pipelines have been planned to serve the landscape corridors, elementary school and adjacent neighborhood park within the Mangini Ranch – Phase I Subdivision.	Yes
101.		<p>Landscaping Plans</p> <p>Final landscape plans and specifications shall be prepared by a registered landscape architect and approved by the City Arborist and City staff prior to the approval of improvement plans. Said plans shall include all on-site landscape specifications and details, and shall comply with all State and local rules, regulations, Governor’s declarations and restrictions pertaining to water conservation and outdoor landscaping.</p> <p>Landscaping shall meet shade requirements as outlined in the <u>Folsom Municipal Code Chapter 17.57</u> where applicable. The landscape plans shall comply and implement water efficient requirements as adopted by the State of California (Assembly Bill 1881) (State Model Water Efficient Landscape Ordinance) until such time the City of Folsom adopts its own Water Efficient Landscape Ordinance at which time the owner/applicant shall comply with any new ordinance. Shade and ornamental trees shall be maintained according to the most current American National Standards for Tree Care Operations (ANSI A-300) by qualified tree care professionals. Tree topping for height reduction, sign visibility, light clearance or any other purpose shall not be allowed. Specialty-style</p>	I, OG	CD(P), PW	The Owner/applicant has prepared a landscape plan for all supporting backbone roadways and detention basins. The plans are in accordance with all City requirements and Design Guidelines for the Folsom Plan Area.	Yes

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101. cont		pruning, such as pollarding, shall be specified within the approved landscape plans and shall be implemented during a 5-year establishment and training period. Furthermore, the owner/applicant shall comply with city-wide landscape rules or regulations on water usage. Owner/applicant shall comply with any state or local rules and regulations relating to landscape water usage and landscaping requirements necessitated to mitigate for drought conditions on all landscaping in the Mangini Ranch Project.				
102.		Right of Way Landscaping Landscaping along all road rights of way and in public open space lots shall be installed when the adjoining road is constructed.	I, OG	CD(P), PW	Landscaping is under construction and the Applicant has provided security to guarantee the completion of the landscaping improvements along adjoining roadways.	Yes
MAP REQUIREMENTS						
103.		Vesting Large Lot Tentative Subdivision Map Prior to the recording of any phase of this Vesting Small Lot Tentative Subdivision Map, the Mangini Ranch Vesting Large Lot Tentative Subdivision Map shall be recorded.	M	CD(E)	The Mangini Large Lot Final Map was recorded on April 7, 2017 in Book 395 of Maps at Page 10	Yes
104.		Subdivision Improvement Agreement Prior to the approval of any Final Map, the owner/applicant shall enter into a subdivision improvement agreement with the City, identifying all required improvements, if any, to be constructed with each proposed phase of development. The owner/applicant shall provide security acceptable to the City, guaranteeing construction of the improvements.	M	CD(E)	The required subdivision improvement agreement is included as part of the City staff report accompanying the final map for City Council approval. The resolution approving the final map for this subdivision includes a statement authorizing the City Manager to execute the subdivision improvement agreement for the subdivision along with approval of the final map.	Yes

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105.		<p><i>The Final Inclusionary Housing Plan</i></p> <p>The Final Inclusionary Housing Plan and Final Inclusionary Housing Agreement as approved by the City Council shall be executed prior to recordation of the first Final Map for the Mangini Ranch Subdivision.</p>	M	CD (P)(E)	The owner/applicant has executed an Inclusionary Housing Agreement with the City. The agreement allows the owner/applicant to provide an in-lieu fee assigned to each building permit in the subdivision. The in-lieu housing fee will be paid at the time of building permit issuance.	Yes

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106.		<p><i>Conditions, Covenants, and Restrictions (CC&Rs)</i></p> <p>The owner/applicant shall disclose to the homebuyers in the Conditions, Covenants, and Restrictions (CC&Rs) and in the Department of Real Estate Public Report</p> <ol style="list-style-type: none"> 1) a future public park and public school are located within the proposed subdivision, and that the public park include may include facilities (basketball courts, a baseball field, softball fields, soccer fields, and playground equipment) that may generate noise impacts during various times, including but not limited to evening and nighttime hours. The owner/applicant shall also disclose that the existing public park includes nighttime sports lighting that may generate lighting impacts during evening and nighttime hours. 2) that the soil in the subdivision may contain naturally occurring asbestos. 3) The collecting, digging, or removal of any stone, artifact, or other prehistoric or historic object located in public or open space areas, and the disturbance of any archaeological site or historic property, is prohibited. 4) Owner/applicant acknowledges the final design, location, grade and configuration of the Connector Project is not known. As such, owner/applicant will include a recorded disclosure to be provided to all potential buyers of homes within Mangini Ranch Villages 6 and 7 advising of the future Connector Project and associated noise, grade changes, height, location, design, traffic and construction as eventually approved. 5) The owner applicant shall disclose to homebuyers that the project site is located within close proximity to the Mather Airport flight path and that overflight noise may be present at various times. 	M	CD (P) PK	The owner/applicant has provided copies of their proposed CC&R's, which contain provisions in accordance with the Items #1-3 and #5 listed in this condition of approval. Item #4 does not apply to this subdivision.	Yes

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107.		Financing Districts The owner/applicant shall form a Landscape Lighting Assessment District, a Community Services District, and/ or a Home Owners Association, which shall be responsible for maintenance of all private streets, if any, maintenance of all common areas, maintenance of all on-site landscaping, maintenance of storm drainage facilities, maintenance of storm water detention/detention basins and associated channels, maintenance of water quality ponds, and maintenance of any other site facilities in the subdivision throughout the life of the project to the satisfaction of the Community Development Department. Vegetation or plant spacings shall not be less than that depicted on the final landscape plan, unless tree removal is approved by the Community Development Department because the spacing between trees will be too close on center as they mature.	M	CD (P) CD (E)	The City has formed CFD 18, a Maintenance CFD which shall be responsible for maintenance of all backbone infrastructure, drainage facilities, street lighting and landscaping. Additionally, the City has formed CFD 19, which the subject subdivision is a part of, includes an assessment for on-site specific drainage, landscaping, lighting and sound walls. Each of the assessments for CFD 18 and 19 will be triggered at the issuance of a building permit.	Yes
108.		Public Utility Easements The owner/applicant shall dedicate public utility easements for underground facilities on properties adjacent to the streets. A minimum of twelve and one-half-foot (12.5') wide Public Utility Easements for underground facilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone) shall be dedicated adjacent to all private and public street rights-of-way. The owner/applicant shall dedicate additional width to accommodate extraordinary facilities as determined by the City. The width of the public utility easements adjacent to public and private right of way may be reduced with prior approval from public utility companies.	M	CD (E)	The owner/applicant has dedicated a 12.5' PUE along all roadway utility corridors as well as internal streets within the subdivision. The public utility easements are shown on the final map.	Yes
109.		Final Map Phasing Should multiple Final Maps be filed by the owner/applicant, the phasing of maps shall be to the satisfaction of the Community Development Department.	M	CD (E)	The owner/applicant has proposed phasing of the final maps and received approval of a phasing plan by the City Engineer.	Yes

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110.		<i>Backbone Infrastructure</i> As provided for in the ARDA and the First Amendment thereto, the owner/applicant shall provide fully executed grant deeds, legal descriptions, and plats for all necessary Backbone Infrastructure to serve the project, including but not limited to lands, public rights of way, public utility easements, public water main easements, public sewer easements, irrevocable offers of dedication and temporary construction easements. All required easements as listed necessary for the Backbone Infrastructure shall be reviewed and approved by the City and recorded with the Sacramento County Recorder pursuant to the timing requirements set forth in Section 3.8 of the ARDA.	G, I	CD (E)	The owner/applicant provided all necessary public utility easements, grant deeds, offers of dedication or temporary construction easements required to build all of the required Backbone Infrastructure needed to serve the subdivision. These were recorded with Sacramento County Recorder within the Large Lot Final Map or by separate instrument.	Yes
111.		<i>Improvements in the PFFP</i> The owner/applicant shall be subject to all thresholds, timelines and deadlines for the construction and final completion of various improvements for the entire Folsom Plan Area. The various improvements are outlined and detailed in the Folsom Plan Area Specific Plan Public Facilities Financing Plan (PFFP) dated January 28, 2014 and adopted by City of Folsom Resolution No. 9298. These improvements in the PFFP include, but are not limited to, the backbone infrastructure water (water reservoirs, water transmission mains, booster pump stations, pressure reducing valve stations, etc.), sanitary sewer (lift stations and forced mains) systems, roadway and transportation (future interchanges, major arterial roadways, etc.) improvements, aquatic center (community pool), parks, fire stations, municipal services center, community library, etc. The thresholds and timelines included in the PFFP require facilities to be constructed and completed based on number of building permits issued and in some cases, number of residential units that are occupied. The owner/applicant shall be required to address these thresholds and timelines as the project moves forward through the various developments stages and shall be subject to the various fair share requirements, subject to the provisions of the PFFP, the ARDA and any amendment thereto.	M	PFFP, M,B CDD(E)(P)(B) , PW, FD, EWR, PR	All required infrastructure to serve the subject subdivisions has been identified and will be required to be constructed prior to the issuance of the first building permit. There is no phasing plan associated with the infrastructure necessary to serve the subject subdivision.	Yes

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
112.		<p><i>New Permanent Benchmarks</i></p> <p>The owner/applicant shall provide and establish new permanent benchmarks on the (NAVD 88) datum in various locations within the subdivision or at any other locations in the vicinity of the off-site Backbone Infrastructure as directed by the City Engineer. The type and specifications for the permanent benchmarks shall be provided by the City. The new benchmarks shall be placed by the owner/applicant within 6 months from the date of approval of the vesting tentative subdivision map.</p>	M	CD (E)	The owner/applicant has installed three (3) new benchmarks per the direction of the City Engineer. These benchmarks are in place and the benchmark information has been provided to the City.	Yes
113.		<p><i>Community Facilities Districts and Financing Plans</i></p> <p>Prior to approval of the first small lot final map and in accordance with Amendment No. 1 of the Amended and Restated Tier 1 Development Agreement (ARDA) and the ARDA and any amendments thereto, the owner/applicant is required to complete the following:</p> <ul style="list-style-type: none"> • Formation and approval by the City Council of the Sewer and Water CFD, • Formation and approval by the City Council of the Aquatic Center CFD, • Formation and approval by the City Council of the Parks, Trails, Landscape Corridors, Medians and Open Space Maintenance CFD, • Formation and approval by the City Council of the Storm Drainage Maintenance CFD (unless such drainage maintenance is included in the Services CFD) , • Formation and approval by the City Council of the Street Maintenance District/Lighting Maintenance District CFD (unless such street maintenance is included in the Services CFD) • Formation and approval by the City Council of the Open Space Management and Financing Plan. • Formation and approval by the City Council of the Drainage Facilities Maintenance and Financing Plan 	M	CD (E)	The City Council adopted Resolution No. 9666 and 9667 for the formation of CFD No. 18, which includes the special tax assessments for all of the items listed in this condition. All of the required CFD's included in this condition have been established and approved by the City Council.	Yes

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
114.	4.7-1 3A 18-1	<p><i>Water Supply Availability</i></p> <p>The owner/applicant shall submit proof of compliance with Government Code Section 66473.7 (SB 221) by demonstrating the availability of a reliable and sufficient water supply from a public water system for the amount of development that would be authorized by the final subdivision map. Such a demonstration shall consist of information showing that both existing sources are available or needed supplies and improvements will be in place prior to occupancy. The written proof of compliance shall be provided to the City and approved by the City prior to approval of any final map.</p>	M	CD (E) Utilities	The owner/applicant has constructed the necessary infrastructure to provide potable water to this subdivision. The potable water infrastructure will be approved by the City prior to issuance of the first building permit in this subdivision in compliance with this condition.	
115.	3A 18-2a	<p><i>Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured.</i></p> <p>The owner/applicant shall submit proof to the City of Folsom that an adequate off-site water conveyance system either has been constructed or is ensured to the City's satisfaction. The off-site water conveyance infrastructure sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of a final subdivision map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City. A certificate of occupancy shall not be issued for any building within the Specific Plan Area until the water conveyance infrastructure sufficient to serve such building has been constructed and is in place to the satisfaction of the City.</p>	M, B, O	CD (E) (B), PW	The off-site potable water infrastructure for this subdivision has been constructed to serve this subdivision. The City has verified that the off-site potable water infrastructure is adequate to serve this subdivision.	Yes
116.	3A 16-3	<p><i>Demonstrate Adequate SRWTP Wastewater Treatment Capacity.</i></p> <p>The owner/applicant shall demonstrate adequate capacity at the Sacramento Regional Water Treatment Plant for new wastewater flows generated by the project. This shall involve preparing a tentative map-level study and paying connection and capacity fees as identified by Sacramento Regional County Sanitation District. Approval of the final map and issuance of building permits for all project phases shall not be granted until the City verifies adequate Sacramento Regional Water Treatment Plant capacity is available for the amount of development identified in the tentative map. The written approval from the Sacramento Regional County Sanitation District shall be provided to the City.</p>	M, B	CD (E) (B), PW	The City obtained a letter from Regional San which provides verification that there is adequate capacity in the existing Regional San conveyance and treatment system to accommodate the entire Folsom Plan Area at buildout.	Yes

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
117.	3A 16-1	<p><i>Submit Proof of Adequate On- and Off-Site Wastewater Conveyance Facilities and Implement On- and Off-Site Infrastructure Service Systems or Ensure That Adequate Financing Is Secured.</i></p> <p>The owner/applicant shall submit proof to the City of Folsom that an adequate wastewater conveyance system either has been constructed or is ensured through payment or other sureties to the City's satisfaction. Both on-site wastewater conveyance infrastructure and off-site force main sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City.</p>	M, B	CD (E) (B) PW	The owner/applicant has constructed the on-site and off-site sewer infrastructure to serve this subdivision. The off-site infrastructure includes the sewer trunk main, the Alder Creek Parkway sewer lift station and forced main.	Yes
118.		<p><i>Centralized Mail Delivery Units</i></p> <p>All Final Maps shall show easements or other mapped provisions for the placement of centralized mail delivery units. The owner/applicant shall provide a concrete base for the placement of any centralized mail delivery unit. Specifications and location of such base shall be determined pursuant to the applicable requirements of the U. S. Postal Service and the City of Folsom Community Development Department, with due consideration for street light location, traffic safety, security, and consumer convenience.</p>	M	CD (E)	The Final Map includes an easement that allows for the construction and maintenance of centralized mail delivery boxes.	Yes
119.		<p><i>ARDA and Amendments</i></p> <p>The owner/applicant shall comply with all provisions of the Amended and Restated Tier 1 Development Agreement and any approved amendments by and between the City and Mangini North Holdings LLC, White Rock Land Investors, LLC, and Folsom Real Estate South, LLC relative to this project.</p>	G, I, M, B	CD (E)	The owner/applicant has complied with all applicable provisions of the respective Amended and Restated Tier 1 Development Agreement.	Yes

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
120.		<p><i>Capital Southeast Connector</i></p> <p>At the time of this project approval the final design, location, grade and configuration of the Capital Southeast Connector (Connector) is not known nor approved by the agencies that will be involved in the Connector project. Section 2.2.3 of the Amendment to the Amended and Restated Development Agreement (ARDA) – provides for exceptions to Vested Rights relative to the Connector project. Subject to the provisions of Section 3.7.1 of the ARDA concerning payment by the Capital Southeast Connector JPA, owner/applicant will dedicate the rights of way as provided in Section 2.2.3 and nothing in this condition waives the rights of the City or owner/applicant associated with Section 2.2.3. Owner-applicant agrees that the value of lands subject to the dedication shall be based upon the value for comparable unentitled lands being paid by the Connector JPA at the time the land is dedicated. As provided in Large Lot Map Condition No. 7, owner-applicant shall provide the City with an Irrevocable Offer of Dedication (IOD) for the Connector for the land as</p>	M	CD (E) (P)	The Owner/applicant recorded a Large Lot Final Map (LLFM) on April 7, 2017. The LLFM included an Irrevocable Offer of Dedication (IOD) for the portions of the SE Connector project abutting the Phase 1 property.	Yes
		<p>depicted in Figure 2.2.3 of the Amendment to the Amended and Restated Development Agreement. The land shall be valued at the time of the acceptance of the IOD as provided in this condition.</p>				

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
121.		<p><i>Street Names</i></p> <p>The street names identified below shall be used for the small lot final map:</p> <p>Alder Creek, Aldridge Ravine, Alvord, Aull, Beckley, Brooks, Bulldog, Butler, Cantor, Cash, Carolina Gould, Cimaroli, Conelly, Crandall, Crawford, Gallatin, Gass, Halfway, Harris, Hart, Horatio, Hose, Ingoldsby, John Rhoads, Kipp, Maidu, Manning, Marshall, Pioneer Route, Sanderson, Sawyer, Sherman, Sidney, Sparks, Theodore Judah, Tucker, Vedder, What Cheer, Wilford Rogers, Wilkinson, William Carpenter, William Spencer, Willis, Drift Mine, Flagstaff, French, Gopher Ridge, Keefe-McDerby, Lower Mines, Mangini, Mangini Ranch, Mine, Stone Ranch, Prairie Diggings, Rock Hearth, Streambed, Rebel Hill, South Hills, Quartz Mill, Bedstraw, Needlegrass, Westwood, Flannelbush, Foothill Pine, Oak Woodland, Savannah, Coyote Brush, Wildflower, Ainlay, Bucket, Doodlebug, Arrastra, Dredge, Dragline, Tailings, Coot, Sparrow, Crane, Hummingbird, Killdeer, Woodpecker, Blackbird, Merganser, Virginia Rail, Goose, Flicker, Kite, Cormorant, Harrier, Wild Turkey, Egret, Shoveler, Quinn.</p>	M	CD (E)	The Final Map for this subdivision contains names chosen from the approved list.	Yes

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
122.	<u>3A.4-2a</u>	<p>Implement Additional Measures to Reduce Operational GHG Emissions.</p> <p>Energy Efficiency</p> <ul style="list-style-type: none"> ▶ Include clean alternative energy features to promote energy self-sufficiency (e.g., photovoltaic cells, solar thermal electricity systems, small wind turbines). ▶ Design buildings to meet CEC Tier II requirements (e.g., exceeding the requirements of the Title 24 [as of 2007] by 35%). ▶ Site buildings to take advantage of shade and prevailing winds and design landscaping and sun screens to reduce energy use. ▶ Install efficient lighting in all buildings (including residential). Also install lighting control systems, where practical. Use daylight as an integral part of lighting systems in all buildings. ▶ Install light-colored “cool” pavements, and strategically located shade trees along all bicycle and pedestrian routes. <p>Water Conservation and Efficiency</p> <ul style="list-style-type: none"> ▶ With the exception of ornamental shade trees, use water-efficient landscapes with native, drought-resistant species in all public area and commercial landscaping. Use water-efficient turf in parks and other turf-dependant spaces. ▶ Install the infrastructure to use reclaimed water for landscape irrigation and/or washing cars. ▶ Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls. ▶ Design buildings and lots to be water-efficient. Only install water-efficient fixtures and appliances. 	B	CD (B)	These measures will be implemented with the home design and construction.	Condition will be satisfied prior to building permit issuance.

