Agenda

City Council Special Meeting
(Rescheduled Due to Veteran's Day Holiday)

Folsom City Hall | City Council Chambers, First Floor

50 Natoma Street, Folsom, CA 95630

November 12, 2025, 6:30 PM

Welcome to Your City Council Meeting

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

Participation

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

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

Reasonable Accommodations

In compliance with the Americans with Disabilities Act, if you are a person with a disability and you need a disability-related modification or accommodation to participate in this meeting, please contact the City Clerk's Office at (916) 461-6035, (916) 355-7328 (fax) or CityClerkDept@folsom.ca.us. 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 Council Special Meeting
(Rescheduled Due to Veteran's Day Holiday)
Folsom City Hall | City Council Chambers, First Floor
50 Natoma Street, Folsom, CA 95630
www.folsom.ca.us

Wednesday, November 12, 2025 6:30 PM

Sarah Aquino, Mayor

Mike Kozlowski, Councilmember | *Barbara Leary, Councilmember*
Justin Raithel, Vice Mayor | *Anna Rohrbough, Councilmember*

AGENDA

CALL TO ORDER

ROLL CALL:

Councilmembers: Rohrbough, Kozlowski, Leary, Raithel, Aquino

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 generally limited to no more than three minutes. Except for certain specific exceptions, the City Council is prohibited from discussing or taking action on any item not appearing on the posted agenda.

SCHEDULED PRESENTATIONS:

1. Presentation from the Folsom Police Department Regarding E-Bikes in Our City: Current Status and Future Direction

CONSENT CALENDAR:

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

2. Approval of the October 28, 2025 City Council Special and Regular Meeting Minutes

3. Appointment of Representative to the Sacramento-Yolo Mosquito & Vector Control District for a Four Year Term

4. Ordinance No. 1358 – An Ordinance of the City of Folsom Adding Section 9.37.035 Pertaining to Wildfire Prevention and Amending Certain Sections in Chapter 8.36 and Certain Chapters in Title 14 of the Folsom Municipal Code Pertaining to Adoption of Various Uniform Codes (Second Reading and Adoption)

5. Resolution No. 11494- A Resolution Accepting Initial Funding for Fiscal Year 2025-26, Citizen's Option for Public Safety (COPS) Grants for the Purchase of Technology, Recruiting/Promotion Services and Equipment to Improve Police Operations in Accordance with State Requirements and Appropriation of Funds in the General Grant Fund (Fund 012)

6. Resolution No. 11495- A Resolution Accepting the Fiscal Year 2025-26 Sacramento Metropolitan Cable Television Commission (SMCTC) Public, Educational, and Governmental (PEG) Fee Funding and Appropriation of Funds in the General Grants Fund (Fund 012)

7. Resolution No. 11496-A Resolution Authorizing the City Manager to Execute Amendment No. 1 to the Agreement (Contract No. 173-21 21-058) with Bear Electrical Solutions, Inc. for On-Call Minor Electrical and Streetlight Repair, Extending the Contract for One Year, for a Not-To-Exceed Amount of $100,000, and Use of Funds from Landscaping and Lighting Districts and Community Facilities Districts (23-L&Ls) (6-CFDs)

8. Resolution No. 11501- A Resolution Authorizing the City Manager to Execute Contracts Not to Exceed $690,000 (Total Aggregate Amount for All Consultants) Annually for Development Engineering, Construction Inspections, and On-Call Surveying Services with REY Engineers, Inc., 4Leaf, Inc., BKF, Boswell & Associates, and Unico Engineering in the General Fund (Fund 010)

9. Resolution No. 11502- A Resolution Authorizing the City Manager to Execute a Professional Services Agreement with Infinity Technologies for Geographic Information System (GIS) and Lucity Support Services in an Amount Not-to-Exceed $130,000 Annually from the General Fund (Fund 010), Water Fund (Fund 520) and Wastewater Fund (Fund 530)

10. Resolution No. 11503- A Resolution Authorizing the City Manager to Execute a Construction Agreement with Sierra National Construction, Inc. in the Amount of $156,300 for the Ed Mitchell Park Drainage Improvements Project Phase 2, Project No. PW2306, from the Drainage Capital Improvement Fund (Fund 448), and Appropriation of Funds

PUBLIC HEARING:

11. Resolution No. 11505- A Resolution Adopting the November 2025 Adjustment for the Folsom Plan Area Specific Plan Infrastructure Fees (SPIF) and Setting the Updated Amount of the SPIF Fees

NEW BUSINESS:

12. Folsom Kids Play Park – Play Structure Replacement Project (PK2501)

    i. Resolution No. 11497 - A Resolution Approving the Name of Castle Park, Formerly Known as Folsom Kids Play Park

    ii. Resolution No. 11498 - A Resolution Authorizing the City Manager to Execute a Sole Source Procurement Agreement from Leathers & Associates for Materials for the Folsom Kids Play Park – Play Structure Replacement Project (PK2501) Community-Build for a Not-to-Exceed Amount of $110,870 from the Parks & Recreation Equipment/Capital Fund (Fund 609)

    iii. Resolution No. 11499 - A Resolution Authorizing the City Manager to Execute a Sole Source Procurement Agreement from Playground Plastics for Materials for the Folsom Kids Play Park – Play Structure Replacement Project (PK2501) Community-Build for a Not-to-Exceed Amount of $322,594 from the Parks & Recreation Equipment/Capital Fund (Fund 609)

13. Resolution No. 11506- A Resolution of the City of Folsom Declaring its Intention to Modify the Assessment Rate of the Folsom Tourism Business Improvement District, Fixing the Time and Place of a Public Meeting and Public Hearing Thereon, and Giving Notice Thereof

OLD BUSINESS:

14. Objective Development and Design Standards for Multi-Unit and Mixed-Use Residential Development for General Plan Mixed-Use and Residential Overlay Areas (continued from October 28, 2025)

    i. Resolution No. 11464 – A Resolution Determining that the Proposed Project is Exempt from CEQA, Adopting Proposed Objective Development and Design Standards for General Plan Mixed-Use and Residential Overlay Areas, and Repealing the City of Folsom Design Guidelines for Multifamily Developments

    ii. Ordinance No. 1357 – An Ordinance of the City of Folsom Amending Section 17.06.030 and Adding Section 17.06.045 to Chapter 17.06, "Design Review," of the Folsom Municipal Code Regarding Objective Development and Design Standards and Establishing a Ministerial Review Process (Introduction and First Reading)

15. Resolution No. 11500- A Resolution Authorizing the City Manager to Execute Amendment No. 4 in the Amount of $64,168 to the Contract with Kimley-Horn and Associates, Inc. for Mangini Ranch Trails Project Design and Engineering (Contract No. 173-21 17-054) to Include Additional Trail Design for the Community Park East Site at Savannah Parkway, West of Grand Prairie Road, and Trail Improvements Along Mangini Parkway, Westwood Drive, and East Bidwell Street, in the Folsom Plan Area Capital Improvement Fund (Fund 472)

CITY MANAGER REPORTS

COUNCIL COMMENTS

ADJOURNMENT

**** NEW RECESS SCHEDULE****

The City Council will be in recess for the second half of November.
The next regular meeting will be held on December 9.

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.

This meeting of the City Council is recorded with closed captioning. The recording will be cablecast on Metro Cable Channel 14, the local government affairs channel on the Comcast and DirecTV U-Verse cable system, and will be shown in its entirety on the Friday and Saturday following the meeting, both at 9 a.m. The recording will also be video streamed at metro14live.saccounty.gov.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.

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

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CITY OF
FOLSOM
DISTINCTIVE BY NATURE

Folsom City Council
Staff Report

MEETING DATE:	11/12/2025
AGENDA SECTION:	Scheduled Presentations
SUBJECT:	Presentation from the Folsom Police Department Regarding E-Bikes in Our City: Current Status and Future Direction
FROM:	Police Department

BACKGROUND / ISSUE

The City of Folsom has experienced a notable increase in calls for service and traffic collisions involving electric bicycles (E-bikes). In response, staff will provide an overview of E-bikes, including current trends, common issues, and their overall impact on the community.

The presentation will be delivered by Lieutenant Jake VerHalen, who oversees the Neighborhood Services Division, which includes the City's traffic enforcement operations.

RECOMMENDATION / CITY COUNCIL ACTION

No action is requested of the City Council at this time.

Submitted,

Randy Ulibarri, Chief of Police

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CITY OF
FOLSOM
DISTINCTIVE BY NATURE

City Council Special Meeting

MINUTES

Tuesday, October 28, 2025 5:30 PM

CALL TO ORDER

The special City Council meeting was called to order at 5:30 pm with Mayor Aquino presiding.

ROLL CALL:

Councilmembers Present:	Justin Raithel, Vice Mayor Anna Rohrbough, Councilmember Michael Kozlowski, Councilmember Barbara Leary, Councilmember Sarah Aquino, Mayor
Councilmembers Absent:	None

ADJOURNMENT TO CLOSED SESSION FOR THE FOLLOWING PURPOSES:

1. Conference with Legal Counsel - Existing Litigation - Pursuant to Government Code Section 54956.9(d)

    i. Barbara Curtis v. City of Folsom, CEMO Family Properties, LLC, and Quiroz Commercial, Inc.; Sacramento County Superior Court Case No. 25CV019727

    ii. Benjamin Panasyuk and Yaroslav Panasyuk v. County of Placer, City of Auburn, City of Folsom, and Deputy Lopez; Placer County Superior Court Case No. S-CV0055995

2. Conference with Real Property Negotiator - Pursuant to Government Code section 54956.8: Purchase and Sale of real properties located along Sutter and Leidesdorff Streets (APN 070-0042-003, APN 070-0046-026, APN 070-0046-024 1108 Sutter Street, and 070-0042-002 1118 Sutter Street). Negotiating Parties: City Manager Bryan Whitemyer on behalf of the City of Folsom, and Turton Commercial Real Estate on behalf of D/S Charitable Remainder Unitrust. Under Negotiation: Price and Terms of Sale

3. Conference with Labor Negotiator- Pursuant to Government Code section 54957.6. Agency Negotiator: Vance Piggott. Employee Organization: Various Bargaining Groups

Motion by Councilmember Rohrbough, second by Councilmember Leary to adjourn to closed session. Motion passed by the following roll-call vote:

AYES: Raithel, Rohrbough, Kozlowski, Leary, Aquino
NOES: None
ABSENT: None
ABSTAIN: None

RECONVENE

Mayor Aquino announced at 6:33 pm that the Council will temporarily recess the special meeting and reconvene after the adjournment of the regular City Council meeting.

The regular City Council meeting was adjourned at 8:23 p.m. and the City Council reconvened the special meeting.

Following reconvene after closed session, City Attorney Steven Wang announced that no final action was taken during closed session.

ADJOURNMENT

There being no further business to come before the City Council, the meeting was adjourned at 9:12 pm.

SUBMITTED BY:

_____
Christa Freemantle, City Clerk

ATTEST:

_____
Sarah Aquino, Mayor

City Council Regular Meeting

MINUTES

Tuesday, October 28, 2025 6:30 PM

CALL TO ORDER

The regular City Council meeting was called to order at 6:35 pm with Mayor Aquino presiding.

ROLL CALL:

Councilmembers Present:	Justin Raithel, Vice Mayor Anna Rohrbough, Councilmember Michael Kozlowski, Councilmember Barbara Leary, Councilmember Sarah Aquino, Mayor
Councilmembers Absent:	None

PLEDGE OF ALLEGIANCE

The pledge of allegiance was recited.

AGENDA UPDATE

City Attorney Steven Wang advised that there was additional information for Item No. 3 and a revised staff report for Item No. 11.

BUSINESS FROM THE FLOOR:

The following speakers spoke under this item:

Andrew Vizcarra, Leadership Folsom Class of 2024 and Library Supervisor Andrew Tweet presented a donation check to the Parks and Recreation Department.

SCHEDULED PRESENTATIONS:

1. Recognition of Departing Kikkoman Plant Manager Kiyotaka Nagai

Mayor Sarah Aquino presented a letter to the departing Kikkoman Plant Manager Kiyotaka Nagai.

CONSENT CALENDAR:

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

2. Approval of the October 14, 2025 City Council Special and Regular Meeting Minutes

3. Ordinance No. 1353- An Ordinance of the City of Folsom Amending Chapter 17.52 of the Folsom Municipal Code for the Historic District Relating to Design Review, Sign Permits, Demolitions, and Accessory Buildings (Second Reading and Adoption)

4. Resolution No. 11483 - A Resolution Authorizing the City Manager to Execute Amendment No. 1 to the Agreement (Contract No. 173-21 22-067) with Eagle Aerial Photography Inc. DBA Eagle Aerial Solutions for $226,500 for a Five-Year Period from the Water Operating Fund (Fund 520) to Meet the Requirements of Assembly Bill 1668 and Senate Bill 606 Regarding Landscape Irrigation for Residential Sites

5. Resolution No. 11484 – A Resolution Electing the Population and Inflation Factors and Establishing the Fiscal Year 2025-26 Gann Appropriations Limit

6. Pulled for discussion

7. Resolution No. 11486 - A Resolution Authorizing the City Manager to Execute Construction Change Order No. 2 with B&M Civil LLC in the amount of $14,527 for the Glenn Drive and School Street Intersection Improvements Project, Project No. 2409, from the SB1 Road Maintenance and Rehabilitation Fund (Fund 235) and the Community Development Block Grant Fund (Fund 201)

8. Resolution No. 11489 - A Resolution Authorizing the City Manager to Execute a Design and Engineering Consultant Services Agreement with Bennett Engineering Services, Inc. for the Central Business District Storm Drain Realignment Project Phase 1 in the amount of $142,924 from the SB1 Road Maintenance and Rehabilitation Fund (Fund 235), and Appropriation of Funds

9. Resolution No. 11490 – A Resolution Authorizing the City Manager to Execute an Agreement with LEED Mechanical Inc. for the Replacement of the Existing 9 Roof-Top HVAC Units at the Folsom Public Library, 411 Stafford Street, for a Not-to-Exceed Amount of $305,703 from the Capital Facilities Fund (Fund 602)

10. Resolution No. 11491 – A Resolution Authorizing the City Manager to Execute an Agreement with Capra Environmental Services for Shaded Fuel Break Creation and Ladder Fuel Removal (Project # 8131) and use of Fund 010 (General Fund), Fund 204 (Los Cerros), Fund 215 (Prairie Oaks Ranch No. 2), Fund 210 (Broadstone 1 & 2), Fund 266 (Broadstone No. 3) and Fund 207 (Natoma Station) for a Not-to-Exceed Amount of $213,336.50

Motion by Councilmember Kozlowski, second by Councilmember Leary to approve Item Nos. 2-5 and 7-10 of the Consent Calendar. Motion passed by the following roll-call vote:

AYES: Raithel, Rohrbough, Kozlowski, Leary, Aquino
NOES: None

ABSENT: None
ABSTAIN: None

PULLED FOR DISCUSSION:

6. Resolution No. 11485 – A Resolution Authorizing the City Manager to Execute Amendment No. 1 to the Agreement (Contract No. 173-21 21-056) with Dokken Engineering for Environmental and Historic Monitoring and Reporting Services for Open Space in the Folsom Plan Area and use of CFD 18 (Fund 288) for a Not-to-Exceed Amount of $580,000

Vice Mayor Raithel pulled this item for further information regarding environmental monitoring. Municipal Landscape Services Manager Derik Perez responded to questions from the City Council.

Motion by Vice Mayor Raithel, second by Councilmember Rohrbough to approve Resolution No. 11485. Motion passed by the following roll-call vote:

AYES: Raithel, Rohrbough, Kozlowski, Leary, Aquino
NOES: None
ABSENT: None
ABSTAIN: None

PUBLIC HEARING:

11. Ordinance No. 1358 – An Ordinance of the City of Folsom Adding Section 9.37.035 Pertaining to Wildfire Prevention and Amending Certain Sections in Chapter 8.36 and Certain Chapters in Title 14 of the Folsom Municipal Code Pertaining to Adoption of Various Uniform Codes (Introduction and First Reading)

Community Development Chief Building Official Allison Konwinski made a presentation.

The public hearing was opened at 6:56 pm. Hearing no requests to speak, the public hearing was closed.

Motion by Vice Mayor Raithel, second by Councilmember Rohrbough to introduce Ordinance No. 1358. Motion passed by the following roll-call vote:

AYES: Raithel, Rohrbough, Leary, Aquino
NOES: Kozlowski
ABSENT: None
ABSTAIN: None

12. Objective Development and Design Standards for Multi-Unit and Mixed-Use Residential Development for General Plan Mixed-Use and Residential Overlay Areas

    i. Resolution No. 11464 - A Resolution Determining that the Proposed Project is Exempt from CEQA, Adopting Proposed Objective Development and Design Standards for General Plan Mixed-Use and Residential Overlay Areas, and Repealing the City of Folsom Design Guidelines for Multifamily Developments

    ii. Ordinance No. 1357 - An Ordinance of the City of Folsom Amending Section 17.06.030 and

Adding Section 17.06.045 to Chapter 17.06 "Design Review", of the Folsom Municipal Code Regarding Objective Development and Design Standards and Establishing a Ministerial Review Process (Introduction and First Reading)

Community Development Planning Manager Desmond Parrington made a presentation and responded to questions from the City Council.

The public hearing was opened at 7:22 pm. Hearing no requests to speak, the public hearing was closed.

Community Development Director Pam Johns responded to additional questions from the City Council.

Motion by Vice Mayor Raithel, second by Councilmember Rohrbough to continue Resolution No. 11464 to the 11/12/2025 City Council special meeting. Motion passed by the following roll-call vote:

AYES: Raithel, Rohrbough, Kozlowski, Leary, Aquino
NOES: None
ABSENT: None
ABSTAIN: None

Community Development Planning Manager Desmond Parrington and Community Development Director Pam Johns responded to additional questions from the City Council.

Motion by Councilmember Rohrbough, second by Vice Mayor Raithel to continue Ordinance No. 1357 to the 11/12/2025 City Council special meeting. Motion passed by the following roll-call vote:

AYES: Raithel, Rohrbough, Kozlowski, Leary, Aquino
NOES: None
ABSENT: None
ABSTAIN: None

13. Resolution No. 11481 - A Resolution to Replace Resolution No. 11356 and No. 11365 and Adopt a New User Fee Schedule for Community Development Services

Community Development Associate Planner Josh Kinkade made a presentation.

The public hearing was opened at 7:50 pm. Hearing no requests to speak, the public hearing was closed.

Motion by Councilmember Kozlowski, second by Councilmember Leary to approve Resolution No. 11481. Motion passed by the following roll-call vote:

AYES: Raithel, Rohrbough, Kozlowski, Leary, Aquino
NOES: None
ABSENT: None
ABSTAIN: None

NEW BUSINESS:

14. Folsom Plan Area Neighborhood Park #1 Project (Project #PK2601)

i. Resolution No. 11487 – A Resolution Approving the Folsom Plan Area Neighborhood Park #1 (Located on the Northwest Corner of Mangini Parkway and Empire Ranch Road) Capital Improvement Project, and Appropriation of $706,614 in Funds in the Folsom Plan Area Specific Plan Capital Fund (Fund 472)

ii. Resolution No.11488 – A Resolution Authorizing the City Manager to Execute a Design Consulting Services Agreement with Wilson Design Studio for the Neighborhood Park #1 Project for a Not-to-Exceed Amount of $450,130 from Funds in the Folsom Plan Area Specific Plan Capital Fund (Fund 472)

Parks and Recreation Park Planner Kate Cannon Nguyen made a presentation and responded to questions from the City Council. Parks and Recreation Director Kelly Gonzalez and City Manager Bryan Whitemyer provided additional information.

Motion by Vice Mayor Raithel, second by Councilmember Leary to approve Resolution No. 11487. Motion passed by the following roll-call vote:

AYES: Raithel, Rohrbough, Kozlowski, Leary, Aquino
NOES: None
ABSENT: None
ABSTAIN: None

Motion by Vice Mayor Raithel, second by Councilmember Leary to approve Resolution No. 11488. Motion passed by the following roll-call vote:

AYES: Raithel, Rohrbough, Kozlowski, Leary, Aquino
NOES: None
ABSENT: None
ABSTAIN: None

15. Resolution No. 11492- A Resolution Authorizing the City Manager to Accept a Selective Traffic Enforcement Program (STEP) Grant offered by the State of California Office of Traffic Safety (OTS) in the Amount of $173,500 to Reduce and Mitigate the Impacts of Impaired Driving, Distracted Driving, Seat Belt Enforcement, Purchase a Police Motorcycle and Appropriation of Funds in the General Grants Fund (Fund 012)

Commander Brian Lockhart made a presentation.

Motion by Councilmember Kozlowski, second by Councilmember Leary to approve Resolution No. 11492. Motion passed by the following roll-call vote:

AYES: Raithel, Rohrbough, Kozlowski, Leary, Aquino
NOES: None
ABSENT: None
ABSTAIN: None

16. Resolution No. 11493 - A Resolution Authorizing the City Manager to Execute Construction Change Order No. 2 with Mozingo Construction in the Amount of $550,000 for the Phase 2

Water Improvements Project (Phase 2A) for Additional Paving Work on Iron Point Road and Appropriation of $450,000 from the Road Maintenance and Rehabilitation Fund (Fund 235)

Public Works Director Rebecca Neves made a presentation and responded to questions from the City Council.

Motion by Councilmember Leary, second by Vice Mayor Raithel to approve Resolution No. 11493. Motion passed by the following roll-call vote:

AYES: Raithel, Rohrbough, Kozlowski, Leary, Aquino
NOES: None
ABSENT: None
ABSTAIN: None

CITY MANAGER REPORTS

City Manager Bryan Whitemyer spoke about the upcoming Fire Apparatus Reassignment Plan, the Iron Point Road closure, the upcoming community meeting to unveil the Castle Park design, and the Cummings Bike Park renovation project.

COUNCIL COMMENTS

Councilmember Kozlowski spoke about a recent SACOG meeting and expressed appreciation to the Rotary Club for hosting the Octoberfest event.

Vice Mayor Raithel had no comments.

Councilmember Rohrbough had no comments.

Councilmember Leary spoke about the upcoming fundraising events for the Folsom City Zoo Sanctuary.

Mayor Aquino spoke about attending a county-wide meeting hosted by the County of Sacramento focused on homelessness and behavioral health. She thanked her colleagues, City Manager Bryan Whitemyer and Community Development Housing Manager Stephanie Henry, for attending the meeting with her.

ADJOURNMENT

There being no further business to come before the City Council, the meeting was adjourned at 8:23 p.m.

SUBMITTED BY:

_____
Christa Freemantle, City Clerk

ATTEST:

_____
Sarah Aquino, Mayor

Folsom City Council
Staff Report

MEETING DATE:	11/12/2025
AGENDA SECTION:	Consent Calendar
SUBJECT:	Appointment of Representative to the Sacramento-Yolo Mosquito & Vector Control District for a Four-Year Term
FROM:	City Clerk's Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends that the City Council appoint Craig Burnett as the City of Folsom's representative to the Sacramento-Yolo Mosquito and Vector Control District for a four-year term ending in December 2029.

BACKGROUND / ISSUE

California Health and Safety Code section 2000 et seq. creates the Mosquito Abatement and Vector Control District Law and provides the authority for the organization of mosquito abatement and vector control districts.

In 1946, the Sacramento County-Yolo County Mosquito Abatement District was formed by joint resolution of the Board of Supervisors for Sacramento and Yolo counties. The purpose of the Sacramento-Yolo Mosquito and Vector Control District, in part, is to conduct effective programs for the surveillance, prevention, abatement, and control of mosquitoes and other vectors. The District encompasses approximately 2,013 square miles and is comprised of both Sacramento and Yolo Counties.

The City of Folsom is an active participant in the district and our current representative's term expires at the end of December 2025. A Notice of Vacancy was published in the Folsom Telegraph, displayed on the bulletin boards located at City Hall, and posted on the City of Folsom's web page, e-newsletter, and social media channels.

POLICY / RULE

Under California Health and Safety Code Section 2021(d), when a district includes territory in two or more counties and contains both incorporated and unincorporated areas, the board of supervisors of each county and the city council of each city within the district may each appoint one person to serve on the district's Board of Trustees.

ANALYSIS

Staff received one application for the vacant seat from the current appointee, Craig Burnett. Mr. Burnett has served as the City of Folsom's representative to the Sacramento County-Yolo County Mosquito Abatement District since 1978.

ATTACHMENT

Application received from the following individual:

1. Craig Burnett

Respectfully submitted,

_____

Christa Freemantle, CMC
City Clerk

Attachment 1

CITY OF FOLSOM
DISTINCTIVE BY NATURE

11/12/2025 Item No.3.
Filing ID: 12572

Sacramento-Yolo Mosquito and Vector Control District Board of Trustees (Regional Board)

Applicant Information

First Name
Craig

Last Name
Burnett

Residence Address
REDACTED

Line 2

City
Folsom

State
CA

Zip Code
95630

Email
flcca-craig@comcast.net

Phone
(916) 849-3344

Employer and Occupation
Retired

Currently Serving on a Commission/Committee?
Yes

If yes, please specify:
Sacramento-Yolo Mosquito & Vector Control District

Folsom Residency / Registered Voter Verification

Registered to vote?
Yes

Financial Disclosure / Ethics Training

I understand that commission and committee members must file statements disclosing financial information.
Yes

I understand that commission and committee members must complete ethics and harassment training.
Yes

Informational Questions

Why do you want to serve on this commission or committee?

Response

I have lived in Folsom over 65 years and I'm a third generation Folsom area resident. I served for 10 years as president of the Folsom Concert Association (FCA) which brings affordable concerts to residents of Folsom and the surrounding communities.

I was elected in 1975 and served 5 four year terms on the Folsom Cordova Unified School District Board of Education. I'm a founding member of the Folsom Athletic Association, past member of the Folsom Chamber of Commerce and past member of the Folsom Parks & Recreation Commission.

I formerly served as the SYMVCD representative on the City of Folsom's Oversight Successor Agency Board unwinding bond funds from the City's past Redevelopment Agency.

I believe in being a responsible citizen and with that comes giving back to the community through volunteer service and advocacy for its citizens..

I have a deep and abiding interest in protecting the environment and public health from insect borne disease.

I want to continue serving on the Board as I have the knowledge and dedication to ensure the Sacramento - Yolo Mosquito & Vector Control District (SYMVCD) is fiscally sound and socially just.

What do you think is (are) the top issue(s) facing this commission or committee?

Response

"The mission of the District is to provide safe, effective and economical mosquito control to protect the health and welfare of the District's residents. To achieve this, the District utilizes an Integrated Pest Management Approach that includes public information, surveillance of mosquito populations that can pose a threat, use of mosquitofish as a form of biological control, working with landowners to prevent mosquitoes from developing on their properties and chemical control to significantly reduce mosquito populations that pose a threat of disease."
The critical issue facing SYMVCD is trying to prevent the invasive Aedes aegypti disease carrying mosquitoes from becoming endemic to Sacramento & Yolo counties. The Aedes aegypti mosquito can carry Yellow Fever, Zika, Dengue and Chikungunya disease. It is a day biting mosquito that lays its eggs in dry containers waiting for water for the eggs to hatch. Since it can lay eggs in something as small as a bottle cap or a pet's dish in a backyard it is often very difficult to find the source of the mosquito. The eggs can be viable for a whole year in a dry state. They can also breed in water containers in a home. This requires mosquito technicians to inspect homes, backyards and surrounding areas and to develop innovative ways to protect the residents.

This will require many more technicians which will have a dramatic effect on the District's budget.

One of the other major issues is the expanding growth of organically grown rice which prevents the use of normal larvicides and adulticides. New and developing control materials must be found to control these mosquitoes from becoming a nuisance or disease vector.

Briefly describe how your experiences qualify you to serve on the commission or committee.

Response

I'm a Folsom High School graduate; I have a BA in Chemistry from California State University Sacramento (CSUS) and a Master of Environmental Management from the University of San Francisco (USF). I believe I have unique and qualifying experience having worked for the Sacramento - Yolo Mosquito & Vector Control (SYMVCD) in summers while attending CSUS. I have been the City of Folsom's appointed governing board member to SYMVCD for a number of years. As a current trustee, I have been elected to all Board leadership positions and I've served as president many times in the past.

I'm fiscally conservative and always keep a sharp eye on District expenditures. I instituted the 5-year budget plan for forecasting projects and budget expenditures for capital improvements and new technology. I required the 5 year plan to be updated every year and the status briefed to the board on a regular basis. I have been aggressive in getting the District Manager to set aside funds to reduce our PERS unfunded liability while also preparing long range plans for the unprecedented residential growth in the Sacramento and Yolo Counties.

I've been a staunch supporter of Folsom for many, many years in posts to the media, TV, etc.

Which commission or committee meetings have you attended?

Response

I have attended all SYMVCD board meeting and all Folsom Lake College Philanthropy meetings. As a member of the now defunct City of Folsom's Oversight Successor Agency Board I attended all the meetings. On the Folsom Cordova Unified School District Board I attended all the meetings, some even lasting past midnight.

I attend the Folsom City Council meetings and make at least a yearly presentation to the Council on mosquito control efforts.

Truth and Accuracy

Signature	*Signature Date*
Craig R. Burnett	10/19/2025

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CITY OF
FOLSOM
DISTINCTIVE BY NATURE

Folsom City Council
Staff Report

MEETING DATE:	11/12/2025
AGENDA SECTION:	Consent Calendar
SUBJECT:	Ordinance No. 1358 – An Ordinance of the City of Folsom Adding Section 9.37.035 Pertaining to Wildfire Prevention and Amending Certain Sections in Chapter 8.36 and Certain Chapters in Title 14 of the Folsom Municipal Code Pertaining to Adoption of Various Uniform Codes (Second Reading and Adoption)
FROM:	Community Development Department

RECOMMENDATION / CITY COUNCIL ACTION

The Community Development Department and Fire Department recommend City Council conduct a second reading and adopt Ordinance No. 1358 – An Ordinance of the City of Folsom Adding Section 9.37.035 Pertaining to Wildfire Prevention and Amending Certain Sections in Chapter 8.36 and Certain Chapters in Title 14 of the Folsom Municipal Code Pertaining to Adoption of Various Uniform Codes

BACKGROUND

The purpose of this Ordinance is to update the building and fire life safety regulations and adopt the 2025 Title 24 California Code of Regulations (Title 24 CCR) with local amendments, pursuant to state law. Ordinance No. 1358 was introduced and the first reading was conducted on October 28 ,2025.

Presently, the Folsom Municipal Code (FMC) Chapter 8.36 contains provisions relative to the California Fire Code and Title 14 contain provisions relative to the California Building Codes based on the 2022 editions of Title 24 CCR. The California Code of Regulations includes the Building Code, Plumbing Code, Wildland-Urban Interface Code, Green Building Standards Code, Electrical Code, Residential Code, Mechanical Code, Historical Building Code, Existing Building Code, References Standards Code, Fire Code, Energy Code, Property Maintenance Code, and Swimming Pool and Spa Code.

On January 10, 2023, the City Council adopted Ordinance No. 1335 and No. 1336, and the 2022 edition of the Title 24 CCR.

Presently, an amendment to CFC Chapter 90 in Section 8.36.080, prevents the spread of wildfires in open space. As determined by the fire chief, a specific open space area that presents an exceptional and continuing fire danger may be closed until conditions change. Signage prohibiting entry by unauthorized persons shall be posted.

The 2025 edition of the Title 24 CCR, incorporating the 2024 editions of the International Codes, have been published by the California Building Standards Commission and are effective as State law January 1, 2026, and will be applicable for the next three years ending December 31, 2028.

The Title 24 CCR now includes the 2025 California Wildland Urban Interface (WUI) Code. The 2025 California WUI Code is a compilation of code sections extracted from other California Code books to provide all mitigation measures against wildfire and wildland fuel in one code book. The 2025 California WUI Code applies to new construction and exterior alterations in designated Wildland-Urban Interface areas within California, specifically in State Responsibility Areas and Local Responsibility Areas designated as Very High Hazard Severity Zones, and other areas designated as a WUI by local agencies.

POLICY / RULE

The California Building Standards Commission has amended the 2022 Title 24 CCR as the 2025 edition of the Title 24 CCR which goes into effect 180 days after the publication according to state statute. California Health and Safety Code Section 18938(b) mandates that Building Standards Codes are applicable to all occupancies in the State. Health and Safety Code 18941.5 allows cities to amend building standards contained in the California Codes based on specified criteria prior to the effective date of the codes. Government Code Section 50022.2 grants local agencies the authority to adopt codes by reference.

ANALYSIS

The purpose of this ordinance is to adopt the 2025 Title 24 CCR as required by state law. The State of California requires a triennial update to statewide building and fire codes and requires all municipalities to complete the same review. Health & Safety Code Sections 17958.5, 17958.7, and 18941.5 allows cities to amend building standards contained in the California Codes based on specified criteria prior to the effective date of the codes. The following are the findings of fact:

1. **CLIMATIC**:

   (a.) Climate has one of the greatest impacts to fire behavior and other major emergency events because it cannot be controlled. Average yearly rainfall for Folsom is approximately 18 inches and typically occurs from October to April. Low-level fog is present throughout the winter months and frequently causes visibility to be reduced. Fog, in conjunction with cold temperatures, may also cause freezing and slick roadways. These weather-related conditions may cause delays for emergency responders.

(b.) Summers are arid and warm and there is generally no measurable precipitation. Temperatures for this dry period range from 70 to 112 degrees Fahrenheit and are frequently accompanied by light to gusty winds. The relative humidity during summer months ranges from 2 to 30 percent, which is arid. The City contains thousands of acres of open space, which, in conjunction with the dry and windy conditions create hazardous situations culminating in grass and brush fires. Wind-driven fires have led to serious consequences in similar areas of the State.

(c.) The Sacramento region has extreme variations in weather patterns, too. Summers are arid and warm, winters are cool to freezing, and fall and spring can bring any combination of weather patterns together. It is this cyclical uncertainty that allows weather events such as rapid melting of the snowpack, which causes flooding in the low-lying valley areas of Sacramento County. The doubling of average rainfall called an "El Nino" event has occurred from time to time and causes the grass to mature and grow in excess of six feet high before it dries out.

(d.) Climate is one of the greatest impacts to fire behavior and other major emergency events because it cannot be controlled. The drying out of wood and wildland fuels in the summer months allows for easy ignition.

2. GEOLOGICAL:

(a.) The City is susceptible to seismic hazards resulting from movement along any one of several known faults in Northern California. The most serious direct earthquake hazard threat is from the damage or collapse of buildings and other structures due to ground movement. In addition to damage caused by earthquakes, there is the possibility of earthquake-induced fires starting because of damage to gas lines, power lines, or heat producing appliances and the unavailability of water for fire control due to broken water mains.

(b.) In addition, unstable slopes have been identified in the City, which present a significant potential for landslides. In the event of a major earthquake or landslide, some areas of the City may not be accessible to emergency equipment and, if bridges or roads are damaged, the City may be isolated from outside assistance.

3. TOPOGRAPHICAL:

(a.) Several topographical features bisect the City, including the American River, Lake Natoma, and Folsom Lake, as well as creeks, natural parkways, open space, bridges, and railroad tracks. Traffic has to be channeled around several of these topographical features and limitations, which create traffic congestion and delays emergency response. These features are located between the fire stations located within the City of Folsom.

(b.) The California Division of Occupational Safety and Health, better known as Cal/OSHA, requires two firefighters to be located outside when two or more

firefighters are inside of a burning structure. This is known as the "two in-two out" rule. It is imperative to minimize the impact of delays affecting the timely response of the firefighters.

(c.) Increasingly heavy traffic congestion on the City's major streets acts as a barrier to timely response for fire and emergency vehicles. Several roadways are expected to have an increased traffic flow as the City continues to increase in population.

(d.) Preservation of wetland areas, natural parkways, riparian corridors along rivers/streams, vernal pools, open spaces, and endangered species habitats have all contributed to access problems as well as exemption from vegetation abatement programs. These situations, though very environmentally important, do increase the demands on the fire service due to the extreme fire hazard created by fuel loading, limited access, and reduced setbacks.

(e.) The rural geographical areas not yet provided with adequate fire protection are subject to a higher degree of risk without mitigating measures.

The Community Development Department and Fire Department believe the amendment and adoption of the 2025 Title 24 CCR, based on the 2024 International Building Code, with local amendments, is necessary to provide a reasonable and prudent level of fire and life safety to residents, businesses, and visitors of the City of Folsom.

In the adoption of the 2025 Title 24 CCR, the Community Development Department and Fire Department will be amending the FMC Chapter 8.36 to reflect updated California Fire Code sections, amend certain Chapters of Title 14 to reflect updated California Building Codes, adopt Appendix D of the 2025 CFC for code requirements for Fire Access Roads, remove FMC code language that has been moved to the 2025 California Wildland Urban Interface Code, add section 9.37.035 for continued wildfire prevention in open spaces based on the fire chiefs determination, and revise FMC code language to be consistent with the 2025 WUI Code and local agencies based on fire severity zones.

The 2025 Title 24 CCR was reorganized, and portions of the Codes were moved to create the 2025 Wildland Urban Interface Code. The 2025 Wildland Urban Interface Code applies to all of California based on the Fire Hazard Severity Zone, the responsibility of the State or Local Agency, and other areas designated as a WUI by local agencies.

The California State Fire Marshal designates areas of the state as moderate, high, or very high severity zone based on standardized criteria. These designations consider factors such as vegetation, terrain, weather conditions, and wind patterns that contribute to wildfire spread. The 2025 Fire Hazard Severity Map for Folsom (Attachment 3) was adopted by ordinance on May 13, 2025.

Portions of the City are in a Moderate Fire Hazard Severity Zone in a Local Responsibility Area (LRA) as identified by the State Fire Marshal. Staff determines local amendments to the CFC based on the fire hazard severity zone, life safety risk, and geological, climatic, and

topographical factors. Staff recommend the adoption of Appendix D (Attachment 4), Fire Apparatus Access Roads, in the 2025 California Fire Code. Appendix D contains more detailed elements for use with basic requirements found in Section 503 of the CFC and is a tool for jurisdictions looking for guidance in establishing access requirements for residential and multi-family developments. Appendix D may be adopted by jurisdictions in Moderate Fire Severity Zones in an LRA where the Wildland Urban Interface Code may not apply. Appendix D realigns the FMC with surrounding areas not in High Hazard Severity Zones (Attachment 5). Required setbacks for buildings are also modified to rely on the Building Code requirements for fire-resistive construction and fire sprinkler requirements.

The Folsom Municipal Code is modified to remove jurisdictional direction regarding road widths, grade, turning radius, dead end lengths, number of fire access roads for large sites, signage, and road gates and implement the standards set forth in Appendix D (Attachment 4) Appendix D is also consistent with local jurisdictional requirements and modified to include access road placement relative to building height. This expands the parameters from previous FMC requirements and allows for more clarity for higher density projects.

FINANCIAL IMPACT

Adopting the 2025 edition of the Title 24 California Code of Regulations, based on the 2024 International Code of Regulations, with local amendments, as required by state law, and should not cause any financial impact.

ENVIRONMENTAL REVIEW

The project is exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15061 b (3) (General Rule Exemption) of the CEQA Guidelines.