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
122. cont	3A.4-2a	<ul style="list-style-type: none"> ▶ Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff. Prohibit businesses from using pressure washers for cleaning driveways, parking lots, sidewalks, and street surfaces. These restrictions should be included in the Covenants, Conditions, and Restrictions of the community. ▶ Provide education about water conservation and available programs and incentives. ▶ To reduce stormwater runoff, which typically bogs down wastewater treatment systems and increases their energy consumption, construct driveways to single-family detached residences and parking lots and driveways of multifamily residential uses with pervious surfaces. Possible designs include Hollywood drives (two concrete strips with vegetation or aggregate in between) and/or the use of porous concrete, porous asphalt, turf blocks, or pervious pavers. <p>Solid Waste Measures</p> <ul style="list-style-type: none"> ▶ Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard). ▶ Provide interior and exterior storage areas for recyclables and green waste at all buildings. ▶ Provide adequate recycling containers in public areas, including parks, school grounds, golf courses, and pedestrian zones in areas of mixed-use development. ▶ Provide education and publicity about reducing waste and available recycling services. <p>Transportation and Motor Vehicles</p> <ul style="list-style-type: none"> ▶ Promote ride-sharing programs and employment centers (e.g., by designating a certain percentage of parking spaces for ride-sharing vehicles, designating adequate passenger loading and unloading zones and waiting areas for ride-share vehicles, and providing a Web site or message board for coordinating ride-sharing). ▶ Provide the necessary facilities and infrastructure in all land use types to encourage the use of low- or zero-emission vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling stations). 	B			

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
123.		<i>Recorded Final Map</i> Prior to the issuance of building permits, the owner/applicant shall provide a digital copy of the recorded Final Map (in AutoCAD format) to the Community Development Department.	B	CD (E)	The Community Development Department will require the copies of the recorded final map to be submitted prior to approval of the first building permit in the subdivision.	Condition will be satisfied prior to issuance of a building permit
124.		<i>Recorded Final Map</i> Prior to issuance of building permits, the owner/applicant shall provide the Folsom-Cordova Unified School District with a copy of the recorded Final Map.	B	CD (P) FCUSD	The Community Development Department will require the copies of the recorded final map to be submitted to the Folsom-Cordova Unified School District prior to approval of the first building permit in the subdivision. This will be satisfied at the issuance of the first building permit.	Condition will be satisfied prior to issuance of a building permit
125.		<i>Fire Station</i> The first fire station planned for the Folsom Ranch Plan Area shall be completed and operational prior to the approval of a final inspection for the 1,500 th home within the Folsom Plan Area	B	Fire CD (B)	This condition will be satisfied prior to the issuance of the 1,500 th building permit in the Folsom Plan Area.	Condition will be satisfied prior to issuance of the 1500 th C. of O.

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
126.		<p>Infrastructure Improvements Timing</p> <p>All on and off-site subdivision and Backbone Infrastructure improvements required to serve this project and any subsequent phase of the project, including but not limited to, roadway and transportation improvements, sanitary sewer, water, storm drainage, water quality/detention basins, etc. shall be substantially completed to the satisfaction of the City prior to issuance of the first building permit within the project. Owner-applicant may propose issuance of building permits for model homes prior to substantial completion of the above referenced infrastructure, but in no case shall a final building inspection be approved without substantial completion of the above referenced infrastructure. Issuance of the building permits for model homes in advance of substantial completion shall be approved or denied in the sole discretion of the Community Development Department and shall be in accordance with the City's established policies for issuance of model home building permits. Substantial completion of the backbone infrastructure and improvements as noted above shall be defined as being complete such that all of the required improvements are ready for use and operation by the public as determined by the City.</p>	B	CD (E)	The owner/applicant has completed all required infrastructure to serve the subject lots in this subdivision, The required infrastructure has been completed and the infrastructure is ready for use.	Yes
127.		<p>Design Review Approval</p> <p>Prior to issuance of a building permit for any residential units within the subdivision, the owner/applicant shall obtain Design Review approval from the Planning Commission for all residences to be built within the subdivision. If the architecture is not consistent with the Folsom Ranch Central District Design Guidelines, the owner applicant may modify the plans or apply for a modification to the Design Guidelines to be approved by the Planning Commission.</p>	B	CD (P)	The Planning Commission has approved the Design Review permit for lots included with this final map.	Yes

<p align="center">CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT</p>						
Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?	
<p align="center">TRAFFIC, ACCESS, CIRCULATION, AND PARKING REQUIREMENTS</p> <p>It should be noted that many of the Transportation, Traffic, and Circulation mitigation measures identified below will be satisfied through the payment of fees. Below is a brief summary of the fee types and their purpose. The acronyms for each fee type noted below are further noted in the Implementation Schedule column of each applicable mitigation measure to clarify how each mitigation measure is anticipated to be satisfied.</p> <p>Public Facilities Financing Plan (PFFP): In January of 2014, the City of Folsom adopted the PFFP for the Folsom Plan Area which detailed all the infrastructure components to address full build out of the Plan Area. The PFFP includes various techniques including development fees to fund the necessary infrastructure. The City is currently in the process of preparing and adopting implementing ordinances and a nexus study required by State law to impose the associated development fees.</p> <p>Included in the PFFP are a number roadway projects including the Highway Interchanges that the Mangini Ranch project will have cumulative impacts on within the Folsom Plan Area. The PFFP was designed to satisfy the “fair share” financing of all the Plan Area’s backbone roadway system. Participating in this fee program will satisfy numerous roadway mitigation measures as shown in the MMRP table.</p> <p>Sacramento County Transportation Development Fee (SCTDF) contribution: The City is establishing a “fair share” fee to mitigate roadway impacts outside the project boundaries and within unincorporated Sacramento County. This fee will be included in the City Facilities portion of the Public Facilities Financing Plan program and will be collected at the time of building permit issuance. The basis for the calculation of the fee is a report entitled, “Fair Share Cost Allocation Sacramento County & City of Folsom” dated January 2, 2014.</p> <p>Cal Trans/ City Memorandum of Understanding (Cal Trans MOU): The City of Folsom and Cal Trans entered into an MOU on December 17, 2014 to establish a fee mechanism to address the “fair share” impacts to Highway 50. The MOU identifies all the highway improvements for which there are mitigation measures and potential construction projects to address them. The City will establish a fee in the City Facilities portion of the Public Facilities Financing Plan and it will be collected at the time of building permit issuance.</p>						

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
128.	4.8-2a	<p><i>East Bidwell/Iron Point</i></p> <p>Prior to issuance of a building permit, the owner/applicant shall pay a fair share fee to the City of Folsom towards the modification to the westbound approach to the East Bidwell Street/Iron Point Road intersection to include three left-turn lanes, two through lanes, and one right-turn lane.</p>	B	CD (E), PW	The condition is satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF) – Offsite Road Set Aside Fee.	Condition will be satisfied prior to issuance of a building permit
129.		<p><i>Scott Road/Street A Intersection</i></p> <p>On or before the issuance of the 100th building permit, the owner/applicant shall have completed all intersection improvements and the traffic signal at the Scott Road/Street A intersection shall be operational, to the satisfaction of the City. These improvements are to be applied to the existing Scott Road alignment and geometry;</p> <p>Southbound on Scott Road, the lane configuration shall include the addition of a southbound left turn lane consisting of 315 feet deceleration length plus 400 feet storage length, excluding appropriate tapers, to accommodate anticipated vehicle queuing and deceleration for the southbound left turn lane onto eastbound Street A. The resulting southbound lane configuration will be two lanes, one left turn lane, one through lane.</p> <p>Northbound on Scott Road the lane configuration shall include the addition of a northbound right turn lane consisting of 315 feet deceleration length plus 50 feet storage length excluding appropriate tapers, to accommodate anticipated vehicle queuing and deceleration for the northbound right turn lane onto east bound Street A. The resulting northbound lane configuration will be two lanes, one through lane, and one right turn lane.</p> <p>Alternatively, the timing for the addition of the traffic signal may be delayed until the issuance of the 500th building permit if the following improvements are constructed;</p>	B	CD (E), PW	The owner/applicant has constructed the alternate scenario with the Phase 1 improvements for this subdivision. The traffic signal plans have been approved by the City and the traffic signal completed in the Spring of 2020.	Yes

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
129. cont		In addition to the southbound Scott Road left turn lane onto eastbound Street A discussed herein, a two way left turn lane, acting as a refuge for a two-stage left turn movement onto southbound Scott Road from Street A is to be provided. This lane is anticipated to be 200 feet with appropriate tapers.	B	CD (E), PW		
130.		<p>Scott Road (East)/White Rock Road</p> <p>Prior to issuance of the first building permit, the owner/applicant shall be responsible for constructing intersection improvements at the Scott Road (East)/White Rock Road intersection to the satisfaction of the city. These improvements are to be applied to the existing Scott Road alignment and geometry:</p> <p>Southbound on Scott Road construct a free southbound right turn lane consisting of 315 deceleration length plus 50 feet storage length, excluding appropriate tapers and a 300 foot receiving /acceleration lane, excluding tapers along westbound White Rock Road.</p> <p>Westbound on White Rock Road, construct a free right turn lane consisting of 315 feet deceleration length plus 50 feet of storage length, excluding appropriate tapers, and a 300 foot receiving lane excluding appropriate tapers along northbound Scott Road.</p>	B	CD (E), PW	The owner/applicant has constructed the alternate scenario with the Phase 1 improvements for this subdivision.	Yes
131.	3A15-1c	<p>Scott Road (West)/White Rock Road</p> <p>To ensure that the Scott Road (West)/White Rock Road intersection operates at an acceptable LOS, a traffic signal shall be installed.</p>	B (pay SCTDF)	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
132.	3A 15-4f	<p><i>Empire Ranch Road/Iron Point Road Intersection</i></p> <p>To ensure that the Empire Ranch Road / Iron Point Road intersection operates at a LOS D or better, all of the following improvements are required:</p> <ul style="list-style-type: none"> • The eastbound approach shall be reconfigured to consist of one left-turn lane, two through lanes, and a right-turn lane. • The westbound approach shall be reconfigured to consist of two left-turn lanes, one through lane, and a through-right lane. • The northbound approach shall be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. • The southbound approach shall be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. <p>The owner/applicant shall pay its proportionate share of funding of improvements.</p>	B (pay PFFP fee)	CD (E), PW	The condition is satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF) – Offsite Road Set Aside Fee collected prior to building permit issuance.	Condition will be satisfied prior to issuance of a building permit
133.	3A 15-1s	<p><i>US 50 from Sunrise Boulevard to East Bidwell Street/Scott Road</i></p> <p>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Sunrise Boulevard to East Bidwell Street/Scott Road (Freeway Segment 4). To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road an auxiliary lane shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by the owner/applicant, to reduce the impacts to Eastbound U.S. 50 between Sunrise Boulevard to East Bidwell Street/Scott Road (Freeway Segment 4).</p>	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
134.	3A 15-1u	<p><i>Westbound U.S. 50 between Prairie City Road and Folsom Boulevard</i></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS between Prairie City Road and Folsom Boulevard, an auxiliary lane shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by the owner/applicant, to reduce the impacts to Westbound U.S. 50 between Prairie City Road and Folsom Boulevard.</p>	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit
135.	3A 15-1x	<p><i>U.S. 50 Eastbound/Prairie City Road Diverge</i></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road off-ramp diverge, an auxiliary lane from the Folsom Boulevard merge shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road diverge.</p>	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit
136.	3A 15-1y	<p><i>U.S. 50 Eastbound/Prairie City Road Direct Merge</i></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road on-ramp direct merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge shall be constructed. This auxiliary lane improvement included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road direct merge.</p>	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit

CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT						
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
137.	3A 15-1z	<p><i>U.S. 50 Eastbound/Prairie City Road Flyover On-Ramp to Oak Avenue Parkway Off-Ramp Weave</i></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave, an improvement acceptable to Caltrans shall be implemented to eliminate the unacceptable weaving conditions. Such an improvement may involve a “braided ramp”. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave.</p>	B (PFFP)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit
138.	3A 15-1aa	<p><i>U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge</i></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Oak Avenue Parkway loop merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge shall be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Eastbound/ Oak Avenue Parkway loop merge (Freeway Merge 9).</p>	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit
139.	3A 15-1dd	<p><i>U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge</i></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on-ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on-ramp from southbound Empire Ranch Road would merge into this extended auxiliary lane. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Westbound/Empire Ranch Road loop ramp merge.</p>	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit

CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT						
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
140.	3A 15-1ee	<p><i>U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge</i></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Oak Avenue Parkway loop on-ramp should start the westbound auxiliary lane that ends at the Prairie City Road off-ramp. The slip on-ramp from southbound Oak Avenue Parkway would merge into this extended auxiliary lane. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Westbound/Oak Avenue Parkway loop ramp merge.</p>	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit
141.	3A 15-1ff	<p><i>U.S. 50 Westbound/Prairie City Road Loop Ramp Merge</i></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road loop ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge shall be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Westbound/Prairie City Road Loop Ramp Merge.</p>	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit
142.	3A-15-1gg	<p><i>U.S. 50 Westbound/Prairie City Road Direct Ramp Merge</i></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road direct ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge shall be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road direct ramp merge.</p>	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit

CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT						
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
143.	3A 15-4t	<p><i>Eastbound US 50 between Prairie City Road and Oak Avenue Parkway</i></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS between Prairie City Road and Oak Avenue Parkway, the northbound Prairie City Road slip on-ramp should merge with the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp and the southbound Prairie City Road flyover on-ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to Eastbound U.S. 50 between Prairie City Road and Oak Avenue Parkway.</p>	B (pay PFFP/Interchange fee)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit
144.	3A 15-4u	<p><i>U.S. 50 Eastbound / Prairie City Road Slip Ramp Merge.</i></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on-ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, w and x), and the southbound Prairie City Road flyover on-ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road slip ramp merge.</p>	B (pay PFFP fee)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit

CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT						
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
145.	3A 15-4v	<p><i>U.S. 50 Eastbound / Prairie City Road Flyover On-ramp to Oak Avenue Parkway Off Ramp Weave</i></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on-ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, v and x), and the southbound Prairie City Road flyover on-ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by the owner/applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road Flyover On-ramp to Oak Avenue Parkway Off Ramp Weave.</p>	B (pay PFFP fee)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit
146.	3A 15-4w	<p><i>U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge</i></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS, the southbound Oak Avenue Parkway loop on-ramp should merge with the eastbound auxiliary lane that starts at the southbound Prairie City Road braided flyover on-ramp and ends at the East Bidwell Street – Scott Road off ramp (see mitigation measure 3A.15-4u, v and w). Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by the owner/applicant, to reduce the impacts to U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge.</p>	B (pay PFFP fee)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit
147.	3A 15-4x	<p><i>U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge</i></p> <p>To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on-ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on-ramp from southbound Empire Ranch Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the U.S. 50 Westbound / Empire Ranch Road loop ramp merge.</p>	B (pay PFFP fee)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
148.	3A 15-4y	<i>U.S. 50 Westbound / Prairie City Road Loop Ramp Merge.</i> To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Prairie City Road loop on-ramp should start the westbound auxiliary lane that continues beyond the Folsom Boulevard off ramp. The slip on-ramp from southbound Prairie City Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the U.S. 50 Westbound / Prairie City Road Loop Ramp Merge.	B (pay PFFP fee)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit
149.	3A 15-2a	<i>Provide Options for Alternative Transportation Modes.</i> The owner/applicant for any particular discretionary development application shall participate in capital improvements and operating funds for transit service to increase the percent of travel by transit. The project's fair-share participation and the associated timing of the improvements and service shall be identified in the project conditions of approval and/or the project's development agreement. Improvements and service shall be coordinated, as necessary, with Folsom Stage Lines and Sacramento RT.	B (pay PFFP fee and Transit fee)	CD (E), PW	The condition is satisfied with the payment of the Transit Fee.	Condition will be satisfied prior to issuance of a building permit
150.	3A 15-1a	<i>Folsom Boulevard/Blue Ravine Road Intersection</i> To ensure that the Folsom Boulevard/Blue Ravine Road intersection operates at an acceptable LOS, the eastbound approach shall be reconfigured to consist of two left-turn lanes, one through lane, and one right-turn lane. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the Folsom Boulevard/Blue Ravine Road intersection	B (pay PFFP fee)	CD (E), PW	The condition is satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF) – Offsite Road Set Aside Fee collected prior to building permit issuance.	Condition will be satisfied prior to issuance of a building permit

CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT						
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
151.	3A.15-1b	<p>Sibley Street/ Blue Ravine Road Intersection To ensure that the Sibley Street/Blue Ravine Road intersection operates at an acceptable LOS, the northbound approach shall be reconfigured to consist of two left-turn lanes, two through lanes, and one right-turn lane. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by the owner/applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection</p>	B (pay PFFP fee)	CD (E), PW	The condition is satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF) – Offsite Road Set Aside Fee collected prior to building permit issuance.	Condition will be satisfied prior to issuance of a building permit
152.	3A.15-1i	<p>Grant Line Road/White Rock Road Intersection and to White Rock Road widening between the Rancho Cordova City limit to Prairie City Road Improvements shall be made to ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS. The currently County proposed White Rock Road widening project will widen and realign White Rock Road from the Rancho Cordova City limit to the El Dorado County line (this analysis assumes that the Proposed Project and build alternatives will widen White Rock Road to five lanes from Prairie City Road to the El Dorado County Line). This widening includes improvements to the Grant Line Road intersection and realigning White Rock Road to be the through movement. The improvements include two eastbound through lanes, one eastbound right turn lane, two northbound left turn lanes, two northbound right turn lanes, two westbound left turn lanes and two westbound through lanes. This improvement also includes the signalization of the White Rock Road and Grant Line Road intersection. With implementation of this improvement, the intersection would operate at an acceptable LOS A. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road intersection</p>	B (pay SCTDF)	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
153.	3A.15-1o	<p><i>Eastbound U.S. 50 as an alternative to improvements at the Folsom Boulevard/U.S. 50 Eastbound Ramps Intersection</i></p> <p>The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Folsom Boulevard/U.S. 50 Eastbound Ramps intersection (Caltrans Intersection 4). To ensure that the Folsom Boulevard/U.S. 50 eastbound ramps intersection operates at an acceptable LOS, auxiliary lanes should be added to eastbound U.S. 50 from Hazel Avenue to east of Folsom Boulevard. This was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project.</p>	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit
154.	3A.15-1p	<p><i>Grant Line Road/ State Route 16 Intersection</i></p> <p>To ensure that the Grant Line Road/State Route 16 intersection operates at an acceptable LOS, the northbound and southbound approaches shall be reconfigured to consist of one left-turn lane and one shared through/right-turn lane. Protected left-turn signal phasing shall be provided on the northbound and southbound approaches. Improvements to the Grant Line Road/State Route 16 intersection are contained within the County Development Fee Program, and are scheduled for Measure A funding. Improvements to this intersection shall be implemented by Caltrans, Sacramento County, and the City of Rancho Cordova. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/State Route 16 intersection.</p>	B (Caltrans MOU/ SCTDF)	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
155.	3A.15-1q	<p><i>Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard</i></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, a bus/carpool (HOV) lane shall be constructed. This improvement is currently planned as part of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard</p>	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit
156.	3A.15-1r	<p><i>Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard</i></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Folsom Boulevard, an auxiliary lane shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard</p>	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit
157.	3A.15-1v	<p><i>Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard</i></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Sunrise Boulevard, an auxiliary lane shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project, and included in the proposed Rancho Cordova Parkway interchange project. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard</p>	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
158.	3A.15-1w	<p><i>U.S. 50 Eastbound/Folsom Boulevard Ramp Merge</i></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard merge, an auxiliary lane from the Folsom Boulevard merge to the Prairie City Road diverge shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Eastbound/Folsom Boulevard Ramp Merge</p>	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit
159.	3A.15-1hh	<p><i>U.S. 50 Eastbound/Folsom Boulevard</i></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard Diverge, an auxiliary lane from the Prairie City Road loop ramp merge shall be constructed. Improvements to this freeway segment shall be implemented by Caltrans. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by the owner/applicant, to reduce the impacts to the U.S. 50 Eastbound / Folsom Boulevard diverge</p>	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit
160.	3A.15-1ii	<p><i>U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge</i></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Hazel Avenue direct ramp merge, an auxiliary lane to the Sunrise Boulevard off ramp diverge shall be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Westbound/Hazel Avenue direct ramp merge.</p>	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
161.	3A.15-2b	<p>Participate in the City's Transportation System Management Fee Program</p> <p>The owner/applicant for any particular discretionary development application shall pay an appropriate amount into the City's existing Transportation System Management Fee Program to reduce the number of single-occupant automobile travel on area roadways and intersections.</p>	B	CD (E), PW	The condition is satisfied with the payment of the Transit Fee.	Condition will be satisfied prior to issuance of a building permit
162.	3A.15-3	<p>Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program.</p> <p>In accordance with Measure W, the owner/applicant for any particular discretionary development application shall provide fair-share contributions to the City's transportation impact fee program to fully fund improvements only required because of the Specific Plan.</p>	B (Caltrans MOU, PFFP fee, SCTDF)	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF) and the Specific Plan Infrastructure Fee (SPIF).	Condition will be satisfied prior to issuance of a building permit
163.	3A.15-4a	<p>Sibley Street/Blue Ravine Road Intersection</p> <p>To ensure that the Sibley Street/Blue Ravine Road intersection operates at a LOS D with less than the Cumulative No Project delay, the northbound approach shall be reconfigured to consist of two left-turn lanes, two through lanes, and one dedicated right-turn lane. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection</p>	B Pay PFFP fee	CD (E), PW	The condition is satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF) – Offsite Road Set Aside Fee collected prior to building permit issuance.	Condition will be satisfied prior to issuance of a building permit Yes
164.	3A.15-4c	<p>East Bidwell Street/College Street</p> <p>To ensure that the East Bidwell Street/College Street intersection operates at acceptable LOS C or better, the westbound approach shall be reconfigured to consist of one left-turn lane, one left / through lane, and two dedicated right-turn lanes. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the East Bidwell Street/College Street intersection</p>	B Pay PFFP fee	CD (E), PW	The condition is satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF).	Condition will be satisfied prior to issuance of a building permit

<p align="center">CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT</p>						
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
165.	3A.15-4g	<p><i>Oak Avenue Parkway/Easton Valley Parkway</i></p> <p>To ensure that the Oak Avenue Parkway/Easton Valley Parkway intersection operates at an acceptable LOS the southbound approach shall be reconfigured to consist of two left-turn lanes, two through lanes, and two right-turn lanes. The owner/applicant shall fund and construct these improvements</p>	B Pay SCTDF	CD (E), PW	The condition is satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF).	Condition will be satisfied prior to issuance of a building permit
166.	3A.15-1f	<p><i>Oak Avenue Parkway/Middle Road Intersection</i></p> <p>To ensure that the Oak Avenue Parkway/Middle Road intersection (as shown in the FPA) operates at an acceptable LOS, control all movements with a stop sign. The applicant shall fund and construct these improvements.</p>	B	CD (E), PW	The condition is satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF).	Condition will be satisfied prior to issuance of a building permit
167.	3A.15-1j	<p><i>Hazel Avenue between Madison Avenue and Curragh Downs Drive</i></p> <p>To ensure that Hazel Avenue operates at an acceptable LOS between Curragh Downs Drive and Gold Country Boulevard, Hazel Avenue must be widened to six lanes. This improvement is part of the County adopted Hazel Avenue widening project.</p>	B	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit
168.	3A.15-11	<p><i>White Rock Road/Windfield Way Intersection</i></p> <p>To ensure that the White Rock Road/Windfield Way intersection operates at an acceptable LOS, the intersection must be signalized and separate northbound left and right turn lanes must be striped. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Windfield Way intersection.</p>	B Pay SCTDF	PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit

CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT						
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
169.	3A.15-4i	<p><i>Grant Line Road/White Rock Road Intersection</i></p> <p>To ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS E or better this intersection should be replaced by some type of grade separated intersection or interchange.</p> <p>Improvements to this intersection are identified in the Sacramento County’s Proposed General Plan. Implementation of these improvements would assist in reducing traffic impacts on this intersection by providing acceptable operation. Intersection improvements must be implemented by Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road intersection.</p>	B Pay SCTDF	PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Yes Condition will be satisfied prior to issuance of a building permit
170.	3A.15-4j	<p><i>Grant Line Road between White Rock Road and Kiefer Boulevard</i></p> <p>To improve operation on Grant Line Road between White Rock Road and Kiefer Boulevard, this roadway segment must be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between White Rock Road and Kiefer Boulevard.</p> <p>The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.</p>	B	Sacramento County City of Rancho Cordova	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit

CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT						
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
171.	3A.15-4k	<p><i>Grant Line Road between Kiefer Boulevard and Jackson Highway</i></p> <p>To improve operation on Grant Line Road between Kiefer Boulevard Jackson Highway, this roadway segment could be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between Kiefer Boulevard and Jackson Highway.</p> <p>The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.</p>	B	Sacramento County City of Rancho Cordova	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit
172.	3A.15-4l	<p><i>Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps</i></p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements on Hazel Avenue, based on a program established by that agency to reduce the impacts to Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps.</p>	B	Sacramento County City of Rancho Cordova	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit

CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT						
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
173.	3A.15-4m	<p><i>White Rock Road between Grant Line Road and Prairie City Road</i></p> <p>To improve operation on White Rock Road between Grant Line Road and Prairie City Road, this roadway segment shall be widened to six lanes. This improvement is included in the 2035 MTP but is not included in the Sacramento County General Plan. Improvements to this roadway segment must be implemented by Sacramento County.</p> <p>The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment. However, because of other development in the region that would substantially increase traffic levels, this roadway segment would continue to operate at an unacceptable LOS F even with the capacity improvements identified to mitigate Folsom Plan Area impacts.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Grant Line Road and Prairie City Road.</p>	B Pay SCTDF	Sacramento County	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit
174.	3A.15-4n	<p><i>White Rock Road between Empire Ranch Road and Carson Crossing Road</i></p> <p>To improve operation on White Rock Road between Empire Ranch Road and Carson Crossing Road, this roadway segment shall be widened to six lanes. Improvements to this roadway segment shall be implemented by Sacramento County.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Empire Ranch Road and Carson Crossing Road.</p>	B Pay SCTDF	Sacramento County	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit

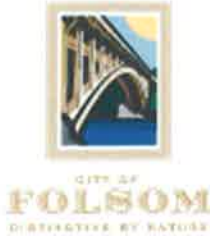
CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT						
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
175.	3A.15-4o	<p>White Rock Road/Carson Crossing Road Intersection</p> <p>To ensure that the White Rock Road/Carson Crossing Road intersection operates at an acceptable LOS, the eastbound right turn lane shall be converted into a separate free right turn lane, or double right. Improvements to this intersection must be implemented by El Dorado County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Carson Crossing Road Intersection</p>	B Pay SCTDF	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit
176.	3A.15-4p	<p>Hazel Avenue/U.S. 50 Westbound Ramps Intersection</p> <p>To ensure that the Hazel Avenue/U.S. 50 westbound ramps intersection operates at an acceptable LOS, the westbound approach shall be reconfigured to consist of one dedicated left turn lane, one shared left- through lane and three dedicated right-turn lanes. Improvements to this intersection shall be implemented by Caltrans and Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/U.S. 50 Westbound Ramps Intersection.</p>	B Pay SCTDF	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit
177.	3A.15-4q	<p>Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard</p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030.</p> <p>Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic from U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard.</p>	B Pay SCTDF	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit

CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT						
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
178.	3A.15-4r	<p><i>Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue</i></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS between Rancho Cordova Parkway and Hazel Avenue, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030.</p> <p>Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Rancho Cordova Parkway and Hazel Avenue.</p>	B Pay SCTDF	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit
179.	3A.15-4s	<p><i>Eastbound US 50 between Folsom Boulevard and Prairie City Road</i></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, the eastbound auxiliary lane should be converted to a mixed flow lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4t). Improvements to this freeway segment must be implemented by Caltrans. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030.</p> <p>Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project's impact.</p> <p>The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road</p>	B Pay SCTDF	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit

CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT						
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
180.		<i>Credit Reimbursement Agreement</i> Prior to the recordation of the first final map, the owner/applicant and City shall enter into a credit and reimbursement agreement for constructed improvements that are included in the Folsom Plan Area's Public Facilities Financing Plan.	M	CD (E)	The owner/applicant has entered into a SPIF Credit/Reimbursement Agreements with the City for eligible improvements constructed by the owner/applicant.	Yes
181.		<i>Mechanical Ventilation</i> Prior to the issuance of Building Permits, the owner/applicant shall show on the plans that mechanical ventilation shall be installed in all residential uses to allow residents to keep doors and windows closed, as desired, for acoustical isolation. The building plans shall be subject to review and approval by the City Community Development Department.	B	CD (B) (P)	This condition will be reviewed and approved by the Community Development Department prior to the issuance of a building permit.	Condition will be satisfied prior to issuance of a building permit
182.		<i>Windows Facing White Rock Road</i> All second floor bedroom windows shall be a minimum STC rating of 30 for houses constructed on lots located adjacent to White Rock Road from which the road is visible.	B	CD (P) (B)	This condition will be reviewed and approved by the Community Development Department prior to the issuance of a building permit for those applicable lots in Villages 6 & 7.	Condition will be satisfied prior to issuance of a building permit
ARCHITECTURE/SITE DESIGN REQUIREMENTS						

CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT						
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
183.		<p>Landscaping Plan Owner/applicant shall submit a landscape plan for all areas (by phase or subdivision) of the project where owner/applicant proposes to install landscaping on residential lots. The landscape plan shall take into account the then existing state or local rules and regulations related to landscape water usage and water wise landscape principles. The landscape plans shall be submitted and approved by the Community Development Director prior to the issuance of a building permit in the phase or subdivision.</p> <p>Owner/applicant shall comply with any state or local rules and regulations relating to landscape water usage and landscaping requirements necessitated to mitigate for drought conditions</p>	B	CD (P) (E)	The Community Development Department: has reviewed and approved the landscape plans for this subdivision. The approved landscape plans include all of the required measures in this condition. The landscaping and irrigation improvements have been completed and accepted by the City.	Yes
184.		<p>Private Recreational Amenity The applicant shall reserve a 2.5 acre site in the large lot tentative map area, exclusive of Lots 1 through 9 but in the vicinity of these lots, for a private recreational amenity. If by the time of the final Design Review approval for Lots 1 through 9, a builder(s) has elected not to construct the private amenity, the reservation of land shall be removed. In addition to the reservation of land, the applicant shall include in the Infrastructure CFD for Mangini Ranch a Service tax for the maintenance of the private amenity.</p>	M	CD (E) (P)	The reservation of land for the proposed recreational amenity is shown on the recorded Large Lot Final Map for Mangini Ranch Phase 1. None of the homebuilders in the Phase 1 subdivision have desired to construct a private recreational amenity. Therefore the condition has been satisfied and the reservation has been removed.	Yes

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Folsom City Council Staff Report

MEETING DATE:	5/25/2021
AGENDA SECTION:	Old Business
SUBJECT:	Resolution No. 10623 – A Resolution Adopting the City Manager’s Fiscal Year 2021-22 Operating and Capital Budgets for the City of Folsom, the Successor Agency, the Folsom Public Financing Authority, and the Folsom Ranch Public Financing Authority
FROM:	Finance Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends that the City Council pass and adopt Resolution No. 10623 – A Resolution Adopting the City Manager’s Fiscal Year 2021-22 Operating and Capital Budgets for the City of Folsom, the Successor Agency, the Folsom Public Financing Authority, and the Folsom Ranch Public Financing Authority

BACKGROUND / ISSUE

On January 26, 2021, a preliminary budget discussion was held with the City Council, to provide preliminary projections and strategic goals. On March 9, 2021, a workshop was held to discuss City Council priorities, to provide the Fiscal Year 2021-22 “As-is” budget comparison and provide the budget schedule. Direction provided by the City Council at these meetings provided the framework for staff to begin the preparation of the FY 2021-22 Budget. The City Manager’s Fiscal Year 2021-22 Preliminary Operating Budget and Capital Improvement Plan (CIP) was presented to the City Council on April 27, 2021, during which time staff reviewed the different components of the proposed budget, highlighted the various projects proposed and answered questions by Council Members. On May 11, 2021 a public hearing was held for residents, and Council members to ask questions and provide feedback and possibly adopt the proposed budget. During the public hearing on May 11, the City Council asked for additional time for review and directed staff to bring the item back at the May 25, 2021 City Council meeting.

No changes have been made to the proposed budget.

POLICY / RULE

Folsom Municipal Code, Section 3.02.030, Budget

“An Annual Budget shall be prepared by the City Manager, with the assistance of the Finance Director. . . . (G) The City Council shall adopt the annual budget by Resolution by fund and program by affirmative vote of at least three members, on or before the last working day of the last month of the current fiscal year. If the City Council fails to adopt the budget by the last working day of the current fiscal year, the budget as presented by the City Manager shall be deemed adopted.”

ANALYSIS

The FY 2021-22 Operating Budget as presented totaled \$220,244,875. Below is a breakdown by Fund category:

Fund	FY 22 Proposed Amount
General Fund	\$92,521,841
Enterprise Funds	\$50,322,160
Special Revenue Funds	\$12,442,313
Debt Service Funds	\$11,705,722
Capital Project Funds	\$11,963,656
Internal Service Funds	\$21,353,908
Fiduciary Funds	\$19,935,275
Total Appropriation	\$220,244,875

The FY 2021-22 Operating Budget and CIP also includes 461.25 full and permanent part time positions across all funds. The number of staffing positions increased by 8.75. The added positions are listed below along with the department.

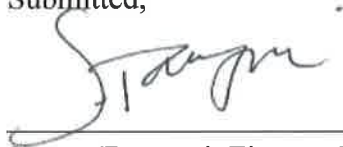
Department	Position
Fire Department	Battalion chief
Solid Waste	(6) Refuse Drivers
Solid Waste	Senior Maintenance Worker
Solid Waste	Senior Environmental Specialist

The proposed Operating and CIP Budgets are available on the City website at <https://www.folsom.ca.us/government/finance/city-budget>.

ATTACHMENTS

1. Resolution No. 10623 – A Resolution adopting the City Manager’s Fiscal Year 2021-22 Operating and Capital Budgets for the City of Folsom, the Successor Agency, the Folsom Public Financing Authority, and the Folsom Ranch Public Financing Authority
2. Summary of Revenues, pages II-26 through II-32
3. Summary of Appropriations, pages II-34 through II-39
4. Staffing Detail, pages VII-14 through VII-22

Submitted,



Stacey Tamagni, Finance Director

ATTACHMENT 1

RESOLUTION NO. 10623

A RESOLUTION ADOPTING THE CITY MANAGER’S FISCAL YEAR 2021-22 OPERATING AND CAPITAL BUDGETS FOR THE CITY OF FOLSOM, THE SUCCESSOR AGENCY, THE FOLSOM PUBLIC FINANCING AUTHORITY, AND THE FOLSOM RANCH PUBLIC FINANCING AUTHORITY

WHEREAS, section 3.02.030 of the Folsom Municipal Code states “An Annual Budget shall be prepared by the City Manager, with the assistance of the Finance Director”; and

WHEREAS, on the 27th day of April 2021, the City Manager presented to the City Council the FY 2021-22 Preliminary Operating Budget and Capital Improvement Plan; and

WHEREAS, the Preliminary Budget includes the budget recommendations of each office and department of the City, including the FY 2021-22 Preliminary Budget for the Successor Agency, the Folsom Public Financing Authority and the Folsom Ranch Public Financing Authority as well as the FY 2021-22 Capital Improvement Plan; and

WHEREAS, the Preliminary Operating Budget and Capital Improvement Plan (CIP) is on file and available for inspection on the City website; and

WHEREAS, the City Council reviewed the Preliminary Operating Budget, CIP, and all components thereof on May 11, 2021, at which time it was requested the adoption of the budget return to the City Council on May 25, 2021,

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Folsom that the summary of revenues, summary of appropriations by funds and staffing levels as attached to this resolution, are hereby appropriated to the departments’ offices and operations in the amounts and for the objects and purposes therein stated.

PASSED AND ADOPTED this 25th day of May 2021, 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

Funds	Property Tax	Sales & Use Tax	Transient Occupancy	Real Prop Transfer	Franchise Fees	License & Permits	Inter Gov't Revenues
General Fund							
General Fund	\$ 32,491,949	\$ 24,551,790	\$ 3,000,000	\$ 685,000	\$ 751,800	\$ 3,210,700	\$ 8,645,484
Subtotal General Funds	\$ 32,491,949	\$ 24,551,790	\$ 3,000,000	\$ 685,000	\$ 751,800	\$ 3,210,700	\$ 8,645,484
Special Revenue Funds							
Community Development Block Grant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 165,000
Transportation System Management	-	-	-	-	-	-	-
Folsom Arts & Culture Commission	-	-	-	-	-	-	-
Housing Trust	-	-	-	-	-	-	-
Humbug Willow Creek	-	-	-	-	-	-	-
General Plan	-	-	-	-	-	-	-
Tree Planting & Replacement	-	-	-	-	-	-	-
Community Affordable Housing	-	-	-	-	-	-	-
Park Dedication	-	-	-	-	-	-	-
Planning Services	-	-	-	-	-	-	-
Local Transportation Tax	-	-	-	-	-	-	75,000
Historical District	-	-	-	-	-	-	-
Gas Tax - Road Maint & Repair	-	-	-	-	-	-	1,560,350
Gas Tax 2106	-	-	-	-	-	-	308,813
Gas Tax 2107	-	-	-	-	-	-	584,809
Gas Tax 2107.5	-	-	-	-	-	-	712,755
Gas Tax 2105	-	-	-	-	-	-	459,547
Measure A	-	-	-	-	-	-	2,837,873
Traffic Congestion Relief	-	-	-	-	-	-	-
Los Cerros L & L	-	-	-	-	-	-	-
Briggs Ranch L & L	-	-	-	-	-	-	-
Natoma Station L & L	-	-	-	-	-	-	-
Folsom Heights L & L	-	-	-	-	-	-	-
Broadstone Unit 3 L & L	-	-	-	-	-	-	-
Broadstone L & L	-	-	-	-	-	-	-
Hannaford Cross L & L	-	-	-	-	-	-	-
Lake Natoma Shores L & L	-	-	-	-	-	-	-
Cobble Hills/Reflections L & L	-	-	-	-	-	-	-
Sierra Estates L & L	-	-	-	-	-	-	-
Natoma Valley L & L	-	-	-	-	-	-	-
Cobble Ridge L & L	-	-	-	-	-	-	-
Prairie Oaks Ranch L & L	-	-	-	-	-	-	-
Silverbrook L & L	-	-	-	-	-	-	-
Willow Creek East L & L	-	-	-	-	-	-	-
Blue Ravine Oaks L & L	-	-	-	-	-	-	-
Steeplechase L & L	-	-	-	-	-	-	-
Willow Creek South L & L	-	-	-	-	-	-	-
American River Canyon North L & L	-	-	-	-	-	-	-
Willow Springs L & L	-	-	-	-	-	-	-
Willow Springs CFD 11 Mtn. Dist.	-	-	-	-	-	-	-
CFD #12 Mtn. Dist.	-	-	-	-	-	-	-
CFD #13 ARC Mtn. Dist.	-	-	-	-	-	-	-
ARC North L & L Dist. #2	-	-	-	-	-	-	-
The Residences at ARC, North L & L	-	-	-	-	-	-	-
Folsom Plan Area-Sphere of Influence	-	-	-	-	-	-	-
Oaks at Willow Springs	-	-	-	-	-	-	-
ARC North L & L Dist. #3	-	-	-	-	-	-	-
Blue Ravine Oaks No. 2 L & L	-	-	-	-	-	-	-
Folsom Heights #2 L & L	-	-	-	-	-	-	-
Broadstone #4	-	-	-	-	-	-	-
CFD #16 The Islands	-	-	-	-	-	-	-
Willow Creek Estate East L & L Dist	-	-	-	-	-	-	-
Prospect Ridge L & L Dist	-	-	-	-	-	-	-
CFD #18 Maint Dist	-	-	-	-	-	-	-
CFD #19 Maint Dist	-	-	-	-	-	-	-
Police Special Revenue	-	-	-	-	-	-	30,000
Zoo Special Revenue	-	-	-	-	-	-	-
Wetland Open Space Maintenance	-	-	-	-	-	-	-
Subtotal Special Revenue Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,734,147