ATTACHMENT

1. Ordinance No. 1358 – An Ordinance of the City of Folsom Adding Section 9.37.035 Pertaining to Wildfire Prevention and Amending Certain Sections in Chapter 8.36 and Certain Chapters in Title 14 of the Folsom Municipal Code Pertaining to Adoption of Various Uniform Codes
2. Ordinance No. 1358 Strikethrough
3. Fire Hazard Severity Zone Map
4. 2025 California Fire Code Appendix D
5. Summary of Changes

Submitted,



Pam Johns, Community Development Director

Attachment 1

ORDINANCE NO. 1358

AN ORDINANCE OF THE CITY OF FOLSOM ADDING SECTION 9.37.035 PERTAINING TO WILDFIRE PREVENTION AND AMENDING CERTAIN SECTIONS IN CHAPTER 8.36 AND CERTAIN CHAPTERS IN TITLE 14 OF THE FOLSOM MUNICIPAL CODE PERTAINING TO ADOPTION OF VARIOUS UNIFORM CODES

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

SECTION 1 PURPOSE

The purpose of this ordinance is to amend Chapter 8.36 and certain chapters of Title 14, of the Folsom Municipal Code (the "Code") pertaining to the adoption by reference of the 2025 California Code of Regulations Title 24 to enforce rules and regulations supplemental to this Code as may be deemed necessary to clarify application and provide safeguarding of life, property, and environment from hazardous conditions within the City of Folsom. Section 9.37.035 is being added to the Code to address wildfire prevention in open spaces in the City.

SECTION 2 FINDINGS

In connection with the amendments enacted by Section 8.36.080 relating to the 2022 edition of the California Fire Code and its appendices, the Folsom City Council makes the following findings pursuant to Health and Safety Code Section 17958.5, 17958.7 and 18941.5. Such changes are reasonably necessary because of local climatic, geological, or topographical conditions. The Folsom City Council hereby adopts, pursuant to Section 18941.5 of the California Health and Safety Code, the following findings of fact:

A. Under this adopting ordinance, specific amendments to building standards are more restrictive than those contained within the 2025 edition of the California Fire Code, based on the 2024 edition of the International Fire Code. These amendments have been recognized by the City of Folsom to address the fire problems, hazards, concerns, and future direction by which the City can establish and maintain an environment that will afford an acceptable level of fire and life safety to all who live, work, or visit within its boundaries.

B. The 2025 edition of the California Fire Code and the 2024 edition of the International Fire Code have been printed and published as a Code in book form within the meaning of Section 50022.1 of the Government Code of the State of California.

C. The International Code Council promulgates the International Fire Code. The International Code Council has conducted open code hearings that permit participation by National, State, and local code officials; as well as industry representatives, consultants, and other private parties with an interest in the International Fire Code.

D. The International Fire Code, being the 2024 edition thereof, published by the International Code Council is a nationally recognized compilation of proposed rules, regulations and standards promulgated through an open and participatory process.

E. Under the provisions of Section 18941.5 of the Health and Safety Code, local amendments are based on climatic, geological, or topographical conditions. The findings of fact contained herein address each of these situations and present the local situation, which, either singularly or in combination, cause amendments to be adopted.

1. CLIMATIC:

(a.) Climate has one of the greatest impacts to fire behavior and other major emergency events because it cannot be controlled. Average yearly rainfall for Folsom is approximately 18 inches and typically occurs from October to April. Low-level fog is present throughout the winter months and frequently causes visibility to be reduced. Fog, in conjunction with cold temperatures, may also cause freezing and slick roadways. These weather-related conditions may cause delays for emergency responders.

(b.) Summers are arid and warm and there is generally no measurable precipitation. Temperatures for this dry period range from 70 to 112 degrees Fahrenheit and are frequently accompanied by light to gusty winds. The relative humidity during summer months ranges from 2 to 30 percent, which is arid. The City contains thousands of acres of open space, which, in conjunction with the dry and windy conditions create hazardous situations culminating in grass and brush fires. Wind-driven fires have led to serious consequences in similar areas of the State.

(c.) The Sacramento region has extreme variations in weather patterns, too. Summers are arid and warm, winters are cool to freezing, and fall and spring can bring any combination of weather patterns together. It is this cyclical uncertainty that allows weather events such as rapid melting of the snowpack, which causes flooding in the low-lying valley areas of Sacramento County. The doubling of average rainfall called an "El Nino" event has occurred from time to time and causes the grass to mature and grow in excess of six feet high before it dries out.

(d.) Climate is one of the greatest impacts to fire behavior and other major emergency events because it cannot be controlled. The drying out of wood and wildland fuels in the summer months allows for easy ignition.

2. GEOLOGICAL:

(a.) The City is susceptible to seismic hazards resulting from movement along any one of several known faults in Northern California. The most serious direct earthquake hazard threat is from the damage or collapse of buildings and other structures due to ground movement. In addition to damage caused by earthquakes, there is the possibility of earthquake-induced fires starting because of damage to gas lines, power lines, or heat producing appliances and the unavailability of water for fire control due to broken water mains.

(b.) In addition, unstable slopes have been identified in the City, which present a significant potential for landslides. In the event of a major earthquake or landslide, some areas of the City may not be accessible to emergency equipment and, if bridges or roads are damaged, the City may be isolated from outside assistance.

3. TOPOGRAPHICAL:

(a.) Several topographical features bisect the City, including the American River, Lake Natoma, and Folsom Lake, as well as creeks, natural parkways, open space, bridges, and railroad tracks. Traffic has to be channeled around several of these topographical features and limitations, which create traffic congestion and delays emergency response. These features are located between the fire stations located within the City of Folsom.

(b.) The California Division of Occupational Safety and Health, better known as Cal/OSHA, requires two firefighters to be located outside when two or more firefighters are inside of a burning structure. This is known as the "two in-two out" rule. It is imperative to minimize the impact of delays affecting the timely response of the firefighters.

(c.) Increasingly heavy traffic congestion on the City's major streets acts as a barrier to timely response for fire and emergency vehicles. Several roadways are expected to have an increased traffic flow as the City continues to increase in population.

(d.) Preservation of wetland areas, natural parkways, riparian corridors along rivers/streams, vernal pools, open spaces, and endangered species habitats have all contributed to access problems as well as exemption from vegetation abatement programs. These situations, though very environmentally important, do increase the demands on the fire service due to the extreme fire hazard created by fuel loading, limited access, and reduced setbacks.

(e.) The rural geographical areas not yet provided with adequate fire protection are subject to a higher degree of risk without mitigating measures.

F. The City's proximity to adjoining agencies reduces the amount of fire and medical resources that are typically available within more densely populated areas. A seamless fire protection

system within Sacramento County and mutual-aid agreements with neighboring county fire agencies allow for additional support but also reduces coverage of fire stations during initial and multiple response incidents either in the City or other jurisdictions. Resources from both El Dorado and Placer Counties are limited mainly by the size of the fire agencies, the rural/urban development, and extended response times.

G. The City is located in the northeastern portion of Sacramento County and is bordered by Folsom Lake, Placer, and El Dorado Counties. The City is made up of several distinct areas, each unique in its own way. Some of these areas are gated communities designed for security, not for expedient emergency response. Some of these access points are remote from main emergency response routes, extending response times. A first alarm residential structure fire assignment draws three fire engines, two ladder trucks, a medic unit, and two battalion chiefs. Commercial structure fires require one additional fire engine, therefore emptying all fire stations in the City of Folsom. If the situation intensifies, through simultaneous requests for service, long term commitments to emergencies, out-of-service emergency vehicles, etc., extended response times will occur.

H. The water supply in the City of Folsom makes extensive use of automatic fire sprinkler systems feasible. The area is favored with sources of high-quality water from private and municipal water companies.

I. The National Fire Protection Association statistics indicate that automatic fire sprinkler systems have established an efficiency record of approximately 96% satisfactory performance in the United States since 1925.

J. Based on the aforementioned local climatic, geological, or topographical, conditions, those specific amendments as specified in the amendments to this ordinance for the 2025 California Fire Code, are considered reasonable and necessary modifications to the requirements established pursuant to Section 18941.5. While it is clearly understood that the adoption of such amendments may not prevent the incidence of fire or other hazards, the implementation of these various amendments to the Code attempt to reduce the severity and potential loss of life, property, and protection of the environment.

K. California Health and Safety Code Section 17958.7 requires that modifications or changes to building standards as defined in Health and Safety Code Section 18909 be expressly marked and identified as to which each finding refers. Therefore, the City Council finds that the following table provides code sections that have been modified, and the associated conditions for modification due to local climatic, geological, and topographical reasons.

Section Number	**Local Climatic/ Geological/Topographical Condition**
105	1a-d, 2a-b, 3a-f
107	1a-d, 2a-b, 3a-f
109	1a-d, 2a-b, 3a-f
111	1a-d, 2a-b, 3a-f
112	1a-d, 2a-b, 3a-f
113	1a-d, 2a-b, 3a-f
304	1a-d, 2a-b, 3a-f
317	1a-d, 2a-b, 3a-f
321	1a-d, 2a-b, 3a-f
503	1a-d, 2a-b, 3a-f
504	1a-d, 2a-b, 3a-f
506	1a-d, 2a-b, 3a-f
605	1a-d, 2a-b, 3a-f
903	1a-d, 2a-b, 3a-f
1205	1a-d, 2a-b, 3a-f
Appendix D	1a-d, 2a-b, 3a-f
D102	1a-d, 2a-b, 3a-f
D103	1a-d, 2a-b, 3a-f
D105	1a-d, 2a-b, 3a-f

L. In connection with the amendments enacted by Section 2 relating to the 2025 edition of the California Fire Code, with local amendments, the City Council makes the following findings pursuant to Health and Safety Code Section 17958.5, 17958.7, and 18941.5.

1. The changes are reasonably necessary because of local climatic, geological, or topographical conditions. The City Council hereby adopt pursuant to Section 18941.5 of the California Health and Safety Code, the following findings of fact:

(a.) Under this adopting ordinance, specific amendments have been established which are more restrictive than those adopted by the State of California (California

Building Standards Code) commonly referred to as Title 24 of the California Code of Regulations.

(b.) These amendments to the 2025 edition of the California Fire Code have been recognized by the City of Folsom to address the fire problems, hazards, concerns, and future direction by which the City can establish and maintain an environment which will afford a level of fire and life safety to all who live, work, or visit within its boundaries.

(c.) The Findings of Fact are filed separately with the California Building Standards Commission and City Clerk for the City of Folsom.

SECTION 3 ADOPTION OF THE FOLSOM FIRE CODE

Chapters 8.36 sections 8.36.020, 8.36.040, and 8.36.080 of the Folsom Municipal Code are amended to reference the 2025 Fire Code and 2025 Wildland Urban Interface Code to read:

8.36.020 California Fire Code – Adopted by reference

There is hereby adopted by the city council of the city of Folsom for the purpose of prescribing regulations governing the safeguarding of life, property, and the environment from fire and explosion hazards arising from the storage, handling, and use of hazardous substances, materials and devices, and from conditions hazardous to life or property in the occupancy of buildings and premises, that certain code known as the 2025 Edition of the California Fire Code and the 2025 California Wildland Urban Interface Code with those amendments adopted by the California Building Standards Commission and based on the 2024 Edition of the International Fire Code, in its entirety, and with all other supplements, errata, and such portions as hereunder deleted, modified, or amended.

Appendix D, Fire Apparatus Access Roads, of the California Fire Code shall be adopted, as amended, by the City of Folsom and made a part of the Folsom Fire Code.

8.36.040 Definitions

A. Whenever the words "fire code" are used in this chapter, it shall mean the 2025 Edition of the California Fire Code and 2025 California Wildland Urban Interface Code with those amendments adopted by the California Building Standards Commission and based on the 2024 Edition of the International Fire Code, in its entirety, and with all other supplements, errata, and such portions as hereunder deleted, modified, or amended.

B. Wherever the word "municipality" is used in the fire code, it shall mean the incorporated areas in the city of Folsom.

C. Wherever the words "fire code official" are used in the fire code, they shall mean the fire chief of the city of Folsom, or the designated representatives.

8.36.080 Amendments, additions, deletions

Chapter 1
Section 105, Permits, is hereby amended to read:

105.5.60 Activities in hazardous fire areas. An operational permit is required to conduct activities in hazardous fire areas when, in the opinion of the fire code official, it is necessary to preserve the public health, safety, or welfare. Hazardous fire area shall mean land covered with grass, grain, brush, or forest, whether privately or publicly owned which is so situated or is of such inaccessible location that a fire originating upon such land would present an abnormally difficult job of suppression or would result in great and unusual damage through fire or resulting erosion.
105.5.61 Motion picture and other filming. An operational permit is required to conduct activities related to the production of motion pictures, televisions, commercials, and similar productions.
105.5.62 Christmas tree lots. An operational permit is required to operate a Christmas tree lot.
105.6.26 Fire apparatus access roads. A construction permit is required to construct, alter, or remove a private fire apparatus access road or other emergency vehicle access road required by Section 503.1 or Folsom Municipal Code Section 17.57.080. For purposes of this requirement, altering shall include the installation of traffic calming systems such as stop signs, roundabouts, traffic circles, diverters, and other traffic delaying measures.
105.6.27 Roof top obstructions. A construction permit is required for the installation of a roof top garden or a landscaped roof when constructed on a building's roof.

Section 107, Fees, is hereby amended to reference Section 108 and read:

108.7Administrative costs. When a test or inspection is scheduled and the contractor fails to perform to the satisfaction of the fire code official or their designee, the contractor will be liable for all costs incurred by the Fire Department for that test or inspection and the fire code official may submit a bill for said costs.
108.8 Fee schedule. Fees for plan reviews, services, and inspections conducted by the fire department shall be charged as set forth in a resolution adopted and amended from time to time by the city council. A copy of the fee schedule shall be placed on file with the city clerk. For items where there is no specific fee established, the fire code official shall determine the appropriate fee based upon consideration of the items listed in the fee schedule that most resemble the work proposed and the expected staff time involved to perform the required plan reviews, services, and inspections.

Section 109, Maintenance, is hereby amended to reference Section 110 and read:

110.7 Occupant Count. The supervisor of each place of assembly shall have an effective system to keep count of the number of occupants present in the assembly area. If at any time, the fire code official determines that an accurate count of occupants is not being maintained, the occupancy shall be cleared until an accurate count can be made.

110.8 Fire Safety Officers. When in the opinion of the fire code official it is necessary for the preservation of life or property, due to the hazardous nature of an event, production, operation or function, the fire code official shall require the owner or lessee to employ or cause the employment of one or more approved fire safety officers to be on duty at such place during the hazardous activity.

Section 111, Means of Appeals, is hereby amended to reference Section 112 and read:

112.5 Appeals. Whenever the fire code official, or their designee, disapproves an application, refuses to grant a permit applied for, or when it is claimed that the provisions of this Chapter or the Fire Code do not apply or that the true intent and meaning have been misconstrued or wrongly interpreted, the affected party shall follow the procedures set forth in Chapter 1.09 of the Folsom Municipal Code.

Section 112, Violations, is hereby amended to reference Section 113 and read:

113.4 Violation penalties. Persons who shall violate a provision of this code or shall fail to comply with any of the requirements thereof or who shall erect, install, alter, repair, or do work in violation of the approved construction documents or directive of the fire code official, or of a permit or certificate used under provisions of this code, may be guilty of a misdemeanor, punishable by a fine of not more than $1,000 or by imprisonment not exceeding six months, or both such fine and imprisonment. Each day that a violation continues after due notice has been served shall be deemed a separate offense.
113.5 Citations. The Fire Chief, and his or her duly authorized representative, may issue citations for infractions or misdemeanor violations of the Fire Code pursuant to Chapter 5C (commencing with Section 853.5) of Title 3 of Part 2 of the Penal Code of the State of California.

Section 113, Stop Work Order, is hereby amended to reference Section 114 and read:

114.4 Failure to comply fees. Any person who shall continue any work after having been served with a stop work order, except such work as that person is directed to remove a violation or unsafe condition, is guilty of a misdemeanor and shall be liable for a fine of not less than $500 or more than $1,000.

Chapter 3
Section 304, Combustible Waste Material, is hereby amended to read:

304.1.2.1 Waste material near ground mounted photovoltaic array. Accumulation of waste material shall not be permitted underneath nor within 10 feet from a ground mounted photovoltaic array.
304.1.3 Vegetation clearance requirements. Weeds, grass, vines, brush, branches, trees, or other growth that is capable of being ignited and/or endangering property, shall be cut down and removed by the owner or occupant of the property. Vegetation clearance requirements shall also be in accordance the Folsom Municipal Code Chapter 8.37.

Section 317, Vegetative and Landscaped Roofs, is hereby amended to read:

SECTION 317 – VEGETATIVE AND LANDSCAPED ROOFS

317.1.1 General. Vegetative roofs and landscaped roofs shall comply with Sections 1505 and 1507.15 of the California Building Code and be installed and maintained in accordance with Sections 317.2 through 317.6.

317.5 Access pathways and emergency ventilation. Access and spacing requirements shall be provided in order to ensure firefighter access to the roof, provide access pathways to specific areas of the roof, provide for venting cut out areas, and to provide emergency egress from the roof. For the purpose of access pathways and emergency ventilation, designation of ridge, hip, and valley does not apply to roofs with 2-in-12 or less pitch. All roof dimensions are measured to centerlines.

317.5.1 Alternative materials and methods. Alternative materials and methods per Section 104.9 for access pathways or venting cut outs may be requested for approval by the fire code official due to:

1. Unique site-specific limitations.
2. Alternative access opportunities (as from adjoining roofs).
3. Ground level access to the roof area in question.
4. Other adequate venting cut out opportunities when approved by the fire code official.
5. Adequate venting cut out areas afforded by panel set back from other roof top equipment (for example: shading or structural constraints may leave significant areas open for ventilation near HVAC equipment).
6. Automatic ventilation device.
7. New technology, methods, or other innovations that ensure adequate fire department access pathways and ventilation opportunities.

317.5.2 Single and two dwelling unit residential buildings. Installation of roof gardens and landscaped roofs on single and two dwelling unit residential buildings shall be in accordance with Section 317.6.2.1 through 317.6.2.3.

317.5.2.1 Hip roof design. Planted sections shall be located in a manner that provides a three (3') foot wide clear access pathway from the eave to the ridge on each roof slope where the planted sections are located. The access pathway shall be located at a structurally strong location on the building such as a bearing wall.

317.5.2.2 Single ridge roof design. Planted sections shall be located in a manner that provides two three (3') foot wide access pathways from the eave to the ridge on each roof slope where the planted sections are located.

317.5.2.3 Hips and valleys. Planted sections shall be located no closer than one and one half (1.5') feet to a hip or a valley if planted sections are to be placed on both sides of a hip or valley. If the planted sections are to be located on only one side of a hip or valley that is of equal length, then the planted sections may be placed directly adjacent to the hip or valley. Planted sections shall not be located closer than three feet (3') below the ridge.

317.5.3 Commercial and industrial buildings and multi-residential buildings containing three or more dwelling units required access pathways and venting cut outs. Access pathways and venting cut outs for commercial and industrial buildings and multi-residential

buildings containing three or more dwelling units. Access pathways shall be provided in accordance with Section 317.6.3.1 through 317.6.3.6.

EXCEPTION:

1. If the fire code official determines that the roof configuration is similar to that found in single and two dwelling unit residential buildings, the design requirements found in section 317.6.2 may be utilized.

317.5.3.1 Planted dimension. Planted sections shall be no greater than 150 feet by 150 feet in distance in either axis.

317.5.3.2 Access pathways. Access pathways shall be established in the design of the roof garden or landscaped roof installation. Access pathways shall meet the requirements of this section.

317.5.3.2.1 Access pathways perimeter of the roof. There shall be a minimum six (6') foot wide clear perimeter around the edges of the roof.

EXCEPTION:

1. If either axis of the building is 250 feet or less, there shall be a minimum four (4') feet wide clear perimeter around the edges of the roof.

317.5.3.2.2 Access pathway location. The center line axis of access pathways shall run on structural members or over the next closest structural member nearest to the center lines of the roof.

317.5.3.2.3 Access pathway center line. The center line axis of the access pathways shall be provided in both axis of the roof.

317.5.3.2.4 Access pathway alignment. Access pathways shall be in a straight line and provide not less than four (4') feet clear to skylights, ventilation hatches or roof standpipes.

317.5.3.2.5 Access pathway around roof access hatches. Access pathways shall provide not less than four (4') feet of clearance around roof access hatch with at least one not less than four feet (4') clear pathway to parapet or roof edge.

317.5.3.2.6 Venting cut out areas. Venting cut outs between planted sections shall be either:

1. An access pathway eight (8') feet or greater in width.
2. An access pathway that is four (4') feet or greater in width and bordering on existing roof skylights or ventilation hatches.
3. An access pathway that is four (4') feet or greater in width and bordering four (4') feet by eight (8') feet venting cut outs every twenty (20') feet on alternating sides of the access pathway.

317.5.4 Roof garden or landscaped roof maintenance plan. The fire code official is authorized to require an approved maintenance plan for vegetation placed on roofs due to the size of the garden or landscaping area, or if materials and plants used may create a fire hazard to the building or exposures.

Section 321, Rooftop Gardens and Landscaped Roofs, is hereby amended to read:

SECTION 321 – ARTIFICAL COMBUSTIBLE VEGETATION

321.2 Defensible space around structures. Any person owning, leasing, controlling, operating, or maintaining any building or structure upon or adjoining any grass- or brush-covered land or land covered with flammable growth, and any person owning, leasing, or controlling any land adjacent to such structures, shall at all times:

1. Maintain around and adjacent to such building, structure, or apiary an effective fire protection or firebreak made by removing and clearing away, for a distance of not less than 30 feet on each side thereof, all flammable vegetation or other combustible growth. This includes ornamental plants and trees known to be flammable, including but not limited to: Acacia, Cedar, Cypress, Eucalyptus, Juniper, Pine, and Pampas Grass.

EXCEPTIONS:

A. Ornamental plants and trees that are individually planted, spaced, and maintained in such a manner that they do not form a means of transmitting fire from native growth to the structure.

B. Cultivated ground cover such as green grass, ivy, succulents, or similar plants provided that they are maintained in a condition that does not form a means of transmitting fire from native growth to the structure.

2. Maintain any tree adjacent to or overhanging any building or structure free of dead wood.

3. Maintain the roof of any building or structure free of leaves, needles, or other dead vegetative growth.

321.3 Extra hazard. When the fire code official finds that because of extra hazardous conditions, a firebreak of only 30 feet around such building or structure is not sufficient to provide reasonable fire safety, the person owning, leasing, controlling, operating, or maintaining the building or structure shall maintain around or adjacent to any building or structure an additional fire protection or firebreak made by removing all brush, flammable vegetation, or combustible growth located from 30 to 100 feet from such building or structure, as may be required by the fire code official. Grass and other vegetation located more than 30 feet from such building or structure, and less than 18 inches in height above the ground, may be maintained where necessary to stabilize the soil and prevent erosion.

321.4 Roadway clearance. The fire code official may require removal and clearance of all flammable vegetation or other combustible growth for a minimum of 10 feet on each side of every roadway, whether public or private. The fire code official may enter upon private property to inspect, remove and clear vegetation and growth as required by this section and may charge the responsible party for the cost of such action. This section shall not apply to single specimens of trees, ornamental shrubbery, or cultivated ground cover such as green grass, ivy, succulents, or similar plants used as ground cover, provided that they do not form a means of readily transmitting fire. As used in this section, "roadway" means that portion of a highway, private street, or paved trail improved, designed, or ordinarily used for vehicular travel. The minimum clearance of 10 feet may be increased if the fire code official determines additional distance is required to provide reasonable fire safety.

321.5 Fuel modification plan. A fuel modification plan shall be submitted and have preliminary approval prior to the construction of a structure or any subdivision of land where the structure or subdivision of land is located within areas designated as a Very High Hazard Severity Zone or where a structure is located within 30 feet of an open space area or natural area. The fuel modification plan shall have final approval prior to the issuance of a permit for any new construction, remodeling, modification, or reconstruction.

321.6 Notice to correct. All notices to clear flammable vegetation and other combustible growth shall be in writing and in accordance with Folsom Municipal Code Chapter 8.37.

321.7 Abatement and penalties. The procedures for the abatement of hazardous vegetation and penalties thereof shall be in accordance with Folsom Municipal Code Chapter 8.37.

Chapter 5 is amended to read:

503.2.8 Angles of Approach: The angle of approach and angle of departure of fire apparatus access roads shall not exceed 12.5 percent or as approved by the fire code official.
503.2.9 Center Median Islands: When drive lanes are required through a center median island, the drive lane shall be a minimum 13 feet 6 inches in each direction.
504.1.1 Required Access Walkways for R-3 Subdivisions: Access via an alley or other means shall be provided to the rear of the property or a minimum 5 foot wide clear path shall be provided on the parcel excluding building architectural features or as approved by the fire code official.
504.5 Building Projections. Cornices, parapets, eave openings, and similar projections from a building shall be designed to support a 330-pound horizontal and vertical load to the leading edge of the projection. This represents a 250-pound firefighter carrying 80 pounds of equipment stepping off of a ladder placed against the projection onto the top of the projection.
505.3 Numbers for one- and two-family dwellings. Numbers for one- and two-family dwellings shall be a minimum of 4 inches high. Numbers for all other buildings shall be no less than 6 inches high. The fire code official may require an increase in building address or number size, when necessary, due to building size or arrangement, or due to distance from the public way.
505.3.1 Multiple tenant buildings. Multiple tenant spaces serviced by vehicular access to the rear through any driveway, alleyway, or parking lot shall have numbers or addresses placed prior to occupancy on all new and existing buildings as to be plainly visible and legible from the rear access way when deemed necessary by the fire code official. Multiple tenant spaces serviced by rear access through a corridor, exit court, or exit yard shall have approved numbers or addresses displayed on the rear of the tenant space, when deemed necessary by the fire code official.
Multiple tenant spaces that front on interior walkways or pedestrian malls shall have approved numbers or addresses placed over the entrance door in all new and existing buildings. An illuminated annunciator or directory board shall be required at every entrance where deemed necessary by the fire code official.
505.3.2 Illumination. Address numbers shall be illuminated at night in all new buildings. Signs shall be internally or externally illuminated. When the luminance or the face of a sign is from an external source, it shall have an intensity of not less than 5.0 foot-candles. Internally illuminated signs shall provide equivalent luminance.
506.1.3 Knox Box Location. An approved knox box shall be located at the front of the building and outside the FACP room.
507.5.7 Fire hydrant markers. Fire hydrants and other firefighting water sources shall be identified by the installation of blue raised reflective pavement markers or identified by other approved means.
509.3 Fire control room. Fire sprinkler risers and fire alarm control panels shall be located inside a room with minimum dimensions of five feet by seven feet. The room shall only be accessible from the exterior and provided with a door with a clear width of not less than 32 inches and height of not less than 80 inches. A durable sign shall be affixed to the exterior of the door with the words “FIRE CONTROL ROOM” in letters not less than 3 inches in height. A key box complying with Section 506 shall be installed adjacent to the door.

The room must be capable of maintaining a minimum temperature of 40 degrees Fahrenheit. A clearance of 12 inches shall be provided from the fire sprinkler risers to any adjacent walls. This room can be shared with other building utilities or fire protection equipment that is not incompatible. An approved cabinet or container shall be provided to store record plans of the fire sprinkler system and other fire protection equipment. This room shall not be used for any other storage.

Chapter 6
Section 603, Electrical Equipment, Wiring, and Hazards, is hereby redacted.

Section 605, Fuel Fires Appliances, is hereby amended by adding the following to read:

605.2.1.6 Spark arrestors. Chimneys used with fireplaces or heating appliances in which soli or liquid fuel is used shall be maintained with a spark arrestor as required for incinerators by the Mechanical Code.

Chapter 9
Section 903, Automatic Sprinkler Systems, is hereby amended to read:

903.3.5.3 Passive Purge Systems. A residential sprinkler system designed to NFPA 13D standard shall be installed as a looped system (multi-purpose system) and have all toilets connected as a point of passive purge. No dead arm shall be longer than 6 ft maximum. A standalone residential sprinkler system without points of passive purge may be installed with approval of the fire code official

903.5.1 Water Supply Test Adjustment. A water supply test required for the design of a fire protection system shall be adjusted to 90% to account for seasonal and daily pressure fluctuations. The adjustment percentage may be further reduced by the Fire Code Official for areas expected to have a significant water supply demand in the future.

For residential single family homes and duplexes located in the Folsom Plan Area, design of the fire protection system shall be based on the hydrostatic pressure derived from the pad elevation relative to the tank elevation provided in the Table 903.5.1A. The design pressure shall be adjusted to 90% to account for seasonal and daily pressure fluctuations. The adjustment percentage may be further reduced by the fire code official for areas expected to have a significant water supply demand in the future.

Table 9.3.5.1A

Zone	Tank Elevation
2	482 ft
3	565 ft
4	665 ft
5	765 ft
6	855 ft

The static pressure shall be calculated as the Tank Elevation minus the pad elevation and divided by 2.31.

Section 1032, Maintenance of means of egress, is hereby redacted.

Section 1205, Solar Photovoltaic Power Systems, is hereby amended to read:

1205.6 Remote electrical disconnect. Photovoltaic circuits shall be equipped with a means for remote electrical disconnect located with ten feet and within sight of the building's main electrical panel. The remote electrical disconnect shall be listed and meet the requirements of the California Electrical Code.

Section 3311, Access for Firefighting, is hereby redacted.

Chapter 49, Requirements for Wildland-Urban Interface Fire Areas is hereby redacted.

Chapter 90, Suppression and Control of Wildfire Risk Areas, is hereby redacted.

Addition of 9.37.035 Trespassing

Chapter 9, Section 9.37.035 added to read as:

9.37.035 Trespassing

A. When the fire chief determines that a specific area within a wildfire risk presents an exceptional and continuing fire danger because of the density of natural growth, difficulty of terrain, proximity to structures or accessibility to the public, such areas shall be closed until changed conditions warrant termination of closure. Such areas shall be posted as hereinafter provided.

B. Approved signs prohibiting entry by unauthorized persons shall be placed on every closed area.

C. Entering and remaining within areas closed and posted is prohibited.

EXCEPTION: Owners and occupiers of private or public property within closed and posted areas, their guests or invitees, and local, state, and federal public officers and their authorized agents acting in the course of duty.

Appendix D
Section D102, Required Access, is amended to add:

D102.2 Temporary Access and Identification. When approved, temporary fire and emergency vehicle access roads may be used until permanent roads are installed. Temporary access roads shall be provided with an all-weather road surface of 2 inches of asphalt concrete over 6 inches of 95% compacted aggregate base from October 1st through April 30th each year. Temporary access roads may be provided with an all-weather road surface of 6 inches of 95% compacted aggregate base from May 1st through September 30th each year.

D102.2.1 Identification. Prior to and during construction, an approved address sign shall be provided at each fire and emergency vehicle access road entry into the project.

Section D103, Minimum Specifications, is amended to read:

D103.2.1 Grade. Fire apparatus access roads shall not exceed 10 percent in grade or 12.5 percent to accommodate natural grade

EXCEPTION: Grades steeper than 10 percent as approved by the fire code official.

D103.3.1 Turning Radius. The required turning radius of a fire apparatus access road shall have a minimum dimension of 25 feet on the inside and 50 feet on the outside.

D103.5.1 Apparatus Access Road Gates:

9. Gates shall not be obstructed in any manner, including parking of vehicles. A "FIRE DEPARTMENT ACCESS – DO NOT BLOCK" sign shall be posted on the gate or barricade when required by the fire code official.

10. The gates and barricades shall be in accordance with the Sacramento County Emergency Access Gates and Barriers Standard.

Section D105, Aerial Fire Apparatus Access Roads, is amended to add:

D105.5 Access Road Locations, Aerial apparatus access roads shall be located in relation to buildings as follows:

a. Buildings up to 40 feet in height, located a minimum of 14 feet from building
b. Buildings 41 to 50 feet in height, located a minimum of 20 feet from building
c. Buildings 51 to 60 feet in height, located a minimum of 27 feet from building
d. Buildings 61 feet in height and greater, located at 33 feet from building
e. At no point shall aerial apparatus access roads be located more than 33 feet from the building.

Modifications to Title 14, Buildings and Construction

Chapter 14.02.015 and 14.02.040 of the Folsom Municipal Code are amended to reference the 2025 California Code of Regulations Title 24 to read:

14.02.015 Definitions

For purpose of this chapter, the following terms shall have the meaning set forth in this section.

"Building codes" or "code" shall mean the Folsom construction codes and each and every ordinance codified therein as adopted by the city council of the city of Folsom by ordinance, including, but not limited to, the Folsom Building Code, the Folsom Residential Code, the Folsom Electrical Code, the Folsom Mechanical Code, the Folsom Plumbing Code, the Folsom Energy Code, the Folsom Fire Code, the Folsom Green Standards Building Code (CALGreen), the Folsom Referenced Standards Code, the Folsom Property Maintenance Code, the Folsom Historical Building Code, Folsom Existing Building Code, Folsom Wildland Urban Interface Code and the Folsom Swimming Pool, Spa and Hot Tub Code. This shall also apply to references to the "Uniform Codes" found within the Folsom Municipal Code.

14.02.040 Adoption by reference

Subject to the additions, amendments, or deletions set forth in Section 14.02.050, the California Building Code, 2025 Edition, based on the 2024 International Building Code, including Appendix Chapter I, published as Part 2, Volumes 1 and 2, Title 24, C.C.R., published by the International Code Council, is adopted and made part of this title as though fully set forth herein to provide technical requirements and the procedures for administration and enforcement of the provisions of the Folsom Building Codes. One copy of the Folsom Building Code and any and all amendments thereto shall be kept on file in the community development department and shall be available for use and examination by the public.

Section 101.4, Referenced codes, is hereby amended to read:

101.4 Referenced codes. The other codes listed in Sections 101.4.1 through 101.4.7 and referenced elsewhere in this Code shall be considered part of the requirements of this Code to the prescribed extent of each reference. If another code is referenced elsewhere in this Code and has not been adopted, then that section shall be considered invalid. Where there is a conflict between the administrative requirements in this Code and those in other adopted technical codes, the more restrictive or specific requirements shall apply.

Exception: Administrative requirements in the City of Folsom Fire Code.

Any references to the International Residential Code, Residential Code for One- and Two-family Dwellings, or California Residential Code shall be deleted and the words "Folsom Residential Code adopted by the City of Folsom and amended from time to time" shall be inserted in lieu thereof.

Any references to the National Electrical Code or California Electrical Code shall be deleted and the words "Folsom Electrical Code adopted by the City of Folsom and amended from time to time" shall be inserted in lieu thereof.

Any references to the International Fuel Gas Code shall be deleted and the words "Folsom Plumbing Code adopted by the City of Folsom and amended from time to time" shall be inserted in lieu thereof.

Any references to the International Plumbing Code or California Plumbing Code shall be deleted and the words "Folsom Plumbing Code adopted by the City of Folsom and amended from time to time" shall be inserted in lieu thereof.

Any references to the International Mechanical Code or California Mechanical Code shall be deleted and the words "Folsom Mechanical Code adopted by the City of Folsom and amended from time to time" shall be inserted in lieu thereof.

Any references to the International Property Maintenance Code shall be deleted and the words "Folsom Property Maintenance Code adopted by the City of Folsom and amended from time to time" shall be inserted in lieu thereof.

Any references to the International Fire Code or California Fire Code shall be deleted and the words "Folsom Fire Code adopted by the City of Folsom and amended from time to time" shall be inserted in lieu thereof.

Any references to the International Zoning Code shall be deleted and the words "Folsom Zoning Code adopted by the City of Folsom and amended from time to time" shall be inserted in lieu thereof.

Any references to the International Energy Conservation Code shall be deleted and the words "Folsom Energy Code adopted by the City of Folsom and amended from time to time" shall be inserted in lieu thereof.

Any references to the California Historical Building Code shall be deleted and the words "Folsom Historical Building Code adopted by the City of Folsom and amended from time to time" shall be inserted in lieu thereof.
Any references to the California Existing Building Code shall be deleted and the words "Folsom Existing Building Code adopted by the City of Folsom and amended from time to time" shall be inserted in lieu thereof.
Any references to the International Private Sewage Disposal Code shall be deleted.
101.4.1 Electrical. The provisions of the Electrical Code adopted by the City of Folsom and amended from time to time shall apply to the installation of electrical systems, including alterations, repairs, replacement, equipment, appliances, fixtures, fittings and appurtenances thereto.
101.4.2 Plumbing and Gas. The provisions of the Plumbing Code adopted by the City of Folsom and amended from time to time shall apply to the installation alterations, repairs and replacement of plumbing systems, including equipment, appliances, fixtures, fittings and appurtenances, and where connected to a water or sewage system and all applicable aspects of a medical gas system. The provisions shall also apply to the installation of gas piping from the point of delivery, gas appliances and related accessories.
101.4.3 Mechanical. The provisions of the Mechanical Code adopted by the City of Folsom and amended from time to time shall apply to the installation, alterations, repairs, and replacement of mechanical systems, including equipment, appliances, fixtures, fittings and/or appurtenances, including ventilating, heating, cooling, air conditioning and refrigeration systems, incinerators, and other energy-related systems.
101.4.4 Property maintenance. The provisions of the Property Maintenance Code, adopted by the City of Folsom, and amended from time to time shall apply to existing structures and premises; equipment and facilities; light, ventilation, space heating, sanitation, life and fire safety, hazards; responsibilities of owners, operators and occupants; and occupancy of existing premises and structures and shall be enforced along with the requirements of Title 8, "Health, Sanitation and Welfare", of the Folsom Municipal Code. Where there is a conflict between Title 8 of the Folsom Municipal Code and` the Folsom Property Maintenance Code, the more restrictive shall apply.
101.4.5 Fire prevention. The provisions of the Fire Code adopted by the City of Folsom and amended from time to time shall apply to matters affecting or relating to structures, processes and premises from the hazard of fire or explosion arising from the storage, handling or use of structures, materials or devices; from conditions hazardous to life, property or public welfare in the occupancy of structures or premises; and from the construction, extension, repair, alteration or removal of fire suppression and alarm systems or fire hazards in the structure or on the premises from occupancy or operation.
101.4.6 California Energy Code and California Green Building Standards Code. The provisions of the California Energy Code and California Green Building Standards Code adopted by the City of Folsom shall apply to all matters governing the sustainable and energy efficiency design and construction of those structures regulated by the Folsom Construction Codes as adopted by the City of Folsom.
101.4.7 California Historical Building Code. The provisions of the California Historical Building Code adopted by the City of Folsom are intended to facilitate, by means of alternative solutions, the restoration of change of occupancy so as to preserve their original or restored architectural elements and features, to encourage energy conservation, disabled access and a

cost-effective approach to preservation, and to provide for the safety of the building occupants of those structures regulated by the Folsom Construction Codes as adopted by the City of Folsom.

101.4.8 California Existing Building Code. The provisions of the California Existing Building Code adopted by the City of Folsom are intended to establish the minimum requirements to safeguard the public health, safety and general welfare through structural strength, means of egress facilities, stability, access to persons with disabilities, sanitation, adequate lighting and ventilation and energy conservation; safety to life and property from fire and other hazards attributed to the built environment; and to provide safety to firefighters and emergency responders during emergency operations.