Charges for Services	Fines & Forfeitures	Interest Revenue	Misc	Transfers In	Use of Fund Balance	Total	
\$ 9,124,140	\$ 135,300	\$ 230,000	\$ 487,500	\$ 9,208,178	\$ -	\$ 92,521,841	General Fund
\$ 9,124,140	\$ 135,300	\$ 230,000	\$ 487,500	\$ 9,208,178	\$ -	\$ 92,521,841	Subtotal General Funds
Special Revenue Funds							
\$ -	\$ -	\$ 500	\$ -	\$ -	\$ (500)	\$ 165,000	Community Development Block Grant
35,000	-	1,200	-	-	(1,065)	35,135	Transportation System Management
-	-	350	2,000	-	17,650	20,000	Folsom Arts & Culture Commission
40,000	-	10,000	-	-	51,954	101,954	Housing Trust
25,000	-	-	-	-	(6,363)	18,637	Humbug Willow Creek
100,000	-	500	-	-	49,583	150,083	General Plan
150,000	-	15,500	-	-	173,775	339,275	Tree Planting & Replacement
250,000	-	50,000	20,000	-	55,385	375,385	Community Affordable Housing
-	-	20,000	-	-	426,098	446,098	Park Dedication
200,000	-	5,000	-	-	9,277	214,277	Planning Services
-	-	2,000	-	-	(67,000)	10,000	Local Transportation Tax
6,500	-	100	-	-	(1,407)	5,193	Historical District
-	-	6,300	-	-	(206,650)	1,360,000	Gas Tax - Road Maint & Repair
-	-	8,000	-	-	(91,799)	225,014	Gas Tax 2106
-	-	5,300	-	-	62,084	652,193	Gas Tax 2107
-	-	3,300	-	-	(141,730)	574,325	Gas Tax 2107.5
-	-	7,100	-	-	86,155	552,802	Gas Tax 2105
-	-	10,000	-	-	(487,298)	2,360,575	Measure A
-	-	-	-	-	-	-	Traffic Congestion Relief
41,200	-	2,050	-	-	17,126	60,376	Los Cerros L & L
80,800	-	50	-	-	30,842	111,692	Briggs Ranch L & L
174,000	-	-	-	-	66,292	240,292	Natoma Station L & L
21,700	-	400	-	-	(4,021)	18,079	Folsom Heights L & L
22,000	-	1,200	-	-	(2,240)	20,960	Broadstone Unit 3 L & L
390,000	-	1,121	-	-	(129,210)	261,911	Broadstone L & L
21,200	-	500	-	-	7,456	29,156	Hannaford Cross L & L
20,600	-	1,500	-	-	8,292	30,392	Lake Natoma Shores L & L
44,100	-	100	-	-	14,765	58,965	Cobble Hills/Reflections L & L
9,300	-	250	-	-	5,125	14,675	Sierra Estates L & L
70,000	-	4,500	-	-	(8,986)	65,514	Natoma Valley L & L
13,600	-	1,600	-	-	1,842	17,042	Cobble Ridge L & L
197,500	-	-	-	-	109,754	307,254	Prairie Oaks Ranch L & L
-	-	1,500	-	-	18,171	19,671	Silverbrook L & L
60,400	-	-	-	-	(31,793)	28,607	Willow Creek East L & L
36,500	-	1,100	-	-	(17,498)	20,102	Blue Ravine Oaks L & L
25,200	-	1,000	-	-	16,657	42,857	Steeplechase L & L
159,000	-	7,500	-	-	(14,560)	151,940	Willow Creek South L & L
105,500	-	1,100	-	-	45,772	152,372	American River Canyon North L & L
14,350	-	800	-	-	10,963	26,113	Willow Springs L & L
115,800	-	5,000	-	-	70,804	191,604	Willow Springs CFD 11 Mtn. Dist.
595,000	-	18,400	-	-	131,443	744,843	CFD #12 Mtn. Dist.
106,500	-	900	-	-	45,529	152,929	CFD #13 ARC Mtn. Dist.
12,100	-	2,500	-	-	17,328	31,928	ARC North L & L Dist. #2
21,000	-	1,100	-	-	9,789	31,889	The Residences at ARC, North L & L
-	-	1,500	-	-	(1,500)	-	Folsom Plan Area-Sphere of Influence
-	-	250	-	-	(250)	-	Oaks at Willow Springs
251,000	-	15,000	-	-	(48,892)	217,108	ARC North L & L Dist. #3
35,500	-	2,200	-	-	16,670	54,370	Blue Ravine Oaks No. 2 L & L
62,100	-	4,000	-	-	(9,555)	56,545	Folsom Heights #2 L & L
90,210	-	3,500	-	-	263,952	357,662	Broadstone #4
180,000	-	4,000	-	-	(57,767)	126,233	CFD #16 The Islands
47,000	-	1,500	-	-	126,083	174,583	Willow Creek Estate East L & L Dist
30,000	-	2,000	-	-	(3,605)	28,395	Prospect Ridge L & L Dist
745,000	-	4,500	-	-	43,625	793,125	CFD #18 Maint dist
153,497	-	3,700	-	-	(38,359)	118,838	CFD #19 Maint dist
10,000	-	10,000	-	-	2,691	52,691	Police Special Revenue
22,000	-	1,000	-	-	(3,000)	20,000	Zoo Special Revenue
-	-	5,000	-	-	654	5,654	Wetland Open Space Maintenance
\$ 4,790,157	\$ -	\$ 257,471	\$ 22,000	\$ -	\$ 638,538	\$ 12,442,313	Subtotal Special Revenue Funds

Funds	Property Tax	Sales & Use Tax	Transient Occupancy	Real Prop Transfer	Franchise Fees	License & Permits	Inter Gov't Revenues
Debt Service Funds							
CCF Debt Service	-	-	-	-	-	-	-
GO School Facilities Bonds DS	-	-	-	-	-	-	-
Folsom South AD Refunding	-	-	-	-	-	-	-
1982-1 Nimbus AD	-	-	-	-	-	-	-
Traffic Signal Refunding	-	-	-	-	-	-	-
Recreation Facility COP DS	-	-	-	-	-	-	-
Folsom Public Financing Authority	-	-	-	-	-	-	-
Folsom Ranch Financing Authority	-	-	-	-	-	-	-
Subtotal Debt Service Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Capital Project Funds							
Supplemental Park Fee	-	-	-	-	-	-	-
Park Improvement	-	-	-	-	-	-	-
Johnny Cash Trail Art	-	-	-	-	-	-	-
Zoo Capital Projects	-	-	-	-	-	-	-
Police Capital	-	-	-	-	-	-	-
Central Folsom Area Capital Projects	-	-	-	-	-	-	-
Fire Capital	-	-	-	-	-	-	-
General Capital	-	-	-	-	-	-	-
Transportation Improvement	-	-	-	-	-	-	-
Drainage Capital	-	-	-	-	-	-	-
Light Rail Transportation	-	-	-	-	-	-	-
General Park Equipment Capital	-	-	-	-	-	-	-
Water Impact	-	-	-	-	-	-	100,000
Library Development	-	-	-	-	-	-	-
Folsom Plan Area Infrastructure	-	-	-	-	-	-	-
Folsom Plan Area Transit Capital	-	-	-	-	-	-	-
Folsom Plan Area Corp Yard Capital	-	-	-	-	-	-	-
Folsom Plan Area Hwy 50 Imp	-	-	-	-	-	-	-
Folsom Plan Area Hwy 50 Intch.	-	-	-	-	-	-	-
Folsom Plan Area Capital	-	-	-	-	-	-	-
Major Capital and Renovation	-	-	-	-	-	-	-
Prairie Oak 1915 AD	-	-	-	-	-	-	-
CFD #10 Russell Ranch	-	-	-	-	-	-	-
CFD #14 Parkway II	-	-	-	-	-	-	-
Subtotal Capital Project Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000
Enterprise Funds							
Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Water	-	-	-	-	-	-	-
Water Capital	-	-	-	-	-	-	-
Water Meters	-	-	-	-	-	-	-
Wastewater	-	-	-	-	-	-	-
Wastewater Capital	-	-	-	-	-	-	-
Critical Augmentation	-	-	-	-	-	-	-
General Augmentation	-	-	-	-	-	-	-
Solid Waste	-	-	-	-	-	-	158,097
Solid Waste Capital	-	-	-	-	-	-	-
Landfill Closure	-	-	-	-	-	-	-
Solid Waste Plan Area Capital	-	-	-	-	-	-	-
Subtotal Enterprise Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 158,097

Charges for Services	Fines & Forfeitures	Interest Revenue	Misc	Transfers In	Use of Fund Balance	Total	
							Debt Service Funds
-	-	-	-	-	-	-	CCF Debt Service
-	-	-	-	-	-	-	GO School Facilities Bonds DS
-	-	3,200	-	-	(3,200)	-	Folsom South AD Refunding
-	-	10,000	-	-	(10,000)	-	1982-1 Nimbus AD
-	-	-	-	-	-	-	Traffic Signal Refunding
-	-	-	-	-	-	-	Recreation Facility COP DS
1,276,126	-	-	-	-	5,506,409	6,782,535	Folsom Public Financing Authority
4,368,187	-	-	-	-	555,000	4,923,187	Folsom Ranch Financing Authority
\$ 5,644,313	\$ -	\$ 13,200	\$ -	\$ -	\$ 6,048,209	\$ 11,705,722	Subtotal Debt Service Funds
							Capital Project Funds
-	-	4,000	-	-	(4,000)	-	Supplemental Park Fee
1,975,555	-	50,000	-	-	(1,682,676)	342,879	Park Improvement
-	-	3,000	10,000	-	(3,000)	10,000	Johnny Cash Trail Art
-	-	-	-	-	-	-	Zoo Capital Projects
90,000	-	10,000	-	-	700,000	800,000	Police Capital
-	-	1,800	-	-	(1,586)	214	Central Folsom Area Capital Projects
451,860	-	20,000	-	-	(323,864)	147,996	Fire Capital
550,000	-	10,000	-	-	(501,289)	58,711	General Capital
2,523,660	-	90,000	-	70,000	(79,644)	2,604,016	Transportation Improvement
430,355	-	12,000	-	-	(27,046)	415,309	Drainage Capital
150,000	-	10,000	-	-	53,896	213,896	Light Rail Transportation
55,000	-	1,000	-	-	58,219	114,219	General Park Equipment Capital
155,225	-	40,000	-	-	570,266	865,491	Water Impact
-	-	-	-	-	-	-	Library Development
-	-	-	-	-	-	-	Folsom Plan Area Infrastructure
1,164,795	-	18,000	-	-	(1,132,795)	50,000	Folsom Plan Area Transit Capital
614,555	-	3,000	-	-	(290,484)	327,071	Folsom Plan Area Corp Yard Capital
1,128,490	-	80,000	-	-	(1,108,490)	100,000	Folsom Plan Area Hwy 50 Imp
2,294,285	-	70,000	-	-	(2,264,285)	100,000	Folsom Plan Area Hwy 50 Intch
11,190,835	-	150,000	-	-	(5,577,713)	5,763,122	Folsom Plan Area Capital
-	-	1,200	-	-	48,800	50,000	Major Capital and Renovation
-	-	-	-	-	-	-	Prairie Oak 1915 AD
-	-	5,000	-	-	(4,268)	732	CFD #10 Russell Ranch
-	-	2,000	-	-	(2,000)	-	CFD #14 Parkway II
\$ 22,774,615	\$ -	\$ 581,000	\$ 10,000	\$ 70,000	\$ (11,571,959)	\$ 11,963,656	Subtotal Capital Project Funds
							Enterprise Funds
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Transit
17,385,000	-	145,000	230,000	200,000	3,937,995	21,897,995	Water
535,000	-	75,000	-	-	(537,337)	72,663	Water Capital
250,000	-	12,000	-	-	(33,072)	228,928	Water Meters
8,525,154	-	130,000	-	-	1,094,562	9,749,716	Wastewater
186,920	-	5,000	-	-	(185,760)	6,160	Wastewater Capital
-	-	750	-	-	(691)	59	Critical Augmentation
-	-	1,200	-	-	(774)	426	General Augmentation
16,171,410	-	70,000	270,000	-	1,410,290	18,079,797	Solid Waste
100,000	-	4,500	-	-	(18,084)	86,416	Solid Waste Capital
-	-	-	-	100,000	-	100,000	Landfill Closure
411,340	-	7,500	-	-	(318,840)	100,000	Solid Waste Plan Area Capital
\$ 43,564,824	\$ -	\$ 450,950	\$ 500,000	\$ 300,000	\$ 5,348,289	\$ 50,322,160	Subtotal Enterprise Funds

Funds	Property Tax	Sales & Use Tax	Transient Occupancy	Real Prop Transfer	Franchise Fees	License & Permits	Inter Gov't Revenues
Internal Service Fund							
Capital Replacement	-	-	-	-	-	-	-
Risk Management	-	-	-	-	-	-	-
Compensated Leaves	-	-	-	-	-	-	-
Subtotal Internal Service Fund	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Fiduciary Funds							
Assessment & CFD Agency Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Redevelopment Prop Tax Trust	3,627,222	-	-	-	-	-	-
Redevelopment SA Trust - Housing	-	-	-	-	-	-	-
Folsom Plan Area Specific Plan Fee	-	-	-	-	-	-	-
Subtotal Fiduciary Funds	\$ 3,627,222	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Combined Budget	\$ 36,119,171	\$ 24,551,790	\$ 3,000,000	\$ 685,000	\$ 751,800	\$ 3,210,700	\$ 15,637,728

Charges for Services	Fines & Forfeitures	Interest Revenue	Misc	Transfers In	Use of Fund Balance	Total	
							Internal Service Fund
-	-	60,000	-	-	496,281	556,281	Capital Replacement
17,845,349	-	70,000	1,000	-	2,301,278	20,217,627	Risk Management
592,689	-	10,000	-	-	(22,689)	580,000	Compensated Leaves
\$ 18,438,038	\$ -	\$ 140,000	\$ 1,000	\$ -	\$ 2,774,870	\$ 21,353,908	Subtotal Internal Service Fund
							Fiduciary Funds
\$ 16,257,662	\$ -	\$ 103,500	\$ -	\$ 91,207	\$ (452,907)	\$ 15,999,462	Assessment & CFD Agency Funds
-	-	45,000	-	-	263,591	3,935,813	Redevelopment Prop Tax Trust
-	-	2,500	-	-	(2,500)	-	Redevelopment SA Trust - Housing
-	-	20,000	-	-	(20,000)	-	Folsom Plan Area Specific Plan Fee
\$ 16,257,662	\$ -	\$ 171,000	\$ -	\$ 91,207	\$ (211,816)	\$ 19,935,275	Subtotal Fiduciary Funds
\$ 120,593,749	\$ 135,300	\$ 1,843,621	\$ 1,020,500	\$ 9,669,385	\$ 3,026,131	\$ 220,244,875	Total Combined Budget



ATTACHMENT 3

Funds	Salaries	Benefits	Operations & Maintenance	Capital Outlays
General Funds				
General Fund	\$ 40,176,957	\$ 27,569,671	\$ 22,006,544	\$ 1,975,526
Subtotal General Funds	\$ 40,176,957	\$ 27,569,671	\$ 22,006,544	\$ 1,975,526
Special Revenue Funds				
Community Development Block Grant	\$ -	\$ -	\$ 165,000	\$ -
Traffic System Management	-	-	35,000	-
Folsom Arts & Culture Commission	-	-	20,000	-
Housing Trust	-	-	100,000	-
Humbug Willow Creek	-	-	-	-
General Plan	-	-	150,000	-
Tree Planting & Replacement	-	-	300,000	-
Community Affordable Housing	-	-	350,300	-
Park Dedication	-	-	30,000	-
Planning Services	-	-	200,000	-
Local Transportation Tax	-	-	10,000	-
Historical District	-	-	5,000	-
Gas Tax - Road Maint & Repair	-	-	-	-
Gas Tax 2106	-	-	-	-
Gas Tax 2107	-	-	-	-
Gas Tax 2107.5	-	-	-	-
Gas Tax 2105	-	-	-	-
Measure A	-	-	-	-
Traffic Congestion Relief	-	-	-	-
Los Ceros L & L	-	-	53,863	-
Briggs Ranch L & L	-	-	93,484	-
Natoma Station L & L	-	-	198,189	-
Folsom Heights L & L	-	-	17,256	-
Broadstone Unit 3 L & L	-	-	19,524	-
Broadstone L & L	-	-	191,361	-
Hannaford Cross L & L	-	-	24,220	-
Lake Natoma Shores L & L	-	-	26,273	-
Cobble Hills/Reflections L & L	-	-	46,855	-
Sierra Estates L & L	-	-	13,186	-
Natoma Valley L & L	-	-	55,570	-
Cobble Ridge L & L	-	-	15,476	-
Prairie Oaks Ranch L & L	-	-	234,381	-
Silverbrook L & L	-	-	17,954	-
Willow Creek East L & L	-	-	26,167	-
Blue Ravine Oaks L & L	-	-	18,606	-
Steeplechase L & L	-	-	37,553	-
Willow Creek South L & L	-	-	140,449	-
American River Canyon North L & L	-	-	147,406	-
Willow Springs L & L	-	-	25,638	-
Willow Springs CFD 11 Mtn. Dist.	-	-	172,748	-
CFD #12 Mtn. Dist.	-	-	665,349	-
CFD #13 ARC Mtn. Dist.	-	-	128,089	-
ARC North L & L Dist. #2	-	-	31,297	-
The Residences at ARC, North L & L	-	-	26,519	-
Folsom Plan Area-Sphere of Influence	-	-	-	-
Oaks at Willow Springs	-	-	-	-
ARC North L & L Dist. #3	-	-	194,674	-
Blue Ravine Oaks L & L Dist. #2	-	-	48,849	-
Folsom Heights L & L Dist. #2	-	-	49,773	-
Broadstone #4	-	-	342,850	-
CFD #16 The Islands	-	-	109,400	-
Willow Creek Estates East L & L Dist	-	-	158,300	-
Prospect Ridge L & L Dist	-	-	22,381	-
CFD #18 Maint Dist	-	-	690,738	-
CFD #19 Maint Dist	-	-	118,000	-
Police Special Revenue	-	-	50,000	-
Zoo Special revenue	-	-	20,000	-
Wetland Open Space Maintenance	-	-	5,000	-
Subtotal Special Revenue Funds	\$ -	\$ -	\$ 5,602,678	\$ -

Debt Service	Capital Improvements	Transfers Out	Total	
				General Funds
\$ 793,143	\$ -	\$ -	\$ 92,521,841	General Fund
\$ 793,143	\$ -	\$ -	\$ 92,521,841	Subtotal General Funds
				Special Revenue Funds
\$ -	\$ -	\$ -	\$ 165,000	Community Development Block Grant
-	-	135	35,135	Traffic System Management
-	-	-	20,000	Folsom Arts & Culture Commission
-	-	1,954	101,954	Housing Trust
-	-	18,637	18,637	Humbug Willow Creek
-	-	83	150,083	General Plan
-	-	39,275	339,275	Tree Planting & Replacement
-	-	25,085	375,385	Community Affordable Housing
-	271,098	145,000	446,098	Park Dedication
-	-	14,277	214,277	Planning Services
-	-	-	10,000	Local Transportation Tax
-	-	193	5,193	Historical District
-	1,360,000	-	1,360,000	Gas Tax - Road Maint & Repair
-	-	225,014	225,014	Gas Tax 2106
-	-	652,193	652,193	Gas Tax 2107
-	-	574,325	574,325	Gas Tax 2107.5
-	200,000	352,802	552,802	Gas Tax 2105
-	1,520,305	840,270	2,360,575	Measure A
-	-	-	-	Traffic Congestion Relief
-	-	6,513	60,376	Los Cerros L & L
-	-	18,208	111,692	Briggs Ranch L & L
-	-	42,103	240,292	Natoma Station L & L
-	-	823	18,079	Folsom Heights L & L
-	-	1,436	20,960	Broadstone Unit 3 L & L
-	-	70,550	261,911	Broadstone L & L
-	-	4,936	29,156	Hannaford Cross L & L
-	-	4,119	30,392	Lake Natoma Shores L & L
-	-	12,110	58,965	Cobble Hills/Reflections L & L
-	-	1,489	14,675	Sierra Estates L & L
-	-	9,944	65,514	Natoma Valley L & L
-	-	1,566	17,042	Cobble Ridge L & L
-	-	72,873	307,254	Prairie Oaks Ranch L & L
-	-	1,717	19,671	Silverbrook L & L
-	-	2,440	28,607	Willow Creek East L & L
-	-	1,496	20,102	Blue Ravine Oaks L & L
-	-	5,304	42,857	Steeplechase L & L
-	-	11,491	151,940	Willow Creek South L & L
-	-	4,966	152,372	American River Canyon North L & L
-	-	475	26,113	Willow Springs L & L
-	-	18,856	191,604	Willow Springs CFD 11 Mtn. Dist.
-	-	79,494	744,843	CFD #12 Mtn. Dist.
-	-	24,840	152,929	CFD #13 ARC Mtn. Dist.
-	-	631	31,928	ARC North L & L Dist. #2
-	-	5,370	31,889	The Residences at ARC, North L & L
-	-	-	-	Folsom Plan Area-Sphere of Influence
-	-	-	-	Oaks at Willow Springs
-	-	22,434	217,108	ARC North L & L Dist. #3
-	-	5,521	54,370	Blue Ravine Oaks L & L Dist. #2
-	-	6,772	56,545	Folsom Heights L & L Dist. #2
-	-	14,812	357,662	Broadstone #4
-	-	16,833	126,233	CFD #16 The Islands
-	-	16,283	174,583	Willow Creek Estates East L & L Dist
-	-	6,014	28,395	Prospect Ridge L & L Dist
-	-	102,387	793,125	CFD # 18 Maint Dist
-	-	838	118,838	CFD # 19 Maint Dist
-	-	2,691	52,691	Police Special Revenue
-	-	-	20,000	Zoo Special Revenue
-	-	654	5,654	Wetland Open Space Maintenance
\$ -	\$ 3,351,403	\$ 3,488,232	\$ 12,442,313	Subtotal Special Revenue Funds

Funds	Salaries	Benefits	Operations & Maintenance	Capital Outlays
Debt Service Funds				
CCF Debt Service	\$ -	\$ -	\$ -	\$ -
GO School Facilities Bonds DS	-	-	-	-
Folsom South AD Refunding	-	-	-	-
1982-1 Nimbus AD	-	-	-	-
Traffic Signal Refunding	-	-	-	-
Recreation Facility COP DS	-	-	-	-
Folsom Public Financing Authority	-	-	-	-
Folsom Ranch Financing Authority	-	-	-	-
Subtotal Debt Service Funds	\$ -	\$ -	\$ -	\$ -
Capital Project Funds				
Supplemental Park Fee	\$ -	\$ -	\$ -	\$ -
Park Improvement	34,000	2,601	126,335	-
Johnny Cash Trail Art	-	-	10,000	-
Zoo Capital Projects	-	-	-	-
Police Capital	-	-	800,000	-
Central Folsom Area Capital Projects	-	-	-	-
Fire Capital	-	-	-	-
General Capital	-	-	7,500	-
Transportation Improvement	-	-	-	-
Drainage Capital	-	-	50,000	-
Light Rail Transportation	-	-	15,000	-
General Park Equipment Capital	-	-	55,000	-
Water Impact	-	-	155,000	-
Library Development	-	-	-	-
Folsom Plan Area Infrastructure	-	-	-	-
Folsom Plan Area Transit Capital	-	-	50,000	-
Folsom Plan Area Corp Yard Capital	-	-	50,000	-
Folsom Plan Area Hwy 50 Improvement	-	-	100,000	-
Folsom Plan Area Hwy 50 Interchange	-	-	100,000	-
Folsom Plan Area Capital	-	-	380,000	-
Major Capital and Renovation	-	-	50,000	-
Prairie Oak 1915 AD	-	-	-	-
CFD #10 Russell Ranch	-	-	-	-
CFD #14 Parkway II	-	-	-	-
Subtotal Capital Project Funds	\$ 34,000	\$ 2,601	\$ 1,948,835	\$ -
Enterprise Funds				
Transit	\$ -	\$ -	\$ -	\$ -
Water	3,215,801	2,273,758	6,155,281	215,000
Water Capital	-	-	300,000	-
Water Meters	-	-	225,000	-
Wastewater	1,733,816	1,296,782	2,101,084	215,000
Wastewater Capital	-	-	90,000	-
Critical Augmentation	-	-	-	-
General Augmentation	-	-	-	-
Solid Waste	3,871,824	3,069,820	6,458,409	2,877,783
Solid Waste Capital	-	-	85,000	-
Landfill Closure	-	-	100,000	-
Solid Waste Plan Area Capital	-	-	100,000	-
Subtotal Enterprise Funds	\$ 8,821,441	\$ 6,640,360	\$ 15,614,774	\$ 3,307,783

Debt Service	Capital Improvements	Transfers Out	Total	
Debt Service Funds				
\$ -	\$ -	\$ -	\$ -	CCF Debt Service
-	-	-	-	G O School Facilities Bonds DS
-	-	-	-	Folsom South AD Refunding
-	-	-	-	1982-1 Nimbus AD
-	-	-	-	Traffic Signal Refunding
-	-	-	-	Recreation Facility COP DS
6,691,328	-	91,207	6,782,535	Folsom Public Financing Authority
4,923,187	-	-	4,923,187	Folsom Ranch Financing Authority
\$ 11,614,515	\$ -	\$ 91,207	\$ 11,705,722	Subtotal Debt Service Funds
Capital Project Funds				
\$ -	\$ -	\$ -	\$ -	Supplemental Park Fee
-	100,000	79,943	342,879	Park Improvement
-	-	-	10,000	Johnny Cash Trail Art
-	-	-	-	Zoo Capital Projects
-	-	-	800,000	Police Capital
-	-	214	214	Central Folsom Area Capital Projects
-	-	147,996	147,996	Fire Capital
-	-	51,211	58,711	General Capital
1,100,000	800,000	704,016	2,604,016	Transportation Improvement
-	50,000	315,309	415,309	Drainage Capital
-	100,000	98,896	213,896	Light Rail Transportation
-	-	59,219	114,219	General Park Equipment Capital
-	501,589	208,902	865,491	Water Impact
-	-	-	-	Library Development
-	-	-	-	Folsom Plan Area Infrastructure
-	-	-	50,000	Folsom Plan Area Transit Capital
276,876	-	195	327,071	Folsom Plan Area Corp Yard Capital
-	-	-	100,000	Folsom Plan Area Hwy 50 Improvement
-	-	-	100,000	Folsom Plan Area Hwy 50 Interchange
-	5,244,780	138,342	5,763,122	Folsom Plan Area Capital
-	-	-	50,000	Major Capital and Renovation
-	-	-	-	Prairie Oak 1915 AD
-	-	732	732	CFD #10 Russell Ranch
-	-	-	-	CFD #14 Parkway II
\$ 1,376,876	\$ 6,796,369	\$ 1,804,975	\$ 11,963,656	Subtotal Capital Project Funds
Enterprise Funds				
\$ -	\$ -	\$ -	\$ -	Transit
1,892,985	7,268,593	876,577	21,897,995	Water
-	(243,730)	16,393	72,663	Water Capital
-	-	3,928	228,928	Water Meters
-	3,678,996	724,038	9,749,716	Wastewater
-	(85,000)	1,160	6,160	Wastewater Capital
-	-	59	59	Critical Augmentation
-	-	426	426	General Augmentation
-	61,000	1,740,961	18,079,797	Solid Waste
-	-	1,416	86,416	Solid Waste Capital
-	-	-	100,000	Landfill Closure
-	-	-	100,000	Solid Waste Plan Area Capital
\$ 1,892,985	\$ 10,679,859	\$ 3,364,958	\$ 50,322,160	Subtotal Enterprise Funds

Funds	Salaries	Benefits	Operations & Maintenance	Capital Outlays
Internal Service Fund				
Capital Replacement	\$ -	\$ -	\$ -	\$ -
Risk Management	165,053	11,630,340	8,422,234	-
Compensated Leaves	580,000	-	-	-
Subtotal Internal Service Fund	\$ 745,053	\$ 11,630,340	\$ 8,422,234	\$ -
Fiduciary Funds				
Assessment & CFD Agency Funds	\$ -	\$ -	\$ 1,990,591	\$ -
Redevelopment Prop Tax Trust	-	-	200,000	-
Redevelopment SA Trust - Housing	-	-	-	-
Folsom Plan Area Specific Plan Fee	-	-	-	-
Subtotal Fiduciary Funds	\$ -	\$ -	\$ 2,190,591	\$ -
Total Combined Budget	\$ 49,777,451	\$ 45,842,972	\$ 55,785,656	\$ 5,283,309

Debt Service	Capital Improvements	Transfers Out	Total	
				Internal Service Fund
\$ -	\$ -	\$ 556,281	\$ 556,281	Capital Replacement
-	-	-	20,217,627	Risk Management
-	-	-	580,000	Compensated Leaves
\$ -	\$ -	\$ 556,281	\$ 21,353,908	Subtotal Internal Service Fund
				Trust Funds
\$ 13,645,139	\$ -	\$ 363,732	\$ 15,999,462	Assessment & CFD Agency Funds
3,735,813	-	-	3,935,813	Redevelopment Prop Tax Trust
-	-	-	-	Redevelopment SA Trust - Housing
-	-	-	-	Folsom Plan Area Specific Plan Fee
\$ 17,380,952	\$ -	\$ 363,732	\$ 19,935,275	Subtotal Trust Funds
\$ 33,058,471	\$ 20,827,631	\$ 9,669,385	\$ 220,244,875	Total Combined Budget

ATTACHMENT 4

Staffing Detail

Below is a comparison of full time (FT) and permanent part time (PPT) positions for the FY 2018 through FY 2021 Budgets and the proposed FY 2021-22 Budget. All positions are listed as full-time equivalent except for City Council which is listed as number of members.

	FY 18 Approved	FY 19 Approved	FY 20 Approved	FY 21 Approved	FY 22 Proposed
City Council					
Mayor	1.00	1.00	1.00	1.00	1.00
Council Member	4.00	4.00	4.00	4.00	4.00
Total City Council	5.00	5.00	5.00	5.00	5.00
City Manager's Office					
Administration					
City Manager	1.00	1.00	1.00	1.00	1.00
Assistant City Manager	1.00	1.00	0.50	0.50	0.75
Administrative Support Specialist	1.00	1.00	1.00	1.00	1.00
Public Information					
Public Information Officer	1.00	1.00	1.00	1.00	1.00
Marketing & Graphics Coordinator	0.50	-	-	-	-
Media Specialist	-	1.00	1.00	1.00	1.00
Animal Care Services					
Animal Control Officer	1.00	-	-	-	-
Total City Manager	5.50	5.00	4.50	4.50	4.75
City Attorney					
City Attorney	1.00	1.00	1.00	1.00	1.00
Deputy/Asst City Attorney	1.00	1.00	1.00	1.00	1.00
Legal Analyst	1.00	1.00	1.00	1.00	1.00
Legal Secretary	1.00	1.00	1.00	1.00	1.00
Total City Attorney	4.00	4.00	4.00	4.00	4.00
City Clerk					
City Clerk	1.00	1.00	1.00	1.00	1.00
Deputy City Clerk	1.00	1.00	1.00	1.00	1.00
City Clerk Technician II	-	1.00	1.00	1.00	1.00
City Clerk Technician I	1.00	-	-	-	-
Total City Clerk	3.00	3.00	3.00	3.00	3.00
Community Development					
Administration					
Community Development Director	1.00	1.00	1.00	1.00	1.00
Administrative Assistant	1.00	1.00	1.00	1.00	1.00
Office Assistant	1.00	1.00	-	-	-
Senior Office Assistant	-	-	1.00	1.00	1.00

	FY 18	FY 19	FY 20	FY 21	FY 22
	Approved	Approved	Approved	Approved	Proposed
Community Development (cont.)					
Building					
Building Inspector I/II	2.00	2.00	2.00	2.00	2.00
Building Plans Coordinator	1.00	1.00	1.00	1.00	1.00
Building Technician I/II	2.00	2.00	2.00	2.00	2.00
Chief Building Official	1.00	-	-	-	-
Plan Check Engineer	1.00	2.00	2.00	2.00	2.00
Senior Building Inspector	1.00	1.00	1.00	1.00	1.00
Principal Civil Engineer	1.00	1.00	1.00	1.00	1.00
Code Enforcement					
Code Enforcement Officer I/II	1.00	1.00	1.00	1.00	1.00
Code Enforcement Supervisor	1.00	1.00	1.00	1.00	1.00
Engineering					
Arborist	1.00	1.00	1.00	1.00	1.00
Construction Inspector I/II	1.00	1.00	1.00	1.00	1.00
Engineering Technician I/II	1.00	1.00	1.00	1.00	1.00
City Engineer	1.00	1.00	1.00	1.00	1.00
Senior Civil Engineer	1.00	2.00	2.00	2.00	2.00
Planning					
Building Inspector II	-	1.00	-	-	-
Building Tradesworker I/II	1.00	-	-	-	-
Planner I (Asst)/Planner II (Associate)	2.00	1.00	2.00	2.00	2.00
Planning Manager	1.00	1.00	1.00	1.00	1.00
Principal Planner	1.00	2.00	2.00	2.00	2.00
Senior Planner	-	1.00	1.00	1.00	1.00
Total Community Development	24.00	26.00	26.00	26.00	26.00
Fire Department					
Administration					
Fire Chief	1.00	1.00	1.00	1.00	1.00
Fire Division Chief	-	-	1.00	1.00	2.00
Accounting Technician I/II	1.00	1.00	1.00	-	-
Administrative Technician	-	-	-	1.00	1.00
Administrative Assistant	1.00	1.00	1.00	1.00	1.00
Office Assistant	-	-	-	1.00	1.00
Senior Office Assistant	1.00	1.00	1.00	-	-
Emergency Operations					
Fire Division Chief	4.00	3.00	2.00	2.00	1.00
Fire Battalion Chief	-	1.00	1.00	1.00	2.00
Fire Captain-Suppression	12.00	12.00	15.00	15.00	15.00
Fire Engineer	12.00	12.00	15.00	15.00	15.00
Firefighter	36.00	42.00	36.00	36.00	36.00

	FY 18 Approved	FY 19 Approved	FY 20 Approved	FY 21 Approved	FY 22 Proposed
Fire Department (cont.)					
Fire Prevention					
Deputy Fire Marshall	-	1.00	1.00	1.00	1.00
Fire Prevention Officer	2.00	2.00	2.00	2.00	2.00
Fire Protection Engineer	1.00	-	-	-	-
Total Fire	71.00	77.00	77.00	77.00	78.00
Human Resources					
Human Resources Director	0.50	0.50	0.25	0.50	1.00
Administrative Assistant	1.00	1.00	1.00	1.00	1.00
Human Resources Technician I/II	2.00	2.00	2.00	2.00	2.00
Senior Management Analyst	2.00	2.00	2.00	2.00	2.00
Total Human Resources	5.50	5.50	5.25	5.50	6.00
Library					
Library Director	1.00	1.00	1.00	1.00	1.00
Administrative Assistant	-	1.00	1.00	1.00	1.00
Librarian	1.00	2.00	2.00	2.00	2.00
Library Assistant	3.00	4.00	4.00	4.00	4.00
Library Assistant - PPT	0.50	-	-	-	-
Library Circulation Coordinator	1.00	1.00	1.00	1.00	1.00
Library Technician	2.00	2.00	2.00	2.00	2.00
Marketing & Graphics Coord	-	0.75	0.75	0.75	-
Senior Librarian	1.00	1.00	1.00	1.00	1.00
Senior Office Assistant	1.00	-	-	-	-
Total Library	10.50	12.75	12.75	12.75	12.00
Office of Management and Budget					
Administration					
Chief Financial Officer/Finance Director	0.50	0.50	0.25	-	1.00
Finance Director	-	-	1.00	1.00	-
Administrative Assistant	-	1.00	1.00	1.00	1.00
Finance Technician	1.00	-	-	-	-
Disbursements					
Disbursements Specialist	1.00	1.00	1.00	1.00	1.00
Payroll Specialist	2.00	2.00	2.00	2.00	2.00
Disbursements Technician	1.00	1.00	1.00	1.00	1.00
Revenue					
Revenue Technician I/II	4.00	4.00	4.00	4.00	3.00
Revenue/Disbursements Manager	1.00	1.00	1.00	1.00	-
Revenue Supervisor	-	-	-	-	1.00
Senior Revenue Technician	1.00	1.00	1.00	1.00	2.00

	FY 18 Approved	FY 19 Approved	FY 20 Approved	FY 21 Approved	FY 22 Proposed
Office of Management and Budget (cont.)					
Financial Services					
Accounting Technician II	1.00	1.00	1.00	1.00	1.00
Financial Specialist	-	1.00	1.00	1.00	1.00
Senior Financial Analyst	2.00	2.00	2.00	2.00	2.00
Deputy Treasurer	1.00	1.00	1.00	1.00	1.00
Financial Services Manager	1.00	1.00	1.00	1.00	1.00
Information Systems					
Information Systems Manager	1.00	1.00	1.00	1.00	1.00
Information Systems Analyst	-	-	-	3.00	3.00
Information Systems Technician I/II	3.00	3.00	3.00	-	-
GIS Analyst	1.00	1.00	1.00	1.00	1.00
Process Improvement Specialist	-	1.00	1.00	1.00	1.00
Total Office of Management and Budget	21.50	23.50	24.25	24.00	24.00
Parks & Recreation					
Administration					
Parks & Recreation Director	1.00	1.00	1.00	1.00	1.00
Administrative Assistant	2.00	3.00	3.00	3.00	3.00
Marketing & Graphics Coordinator	1.00	1.00	1.00	1.00	1.00
Management Analyst	-	-	1.00	1.00	1.00
Senior Management Analyst	1.00	1.00	-	-	-
Senior Office Assistant	1.00	-	-	-	-
Park Maintenance					
Maintenance Specialist	2.00	2.00	2.00	2.00	2.00
Maintenance Worker I/II	1.00	1.00	1.00	1.00	1.00
Parks/Facilities Maintenance Manager	1.00	1.00	1.00	1.00	1.00
Parks Supervisor	1.00	1.00	1.00	1.00	1.00
Senior Maintenance Worker	2.00	2.00	2.00	2.00	2.00
Park Development					
Senior Park Planner	1.00	1.00	1.00	1.00	1.00
Park Planner	-	1.00	-	-	-
Trails					
Senior Trails Planner	1.00	1.00	1.00	1.00	1.00
Zoo					
Zookeeper I / II	5.00	5.00	5.00	5.00	5.00
Lead Zookeeper	1.00	1.00	1.00	1.00	1.00
Recreation Coordinator I	1.00	1.00	1.00	-	-
Recreation Coordinator II	-	-	-	1.00	1.00
Zoo Supervisor	1.00	1.00	1.00	1.00	1.00