101.4.9 California Wildland Urban Interface Code. The provisions of the California Urban Interface Code adopted by the City of Folsom are intended to establish minimum requirements to reduce the likelihood of life and property loss due to a wildfire.

Section 105.3.2, Time of application, is hereby redacted.

Chapter 14.04.040 and 14.04.050 of the Folsom Municipal Code are amended to reference the 2025 California Code of Regulations Title 24 to read:

14.04.040 Adoption by reference.

Subject to the additions, amendments, or deletions set forth in Section 14.04.050, the California Residential Code, 2025 Edition, based on the 2024 International Residential Code for One- and Two-family Dwellings, including Appendix Chapters AH and AJ published as Part 2.5, Title 24, C.C.R., published by the International Code Council, is adopted and made part of this title as though fully set forth herein to provide technical requirements and the procedures for administration and enforcement of the provisions of the Folsom construction codes. One copy of the Folsom Residential Code and any amendments thereto shall be kept on file in the community development department and shall be available for use and examination by the public.

14.04.050 Additions, amendments, or deletions to Folsom Residential Code.

Table R301.2—Shall read as follows:

2025 CRC TABLE R301.2						
CLIMATIC AND GEOGRAPHIC DESIGN CRITERIA						
GROUND SNOW LOAD	WIND DESIGN					SEISMIC DESIGN CATEGORY
	Speed (MPH)	Exposure	Topographic Effects	Special Wind Region	Wind Borne Debris	
N/A	110 ult 85 asd	C	No	No	No	CRC: C CBC: D[1]
[1]When designing with the CBC per Section 1613.3.5. Reference Table 1613.3.5 (2)						

2025 CRC TABLE R301.2 (cont.)							
CLIMATIC AND GEOGRAPHIC DESIGN CRITERIA							
SUBJECT TO DAMAGING FROM			WINTER DESIGN TEMP	ICE BARRIER UNDERLAYMENT REQUIRED	FLOOD HAZARDS	AIR FREEZING INDEX	MEAN ANNUAL TEMP
Weathering	Frost Line Depth	Termite					
Moderate	12”	Heavy	30 F	No	Reference	<1500	60.6 F
[1]When designing with the CBC per Section 1613.3.5. Reference Table 1613.3.5 (2)							

Appendix AJ Existing Buildings and Structures, is amended to read:

a. AJ 102.4.1 Energy efficiency. Replacement windows shall comply with the 2025 California energy Code and the 2025 California Green Building Standards Code (CALGreen).
b. AJ301.2 Water closets. Where any water closet is replaced with a newly manufactured water closet, the replacement water closet shall comply with the requirements of the 2025 California Plumbing Code and 2025 California Green Building Standards Code (CALGreen).
c. AJ301.3 Electrical. Exceptions 1, 2 and 3. The words ‘Chapters 34 through 43’ shall be replaced with the words ‘2025 California Electrical Code’.
d. AJ501.5.1 Materials and methods. In this section and in the Exception to this section, the words ‘Chapters 34 through 43’ shall be replaced with the words ‘2025 California Electrical Code’.
e. AJ501.5.3.3 Ground-fault circuit-interrupter. The words ‘Chapters 34 through 43’ shall be replaced with the words ‘2025 California Electrical Code’.
f. AJ501.5.3.5 Clearance. The words ‘Chapters 34 through 43’ shall be replaced with the words ‘2025 California Electrical Code’.

Chapter 14.04.080 of the Folsom Municipal Code is amended to reference the 2025 California Code of Regulations Title 24 to read:

The California Electrical Code, 2025 Edition, based on the 2023 National Electrical Code, published as Part 3, Title 24, C.C.R., published by the National Fire Protection Agency, is adopted and made part of this title as though fully set forth herein to provide technical requirements and the procedures for administration and enforcement of the provisions of the Folsom construction codes. One copy of the Folsom Electrical Code and any amendments thereto shall be kept on file in the community development department and shall be available for use and examination by the public.

Chapter 14.12.040 of the Folsom Municipal Code is amended to reference the 2025 California Code of Regulations Title 24 to read:

Subject to the additions, amendments, or deletions set forth in Section 14.12.050, the California Plumbing Code, 2025 Edition, based on the 2024 Uniform Plumbing Code, including Appendix Chapters A, B, D, and G published as Part 5, Title 24, C.C.R., published

by the International Association of Plumbing and Mechanical Officials, is adopted and made part of this title as though fully set forth herein to provide technical requirements and the procedures for administration and enforcement of the provisions of the Folsom construction codes. One copy of the Folsom Plumbing Code and any amendments thereto shall be kept on file in the community development department and shall be available for use and examination by the public.

Chapter 14.16.040 of the Folsom Municipal Code is amended to reference the 2025 California Code of Regulations Title 24 to read:

Subject to the additions, amendments, or deletions set forth in Section 14.16.050, the California Mechanical Code, 2025 Edition, based on the 2024 Uniform Mechanical Code published as Part 4, Title 24, C.C.R., published by the International Association of Plumbing and Mechanical Officials, is adopted and made part of this title as though fully set forth herein to provide technical requirements and the procedures for administration and enforcement of the provisions of the Folsom construction codes. One copy of the Folsom Mechanical Code and any amendments thereto shall be kept on file in the community development department and shall be available for use and examination by the public.

Chapter 14.19.040 of the Folsom Municipal Code is amended to reference the 2025 California Code of Regulations Title 24 to read:

The California Energy Code, 2025 Edition, published as Part 6, Title 24, C.C.R., published by the International Code Council, is adopted and made part of this title as though fully set forth herein to provide technical requirements and the procedures for administration and enforcement of the provisions of the Folsom construction codes. One copy of the Folsom Energy Code and any amendments thereto shall be kept on file in the community development department and shall be available for use and examination by the public.

Chapter 14.20.040 of the Folsom Municipal Code is amended to reference the 2025 California Code of Regulations Title 24 to read:

The California Green Building Standards Code (CALGreen Code), 2025 Edition, excluding Appendix Chapters A4, A5 and A6.1, published as Part 11, Title 24, C.C.R., is adopted and made part of this title as though fully set forth herein to provide technical requirements and the procedures for administration and enforcement of the provisions of the Folsom construction codes. One copy of the Folsom Green Building Standards Code and any amendments thereto shall be kept on file in the community development department and shall be available for use and examination by the public.

Chapter 14.22.040 of the Folsom Municipal Code is amended to reference the 2025 California Code of Regulations Title 24 to read:

The California Historical Building Code, 2025 Edition, published as Part 8, Title 24, C.C.R., is adopted and made part of this title as though fully set forth herein to provide technical requirements and the procedures for administration and enforcement of the provisions of the

Folsom construction codes. One copy of the Folsom Historical Building Code and any amendments thereto shall be kept on file in the community development department and shall be available for use and examination by the public.

Chapter 14.23.040 of the Folsom Municipal Code is amended to reference the 2025 California Code of Regulations Title 24 to read:

The California Existing Building Code, 2025 Edition, published as Part 10, Title 24, C.C.R., is adopted and made part of this title as though fully set forth herein to provide technical requirements and the procedures for administration and enforcement of the provisions of the Folsom construction codes. One copy of the Folsom Existing Building Code and any amendments thereto shall be kept on file in the community development department and shall be available for use and examination by the public.

Chapter 14.24.040 of the Folsom Municipal Code is amended to reference the 2025 California Code of Regulations Title 24 to read:

Subject to the additions, amendments, or deletions set forth in Section 14.24.050, the 2024 International Property Maintenance Code, published by the International Code Council, is adopted and made part of this title as though fully set forth herein to provide technical requirements and the procedures for administration and enforcement of the provisions of the Folsom construction codes. One copy of the Folsom Property Maintenance Code and any amendments thereto shall be kept on file in the community development department and shall be available for use and examination by the public.

Chapter 14.26.040 of the Folsom Municipal Code is amended to reference the 2025 California Code of Regulations Title 24 to read:

The California Referenced Standards Code, 2025Edition, published as Part 12, Title 24, C.C.R., is adopted and made part of this title as though fully set forth herein to provide technical requirements and the procedures for administration and enforcement of the provisions of the Folsom construction codes. One copy of the Folsom Referenced Standards Code and any amendments thereto shall be kept on file in the community development department and shall be available for use and examination by the public.

Chapter 14.27 of the Folsom Municipal Code is added to reference the 2025 California Code of Regulations Title 24 to read:

14.27.010 Title

This chapter shall be known and cited as the "Folsom Wildland Urban Interface Code".

14.27.020 Authority having jurisdiction

The chief building official of the city is designated to be the authority having jurisdiction of the Folsom Wildland Urban Interface Code. The chief building official shall administer, enforce, and render interpretations of all the provisions of the Folsom Wildland Urban Interface Code and other referenced technical codes.

14.27.030 Purpose

The purpose of this code is to establish minimum regulations for the safeguarding of life and for property protection. Regulations in this code are intended to mitigate the risk to life and structures from intrusion of fire from wildland fire exposures and fire exposures from adjacent structures and to mitigate structure fires from spreading to wildland fuels. The extent of this regulation is intended to be tiered commensurate with the relative level of hazard present. This code shall supplement the City's building and fire codes to provide for special regulations to mitigate the fire and life safety hazards of the wildland-urban interface areas.

14.27.040 Adoption by reference

The California Wildland Urban Interface Code, 2025 Edition, published as Part 7, Title 24, C.C.R., published by the International Code Council, is adopted and made part of this title as though fully set forth herein to provide technical requirements and the procedures for administration and enforcement of the provisions of the Folsom construction codes. One copy of the Folsom Wildland Urban Interface and any amendments thereto shall be kept on file in the community development department and shall be available for use and examination by the public.

Chapter 14.28.040 of the Folsom Municipal Code is amended to reference the 2025 California Code of Regulations Title 24 to read:

The International Swimming Pool and Spa Code, 2024 Edition, is adopted and made part of this title as though fully set forth herein to provide technical requirements and the procedures for administration and enforcement of the provisions of the Folsom construction codes. One copy of the Folsom Swimming Pool and Spa Code and any amendments thereto shall be kept on file in the community development department and shall be available for use and examination by the public.

SECTION 4 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 5 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 October 28, 2025, and the second reading occurred at the special meeting of the City Council on November 12, 2025.

On a motion by Councilmember _____ seconded by Councilmember _____, the foregoing ordinance was passed and adopted by the City Council of the City of Folsom, State of California, this 12th day of November, 2025, by the following roll-call vote:

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

_____
Sarah Aquino, MAYOR

ATTEST:

_____
Christa Freemantle, CITY CLERK

Attachment 2

ORDINANCE NO. 1358

AN ORDINANCE OF THE CITY OF FOLSOM ADDING SECTION 9.37.035 PERTAINING TO WILDFIRE PREVENTION AND AMENDING CERTAIN SECTIONS IN CHAPTER 8.36 AND CERTAIN CHAPTERS IN TITLE 14 OF THE FOLSOM MUNICIPAL CODE PERTAINING TO ADOPTION OF VARIOUS UNIFORM CODES

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

SECTION 1 PURPOSE

The purpose of this ordinance is to amend Chapter 8.36 and certain chapters of Title 14, of the Folsom Municipal Code (the "Code") pertaining to the adoption by reference of the 2025 California Code of Regulations Title 24 to enforce rules and regulations supplemental to this Code as may be deemed necessary to clarify application and provide safeguarding of life, property, and environment from hazardous conditions within the City of Folsom. Section 9.37.035 is being added to the Code to address wildfire prevention in open spaces in the City.

SECTION 2 FINDINGS

In connection with the amendments enacted by Section 8.36.080 relating to the 2022 edition of the California Fire Code and its appendices, the Folsom City Council makes the following findings pursuant to Health and Safety Code Section 17958.5, 17958.7 and 18941.5. Such changes are reasonably necessary because of local climatic, geological, or topographical conditions. The Folsom City Council hereby adopts, pursuant to Section 18941.5 of the California Health and Safety Code, the following findings of fact:

A. Under this adopting ordinance, specific amendments to building standards are more restrictive than those contained within the 2025 edition of the California Fire Code, based on the 2024 edition of the International Fire Code. These amendments have been recognized by the City of Folsom to address the fire problems, hazards, concerns, and future direction by which the City can establish and maintain an environment that will afford an acceptable level of fire and life safety to all who live, work, or visit within its boundaries.

B. The 2025 edition of the California Fire Code and the 2024 edition of the International Fire Code have been printed and published as a Code in book form within the meaning of Section 50022.1 of the Government Code of the State of California.

C. The International Code Council promulgates the International Fire Code. The International Code Council has conducted open code hearings that permit participation by National, State, and local code officials; as well as industry representatives, consultants, and other private parties with an interest in the International Fire Code.

D. The International Fire Code, being the 2024 edition thereof, published by the International Code Council is a nationally recognized compilation of proposed rules, regulations and standards promulgated through an open and participatory process.

E. Under the provisions of Section 18941.5 of the Health and Safety Code, local amendments are based on climatic, geological, or topographical conditions. The findings of fact contained herein address each of these situations and present the local situation, which, either singularly or in combination, cause amendments to be adopted.

1. CLIMATIC:

(a.) Climate has one of the greatest impacts to fire behavior and other major emergency events because it cannot be controlled. Average yearly rainfall for Folsom is approximately 18 inches and typically occurs from October to April. Low-level fog is present throughout the winter months and frequently causes visibility to be reduced. Fog, in conjunction with cold temperatures, may also cause freezing and slick roadways. These weather-related conditions may cause delays for emergency responders.

(b.) Summers are arid and warm and there is generally no measurable precipitation. Temperatures for this dry period range from 70 to 112 degrees Fahrenheit and are frequently accompanied by light to gusty winds. The relative humidity during summer months ranges from 2 to 30 percent, which is arid. The City contains thousands of acres of open space, which, in conjunction with the dry and windy conditions create hazardous situations culminating in grass and brush fires. Wind-driven fires have led to serious consequences in similar areas of the State.

(c.) The Sacramento region has extreme variations in weather patterns, too. Summers are arid and warm, winters are cool to freezing, and fall and spring can bring any combination of weather patterns together. It is this cyclical uncertainty that allows weather events such as rapid melting of the snowpack, which causes flooding in the low-lying valley areas of Sacramento County. The doubling of average rainfall called an "El Nino" event has occurred from time to time and causes the grass to mature and grow in excess of six feet high before it dries out.

(d.) Climate is one of the greatest impacts to fire behavior and other major emergency events because it cannot be controlled. The drying out of wood and wildland fuels in the summer months allows for easy ignition.

2. GEOLOGICAL:

(a.) The City is susceptible to seismic hazards resulting from movement along any one of several known faults in Northern California. The most serious direct earthquake hazard threat is from the damage or collapse of buildings and other structures due to ground movement. In addition to damage caused by earthquakes, there is the possibility of earthquake-induced fires starting because of damage to gas lines, power lines, or heat producing appliances and the unavailability of water for fire control due to broken water mains.

(b.) In addition, unstable slopes have been identified in the City, which present a significant potential for landslides. In the event of a major earthquake or landslide, some areas of the City may not be accessible to emergency equipment and, if bridges or roads are damaged, the City may be isolated from outside assistance.

3. TOPOGRAPHICAL:

(a.) Several topographical features bisect the City, including the American River, Lake Natoma, and Folsom Lake, as well as creeks, natural parkways, open space, bridges, and railroad tracks. Traffic has to be channeled around several of these topographical features and limitations, which create traffic congestion and delays emergency response. These features are located between the fire stations located within the City of Folsom.

(b.) The California Division of Occupational Safety and Health, better known as Cal/OSHA, requires two firefighters to be located outside when two or more firefighters are inside of a burning structure. This is known as the "two in-two out" rule. It is imperative to minimize the impact of delays affecting the timely response of the firefighters.

(c.) Increasingly heavy traffic congestion on the City's major streets acts as a barrier to timely response for fire and emergency vehicles. Several roadways are expected to have an increased traffic flow as the City continues to increase in population.

(d.) Preservation of wetland areas, natural parkways, riparian corridors along rivers/streams, vernal pools, open spaces, and endangered species habitats have all contributed to access problems as well as exemption from vegetation abatement programs. These situations, though very environmentally important, do increase the demands on the fire service due to the extreme fire hazard created by fuel loading, limited access, and reduced setbacks.

(e.) The rural geographical areas not yet provided with adequate fire protection are subject to a higher degree of risk without mitigating measures.

F. The City's proximity to adjoining agencies reduces the amount of fire and medical resources that are typically available within more densely populated areas. A seamless fire protection

system within Sacramento County and mutual-aid agreements with neighboring county fire agencies allow for additional support but also reduces coverage of fire stations during initial and multiple response incidents either in the City or other jurisdictions. Resources from both El Dorado and Placer Counties are limited mainly by the size of the fire agencies, the rural/urban development, and extended response times.

G. The City is located in the northeastern portion of Sacramento County and is bordered by Folsom Lake, Placer, and El Dorado Counties. The City is made up of several distinct areas, each unique in its own way. Some of these areas are gated communities designed for security, not for expedient emergency response. Some of these access points are remote from main emergency response routes, extending response times. A first alarm residential structure fire assignment draws three fire engines, two ladder trucks, a medic unit, and two battalion chiefs. Commercial structure fires require one additional fire engine, therefore emptying all fire stations in the City of Folsom. If the situation intensifies, through simultaneous requests for service, long term commitments to emergencies, out-of-service emergency vehicles, etc., extended response times will occur.

H. The water supply in the City of Folsom makes extensive use of automatic fire sprinkler systems feasible. The area is favored with sources of high-quality water from private and municipal water companies.

I. The National Fire Protection Association statistics indicate that automatic fire sprinkler systems have established an efficiency record of approximately 96% satisfactory performance in the United States since 1925.

J. Based on the aforementioned local climatic, geological, or topographical, conditions, those specific amendments as specified in the amendments to this ordinance for the 2025~~2~~ California Fire Code, are considered reasonable and necessary modifications to the requirements established pursuant to Section 18941.5. While it is clearly understood that the adoption of such amendments may not prevent the incidence of fire or other hazards, the implementation of these various amendments to the C~~c~~ode attempt to reduce the severity and potential loss of life, property, and protection of the environment.

K. California Health and Safety Code Section 17958.7 requires that modifications or changes to building standards as defined in Health and Safety Code Section 18909 be expressly marked and identified as to which each finding refers. Therefore, the City Council finds that the following table provides code sections that have been modified, and the associated conditions for modification due to local climatic, geological, and topographical reasons.

Section Number	Local Climatic/ Geological/Topographical Condition
105	1a-d, 2a-b, 3a-f
107	1a-d, 2a-b, 3a-f
109	1a-d, 2a-b, 3a-f
111	1a-d, 2a-b, 3a-f
112	1a-d, 2a-b, 3a-f
113	1a-d, 2a-b, 3a-f
304	1a-d, 2a-b, 3a-f
317	1a-d, 2a-b, 3a-f
321	1a-d, 2a-b, 3a-f
503	1a-d, 2a-b, 3a-f
504	1a-d, 2a-b, 3a-f
506	1a-d, 2a-b, 3a-f
605	1a-d, 2a-b, 3a-f
903	1a-d, 2a-b, 3a-f
1205	1a-d, 2a-b, 3a-f
Appendix D	1a-d, 2a-b, 3a-f
D102	1a-d, 2a-b, 3a-f
D103	1a-d, 2a-b, 3a-f
D105	1a-d, 2a-b, 3a-f

L. In connection with the amendments enacted by Section 2 relating to the 2025 edition of the California Fire Code, with local amendments, the City Council makes the following findings pursuant to Health and Safety Code Section 17958.5, 17958.7, and 18941.5.

1. The changes are reasonably necessary because of local climatic, geological, or topographical conditions. The City Council hereby adopt pursuant to Section 18941.5 of the California Health and Safety Code, the following findings of fact:

(a.) Under this adopting ordinance, specific amendments have been established which are more restrictive than those adopted by the State of California (California

Building Standards Code) commonly referred to as Title 24 of the California Code of Regulations.

(b.) These amendments to the 2025 edition of the California Fire Code have been recognized by the City of Folsom to address the fire problems, hazards, concerns, and future direction by which the City can establish and maintain an environment which will afford a level of fire and life safety to all who live, work, or visit within its boundaries.

(c.) The Findings of Fact are filed separately with the California Building Standards Commission and City Clerk for the City of Folsom.

SECTION 3 ADOPTION OF THE FOLSOM FIRE CODE

Chapters 8.36 sections 8.36.020, 8.36.040, and 8.36.080 of the Folsom Municipal Code are amended to reference the 2025 Fire Code and 2025 Wildland Urban Interface Code to read:

8.36.020 California Fire Code – Adopted by reference

There is hereby adopted by the city council of the city of Folsom for the purpose of prescribing regulations governing the safeguarding of life, property, and the environment from fire and explosion hazards arising from the storage, handling, and use of hazardous substances, materials and devices, and from conditions hazardous to life or property in the occupancy of buildings and premises, that certain code known as the 2025 Edition of the California Fire Code and the 2025 California Wildland Urban Interface Code with those amendments adopted by the California Building Standards Commission and based on the 2024 Edition of the International Fire Code, in its entirety, and with all other supplements, errata, and such portions as hereunder deleted, modified, or amended.

Appendix D, Fire Apparatus Access Roads, of the California Fire Code shall be adopted, as amended, by the City of Folsom and made a part of the Folsom Fire Code.

8.36.040 Definitions

A. Whenever the words “fire code” are used in this chapter, it shall mean the 2025 Edition of the California Fire Code and 2025 California Wildland Urban Interface Code with those amendments adopted by the California Building Standards Commission and based on the 2024 Edition of the International Fire Code, in its entirety, and with all other supplements, errata, and such portions as hereunder deleted, modified, or amended.

B. Wherever the word “municipality” is used in the fire code, it shall mean the incorporated areas in the city of Folsom.

C. Wherever the words “fire code official” are used in the fire code, they shall mean the fire chief of the city of Folsom, or the designated representatives.

8.36.080 Amendments, additions, deletions

Chapter 1
Section 105, Permits, is hereby amended to read:

105.5.60 Activities in hazardous fire areas. An operational permit is required to conduct activities in hazardous fire areas when, in the opinion of the fire code official, it is necessary to preserve the public health, safety, or welfare. Hazardous fire area shall mean land covered with grass, grain, brush, or forest, whether privately or publicly owned which is so situated or is of such inaccessible location that a fire originating upon such land would present an abnormally difficult job of suppression or would result in great and unusual damage through fire or resulting erosion.
105.5.61 Motion picture and other filming. An operational permit is required to conduct activities related to the production of motion pictures, televisions, commercials, and similar productions.
105.5.62 Christmas tree lots. An operational permit is required to operate a Christmas tree lot.
105.6.26 Fire apparatus access roads. A construction permit is required to construct, alter, or remove a private fire apparatus access road or other emergency vehicle access road required by Section 503.1 or Folsom Municipal Code Section 17.57.080. For purposes of this requirement, altering shall include the installation of traffic calming systems such as stop signs, roundabouts, traffic circles, diverters, and other traffic delaying measures.
105.6.27 Roof top obstructions. A construction permit is required for the installation of a roof top garden or a landscaped roof when constructed on a building's roof.

Section 107, Fees, is hereby amended to reference Section 108 and read:

108.7Administrative costs. When a test or inspection is scheduled and the contractor fails to perform to the satisfaction of the fire code official or their designee, the contractor will be liable for all costs incurred by the Fire Department for that test or inspection and the fire code official may submit a bill for said costs.
108.8 Fee schedule. Fees for plan reviews, services, and inspections conducted by the fire department shall be charged as set forth in a resolution adopted and amended from time to time by the city council. A copy of the fee schedule shall be placed on file with the city clerk. For items where there is no specific fee established, the fire code official shall determine the appropriate fee based upon consideration of the items listed in the fee schedule that most resemble the work proposed and the expected staff time involved to perform the required plan reviews, services, and inspections.

Section 109, Maintenance, is hereby amended to reference Section 110 and ~~by adding the following to~~ read:

1~~0~~10.7 **Occupant Count.** The supervisor of each place of assembly shall have an effective system to keep count of the number of occupants present in the assembly area. If at any time, the fire code official determines that an accurate count of occupants is not being maintained, the occupancy shall be cleared until an accurate count can be made.

1~~0~~10.8 Fire Safety Officers. When in the opinion of the fire code official it is necessary for the preservation of life or property, due to the hazardous nature of an event, production, operation or function, the fire code official shall require the owner or lessee to employ or cause the employment of one or more approved fire safety officers to be on duty at such place during the hazardous activity.

Section 111, Means of Appeals, is hereby amended to reference Section 112 and read:

112.5 Appeals. Whenever the fire code official, or their designee, disapproves an application, refuses to grant a permit applied for, or when it is claimed that the provisions of this Chapter or the Fire Code do not apply or that the true intent and meaning have been misconstrued or wrongly interpreted, the affected party shall follow the procedures set forth in Chapter 1.09 of the Folsom Municipal Code.

Section 112, Violations, is hereby amended to reference Section 113 and read:

113.4 Violation penalties. Persons who shall violate a provision of this code or shall fail to comply with any of the requirements thereof or who shall erect, install, alter, repair, or do work in violation of the approved construction documents or directive of the fire code official, or of a permit or certificate used under provisions of this code, may be guilty of a misdemeanor, punishable by a fine of not more than $1,000 or by imprisonment not exceeding six months, or both such fine and imprisonment. Each day that a violation continues after due notice has been served shall be deemed a separate offense.
113.5 Citations. The Fire Chief, and his or her duly authorized representative, may issue citations for infractions or misdemeanor violations of the Fire Code pursuant to Chapter 5C (commencing with Section 853.5) of Title 3 of Part 2 of the Penal Code of the State of California.

Section 113, Stop Work Order, is hereby amended to reference Section 114 and read:

114.4 Failure to comply fees. Any person who shall continue any work after having been served with a stop work order, except such work as that person is directed to remove a violation or unsafe condition, is guilty of a misdemeanor and shall be liable for a fine of not less than $500 ~~dollars~~ or more than $1,000 ~~dollars~~.

Chapter 3
Section 304, Combustible Waste Material, is hereby amended to read:

304.1.2.1 Waste material near ground mounted photovoltaic array. Accumulation of waste material shall not be permitted underneath nor within 10 feet from a ground mounted photovoltaic array.
304.1.3 Vegetation clearance requirements. Weeds, grass, vines, brush, branches, trees, or other growth that is capable of being ignited and/or endangering property, shall be cut down and removed by the owner or occupant of the property. Vegetation clearance requirements shall also be in accordance the Folsom Municipal Code Chapter 8.37.

Section 317, ~~Rooftop Gardens~~Vegetative and Landscaped Roofs, is hereby amended to read:

SECTION 317 – VEGETATIVE AND LANDSCAPED ROOFS

317.1.1 General. Vegetative roofs and landscaped roofs shall comply with Sections 1505 and 1507.15 of the California Building Code and be installed and maintained in accordance with Sections 317.2 through 317.6.

317.5 Access pathways and emergency ventilation. Access and spacing requirements shall be provided in order to ensure firefighter access to the roof, provide access pathways to specific areas of the roof, provide for venting cut out areas, and to provide emergency egress from the roof. For the purpose of access pathways and emergency ventilation, designation of ridge, hip, and valley does not apply to roofs with 2-in-12 or less pitch. All roof dimensions are measured to centerlines.

317.5.1 Alternative materials and methods. Alternative materials and methods per Section 104.9 for access pathways or venting cut outs may be requested for approval by the fire code official due to:

1. Unique site-specific limitations.
2. Alternative access opportunities (as from adjoining roofs).
3. Ground level access to the roof area in question.
4. Other adequate venting cut out opportunities when approved by the fire code official.
5. Adequate venting cut out areas afforded by panel set back from other roof top equipment (for example: shading or structural constraints may leave significant areas open for ventilation near HVAC equipment).
6. Automatic ventilation device.
7. New technology, methods, or other innovations that ensure adequate fire department access pathways and ventilation opportunities.

317.5.2 Single and two dwelling unit residential buildings. Installation of roof gardens and landscaped roofs on single and two dwelling unit residential buildings shall be in accordance with Section 317.6.2.1 through 317.6.2.3.

317.5.2.1 Hip roof design. Planted sections shall be located in a manner that provides a three (3') foot wide clear access pathway from the eave to the ridge on each roof slope where the planted sections are located. The access pathway shall be located at a structurally strong location on the building such as a bearing wall.

317.5.2.2 Single ridge roof design. Planted sections shall be located in a manner that provides two three (3') foot wide access pathways from the eave to the ridge on each roof slope where the planted sections are located.

317.5.2.3 Hips and valleys. Planted sections shall be located no closer than one and one half (1.5') feet to a hip or a valley if planted sections are to be placed on both sides of a hip or valley. If the planted sections are to be located on only one side of a hip or valley that is of equal length, then the planted sections may be placed directly adjacent to the hip or valley. Planted sections shall not be located closer than three feet (3') below the ridge.

317.5.3 Commercial and industrial buildings and multi-residential buildings containing three or more dwelling units required access pathways and venting cut outs. Access pathways and venting cut outs for commercial and industrial buildings and multi-residential

buildings containing three or more dwelling units. Access pathways shall be provided in accordance with Section 317.6.3.1 through 317.6.3.6.

EXCEPTION:

1. If the fire code official determines that the roof configuration is similar to that found in single and two dwelling unit residential buildings, the design requirements found in section 317.6.2 may be utilized.

317.5.3.1 Planted dimension. Planted sections shall be no greater than 150 feet by 150 feet in distance in either axis.

317.5.3.2 Access pathways. Access pathways shall be established in the design of the roof garden or landscaped roof installation. Access pathways shall meet the requirements of this section.

317.5.3.2.1 Access pathways perimeter of the roof. There shall be a minimum six (6') foot wide clear perimeter around the edges of the roof.

EXCEPTION:

1. If either axis of the building is 250 feet or less, there shall be a minimum four (4') feet wide clear perimeter around the edges of the roof.

317.5.3.2.2 Access pathway location. The center line axis of access pathways shall run on structural members or over the next closest structural member nearest to the center lines of the roof.

317.5.3.2.3 Access pathway center line. The center line axis of the access pathways shall be provided in both axis of the roof.

317.5.3.2.4 Access pathway alignment. Access pathways shall be in a straight line and provide not less than four (4') feet clear to skylights, ventilation hatches or roof standpipes.

317.5.3.2.5 Access pathway around roof access hatches. Access pathways shall provide not less than four (4') feet of clearance around roof access hatch with at least one not less than four feet (4') clear pathway to parapet or roof edge.

317.5.3.2.6 Venting cut out areas. Venting cut outs between planted sections shall be either:

1. An access pathway eight (8') feet or greater in width.
2. An access pathway that is four (4') feet or greater in width and bordering on existing roof skylights or ventilation hatches.
3. An access pathway that is four (4') feet or greater in width and bordering four (4') feet by eight (8') feet venting cut outs every twenty (20') feet on alternating sides of the access pathway.

317.5.4 Roof garden or landscaped roof maintenance plan. The fire code official is authorized to require an approved maintenance plan for vegetation placed on roofs due to the size of the garden or landscaping area, or if materials and plants used may create a fire hazard to the building or exposures.

Section 321, Rooftop Gardens and Landscaped Roofs, is hereby amended to read:

SECTION 321 – ARTIFICAL COMBUSTIBLE VEGETATION

321.2 Defensible space around structures. Any person owning, leasing, controlling, operating, or maintaining any building or structure upon or adjoining any grass- or brush-covered land or land covered with flammable growth, and any person owning, leasing, or controlling any land adjacent to such structures, shall at all times:

1. Maintain around and adjacent to such building, structure, or apiary an effective fire protection or firebreak made by removing and clearing away, for a distance of not less than 30 feet on each side thereof, all flammable vegetation or other combustible growth. This includes ornamental plants and trees known to be flammable, including but not limited to: Acacia, Cedar, Cypress, Eucalyptus, Juniper, Pine, and Pampas Grass.

EXCEPTIONS:

A. Ornamental plants and trees that are individually planted, spaced, and maintained in such a manner that they do not form a means of transmitting fire from native growth to the structure.

B. Cultivated ground cover such as green grass, ivy, succulents, or similar plants provided that they are maintained in a condition that does not form a means of transmitting fire from native growth to the structure.

2. Maintain any tree adjacent to or overhanging any building or structure free of dead wood.

3. Maintain the roof of any building or structure free of leaves, needles, or other dead vegetative growth.

321.3 Extra hazard. When the fire code official finds that because of extra hazardous conditions, a firebreak of only 30 feet around such building or structure is not sufficient to provide reasonable fire safety, the person owning, leasing, controlling, operating, or maintaining the building or structure shall maintain around or adjacent to any building or structure an additional fire protection or firebreak made by removing all brush, flammable vegetation, or combustible growth located from 30 to 100 feet from such building or structure, as may be required by the fire code official. Grass and other vegetation located more than 30 feet from such building or structure, and less than 18 inches in height above the ground, may be maintained where necessary to stabilize the soil and prevent erosion.

321.4 Roadway clearance. The fire code official may require removal and clearance of all flammable vegetation or other combustible growth for a minimum of 10 feet on each side of every roadway, whether public or private. The fire code official may enter upon private property to inspect, remove and clear vegetation and growth as required by this section and may charge the responsible party for the cost of such action. This section shall not apply to single specimens of trees, ornamental shrubbery, or cultivated ground cover such as green grass, ivy, succulents, or similar plants used as ground cover, provided that they do not form a means of readily transmitting fire. As used in this section, “roadway” means that portion of a highway, private street, or paved trail improved, designed, or ordinarily used for vehicular travel. The minimum clearance of 10 feet may be increased if the fire code official determines additional distance is required to provide reasonable fire safety.

321.5 Fuel modification plan. A fuel modification plan shall be submitted and have preliminary approval prior to the construction of a structure or any subdivision of land where the structure or subdivision of land is located within areas designated as a Very High Hazard Severity Zone or where a structure is located within 30 feet of an open space area or natural area. The fuel modification plan shall have final approval prior to the issuance of a permit for any new construction, remodeling, modification, or reconstruction.

321.6 Notice to correct. All notices to clear flammable vegetation and other combustible growth shall be in writing and in accordance with Folsom Municipal Code Chapter 8.37.

321.7 Abatement and penalties. The procedures for the abatement of hazardous vegetation and penalties thereof shall be in accordance with Folsom Municipal Code Chapter 8.37.

Chapter 5 is amended to read:

503.2.8 Angles of Approach: The angle of approach and angle of departure of fire apparatus access roads shall not exceed 12.5 percent or as approved by the fire code official.
503.2.9 Center Median Islands: When drive lanes are required through a center median island, the drive lane shall be a minimum 13 feet 6 inches in each direction.
504.1.1 Required Access Walkways for R-3 Subdivisions: Access via an alley or other means shall be provided to the rear of the property or a minimum 5 foot wide clear path shall be provided on the parcel excluding building architectural features or as approved by the fire code official.
504.5 Building Projections. Cornices, parapets, eave openings, and similar projections from a building shall be designed to support a 330-pound horizontal and vertical load to the leading edge of the projection. This represents a 250-pound firefighter carrying 80 pounds of equipment stepping off of a ladder placed against the projection onto the top of the projection.
505.3 Numbers for one- and two-family dwellings. Numbers for one- and two-family dwellings shall be a minimum of 4 inches high. Numbers for all other buildings shall be no less than 6 inches high. The fire code official may require an increase in building address or number size, when necessary, due to building size or arrangement, or due to distance from the public way.
505.3.1 Multiple tenant buildings. Multiple tenant spaces serviced by vehicular access to the rear through any driveway, alleyway, or parking lot shall have numbers or addresses placed prior to occupancy on all new and existing buildings as to be plainly visible and legible from the rear access way when deemed necessary by the fire code official. Multiple tenant spaces serviced by rear access through a corridor, exit court, or exit yard shall have approved numbers or addresses displayed on the rear of the tenant space, when deemed necessary by the fire code official.
Multiple tenant spaces that front on interior walkways or pedestrian malls shall have approved numbers or addresses placed over the entrance door in all new and existing buildings. An illuminated annunciator or directory board shall be required at every entrance where deemed necessary by the fire code official.
505.3.2 Illumination. Address numbers shall be illuminated at night in all new buildings. Signs shall be internally or externally illuminated. When the luminance or the face of a sign is from an external source, it shall have an intensity of not less than 5.0 foot-candles. Internally illuminated signs shall provide equivalent luminance.
506.1.3 Knox Box Location. An approved knox box shall be located at the front of the building and outside the FACP room.
507.5.7 Fire hydrant markers. Fire hydrants and other firefighting water sources shall be identified by the installation of blue raised reflective pavement markers or identified by other approved means.
509.3 Fire control room. Fire sprinkler risers and fire alarm control panels shall be located inside a room with minimum dimensions of five feet by seven feet. The room shall only be accessible from the exterior and provided with a door with a clear width of not less than 32 inches and height of not less than 80 inches. A durable sign shall be affixed to the exterior of the door with the words “FIRE CONTROL ROOM” in letters not less than 3 inches in height. A key box complying with Section 506 shall be installed adjacent to the door.

The room must be capable of maintaining a minimum temperature of 40 degrees Fahrenheit. A clearance of 12 inches shall be provided from the fire sprinkler risers to any adjacent walls. This room can be shared with other building utilities or fire protection equipment that is not incompatible. An approved cabinet or container shall be provided to store record plans of the fire sprinkler system and other fire protection equipment. This room shall not be used for any other storage.

Chapter 6
Section 603, Electrical Equipment, Wiring, and Hazards, is hereby redacted.

Section 605, Fuel Fires Appliances, is hereby amended by adding the following to read:

605.2.1.6 Spark arrestors. Chimneys used with fireplaces or heating appliances in which soli or liquid fuel is used shall be maintained with a spark arrestor as required for incinerators by the Mechanical Code.

Chapter 9
Section 903, Automatic Sprinkler Systems, is hereby amended to read:

903.3.5.3 Passive Purge Systems: A residential sprinkler system designed to NFPA 13D standard shall be installed as a looped system (multi-purpose system) and have ~~the furthest distance toilet on every floor~~all toilets connected as a point of passive purge. No dead arm shall be longer than 6 ft maximum. A standalone residential sprinkler system without points of passive purge may be installed with approval of the fire code official

903.5.1 Water Supply Test Adjustment. A water supply test required for the design of a fire protection system shall be adjusted to 90% to account for seasonal and daily pressure fluctuations. The adjustment percentage may be further reduced by the Fire Code Official for areas expected to have a significant water supply demand in the future.

For residential single family homes and duplexes located in the Folsom Plan Area, design of the fire protection system shall be based on the hydrostatic pressure derived from the pad elevation relative to the tank elevation provided in the Table 903.5.1A. The design pressure shall be adjusted to 90% to account for seasonal and daily pressure fluctuations. The adjustment percentage may be further reduced by the f~~F~~ire c~~C~~ode o~~O~~fficial for areas expected to have a significant water supply demand in the future.

Table 9.3.5.1A

Zone	Tank Elevation
2	482 ft
3	565 ft
4	665 ft
5	765 ft
6	855 ft

The static pressure shall be calculated as the Tank Elevation minus the pad elevation and divided by 2.31.

Section 1032, Maintenance of means of egress, is hereby redacted.

Section 1205, Solare Photovoltaic Power Systems, is hereby amended to read:

1205.6 Remote electrical disconnect. Photovoltaic circuits shall be equipped with a means for remote electrical disconnect located with ten feet and within sight of the building's main electrical panel. The remote electrical disconnect shall be listed and meet the requirements of the California Electrical Code.

Section 3311, Access for Firefighting, is hereby redacted.

Chapter 49, Requirements for Wildland-Urban Interface Fire Areas is hereby redacted.

Chapter 90, Suppression and Control of Wildfire Risk Areas, is hereby redacted.

Addition of 9.37.035 Trespassing

Chapter 9, Section 9.37.035 added to read as:

9.37.035 Trespassing

A. When the fire chief determines that a specific area within a wildefire risk presents an exceptional and continuing fire danger because of the density of natural growth, difficulty of terrain, proximity to structures or aaccessibility to the public, such areas shall be closed until changed conditions warrant termination of closure. Such areas shall be posted as hereinafter provided.

B. Approved signs prohibiting entry by unauthorized persons shall be placed on every closed area.

C. Entering and remaining within areas closed and posted is prohibited.

EXCEPTION: Owners and occupiers of private or public property within closed and posted areas, their guests or invitees, and local, state, and federal public officers and their authorized agents acting in the course of duty.

Appendix D of the 2025 California Fire Code is amended to read:

Section D102, Required Access, is amended to add:

D102.2 Temporary Access and Identification. When approved, temporary fire and emergency vehicle access roads may be used until permanent roads are installed. Temporary access roads shall be provided with an all-weather road surface of 2 inches of asphalt concrete over 6 inches of 95% compacted aggregate base from October 1st through April 30th each year. Temporary access roads may be provided with an all-weather road

surface of 6 inches of 95% compacted aggregate base from May 1st through September 30th each year.

D102.2.1 Identification. Prior to and during construction, an approved address sign shall be provided at each fire and emergency vehicle access road entry into the project.

Section D103, Minimum Specifications, is amended to read:

D103.2.1 Grade. Fire apparatus access roads shall not exceed 10 percent in grade or 12.5 percent to accommodate natural grade

EXCEPTION: Grades steeper than 10 percent as approved by the fire code official.

D103.3.1 Turning Radius. The required turning radius of a fire apparatus access road shall have a minimum dimension of 25 feet on the inside and 50 feet on the outside.

D103.5.1 Apparatus Access Road Gates:

9. Gates shall not be obstructed in any manner, including parking of vehicles. A "FIRE DEPARTMENT ACCESS – DO NOT BLOCK" sign shall be posted on the gate or barricade when required by the fire code official.

10. The gates and barricades shall be in accordance with the Sacramento County Emergency Access Gates and Barriers Standard.

Section D105, Aerial Fire Apparatus Access Roads, is amended to add:

D105.5 Access Road Locations, Aerial apparatus access roads shall be located in relation to buildings as follows:

a. Buildings up to 40 feet in height, located a minimum of 14 feet from building
b. Buildings 41 to 50 feet in height, located a minimum of 20 feet from building
c. Buildings 51 to 60 feet in height, located a minimum of 27 feet from building
d. Buildings 61 feet in height and greater, located at 33 feet from building
e. At no point shall aerial apparatus access roads be located more than 33 feet from the building.

Modifications to Title 14, Buildings and Construction

Chapter 14.02.015 and 14.02.040 of the Folsom Municipal Code are amended to reference the 2025 California Code of Regulations Title 24 to read:

14.02.015 Definitions

For purpose of this chapter, the following terms shall have the meaning set forth in this section.

"Building codes" or "code" shall mean the Folsom construction codes and each and every ordinance codified therein as adopted by the city council of the city of Folsom by ordinance, including, but not limited to, the Folsom Building Code, the Folsom Residential Code, the Folsom Electrical Code, the Folsom Mechanical Code, the Folsom Plumbing Code, the Folsom Energy Code, the Folsom Fire Code, the Folsom Green Standards Building Code (CALGreen), the Folsom Referenced Standards Code, the Folsom Property Maintenance Code, the Folsom

Historical Building Code, Folsom Existing Building Code, Folsom Wildland Urban Interface Code and the Folsom Swimming Pool, Spa and Hot Tub Code. This shall also apply to references to the "Uniform Codes" found within the Folsom Municipal Code.

14.02.040 Adoption by reference

Subject to the additions, amendments, or deletions set forth in Section 14.02.050, the California Building Code, 2025Edition, based on the 2024 International Building Code, including Appendix Chapter I, published as Part 2, Volumes 1 and 2, Title 24, C.C.R., published by the International Code Council, is adopted and made part of this title as though fully set forth herein to provide technical requirements and the procedures for administration and enforcement of the provisions of the Folsom Building Codes. One copy of the Folsom Building Code and any and all amendments thereto shall be kept on file in the community development department and shall be available for use and examination by the public.

Section 101.4, Referenced codes, is hereby amended to read:

101.4 Referenced codes. The other codes listed in Sections 101.4.1 through 101.4.7 and referenced elsewhere in this Code shall be considered part of the requirements of this Code to the prescribed extent of each reference. If another code is referenced elsewhere in this Code and has not been adopted, then that section shall be considered invalid. Where there is a conflict between the administrative requirements in this Code and those in other adopted technical codes, the more restrictive or specific requirements shall apply.
Exception: Administrative requirements in the City of Folsom Fire Code.
Any references to the International Residential Code, Residential Code for One- and Two-family Dwellings, or California Residential Code shall be deleted and the words "Folsom Residential Code adopted by the City of Folsom and amended from time to time" shall be inserted in lieu thereof.
Any references to the National Electrical Code or California Electrical Code shall be deleted and the words "Folsom Electrical Code adopted by the City of Folsom and amended from time to time" shall be inserted in lieu thereof.
Any references to the International Fuel Gas Code shall be deleted and the words "Folsom Plumbing Code adopted by the City of Folsom and amended from time to time" shall be inserted in lieu thereof.
Any references to the International Plumbing Code or California Plumbing Code shall be deleted and the words "Folsom Plumbing Code adopted by the City of Folsom and amended from time to time" shall be inserted in lieu thereof.
Any references to the International Mechanical Code or California Mechanical Code shall be deleted and the words "Folsom Mechanical Code adopted by the City of Folsom and amended from time to time" shall be inserted in lieu thereof.
Any references to the International Property Maintenance Code shall be deleted and the words "Folsom Property Maintenance Code adopted by the City of Folsom and amended from time to time" shall be inserted in lieu thereof.
Any references to the International Fire Code or California Fire Code shall be deleted and the words "Folsom Fire Code adopted by the City of Folsom and amended from time to time" shall be inserted in lieu thereof.

Any references to the International Zoning Code shall be deleted and the words "Folsom Zoning Code adopted by the City of Folsom and amended from time to time" shall be inserted in lieu thereof.
Any references to the International Energy Conservation Code shall be deleted and the words "Folsom Energy Code adopted by the City of Folsom and amended from time to time" shall be inserted in lieu thereof.
Any references to the California Historical Building Code shall be deleted and the words "Folsom Historical Building Code adopted by the City of Folsom and amended from time to time" shall be inserted in lieu thereof.
Any references to the California Existing Building Code shall be deleted and the words "Folsom Existing Building Code adopted by the City of Folsom and amended from time to time" shall be inserted in lieu thereof.
Any references to the International Private Sewage Disposal Code shall be deleted.
101.4.1 Electrical. The provisions of the Electrical Code adopted by the City of Folsom and amended from time to time shall apply to the installation of electrical systems, including alterations, repairs, replacement, equipment, appliances, fixtures, fittings and appurtenances thereto.
101.4.2 Plumbing and Gas. The provisions of the Plumbing Code adopted by the City of Folsom and amended from time to time shall apply to the installation alterations, repairs and replacement of plumbing systems, including equipment, appliances, fixtures, fittings and appurtenances, and where connected to a water or sewage system and all applicable aspects of a medical gas system. The provisions shall also apply to the installation of gas piping from the point of delivery, gas appliances and related accessories.
101.4.3 Mechanical. The provisions of the Mechanical Code adopted by the City of Folsom and amended from time to time shall apply to the installation, alterations, repairs, and replacement of mechanical systems, including equipment, appliances, fixtures, fittings and/or appurtenances, including ventilating, heating, cooling, air conditioning and refrigeration systems, incinerators, and other energy-related systems.
101.4.4 Property maintenance. The provisions of the Property Maintenance Code, adopted by the City of Folsom, and amended from time to time shall apply to existing structures and premises; equipment and facilities; light, ventilation, space heating, sanitation, life and fire safety, hazards; responsibilities of owners, operators and occupants; and occupancy of existing premises and structures and shall be enforced along with the requirements of Title 8, "Health, Sanitation and Welfare", of the Folsom Municipal Code. Where there is a conflict between Title 8 of the Folsom Municipal Code and` the Folsom Property Maintenance Code, the more restrictive shall apply.
101.4.5 Fire prevention. The provisions of the Fire Code adopted by the City of Folsom and amended from time to time shall apply to matters affecting or relating to structures, processes and premises from the hazard of fire or explosion arising from the storage, handling or use of structures, materials or devices; from conditions hazardous to life, property or public welfare in the occupancy of structures or premises; and from the construction, extension, repair, alteration or removal of fire suppression and alarm systems or fire hazards in the structure or on the premises from occupancy or operation.
101.4.6 California Energy Code and California Green Building Standards Code. The provisions of the California Energy Code and California Green Building Standards Code adopted by the City of Folsom shall apply to all matters governing the sustainable and energy

efficiency design and construction of those structures regulated by the Folsom Construction Codes as adopted by the City of Folsom.

101.4.7 California Historical Building Code. The provisions of the California Historical Building Code adopted by the City of Folsom are intended to facilitate, by means of alternative solutions, the restoration of change of occupancy so as to preserve their original or restored architectural elements and features, to encourage energy conservation, disabled access and a cost-effective approach to preservation, and to provide for the safety of the building occupants of those structures regulated by the Folsom Construction Codes as adopted by the City of Folsom.

101.4.8 California Existing Building Code. The provisions of the California Existing Building Code adopted by the City of Folsom are intended to establish the minimum requirements to safeguard the public health, safety and general welfare through structural strength, means of egress facilities, stability, access to persons with disabilities, sanitation, adequate lighting and ventilation and energy conservation; safety to life and property from fire and other hazards attributed to the built environment; and to provide safety to firefighters and emergency responders during emergency operations.

101.4.9 California Wildland Urban Interface Code. The provisions of the California Urban Interface Code adopted by the City of Folsom are intended to establish minimum requirements to reduce the likelihood of life and property loss due to a wildfire.

Section 105.3.2, Time of application, is hereby redacted.

Chapter 14.04.040 and 14.04.050 of the Folsom Municipal Code are amended to reference the 2025 California Code of Regulations Title 24 to read:

14.04.040 Adoption by reference.

Subject to the additions, amendments, or deletions set forth in Section 14.04.050, the California Residential Code, 2025 Edition, based on the 2024 International Residential Code for One- and Two-family Dwellings, including Appendix Chapters AH and AJ published as Part 2.5, Title 24, C.C.R., published by the International Code Council, is adopted and made part of this title as though fully set forth herein to provide technical requirements and the procedures for administration and enforcement of the provisions of the Folsom construction codes. One copy of the Folsom Residential Code and any amendments thereto shall be kept on file in the community development department and shall be available for use and examination by the public.

14.04.050 Additions, amendments, or deletions to Folsom Residential Code.

Table R301.2—Shall read as follows:

Commented [JJ1]: The margins are too small for the table listed below.

Commented [AK2R1]: Table update to be two separate tables.

2025 CRC TABLE R301.2		
CLIMATIC AND GEOGRAPHIC DESIGN CRITERIA		
	WIND DESIGN	

GROUND SNOW LOAD	Speed (MPH)	Exposure	Topographic Effects	Special Wind Region	Wind Borne Debris	SEISMIC DESIGN CATEGORY
N/A	110 ult 85 asd	C	No	No	No	CRC: C CBC: D[1]
[1]When designing with the CBC per Section 1613.3.5. Reference Table 1613.3.5 (2)						

2025 CRC TABLE R301.2 (cont.)							
CLIMATIC AND GEOGRAPHIC DESIGN CRITERIA							
SUBJECT TO DAMAGING FROM			WINTER DESIGN TEMP	ICE BARRIER UNDERLAYMENT REQUIRED	FLOOD HAZARDS	AIR FREEZING INDEX	MEAN ANNUAL TEMP
Weathering	Frost Line Depth	Termite					
Moderate	12”	Heavy	30 F	No	Reference	<1500	60.6 F
[1]When designing with the CBC per Section 1613.3.5. Reference Table 1613.3.5 (2)							

Appendix AJ Existing Buildings and Structures, is amended to read:

a. AJ 102.4.1 Energy efficiency. Replacement windows shall comply with the 2025 California energy Code and the 2025 California Green Building Standards Code (CALGreen).
b. AJ301.2 Water closets. Where any water closet is replaced with a newly manufactured water closet, the replacement water closet shall comply with the requirements of the 2025 California Plumbing Code and 2025 California Green Building Standards Code (CALGreen).
c. AJ301.3 Electrical. Exceptions 1, 2 and 3. The words ‘Chapters 34 through 43’ shall be replaced with the words ‘2025 California Electrical Code’.
d. AJ501.5.1 Materials and methods. In this section and in the Exception to this section, the words ‘Chapters 34 through 43’ shall be replaced with the words ‘2025 California Electrical Code’.
e. AJ501.5.3.3 Ground-fault circuit-interrupter. The words ‘Chapters 34 through 43’ shall be replaced with the words ‘2025 California Electrical Code’.
f. AJ501.5.3.5 Clearance. The words ‘Chapters 34 through 43’ shall be replaced with the words ‘2025 California Electrical Code’.

Chapter 14.04.080 of the Folsom Municipal Code is amended to reference the 2025 California Code of Regulations Title 24 to read:

The California Electrical Code, 2025 Edition, based on the 2023 National Electrical Code, published as Part 3, Title 24, C.C.R., published by the National Fire Protection Agency, is adopted and made part of this title as though fully set forth herein to provide technical requirements and the procedures for administration and enforcement of the provisions of the Folsom construction codes. One copy of the Folsom Electrical Code and any amendments thereto shall be kept on file in the community development department and shall be available for use and examination by the public.

Chapter 14.12.040 of the Folsom Municipal Code is amended to reference the 2025 California Code of Regulations Title 24 to read:

> Subject to the additions, amendments, or deletions set forth in Section 14.12.050, the California Plumbing Code, 2025 Edition, based on the 2024 Uniform Plumbing Code, including Appendix Chapters A, B, D, and G published as Part 5, Title 24, C.C.R., published by the International Association of Plumbing and Mechanical Officials, is adopted and made part of this title as though fully set forth herein to provide technical requirements and the procedures for administration and enforcement of the provisions of the Folsom construction codes. One copy of the Folsom Plumbing Code and any amendments thereto shall be kept on file in the community development department and shall be available for use and examination by the public.

Chapter 14.16.040 of the Folsom Municipal Code is amended to reference the 2025 California Code of Regulations Title 24 to read:

> Subject to the additions, amendments, or deletions set forth in Section 14.16.050, the California Mechanical Code, 2025 Edition, based on the 2024 Uniform Mechanical Code published as Part 4, Title 24, C.C.R., published by the International Association of Plumbing and Mechanical Officials, is adopted and made part of this title as though fully set forth herein to provide technical requirements and the procedures for administration and enforcement of the provisions of the Folsom construction codes. One copy of the Folsom Mechanical Code and any amendments thereto shall be kept on file in the community development department and shall be available for use and examination by the public.

Chapter 14.19.040 of the Folsom Municipal Code is amended to reference the 2025 California Code of Regulations Title 24 to read:

> The California Energy Code, 2025 Edition, published as Part 6, Title 24, C.C.R., published by the International Code Council, is adopted and made part of this title as though fully set forth herein to provide technical requirements and the procedures for administration and enforcement of the provisions of the Folsom construction codes. One copy of the Folsom Energy Code and any amendments thereto shall be kept on file in the community development department and shall be available for use and examination by the public.

Chapter 14.20.040 of the Folsom Municipal Code is amended to reference the 2025 California Code of Regulations Title 24 to read:

> The California Green Building Standards Code (CALGreen Code), 2025 Edition, excluding Appendix Chapters A4, A5 and A6.1, published as Part 11, Title 24, C.C.R., is adopted and made part of this title as though fully set forth herein to provide technical requirements and the procedures for administration and enforcement of the provisions of the Folsom construction codes. One copy of the Folsom Green Building Standards Code and any amendments thereto shall be kept on file in the community development department and shall be available for use and examination by the public.

Chapter 14.22.040 of the Folsom Municipal Code is amended to reference the 2025 California Code of Regulations Title 24 to read:

> The California Historical Building Code, 2025 Edition, published as Part 8, Title 24, C.C.R., is adopted and made part of this title as though fully set forth herein to provide technical requirements and the procedures for administration and enforcement of the provisions of the Folsom construction codes. One copy of the Folsom Historical Building Code and any amendments thereto shall be kept on file in the community development department and shall be available for use and examination by the public.

Chapter 14.23.040 of the Folsom Municipal Code is amended to reference the 2025 California Code of Regulations Title 24 to read:

> The California Existing Building Code, 2025 Edition, published as Part 10, Title 24, C.C.R., is adopted and made part of this title as though fully set forth herein to provide technical requirements and the procedures for administration and enforcement of the provisions of the Folsom construction codes. One copy of the Folsom Existing Building Code and any amendments thereto shall be kept on file in the community development department and shall be available for use and examination by the public.

Chapter 14.24.040 of the Folsom Municipal Code is amended to reference the 2025 California Code of Regulations Title 24 to read:

> Subject to the additions, amendments, or deletions set forth in Section 14.24.050, the 2024 International Property Maintenance Code, published by the International Code Council, is adopted and made part of this title as though fully set forth herein to provide technical requirements and the procedures for administration and enforcement of the provisions of the Folsom construction codes. One copy of the Folsom Property Maintenance Code and any amendments thereto shall be kept on file in the community development department and shall be available for use and examination by the public.

Chapter 14.26.040 of the Folsom Municipal Code is amended to reference the 2025 California Code of Regulations Title 24 to read:

> The California Referenced Standards Code, 2025Edition, published as Part 12, Title 24, C.C.R., is adopted and made part of this title as though fully set forth herein to provide technical requirements and the procedures for administration and enforcement of the provisions of the Folsom construction codes. One copy of the Folsom Referenced Standards Code and any amendments thereto shall be kept on file in the community development department and shall be available for use and examination by the public.

Chapter 14.27 of the Folsom Municipal Code is added to reference the 2025 California Code of Regulations Title 24 to read:

14.27.010 Title

This chapter shall be known and cited as the “Folsom Wildland Urban Interface Code”.

14.27.020 Authority having jurisdiction

The chief building official of the city is designated to be the authority having jurisdiction of the Folsom Wildland Urban Interface Code. The chief building official shall administer, enforce, and render interpretations of all the provisions of the Folsom Wildland Urban Interface Code and other referenced technical codes.

14.27.030 Purpose

The purpose of this code is to establish minimum regulations for the safeguarding of life and for property protection. Regulations in this code are intended to mitigate the risk to life and structures from intrusion of fire from wildland fire exposures and fire exposures from adjacent structures and to mitigate structure fires from spreading to wildland fuels. The extent of this regulation is intended to be tiered commensurate with the relative level of hazard present. This code shall supplement the City's building and fire codes to provide for special regulations to mitigate the fire and life safety hazards of the wildland-urban interface areas.

14.27.040 Adoption by reference

The California Wildland Urban Interface Code, 2025 Edition, published as Part 7, Title 24, C.C.R., published by the International Code Council, is adopted and made part of this title as though fully set forth herein to provide technical requirements and the procedures for administration and enforcement of the provisions of the Folsom construction codes. One copy of the Folsom Wildland Urban Interface and any amendments thereto shall be kept on file in the community development department and shall be available for use and examination by the public.

Chapter 14.28.040 of the Folsom Municipal Code is amended to reference the 2025 California Code of Regulations Title 24 to read:

The International Swimming Pool and Spa Code, 2024 Edition, is adopted and made part of this title as though fully set forth herein to provide technical requirements and the procedures for administration and enforcement of the provisions of the Folsom construction codes. One copy of the Folsom Swimming Pool and Spa Code and any amendments thereto shall be kept on file in the community development department and shall be available for use and examination by the public.

SECTION 4 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 5 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 October 28, 2025 and the second reading occurred at the regular meeting of the City Council on November 12, 2025.

On a motion by Councilmember _____ seconded by Councilmember _____, the foregoing ordinance was passed and adopted by the City Council of the City of Folsom, State of California, this 12th day of November, 2025, by the following roll-call vote:

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

_____
Sarah Aquino, MAYOR

ATTEST:

_____
Christa Freemantle, CITY CLERK

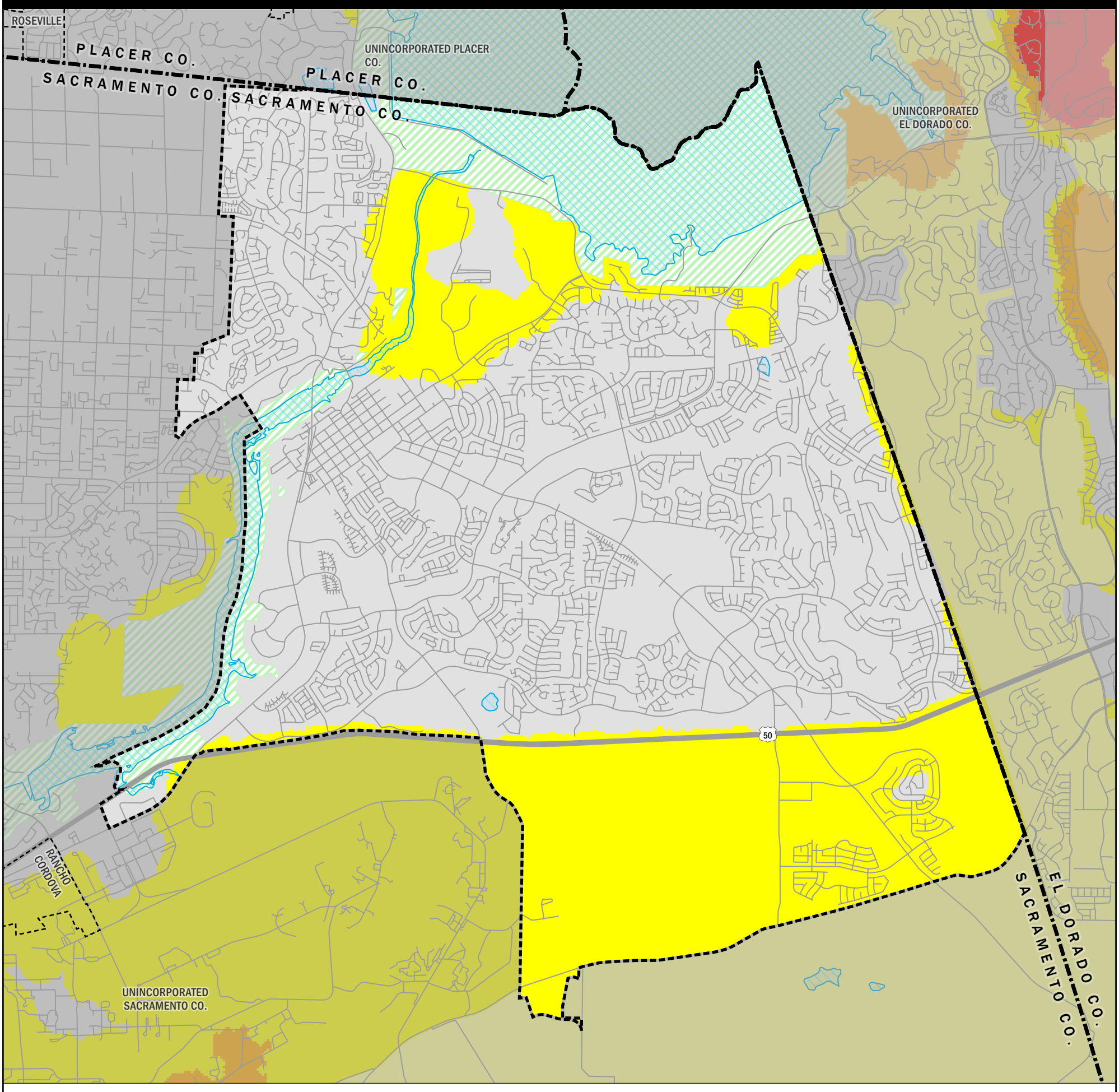
Attachment 3

CITY OF FOLSOM – SACRAMENTO COUNTY

Local Responsibility Area Fire Hazard Severity Zones

As Identified by the State Fire Marshal

March 10, 2025





Fire Hazard Severity Zones (FHSZ) in Local Responsibility Area (LRA), as Identified by the State Fire Marshal

Very High | High | Moderate

Fire Hazard Severity Zones in State Responsibility Area (SRA), Effective April 1, 2024

Very High | High | Moderate

Mi 0 1 2

Km 0 1 2 3 4

Projection: NAD 83 California Teale Albers
Scale: 1:52,000 at 11" x 17"

Incorporated City | Waterbody | Unzoned LRA | Federal Responsibility Area (FRA)

Government Code section 51178 requires the State Fire Marshal to identify areas in the state as moderate, high, and very high fire hazard severity zones based on consistent statewide criteria and based on the severity of fire hazard that is expected to prevail in those areas. Moderate, high, and very high fire hazard severity zones shall be based on fuel loading, slope, fire weather, and other relevant factors including areas where winds have been identified by the Office of the State Fire Marshal as a major cause of wildfire spread.

The State of California and the Department of Forestry and Fire Protection make no representations or warranties regarding the accuracy of data or maps. Neither the State nor the Department shall be liable under any circumstances for any direct, special, incidental, or consequential damages with respect to any claim by any user or third party on account of, or arising from, the use of data or maps.

Gavin Newsom, Governor, State of California

Wade Crowfoot, Secretary for Natural Resources, CA Natural Resources Agency

Joe Tyler, Director/Fire Chief, CA Department of Forestry and Fire Protection

Daniel Berlant, State Fire Marshal, CA Department of Forestry and Fire Protection

Data Sources:

CAL FIRE Fire Hazard Severity Zones (FHSZSRA23_3, FHSZLRA_25_1)

CAL FIRE State Responsibility Areas (SRA25_1)

City and County boundaries as of 10/22/24 (CA Board of Equalization)

Attachment 4

APPENDIX

D

FIRE APPARATUS ACCESS ROADS

The provisions contained in this appendix are not mandatory unless specifically referenced in the adopting ordinance or legislation of the jurisdiction.

User notes:

About this appendix:	Appendix D contains more detailed elements for use with the basic access requirements found in Section 503, which gives some minimum criteria, such as a maximum length of 150 feet and a minimum width of 20 feet, but in many cases does not state specific criteria. This appendix, like Appendices B and C, is a tool for jurisdictions looking for guidance in establishing access requirements and includes criteria for multiple-family residential developments, large one- and two-family subdivisions, specific examples for various types of turnarounds for fire department apparatus and parking regulatory signage.
ICC code development note:	Code change proposals to this appendix will be considered by the IFC Code Development Committee during the 2024 (Group A) Code Development Cycle.

SECTION D101—GENERAL

D101.1 Scope. Fire apparatus access roads shall be in accordance with this appendix and all other applicable requirements of the *California Fire Code*.

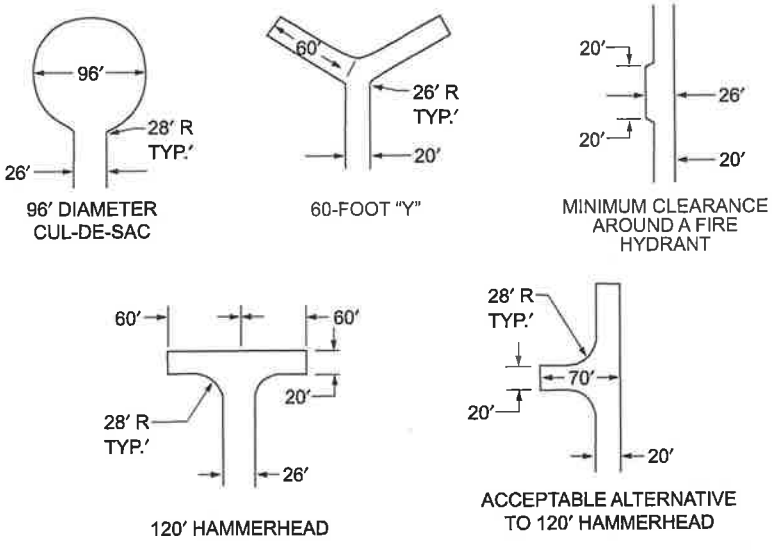
SECTION D102—REQUIRED ACCESS

D102.1 Access and loading. Facilities, buildings or portions of buildings hereafter constructed shall be accessible to fire department apparatus by way of an approved fire apparatus access road with an asphalt, concrete or other approved driving surface capable of supporting the imposed load of fire apparatus weighing up to 75,000 pounds (34 050 kg).

SECTION D103—MINIMUM SPECIFICATIONS

D103.1 Access road width with a hydrant. Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet (7925 mm), exclusive of shoulders (see Figure D103.1).

FIGURE D103.1—DEAD-END FIRE APPARATUS ACCESS ROAD TURNAROUND



For SI: 1 foot = 304.8 mm.

D103.2 Grade. Fire apparatus access roads shall not exceed 10 percent in grade.

Exception: Grades steeper than 10 percent as approved by the fire code official.

D103.3 Turning radius. The minimum turning radius shall be determined by the fire code official.

D103.4 Dead ends. Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) shall be provided with width and turnaround provisions in accordance with Table D103.4.

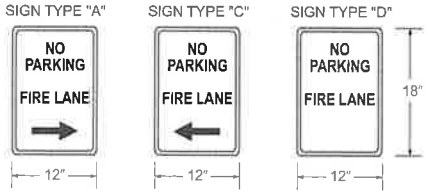
TABLE D103.4—REQUIREMENTS FOR DEAD-END FIRE APPARATUS ACCESS ROADS		
LENGTH (feet)	WIDTH (feet)	TURNAROUNDS REQUIRED
0–150	20	None required
151–500	20	120-foot Hammerhead, 60-foot "Y" or 96-foot diameter cul-de-sac in accordance with Figure D103.1
501–750	26	120-foot Hammerhead, 60-foot "Y" or 96-foot diameter cul-de-sac in accordance with Figure D103.1
Over 750	Special approval required	
For SI: 1 foot = 304.8 mm.		

D103.5 Fire apparatus access road gates. Gates securing the fire apparatus access roads shall comply with all of the following criteria:

1. Where a single gate is provided, the gate width shall be not less than 20 feet (6096 mm). Where a fire apparatus road consists of a divided roadway, the gate width shall be not less than 12 feet (3658 mm).
2. Gates shall be of the horizontal swing, horizontal slide, vertical lift or vertical pivot type.
3. Construction of gates shall be of materials that allow manual operation by one person.
4. Gate components shall be maintained in an operative condition at all times and replaced or repaired when defective.
5. Electric gates shall be equipped with a means of opening the gate by fire department personnel for emergency access. Emergency opening devices shall be approved by the fire code official.
6. Methods of locking shall be submitted for approval by the fire code official.
7. Electric gate operators, where provided, shall be listed in accordance with UL 325.
8. Gates intended for automatic operation shall be designed, constructed and installed to comply with the requirements of ASTM F2200.

D103.6 Signs. Where required by the fire code official, fire apparatus access roads shall be marked with permanent "NO PARKING—FIRE LANE" signs complying with Figure D103.6. Signs shall have a minimum dimension of 12 inches (305 mm) wide by 18 inches (457 mm) high and have red letters on a white reflective background. Signs shall be posted on one or both sides of the fire apparatus road as required by Section D103.6.1 or D103.6.2.

FIGURE D103.6—FIRE LANE SIGNS



D103.6.1 Roads 20 to 26 feet in width. Fire lane signs as specified in Section D103.6 shall be posted on both sides of fire apparatus access roads that are 20 to 26 feet wide (6096 to 7925 mm).

D103.6.2 Roads more than 26 feet in width. Fire lane signs as specified in Section D103.6 shall be posted on one side of fire apparatus access roads more than 26 feet wide (7925 mm) and less than 32 feet wide (9754 mm).

SECTION D104—COMMERCIAL AND INDUSTRIAL DEVELOPMENTS

D104.1 Buildings exceeding three stories or 30 feet in height. Buildings or facilities exceeding 30 feet (9144 mm) or three stories in height shall have not fewer than two means of fire apparatus access for each structure.

D104.2 Buildings exceeding 62,000 square feet in area. Buildings or facilities having a gross building area of more than 62,000 square feet (5760 m^2) shall be provided with two separate and approved fire apparatus access roads.

Exception: Projects having a gross building area of up to 124,000 square feet (11 520 m^2) that have a single approved fire apparatus access road where all buildings are equipped throughout with approved automatic sprinkler systems.

D104.3 Remoteness. Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the lot or area to be served, measured in a straight line between accesses.

SECTION D105—AERIAL FIRE APPARATUS ACCESS ROADS

D105.1 Where required. Where the vertical distance between the grade plane and the highest roof surface exceeds 30 feet (9144 mm), approved aerial fire apparatus access roads shall be provided. For purposes of this section, the highest roof surface shall be

11/12/2025 Item No.4.

determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or th whichever is greater.

Exception: Where approved by the fire code official, buildings of Type IA, Type IB or Type IIA construction equipped throughout with an automatic sprinkler system in accordance with Section 903.3.1.1 and having firefighter access through an enclosed stairway with a Class I standpipe from the lowest level of fire department vehicle access to all roof surfaces.

D105.2 Width. Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet (7925 mm), exclusive of shoulders, in the immediate vicinity of the building or portion thereof.

D105.3 Proximity to building. One or more of the required access routes meeting this condition shall be located not less than 15 feet (4572 mm) and not greater than 30 feet (9144 mm) from the building, and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial fire apparatus access road is positioned shall be approved by the fire code official.

D105.4 Obstructions. Overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and the building. Other obstructions shall be permitted to be placed with the approval of the fire code official.

SECTION D106—MULTIPLE-FAMILY RESIDENTIAL DEVELOPMENTS

D106.1 Projects having more than 100 dwelling units. Multiple-family residential projects having more than 100 dwelling units shall be equipped throughout with two separate and approved fire apparatus access roads.

Exception: Projects having up to 200 dwelling units shall have not fewer than one approved fire apparatus access road where all buildings, including nonresidential occupancies, are equipped throughout with approved automatic sprinkler systems installed in accordance with Section 903.3.1.1 or 903.3.1.2.

D106.2 Projects having more than 200 dwelling units. Multiple-family residential projects having more than 200 dwelling units shall be provided with two separate and approved fire apparatus access roads regardless of whether they are equipped with an approved automatic sprinkler system.

D106.3 Remoteness. Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.

SECTION D107—ONE- OR TWO-FAMILY RESIDENTIAL DEVELOPMENTS

D107.1 One- or two-family dwelling residential developments. Developments of one- or two-family dwellings where the number of dwelling units exceeds 30 shall be provided with two separate and approved fire apparatus access roads.

Exceptions:

1. Where there are more than 30 dwelling units accessed from a single public or private fire apparatus access road and all dwelling units are equipped throughout with an approved automatic sprinkler system in accordance with Section 903.3.1.1, 903.3.1.2 or 903.3.1.3, access from two directions shall not be required.
2. The number of dwelling units accessed from a single fire apparatus access road shall not be increased unless fire apparatus access roads will connect with future development, as determined by the fire code official.

D107.2 Remoteness. Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.

SECTION D108—REFERENCED STANDARDS

D108.1 General. See Table D108.1 for standards that are referenced in various sections of this appendix. Standards are listed by the standard identification with the effective date, standard title, and the section or sections of this appendix that reference the standard.

TABLE D108.1—REFERENCED STANDARDS

STANDARD ACRONYM	STANDARD NAME	SECTIONS HEREIN REFERENCED
ASTM F2200—14	*Standard Specification for Automated Vehicular Gate Construction*	D103.5
UL 325—02	*Door, Drapery, Gate, Louver, and Window Operators and Systems*, with Revisions through May 2015	D103.5

Attachment 5

	Current FMC Requirement	Proposed FMC Requirement
CFC Code Section		
503.2 - EV Access Road Widths		Adopt Appendix D of 2025 CFC
503.2.1 Major and Primary drive aisles	27 ft wide, 13.5 ft high	20 ft wide, 13.5 tall clear unobstructed width
503.2.1.1 R-3 Subdivisions	24 ft wide with parking requirements	20 ft wide, 13.5 tall clear unobstructed width
503.2.1.2 - EV Access Roads	20 ft wide	20 ft wide, 13.5 tall clear unobstructed width
503.2.4 - Turning Radius	25 ft inside, 50 ft. outside	25 ft inside, 50 ft. outside
503.2.5.1 - Dead End Lengths	500 ft	Up to 750 ft with turnarounds at every 150 ft per Appendix D, over 750 ft shall be approved by fire code official
503.2.7 - Fire Access Road Grade	12.5%, unless directly fronts a 2-story or taller bldg, then 9%	10% and up to 12.5% to accommodate natural grade, over 10% shall be approved by fire code official
503.2.8 - Angle of Approach	12.5% for approach and departure	12.5% unless approved by fire code official
503.2.9 - Center Median Islands	min. 13.5 ft min width (12 ft for subdivisions)	min. 13.5 ft width
504 - Access to Building Openings and Roofs		
504.1.1 - Required Access walkways	min. 5 ft access walkway except for trash cans	clear access to rear yard by alley or via 5 ft path
903.3.5.3 - Passive Purge System	looped system and passive purge to all toilets	looped, passive pruge to further toilet at each floor, dead arm maximum 6 ft
903.5.1 - Water Supply Test		Adopt Table for FPA Residential Areas based on Utilities modelling
1032.7.1 - Emergency egress from 2-3 story buildings	min. 5x5 and 5x7.5 deep for 2-3	See item 7 below for location based on height
1032.7.2 - Emergency egress from 4-story bldgs	roadway 15-27 ft away from egress windows	See item 7 below for location based on height
1205.6 - Remote elctrical disconnect	within 5 ft of main panel, see exceptions	within 10 ft and within view of panel to match SMUD requirement

7. Fire apparatus access roads for aerial fire apparatus shall be provided for all buildings exceeding 30 feet in height. Aerial apparatus access roads shall be provided on at least 2 intersecting building sides. Overhead utility and power lines shall not be located over aerial apparatus access roads or between the access road and the building. The unobstructed width of aerial apparatus roads shall not be less than 26 feet. Aerial apparatus access roads shall be located in relation to buildings as follows: (CFC 503.1.1)
   a. Buildings up to 40-ft in height, located a minimum of 14-feet from building
   b. Buildings 41 to 50-ft in height, located a minimum of 20-feet from building
   c. Buildings 51 to 60-ft in height, located a minimum of 27-feet from building
   d. Buildings 61-ft in height and greater, located at 33-feet from building
   e. At no point shall aerial apparatus access roads be located more than 33-ft from the building.