	FY 18 Approved	FY 19 Approved	FY 20 Approved	FY 21 Approved	FY 22 Proposed
Parks & Recreation (cont.)					
Aquatics					
Recreation Coordinator I	0.50	0.50	0.50	1.00	1.00
Recreation Coordinator II	1.00	1.00	1.00	0.50	0.50
Recreation Manager	0.50	0.50	-	-	-
Recreation Supervisor	1.00	1.00	1.00	1.00	1.00
Senior Maintenance Worker	1.00	1.00	1.00	1.00	1.00
Senior Recreation Coordinator	-	-	-	-	-
Community & Cultural Services / Community Facilities					
Community & Cultural Services Manager	1.00	1.00	1.00	1.00	1.00
Recreation Coordinator I	2.00	2.00	1.00	1.00	1.00
Recreation Coordinator II	1.00	1.00	3.00	3.00	3.00
Recreation Supervisor	1.00	1.00	1.00	1.00	1.00
Senior Recreation Coordinator	1.00	1.00	1.00	1.00	1.00
Recreation / Sports Complex					
Recreation Coordinator I	1.50	1.50	1.50	1.00	1.00
Recreation Coordinator II	1.00	1.00	1.00	1.50	1.50
Recreation Manager	0.50	0.50	-	-	-
Recreation Supervisor	1.00	1.00	1.00	1.00	1.00
Senior Recreation Coordinator	1.00	1.00	1.00	1.00	1.00
Facility Services					
Facilities Maintenance Supervisor	1.00	1.00	1.00	1.00	1.00
Senior Building Tradesworker	3.00	3.00	3.00	3.00	3.00
Building Tradesworker I/II	-	1.00	1.00	1.00	1.00
Municipal Landscaping					
Lighting & Landscape District Manager	1.00	1.00	1.00	1.00	1.00
Construction Inspector I	-	-	1.00	1.00	1.00
Irrigation Systems Coordinator	-	-	-	-	1.00
Maintenance Supervisor	-	-	1.00	1.00	1.00
Senior Maintenance Worker	2.00	2.00	1.00	1.00	-
Maintenance Worker I/II	1.00	1.00	1.00	1.00	1.00
Total Parks & Recreation	46.00	48.00	48.00	48.00	48.00
Police Department					
Administration					
Police Chief	1.00	1.00	1.00	1.00	1.00
Police Commander	-	-	-	1.00	1.00
Administrative Assistant	1.00	1.00	1.00	1.00	1.00
Administrative Technician	-	-	-	1.00	1.00
Police Sergeant	1.00	1.00	1.00	1.00	1.00
Police Officer	1.00	1.00	1.00	1.00	1.00

	FY 18 Approved	FY 19 Approved	FY 20 Approved	FY 21 Approved	FY 22 Proposed
Police Department (cont.)					
Support Services					
Police Commander	1.00	1.00	1.00	-	-
Police Lieutenant	-	-	-	1.00	1.00
Police Support Services Manager	-	1.00	1.00	-	-
Communications Supervisor	2.00	3.00	3.00	3.00	3.00
Dispatcher I/II	14.00	13.00	13.00	13.00	13.00
Administrative Technician	1.00	1.00	1.00	-	-
Senior Records Clerk	-	1.00	1.00	1.00	1.00
Police Records Clerk	3.00	2.00	2.00	2.00	2.00
Police Records Clerk - PPT	0.50	0.50	0.50	0.50	0.50
Police Records Supervisor	1.00	1.00	1.00	1.00	1.00
Police Technical Services Manager	1.00	-	-	-	-
Police Volunteer Coordinator	1.00	-	-	-	-
Operations					
Police Commander	1.00	1.00	1.00	1.00	1.00
Community Service Officer	1.00	1.00	1.00	1.00	1.00
Police Lieutenant	3.00	3.00	3.00	3.00	3.00
Police Sergeant	9.00	9.00	9.00	9.00	9.00
Police Corporal	4.00	5.00	5.00	5.00	5.00
Police Officer	41.00	43.00	43.00	43.00	43.00
Police Volunteer Coordinator	-	1.00	1.00	1.00	1.00
Investigations					
Police Lieutenant	1.00	1.00	1.00	1.00	1.00
Police Sergeant	2.00	2.00	2.00	2.00	2.00
Police Officer	10.00	10.00	10.00	10.00	10.00
Property and Evidence Technician	2.00	2.00	2.00	-	-
Community Service Officer	-	-	-	2.00	2.00
Crime & Intelligence Analyst	1.00	1.00	1.00	1.00	1.00
Animal Care Services					
Animal Control Officer	-	1.00	1.00	1.00	1.00
Total Police Department	103.50	107.50	107.50	107.50	107.50
Public Works Department					
Administration / Engineering					
Public Works Director	0.80	0.80	0.80	0.80	0.80
Administrative Assistant	1.00	1.00	1.00	1.00	1.00
Associate Civil Engineer	1.00	-	-	-	-
Construction Inspector I/II	1.00	1.00	1.00	1.00	1.00
Engineering Technician I/II	1.00	1.00	1.00	1.00	1.00
Management Analyst	0.50	-	-	-	-
PW/Utilities Section Manager	1.00	1.00	1.00	1.00	1.00
Office Assistant	1.00	1.00	1.00	-	-
Senior Civil Engineer	2.00	3.00	3.00	3.00	3.00
Senior Management Analyst	-	0.50	0.75	0.75	0.75
Senior Office Assistant	-	-	-	1.00	1.00

	FY 18 Approved	FY 19 Approved	FY 20 Approved	FY 21 Approved	FY 22 Proposed
Public Works Department (cont.)					
Fleet Maintenance					
PW / Utilities Section Manager	0.30	0.30	0.35	0.35	0.35
Fleet / Solid Waste Manager	-	0.20	0.20	0.20	0.35
Administrative Assistant	0.10	0.10	0.10	0.10	0.10
Inventory Clerk	1.00	1.00	1.00	1.00	1.00
Lead Senior Mechanic	1.00	1.00	1.00	1.00	1.00
Mechanic II	4.00	4.00	4.00	4.00	4.10
Maintenance Worker I/II	0.10	0.10	0.10	0.10	-
Senior Equipment Mechanic	1.00	1.00	1.00	1.00	1.00
Streets					
Maintenance Specialist	2.00	3.00	3.00	3.00	3.00
Maintenance Worker I/II	5.10	4.10	4.10	4.10	4.00
Mechanic II	-	-	-	-	0.10
Senior Maintenance Worker	1.00	1.00	1.00	1.00	1.00
Streets Operations Supervisor	1.00	1.00	1.00	1.00	1.00
Traffic Maintenance					
Associate Civil Engineer	-	1.00	1.00	1.00	1.00
Maintenance Specialist	2.00	2.00	2.00	1.00	1.00
Senior Maintenance Worker	1.00	1.00	1.00	1.00	1.00
Senior Traffic Control & Lighting Technician	1.00	1.00	1.00	1.00	1.00
Traffic Control & Lighting Supervisor	1.00	-	-	-	-
Traffic Control & Lighting Technician I/II	3.00	3.00	3.00	4.00	4.00
Transit*					
PW / Utilities Section Manager	0.10	0.10	-	-	-
Administrative Assistant	0.40	0.40	-	-	-
Senior Management Analyst	-	0.25	-	-	-
Transit Chief	1.00	1.00	-	-	-
Transit Bus Driver	2.00	4.00	-	-	-
Transit Bus Driver - PPT (@ 80%)	8.00	6.40	-	-	-
Transit Coordinator	1.00	1.00	-	-	-
Transit Scheduler	1.00	1.00	-	-	-
Transit Trainer	1.00	1.00	-	-	-
Total Public Works Department	48.40	49.25	34.40	34.40	34.55
Environmental and Water Resources					
Water Resources Administration					
Director	1.00	1.00	1.00	1.00	1.00
Administrative Assistant	1.00	1.00	1.00	1.00	1.00
Associate Civil Engineer	1.00	1.00	1.00	1.00	1.00
Engineering Technician I/II	1.00	1.00	1.00	1.00	1.00
Marketing & Graphics Coord	0.50	0.25	0.25	0.25	-
PW / Utilities Section Manager	1.00	1.00	1.00	1.00	1.00
SCADA Programmer	-	1.00	1.00	1.00	1.00
Senior Civil Engineer	2.00	2.00	2.00	2.00	2.00
Senior Office Assistant	1.00	1.00	1.00	1.00	2.00

	FY 18 Approved	FY 19 Approved	FY 20 Approved	FY 21 Approved	FY 22 Proposed
Environmental and Water Resources (cont.)					
Wastewater					
Senior Wastewater Collection Technician	2.00	2.00	2.00	2.00	2.00
Utilities Technician	1.00	1.00	-	-	-
Wastewater Collection Supervisor	1.00	1.00	1.00	1.00	1.00
Wastewater Collection Tech I/II	10.00	10.00	11.00	11.00	11.00
Water Conservation					
Water Management Coordinator	1.00	1.00	1.00	1.00	1.00
Water Management Specialist	2.00	2.00	2.00	2.00	2.00
Water Utility Maintenance					
Senior Water Utility Worker	1.00	1.00	1.00	1.00	1.00
Utility Maintenance Supervisor	1.00	1.00	1.00	1.00	1.00
Water Utility Worker I/II	5.00	5.00	5.00	5.00	5.00
Water Treatment Plant					
Lead Plant Mechanic	1.00	1.00	1.00	1.00	1.00
Plant Mechanic	1.00	1.00	1.00	1.00	-
Senior Office Assistant	1.00	1.00	1.00	1.00	-
Water Treatment Plant Chief Operator	1.00	1.00	1.00	1.00	1.00
Water Treatment Plant Operator III	3.00	3.00	3.00	3.00	4.00
Water Treatment Plant Operator I / II	1.00	1.00	1.00	1.00	1.00
Water Treatment Plant Supervisor	1.00	1.00	1.00	1.00	1.00
Water Quality					
Water Distribution Chief Operator	1.00	1.00	1.00	1.00	1.00
Water Distribution Operator I/II	3.00	3.00	3.00	3.00	3.00
Water Quality Technician	1.00	1.00	1.00	1.00	1.00
Water Distribution Supervisor	1.00	1.00	1.00	1.00	1.00
Water Metering Program					
Utility Maintenance Supervisor	1.00	1.00	1.00	1.00	1.00
Senior Water Utility Worker	-	-	-	1.00	1.00
Senior Water Meter Worker	-	1.00	1.00	-	-
Water Utility Worker I/II	4.00	3.00	3.00	3.00	3.00
Total Environmental and Water Resources	52.50	53.25	53.25	53.25	53.00

	FY 18 Approved	FY 19 Approved	FY 20 Approved	FY 21 Approved	FY 22 Proposed
Solid Waste Department					
Solid Waste Collections					
Public Works Director	0.20	0.20	0.20	0.20	0.20
PW / Utilities Section Manager	0.60	0.60	0.65	0.65	0.65
Solid Waste / Fleet Manager	-	0.80	0.80	0.80	0.65
Solid Waste Supervisor	-	1.00	1.00	1.00	1.00
Administrative Assistant	0.50	0.50	0.90	0.90	0.90
Account Technician	-	1.00	1.00	1.00	1.00
Management Analyst	0.50	-	-	-	-
Senior Management Analyst	-	0.25	0.25	0.25	0.25
Maintenance Worker I/II	0.80	1.80	1.80	1.80	1.00
Mechanic II	1.00	1.00	1.00	1.00	1.80
Refuse Driver	32.00	31.00	31.00	31.00	37.00
Senior Maintenance Worker	2.00	2.00	2.00	2.00	2.00
Senior Office Assistant	3.00	3.00	3.00	3.00	3.00
Hazardous Materials					
Environmental Specialist Supervisor	1.00	-	-	-	-
Hazardous Materials Coordinator	1.00	1.00	1.00	1.00	1.00
Maintenance Specialist	1.00	1.00	1.00	1.00	1.00
Senior Environmental Specialist	1.00	1.00	1.00	1.00	1.00
Recycling					
Environmental Specialist Supervisor	1.00	1.00	1.00	1.00	1.00
Senior Environmental Specialist	-	-	-	-	2.00
Total Solid Waste Department	45.60	47.15	47.60	47.60	55.45
Total Staffing Positions	446.00	466.90	452.50	452.50	461.25

*Transit – During Fiscal Year 2019 the City Transit Services were annexed by Sacramento Regional Transit



Folsom City Council Staff Report



MEETING DATE:	5/25/2021
AGENDA SECTION:	Old Business
SUBJECT:	Workshop Discussion Regarding Governance Manual (Part 2 of 2) and Direction to Staff
FROM:	City Clerk's Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends the City Council conduct the second part of a two-part workshop discussion of a proposed governance manual and provide direction to staff. After the City Council has reviewed both parts of the governance manual, it will be presented to the City Council for final approval.

BACKGROUND / ISSUE

In November 2019, the City Council discussed the possibility of adopting a governance manual. The fundamental concept was that a documented governance manual would establish and clarify mutually agreed upon governance norms. The envisioned governance manual would benefit the City organization and the community by elucidating roles and responsibilities, clarifying specific processes, and documenting governing protocols. The governance manual is not intended to be punitive, nor is it proposed to stifle councilmembers' individualism in their representative role. Instead, the governance manual's purpose is to establish uniform standards that help form governance norms and provide clear guidance in procedural areas of uncertainty.

The governance manual has been deferred due to the redirection of staff activities in response to the COVID-19 pandemic. As Folsom and the Sacramento region begin returning to normalized operations, the governance manual now returns to the City Council for further consideration. The City Council held a workshop on the first part of the proposed

governance manual on April 13 and provided direction to staff for amendments and additions.

POLICY / RULE

Folsom Municipal Code section 2.06.070(C) provides that the City Council may adopt rules governing its meetings, proceedings, and business.

ANALYSIS

The term governance refers to the process of governing. A governance manual can be a useful tool that details the City Council and City Manager's effective governing process norms.

The governance manual is divided into four sections:

- Section 1. Effective Governance *(reviewed at the April 13 meeting)*
- Section 2. Roles and Responsibilities *(reviewed at the April 13 meeting)*
- Section 3. Communications Protocols *(for consideration at this meeting)*
- Section 4. Meeting Protocols *(for consideration at this meeting)*

Section 3 - Communications Protocols provides communication norms between the City Council and the City Manager and between individual City Council members. Section 3 addresses communication parameters within the legal confines of the Brown Act and provides related safe conduct guidelines for communication on social media platforms. This section suggests that City Council members proactively keep each other informed of their City-related activities in the community and the region. This section includes a collaborative reminder that all City Council members have an equal voice and standing on all matters affecting the City and that no single City Council member “owns” a particular issue. This section incorporates standards for speaking for the city and speaking as individual members when in a member holds a different position than the majority of the City Council. Lastly, this section provides guidelines when representing the city on regional agencies and recommends proactive sharing of activity information from regional agencies.

Section 4 - Meeting Protocols memorializes general meeting protocols, such as the different manners of agenda item placement and requests by external parties for agenda items and ceremonial documents. This section addresses the use of Robert’s Rules of Order and meeting norms and provides motion guidelines. Lastly, this section provides an overview of how to address conflicts of interest. In closing, this section acknowledges other policy documents (related to City Council meetings and code of ethics) that should be considered as companion documents to the governance manual.

FINANCIAL IMPACT

This action has no financial impact.

ENVIRONMENTAL REVIEW

This action is not considered a project under Section 15061(b)(3) of the California Environmental Quality Act Guidelines, and as such is exempt from environmental review.

ATTACHMENTS

1. Section 3. Communications Protocols
2. Section 4. Meeting Protocols

Submitted,

Christa Freemantle, CMC
City Clerk

Attachment 1.

Section 3. Communications Protocols

3. Communication Protocols



Effective communication brings individuals together to achieve desired outcomes, and it requires clear sharing of information and attentive listening. Successful communication builds and maintains strong relationships, develops reciprocal trust, promotes transparency, supports understanding with the community, and facilitates good decision-making. As importantly, effective communication reduces misunderstanding and decreases the potential for conflict.



Communication between the City Council and the City Manager

Folsom's council-manager form of government directs the City Council to communicate with the City Manager on all matters related to City operations, and City Council members are therefore encouraged to contact the City Manager with questions about city operations or issues. The City Manager will obtain the requested information or direct the appropriate staff member to assist. When an individual City Council member seeks information that the City Manager believes may be of interest or use to other City Council members, the City Manager may share that information with the entire City Council to keep all members equally informed. The City Council should be aware that the City Manager may not readily share some items due to employment law, privacy rights, investigations, etc.

Agenda review sessions with the City Manager and individual City Council members are scheduled in advance of each City Council meeting. City Council members are strongly encouraged to ask questions about agenda items during their review session rather than hold all the City Council meeting questions. Asking questions before the meeting allows staff time to do additional research if necessary. City Council members are welcome to ask the questions again at the council meeting to benefit other members and the public.

Direction to City Manager at City Council Meetings

In providing direction to the City Manager and staff during City Council meetings, the City Council should ensure that direction and motions provide unambiguous policy direction,

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Communications Protocols, Page 1

including specificity and scope of the desired action. If a motion seems unclear, City Council members should ask for clarification to be sure all agree on the proposed direction.

Communication between City Council Members

City Council Members should treat each other with dignity and respect and observe a high level of professional decorum both on and off the dais. This respectful approach supports a productive sense of camaraderie and sets an example for civil decorum in City Council meetings.

Brown Act

The California open meeting law, commonly known as the "Brown Act," requires all City Council meetings to be open to the public (subject to a few limited exceptions). A meeting is defined as any congregation of a majority of the members of a legislative body at the same time and place to hear, discuss, and deliberate upon any item that is within the subject matter jurisdiction of the legislative body. Accordingly, meetings or discussions between three or more members of the Folsom City Council could violate the Brown Act if such meeting is to discuss any matter within the subject matter jurisdiction of the City Council (e.g., City parks and recreation programs, budget, staffing, streets and traffic, public improvements, or private development projects, etc.) without first complying with agenda-posting and noticing requirements of the Brown Act.

Meetings subject to the Brown Act are not limited to face-to-face gatherings. They also include any communication medium or device (for example, telephone conversations, text messages, social media postings, etc.) through which a majority of the City Council discusses, deliberates, or acts on an item of business outside of a noticed meeting. Communication technologies present particular Brown Act challenges. For example, standard email practices of forwarding or replying to messages can easily lead to a serial meeting prohibited by the Brown Act, as can participation by a majority of the Council members in an internet chatroom, social media format, a Facebook page posting, or blog dialogue.

Social Media

City Council members should use the same professionalism and sound judgment exercised in public meetings when communicating on social media. Beyond standards of professionalism, City Council members should also be mindful of legal restrictions on their social media activity.