   For the purposes of this section, building height shall be determined by the measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of parapet walls, whichever is greater.

Folsom City Council
Staff Report

MEETING DATE:	11/12/2025
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 11494 – A Resolution Accepting Initial Funding for Fiscal Year 2025-26, Citizen's Option for Public Safety (COPS) Grants for the Purchase of Technology, Recruiting/Promotion Services and Equipment to Improve Police Operations in Accordance with State Requirements and Appropriation of Funds in the General Grant Fund (Fund 012)
FROM:	Police Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends that the City Council pass and adopt Resolution No. 11494 - A Resolution Accepting Initial Funding for Fiscal Year 2025-26, Citizen's Option for Public Safety (COPS) Grants for the Purchase of Technology, Recruiting/Promotion Services and Equipment to Improve Police Operations in Accordance with State Requirements and Appropriation of Funds in the General Grant Fund (Fund 012)

BACKGROUND / ISSUE

In fiscal year 1996/97 the State of California first enacted the Citizen's Option for Public Safety (COPS) program under Assembly Bill 3229. Under this program, cities and counties receive state funds to augment front-line police services. Grant awards are based on per capita population, with $100,000 being the minimum guaranteed award. The City of Folsom has been awarded funding for FY 2025-26 in the amount of $141,479.

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

POLICY / RULE

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

ANALYSIS

The Citizen's Option for Public Safety Funds cannot be used for administrative overhead allocations more than 0.5 percent, nor can the allocation be used to fund the costs of any capital project or construction project that does not directly support front-line law enforcement services.

The City of Folsom and the Folsom Police Department are committed to utilizing technology to identify and deter criminals, as well as for administrative purposes like recruiting and promotion. The Folsom Police Department is also committed to acquiring and updating equipment in the department to provide services to the public as well as to be as efficient with staff time as possible.

The Chief of Police requests approval to utilize AB3229 Citizen's Option for Public Safety state funds for FY 2025-26 in the amount of $141,479 for the purchase of technology, recruiting/promotion services and equipment to improve police operations.

FINANCIAL IMPACT

There are no matching requirements for the AB3229 funds and no direct impact on the General Fund. Because COPS Funds are required to be separately appropriated, staff is also requesting an appropriation of $141,479 to be added to the police department budget for the FY 2025-26 COPS funding award disbursement received from the County of Sacramento Department of Finance. The appropriation will be made in the FY 2025-26 budget in the Police Department in the General Grant Fund (Fund 012).

ATTACHMENT

Resolution No. 11494 - A Resolution Accepting Initial Funding for Fiscal Year 2025-26, Citizen's Option for Public Safety (COPS) Grants for the Purchase of Technology, Recruiting/Promotion Services and Equipment to Improve Police Operations in Accordance with State Requirements and Appropriation of Funds in the General Grant Fund (Fund 012)

Submitted,

_____

Randy Ulibarri, Interim Chief of Police

Attachment 1

RESOLUTION NO. 11494

A RESOLUTION ACCEPTING FISCAL YEAR INITIAL FUNDING FOR FISCAL YEAR 2025-26, CITIZEN'S OPTION FOR PUBLIC SAFETY (COPS) GRANTS FOR THE PURCHASE OF TECHNOLOGY, RECRUITING/PROMOTION SERVICES AND EQUIPMENT TO IMPROVE POLICE OPERATIONS IN ACCORDANCE WITH STATE REQUIREMENTS AND APPROPRIATION OF FUNDS IN THE GENERAL GRANT FUND (FUND 012)

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

WHEREAS, the COPS funding available to the City of Folsom for fiscal year 2025-26 is $141,479; and

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

WHEREAS, the Chief of Police has requested to allocate and appropriate these funds for the purchase of technology, recruiting/promotion services and equipment to improve police operations; and

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

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Finance Director is authorized to appropriate an additional $141,479 as expenditures and as intergovernmental revenue in the General Grant Fund (Fund 012) to the Police Department budget in fiscal year 2025-26.

PASSED AND ADOPTED this 12th day of November 2025, by the following roll-call vote:

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

_____
Sarah Aquino, MAYOR

ATTEST:

_____
Christa Freemantle, CITY CLERK

Folsom City Council
Staff Report

MEETING DATE:	11/12/2025
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 11495 – A Resolution Accepting the Fiscal Year 2025-26 Sacramento Metropolitan Cable Television Commission (SMCTC) Public, Educational, and Governmental (PEG) Fee Funding and Appropriation of Funds in the General Grants Fund (Fund 012)
FROM:	Finance Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff Recommends the City Council pass and adopt Resolution No. 11495 – A Resolution Accepting the Fiscal Year 2025-26 Sacramento Metropolitan Cable Television Commission (SMCTC) Public, Educational, and Governmental (PEG) Fee Funding and Appropriation of Funds in the General Grants Fund (Fund 012)

BACKGROUND / ISSUE

The Sacramento Metropolitan Cable Television Commission (SMCTC) administers a Community Grant Program that supports Public, Educational, and Government (PEG) access television channels. The purpose of the program is to enhance community access to information, civic participation, and educational programming through local cable channels such as Metro Cable 14.

Each year, SMCTC allocates PEG funding to agencies, including the City of Folsom, to support eligible capital expenditures such as broadcast and production equipment upgrades. These funds enable agencies to maintain high-quality audio and video production for local programming, including live broadcasts of City Council and Commission meetings.

Under the SMCTC funding process, the recipient agency first pays for the approved project or equipment purchase, then submits documentation to SMCTC for reimbursement. Therefore, the project results in a net-zero financial impact to the City after reimbursement is received.

POLICY / RULE

City Council Resolution No. 8367 requires that all grants received from federal, state, or regional agencies, whether for operating or capital purposes, be formally recognized through separate resolutions. Each grant-funded project must be balanced, with both revenues and appropriations approved prior to the commencement of the project.

ANALYSIS

SMCTC provides an important public service by broadcasting City Council meetings and other civic programming on Metro Cable 14, ensuring that residents have access to local government proceedings. The City's existing Council Chamber broadcast system, installed more than a decade ago, has reached the end of its useful life. To maintain transparency and accessibility for residents, staff recommends replacing the outdated equipment with modern systems that meet current broadcast standards and improve reliability.

Staff submitted a request to SMCTC to utilize the City's FY 2025-26 PEG allocation of $187,957 to replace and upgrade the Council Chamber's audio-visual and broadcasting equipment, purchase presentation equipment to assist the Communications Department in facilitating Public Service Announcements, as well as other needed equipment as recommended by Metro Cable. SMCTC approved this request.

Following project completion and submission of required documentation, SMCTC will reimburse the City for the full cost of the approved equipment purchases, in accordance with the terms of the PEG Funding Agreement.

FINANCIAL IMPACT

The FY 2025-26 SMCTC PEG Funding Agreement provides $187,957 to the City of Folsom for eligible capital expenses associated with the replacement of audio/visual and broadcast equipment. There is no City match requirement, and therefore no direct impact to the General Fund. Upon reimbursement, the City's net fiscal impact will be neutral. Staff requests City Council approval to accept the FY 2025-26 SMCTC PEG funding allocation and appropriate $187,957 in revenue and expenditures to the General Grants Fund (Fund 012) for the approved equipment upgrades.

ATTACHMENTS

1. Resolution No. 11495– A Resolution Accepting the Fiscal Year 2025-26 Sacramento Metropolitan Cable Television Commission (SMCTC) Public, Educational, Governmental (PEG) Fee Funding and Appropriation of Funds in the General Grants Fund (Fund 012)
2. Sacramento Metropolitan Cable Television Commission FY 2005-26 PEG Fee Funding Agreement

Submitted,

Stacey Tamagni
Chief Financial Officer

Attachment 1

RESOLUTION NO. 11495

A RESOLUTION ACCEPTING THE FISCAL YEAR 2025-26 SACRAMENTO METROPOLITAN CABLE TELEVISION COMMISSION (SMCTC) PUBLIC, EDUCATIONAL, AND GOVERNMENTAL (PEG) FEE FUNDING AND APPROPRIATION OF FUNDS IN THE GENERAL GRANTS FUND (FUND 012)

WHEREAS, the Sacramento Metropolitan Cable Television Commission (SMCTC) administers a Public, Educational, and Governmental (PEG) Fee Grant Program that allocates funds to member agencies to support capital equipment and technology that enhance the production and distribution of local government and community programming; and

WHEREAS, the City of Folsom benefits from the Commission's funding program, which enables the continued broadcast of City Council and Commission meetings, as well as other civic programming, on Metro Cable Channel 14; and

WHEREAS, the existing audio-visual and broadcasting equipment in the City Council Chambers was installed more than a decade ago and has experienced declining performance; and

WHEREAS, the Sacramento Metropolitan Cable Television Commission has approved an allocation of $187,957 in Fiscal Year 2025-26 PEG funding to the City of Folsom for the purpose of purchasing and installing replacement broadcast and audio-visual equipment; and

WHEREAS, the City will initially fund the purchase and installation of the equipment and subsequently be reimbursed by the SMCTC in accordance with the terms of the Fiscal Year 2025-26 PEG Funding Agreement.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom accepts the Fiscal Year 2025-26 Sacramento Metropolitan Cable Television Commission Public, Educational, and Governmental (PEG) Fee Funding in the amount of $187,957 for the acquisition and installation of new audio-visual and broadcast equipment; and

BE IT FURTHER RESOLVED that the Finance Director is authorized to increase budgeted revenue by $187,957 and appropriate $187,957 in the General Grants Fund (Fund 012) in fiscal year 2025-26.

PASSED AND ADOPTED this 12th day of November, 2025, by the following roll-call vote:

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

_____
Sarah Aquino, MAYOR

ATTEST:

_____
Christa Freemantle, CITY CLERK

Attachment 2

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SACRAMENTO METROPOLITAN CABLE TELEVISION COMMISSION
799 G Street, 4th Floor, Sacramento, CA 95814 • (916) 874-6661 • Fax: (916) 854-9666 • www.sacmetrocable.tv
A Joint Powers Agency Representing Sacramento County and the Cities of Citrus Heights, Elk Grove, Folsom, Galt, Rancho Cordova and Sacramento

SACRAMENTO METROPOLITAN CABLE TELEVISION COMMISSION PRO FORMA PEG FEE FUNDING AGREEMENT FOR MEMBER AGENCY

FISCAL YEAR 2025-26

THIS AGREEMENT is entered into this 24th day of June, 2025, by and between the **Sacramento Metropolitan Cable Television Commission** ("Cable Commission") and the **City of Folsom**, a political subdivision of the State of California ("Member Agency").

WHEREAS, the Cable Commission is a joint powers agency comprised of seven member jurisdictions (collectively, the "Member Agencies"), one of which is the Member Agency;

WHEREAS, commencing with the 2009-2010 fiscal year, the Cable Commission began collecting a 1% Public, Educational, and Governmental ("PEG") access channel fees ("PEG Fee funding") from cable television operators to support PEG facilities;

WHEREAS, the Cable Commission anticipates that PEG Fee funds will be available to provide to its Member Agencies to support projects, programming, and services relating to PEG access facilities;

WHEREAS, the Cable Commission has received a request(s) for PEG Fee funding from Member Agency and hereby approves that request(s). A copy of Member Agency's approved request(s) is hereby incorporated by this reference;

WHEREAS, federal law currently restricts the use of PEG Fee funding to capital costs and facilities; and

WHEREAS, the Cable Commission and Member Agency desire to enter into this Agreement to memorialize the terms under which the Cable Commission will provide PEG Fee funding to Member Agency, and to expressly set forth the restrictions on Member Agency's use of such funding.

NOW, THEREFORE, the Cable Commission and Member Agency agree as follows:

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1. Funding to Member Agency. The Cable Commission hereby agrees to provide to Member Agency the total not to exceed sum of **ONE HUNDRED EIGHTY-SEVEN THOUSAND, NINE HUNDRED FIFTY-SEVEN DOLLARS** ($187,957), which consists of PEG Fee funding to be used solely for the purposes summarized in the table below and detailed in Exhibit "A" attached hereto and incorporated by this reference.

FISCAL YEAR 2025-26 PEG FEE FUNDING TOTAL (See Exhibit A)	
PEG Equipment / Facilities	**$187,957**
The PEG Fee funding will be available during the Fiscal Year 2025-26 as set forth below.	

2. Payment Contingent on Receipt of PEG Fees. Member Agency understands that the funding amount set forth in Section 1 will be made to Member Agency solely out of PEG fees collected by the Cable Commission from cable television operators. Such PEG fees are received in quarterly payments and the Cable Commission shall be under no obligation to pay to Member Agency the amount stated in Section 1, or any other amount, unless the Cable Commission receives sufficient PEG fees to make such payment. If actual revenue received through PEG Fees is less than anticipated, the Cable Commission is not obligated to pay Member Agency. Payments to member agency will occur during the fiscal year and will be prioritized by the Cable Commission based upon facility needs and available revenue; Member Agency will be reimbursed based on actual expenditures.

Member Agency further understands that the Cable Commission may enter, or has already entered, into similar funding agreements with other member agencies and with channel licensees that operate one or more of the Cable Commission PEG channels. In the event the Cable Commission receives some, but not all of the PEG fees necessary to fund all such funding agreements, each member agency and channel licensee shall receive available PEG funds based on the criteria set forth above. If there are insufficient PEG fees to satisfy all funding requests during this fiscal year, members agencies not receiving all identified funding shall be entitled to a higher priority in the next fiscal year before any funding for new projects for the next year fiscal year is approved.

3. Use of PEG Fee funding. Member Agency understands that the funding provided to it pursuant to this Agreement originated from PEG access channel fees. As a condition of accepting the PEG Fee funding, Member Agency agrees to use those funds only for capital expenditures and

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facilities related to the provision of cablecasting on the PEG channels and for no other purpose. The Cable Commission has both the responsibility and the right under this Agreement to monitor and audit the use of the funding allocated under this Agreement. Member Agency shall agree to cooperate fully with any audit requested by the Cable Commission.

Since applicable law does not specifically define those expenses that qualify as capital costs, the Cable Commission has developed a working definition of the types of expenses that it believes qualify for the use of PEG Fee funding. The Cable Commission reserves the right to modify its working definition as the law on this topic develops. In accordance with the Cable Commission's working definition, PEG Fee funding may be used for the following expenditures: purchase of equipment, rental of facilities, purchase of software, and tangible goods provided that a CPA certifies that the tangible goods qualify as capital expenditures pursuant to standard accounting practices. PEG Fee funding may not be used for the following expenditures: operations, training, maintenance, maintenance contracts/agreements, employment of staff, and hiring of persons to perform services. Member Agency shall provide for such fiscal control and funding accounting procedures as reasonably necessary to assure proper disbursement, accounting, and expenditures of PEG Fee funding.

Member Agency further understands and agrees that the PEG Fee funding provided by the Cable Commission was awarded based on a request from Member Agency and that the use of the PEG funds are limited to the expenditures outlined in that request as approved by the Cable Commission. **If Member Agency determines that it will not proceed with the expenditures as set forth in the request approved by the Cable Commission during the current fiscal year, then Member Agency may (1) notify the Cable Commission that the Member Agency will re-submit the PEG Fee funding in the next fiscal year or (2) request an extension for use of the funds within sixty days of the expiration of the current fiscal year. The Executive Director may approve or condition such request in their discretion. The Member Agency may also request to modify the approved use of the funding.** The Executive Director may consider and approve requests up to a total of $50,000 in the fiscal year if the requested change(s) is an allowable PEG Funding expenditure. Requests above a total of $50,000 will require Commission consideration and action. The Executive Director may consider and approve any request as authorized by this section. The Executive Director may also elect to seek direction or action by the Commission on any

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such requests.

4. Indemnification. Member Agency shall, at its sole expense, fully indemnify, defend and hold harmless the Cable Commission and its member agencies, and in their capacity as such, the officers, agents and employees thereof, from and against any and all claims, suits, actions, liability and judgments for damages including reasonable attorneys' fees or otherwise.

For actual or alleged injury to persons or property, including loss of use of property due to an occurrence, whether or not such property is physically damaged or destroyed, directly or indirectly arising out of or attributable to, in whole or in part, the acts or omissions of Member Agency in connection with, related to, or in any way arising out of Member Agency's use of the PEG Fee funding provided to it under this Agreement.

Directly or indirectly arising out of or attributable to, in whole or in part, Member Agency's failure to comply with the provisions of any statute, regulation, or ordinance of the United States, the State of California, the Cable Commission or any local agency in connection with, related to, or in any way arising out of Member Agency's use or expenditure of the PEG Fee funding provided to it under this Agreement.

5. Attorneys' Fees. If any party to this Agreement commences any legal action against another party to this Agreement which arise out of this Agreement or the performance thereof, the prevailing party in such action may recover its reasonable litigation expenses, including court costs, expert witness fees, discovery expenses and attorneys' fees.

6. Reimbursement Requirement; Record Retention. No later than June 1st for each fiscal year, Member Agency shall submit to the Cable Commission a copy of all invoices and receipts reflecting the expenditures made with such funds during the preceding fiscal year, a request for reimbursement from funds identified in Section 1 above and such other information as the Cable Commission may require. Any expenses or projects that have not been completed by June 15 of that fiscal year shall be subject to the provisions of section 3 above. The Cable Commission shall reimburse Member Agency within a reasonable time of receipt of such documentation subject to the provisions of this Agreement, including Sections 2 and 3. Member Agency shall retain all records related to the expenditure of PEG Fee funds for a period of no less than three (3) years from the last expenditure reimbursed under this Agreement.

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7. Unauthorized Use of PEG Fee funding. If the Cable Commission determines that Member Agency has used the PEG Fee funds provided to it under this Agreement for purposes other than capital expenditures and facilities, Member Agency shall return to the Cable Commission the total sum of those unauthorized expenditures within sixty (60) days of receipt of written notice from the Cable Commission.

8. Ownership of Facilities and Equipment. Member Agency shall own and be solely responsible for any facilities, equipment, or other items that it acquires with PEG Fee funding provided to it pursuant to this Agreement. The Cable Commission shall have no obligations, and shall bear no costs, with respect to any facilities, equipment, or other items that Member Agency acquires with such PEG Fee funding.

9. No Right of Action. Member Agency understands and agrees that it has no right of judicial action against the Cable Commission for the failure of the Cable Commission to pay any or all of the funds to Member Agency under this Agreement. Such judicial actions include those at law and/or equity, including, but not limited to, any action to compel payment of the funds, any action for general or special damages, or otherwise.

10. Agreement Contains All Understanding. This document represents the entire and integrated agreement between the Parties, and supersedes all prior negotiations, representations or agreements, either written or oral regarding the subjects addressed herein. This document may be amended only by written instrument, signed by all Parties.

11. Effective Date of Agreement. This Agreement shall be effective on the date next to the signature of the Executive Director of the Cable Commission, as authorized by the Cable Commission Board on the 13th of June 2025.

12. Terms. The term of the PEG Fee funding Agreement ends June 30, 2026.

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Fiscal Year 2025-26 PEG Fee Funding Agreement for the City of Folsom
Page 6

MEMBER AGENCY

By: 

Title: IT MANAGER

Date: 6/24/25

SACRAMENTO METROPOLITAN CABLE TELEVISION COMMISSION

By: Signed by: Shawn Ayala B41AEAA409B549E...

Title: Executive Director

Date: 6/24/2025

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Efrem Richardson
Information Systems Manager

CITY OF
FOLSOM
DISTINCTIVE BY NATURE

May 29, 2025

Sacramento Metropolitan Cable Television Commission
799 G Street, 4th Floor
Sacramento, CA 95814

RE: Peg Funding Request 2025-26

To Whom It May Concern,

Please consider this letter from the City of Folsom requesting PEG Funding for the 2025-26 funding year. This request will go towards replacing the ageing equipment which produces our Council webcast and meeting agendas for public consumption. We have request from our Communications Department for Presentation equipment to help facilitate PSA's. We would like to replace a non-functioning wall mounted monitor in the Council Chambers Lobby for overflow viewing as well as other needed equipment. The breakdown is as follows: PEG funds re-request from Fiscal year 24-25 is 106,525.28 and new funds request for Fiscal year 25-26 is $81,432.20. The total requested funds are $187,957.48. I have attached quotes from Proud Audio-Visual as well as other vendors with the requested equipment listed.

We are requesting $187,957.48 for the PEG Funding FY2025-2026.

Thank you for your consideration of this request.

Sincerely,

Efrem Richardson

Efrem Richardson
Information Systems Manager
City of Folsom

50 Natoma Street, Folsom, CA 95630 ▪ (916) 461-6910 ▪ Fax (916) 985-7047 ▪ erichardson@folsom.ca.us

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FISCAL YEAR 2025-26 PEG FEE FUNDING REQUEST
(PEG Equipment/Facilities)
Items Not Completed in FY 2024-25 & Re-Requested FY 2025-26

Item	Description	Quantity	Unit Price	Sub Total	Sales Tax	10% Contingency	TOTAL	Installation	Warranty	Shipping	GRAND TOTAL
City of Folsom											
Control Room											
P 3	JBL - C2PS - Main Control Room Speakers	1	$ 312.00	$ 312.00	$ 24.18	$ 33.62	$ 369.80	$ -	$ -	$ -	$ 369.80
P 4	Desktop Pre-Mix Speakers w/Volume and Power	1	$ 75.00	$ 75.00	$ 5.81	$ 8.08	$ 88.89	$ -	$ -	$ -	$ 88.89
P 5	Denon - DN-500BDMKII - Media Player	1	$ 505.41	$ 505.41	$ 39.17	$ 54.46	$ 599.04	$ -	$ -	$ -	$ 599.04
P 6	Mackie - 402VLZ4 - 4-Channel Mixer	1	$ 150.33	$ 150.33	$ 11.65	$ 16.20	$ 178.18	$ -	$ -	$ -	$ 178.18
P 7	NewBlue - Fusion 3 SDI	1	$ 10,914.80	$ 10,914.80	$ 845.90	$ 1,176.07	$ 12,936.77	$ -	$ 3,998.00	$ -	$ 16,934.77
P8	Annual Perpetual Maintenance - Captivate Broadcast	3	$ 999.02	$ 2,997.06	$ 232.27	$ 322.93	$ 3,552.27	$ -	$ -	$ -	$ 3,552.27
P 9	Wall/Clamp Spotlights LED	2	$ 36.98	$ 73.96	$ 5.73	$ 7.97	$ 87.66	$ -	$ -	$ -	$ 87.66
P 10	Open Gear Power Supply	1	$ 970.00	$ 970.00	$ 75.18	$ 104.52	$ 1,149.69	$ -	$ -	$ -	$ 1,149.69
P 11	APC Replacement Battery	1	$ 333.70	$ 333.70	$ 25.86	$ 35.96	$ 395.52	$ -	$ -	$ -	$ 395.52
P 13	Shure 4 cutout block connector	1	$ 686.00	$ 686.00	$ 53.17	$ 73.92	$ 813.08	$ -	$ -	$ -	$ 813.08
		0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,285.00	$ 1,285.00
P 19	Panasonic - AW-HE145KPJ - PTZ Camera	5	$ 11,138.63	$ 55,693.17	$ 4,316.22	$ 6,000.94	$ 66,010.33	$ -	$ -	$ -	$ 66,010.33
P 20	Panasonic - AW-RP60 - PTZ Camera Controller	1	$ 2,862.93	$ 2,862.93	$ 221.88	$ 308.48	$ 3,393.29	$ -	$ -	$ -	$ 3,393.29
P 21	Ubiquiti - USW-PRO-24-POE - 24 Port PoE++ Network Switch	1	$ 968.50	$ 968.50	$ 75.06	$ 104.36	$ 1,147.91	$ -	$ -	$ -	$ 1,147.91
Other Projects											
P 48	4K/UHD HDMI to HDBaseT Distribution Amplifier	1	$ 900.00	$ 900.00	$ 69.75	$ 96.98	$ 1,066.73	$ -	$ -	$ -	$ 1,066.73
P 49	4K/UHD HDMI HDBaseT Receiver / Control and PoE	1	$ 369.00	$ 369.00	$ 28.60	$ 39.76	$ 437.36	$ -	$ -	$ -	$ 437.36
P 50	Ensemble Designs 72 BrightEye Converter	1	$ 1,330.00	$ 1,330.00	$ 103.08	$ 143.31	$ 1,576.38	$ -	$ -	$ -	$ 1,576.38
P 51	POE Network Switcher	1	$ 239.00	$ 239.00	$ 18.52	$ 25.75	$ 283.27	$ -	$ -	$ -	$ 283.27
P 52	2 RU Premium Online UPS Backup Power, 2200VA	1	$ 3,861.00	$ 3,861.00	$ 299.23	$ 416.02	$ 4,576.25	$ -	$ -	$ -	$ 4,576.25
P 53	MAP PD-DC-300-12-24V 300W Maximum Power DC	1	$ 1,930.50	$ 1,930.50	$ 149.61	$ 208.01	$ 2,288.13	$ -	$ -	$ -	$ 2,288.13
P 54	9 Outlet, Single 15 AMP Circuit, Surge/Spike Protected	1	$ 217.80	$ 217.80	$ 16.88	$ 23.47	$ 258.15	$ -	$ -	$ -	$ 258.15
P 56	JBL MTC-2P Wall Mounting Kit For Control 2P	1	$ 28.34	$ 28.34	$ 2.20	$ 3.05	$ 33.59	$ -	$ -	$ -	$ 33.59

FISCAL YEAR 2025-26 PEG FEE FUNDING REQUEST
(PEG Equipment/Facilities)

						PEG EQUIPMENT FUNDING (FY 2024-25 RE-REQUEST):	$ 101,242.28	$ -	$ 3,998.00	$ 1,285.00	$ 106,525.28
New Projects Requested FY 2025-26											
Item	**Description**	**Quantity**	**Unit Price**	**Sub Total**	**Sales Tax**	**10% Contingency**	**TOTAL**	**Installation**	**Warranty**	**Shipping**	**GRAND TOTAL**
City of Folsom											
Control Room											
N 1	Cablecast - CBL-VIOLITE-800 - Encoder	1	$ 11,658.40	$ 11,658.40	$ 903.53	$ 1,256.19	$ 13,818.12	$ -	$ -	$ -	$ 13,818.12
N 2	Cablecast - CBL-VIOLITE-HA - Hardware Assurance for VIO Lite 2 Years	2	$ 1,235.00	$ 2,470.00	$ 191.43	$ 266.14	$ 2,927.57	$ -		$ -	$ 2,927.57
N 3	Cablecast - CBL-SAS-CH-1YR - Software Assurance for VIO Lite 2 Years	8	$ 468.00	$ 3,744.00	$ 290.16	$ 403.42	$ 4,437.58	$ -		$ -	$ 4,437.58
N 4	Cobalt - 9910DA-AV - Video DA Card	3	$ 515.27	$ 1,545.81	$ 119.80	$ 166.56	$ 1,832.17	$ -	$ -	$ -	$ 1,832.17
N 5	Cobalt - RM20-9910AV-B - Video DA Backplane	3	$ 162.40	$ 487.20	$ 37.76	$ 52.50	$ 577.45	$ -	$ -	$ -	$ 577.45
N 6	Cobalt - 9960-TG2-REF1 - Dual Test Signal Generator Card	1	$ 4,709.60	$ 4,709.60	$ 364.99	$ 507.46	$ 5,582.05	$ -	$ -	$ -	$ 5,582.05
N 7	Cobalt - RM20-9960-A - Dual Test Signal Generator Backplane	1	$ 182.00	$ 182.00	$ 14.11	$ 19.61	$ 215.72	$ -	$ -	$ -	$ 215.72
N 8	Cobalt - 9243 - Audio DA Card	2	$ 761.25	$ 1,522.50	$ 117.99	$ 164.05	$ 1,804.54	$ -	$ -	$ -	$ 1,804.54
N 9	Cobalt - RM20-9243-B - Audio DA Backplane	2	$ 285.65	$ 571.30	$ 44.28	$ 61.56	$ 677.13	$ -	$ -	$ -	$ 677.13
N 10	ViewSonic - VA2456-MHD - 24 Inch Monitor w/VGA and HDMI	1	$ 165.30	$ 165.30	$ 12.81	$ 17.81	$ 195.92	$ -	$ -	$ -	$ 195.92
N 11	Industrial Automation Enclosures - RLCD-FRAME2BK12K1 - VESA Rack Mount Adapter	1	$ 210.25	$ 210.25	$ 16.29	$ 22.65	$ 249.20	$ -	$ -	$ -	$ 249.20
N 12	Cable Connectors & Misc Hardware	0	$ -	$ -	$ -	$ -	$ -	$ 675.00	$ -		$ 675.00
N 13	Shipping	0	$ -	$ -	$ -	$ -	$ -	$ 1,250.00	$ -	$ 1,250.00	$ 2,500.00
N 14	Project Management	1	$ -	$ -	$ -	$ -	$ -	$ 350.00	$ -	$ -	$ 350.00
N 15	Computer Aided Drafting/System Documentation	0	$ -	$ -	$ -	$ -	$ -	$ 800.00	$ -	$ -	$ 800.00
N 16	Technical Services-Onsite Installation, Setup & Cinfiguration	0	$ -	$ -	$ -	$ -	$ -	$ 22,000.00	$ -	$ -	$ 22,000.00
N 17	Apple 32" Pro Display XDR 16:9 Retina 6K	1	$ 3,899.00	$ 3,899.00	$ 302.17	$ 420.12	$ 4,621.29	$ -	$ -	$ -	$ 4,621.29
N 18	Apple 32" Pro Display XDR 16:9 Retina 6K	1	$ 4,999.00	$ 4,999.00	$ 387.42	$ 538.64	$ 5,925.06	$ -	$ -	$ -	$ 5,925.06
N 19	Apple Pro Stand	1	$ 999.00	$ 999.00	$ 77.42	$ 107.64	$ 1,184.06	$ -	$ -	$ -	$ 1,184.06
N 20	Impact 3x C Stand with Turtle Base	1	$ 699.85	$ 699.85	$ 54.24	$ 75.41	$ 829.50	$ -	$ -	$ -	$ 829.50
N 21	DJI Mic 2	1	$ 349.00	$ 349.00	$ 27.05	$ 37.60	$ 413.65	$ -	$ -	$ -	$ 413.65

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FISCAL YEAR 2025-26 PEG FEE FUNDING REQUEST
(PEG Equipment/Facilities)

N 22	Sennheiser MKE 600 Shot	1	$ 329.95	$ 329.95	$ 25.57	$ 35.55	$ 391.07	$ -	$ -	$ -	$ 391.07
N 23	Aputure LS 300x Bi-Color LED	1	$ 1,998.00	$ 1,998.00	$ 154.85	$ 215.28	$ 2,368.13	$ -	$ -	$ -	$ 2,368.13
N 24	Aputure Spotlight Mount Set with 36" Lens	1	$ 499.00	$ 499.00	$ 38.67	$ 53.77	$ 591.44	$ -	$ -	$ -	$ 591.44
N 25	Sony FE 50mm f/1.2 GM Lens Sony E	1	$ 1,998.00	$ 1,998.00	$ 154.85	$ 215.28	$ 2,368.13	$ -	$ -	$ -	$ 2,368.13
N 26	Sony FE 12-24mm f/2.8 GM Lens	1	$ 2,998.00	$ 2,998.00	$ 232.35	$ 323.03	$ 3,553.38	$ -	$ -	$ -	$ 3,553.38
N 27	DJI RS 4 Mini Combo Kit	1	$ 459.00	$ 459.00	$ 35.57	$ 49.46	$ 544.03	$ -	$ -	$ -	$ 544.03
	FISCAL YEAR 2025-26 PEG EQUIPMENT FUNDING REQUEST:						$ 55,107.20	$ 25,075.00	$ -	$ 1,250.00	$ 81,432.20

	TOTAL	Installation Total	Warranty Total	Shipping Total	Grand Total
TOTAL PEG EQUIPMENT FUNDING (FY 2024-25 RE-REQUEST):	$ 101,242.28	$ -	$ 3,998.00	$ 1,285.00	$ 106,525.28
TOTAL FISCAL YEAR 2025-26 PEG EQUIPMENT FUNDING REQUEST:	$ 55,107.20	$ 25,075.00	$ -	$ 1,250.00	$ 81,432.20
GRAND TOTAL	$156,349.48	$25,075.00	$ 3,998.00	$2,535.00	$187,957.48

Please attach vendor quotes / supporting documentation for all of the items requested above. **Tax Rate** 7.75%

Signature

INFORMATION TECHNOLOGY MANAGER
Name & Title:

6/24/25
Date:

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CITY OF
FOLSOM
DISTINCTIVE BY NATURE

Folsom City Council
Staff Report

MEETING DATE:	11/12/2025
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 11496 – A Resolution Authorizing the City Manager to Execute Amendment No. 1 to the Agreement (Contract No. 173-21 21-058) with Bear Electrical Solutions, Inc. for On-Call Minor Electrical and Streetlight Repair, Extending the Contract for One Year, for a Not-To-Exceed Amount of $100,000, and Use of Funds from Landscaping and Lighting Districts and Community Facilities Districts (23-L&Ls) (6-CFDs)
FROM:	Parks and Recreation Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends the City Council approve Resolution No. 11496 – A Resolution Authorizing the City Manager to Execute Amendment No. 1 to the Agreement (Contract No. 173-21 21-058) with Bear Electrical Solutions, Inc. for On-Call Minor Electrical and Streetlight Repair, Extending the Contract for One Year, for a Not-To-Exceed Amount of $100,000, and Use of Funds from Landscaping and Lighting Districts and Community Facilities Districts (23-L&Ls) (6-CFDs).

BACKGROUND / ISSUE

The city relies on contracted services to maintain streetlights, landscape lighting, and other minor electrical lighting needs within its Landscaping and Lighting Districts (L&L) and Community Facilities Districts (CFD). The Municipal Landscape Services Division maintains 4,173 lights across all L&L districts and CFD areas, including service pedestals. To address the need for on-call minor electrical and streetlight repairs, the Parks & Recreation Department initiated a competitive process to secure qualified electrical service providers in 2021. Bear Electrical Solutions, Inc., was awarded the contract (Contract No. 173-21 21-058) and has provided continued on-call minor electrical and streetlight repairs throughout the duration of the agreement. These services have been performed with timely response while consistently

adhering to all applicable electrical codes, safety regulations, and the city's contractual requirements.

This contract amendment continues on-call minor electrical and streetlight repair and use of funds from Landscaping and Lighting Districts and Community Facilities Districts (23-L&Ls) (6-CFDs) for one (1) additional year.

POLICY / RULE

In accordance with Chapter 2.36.090 (A)(1) and 2.36.120 of the Folsom Municipal Code, professional services are not subject to competitive sealed bidding requirements, and those costing $75,049 or greater shall be awarded by City Council.

ANALYSIS

In 2021, the City Council awarded a two-year professional services agreement to Bear Electrical Solutions, Inc., with the option for two additional one-year extensions. Since then, the contractor has reliably provided on-call minor electrical and streetlight repair services across the city's L&Ls and CFDs. Their work has included troubleshooting and repairing outages, replacing fixtures, and performing other minor electrical tasks necessary to maintain 4,173 district lights.

Bear Electrical Solutions, Inc. has demonstrated a strong performance record during the initial contract term. Staff reports that the contractor has provided timely responses to service requests, often addressing issues promptly to ensure minimal disruption to residents. In addition, all repairs and installations have been completed in compliance with applicable electrical codes, safety standards, and the city's contractual obligations. This consistency has been critical in maintaining safe and reliable lighting for both vehicle and pedestrian traffic and enhancing the overall aesthetics and security of landscaped areas within the districts.

Amendment No. 1 extends the agreement for one additional year, ensuring uninterrupted service delivery, avoiding a potential lapse in maintenance coverage, and providing operational flexibility during the interim period. Extending the contract also ensures that city staff can continue to rely on a contractor familiar with the city's infrastructure and service expectations, which supports efficiency and cost-effectiveness.

Approval of this resolution authorizes the City Manager to execute Amendment No. 1 to the Agreement (Contract No. 173-21 21-058) with Bear Electrical Solutions, Inc., and permits the continued use of funds from various L&L and CFD accounts. This action will ensure that the city remains proactive in maintaining its lighting infrastructure while preparing for a competitive solicitation process in the upcoming fiscal year.

FINANCIAL IMPACT

The cost of this contract amendment will be funded through Landscaping and Lighting Districts and Community Facilities Districts (23-L&Ls) (6-CFDs). Funds were budgeted and are currently available in the Fiscal Year 2025-26 budget (Table 1). The initial four-year contract with Bear Electrical Solutions, Inc. was approved in 2021 (Resolution No. 10698)

with an annual service fee not to exceed $100,000. Amendment No. 1 provides one additional year extension, which may be exercised at the city's discretion in the amount not to exceed $100,000, inclusive of Bear Electrical Solutions, Inc.'s current price sheet. Funding for contract years beyond Fiscal Year 2025-26 will be included and appropriated through the city's annual budget process to support the continuation of services under the extended term.

TABLE 1

STREET LIGHT REPAIRS

FUND #	L&L / CFD	FY 2025-26 Budget
270	American River Canyon North No. 2 (L&L)	$ 4,000.00
275	American River Canyon North No. 2 (L&L)	$ 13,500.00
278	Blue Ravine Oaks No.2 (L&L)	$ 300.00
205	Briggs Ranch (L&L)	$ 5,750.00
210	Broadstone 1 & 2 (L&L)	$ 45,000.00
209	Broadstone 3 (L&L)	$ 20,000.00
234	Cobble Ridge (L&L)	$ 500.00
214	Cobble Ridge II / Reflections II (L&L)	$ 1,800.00
208	Folsom Heights (L&L)	$ 3,000.00
212	Hannaford Cross (L&L)	$ 800.00
213	Lake Natoma Shores (The Preserves) (L&L)	$ 500.00
204	Los Cerros (L&L)	$ 5,200.00
207	Natoma Station (L&L)	$ 15,000.00
232	Natoma Valley (L&L)	$ 700.00
236	Prairie Oaks (L&L)	$ 4,000.00
285	Prospect Ridge (L&L)	$ 200.00
231	Sierra Estates (L&L)	$ 250.00
237	Silverbrook (L&L)	$ 500.00
251	Steeplechase (L&L)	$ 800.00
271	The Residences @ ARC 1 & 2 (L&L)	$ 1,000.00
284	Willow Creek Estates East No. 2 (L&L)	$ 2,500.00
252	Willow Creek Estates South (L&L)	$ 7,500.00
260	Willow Springs (L&L)	$ 4,500.00
283	The Islands (CFD)	$ 1,000.00
288	CFD 18	$ 20,000.00
289	CFD 19	$ 2,500.00
291	CFD 23 IA1	$ 1,500.00
292	CFD 23 IA2	$ 750.00
294	CFD 23 IA4	$ 2,750.00
	TOTAL:	**$ 165,800.00**

ATTACHMENT

1. Resolution No. 11496 – A Resolution Authorizing the City Manager to Execute Amendment No. 1 to the Agreement (Contract No. 173-21 21-058) with Bear Electrical Solutions, Inc. for On-Call Minor Electrical and Streetlight Repair,

Extending the Contract for One Year, for a Not-To-Exceed Amount of $100,000, and Use of Funds from Landscaping and Lighting Districts and Community Facilities Districts (23-L&Ls) (6-CFDs)
2. Bear Electrical Solutions, Inc. Agreement (Contract No. 173-21 21-058)
3. Draft Amendment No. 1 with Bear Electrical Solutions, Inc.