In 2020, State legislation (AB 992) amended the Brown Act to address public officials' use of social media, and two particular elements are essential to keep in mind. First, AB 992 clarifies that a public official may have their separate conversation on social media platforms to answer questions, provide information to the public, or solicit information

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Communications Protocols, Page 2

from the public regarding a matter within the legislative body's subject matter jurisdiction. However, this is legally permissible as long as a majority of the members of the legislative body do not use the social media platform to discuss among themselves of the same matter, including making posts, commenting, and even using digital icons that express reactions (i.e., emojis, "liking", thumbs up, thumbs down, etc.) to the discussion made by other members of the legislative body.

Key Point: *A City Council member may have their own conversation on social media about a matter within the City Council's subject matter jurisdiction, up to the point when a majority of the City Council members starts to have the same conversation on their own. Once there is a majority of City Council members having their own "separate" conversation on social media about the same subject matter, then those conversations must cease altogether. Simply using a digital icon (such as emojis) constitutes having a conversation under AB 992.*

Secondly, AB 992 goes further by prohibiting a member of a legislative body from responding directly to any communication on an internet-based social media platform regarding a matter that is within the subject matter jurisdiction of the legislative body that is made, posted, or shared by any other member of the legislative body. In other words, if a public official posts a comment in response to another public official's social media post about an agency issue, that could be a Brown Act violation under AB 992 (assuming both public officials serve on the same legislative body). AB 992 covers commonly-used social media platforms such as Facebook, Instagram, Snapchat, Twitter, blogs, TiKTok, and Reddit.

Key Point: *Be careful not to comment on another City Council member's posting on social media, including posting comments, retweeting, "liking," "disliking," responding with positive or negative emojis, and reposting. Violations of the Brown Act can potentially lead to invalidation of future City Council actions, payment of a challenger's attorney fees, and even criminal prosecution for the offender.*

Keeping Each Other Informed of Activities and Reporting on Regional Agency Action

City Council members should proactively keep each other informed of their City-related activities in the community and the region. City Council members should also report on important discussions and actions from the regional agencies they serve. This reporting of activities and actions is best accomplished at a City Council meeting either during discussion of related agenda items or during the Council Comments segment of a meeting.

The proactive sharing of activities contributes to the collaborative nature of the City Council's work and respects the role of all members. Importantly, this sharing of information honors the standard that no single City Council member "owns" a particular

issue or effort. It also reinforces the notion that all members have an equal voice and standing on all matters affecting the City.

Communication between City Council Members and the Public

Speaking for "the City"

When a City Council Member is requested to speak to a group or is asked the Council's position on an issue, the response should reflect the Council's position as a whole as taken in open session. Of course, a member may clarify their vote on a matter by stating, "While I voted against 'X,' the City Council voted in support of it." When representing the City at meetings or other venues, those in attendance must understand the Council's position as well as the position of an individual member.

Safeguarding Confidential, Sensitive and Closed Session Information

Confidential or sensitive City information, including closed session materials and discussions, shall not be disclosed in any circumstances, including via electronic communication.

Correspondence

Members of the City Council will often be called upon to write letters to residents, businesses, or other public agencies. Typically, the Mayor will transmit the City's position on policy matters to outside agencies on behalf of the City Council. Individual members of the Council will often prepare letters for constituents to respond to inquiries or provide requested information. City letterhead is available for this purpose, and staff can assist in the preparation of such correspondence. Requests for assistance should be made to the City Manager.

On occasion, members may wish to transmit correspondence on an issue upon which the Council has yet to take a position or has no position. In these circumstances, members should indicate either in correspondence or verbally that they are not speaking for the City Council as a whole, but for themselves as a private citizen or as one member of the Council. Council Members should avoid expressing opinions that could be perceived as biased or creating an appearance of bias when communicating about a matter that has the potential of coming before the Council for action.

After the City Council has taken a position on an issue, official City correspondence related to the issue should reflect this position. Similar to verbal communication standards, a City Council member who disagrees with the majority opinion may express their position by indicating that, "While I voted against 'X,' the City Council voted in support of it." In

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Communications Protocols, Page 4

addition, City letterhead and staff support cannot be utilized for any personal purpose or in the Council Member's own campaign, including letters of recommendation.

Representing the City on Regional Agencies

City Council members are assigned to represent the City on a variety of regional agency boards and commissions. Active participation by City Council members on regional agencies ensures the City's interests are adequately represented, advances Folsom's standing in the region, and allows City Council members to gain additional experience while developing connections with leaders from other jurisdictions. City Council members should exhibit the same dedication to regional agency meetings as they do to Council meetings through regular attendance, knowledge of the agenda, and engagement in policy discussions. If a City Council member is unable to attend a meeting, they should advise the alternative representative.

Assignments to regional agencies are generally proposed by the Mayor and require the concurrence of the City Council. Care should be taken to distribute the workload as evenly as possible and capitalize on subject matter expertise. Keeping regional assignments as consistent as possible year-to-year maintains the City's knowledge and seniority on regional agency.

Council meetings provide an opportunity to "report out" on regional activity so that all City Council members, staff, and the public are fully informed. See "[Keeping Each Other Informed of Activities and Reporting on Regional Agency Action](#)" earlier in this section for additional details.

###

Attachment 2.

Section 4. Meeting Protocols

4. Council Meeting Protocols



The people of this State do not yield their sovereignty to the agencies which serve them. The people, in delegating authority, do not give their public servants the right to decide what is good for the people to know and what is not good for them to know. The people insist on remaining informed so that they may retain control over the instruments they have created.

California Brown Act



Conducting Open Meetings

Folsom City Council meetings are held in compliance with the California Brown Act, which prescribes requirements for open and public meetings, notice of meetings, public participation, and general agenda title guidelines.

Placing an Item on the Agenda

Folsom Municipal Code section 2.06.070(A)(1) places the responsibility to develop the agenda for City Council meetings on the Mayor and the City Manager. Generally, items placed on the agenda will be generated by staff, but occasionally items may be proposed by either a City Council member or a member of the public.

Agenda Items Proposed by a City Council Member

A City Council member may request an item be placed on a future agenda by contacting the Mayor or City Manager. When the proposal entails wholly new policy direction or an issue that has not previously been considered, the Mayor and City Manager may place the item on an agenda to seek preliminary consensus from the City Council whether to investigate the proposal further. Staff will not conduct research or prepare a staff report until receiving direction to do so from the City Manager.

Agenda Items Proposed by Members of the Public

A member of the public may propose an item be placed on a future agenda by contacting a City Council member, pursuant to Folsom Municipal Code section 2.06.070(A)(2). The City Council member should communicate the request to the Mayor and City Manager for appropriate handling and scheduling.

Rules of Order

The City Council generally meets twice per month to conduct the public's business, and it is essential that meetings be orderly, efficient, and well-run. The City Council may establish and adopt by resolution its meeting procedures, and as to matters not covered by Council-adopted procedures, the Folsom Municipal Code provides that those matters shall be governed under the most current edition of Robert's Rules of Order. The Mayor presides over meetings of the City Council; in the absence of the Mayor, the Vice Mayor shall preside. In the absence of the Mayor and Vice Mayor, the City Council may designate a senior member of the City Council to serve as temporary presiding officer to facilitate the conduct of the meeting.

City Council Meeting Norms

For most agenda items, the following sequence of steps will occur:

1. Staff presentation
2. Questions from the City Council
3. Public hearing or public comment (depending upon the nature of the item)
4. Discussion and deliberation by the City Council
5. Motion or proposed direction to staff (see below for more detail regarding motions)
6. Vote on motion, or verbal expression of consensus

Certain hearings (such as appeals, community facility district formations, utility rate increases, etc.) may require additional procedures, and the City Attorney will provide appropriate instructions to guide the City Council's sequence of steps in those instances.

Making and Seconding Motions

Direction is given by the City Council through motions, which are verbal tools to focus discussion on proposed action and, eventually, to memorialize City Council direction. A motion supports orderly deliberation and ensures all voices are heard.

Motions should begin with “I move . . .” to make it clear that this is a motion for action. Most staff reports contain staff’s suggested motion-ready language within the “recommendation” section at the beginning of each staff report, but City Council members may make any desired motion. Motions require another City Council member to “second” the motion, which indicates there is interest in taking action on the motion. Motions are seconded by verbalizing “I second the motion”. Any City Council member or the Mayor may make or second a motion.

Before the Mayor asks the City Clerk to call the question, the City Council may continue to discuss and deliberate on the merit of the motion. The maker of a motion has the right to speak so the City Council understands the basic premise of the motion, and to address any argument or opposition to the motion.

The most commonly used motions are:

Motion Type	Action Accomplished	Language
Main/Original motion	The first motion made which proposes action	“I move that...”
Amending a motion	Either adds or subtracts to the preceding motion	“I move that the motion be amended by...”
Refer to a commission or committee	Refers the matter to a commission or committee	“I move that the issue be referred to the [appropriate commission or committee]”
Continue or Postpone	Continues or postpones action to a future date (this can be to a date certain, or off-calendar to indicate open-ended continuation)	“I move that the issue be [continued to [specific date or off-calendar]”
Previous Question	Ends discussion and compels a vote	“I move the previous question”

Limit Debate	Re-focuses lengthy or off-topic discussion, without blocking further discussion	"I move to limit discussion to [time limit or topic]"
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In addition, a "point of order" question serves to bring discussion that has detoured away from meeting norms back to conformance with proper procedures. The Mayor or any City Council member may call a point of order.

The City Attorney provides advice during meetings in response to legal or procedural inquiries from the Mayor and City Council members. The City Attorney may also assist the City Council in framing complex motions to ensure clarity of intent and legal sufficiency.

Proclamations and Resolutions of Commendation

From time to time, the City receives requests from external parties for proclamations and resolutions of commendations. These requests are generally submitted to the Mayor, as the Folsom Municipal Code identifies the Mayor as responsible for representing the City for ceremonial purposes. If the Mayor approves the request and indicates the item should be placed on a City Council agenda, staff will prepare the appropriate item.

External presentations

From time to time, the City receives requests from external parties to make a presentation to the City Council. Similar to agenda items proposed by members of the public, requests by external parties to make a presentation before the City Council should be communicated to the Mayor and City Manager for appropriate handling and agenda scheduling.

Reporting and Avoiding Conflicts of Interest

The Political Reform Act of 1974 ("the Act") establishes conflict-of-interest laws in California. The Act limits the receipt of specified gifts and honoraria and promulgates the principle that public officials should perform their duties serving the public in an impartial manner, free from bias caused by their own financial interests or the interests of persons who have supported them. In addition, the Act

sets up a mechanism whereby assets and income of public officials which may be materially affected by their official actions shall be disclosed and in certain circumstances the officials are disqualified from acting within their official capacity so that conflicts of interest may be avoided.

To determine whether a conflict of interest exists under the Act, the California Fair Political Practices Commission (FPPC) prescribes a four-step process, which is complex and time-consuming to properly analyze. The four considerations are:

STEP 1: Is it reasonably foreseeable that the governmental decision will have a financial effect on any of the public official's financial interests?

STEP 2: Will the reasonably foreseeable financial effect be material?

STEP 3: Will the material financial effect on the public official's financial interest be indistinguishable from its effects on the public generally?

STEP 4: Is the public official "making, participating in making, or in any way attempting to use his or her official position to influence the governmental decision"?

Key Point: It is of paramount importance that City Council members consult with the City Attorney to determine the existence of a conflict of interest. This consultation should happen before a City Council meeting when a possible conflict exists related to an agenda item. The City Attorney will assist City Council members in determining whether a conflict of interest exists. If a conflict exists, and no exceptions apply, disqualification is required. The rules and interpretation are complicated, and the Act deals with conflict-of-interest situations on a transactional, or case-by-case, basis. This means that situations must be assessed for possible conflicts of interest in the light of their individual facts. The Act demands continual attention on the part of officials. They must examine each transaction to determine if a conflict of interest that triggers disqualification exists.

When a conflict is determined to exist in relation to an agenda item before the City Council, the conflicted City Council member must:

1. Publicly identify the nature of the conflict / financial interest that causes the conflict (except that he or she need not disclose the street address of a residence);

2. Recuse from discussing and voting on the matter; and
3. Leave the meeting room and refrain from participating in discussion of the item until after the decision has been made
 - a. Exception: Conflicted City Council members do not need to leave the dais for items on the Consent Calendar, but they still must disclose the nature of the conflict / financial interest and refrain from voting on that item

Companion Documents

The City Council has previously approved the below-referenced policies, which should be considered as companion documents to this Governance Manual.

1. Resolution No. 9689 – A Resolution of the City Council of the City of Folsom Relating to City Council Meetings, Proceedings, and Business (2015)
2. Resolution No. 7788 – A Resolution Adopting a Code of Ethics Applicable to the City Council, City Commissions and Committees (2006)

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Folsom City Council Staff Report



MEETING DATE:	5/25/2021
AGENDA SECTION:	New Business
SUBJECT:	Resolution No. 10619 – A Resolution Approving the City of Folsom Legislative Platform and Advocacy Manual
FROM:	City Clerk's Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends that the City Council approve Resolution No. 10619 – A Resolution Approving the City of Folsom Legislative Platform and Advocacy Manual.

BACKGROUND / ISSUE

The City has a long practice of working with lobbyists and state and federal representatives regarding legislative matters of interest. To effectively advocate for the City's legislative interests, it helps to identify the City's legislative platform on current issues and to clarify roles and responsibilities within the advocacy process. Therefore, staff is proposing the adoption of a Legislative Platform and Advocacy Manual.

ANALYSIS

A Legislative Platform establishes the City Council's position on current issues with the potential to impact the City. An Advocacy Manual describes the City's process for legislative activity and clarifies individual roles and responsibilities.

The City can act most efficiently to advocate in the City's best interest by establishing clear procedures and roles. Well-articulated policies help ensure that the City's position regarding potentially impactful state and federal legislation is identified and communicated to

policymakers. In addition, a formalized advocacy system is essential when pending legislative action calls for immediate action.

POLICY / RULE

The City of Folsom Charter vests the City Council with powers necessary for the performance of all duties and obligations (§ 2.02).

FINANCIAL IMPACT

There is no financial impact associated with the adoption of a Legislative Platform and Advocacy Manual. However, actions that support the City's efficient use of assets and resources will help control costs, implement the City Council's policies and goals, and protect Folsom residents' interests.

ATTACHMENTS

1. Resolution No. 10619 – A Resolution Approving the City of Folsom Legislative Platform and Advocacy Manual
2. Folsom Legislative Platform and Advocacy Manual

Submitted,

Christa Freemantle, CMC
City Clerk

Attachment 1.

Resolution No. 10619 – A Resolution Approving the City of Folsom Legislative Platform and Advocacy Manual

RESOLUTION NO. 10619

**A RESOLUTION APPROVING THE
CITY OF FOLSOM
LEGISLATIVE PLATFORM AND ADVOCACY MANUAL**

WHEREAS, the City has a long practice of working with state and federal legislative representatives; and

WHEREAS, in order to effectively advocate for the City's legislative interests, it helps to identify the City's legislative platform on current issues and to clarify roles and responsibilities within the advocacy process; and

WHEREAS, a Legislative Platform establishes the City Council's position on current issues with the potential to impact the City; and

WHEREAS, an Advocacy Manual describes the City's process for legislative activity and clarifies individual roles and responsibilities; and

WHEREAS, establishing a clear process enables the City to act efficiently with legislative representatives to advocate in the City's best interest:

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom approves the City of Folsom Legislative Platform and Advocacy Manual.

PASSED AND ADOPTED this 25th day of May 2021, by the following roll-call vote:

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

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

Attachment 2.

Folsom Legislative Platform and Advocacy Manual

CITY OF FOLSOM

LEGISLATIVE PLATFORM and ADVOCACY MANUAL



May 25, 2021

LEGISLATIVE PLATFORM and ADVOCACY MANUAL

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CITY OF FOLSOM LEGISLATIVE PLATFORM

The City of Folsom is a full-service charter city, serving a population of over 73,800 residents. The City provides a wide range of quality programs, services, and amenities to residents, with excellence as a top priority. Protecting the high quality and distinctive character of Folsom calls for an active and engaged legislative advocacy program, which guides how Folsom advocates for its legislative and policy interests by enabling the City Council and City staff to address legislative and regulatory issues promptly.

FOUNDATIONAL LEGISLATIVE PRINCIPLES

The below principles create the foundation for the City's policy interests.

Preserve Local Control

Preserve and protect the City's powers to enact local legislation, set policy direction concerning local affairs, and oppose legislation that preempts local authority. Local agencies should preserve authority and accountability for revenues raised and services provided.

Promote Fiscal Stability

Support measures that promote fiscal stability, predictability, financial independence, and preserve the City's revenue base and maximize local control over local government budgeting. Oppose measures that shift local funds to the county, state or federal governments and make cities more dependent on the county, state or federal governments for financial stability, such as unfunded mandates or mandated costs with no guarantee of local reimbursement or offsetting benefits.

Support Diverse Funding Opportunities

Support opportunities for the City to compete for its share of regional, state and federal funding. Support funding for programs with benefits to air quality, water quality, affordable housing, infrastructure, multi-modal transportation systems, public safety and public health.

Enhance Quality of Life Through Adequate Public Safety

Support criminal justice laws that reinforce public safety protection for Folsom residents. Support legislation that protects public safety by reducing access to firearms through measures such as extreme risk protection orders or red flag laws. Support measures that protect city authority and ability to deliver local emergency services.

POLICY STATEMENTS

Administration

1. Oppose State or Federal efforts to “borrow” local revenues and encourage the State to find other methods of balancing its budget.
2. Support local government control, rather than the imposition of state, federal or regional mandates upon local governments.
3. Support maximum flexibility for local government in contracting and contract negotiations.
4. Support open government initiatives as well as the principles of the open meetings provisions of the Ralph M. Brown Act at all levels of government.
5. Support legislation that preserves the ability of local governments to determine the appropriate type of election for their jurisdiction.
6. Oppose any amendment to the redistribution of sales and use taxes which will negatively affect the City and its ability to provide city services and thereby cause a negative fiscal impact.

Air Quality

7. Support continued funding and incentives to local agencies to work together to improve air quality through the reduction of emissions and advancing economic and technical developments.

8. Oppose any policy or guidelines that restricts the introduction of mixed-use development projects near multi-modal transportation centers.
9. Support policies, guidelines, incentives, and funding for programs with combined benefits to air quality, water quality, housing, infrastructure (including multi-modal transportation systems), and public health.

Building

10. Support policies and guidelines to facilitate options for alternative building methods, materials, and technologies.

California Environmental Quality Act (CEQA)

11. Support all efforts to create efficiencies within CEQA and support efforts to limit delays in the local planning and development process.
12. Support legislation that allows state agencies and local governments to continue to retain full authority to reject projects or to condition project approvals and impose mitigation measures.

Economic Development

13. Support international, statewide, regional, and local efforts to attract, retain and provide resources for current and future businesses.
14. Support efforts to provide funding mechanisms for economic development tools including infrastructure investment, housing, and economic development.
15. Support policies and programs that encourage working with other cities, counties, and government agencies to jointly leverage resources and assets to create and strengthen economic clusters within the region.
16. Support policies, projects, programs, and regulations for diversifying Folsom's economic base and facilitating investment that will result in maintaining or growing local jobs and creating an environment that is attractive to current and emerging industries.

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17. Support economic development initiatives that preserve and enhance a positive business climate and maintain and grow the business tax base.

Environment

18. Support legislation that provides funding opportunities focused on coordinating sustainable planning in transportation, housing, and economic development.

Fire and Emergency Medical Services

19. Support local control of emergency medical services and ambulance services, including pre-hospital care and transport.
20. Support efforts to streamline and coordinate hazardous materials regulations.
21. Support legislation increasing resources and local authority for the appropriate abatement of homeless camps to mitigate public health risks, including fire risks in open space.