Submitted,

Kelly Gonzalez,
Parks & Recreation Director

Attachment 1

RESOLUTION NO. 11496

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AMENDMENT NO. 1 TO THE AGREEMENT (CONTRACT NO. 173-21 21-058) WITH BEAR ELECTRICAL SOLUTIONS, INC. FOR ON-CALL MINOR ELECTRICAL AND STREETLIGHT REPAIR, EXTENDING THE CONTRACT FOR ONE YEAR, FOR A NOT TO EXCEED AMOUNT OF $100,000, AND USE OF FUNDS FROM LANDSCAPING AND LIGHTING DISTRICTS AND COMMUNITY FACILITIES DISTRICTS (23-L&Ls) (6-CFDs)

WHEREAS, the City of Folsom entered into an agreement with Bear Electrical Solutions, Inc. in 2021, for on-call minor electrical and streetlight repairs contract; and

WHEREAS, this amendment will be in addition to the existing agreement (173-21 21-058); and

WHEREAS, the current contract has a one-year extension available; and

WHEREAS, the amendment will be in a form acceptable to the City Attorney; and

WHEREAS, adequate funds are budgeted and available in the Fiscal Year 2025-26 Landscaping and Lighting Districts and Community Facilities Districts budgets for the remainder of the fiscal year, and continuation of the contract will require annual allocation in future fiscal years; and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom authorizes the City Manager to execute amendment No. 1 to the agreement (contract No. 173-21 21-058) with Bear Electrical Solutions, Inc. for on-call minor electrical and streetlight repair, extending the contract for an additional year, and use of funds from Landscaping and Lighting Districts and Community Facilities Districts (23-L&Ls) (6-CFDs) for the not-to-exceed amount of $100,000.

PASSED AND ADOPTED this 12th day of November 2025, by the following roll call vote:

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

Sarah Aquino, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

Attachment 2

ORIGINAL
Official Document of the
Folsom City Clerk's Department

CITY OF FOLSOM
CONSULTANT AND PROFESSIONAL SERVICES AGREEMENT

This Agreement is entered into as of November 1, 2021 ("Effective Date") by and between the City of Folsom, a Municipal Corporation, hereinafter referred to as "City" and Bear Electrical Solutions, Inc., a California Corporation, hereinafter referred to as "Contractor."

WITNESSETH:

WHEREAS, City desires to hire a contractor to provide on-call minor electrical and streetlight repair at various locations throughout the City; and,

WHEREAS, Contractor, by reason of its qualifications, experience, and facilities for performing the type of services contemplated herein, has proposed to provide the requested services.

NOW, THEREFORE, in consideration of the mutual promises hereinafter set forth, and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged and agreed, City and Contractor agree as follows:

1. Scope of Service

The scope of service covered by this Agreement includes all consulting services described and contained in Exhibit A, attached hereto and by this reference incorporated into this Agreement. In the event of a conflict between the terms and conditions in this Agreement and the terms and conditions in Exhibit A, the terms and conditions set forth in this Agreement shall prevail.

2. Term of Agreement

The term of this Agreement shall commence on the Effective Date and shall continue until all services provided for in this Agreement have been performed or for two years, whichever is sooner, unless otherwise terminated as set forth in Paragraph 17 of this Agreement. Based on successful completion of the initial agreement the City at its discretion can extend the contract for up to two additional one-year extensions.

3. Schedule for Performance

City and Contractor agree that time is of the essence in the performance of this work, and Consultant agrees to produce documents in the times stated in the Proposal. Deviations from the time schedule stated in the Proposal may be made with the approval of the Parks and Recreation Director, or his/her authorized representative.

4. Compensation

Compensation for the services shall be paid on a time-and-materials, not-to-exceed basis. The maximum compensation for the services specified in Exhibit A, including any and all costs or expenses, is $100,000.00. In the event the cost for services exceeds $100,000.00, Contractor agrees to complete all services enumerated in Exhibit A at no additional expense to City.

The City shall have the right to review all books and records kept by the Contractor and any subcontractors in connection with the operation and services performed under this Agreement. The City shall withhold payment for any expenditure not substantiated by Contractor's or subcontractor's books and records. In the event the City has made payment for expenditures that are not allowed, as determined by the City's audit, the Contractor shall reimburse the City for the amount of the disallowed expenditures. City shall make no payment for any services not specified in Exhibit A of this Agreement unless such additional services and the price thereof are agreed to in writing and approved by the City prior to the time that such additional services are rendered.

5. Invoicing, Payment, Notices

A. Contractor shall submit periodic invoices, not more frequently than monthly, for the services rendered during the preceding period. Invoices shall describe the services performed and costs incurred, the person(s) rendering performed services, the amount of time spent by such person(s), and the applicable hourly rate. Invoices that include charges for services rendered during the month of June shall not include any charges incurred after June 30th. A separate invoice shall be submitted for all services rendered after June 30th.

B. Contractor shall transmit invoices and any notices required by this Agreement, to City as follows:

Municipal Landscape Services Division
Parks and Recreation Department
City of Folsom
50 Natoma Street
Folsom, California 95630

C. City shall transmit payments on invoiced amounts, and any notices required by this Agreement to Contractor as follows:

Bear Electrical Solutions, Inc.
1252 State St., PO 924
Alviso, California 95002

6. Professional Services

Contractor agrees that services shall be performed and completed in the manner and according to the professional standards observed by a competent practitioner of the profession in

which Contractor and its subcontractors or agents are engaged. Contractor shall not, either during or after the term of this Agreement, make public any reports or articles, or disclose to any third party any confidential information relative to the work of City or the operations or procedures of the City without the prior written consent of City.

Contractor further agrees that it shall not, during the term of this Agreement, take any action that would affect the appearance of impartiality or professionalism.

7. Independent Contractor

A. It is understood and agreed that Contractor (including Contractor's employees) is an independent contractor and that no relationship of employer-employee exists between the parties hereto. Contractor shall be responsible for the payment of all taxes, workers' compensation insurance and unemployment insurance. Should Contractor desire any insurance protection, Contractor is to acquire same at its sole expense.

B. Contractor's assigned personnel shall not be entitled to any benefits payable to employees of City.

C. City is not required to make any deductions or withholdings from the compensation payable to Contractor under the provisions of the Agreement, and is not required to issue W-2 Forms for income and employment tax purposes for any of Contractor's assigned personnel.

D. Contractor, in the performance of its obligation hereunder, is only subject to the control or direction of City as to the designation of tasks to be performed and the results to be accomplished.

E. Any third persons employed by Contractor shall be entirely and exclusively under the direction, supervision, and control of Contractor.

F. Contractor hereby indemnifies and holds City harmless from any and all claims that may be made against City based upon any contention by any third party that an employer-employee relationship exists by reason of this Agreement. In the event Contractor or any employee, agent, or subcontractor of Contractor providing services under this Agreement is determined by a court of competent jurisdiction or the California Public Employees Retirement System (PERS) to be eligible for enrollment in PERS as an employee of the City, Contractor shall further indemnify, protect, defend, and hold harmless the City for the payment of any employee and/or employer contributions for PERS benefits on behalf of Contractor or its employees, agents, or subcontractors, as well as for the payment of any penalties and interest on such contributions, which would otherwise be the responsibility of City.

8. Authority of Contractor

Contractor enters into this Agreement as an independent contractor and not as an officer, employee or representative of the City. Accordingly, Contractor shall provide information, recommendation, and advice to City, but shall possess no authority with respect to any City decision and no right to act on behalf of City in any capacity as agent, or to bind City to any obligations whatsoever.

9. Conflict of Interest

Contractor certifies that it has disclosed to City any actual, apparent, or potential conflicts of interest that may exist relative to the services to be provided pursuant to this Agreement. Contractor agrees to advise City of any actual, apparent or potential conflicts of interest that may develop subsequent to the date of execution of this Agreement. Contractor further agrees to complete any statements of economic interest required by either City ordinance or State law.

Neither this Agreement, any duties or obligations under this Agreement, nor the intention or expectations of the City will cause the Contractor to be a "public official" as that term is used in California Government Code section 87100. The City and Contractor agree that the Contractor is not a "public official" or "participating in governmental decisions" as those terms are used in section 87100. The City and Contractor also agree that no actions and opinions necessary for the performance of duties under this Agreement will cause the Contractor to be a "public official" or "participating in a governmental decision" as those terms are used in section 87100. Nothing in this Agreement shall be construed to be inconsistent with the Contractor's status as an independent contractor.

10. Assignment and Subcontracting

Contractor's rights, duties and obligations under this Agreement are not assignable or transferable, and Contractor shall not subcontract any work, without the prior written approval of the City.

11. Ownership of Work Product

All technical data, evaluations, reports, plans and other work products of Contractor provided hereunder shall become the property of City and shall be delivered to City upon completion of the services authorized hereunder. Contractor may retain copies thereof for its files and internal use. City representatives shall have access to work products for the purpose of inspecting same and determining that the services are being performed in accordance with the terms of the Agreement. Publication of the information derived from work performed or data obtained in connection with services rendered under this Agreement must be approved in writing by City.

Both parties recognize that the City is a public entity subject to the requirements of the California Public Records Act ("PRA"). Contractor understands that the release of any written, printed, graphic, or electronically recorded information and document delivered by Contractor to the City will be governed by the PRA and agrees that the release of such material pursuant to the PRA shall not require Contractor's prior consent or approval.

12. Indemnification

Contractor shall indemnify, protect, defend, save and hold City, its officers, employees, and agents, 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 Contractor or Contractor's officers, employees, volunteers, and agents during performance of this Agreement, 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 Contractor or its employees, subcontractors, or agents, or by the quality or character of Contractor's work. It is understood that the duty of Contractor 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 Contractor 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, Contractor acknowledges and agrees to the provisions of this Section and that it is a material element of consideration.

13. Insurance

During the term of this Agreement, Contractor shall maintain and provide evidence of insurance coverage as set forth in Exhibit B, attached hereto and incorporated herein by reference, at its own cost and expense.

14. Employment Practices

Contractor, by execution of this Agreement, certifies that it does not discriminate against any person upon the basis of race, color, creed, national origin, age, sex, disability or marital status in its employment practices.

15. Licenses, Permits, Etc.

Contractor represents and warrants to City that it has all licenses, permits, qualifications and approvals of whatsoever nature legally required for Contractor to practice its profession. Contractor represents and warrants to City that Contractor shall, at its sole cost and expense, obtain and/or keep in effect at all times during the term of this Agreement any licenses, permits, and approvals which are legally required for Contractor to practice its profession at the time the services are performed.

16. Records

Contractor shall maintain records, books, documents and other evidence directly pertinent to the performance of work under this Agreement in accordance with generally accepted accounting principles and practices.

17. Termination

A. City or Contractor may terminate this Agreement by providing thirty (30) days written notice prior to the effective termination date.

B. In the event of such termination, City shall pay Contractor for all services actually rendered up to and including the date of termination.

C. Contractor shall deliver to City copies of all drawings, reports, analyses, and investigations whether completed or not, prepared or in the process of being prepared under the provisions of this Agreement.

18. Amendments

Any modification or amendment of any provision of this agreement shall be in writing and must be executed by both parties hereto.

19. Incidental Beneficiaries

It is expressly understood and agreed that the enforcement of these terms and conditions shall be reserved to City and Contractor. Nothing contained in the Agreement shall give or allow any claim or right of action whatsoever by any third person. It is the express intent of the City and Contractor that any such person or entity, other than City and Contractor, receiving services or benefits under this Agreement shall be deemed an incidental beneficiary.

20. Miscellaneous Provisions

A. Attorneys' Fees: In the event an action or proceeding is instituted by either party for the breach or enforcement of any provision of this Agreement, the prevailing party shall be entitled to reasonable attorneys' fees according to law.

B. Venue: This Agreement shall be deemed to be made in, and the rights and liabilities of the parties, and the interpretation and construction of the Agreement governed by and construed in accordance with the laws of the State of California. Any legal action arising out of this Agreement shall be filed in and adjudicated by a state court in the County of Sacramento, State of California.

C. Enforceability: If any term or provision of this Agreement is found to be void, voidable, invalid or unenforceable by a court of competent jurisdiction under the laws of the State of California, any and all of the remaining terms and provisions of this Agreement shall remain binding.

D. Time: All times stated herein or in any other contract documents are of the essence.

E. Binding: This Agreement shall bind and inure to the heirs, devisees, assignees and successors in interest of Contractor and to the successors in interest of City in the same manner as if such parties had been expressly named herein.

F. Survivorship: Any responsibility of Contractor for warranties, insurance, indemnity, record keeping or compliance with laws with respect to this Agreement shall not be invalidated due to the expiration, termination or cancellation of this Agreement.

G. Waiver: In the event that either City or Contractor shall at any time or times waive any breach of this Agreement by the other, such waiver shall not constitute a waiver of any other or succeeding breach of this Agreement, whether of the same or any other covenant, condition or obligation. Waiver shall not be deemed effective until and unless signed by the waiving party.

21. Entire Agreement

This instrument and any attachments hereto constitute the entire Agreement between the City and Contractor concerning the subject matter hereof and supersedes any and all prior oral and written communications between the parties regarding the subject matter hereof.

22. Authority to Execute

The person or persons executing this Agreement on behalf of the parties hereto warrants and represents that he/she/they has/have the authority to execute this Agreement on behalf of their entity and has/have the authority to bind their party to the performance of its obligations hereunder.

23. Counterparts

This agreement may be executed in one or more counterparts, each of which shall be deemed an original, and will become effective and binding upon the parties at such time as all of the signatories hereto have signed a counterpart of this Agreement. All counterparts so executed shall constitute one Agreement binding on all of the parties hereto, notwithstanding that all of the parties are not signatory to the same counterpart.

END OF TEXT - SIGNATURE PAGE FOLLOWS

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to b executed.

BEAR ELECTRICAL SOLUTIONS, INC., a California Corporation:

(If a corporation, must be signed by two officers of the corporation per Corporations Code section 313.)

10/13/2021
Date

46-1898744
Tax I.D. Number

Signature

Signature

ROBERT ASUNCION
Print Name

Andrew Butler
Print Name

VICE PRESIDENT
Title

CFO
Title

CITY OF FOLSOM, A Municipal Corporation:

11/8/21
Date

Elaine Andersen, City Manager

ATTEST:

Christa Freemantle 11/8/21
Christa Freemantle, City Clerk Date

FUNDING AVAILABLE:

11/2/21
Stacey Tamagni, Finance Director Date

ORIGINAL APPROVED AS TO CONTENT:

Lorraine Poggione 10-20-21
Lorraine Poggione, Date
Parks & Recreation Director

ORIGINAL APPROVED AS TO FORM:

11/8/2021
Steven Wang, City Attorney Date

NOTICE: SIGNATURE(S) ON BEHALF OF CONTRACTOR MUST BE NOTARIZED.
A certificate of acknowledgment in accordance with the provisions of California Civil Code section 1189 must be attached for each person executing this agreement on behalf of consultant. This section provides, at part (b): "Any certificate of acknowledgment taken in another place shall be sufficient in this state if it is taken in accordance with the laws of the place where the acknowledgment is made."

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT **CIVIL CODE § 1189**

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 Santa Clara)

On 10/15/2021 before me, Sandra Hernandez, Notary Public,
Date *Here Insert Name and Title of the Officer*

personally appeared Andrew Bader, Robert Asuncion
Name(s) of Signer(s)

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.

SANDRA VANESSA HERNANDEZ
Notary Public - California
Santa Clara County
Commission # 2350852
My Comm. Expires Mar 10, 2025

Signature _____
Signature of Notary Public

Place Notary Seal Above

OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document
Title or Type of Document: _____
Document Date: _____ Number of Pages: _____
Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____
☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator
☐ Other: _____
Signer Is Representing: _____

Signer's Name: _____
☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator
☐ Other: _____
Signer Is Representing: _____

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EXHIBIT A

(Scope of Work)

See following pages.

On an as-needed basis, the Contractor may be required to provide any or all of the following services:

- Temporary traffic control consistent with MUTCD best practices.
- Minor electrical repairs to service points including breaker, contactor, outlet, photoelectric sensor, and similar types of electrical repair.
- Bulb, ballast, fuse, pole, fixture mounted photoelectric sensor, and fixture replacements.
- Minor tree trimming on trees that are preventing access to the pole/fixture to be serviced (any additional conflict with pole/fixture that require substantial trimming shall be forwarded to the City's representative for resolution). Minor trimming is considered to be small branches of 1 inch or less in diameter.
- Clean up and proper disposal of used materials.

Contractor Responsibilities

All work subject to this Agreement shall be identified in the Task Authorization provided for each assignment as needed as follows:

- Assess the feasibility of the work in question and providing a cost estimate and work schedule.
- Interface with the Maintenance Supervisor and/or other City personnel.
- Interface with property owners to complete assigned work.
- Complete work within the agreed time frame and budget.
- Provide a detailed invoice that provides detailed work performed, labor, hours, and material used. Protocols for accessing and using city-supplied storage containers and materials such as bulbs and ballasts, etc. shall be followed per direction provided.
- Provide report and invoice in electronic form.

EXHIBIT B
INSURANCE

NOTE: The word "Consultant" in this Exhibit refers to either "Consultant" or "Contractor" as the term is used in the Agreement/Contract to which this Exhibit is attached.

A. During the term of this Agreement, Consultant shall maintain in full force and effect at all times during the term of the contract, at its sole cost and expense, policies of insurance as set forth herein:

1. General Liability:
   a. General liability insurance including, but not limited to, protection for claims of bodily injury and property damage liability, personal and advertising injury liability and product and completed operations liability.
   b. Coverage shall be at least as broad as Insurance Services Office Commercial General Liability coverage form CG 0001 (occurrence).
   c. Claims-made coverage is not acceptable.
   d. The limits of liability shall not be less than:

Each occurrence:	One Million Dollars ($1,000,000)
Products & Completed Operations:	One Million Dollars ($1,000,000)
Personal & Advertising Injury:	One Million Dollars ($1,000,000)

   e. If a general aggregate limit of liability is used, the minimum general aggregate shall be twice the 'each occurrence' limit or the policy shall contain an endorsement stating that the general aggregate limit shall apply separately to the project that is the subject of the contract.
   f. If a products and completed operations aggregate limit of liability is used, the minimum products and completed operation aggregate shall be twice the 'each occurrence' limit or the policy shall contain an endorsement stating that the products and completed operations aggregate limit shall apply separately to the project which is the subject of the contract.
   g. If the Consultant maintains higher limits than the minimums shown above, the City requires and shall be entitled to coverage for the higher limits maintained by the Consultant. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the City.

2. Automobile Liability:
   a. Automobile liability insurance providing protection against claims of bodily injury and property damage arising out of ownership, operation, maintenance, or use of owned, hired, and non-owned automobiles.
   b. Coverage shall be at least as broad as Insurance Services Office Automobile Liability coverage form CA 0001, symbol 1 (any auto).
   c. The limits of liability per accident shall not be less than:

Combined Single Limit One Million Dollars ($1,000,000)

d. If Automobile Liability coverage, as required above, is provided by the Commercial General Liability form, the General Liability policy shall include an endorsement providing automobile liability as required above.

3. Workers' Compensation
   a. Workers' Compensation Insurance, with coverage as required by the State of California (unless the Consultant is a qualified self-insurer with the State of California), and Employer's Liability coverage.
   b. Employer's Liability Coverage with a limit not less than $1,000,000 per accident for bodily injury and disease.
   c. Consultant shall sign and file with the City department responsible for this Agreement/Contract the Worker's Compensation Certificate contained in the Project Manual.
4. Insurance Required in the Supplementary Conditions: Consultant shall be required to comply with all conditions as stipulated in the Standard Construction Specifications, any supplementary conditions and any special provisions as applicable.
5. Professional Liability Insurance
   If required, errors and omissions, malpractice or professional liability insurance with coverage of not less than $1,000,000 per claim.
6. Other Insurance Provisions:
   a. The Consultant's General Liability and Automobile Liability policies shall contain, or be endorsed to contain, the following provisions:
      i. The City, its officials, employees, agents and volunteers shall be covered and specifically named as additional insureds on a separate endorsement as respects liability arising out of activities performed by or on behalf of the Consultant, products and completed operations of the Consultant, premises owned, occupied, or used by the Consultant, or automobiles owned, leased, hired, or borrowed by the Consultant in a form acceptable to the City Attorney.
      ii. The Endorsement requirement may be satisfied with express provisions in the insurance policy(ies) which identifies any person or entity required to be included as an insured under the policy. A copy of the declarations page identifying the policy number, and pertinent provisions in the policy providing additional insured coverage shall be provided to the City.
      iii. The policy shall contain no special limitations on the scope of coverage afforded to the City, its officials, employees, agents or volunteers.
   b. For any claims related to the project, the Consultant's General Liability and Automobile insurance coverage shall be primary insurance in their coverage of the City and its officers, officials, employees, agents, or volunteers, and any insurance or self-insurance maintained by the City, its officers, officials, employees, agents or volunteers shall be excess of the Consultant's insurance and shall not contribute with it.

c. Any failure to comply with reporting or other provisions of the policies on the part of the Consultant, including breaches of warranties, shall not affect coverage provided to the City, its officers, officials, employees, agents or volunteers.

d. The Consultant's Workers Compensation and Employer's Liability policies shall contain an endorsement that waives any rights of subrogation against the City, its officers, officials, employees, agents, and volunteers.

e. Each insurance policy shall state that coverage shall not be suspended, voided, canceled by either party, reduced in coverage or in limits, non-renewed, or materially changed except after **30 days prior written notice** by certified mail has been given to the City. Ten days prior written notice by certified mail shall be given to the City in the event of cancellation due to nonpayment of premium.

7. Acceptability of Insurers: Insurance is to be placed with insurers with **a Bests' rating of no less than A:VII**.

8. The Consultant shall furnish the City with Certificates of Insurance and endorsements or insurance binders, signed by a person authorized by the insurer to bind coverage on its behalf, evidencing the coverage required by this section, the Standard Specifications, Special Provisions and/or any Supplementary Conditions. **The Consultant shall furnish complete, certified copies of all required insurance policies, including original endorsements specifically required hereunder if requested.**

9. The Consultant shall report, by telephone to the Project Manager within 24 hours, and also report in writing to the City within 48 hours, after Consultant or any Subcontractors or agents have knowledge of, any accident or occurrence involving death of or serious injury to any person or persons, or damage in excess of Ten Thousand Dollars ($10,000) to property of the City or others, arising out of any work done by or on behalf of the Consultant as part of the contract.

10. Such report shall contain:
    a. the date and time of the occurrence,
    b. the names and addresses of all persons involved, and
    c. a description of the accident or occurrence and the nature and extent of the injury or damage.

11. The City, at its discretion, may increase the amounts and types of insurance coverage required hereunder at any time during the term of the contract by giving 30 days written notice.

12. If the Consultant fails to procure or maintain insurance as required by this section, the Standard Specifications, and any Supplementary Conditions, or fails to furnish the City with proof of such insurance, the City, at its discretion, may procure any or all such insurance. Premiums for such insurance procured by the City shall be deducted and retained from any sums due the Consultant under the contract.

13. Failure of the City to obtain such insurance shall in no way relieve the Consultant from any of its responsibilities under the contract.

14. The making of progress payments to the Consultant shall not be construed as relieving the Consultant or its Subcontractors of responsibility for loss or direct

physical loss, damage, or destruction occurring prior to final acceptance by the City.

15. The failure of the City to enforce in a timely manner any of the provisions of this section shall not act as a waiver to enforcement of any of these provisions at any time during the term of the contract.
16. In the event Consultant carries Excess Liability Coverage, the Excess Liability Coverage shall apply to any and all claims related to the project on a primary and non-contributory basis, and the City's insurance or self-insurance coverage shall be excess to the Consultant's Excess Liability Coverage.

Attachment 3

CITY OF FOLSOM
AMENDMENT NO. 1
TO
AGREEMENT FOR CONSULTING SERVICES

The Consultant and Professional Services Agreement ("Agreement") dated as of November 1, 2021, between the **CITY OF FOLSOM**, a municipal corporation, ("City") and **BEAR ELECTRICAL SOLUTIONS INC.** ("Consultant")**,** is amended as set forth on Exhibit 1 (Exhibit 1 is attached hereto and incorporated herein.)

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be duly executed.

Date:_____

City of Folsom,
A Municipal Corporation

_____
By: Bryan Whitemyer, City Manager

Date:_____

Consultant Name: **Bear Electrical Solutions Inc.**

_____
By: _____

_____
By: _____

Approved As To Content:

_____
Kelly Gonzalez, Parks & Recreation Director Date

Approved As To Form:

_____
Steven Wang, City Attorney Date

Attests:

_____
Christa Freemantle, City Clerk

Funding Available:

_____
Stacey Tamagni, Finance Director Date

NOTICE: SIGNATURE(S) ON BEHALF OF CONSULTANT MUST BE NOTARIZED.
A certificate of acknowledgment in accordance with the provisions of the Civil Code section 1189 must be attached for each person executing this agreement on behalf of the consultant. California Civil Section provides, at part (b): "Any certificate of acknowledgment taken in another place shall be sufficient in this state if it is taken in accordance with the laws of the place where the acknowledgment is made."

AMENDMENT NO. 1
TO
AGREEMENT FOR CONSULTANT AND PROFESSIONAL SERVICES
WITH BEAR ELECTRICAL SOLUTIONS INC.

The Agreement is amended as follows:

A. Section 2. TERM OF AGREEMENT is deleted and the following is inserted in its place:

This Agreement shall continue through November 1, 2026, unless otherwise terminated or extended as set forth in Section 17 of this Agreement.

B. Section 4. COMPENSATION is deleted and the following is inserted in its place:

Compensation for the services shall be paid on a time-and-materials, not-to-exceed basis. The maximum compensation for the services specified in Exhibit A, including any and all costs or expenses, is $100,000 for year five. In the event the cost for services exceeds $100,000, Contractor agrees to complete all services enumerated in Exhibit A at no additional expense to City.

The City shall have the right to review all books and records kept by the Contractor and any subcontractors in connection with the operation and services performed under this Agreement. The City shall withhold payment for any expenditure not substantiated by Contractor's or subcontractor's books and records. In the event the City has made payment for expenditures that are not allowed, as determined by the City's audit, the Contractor shall reimburse the City for the amount of the disallowed expenditures. City shall make no payment for any services not specified in Exhibit A of this Agreement unless such additional services and the price thereof are agreed to in writing and approved by the City prior to the time that such additional services are rendered.

Except as amended herein, all other provisions of the Agreement and any previously approved amendments thereto remain in full force and effect.

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CITY OF
FOLSOM
DISTINCTIVE BY NATURE

Folsom City Council
Staff Report

MEETING DATE:	11/12/2025
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 11501 - A Resolution Authorizing the City Manager to Execute Contracts Not to Exceed $690,000 (Total Aggregate Amount for All Consultants) Annually for Development Engineering, Construction Inspections, and On-Call Surveying Services with REY Engineers, Inc., 4Leaf, Inc., BKF, Boswell & Associates, and Unico Engineering in the General Fund (Fund 010)
FROM:	Community Development Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff respectfully recommends that the City Council move to approve Resolution No. 11501 - A Resolution Authorizing the City Manager to Execute Contracts Not to Exceed $690,000 (Total Aggregate Amount for All Consultants) Annually for Development Engineering, Construction Inspections, and On-Call Surveying Services with REY Engineers, Inc., 4Leaf, Inc., BKF, Boswell & Associates, and Unico Engineering in the General Fund (Fund 010)

BACKGROUND

All engineering plans for proposed development in the City of Folsom are submitted to the Community Development Department, Engineering Division. The submittals are reviewed by qualified plan check staff for conformance to engineering standards and best practices prior to issuance of site improvement permits. Once the site improvement permits are issued and construction begins, qualified construction inspection staff will inspect the site to ensure construction is consistent with the approved plans and requirements.

Development activity in the City each year fluctuates in response to a variety of factors including but not limited to economic conditions, market demand, land use trends, and land availability and readiness. Regardless of the fluctuation, the City is obligated to review plans, issue permits, and conduct inspections in a timely manner.

With the reorganization of services and staffing among various City Departments in October 2025, the Community Development Department Development Engineering Division includes

five full time equivalent positions for development engineering plan review and inspection services as listed in the table below.

CDD Engineering Positions	# Staff
Development Engineering Manager	1
Senior Civil Engineer	1
Assistant Civil Engineer	2
Senior Construction Inspector	1

The City's current staffing levels represent minimum baseline staffing to support low to moderate levels of development activity. Over the last ten-year period, the City has experienced consistently high levels of development activity exceeding staff capacity, especially with new development in the Folsom Plan Area Specific Plan (FPASP). Additionally, the engineering team has had staff vacancies with one or more positions consistently over the last 2-year period. To meet the customer needs for these higher levels of building development activity and staff vacancies, the City has employed supplemental contract services (on call service contracts) for development engineering, construction inspection, and on-call surveying services paid for by corresponding revenue for services.

As authorized by City Council and consistent with Measure W, development activity in the FPASP shall be full cost recovery using a deposit-based system with "time and materials" billing approach for staff time and consultant services associated with development activity. City Council authorized staff to manage assignment and oversight of consultant work for both off-site engineering (backbone infrastructure) and on-site engineering work on private development within the FPASP. The City continues primary work assignments under separate contracts with Pinnacle for plan check and inspections and Gerry Young for surveying/mapping work in the FPASP. The proposed on call engineering contracts in this Resolution are intended to serve primarily development north of Highway 50 with the occasional assignment for on-site (private development) services at full cost recovery south of Highway 50.

The table below summarizes Community Development Engineering Service supplemental contract costs for the last six-year period. While these total annual consultant costs reflect services both north and south of Highway 50, the vast majority of consultant costs involved pass through funding for consultant engineering services in the FPASP south of Highway 50 for both backbone infrastructure (off sites) and private development (on sites). Annual engineering consultant costs varied widely from a low of $1,467,821 and a high of $2,596,382 in response to the volume, type, and level of services required to meet the customer need.

Fiscal Year	Building Service Consultant Contract Cost
FY 2019/20	$ 1,467,821
FY 2020/21	$ 1,657,199
FY 2021/22	$ 2,257,112
FY 2022/23	$ 2,596,382
FY 2023/24	$ 1,879,224
FY 2024/25	$ 1,425,708

While the actual engineering contract expense each year has exceeded the annual engineering contract allocation in the adopted budget, the full cost recovery system for development activity in the Folsom Plan Area ensures that the expense for engineering services will not exceed the revenue required for same engineering services. This resolution is requesting authorization of contracts with an aggregate total not to exceed $690,000 annually for building service contracts over the next three years to provide a buffer based on historic service demands and corresponding revenue. Each of the five contractors would receive a portion of the total funding allocation based on assigned work. If development activities slow and the contract service demand is reduced, the full $690,000 allocation would not be utilized. Conversely, if development activities increase and the demand for contract services increases beyond the $690,000 allocation, staff would return to the City Council to request an additional allocation in keeping with the increased revenue for development activities.

Current contracts for engineering services north of Highway 50 are expired. In September of 2025, staff posted a Request for Proposal for On Call Development Engineering, Construction Inspection, and On-Call Surveying Services. Five Consultant Firms responded with a proposal for one or more of the solicited contract services. Staff rated the Proposals and selected all five firms to provide the City with On Call Development Engineering, Construction Inspection, and On-Call Surveying Services (see Attachment 2). Firms were ranked based on services offered, staff expertise and availability, specialty skills, and expenditure. Those firms include REY Engineers, Inc., 4Leaf, Inc., BKF, Boswell & Associates, and Unico Engineering.

Staff is recommending the City Manager be authorized to execute these five contracts for a three-year period (January 1, 2026, through January 1, 2029), with a cumulative not-to-exceed annual amount of $690,000 utilizing revenue from engineering plan check, inspection, and surveying permits and projects.

POLICY / RULE

In accordance with Chapter 2.36 of the Folsom Municipal Code, contracts greater than $75,049 shall be awarded by the City Council.

ANALYSIS

As described in the background section of this report, Folsom has experienced consistently high volumes of development engineering permit, plan check, and inspection activity over the last ten years exceeding our baseline staffing capacity. In order to meet the building service demand, Folsom has utilized on-call consultant service contracts for development engineering plan check, surveying, and/or inspection services. This resolution authorizes the execution of contracts with five firms to allow the Community Development Engineering Division to route plans for review, assign surveying work, or request inspection services for current applications as needed for timely response for paid building services.

Industry standard practice is that engineering services consultants receive a percentage of the City's Plan Check Fees for a full plan review. The proposed percentage for the next contract will vary among the five selected consultants as shown in the table below.

Consultant Costs for Services (% of City Fee or Hourly Rate)					
Project Type or Staffing Cost	**REY Engineers**	**4Leaf, Inc**	**BKF**	**Boswell & Associates**	**Unico Engineers**
Plan Review (PR), Plan Review and Inspection (PR&I)					
Project Value < $10,000	PR 65% PR&I 80%	PR 65% PR&I 85%			
Project Value $10,001 - $100,000	PR 60% PR&I 77.5%	PR 65% PR&I 85%			
Project Value $100,001 - $200,000	PR 55% PR&I 75%	PR 65% PR&I 85%			
Project Value $201,000 - $299,999	PR 50% PR&I 72.5%	PR 65% PR&I 85%			
Project Value $300,000 and higher	PR 45% PR&I 70%	PR 65% PR&I 85%			
Final Map and Parcel Map					
Parcel Map	PR 85%	PR 85%			
Final Map and Parcel Map Review	PR 85%	PR 85%			
Certificate of Correction/Compliance	Hourly Only	Hourly Only	Hourly Only		
Lot Line Adjustment	PR 85%	PR 85%			
Entitlement/Design Review					
New MF, Comm., or SF Subdivision	PR 10%	PR 85%			
Existing MF or Comm.	Hourly with NTE Estimate	Hourly with NTE Estimate	Hourly with NTE Estimate		
New SF or Two Dwelling					
Existing SF or 2-unit					
New Historic District MF or Comm.	PR 10%	PR 85%			
Existing Historic District MF/Comm.	Hourly with NTE Estimate	Hourly with NTE Estimate	Hourly with NTE Estimate		
New SF, Two-Dwelling, Non-exempted ADU					
Historic District Demo	NA	NA	NA		
Development Engineering Manager	$349	$265	$273		
Principal Civil Engineer	$315	$260	$317		$235
Senior Civil Engineer	$264	$235	$233		$275
Associate Civil Engineer	$205	$220	$205		$235
Assistant Civil Engineer	$172	$205	$179		$200
Land Surveyor I	$220	$235	$233		$135
Land Surveyor II	$306	$250	$287		$120
Sr Construction Inspector	$242	$225	$273	$150	$190
Construction Inspector	$213	$210	$251	$150	$185

Consultant Construction Inspection Services are invoiced on an hourly basis and funded through the Engineering Plan Check and Inspection Fees collected. Consultant inspection services are utilized for larger, more complex projects such as hotels, large apartment complexes, and commercial projects with full cost recovery requirements. The City's Senior Construction Inspector oversees consultant inspection work and performs inspections for smaller, less complex construction projects such as residential remodels and residential new construction.

In implementing these contracts for consulting services, Staff will allocate work between the five selected consultants based on workload, expertise, and cost for respective services. It's important to note that Community Development Engineering Division will retain the flexibility to assign work to one or more of the selected firms within the cumulative not to exceed contract amount of $690,000 for services exceeding staff capacity. In other words, selected firms are not guaranteed assignment of work and are not limited to a fair share portion of the total not to exceed contract amount. This allows Staff the ability to determine how best to meet our contract service needs as those needs arise.

Each fiscal year, Community Development prepares revenue projections based on discussions with potential developers, landowners, and stakeholders about approved or planned entitlements and projects to predict the level of development activity for the next fiscal year. This projection is used to identify any additional staffing needs/costs and to estimate supplemental contract services needs/costs. Historically, the City's adopted budget includes a conservative percentage of the Staff revenue projection for development activity. For the last ten-year period, actual development activity and corresponding revenue and consultant contract costs have exceeded both the City's adopted budget and the Staff projections. Staff will continue to prepare cost-benefit analysis of high contract service costs vs additional full-time staff to meet building service needs. The proposed on-call service solution for development engineering services with a cumulative not to exceed amount of $690,000 annually for the next three years allows flexibility in how the City meets our service needs and does not preclude alternative or supplemental solutions (e.g., full-time permanent staff, part-time temporary contract staff, pass through funding contracts).

FINANCIAL IMPACT

The cost of third-party development engineering, construction inspection, and on-call surveying services is offset by revenue generated by Engineering Plan Check and Inspection Fees adopted by City Council Resolution.

The General Fund (Fund 010) Engineering Division contract budget appropriation is established by City Council budget authorization. In the current FY 2025-26 budget, funds in the amount of $690,000 are budgeted and available in the contracts line item for all Engineering Division contracts. Cumulative contract expenditures have exceeded $690,000 annually for the last 6 years, and it is likely that service demand may require that staff request the City Council appropriate additional funds in FY 2025-26 in order to spend more than the $690,000 currently budgeted. This additional appropriation would be offset by a corresponding increase in revenue.

ENVIRONMENTAL REVIEW

The project is exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15061 b (3) (General Rule Exemption) of the CEQA Guidelines.

ATTACHMENT

1. Resolution No. 11501 - A Resolution Authorizing the City Manager to Execute Contracts Not to Exceed $690,000 (Total Aggregate Amount for All Consultants) Annually for Development Engineering, Construction Inspections, and On-Call Surveying Services with REY Engineers, Inc., 4Leaf, Inc., BKF, Boswell & Associates, and Unico Engineering in the General Fund (Fund 010)
2. Consultant Ranking Summary

Submitted,



Pam Johns, Community Development Director

Attachment 1

RESOLUTION NO. 11501

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE CONTRACTS NOT TO EXCEED $690,000 (TOTAL AGGREGATE AMOUNT FOR ALL CONSULTANTS) ANNUALLY FOR DEVELOPMENT ENGINEERING, CONSTRUCTION INSPECTIONS, AND ON-CALL SURVEYING SERVICES WITH REY ENGINEERS, INC., 4LEAF, INC., BKF, BOSWELL & ASSOCIATES, AND UNICO ENGINEERING IN THE GENERAL FUND (FUND 010)

WHEREAS, the Community Development Department, Engineering Division, has established the need for as-needed outside development engineering plan check, construction inspection, and on-call surveying services; and

WHEREAS, funds have been appropriated and are available for this purpose in the 2025-2026 fiscal year budget; and

WHEREAS, consultant firms are selected based on their professional qualifications, experience, and cost; and

WHEREAS, City Council has appropriated $690,000 for Engineering Division contract services as part of the FY 2025-26 annual budget and an additional appropriation may be requested of City Council as service demands; and

WHEREAS, any additional appropriation request will be offset by a corresponding increase in revenue received; and

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

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom authorizes the City Manager to execute contracts not to exceed $690,000 (total aggregate amount for all consultants) annually for development engineering, construction inspections, and on-call surveying services with REY Engineers, Inc., 4Leaf, Inc., BKF, Boswell & Associates, and Unico Engineering.