Human Resources and Risk Management

22. Oppose measures that reduce local control over employee relations issues or mandate new or enhanced local government employee benefits.
23. Oppose measures that impose compulsory and binding arbitration with respect to employees.

Land Use Planning and Housing

24. Support efforts to strengthen the legal and fiscal capability of local agencies to prepare, adopt and implement plans for orderly growth, development, beautification, and conservation of local planning areas.
25. Support housing measures that promote the development and enhancement of safe and affordable housing and accessible housing within the City for all economic segments of the population.

26. Support funding opportunities that are provided to local jurisdictions through statewide bond efforts.
27. Monitor local, state, and federal actions related to medical and recreational marijuana regulatory changes.
28. Oppose measures to withhold funding dedicated to transportation funding unless proposed housing goals are being met.
29. Oppose measures that restrict local discretion over physical development and design in keeping with adopted plans and policies.
30. Support measures that recognize and promote preservation of the unique development and design patterns of the City's Historic District.
31. Support legislation increasing resources for services and shelters for those experiencing homelessness.

Libraries

32. Support legislation and funding of the library fund and other local public library programs.

Natural Hazards

33. Support programs which provide funding to hazard mitigation projects including those identified in a FEMA-approved Local Hazard Mitigation Plan.
34. Support funding of state efforts to update and prepare earthquake hazard mapping.
35. Support legislation and funding that would create an earthquake early warning system.

Parks and Recreation

36. Oppose efforts that erode funding for vital regional and community services that negatively impact Californian's access to parks, open space, bike lanes, after school programming, senior services, facilities that promote physical activity, protect natural resources, and strengthen safety and security.
37. Support legislation and funding opportunities (e.g. federal and state park grant funds, conservancy grant funds, project mitigation funds, etc.) that helps cities build better,

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stronger communities by providing funding to improve air, water, parks, open space, natural resources, historic preservation, the arts and cultural resources.

38. Promote local agency control over policies that recognize the benefits of parks and recreation facilities.

Police Public Safety

39. Support measures that encourage community safety and well-being including those which support state and federal reimbursement of homeland security related expenses.
40. Support the use of Homeland Security Funds for local law enforcement agencies as first responders.
41. Support local control over adult entertainment facilities, problem alcohol establishments and properties where illegal drugs are sold.
42. Support local control for the regulation of cultivation, storage, manufacture, transport and use of marijuana.
43. Support legislation increasing resources and local authority for abatement of public vandalism, especially graffiti.
44. Support use of Homeland Security Funds for local public safety agencies.
45. Monitor and review statewide actions to reform the California Public Safety Officers Procedural Bill of Rights Act, commonly referred to as POBR.

Solid Waste and Recycling

46. Support measures that maintain and enhance local authority and economic flexibility to regulate solid waste and recyclables.
47. Oppose any measures that invalidate AB 939 (California Integrated Waste Management Act of 1989) indemnification and prevent cities from negotiating indemnification clauses with waste haulers as well as support measures that would mandate state agencies to comply with AB 939 in the same manner as required of cities and counties.

Transportation and Public Works

48. Support legislation that would increase funding for local transportation projects including road resurfacing projects, local transit projects, adding bicycle lanes, sidewalks, and trails throughout the city where appropriate, programs that facilitate development-oriented transit and transit-oriented development and enhancing pedestrian safety.
49. Support increased State and Federal funding of transportation improvements with regional or sub-regional benefits for all modes of transportation.
50. Support protection of dedicated transportation-related tax revenues and enhance the ability of local agencies to finance local transportation programs and facilities.
51. Support joint planning efforts and projects with Folsom's border cities on traffic congestion relief projects.
52. Support the reallocation of state or federal transportation dollars to fund local rail and transit projects.
53. Support commuter public transportation hubs to be located in areas in populated areas where there will be a large public benefit.

Wastewater

54. Support legislation or regulations that discourage the flushing of wipes through the sewer system unless they meet certain performance standards.
55. Support and monitor legislation that would increase the availability of funding for infrastructure improvements and wastewater treatment.
56. Oppose legislation or regulations that mandate volumetric pricing of wastewater
57. Support legislation that allows State agencies and local governments to continue to retain full authority to reject projects or to condition project approvals and impose mitigation measures.

Water Quality and Water Supply

58. Support and monitor legislation that would increase the availability of, and funding for, water conservation, water use efficiency, water reuse technologies, water recycling, local

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water storage stormwater capture, and other projects, programs, or technologies that improve water supply or water quality.

59. Support the enhancement of a reliable, resilient, and sustainable water supply for California.
60. Support measures to increase water supply and improve water quality in the region, including drought relief legislation
61. Support funding opportunities that are provided to local jurisdictions through state or federal legislation.
62. Support legislative and regulatory measures that enhances local agencies' ability to share regional water resources and the ability to implement regional conjunctive use.
63. Support legislation that protects the security of, and access to, water rights' water and Central Valley Project contract water at Folsom Reservoir.

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CITY OF FOLSOM LEGISLATIVE ADVOCACY MANUAL

PURPOSE

The goals of the City of Folsom's Legislative Advocacy Program are to:

- ❖ Describe the City's internal procedures related to federal, state and local advocacy
- ❖ Ensure potentially impactful federal, state and local legislation is identified, analyzed, tracked, and that the City's legislative position is communicated to legislators

COORDINATION OF THE LEGISLATIVE PROGRAM

When City staff learns of governmental action potentially affecting the City, internal communication and coordination to analyze the action begins.

Action can then proceed in either of two ways:

1. If the Council has previously adopted a legislative policy statement relevant to the legislation, the City Manager may act by engaging in established advocacy methods.
2. If there is no relevant legislative policy statement or Council direction related to a potentially impactful bill, if the issue is politically controversial, or if there is significant local interest in the issue, the proposed legislation will be referred to Council for direction.

THE ROLE OF THE CITY COUNCIL

The City Council has ultimate responsibility for determining the City's position on legislative issues. The Council's specific responsibilities include:

1. Establish legislative priorities
2. Meet with the City's state and federal legislative advocates as needed or desired to best represent the interests of Folsom
3. Work with external entities on issues of shared regional policy concern
4. Determine positions on resolutions proposed for adoption by the League of California Cities, the National League of Cities, and similar regional entities, as requested
5. Assume an active advocacy role with legislators on behalf of the City. This may include travel, and any such travel will be consistent with current City travel policies

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THE ROLE OF THE CITY MANAGER

The City Manager is the central coordinator of the City's legislative program. The City Manager may designate a legislative liaison to assist with coordinating the City's legislative program. The responsibilities and activities of the City Manager include:

1. Ensuring the consistency of legislative action throughout the City
2. Coordinating contacts and communications with legislators and their staff
3. With departmental assistance, evaluating proposed legislation that may affect the City
4. Disseminating information on public policy items of interest to City departments
5. Directing and overseeing the City's lobbyists, including setting priorities for action that are consistent with Council direction
6. Preparing advocacy letters for the Mayor or Vice Mayor's signature. If neither the Mayor nor Vice Mayor are available to sign advocacy letters, the City Manager shall sign on behalf of the City. Copies of the communication will be distributed immediately to the City Council.
7. Serving, as needed, as the liaison to stakeholder groups, legislative offices, and local jurisdictions concerning legislative activities
8. Coordinating, briefing, and providing support to Council members for visits with state and/or federal legislators, as requested

THE ROLE OF CITY DEPARTMENTS

Active departmental participation is essential to the success of the Legislative Program. Departmental employees can provide technical assistance and unique insight into issues potentially impacting the City. Responsibilities of the departments include, but are not limited to:

1. Informing the City Manager of policy issues of importance to the City and any specific bills they become aware of that may impact the department
2. Designating key contacts within the department or division who are responsible for evaluating legislation and/or assisting with legislative analysis and advocacy letters
3. Suggesting organizations, individuals, publications, and/or legislators who may be allies in advocating the City's position on certain legislation

CITY COMMISSIONS AND COMMITTEES

City employees who are staff or liaison to Council appointed advisory commissions and committees should encourage those bodies to bring to the City Manager's attention any proposed legislation for which they recommend a position or wish the City Manager to track.

ENVIRONMENTAL AND WATER RESOURCES DEPARTMENT

The Environmental and Water Resources Department carefully monitors legislative developments, due to the heavily and separately regulated nature of the utilities. Advocacy actions that squarely and solely affect the Environmental and Water Resources Department (i.e.: an increase in utility rates, a change in departmental operations or policies, or additional work for staff of only the Environmental and Water Resources Department) and that conform with approved legislative guidelines, may be approved by the Director of the Environmental and Water Resources Department.

LEGISLATIVE ADVOCACY IN SPECIAL CIRCUMSTANCES

The City Council is the official voice of the City of Folsom and the final authority for determining legislative positions. The processes outlined below reflect instances when staff has no prior Council authority, the issue is controversial, or is a current item of significant community interest, or time constraints preclude action by the City Council.

Staff will place the item on a City Council agenda, including a specific bill number, if any, an analysis of the item, and a recommendation if warranted, for Council deliberation. Staff will follow the direction from Council related to the specific item.

If there is no relevant legislative platform guideline and time limits preclude action by the City Council, the Mayor and Vice Mayor shall coordinate with the City Manager to determine the City's position on proposed legislation and communicate the position as appropriate. Copies of the communication will be distributed to the City Council and presented for ratification at the earliest possible Council meeting. In the event that a majority of the City Council disagrees with

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the position expressed by the Mayor, Vice Mayor and/or City Council, clarifying communication will be sent as appropriate.

SIGNATURES ON LEGISLATIVE COMMUNICATION

Letters and other communications expressing the City's position will customarily bear the signature of the Mayor. However, if the legislation's principal impact is on the City's operating procedures, the communication may be signed by the City Manager. In order to keep the Council and others informed of all City communication on legislation, copies of the letters will be distributed to the City Council.

COMMUNICATION WITH ELECTED OFFICIALS

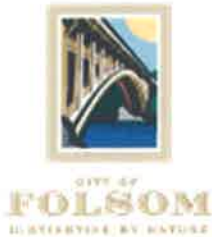
From time to time, Councilmembers may meet with the City's local, state, and/or federal representatives. These meetings are an important component of building legislative relationships and sharing issues of significance to Folsom. Any meetings or communication with local, state or federal elected officials must be done in a coordinated way to ensure consistency of messaging, accurate information and record keeping, and sharing of resources. Therefore, any communication with a local, state or federal elected official or legislative staff shall be coordinated through the City Manager.

ADVOCACY METHODS

Drafting position letters is one advocacy tool, best used in conjunction with others. The City Council, City Manager, and lobbyists may use any, or a combination of the below additional advocacy methods:

1. Calls to policymakers, their staff, or legislative committee staff
2. Meeting with legislators and their staff, stakeholders, and other groups active on the same issue or bill
3. Testifying at a committee hearing regarding the City's position and/or concerns
4. Building coalitions with like-minded entities

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Folsom City Council Staff Report

MEETING DATE:	5/25/2021
AGENDA SECTION:	New Business
SUBJECT:	Governor Gavin Newsom's Drought State of Emergency and Direction to Staff
FROM:	Environmental and Water Resources Department

RECOMMENDATION / CITY COUNCIL ACTION

The Environmental and Water Resources Department is requesting direction from the City Council regarding potential water use reduction actions in 2021.

BACKGROUND / ISSUE

The City of Folsom receives its water supply from the American River at Folsom Reservoir. On May 10, 2021, Governor Gavin Newsom issued a proclamation of a State of Emergency to mitigate the effects of drought conditions in the Sacramento-San Joaquin Delta Watershed counties including El Dorado, Placer, Sacramento, Sutter and Yolo. Hydrologic conditions in 2021 are currently the second driest year since 1977. Folsom Reservoir storage is projected to remain above the lake level that would require emergency operations from Reclamation, but there is regional concern that if dry conditions persist into the fall and winter months, emergency operations to deliver water to the cities of Folsom and Roseville, San Juan Water District, and Folsom State Prison, may be necessary.

On May 13, 2021, the Regional Water Authority (RWA) Board of Directors approved Resolution 2021-01, a Resolution of the Regional Water Authority Regarding Response to Dry Conditions in 2021. One of the key components of the resolution is a request from RWA to its member agencies asking for a reduction in surface water diversions from the American River watershed. The RWA resolution also asks water agencies to shift from surface water supplies to groundwater supplies to keep more surface water in Folsom Reservoir. While there are water agencies within the region that can shift to groundwater supplies, the City does not have access to groundwater supplies.

Below are some historic diversions for the City and the annual gallons per capita per day (GPCD) that shows the City's reduction in water use when compared to the years prior to the recent drought.

Year	Water Use Total (AF)	GPCD
2011	26,406	389
2012	25,510	371
2013	26,094	373
2014	20,515	288
2015	17,871	246
2016	19,608	264
2017	20,404	270
2018	19,351	256
2019	18,817	247
2020	19,898	256

The table above shows how the City's customers have responded recently when compared to pre-drought conditions. There is an overall trend in reduced water use when compared to the pre-drought years.

ANALYSIS

One of the potential actions listed in the RWA Resolution includes a request for customers to voluntarily reduce water use by up to 10%. Folsom Municipal Code (FMC) Section 13.26.020 provides the City with the right to manage water demands within the City's water service area. FMC Section 13.26.070 authorizes the City Manager to implement and enforce whatever conservation measures are deemed necessary to achieve water reduction requirements of a declared conservation stage. In an effort to align with the voluntary 10% reduction in water use identified in the RWA resolution, the Environmental and Water Resources staff provides the following options to help customers achieve the requested reduction from RWA.

- Increase outreach and messaging related to water use efficiency, wasteful uses of water, and services offered by the City's Water Conservation Division
- Identify water use reduction strategies for customers such as reducing the number of days per week for outdoor watering or reducing the run time of one's irrigation system
- Future City Council consideration of a budget appropriation to increase funding for water conservation or water use efficiency rebates

While the FMC Section 13.26 conservation measures are mandatory when declared by the City Manager, City staff is seeking feedback and direction as it pertains to achieving a voluntary 10% reduction to align with the RWA resolution, or some other reduction target identified by the City Council. A Stage 2 conservation stage strives to achieve up to a 12% reduction in water use, which most closely aligns with the 10% voluntary target from the RWA Resolution.

ATTACHMENT

1. Regional Water Authority Resolution 2021-01

Submitted,

Marcus Yasutake

Marcus Yasutake, Director
ENVIRONMENTAL AND WATER RESOURCES DEPARTMENT

**A Resolution of the Regional Water Authority
Regarding Response to Dry Conditions in 2021**

WHEREAS, the Regional Water Authority's (RWA) mission includes protecting and enhancing the reliability, availability, affordability, and quality of water resources; and

WHEREAS, on May 10, 2021, the Governor issued a proclamation of a State of Emergency to mitigate the effects of drought conditions in the Sacramento-San Joaquin Delta Watershed counties including El Dorado, Placer, Sacramento, Sutter and Yolo counties; and

WHEREAS, the current hydrological situation in California is dire, with 2021 being the driest year since 1977, and the driest year since regulations governing Delta outflow requirements were enacted; and

WHEREAS, because of the hydrological conditions, the fishery on the Lower American River is expected to be under stress this summer and fall due to changes in flow and water temperature; and

WHEREAS, hydrologic conditions for 2022 are uncertain and should dry conditions continue, such a situation will exacerbate fishery conditions and lead to potential water shortages; and

WHEREAS, the Sacramento Region embraces the Water Forum Agreement and the partnerships it has developed for regional stewardship of the American River over several decades; and

WHEREAS, due to decades of proactive, long-term, integrated planning and investment in water supply reliability, the Sacramento Region water supply has been secure and reliable. These investments include building groundwater infrastructure that can both extract and recharge water as a means to meet water customers' consumptive needs while also reducing surface water demand off the American River during dry conditions; and

WHEREAS, the Sacramento Region's water customers have significantly reduced water use since the 2012 – 2016 drought; and

WHEREAS, given the hydrological conditions within the State of California and its impacts to both people and the environment, the Sacramento Region affirms its commitment to the environment by taking responsible actions to conserve water and

make operational changes to lessen the impacts of dry conditions on the people we serve and the American River and its fishery; and

WHEREAS, a number of the RWA members are regulated by the California Public Utilities Commission (CPUC); and

WHEREAS, This Resolution is advisory to the RWA member agencies, since RWA member agencies may need authorization from their governing board or council or the CPUC to take actions recommended in this Resolution; and

THEREFORE, BE IT RESOLVED, RWA immediately calls on its member agencies to take actions that will result in reductions in surface water diversions from the American River watershed to protect the environment of the lower American River during the current conditions and to preserve local water supplies should dry conditions persist. These actions may include, as appropriate: request customers to voluntarily reduce their water use by 10 percent; shifting of diversions from the lower American River to the Sacramento River; and/or shifting from using surface water to groundwater as a supply source as part of the region's plan for sustainability; and

BE IT FURTHER RESOLVED, certain RWA member agencies have significantly reduced customer demands since the last drought and those demands have not significantly recovered, and, therefore, those agencies should be recognized in meeting the call to reduce water use; and

BE IT FURTHER RESOLVED, the RWA requests its member agencies provide assistance to RWA member agencies that require assistance in meeting their water supply needs; and

BE IT FURTHER RESOLVED, RWA will work closely with the Water Forum to monitor fishery conditions on the Lower American River, inform its member agencies, and adjust messaging accordingly; and

BE IT FURTHER RESOLVED, RWA will continue to support the Water Forum and the Bureau of Reclamation by working collaboratively and providing input to inform decisions related to operations at Folsom Reservoir, such as storing conserved water and making beneficial flow releases; and

BE IT FURTHER RESOLVED, RWA will take expedited and enhanced actions to communicate about water efficiency, and where needed, water conservation, for the benefit of the Sacramento Region's water customers and the health of the Lower American River; and

BE IT FURTHER RESOLVED, RWA will seek partnerships with Sacramento's media market to enhance regional communication and messaging; and

BE IT FURTHER RESOLVED, RWA member agencies agree that RWA staff in concert with Water Forum staff should lead on communicating with the media regarding dry year conditions; and

BE IT FURTHER RESOLVED, RWA member agencies will continue their efforts in coordinating through RWA to clearly and consistently communicate actions that member agencies' customers can take in the Sacramento Region to conserve water; and

BE IT FURTHER RESOLVED, RWA's Executive Director is authorized to proactively communicate with the public consistent with this resolution for timely, consistent, and clear communications. This includes mobilizing existing resources and may include future requests to the RWA Board of Directors for additional funding, as needed; and

BE IT FURTHER RESOLVED, RWA encourages member agencies to provide direct and in-kind communications support to amplify the Sacramento Region's messaging, as managed by RWA; and

BE IT FURTHER RESOLVED, RWA will take expedited actions to advocate for State and Federal actions and funding that support its member agencies' efforts to conserve water and take other urgent water supply reliability actions, including building water reliability infrastructure within the Sacramento Region; and

BE IT FURTHER RESOLVED, RWA will support efforts to enhance dry year operations to the extent practicable and to minimize regional impacts in coordination with State and Federal partners; and

BE IT FURTHER RESOLVED, RWA will undertake expedited and enhanced efforts to work with the Water Forum and its members to find additional ways to promote greater water efficiency, water conservation, and water supply reliability; and

BE IT FURTHER RESOLVED, RWA member agencies regulated by the CPUC will manage customer demands in accordance with the requirements of the CPUC; and

BE IT FURTHER RESOLVED, the RWA Executive Director is authorized, in coordination with the RWA Board Chair, to call a Special RWA Board meeting to revise this resolution and the actions therein, to adaptively manage through dry conditions as needed.

PASSED AND ADOPTED at a meeting of the Authority held on May 13, 2021.