PASSED AND ADOPTED this 12th day of November, 2025, by the following roll-call vote:

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

_____
Sarah Aquino, MAYOR

ATTEST:

_____
Christa Freemantle, CITY CLERK

Attachment 2

Attachment 2 – Consultant Ranking Summary

Community Development Department

Development Engineering, Construction Inspection, and On-Call Surveying Services

Evaluation Criteria		Max Possible Points	Firms – Average Score of 4 Reviewers				
			REY (All Services)	4Leaf (All Services)	BKF (Select Services)	Unico (Inspections & Surveying)	Boswell (Inspections)
A	Firm Experience and Qualifications	**30**	28	27	25	27	25
B	Team Experience and Qualifications	**30**	26	23	25	24	20
C	Understanding of Scope and Approach	**20**	17	15	15	15	19
D	References and Local Preference	**10**	10	10	8	9	9
E	Ability to Meet City's Needs, Pricing, and Schedule	**10**	7	7	7	6	9
	Total	**100**	**88**	**82**	**80**	**81**	**82**

Folsom City Council
Staff Report

MEETING DATE:	11/12/2025
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 11502 – A Resolution Authorizing the City Manager to Execute a Professional Services Agreement with Infinity Technologies for Geographic Information System (GIS) and Lucity Support Services in an Amount Not-to-Exceed $130,000 Annually from the General Fund (Fund 010), Water Fund (Fund 520) and Wastewater Fund (Fund 530)
FROM:	Finance Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff Recommends the City Council pass and adopt Resolution No. 11502 – A Resolution Authorizing the City Manager to Execute a Professional Services Agreement with Infinity Technologies for Geographic Information System (GIS) and Lucity Support Services in an Amount Not-to-Exceed $130,000 Annually from the General Fund (Fund 010), Water Fund (Fund 520) and Wastewater Fund (Fund 530)

BACKGROUND / ISSUE

The City of Folsom relies on Geographic Information System (GIS) and Lucity Asset Management System technologies to support essential mapping, data management, and infrastructure maintenance activities across multiple departments. These systems are critical for daily operations in Community Development, Public Works, Utilities, and Public Safety.

In 2024, the City completed an upgrade of its ArcGIS Enterprise platform, in an effort to improve system stability and ensure reliable access to GIS data and services. Recent staffing changes within the Information Technology Department have reduced internal GIS and Lucity administration capacity. With the goal of maintaining and improving service levels, the City requires outside technical expertise to support ongoing system administration, data updates, integration maintenance, and staff training.

Infinity Technologies has provided GIS services to the City intermittently over the past eight years and possesses extensive experience with municipal GIS and asset-management systems, including Esri ArcGIS, Lucity, and Central Square Community Development. Infinity Technologies' partnership with Esri ensures that their staff are trained on current software and best practices.

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 $75,049 or greater shall be awarded by City Council.

ANALYSIS

Under the proposed Statement of Work (Attachment 2), Infinity Technologies will provide comprehensive GIS and Lucity support to the City, including the following primary tasks:

- ArcGIS Enterprise Administration
- GIS Integration Support of Community Development
- GIS Data Layer Updates
- General GIS Support
- WebGIS Application Development and Maintenance
- Automation Projects
- Lucity Administration and Enhancement

This scope expands upon prior years to include a deeper level of Lucity business analysis and process development. Infinity Technologies will assist City staff in assessing current Lucity use, identifying optimization opportunities, and providing direct staff training for both back-office and field users.

FINANCIAL IMPACT

The total not-to-exceed amount of this agreement is $130,000 annually and will be funded from salary savings in the Information Technology Division's budget (Fund 010), and available contracts budget in the Water Fund (Fund 520) and the Wastewater Fund (Fund 530). No additional appropriation is required.

ENVIRONMENTAL REVIEW

This action is not considered a project under the California Environmental Quality Act (CEQA) and is therefore exempt from further environmental review pursuant to CEQA Guidelines Section 15378(b)(5).

ATTACHMENTS

1. Resolution No. 11502 – A Resolution Authorizing the City Manager to Execute a Professional Services Agreement with Infinity Technologies for Geographic Information System (GIS) and Lucity Support Services in an Amount Not-to-Exceed $130,000 Annually from the General Fund (Fund 010), Water Fund (Fund 520) and Wastewater Fund (Fund 530)

2. Statement of Work – Infinity Technologies, October 2025

Submitted,

Stacey Tamagni
Chief Financial Officer

Attachment 1

RESOLUTION NO. 11502

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A PROFESSIONAL SERVICES AGREEMENT WITH INFINITY TECHNOLOGIES FOR GEOGRAPHIC INFORMATION SYSTEM (GIS) AND LUCITY SUPPORT SERVICES IN AN AMOUNT NOT-TO-EXCEED $130,000 ANNUALLY FROM THE GENERAL FUND (FUND 010), WATER FUND (FUND 520) AND WASTEWATER FUND (FUND 530)

WHEREAS, the City of Folsom utilizes Geographic Information System (GIS) and Lucity Asset Management System technologies to support essential mapping, infrastructure management, and data integration activities; and

WHEREAS, recent staffing changes within the Information Technology Department have created a need for contracted GIS and Lucity support services; and

WHEREAS, Infinity Technologies has extensive experience with municipal GIS, Lucity, and Esri software platforms and has successfully supported the City of Folsom on prior GIS projects; and

WHEREAS, Infinity Technologies submitted a Statement of Work dated October 29, 2025, outlining the scope of services to include GIS system administration, data updates, application support, staff training, and Lucity workflow development; and

WHEREAS, staff recommends entering into a Professional Services Agreement with Infinity Technologies in an amount not-to-exceed $130,000 annually, with funding budgeted and available in the Information Technology Division budget in the General Fund (Fund 010) and in the Water Fund (Fund 520) and the Wastewater Fund (Fund 530); and

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

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom authorizes the City Manager to execute a Professional Services Agreement with Infinity Technologies for Geographic Information System (GIS) and Lucity Support Services in an amount not-to-exceed $130,000 annually.

PASSED AND ADOPTED this 12th day of November, 2025, by the following roll-call vote:

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

_____
Sarah Aquino, MAYOR

ATTEST:

_____
Christa Freemantle, CITY CLERK

Attachment 2

INFINITY TECHNOLOGIES

October 29, 2025

City of Folsom

GIS and Lucity Support Services

INTRODUCTION

Infinity Technologies would like to thank the City of Folsom for the opportunity to provide support for your GIS and Lucity needs. We have been working with Folsom intermittently over the last 8 years on specific projects that included data development/realignment and parcel/address update automation. We have also been working with cities within Sacramento County for over 20 years. Lastly, Infinity Technologies staff have direct experience working with the Central Square Community Development and Lucity business systems. Together, this experience should prove to be very helpful in understanding and working on the unique GIS and Lucity tasks for Folsom.

Infinity Technologies is also a business partner with Esri. Partnering with the industry's leading software provider keeps our staff informed and trained on the very latest advancements in GIS technology.

PROJECT BACKGROUND

The City of Folsom has used GIS technology to support a variety of mapping needs across city departments. An existing ArcGIS Enterprise upgrade was recently completed. This upgrade should help to ensure the GIS platform is stable and ready to continue serving important GIS content and functionality. Recent staff departures have created a need to potentially contract out GIS support. Infinity Technologies is prepared to support Folsom with a cost-effective streamlined approach to meet your GIS and Lucity needs. Listed below are examples of tasks that would be provided by Infinity Technologies GIS and Business Analyst staff:

- ArcGIS Enterprise administration
- GIS Integration support of Community Development
- GIS data layer updates
- General GIS support requests
- WebGIS application development and maintenance
- Finalize adjustments to the parcel and address update procedures
- Complete the project to pull crime data into local database.
- GIS integration support of Lucity
- Lucity administration

SCOPE OF WORK

TASK 1. ArcGIS Enterprise Administration

- Ensure backup routines are running as expected
- Develop proactive monitoring service to detect issues within the GIS services and databases.
- Create any required documentation to define the GIS platform
- Provide troubleshooting services with existing or future issues that impact GIS end users
    - Includes reviewing the status of the migration to the new ArcGIS Enterprise platform as a relates to WebGIS applications (internal/public), integrations with business systems, etc....

TASK 2. GIS Integration with Community Development

- Review existing GIS integration services
- Ensure updated GIS data is part of integrations
- Provide troubleshooting when issues are detected

TASK 3. GIS Layer Updates

- As needed data updates to GIS layers (Addresses, PW infrastructure, planning layers)

TASK 4. General GIS Support

- Complete as-needed maps, analysis, and reports.
- Provide GIS training and mentoring to Folsom staff

TASK 5. WebGIS Application Development and Maintenance

- As-needed WebGIS application maintenance (internal/public facing)
- Develop new WebGIS applications as requested from city departments

TASK 6. Parcel and Address Update Automation

- Finalize updates to existing automation routines to pull County GIS data to Folsom

TASK 7. Folsom PD Crime Data Automation

- Complete data export automation to pull crime data from Sunridge RIMS

TASK 8. GIS Integration with Lucity

- Review existing GIS integration services
- Ensure updated GIS asset data is part of integrations
- Provide troubleshooting for existing and future issues

TASK 9. Lucity Administration

- Provide troubleshooting for current and future issues with Lucity back office and field functionality.
- Training for Utility Department staff for back office and field workflows.
- Complete a summary assessment and priority recommendations targeting the following:
    - Asset structure, reporting, inspection workflows, integrations (finance, SCADA, work orders)
- Translate field staff needs into Lucity/IT solutions and workflows
- Develop a comprehensive set of standard operating procedures that document important workflows with back office and field capabilities.
- Provide general administrative support for the overall Lucity asset management system.
- Work with key stakeholders to begin discussions on the implementation of new Lucity modules. (Fleet and Solid Waste)

COST ESTIMATE

TASK	ESTIMATED COSTS
Task 1 - ArcGIS Enterprise Administration	$4,000
Task 2 - GIS Integration with Community Development	$4,000
Task 3 - GIS Layer Updates	$20,000
Task 4 - General GIS Support	$20,000
Task 5 - WebGIS Application Development and Maintenance	$8,000
Task 6 - Parcel and Address Update Automation	$2,500
Task 7 - Folsom PD Crime Data Automation	$2,500
Task 8 - GIS Integration with Lucity	$9,000
Task 9 - Lucity Administration	$60,000
Total Estimated Cost (1 Year)	**$130,000**

HOURLY RATE SCHEDULE

GIS CLASSIFICATION	HOURLY RATE ($) REMOTE	HOURLY RATE ($) ON-SITE
Project Manager	170	180
Enterprise GIS Architect	170	180
Senior GIS Analyst	140	155
GIS Analyst II	130	145
GIS Analyst I	120	130
Senior GIS Technician	115	125
GISTechnician II	105	115
GIS Technician I	95	105
Senior Business Analyst	170	185
Business Analyst II	155	170
Business Analyst I	125	140

GIS support can be provided through a mix of remote and on-site work schedule.

Folsom City Council
Staff Report

MEETING DATE:	11/12/2025
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 11503 – A Resolution Authorizing the City Manager to Execute a Construction Agreement with Sierra National Construction, Inc. in the amount of $156,300 for the Ed Mitchell Park Drainage Improvements Project Phase 2, Project No. PW2306, from the Drainage Capital Improvement Fund (Fund 448), 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. 11503 - A Resolution Authorizing the City Manager to Execute a Construction Agreement with Sierra National Construction, Inc. in the amount of $156,300 for the Ed Mitchell Park Drainage Improvements Project Phase 2, Project No. PW2306, from the Drainage Capital Improvement Fund (Fund 448), and Appropriation of Funds.

BACKGROUND / ISSUE

In 2016, the City of Folsom completed construction of a flood mitigation wall adjacent to Ed Mitchell Park to address prior flooding concerns from runoff in the park flowing onto private residential properties located on Briarcliff Drive south of Frankwood Drive. During higher intensity storm events, water would pond in the park and overwhelm the existing onsite storm drain system and flow onto adjacent properties as overland flow. The constructed flood mitigation wall retains the accumulated runoff on the park site, allowing it to flow into the storm drain system or divert onto Frankwood Drive as the overland release path once it exceeds the allowable design depth. This allows the runoff from the park site to bypass the adjacent private properties and remain within the public right of way, and enter the downstream storm drain system.

In 2018, following the completion of the initial project, larger storm events impacted three residential properties adjacent to Ed Mitchell Park north of Frankwood Drive. Before immediately pursuing another flood mitigation wall, Public Works staff implemented other onsite measures, including constructing a berm along the existing wood fence, and regrading and expanding an existing drainage ditch. Private property owners also expanded on the constructed berm in an attempt to provide further protection. While these measures have helped alleviate flooding of private property, they are not considered appropriate permanent repairs and do still require constant monitoring and response from maintenance staff during rain events, including placing temporary sump pumps to drain accumulated runoff during the higher intensity rain events.

As a result, staff have determined that a second flood mitigation wall to protect residential properties north of Frankwood Drive is necessary and appropriate to avoid potential future claims regarding the park site again flooding private properties. This second phase of the project consists of the construction of a 220' long, 6'-8" tall post tensioned masonry flood mitigation wall, tree and fence removal, permanent regrading of the adjacent drainage swale, and the installation of a new drainage inlet.

The affected property owners have all been notified and are in support of this project.

POLICY / RULE

Section 2.36.120 of the Folsom Municipal Code states, in part, that contracts for supplies, equipment, services, and construction with an estimated value of $75,049 or greater shall be awarded by the City Council.

ANALYSIS

City staff prepared the bid package for the Ed Mitchell Park Drainage Improvements Project Phase 2 and advertised for construction on Public Purchase on September 30, 2025, with the bid opening on October 22, 2025. The Public Works Department received the following bids:

- Sierra National Construction, Inc. $156,300.00
- CWS Construction Group, Inc. $184,999.00

The engineer's estimate of probable cost was $125,000. The Public Works Department has evaluated the bids received and recommends that the contract be awarded to the lowest responsive and responsible bidder, Sierra National Construction, Inc.

Staff will use the City's standard Construction Agreement in a form acceptable to the City Attorney.

FINANCIAL IMPACT

If approved, the contract with Sierra National Construction, Inc. would be authorized for $156,300 with the project budgeted for this agreement in the amount of $171,930, which will include a 10% contingency in the amount of $15,630 for potential change orders.

The Ed Mitchell Park Drainage Improvements Project Phase 2 is included in the Fiscal Year 2025-26 Capital Improvement Plan with a project budget of $150,000 from the Drainage Capital Improvement Fund (Fund 448). $12,871.44 of the project budget has already been utilized towards topographic surveys and interim improvements, including on-site ditch grading, leaving a total of $137,128.56 of budgeted funds remaining. An additional appropriation in the amount of $34,802 is needed. There are funds available in the Drainage Capital Improvement Fund (Fund 448) for this additional appropriation, which would increase the project budget to $184,802.

ENVIRONMENTAL REVIEW

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

ATTACHMENTS

1. Resolution No. 11503 - A Resolution Authorizing the City Manager to Execute a Construction Agreement with Sierra National Construction, Inc. in the amount of $156,300 for the Ed Mitchell Park Drainage Improvements Project Phase 2, Project No. PW2306, from the Drainage Capital Improvement Fund (Fund 448), and Appropriation of Funds

2. Project Location Map

3. Existing Site Photos

Submitted,

Rebecca Neves, PUBLIC WORKS DIRECTOR

Attachment 1

RESOLUTION NO. 11503

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A CONSTRUCTION AGREEMENT WITH SIERRA NATIONAL CONSTRUCTION, INC. IN THE AMOUNT OF $156,300 FOR THE ED MITCHELL PARK DRAINAGE IMPROVEMENTS PROJECT PHASE 2, PROJECT NO. PW2306, FROM THE DRAINAGE CAPITAL IMPROVEMENT FUND (FUND 448), AND APPROPRIATION OF FUNDS

WHEREAS, the City of Folsom desires to alleviate potential flooding and construct a flood mitigation wall in Ed Mitchell Park north of Frankwood Drive; and

WHEREAS, the project was advertised for construction on September 30, 2025, and bids were received on October 22, 2025, with Sierra National Construction, Inc. being the lowest, responsive, and responsible bidder with a bid of $156,300; and

WHEREAS, the engineer's estimate of probable cost was $125,000; and

WHEREAS, the Ed Mitchell Park Drainage Improvement Project Phase 2 is included in the Fiscal Year 2025-26 Capital Improvement Plan with a project budget of $150,000 in the Drainage Capital Improvement Fund (Fund 448); and

WHEREAS, project expenditures to date total $12,871.44, with a remaining project budget of $134,128.56; and

WHEREAS, an appropriation in the amount of $34,802 in the Drainage Capital Improvement Fund (Fund 448) will be required, for a new total project cost of $184,802; and

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

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom authorizes the City Manager to execute a Construction Agreement with Sierra National Construction, Inc. in the amount of $156,300 for the Ed Mitchell Park Drainage Improvements Project Phase 2, Project No. PW2306, from the Drainage Impact Fund (Fund 448), with the budgeted amount to include a 10% contingency in the amount of $15,630 for a total not-to-exceed amount of $171,930.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Finance Director is authorized to appropriate $34,802 in the Drainage Capital Improvement Fund (Fund 448) for the Ed Mitchell Park Drainage Improvements Project Phase 2 (Project PW2306).

PASSED AND ADOPTED this 12th day of November 2025, by the following roll-call vote:

AYES: Councilmember(s):

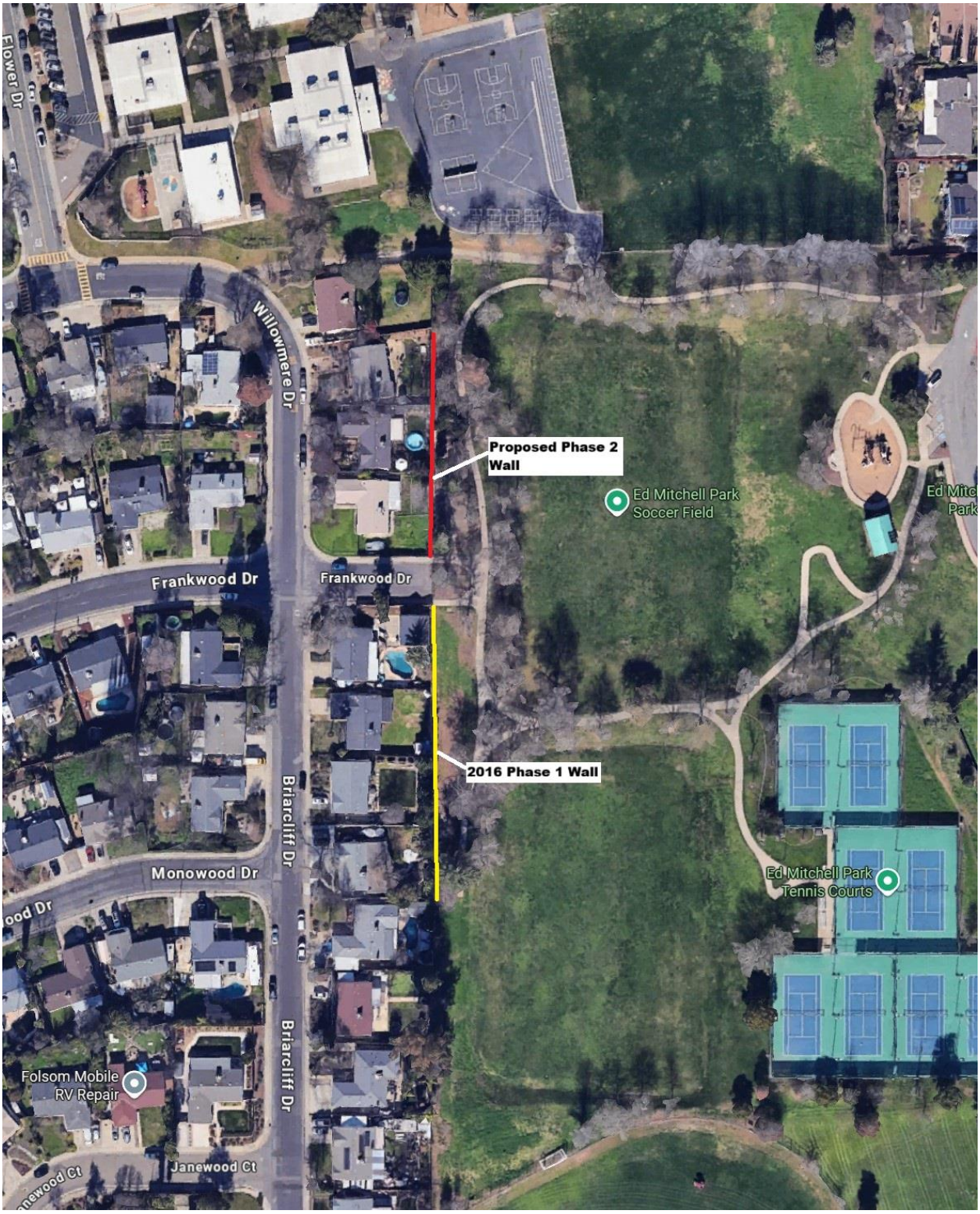
NOES: Councilmember(s):
ABSENT: Councilmember(s):
ABSTAIN: Councilmember(s):

_____
Sarah Aquino, MAYOR

ATTEST:

_____
Christa Freemantle, CITY CLERK

Attachment 2


Flower Dr
Willowmere Dr
Proposed Phase 2 Wall
Ed Mitchell Park Soccer Field
Frankwood Dr
Frankwood Dr
2016 Phase 1 Wall
Briarcliff Dr
Monowood Dr
Ed Mitchell Park Tennis Courts
Briarcliff Dr
Folsom Mobile RV Repair
Janewood Ct

Attachment 3

Figure 1 – Property Fence Line North of Frankwood Drive (Drainage Swale shown)



Figure 2 – Drainage Swale Cross-Section (Park Elevation Higher than Adjacent Properties)



Figure 3 – Phase 1 Wall (South of Frankwood Drive)



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CITY OF
FOLSOM
DISTINCTIVE BY NATURE

Folsom City Council
Staff Report

MEETING DATE:	11/12/2025
AGENDA SECTION:	Public Hearing
SUBJECT:	Resolution No. 11505 – A Resolution Adopting the November 2025 Adjustment for the Folsom Plan Area Specific Plan Infrastructure Fees (SPIF) and Setting the Updated Amount of the SPIF Fees
FROM:	Finance Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends the City Council conduct the public hearing and then adopt Resolution No. 11505– A Resolution Adopting the November 2025 Adjustment for the Folsom Plan Area Specific Plan Infrastructure Fees (SPIF) and Setting the Updated Amount of the SPIF Fees.

BACKGROUND / ISSUE

On January 28, 2014, the Public Facilities Financing Plan (PFFP) for the Folsom Plan Area (FPA) was adopted by the City Council with Resolution No. 9298. The PFFP is an $877 million plan that described the infrastructure and facility costs, presented a financing strategy, and estimated the time horizon for the development in the FPA. The PFFP proposed the establishment of several impact fees for the development of the backbone infrastructure including roadway improvements, potable and non-potable water systems, wastewater systems, storm drainage infrastructure and habitat mitigation to serve the FPA.

On September 8, 2015, the City Council adopted Ordinance No. 1235 adding Chapter 3.130 to the Folsom Municipal Code and established the Folsom Plan Area Specific Plan Infrastructure Fee (SPIF). Also, on September 8, 2015, the City Council adopted Resolution No. 9642 which approved the initial nexus study for the SPIF Fee and set the initial amount of the SPIF fee.

On January 9, 2018, the City Council adopted Resolution No. 10059 which approved the Nexus Study Fiscal Year 2017-2018 update and set the updated amount of the SPIF fees.

On June 11, 2019, the City Council adopted Ordinance No. 1293 amending sections 3.130.010(JJ) and 3.130.030(E)(1)(c) to the Folsom Municipal Code which changed the Off-Site Roadway Improvement fee to a Set-Aside Fee to be collected at building permit issuance rather than prior to final map approval.

On July 28, 2020, the City Council adopted Resolution No. 10491, approving the Nexus Study Fiscal Year 2020-21 Update and setting the updated amount of the SPIF Fees and introduced Ordinance No. 1307 amending sections 3.130.010(JJ) And 3.130.030(E)(1)(c) of the Folsom Municipal Code Pertaining to the Set-Aside Component of the Folsom Plan Area Specific Plan Infrastructure Fees. On August 25, 2020, the City Council adopted Ordinance No. 1307.

On August 22, 2023, the City Council adopted Resolution No. 11096, approving the August 2023 Adjustment to the SPIF, dated August 10, 2023, adjusting the Folsom Plan Area Specific Plan Infrastructure Fees for the development of public facilities necessary and required to serve the FPA.

On November 14, 2023, the City Council adopted Resolution No. 11129, approving the November 2023 Adjustment to the SPIF, dated October 18, 2023, amending the August 2023 SPIF adjustment to the Folsom Plan Area Specific Plan Infrastructure Fees to account for a set of SPIF-eligible infrastructure costs that were erroneously omitted from the adjusted fee calculations as well as costs for already constructed improvements which were unnecessarily included in the August 2023 Adjustment calculations.

POLICY / RULE

General Plan Policy 11.6 – states that it is the policy of the City of Folsom to require new development to bear the cost of its increased demand on municipal services and facilities so as not to create a greater burden on existing residents.

Section 3.130.030(A) of the Folsom Municipal Code authorizes adoption of the SPIF Fee by Council Resolution. Section 3.130.030(F) of the Folsom Municipal Code permits the property owners of the FPASP to petition the City for an adjustment of the SPIF Fees and permits the Finance Director to adjust the SPIF Fee based on general changes in construction costs.

ANALYSIS

SPIF Infrastructure Fee Adjustment: This Resolution will adjust the Folsom Plan Area Specific Plan Infrastructure Fees (SPIF Fees) for the development of public facilities necessary and required to serve the FPA. The SPIF Program is the mechanism to equalize the costs of the Infrastructure, Public Lands and Community Parkland in the FPA. This Resolution is an

update to the City Council's November 2023 approval of Resolution No. 11129 for the November 2023 SPIF Adjustment.

The SPIF Fees equitably spread the cost burden of the public infrastructure improvements in the FPA such as, roadways, sewer facilities, potable water facilities, recycled water facilities, storm drainage facilities, and habitat mitigation and other costs in the FPA as provided in the PFFP. This 2025 SPIF Adjustment alters the fee amounts based on updated construction costs and the amount of development remaining in the FPA.

The Nexus Study Fiscal Year 2020-2021 Update for the SPIF Fees referenced above was compliant with the requirements set forth in the Mitigation Fee Act, also known as AB1600. The 2020-2021 updated Study ensured that a rational nexus exists between future development in the City and (i) the use and need of the proposed facilities, and (ii) the cost or portion of the cost of the capital facilities attributable to future development. That 2020-2021 Updated Study demonstrated that a reasonable relationship exists between the fees and the cost of the facilities attributable to each land use type.

The prior November 2023 and this November 2025 SPIF Infrastructure Fee Adjustments were done at the request of the SPIF Administrator, the City, and the landowners to update the construction cost estimates used to calculate the SPIF Infrastructure Fees. The updated cost estimates are in addition to the Construction Cost Index (CCI) update that occurred on July 1, 2025, and will ensure the fees are reflective of the cost of SPIF backbone infrastructure construction. Table 1, in Exhibit A of Resolution No. 11505 summarizes the updated SPIF Fee Components for all FPASP land uses, except those in the Folsom Heights area. As shown in Table 1, the SPIF Fee decreased between approximately $431 to $4,116 per unit for residential uses with one use experiencing an increase of $193; for nonresidential uses, fees decreased between $13.19 and $0.42 per building square foot with one land use experiencing an increase of $3.79 per building square foot. Table 2, in Exhibit A of Resolution No. 11505 summarizes the updated SPIF Fee Components for Folsom Heights land uses. Because the Folsom Heights SPIF Fee only includes a selection of SPIF components, the change in the SPIF Fee for Folsom Heights land uses may have changed in different proportions as compared to land uses in the remainder of the FPA, as shown in Table 2 of Exhibit A.

The Adjusted Folsom Plan Area SPIF Fees, if approved, will become effective January 15, 2026.

As discussed in Attachment 2, this November 2025 SPIF Infrastructure Fee Adjustment does not represent a Nexus Study update. Though recalibrations were made to the residential impervious area factors used to distribute storm drainage infrastructure costs among newly increased residential densities, the cost allocation methodology used to distribute the storm drainage and all other infrastructure costs among the various land uses in the FPASP remain unchanged from the Nexus Study Fiscal Year 2020-2021 Update. As such, the nexus between the impacts caused by new development and the fees charged to new development remain unchanged as well.

Because this November 2025 SPIF Adjustment does not represent a nexus study update, it is not subject to the provisions of California Government Code Section 66016.5(a)(5)(A) enacted by Assembly Bill 602 in 2022, which require new nexus studies or nexus study updates to calculate impact fees for residential development proportional to building square footage. Additionally, as described in Attachment 2, the SPIF program complies with the conditions in California Government Code Section 66016.5(a)(5)(B) which exempt nexus studies from this square footage requirement.

FINANCIAL IMPACT

The Nexus Study Fiscal Year 2020-2021 Update established the Off-Site Water Treatment Plant Set-Aside, a mechanism to reimburse the City for the FPASP's proportionate share of costs incurred by the City to construct water treatment and distribution facilities that serve the FPASP. This November 2025 SPIF Infrastructure Fee adjustment does not alter the Off-Site Water Treatment Plan Set-Aside mechanism, except to adjust the amount of the Set-Aside based on remaining development, Set-Aside fees collected to date, and updated estimates of reimbursements to the City from other sources, such as Community Facilities District No. 18. Table 3 of Exhibit A depicts the updated Off-Site Water Treatment Plan Set-Aside, which is applicable to all FPA land uses excluding those in Folsom Heights. Because the Nexus Study Update allocates the remaining Off-Site Water Treatment Plant Set-Aside costs among the updated remaining FPA land uses, the per-unit Off-Site Water Treatment Plant Set-Aside fee is decreasing, Although this November 2025 SPIF Adjustment does not alter the mechanism for reimbursing the City for these costs, this update may increase the timeline for the City to be fully reimbursed for these costs. However, this update more equitably spreads the cost of reimbursement to the City among the development that will benefit from the water treatment improvements. There are no additional financial impacts to the City related to this item.

ENVIRONMENTAL REVIEW

This action is exempt from the California Environmental Quality Act under 15061(b)(3) of the CEQA Guidelines.

ATTACHMENTS

1. Resolution No. 11505 – A Resolution Adopting the November 2025 Adjustment for the Folsom Plan Area Specific Plan Infrastructure Fees (SPIF) and Setting the Updated Amount of the SPIF Fees
2. November 2025 SPIF Infrastructure Fee Adjustment for the Folsom Plan Area Specific Plan

Submitted,

Stacey Tamagni, Finance Director

Attachment 1

RESOLUTION NO. 11505

A RESOLUTION ADOPTING THE NOVEMBER 2025 ADJUSTMENT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN INFRASTRUCTURE FEES (SPIF) AND SETTING THE UPDATED AMOUNT OF THE SPIF FEES

WHEREAS, the proposed developments in the Folsom Plan Area create a need for additional public improvements, infrastructure, facilities and services for the future residents, businesses, and visitors in the Folsom Plan Area; and

WHEREAS, the General Plan of the City and voter-approved Measure W require that new development within the Folsom Plan Area provide, in a time frame related to its development, an adequate level of public improvements, infrastructure, facilities and services in order to maintain adequate levels of public services and not adversely impact other areas of the City; and

WHEREAS, the Nexus Study for the Folsom Plan Area, dated July 16, 2020 demonstrates the need for the public facilities in the Folsom Plan Area and establishes a reasonable relationship between the need for the public facilities and the type of development, between the use of the fees and the type of development, and between the amount of the fees and the cost of the public facilities attributable to the type of development; and

WHEREAS, the Public Facilities Financing Plan ("PFFP") for the Folsom Plan Area, adopted by the City council on January 28, 2014 in Resolution No. 9298, sets forth a financing mechanism to fund infrastructure and facility costs necessary to serve new developments in the Folsom Plan Area; and

WHEREAS, the public infrastructure components in the PFFP constitute approximately $381,886,000 for the construction of water, sanitary sewer, roads, storm drainage, and other public infrastructure; and

WHEREAS, Ordinance No. 1235 added Chapter 3.130 to the Folsom Municipal Code which establishes the Folsom Plan Area Specific Plan Infrastructure Fee (SPIF) and authorizes the adoption of the SPIF Fees by City Council Resolution; and

WHEREAS, the City Council adopted Resolution No. 9642 on September 8, 2015, and established the initial amounts of SPIF fees; and

WHEREAS, the City Council adopted Resolution No. 10059 on January 9, 2018, and established the updated amounts of SPIF fees; and

WHEREAS, on June 11, 2019, the City Council adopted Ordinance No. 1293 amending sections 3.130.010(JJ) and 3.130.030(E)(1)(c) to the Folsom Municipal Code which changed the Off-Site Roadway Improvement fee to a Set-Aside Fee to be collected at building permit issuance rather than prior to final map approval; and

WHEREAS, on July 28, 2020, the City Council adopted Resolution No. 10491, approving the Nexus Study Fiscal Year 2020-21 Update and setting the updated amount of the SPIF Fees and introduced Ordinance No. 1307 amending sections 3.130.010(JJ) And 3.130.030(E)(1)(c) of the Folsom

Municipal Code Pertaining to the Set-Aside Component of the Folsom Plan Area Specific Plan Infrastructure Fees. On August 25, 2020, the City Council adopted Ordinance No. 1307; and

WHEREAS, the City Council adopted Resolution No. 11096 on August 22, 2023, and established the adjusted amounts of SPIF fees; and

WHEREAS, on November 14, 2023, the City Council adopted Resolution No. 11129, approving the November 2023 Adjustment to the SPIF, dated October 18, 2023, amending the August 2023 SPIF adjustment to the Folsom Plan Area Specific Plan Infrastructure Fees; and

WHEREAS, the November 2025 Adjustment for the SPIF, adjusts the Folsom Plan Area Specific Plan Infrastructure Fees for the development of public facilities necessary and required to serve the FPA; and

WHEREAS, this Resolution is adopted pursuant to the provisions of Chapter 3.130 of the Folsom Municipal Code ("Folsom Plan Area Specific Plan Infrastructure Fees").

NOW, THEREFORE BE IT RESOLVED by the City Council of the City of Folsom that the November 2025 Adjustment for the Folsom Plan Area Specific Plan Infrastructure Fees (SPIF) is hereby approved and adopted for the Folsom Plan Area.

BE IT FURTHER RESOLVED that the updated Folsom Plan Area Specific Plan Infrastructure Fees specified in Exhibit "A" are hereby approved and adopted for the Folsom Plan Area, and the updated SPIF Fees shall be effective as of January 15, 2026.

PASSED AND ADOPTED on this 12th day of November 2025, by the following roll-call vote:

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

_____
Sarah Aquino, MAYOR

ATTEST:

_____
Christa Freemantle, CITY CLERK

Exhibit A
Folsom Plan Area Specific Plan Infrastructure Fees
Effective January 15, 2026

Table 1
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
SPIF Summary per Dwelling Unit/Bldg. Sq. Ft.

SPIF Summary

Item	Residential - SPIF Per Dwelling Unit					
	Single-Family		Multifamily			
	Low Density	High Density	Low Density	Med. Density	High Density	Mixed Use
Specific Plan Infrastructure Fee (SPIF)						
On- and Off-Site Roadways	$17,664	$16,058	$14,453	$12,847	$12,044	$11,241
Dry Utilities	$4,478	$4,478	$3,359	$3,359	$3,359	$3,359
On-Site Water	$18,440	$11,564	$7,188	$5,938	$5,626	$5,001
Off-Site Water	$2,062	$1,293	$804	$664	$629	$559
Recycled Water	$6,069	$3,806	$2,366	$1,954	$1,852	$1,646
Drainage	$8,799	$8,082	$7,475	$4,830	$3,665	$2,380
Sewer	$2,573	$2,573	$1,930	$1,930	$1,930	$1,930
Habitat Mitigation	$1,998	$1,311	$772	$422	$260	$150
Administration (3% of sum of all SPIF costs)	$1,862	$1,475	$1,150	$958	$881	$788
Total SPIF Cost per Dwelling Unit/Bldg. Sq. Ft.	**$63,946**	**$50,641**	**$39,496**	**$32,902**	**$30,244**	**$27,053**
FY 2025-26 SPIF Fee Summary (Including Admin.)	**$65,192**	**$50,448**	**$40,571**	**$33,333**	**$31,498**	**$31,169**
Difference from FY 2025-2026 SPIF Fee						
Amount	*($1,246)*	*$193*	*($1,075)*	*($431)*	*($1,254)*	*($4,116)*
Percentage	*(1.9%)*	*0.4%*	*(2.7%)*	*(1.3%)*	*(4.0%)*	*(13.2%)*

Source: City of Folsom; MacKay & Somps; EPS.

Table 1
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
SPIF Summary per Dwelling Unit/Bldg. Sq. Ft.

SPIF Summary

Item	Nonresidential - SPIF Per Bldg. Sq. Ft				
	Mixed Use Commercial	Industrial/Office Park (IND/OP)	General Commercial	Community Commercial	Regional Commercial
Specific Plan Infrastructure Fee (SPIF)					
On- and Off-Site Roadways	$21.63	$18.18	$25.56	$25.56	$18.67
Dry Utilities	$2.14	$2.73	$3.29	$4.40	$2.24
On-Site Water	$3.06	$4.70	$4.43	$5.92	$2.86
Off-Site Water	$0.34	$0.53	$0.50	$0.66	$0.32
Recycled Water	$1.01	$1.55	$1.46	$1.95	$0.94
Drainage	$6.97	$8.90	$10.73	$14.33	$7.31
Sewer	$0.26	$0.51	$0.26	$0.26	$0.26
Habitat Mitigation	$0.44	$0.56	$0.68	$0.90	$0.46
Administration (3% of sum of all SPIF costs)	$1.08	$1.13	$1.41	$1.62	$0.99
Total SPIF Cost per Dwelling Unit/Bldg. Sq. Ft.	**$36.93**	**$38.79**	**$48.30**	**$55.59**	**$34.05**
FY 2025-26 SPIF Fee Summary (Including Admin.)	**$50.12**	**$39.21**	**$49.05**	**$51.80**	**$39.09**
Difference from FY 2025-2026 SPIF Fee					
Amount	*($13.19)*	*($0.42)*	*($0.75)*	*$3.79*	*($5.04)*
Percentage	*(26.3%)*	*(1.1%)*	*(1.5%)*	*7.3%*	*(12.9%)*

Source: City of Folsom; MacKay & Somps; EPS.

Table 2
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Folsom Heights SPIF Summary per Dwelling Unit/Bldg. Sq. Ft.

Folsom Heights SPIF Summary

Item	Residential - SPIF per Dwelling Unit [1]					
	Single-Family		Multifamily			
	Low Density	High Density	Low Density	Med. Density	High Density	Mixed Use
Specific Plan Infrastructure Fee (SPIF)						
On- and Off-Site Roadways	$17,664	$16,058	$14,453	$12,847	$12,044	$11,241
Dry Utilities	$4,478	$4,478	$3,359	$3,359	$3,359	$3,359
On-Site Water	-	- -	-	-	-	-
Off-Site Water	-	-	-	-	-	-
Recycled Water	-	-	-	-	-	-
Drainage	$8,799	$8,082	$7,475	$4,830	$3,665	$2,380
Sewer	$19	$19 -	$14	$14	$14	$14
Habitat Mitigation	$1,998	$1,311	$772	$422	$260	$150
Administration (3% of sum of all SPIF costs)	$989	$898	$782	$644	$580	$514
Total SPIF Cost per Dwelling Unit/Bldg. Sq. Ft.	**$33,947**	**$30,847**	**$26,854**	**$22,116**	**$19,922**	**$17,658**
FY 2025-26 SPIF Fee Summary (Including Admin.)	**$35,464**	**$30,764**	**$27,977**	**$22,565**	**$21,188**	**$21,771**
Difference from FY 2025-2026 SPIF Fee (Amount)	*($1,517)*	*$83*	*($1,123)*	*($449)*	*($1,266)*	*($4,113)*
Difference from FY 2025-2026 SPIF Fee (Percentage)	*(4.5%)*	*0.3%*	*(4.2%)*	*(2.0%)*	*(6.4%)*	*(23.3%)*

Source: City of Folsom; MacKay & Somps; EPS.

Table 2
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Folsom Heights SPIF Summary per Dwelling Unit/Bldg. Sq. Ft.

Folsom Heights SPIF Summary

Item	Nonresidential - SPIF per Bldg. Sq Ft [1]				
	Mixed Use Commercial	Industrial/Office Park (IND/OP)	General Commercial	Community Commercial	Regional Commercial
Specific Plan Infrastructure Fee (SPIF)					
On- and Off-Site Roadways	$21.63	$18.18	$25.56	$25.56	$18.67
Dry Utilities	$2.14	$2.73	$3.29	$4.40	$2.24
On-Site Water	-	-	-	-	-
Off-Site Water	-	-	-	-	-
Recycled Water	-	-	-	-	-
Drainage	$6.97	$8.90	$10.73	$14.33	$7.31
Sewer	$0.00	$0.00	$0.00	$0.00	$0.00
Habitat Mitigation	$0.44	$0.56	$0.68	$0.90	$0.46
Administration (3% of sum of all SPIF costs)	$0.94	$0.91	$1.21	$1.36	$0.86
Total SPIF Cost per Dwelling Unit/Bldg. Sq. Ft.	**$32.11**	**$31.29**	**$41.46**	**$46.55**	**$29.54**
FY 2025-26 SPIF Fee Summary (Including Admin.)	**$41.34**	**$31.79**	**$42.30**	**$44.20**	**$33.30**
Difference from FY 2025-2026 SPIF Fee (Amount)	*($9.23)*	*($0.50)*	*($0.84)*	*$2.35*	*($3.76)*
Difference from FY 2025-2026 SPIF Fee (Percentage)	*(28.7%)*	*(1.6%)*	*(2.0%)*	*5.0%*	*(12.7%)*

Source: City of Folsom; MacKay & Somps; EPS.

[1] Folsom Heights includes only Single-Family, Single-Family Low Density, and Multifamily Low Density residential land uses, and only General Commercial nonresidential land uses. However, this table shows the corresponding SPIF Fee for all FPASP land uses assuming the SPIF Infrastructure Fee components charged to Folsom Heights development.

Table 3
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Off-Site Water Set Aside Cost Allocation

Off-Site Water Set-Aside Fee

Land Use	Land Uses Excluding Folsom Heights: Dev. Acres [1]	Land Uses Excluding Folsom Heights: Units/ Sq. Ft.	Cost Allocation Basis: Water Demand [2]	Cost Allocation Basis: Total Demand	Cost Allocation Basis: Distribution of Demand	Water Cost Allocation: Assigned Cost [3]	Water Cost Allocation: per Acre	Water Cost Allocation: per Unit/ Sq. Ft.
Formula	*A*	*B*	*C*	*D=C*A or B*	*E=D/Total Demand*	*F=Total Cost*E*	*G=F/A*	***H=F/B***
Residential		*units*	*per unit*					***per unit***
Single-Family (SF)	245.3	925	0.59	546	24.5%	$1,356,901	$5,531	**$1,466**
Single-Family High Density (SFHD)	162.2	946	0.37	350	15.7%	$870,256	$5,364	**$920**
Multifamily Low Density (MLD)	133.8	1,295	0.23	298	13.4%	$740,546	$5,533	**$572**
Multifamily Medium Density (MMD)	55.9	974	0.19	185	8.3%	$460,116	$8,235	**$472**
Multifamily High Density (MHD)	71.0	2,008	0.18	361	16.2%	$898,650	$12,655	**$448**
Mixed Use (MU) - Residential	22.8	1,117	0.16	179	8.0%	$444,352	$19,489	**$398**
Subtotal	**691.1**	**7,265**		**1,919**	**86.2%**	**$4,770,821**		
Nonresidential		*sq. ft.*	*per acre*					***per sq. ft.***
Mixed Use (MU) - Commercial	15.2	254,204	1.64	25	1.1%	$61,979	$4,078	**$0.24**
Office Park (OP)	92.9	1,216,631	1.97	183	8.2%	$454,954	$4,898	**$0.37**
General Commercial (GC)	30.9	336,062	1.54	48	2.1%	$118,466	$3,829	**$0.35**
Community Commercial (CC)	11.4	92,565	1.54	18	0.8%	$43,562	$3,829	**$0.47**
Regional Commercial (RC)	23.4	373,248	1.46	34	1.5%	$84,942	$3,630	**$0.23**
Subtotal	**173.8**	**2,272,710**		**307**	**13.8%**	**$763,903**		
Total Project	**864.9**			**2,226**	**100.0%**	**$5,534,724**		

wtp remaining alloc

Source: Folsom Specific Plan Area Water Supply Assessment (June 2010), MacKay & Somps, EPS

[1] Residential acreage in this table does not reflect the reduction of the estimated acreage of residential subdivisions which have processed final maps.
[2] Residential: acre feet/dwelling unit/year; nonresidential: acre feet/acre/year

Attachment 2

Economic & Planning Systems, Inc.
The Economics of Land Use

NOVEMBER 2025 SPIF INFRASTRUCTURE FEE ADJUSTMENT

PUBLIC REVIEW DRAFT REPORT

Prepared for:
City of Folsom

Prepared by:
Economic & Planning Systems, Inc.

November 2025

EPS #142079

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1. Executive Summary

Introduction and Background

The City of Folsom (City) adopted the Folsom Plan Area Specific Plan Infrastructure Fee Program (SPIF, SPIF Program, or Fee Program) for the Folsom Plan Area Specific Plan (FPASP) on September 8, 2015, by Resolution No. 9642. Economic & Planning Systems, Inc. (EPS) prepared the SPIF Nexus Study dated August 28, 2015 (2015 Nexus Study). The Fee Program was requested to be created by property owners in the FPASP to equalize the allocation of costs for SPIF facilities among benefiting properties.

As stipulated in the 2015 Nexus Study, the City anticipated property owners would petition the City to consider one or more Specific Plan Amendments (SPAs). Such SPAs, if approved by the City, would change the nature and mix of residential and nonresidential land uses. Any such SPAs approved by the City on or before June 30, 2016, would be incorporated into a SPIF Program update. Between the adoption of the 2015 Nexus Study and June 30, 2016, the City approved SPAs that resulted in a change in the mix of FPASP residential and nonresidential land uses. These land uses then became the baseline for establishing the Target SPIF Revenues for each developable FPASP parcel.

Following the SPAs, EPS prepared a Fiscal Year (FY) 2017-2018 Nexus Study Update (2018 Nexus Study Update). Adopted by the City on January 9, 2018, by Resolution No. 10059, the 2018 Nexus Study Update included updated estimates of costs, land use and other fee program information required to determine the nexus between required infrastructure, habitat mitigation, parkland and public facilities land, and the developable land uses that will drive the demand for the facilities.

As intended and mentioned in the 2015 Nexus Study and 2018 Nexus Study Update, the City may update the nexus study periodically based on several factors, including changes in facility costs greater than annual escalation factors. In 2020, the FPASP property owners requested an update to the 2018 Nexus Study to ensure the SPIF—Infrastructure Fee is reflective of the cost of SPIF backbone infrastructure construction.

Outside of any period SPIF Fee updates, the City has annually escalated the infrastructure portion of the fees using the change in Engineering News and Review's Construction Cost Index (CCI) on July 1 of each calendar year. In addition, the public land and parkland equalization portion of the SPIF is adjusted on July 1 of every year using the current appraised value of residential land.

Following the automatic annual fee adjustment on July 1, 2023, FPASP property owners and the City agreed to an additional one-time adjustment based on evidence that the escalation in fees calculated using CCI was not keeping pace with actual costs incurred by property owners installing SPIF-funded infrastructure. That one-time adjustment (the August 2023 Adjustment) was adopted by the Folsom City Council on August 22nd, 2023, with the adjusted fees taking effect on October 23, 2023. However, after the August 2023 Adjustment was adopted by the City, EPS and MacKay & Somps, Inc. determined a set of SPIF-eligible infrastructure costs were erroneously omitted from the adjusted fee calculations. In omitting these costs, the total amount of infrastructure improvements to be funded by the SPIF was approximately $26.8 million lower than it should have been. At the same time, approximately $2.8 million in costs for already constructed improvements were unnecessarily included in the August 2023 Adjustment calculations. Thus, a November 2023 adjustment removed those costs (for already completed improvements), and when combined with the above cost addition corrections, results in a net increase of approximately $23.9 million in total SPIF costs to be funded as compared to the August 2023 Adjustment. The November 2023 Adjustment was adopted by the City Council on November 14, 2023.

2025 SPIF Adjustment

This November 2025 SPIF adjustment was precipitated by the City's adoption of the August 2025 Specific Plan Amendment and, at the request of FPASP property owners, adds a few new eligible capital facilities costs the FPASP capital improvement program (CIP).

Land Use Changes

In August 2025, the City approved a 2025 Specific Plan Amendment to upzone a number of FPASP parcels to permit increased residential densities on both residential and on mixed use properties. Specifically, the Specific Plan Amendment resulted in the potential for 1,882 additional residential dwelling units while reducing maximum nonresidential building square footage by 251,266 square feet. For the purposes of the this November SPIF adjustment, these land use changes resulted in more fee-paying dwelling units.

Capital Facilities Costs

With unanimous approval of the FPASP property owners and the concurrence of City public works and engineering staff, the following facilities have been included in the FPASP SPIF CIP:

- **Sierra Parkway,** which is a new north/south road that will run along the eastern edge of the Plan Area.

- **Haven Parkway,** which is a new east/west road that will run through the Alder Creek area.

- **69kV Power Pole Relocation** to relocate existing 69kV power lines along Prairie City Road on the western edge of the FPASP.

Like each of the proceeding SPIF updates, this 2025 SPIF Infrastructure Fee Adjustment adjusts the only the infrastructure portion of the SPIF, and accounts for each of the following items:

1. **Current construction unit prices.** These prices are based on a review of current construction contracts and bids for projects in and around the Folsom Plan Area Specific Plan Area and current as of 2025.
2. **Update remaining reimbursements** owed to developers and land owners who constructed SPIF-funded improvements. The remaining reimbursement, which reflect the costs of installed infrastructure minus the amount of reimbursements that have been converted to fee credits, are considered "costs" allocated to the remaining development.
3. **Changes in outside funding.** Certain improvements which were originally expected to be SPIF-funded are now assumed to be funded by other sources.
4. **Reflect remaining land uses.** As detailed in Chapter 2, this Fee Update the remaining developable land to which these costs can be allocated.

The parkland and public land equalization portion of the SPIF remains unchanged, as do the allocation factors by which the costs are allocated to each land use. **Table 1** and **Table 2** depict the adjusted fees by land use type.

This report describes the process by which EPS updated the remaining costs and land uses to arrive at the November 2025 Adjusted SPIF and includes detailed supporting documentation of the updated costs in technical appendices.

Table 1. SPIF Summary per Dwelling Unit/Bldg. Sq. Ft. (Page 1 of 2)

Item	Residential - SPIF Per Dwelling Unit					
	Single-Family		Multifamily			
	Low Density	High Density	Low Density	Med. Density	High Density	Mixed Use
Specific Plan Infrastructure Fee (SPIF)						
On- and Off-Site Roadways	$17,664	$16,058	$14,453	$12,847	$12,044	$11,241
Dry Utilities	$4,478	$4,478	$3,359	$3,359	$3,359	$3,359
On-Site Water	$18,440	$11,564	$7,188	$5,938	$5,626	$5,001
Off-Site Water	$2,062	$1,293	$804	$664	$629	$559
Recycled Water	$6,069	$3,806	$2,366	$1,954	$1,852	$1,646
Drainage	$8,799	$8,082	$7,475	$4,830	$3,665	$2,380
Sewer	$2,573	$2,573	$1,930	$1,930	$1,930	$1,930
Habitat Mitigation	$1,998	$1,311	$772	$422	$260	$150
Administration (3% of sum of all SPIF costs)	$1,862	$1,475	$1,150	$958	$881	$788
Total SPIF Cost per Dwelling Unit/Bldg. Sq. Ft.	**$63,946**	**$50,641**	**$39,496**	**$32,902**	**$30,244**	**$27,053**
FY 2025-26 SPIF Fee Summary (Including Admin.)	**$65,192**	**$50,448**	**$40,571**	**$33,333**	**$31,498**	**$31,169**
Difference from FY 2025-2026 SPIF Fee						
Amount	*($1,246)*	*$193*	*($1,075)*	*($431)*	*($1,254)*	*($4,116)*
Percentage	*(1.9%)*	*0.4%*	*(2.7%)*	*(1.3%)*	*(4.0%)*	*(13.2%)*

Source: City of Folsom; MacKay & Somps; EPS.

Table 1. SPIF Summary per Dwelling Unit/Bldg. Sq. Ft. (Page 2 of 2)

Item	Nonresidential - SPIF Per Bldg. Sq. Ft				
	Mixed Use Commercial	Industrial/Office Park (IND/OP)	General Commercial	Community Commercial	Regional Commercial
Specific Plan Infrastructure Fee (SPIF)					
On- and Off-Site Roadways	$21.63	$18.18	$25.56	$25.56	$18.67
Dry Utilities	$2.14	$2.73	$3.29	$4.40	$2.24
On-Site Water	$3.06	$4.70	$4.43	$5.92	$2.86
Off-Site Water	$0.34	$0.53	$0.50	$0.66	$0.32
Recycled Water	$1.01	$1.55	$1.46	$1.95	$0.94
Drainage	$6.97	$8.90	$10.73	$14.33	$7.31
Sewer	$0.26	$0.51	$0.26	$0.26	$0.26
Habitat Mitigation	$0.44	$0.56	$0.68	$0.90	$0.46
Administration (3% of sum of all SPIF costs)	$1.08	$1.13	$1.41	$1.62	$0.99
Total SPIF Cost per Dwelling Unit/Bldg. Sq. Ft.	**$36.93**	**$38.79**	**$48.30**	**$55.59**	**$34.05**
FY 2025-26 SPIF Fee Summary (Including Admin.)	**$50.12**	**$39.21**	**$49.05**	**$51.80**	**$39.09**
Difference from FY 2025-2026 SPIF Fee					
Amount	*($13.19)*	*($0.42)*	*($0.75)*	*$3.79*	*($5.04)*
Percentage	*(26.3%)*	*(1.1%)*	*(1.5%)*	*7.3%*	*(12.9%)*

Source: City of Folsom; MacKay & Somps; EPS.

Table 2. Folsom Heights SPIF Summary per Dwelling Unit/Bldg. Sq. Ft. (Page 1 of 2)

Item	Residential - SPIF per Dwelling Unit [1]					
	Single-Family		Multifamily			
	Low Density	High Density	Low Density	Med. Density	High Density	Mixed Use
Specific Plan Infrastructure Fee (SPIF)						
On- and Off-Site Roadways	$17,664	$16,058	$14,453	$12,847	$12,044	$11,241
Dry Utilities	$4,478	$4,478	$3,359	$3,359	$3,359	$3,359
On-Site Water	-	- -	-	-	-	-
Off-Site Water	-	-	-	-	-	-
Recycled Water	-	-	-	-	-	-
Drainage	$8,799	$8,082	$7,475	$4,830	$3,665	$2,380
Sewer	$19	$19 -	$14	$14	$14	$14
Habitat Mitigation	$1,998	$1,311	$772	$422	$260	$150
Administration (3% of sum of all SPIF costs)	$989	$898	$782	$644	$580	$514
Total SPIF Cost per Dwelling Unit/Bldg. Sq. Ft.	**$33,947**	**$30,847**	**$26,854**	**$22,116**	**$19,922**	**$17,658**
FY 2025-26 SPIF Fee Summary (Including Admin.)	**$35,464**	**$30,764**	**$27,977**	**$22,565**	**$21,188**	**$21,771**
Difference from FY 2025-2026 SPIF Fee (Amount)	*($1,517)*	*$83*	*($1,123)*	*($449)*	*($1,266)*	*($4,113)*
Difference from FY 2025-2026 SPIF Fee (Percentage)	*(4.5%)*	*0.3%*	*(4.2%)*	*(2.0%)*	*(6.4%)*	*(23.3%)*

Source: City of Folsom; MacKay & Somps; EPS.

[1] Folsom Heights includes only Single-Family, Single-Family Low Density, and Multifamily Low Density residential land uses, and only General Commercial nonresidential land uses. However, this table shows the corresponding SPIF Fee for all FPASP land uses assuming the SPIF Infrastructure Fee components charged to Folsom Heights development.

Table 2. Folsom Heights SPIF Summary per Dwelling Unit/Bldg. Sq. Ft. (Page 2 of 2)

Item	Nonresidential - SPIF per Bldg. Sq. Ft [1]				
	Mixed Use Commercial	Industrial/Office Park (IND/OP)	General Commercial	Community Commercial	Regional Commercial
Specific Plan Infrastructure Fee (SPIF)					
On- and Off-Site Roadways	$21.63	$18.18	$25.56	$25.56	$18.67
Dry Utilities	$2.14	$2.73	$3.29	$4.40	$2.24
On-Site Water	-	-	-	-	-
Off-Site Water	-	-	-	-	-
Recycled Water	-	-	-	-	-
Drainage	$6.97	$8.90	$10.73	$14.33	$7.31
Sewer	$0.00	$0.00	$0.00	$0.00	$0.00
Habitat Mitigation	$0.44	$0.56	$0.68	$0.90	$0.46
Administration (3% of sum of all SPIF costs)	$0.94	$0.91	$1.21	$1.36	$0.86
Total SPIF Cost per Dwelling Unit/Bldg. Sq. Ft.	**$32.11**	**$31.29**	**$41.46**	**$46.55**	**$29.54**
FY 2025-26 SPIF Fee Summary (Including Admin.)	**$41.34**	**$31.79**	**$42.30**	**$44.20**	**$33.30**
Difference from FY 2025-2026 SPIF Fee (Amount)	*($9.23)*	*($0.50)*	*($0.84)*	*$2.35*	*($3.76)*
Difference from FY 2025-2026 SPIF Fee (Percentage)	*(28.7%)*	*(1.6%)*	*(2.0%)*	*5.0%*	*(12.7%)*

Source: City of Folsom; MacKay & Somps; EPS.

[1] Folsom Heights includes only Single-Family, Single-Family Low Density, and Multifamily Low Density residential land uses, and only General Commercial nonresidential land uses. However, this table shows the corresponding SPIF Fee for all FPASP land uses assuming the SPIF Infrastructure Fee components charged to Folsom Heights development.

Purpose of SPIF Adjustment

The City of Folsom Municipal Code Chapter 3.130 establishes the SPIF Program. Per Section 3.130.030(F)(2), the City shall adjust the fees annually based on general changes in construction costs. The City has adhered to this process for each year during SPIF implementation. However, under their rights described in Section 3.130.030(F)(6), property owners requested an additional review and adjustment of the SPIF fees, based on the City's recent Specific Plan Amendment (August 2025) and on evidence from backbone infrastructure construction contracts that the CCI-escalated SPIF fees were not keeping pace with the actual cost of installing backbone infrastructure. As this November 2025 SPIF Adjustment is based on general changes in construction costs (described in further detail in **Chapter 3**), in addition to adjusting the fees based on the remaining land uses and non-SPIF funding for backbone infrastructure, it is considered an adjustment under Section 3.13.030(F).

Compliance with Assembly Bill 602 (AB 602)

AB 602 added Section 66016.5(a) of the California Government Code and requires that any nexus study adopted after July 1, 2022, calculate fees for residential uses proportional to building square footage. However, as described above, this November 2025 SPIF Infrastructure Fee Adjustment does not represent an adoption of a nexus study subject to these requirements. The nexus between each land use's proportionate share of various facility types in the SPIF program remains unchanged, and this report does not request that the City adopt new nexus findings. As such, this November 2025 SPIF Adjustment does not represent a Nexus Study subject to Assembly Bill 602.

In addition, the SPIF Program already meets the requirements Government Code Section 66016.5(a)(5)(B), which exempts fee programs from the square footage if the City makes findings that include the following:

1. An explanation as to why square footage is not an appropriate metric to calculate fees imposed on a housing development project.
2. An explanation that an alternative basis of calculating the fee bears a reasonable relationship between the fee charged and the burden posed by the development.
3. That other policies in the fee structure support smaller developments, or otherwise ensure that smaller developments are not charged disproportionate fees.

With respect to finding 1 above, building square footage is not an appropriate metric to calculate SPIF fees for several reasons. The SPIF program charges fees for most residential developments at the time that the final small-lot subdivision map is approved. For almost all developments, this is the final planning entitlement, and represents the point at which residential lot layouts are finalized and any installed infrastructure improvements are accepted by the City. At this stage, many developers have not yet begun to finalize designs for the homes that will be built on each lot and may even sell the subdivision to another home-building entity that will ultimately design and construct the home.

As such, at the time that the final maps are approved and SPIF fees are charged, the total building square footage of the development may not be reasonably estimated, and implementing the fee by square footage would be administratively burdensome. In addition, although the SPIF fee is charged as a single fee, each component of the SPIF Fee is calculated by most precisely estimating the demand or impact of each type of infrastructure by each type of housing in the FPASP. For example, impact on storm drainage facilities is directly correlated to the amount of impervious surface that each housing unit creates in the Plan Area, while impact on water facilities is a function of household population. These infrastructure-specific demand factors were adopted by the City in the 2020 Nexus Study Update and constitute a reasonable relationship between each SPIF Program component and the burden posed by development.

Lastly, the City's residential zoning categories and policies in the fee structure support smaller developments. The nature of the housing market and the development standards in the FPASP result in smaller units being constructed in higher-density residential land use designations, and per-unit fees for the higher-density land uses are significantly lower than the per-unit fees for low-density land uses. For example, the per unit SPIF fees for the higher density multifamily land uses, where the smallest residential units the Plan Area can be found, are all less than 65 percent of the fees for the lowest density residential land use. Nearly every component of the SPIF Program (with the exception of Dry Utilities and Sewer) charges proportionally less per unit to denser land use categories, as seen in **Tables 17** through **24** later in this report. As such, adopting new nexus findings to calculate fees precisely on a square foot basis is unnecessary.

SPIF Program Overview

The SPIF is a City-implemented plan area-specific development impact fee program applicable only to FPASP land uses.

The SPIF contains the following fee components:

- SPIF—Infrastructure Fee.
- SPIF—Parkland Equalization Fee.
- SPIF—Public Facilities Land Equalization Fee.
- SPIF—Administration Fee.

The SPIF Infrastructure Fee Component contains the following categories of improvements and costs:

- Roadway facilities.
- Dry utility facilities.
- Sanitary sewer facilities.
- Potable water facilities.
- Recycled water facilities.
- Storm drainage facilities.
- Habitat mitigation for backbone infrastructure.

Supporting Documents

The following documents produced by or for the City have been used to inform this analysis:

- Folsom Plan Area Specific Plan Document, as amended.
- Amended and Restated Development Agreement between the City and FPASP Property Owners.
- Folsom Plan Area Specific Plan Infrastructure Fee Nexus Study Document.
- Folsom Plan Area Specific Plan Infrastructure Fee Nexus Study Fiscal Year 2020 Update Document.
- Folsom Plan Area Specific Plan Public Facilities Financing Plan Document.
- Russell Ranch Specific Plan Amendment.
- Westland Eagle Specific Plan Amendment.
- Hillsborough Specific Plan Amendment.
- Carr Trust Specific Plan Amendment and Tentative Map.

- Folsom Heights Specific Plan Amendment.
- Broadstone Estates Specific Plan Amendment.
- Infrastructure master plans prepared by or on behalf of the City.

Organization of Report

This SPIF Program Nexus Study is organized into the following chapters:

- **Chapter 1** summarizes the SPIF Infrastructure Fee Adjustment.
- **Chapter 2** identifies the land uses that are subject to the Fee Program.
- **Chapter 3** describes the SPIF—Infrastructure Fee Component.

2. Land Uses

Throughout implementation of the FPASP, property owners and the City have processed a number of Specific Plan Amendments. As mentioned in the 2015 Nexus Study, the City anticipated one or more property owners to petition the City to consider a SPA. Such SPAs, if approved by the City, would change the nature and mix of residential and nonresidential land uses. Any such SPAs that were approved by the City on or before June 30, 2016, were incorporated into the SPIF Program Update at that time. In May 2015, the City approved its first SPA for the Russell Ranch project and the following amendments that were incorporated into that same SPIF Program Update:

- Westland Eagle SPA; September 22, 2015.
- Folsom Heights SPA; June 28, 2016.
- Hillsborough SPA; May 24, 2016.
- Broadstone Estates SPA; June 28, 2016.
- Carr Trust; June 28, 2016.

As noted, these land uses that preceded the June 30, 2016 deadline formed the basis of the Target SPIF Revenue for all FPASP parcels. Since that time, any land use modifications, primarily effectuated through minor administrative modifications (MAMs) to the Specific Plan, were required to determine whether Target SPIF Revenues were staying or being transferred as part of those MAMs.

However, because the City's August 2024 Specific Plan Amendment increased residential land uses densities, increasing the total dwelling unit count by more than 10 percent, the Specific Plan Amendment and this update reflects updated Target SPIF Revenues for remaining developable FPASP parcels.

August 2024 Specific Plan Amendment

On August 27, 2024, the Folsom City Council approved Resolution No. 11252, along with other complementary resolutions, that amended the Specific Plan to permit increased residential densities on both residential and on mixed use properties. Specifically, the Specific Plan Amendment resulted in the potential for 1,882 additional residential dwelling units while reducing maximum nonresidential building square footage by 251,266 square feet. For the purposes of the this November SPIF adjustment, these land use changes resulted in more fee-paying dwelling units.

Table 3A shows the new maximum total approved residential and nonresidential land uses permitted following the August 2024 Specific Plan Amendment. **Table 3A** also accounts for the approximately 5,500 residential lots and approximately 139,000 nonresidential building square feet for which SPIF fees have already been charged resulting in remaining land uses that would be subject to the SPIF fees. **Table 3B** compares the land uses prior to the August 2024 Specific Plan Amendment and the resulting land uses following the amendment. The maximum total in **Table 3B** is the starting point for remaining land uses that are depicted in **Table 3A.**

Folsom Heights

The FPASP contains a subarea referred to as Folsom Heights that is located in the eastern portion of the project and borders El Dorado County. Folsom Heights is located within the boundaries of the El Dorado Irrigation District (EID). As such, Folsom Heights will receive its water and sewer services from the EID and will not participate through the SPIF in funding FPASP water and sewer infrastructure.[1] Consequently, the Folsom Heights development is excluded for the purpose of allocating water and sewer improvement costs to the various land uses. **Table 4** shows the Folsom Heights development is excluded from the water and sewer cost allocations. **Table 5** details the land uses for remaining the FPASP, as amended by the SPAs through June 30, 2016, less the Folsom Heights development.

[1] In 2024, a minor change Russell Ranch permitted approximately 100 units from Folsom Heights to outfall sewer effluent into the sewer pipelines served by the City of Folsom. This change has not changed sewer cost allocations in the SPIF program.

Table 3A. Remaining Developable Land Uses

Land Use	Density Range	Beginning Land Uses (As of July 1, 2025) Acres	Units [1]	Sq. Ft.	Developed Land Uses (As of July 1, 2025) Acres	Units [1]	Sq. Ft.	Remaining Land Uses Acres	Units [1]	Sq. Ft.
Residential	*du/acre*									
Single-Family (SF)	1-4	423.0	1,505	-	(135.3)	(446)	-	287.7	1,059	-
Single-Family High Density (SFHD)	4-7	848.7	4,440	-	(631.4)	(3,221)	-	217.3	1,219	-
Multifamily Low Density (MLD)	7-12	272.1	2,432	-	(123.3)	(1,014)	-	148.8	1,418	-
Multifamily Medium Density (MMD)	12-20	65.4	1,110	-	(9.5)	(136)	-	55.9	974	-
Multifamily High Density (MHD)	20-30	96.1	2,704	-	(25.1)	(696)	-	71.0	2,008	-
Mixed Use District (MU) - Residential [3]	9-30	22.8	1,117	-	-	-	-	22.8	1,117	-
Subtotal Residential		**1,728.1**	**13,308**	**-**	**(924.6)**	**(5,513)**	**-**	**803.4**	**7,795**	**-**
Nonresidential	*target far*									
Mixed Use District (MU) - Commercial [3]	0.20	15.2		254,204	-	-	-	15.2	-	254,204
Industrial/Office Park (IND/OP)	0.30	92.9		1,216,631	-	-	-	92.9	-	1,216,631
General Commercial (GC) [4]	0.25	42.5		461,735	-	-	-	42.5	-	461,735
Community Commercial (CC)	0.25	11.4		92,565	-	-	-	11.4	-	92,565
Regional Commercial (RC)	0.28	42.3		512,443	(18.9)	-	(139,195)	23.4	-	373,248
Subtotal Commercial		**204.2**	**-**	**2,537,578**	**(18.9)**	**-**	**(139,195)**	**185.3**	**-**	**2,398,383**
Total		**1,932.3**	**13,308**	**2,537,578**	**(943.5)**	**(5,513)**	**(139,195)**	**988.8**	**7,795**	**2,398,383**

Source: City of Folsom; MacKay & Somps; EPS.

[1] Units are an estimate based on target dwelling units. Actual dwelling units may differ but will fall within specified density range.
[2] Based on the FPASP approved land uses for final maps and small lot final maps approved through July 1, 2025.
In addition, this includes Mangini Ranch Phase 1 Village 4, and Mangini Ranch Phase 2 Villages 4 and 8, as they have satisfied their SPIF obligation.
[3] Mixed Use District is split 60% residential and 40% commercial.
[4] Up to 25% of the General Commercial acres may be developed as office.

Table 3B. Land Use Adjustments from 2016 Nexus Study Land Uses

Land Use	Density Range	Beginning Land Uses (As of June 30, 2016) Acres	Units	Sq. Ft.	Adjustments Acres	Units	Sq. Ft.	SPIF Fee Starting Land Uses Acres	Units	Sq. Ft.
Residential [1]	*du/acre*									
Single-Family (SF)	1-4	467.6	1,535	-	(44.6)	(30)	-	423.0	1,505	-
Single-Family High Density (SFHD)	4-7	822.0	4,453	-	26.7	(13)	-	848.7	4,440	-
Multifamily Low Density (MLD)	7-12	278.9	2,509	-	(6.8)	(77)	-	272.1	2,432	-
Multifamily Medium Density (MMD)	12-20	47.8	896	-	17.6	214	-	65.4	1,110	-
Multifamily High Density (MHD)	20-30	64.3	1,601	-	31.8	1,103	-	96.1	2,704	-
Mixed Use District (MU) - Residential [1]	9-30	17.1	343	-	5.7	774	-	22.8	1,117	-
Subtotal Residential		**1,697.7**	**11,337**	**-**	**30.4**	**1,971**	**-**	**1,728.1**	**13,308**	**-**
Nonresidential	*target far*									
Mixed Use District (MU) - Commercial [1]	0.20	11.4		100,362	3.8	-	153,842	15.2	-	254,204
Industrial/Office Park (IND/OP) [2]	0.30	103.4		1,353,845	(10.5)		(137,214)	92.9	-	1,216,631
General Commercial (GC) [3]	0.25	54.0		586,970	(11.5)		(125,235)	42.5	-	461,735
Community Commercial [4]	0.25	24.5		235,224	(13.1)		(142,659)	11.4	-	92,565
Regional Commercial (RC)	0.28	42.3		512,443	-	-	-	42.3	-	512,443
Subtotal Commercial		**235.6**	**-**	**2,788,844**	**(31.4)**	**-**	**(251,266)**	**204.2**	**-**	**2,537,578**
Total		**1,933.3**	**11,337**	**2,788,844**	**(1.0)**	**1,971**	**(251,266)**	**1,932.3**	**13,308**	**2,537,578**

Source: City of Folsom; MacKay & Somps; EPS.

[1] Mixed-Use acres, dwelling units, and square foot allocations based on June 2025 Specific Plan. Acres are split 60% residential and 40% commercial.
[2] Adjustment based on City-initiated rezoning of Parcel 2 from IND/OP to MHD.
[3] Adjustment based on rezoning of Parcel 233 from GC to MU.
[4] Adjustment based on City-initiated rezoning of Parcel 15 from CC to MHD.

Table 4. Folsom Heights Development

Land Use	Target FAR	Acres	Dwelling Units	Building Sq. Ft.
Residential				
Single-Family (SF)	-	42.4	134	-
Single-Family High Density (SFHD)	-	55.1	273	-
Multifamily Low Density (MLD)	-	14.9	123	-
Multifamily Medium Density (MMD)	-	-	-	-
Multifamily High Density (MHD)	-	-	-	-
Mixed Use District (MU) - Residential	-	-	-	-
Subtotal Residential		**112.4**	**530**	**-**
Nonresidential				
Mixed Use District (MU) - Commercial	-	-	-	-
Industrial/Office Park (IND/OP)	-	-	-	-
General Commercial (GC)	0.25	11.5	-	125,673
Community Commercial (CC)	-	-	-	-
Regional Commercial (RC)	-	-	-	-
Subtotal Commercial		**11.5**	**-**	**125,673**
Total Developable		**123.9**	**530**	**125,673**

Source: MacKay & Somps.

[1] The City has not approved any final maps or small lot final maps for Folsom Heights development. Therefore, this Nexus Study Update does not adjust Folsom Heights planned land uses.

Table 5. Remaining Developable Land Uses (Excluding Folsom Heights)

Land Use	Density Range	Acres	Units [2]	Sq. Ft.
Residential	*du/acre*			
Single-Family (SF)	1-4	245.3	925	-
Single-Family High Density (SFHD)	4-7	162.2	946	-
Multifamily Low Density (MLD)	7-12	133.8	1,295	-
Multifamily Medium Density (MMD)	12-20	55.9	974	-
Multifamily High Density (MHD)	20-30	71.0	2,008	-
Mixed Use District (MU) - Residential [3]	9-30	22.8	1,117	-
Subtotal Residential		**691.1**	**7,265**	**-**
Nonresidential	*target far*			
Mixed Use District (MU) - Commercial [3]	0.20	15.2	-	254,204
Industrial/Office Park (IND/OP)	0.30	92.9	-	1,216,631
General Commercial (GC) [4]	0.25	30.9	-	336,062
Community Commercial (CC)	0.25	11.4	-	92,565
Regional Commercial (RC)	0.28	23.4	-	373,248
Subtotal Commercial		**173.8**	**-**	**2,272,710**
Total		**864.9**	**7,265**	**2,272,710**

Source: City of Folsom; MacKay & Somps; EPS.

[1] Based on the FPASP approved land uses for final maps and small lot final maps approved through July 1, 2025. See Table 3A and Appendix A for details.
[2] Units are an estimate based on target dwelling units. Actual dwelling units may differ but will fall within the specified density range.
[3] Mixed Use District is split 60% residential and 40% commercial.
[4] Up to 25% of the General Commercial acres may be developed as office.

3. SPIF—Infrastructure Costs

This chapter identifies the FPASP Backbone Infrastructure elements and requirements (as more specifically defined below) as informed by the Specific Plan Document, City master plans, and infrastructure planning documents from other agencies that are included in the SPIF. Specific cost detail and infrastructure segment maps supporting FPASP Backbone Infrastructure are included in **Appendix B** through **Appendix I**. Cost estimates for SPIF infrastructure are based on information from MacKay & Somps and the City, unless otherwise indicated.

Backbone Infrastructure

Many people tend to use the term "backbone infrastructure" for all publicly owned facilities without specific distinction between backbone infrastructure and public facilities. The Fee Program uses the defined term Backbone Infrastructure to include most of the public service-based items that are underground or at ground level, which may be both on site or off site (i.e., within or outside the FPASP boundaries). Backbone Infrastructure is sized to serve the FPASP as a whole and in some cases may be sized to serve broader development areas, including existing development (e.g., future freeway interchanges). For the SPIF, Backbone Infrastructure includes the following items:

- Roadways.[2]
- Dry Utility Facilities.[3]
- Potable Water Facilities.
- Recycled Water Facilities.
- Sewer Facilities.
- Storm Drainage Facilities.
- Habitat Mitigation for Backbone Infrastructure.

It is important to note that Backbone Infrastructure costs include roadway median costs (median curbs and landscaping), as well as the costs for sidewalks/trails and streetlights adjacent to backbone roadways. Backbone Infrastructure does not include landscape corridors and soundwalls adjacent to backbone roadway facilities, with minor exceptions to this rule where a backbone roadway is adjacent to an open space area.

Backbone Infrastructure Cost Adjustments

As mentioned in **Chapter 1** of this November 2025 SPIF Adjustment, EPS and the City have adjusted the Backbone Infrastructure cost estimates to ensure the SPIF

[2] Includes on- and off-site roadways.

[3] Dry utility facilities were included in Roadways in the 2015 Nexus Study; however, cost estimates for dry utility facilities significantly increased in the 2018 Nexus Study Update. Dry utility facilities have since been included and allocated as its own component.

Fee Program keeps pace with the actual cost of Backbone Infrastructure construction. Accordingly, EPS, working with MacKay & Somps, has incorporated the following adjustments to update the SPIF Fee Program for purposes of this November 2025 SPIF Adjustment.

Incorporate Actual Costs

As detailed in Chapter 7 of the 2015 Nexus Study and subsequent nexus study updates, a private party (e.g., developer or landowner) may advance-fund eligible SPIF components (constructed Backbone Infrastructure or dedicated eligible park or public facilities land). That party would be defined as a "Constructing Owner" and will be due a reimbursement from the SPIF Program. The Infrastructure Fee Program Reimbursement Agreement (Fee Reimbursement Agreement) outlines the terms and conditions that a Constructing Owner completes Backbone Infrastructure improvements or dedicates parkland or public facility land and is eligible for fee reimbursement.

The total amount of reimbursement for completed Backbone Infrastructure will be based on actual costs incurred for eligible hard costs based on a properly bid construction contract. All hard costs will be subject to verification by the City and actual costs expended will go through a true-up process upon completion of the infrastructure component. The true-up process, which is more specifically detailed in the Fee Reimbursement Agreement, is the way the City, the SPIF Program Administrator, and the Constructing Owner finalize the amount of hard construction cost and related soft costs that will be subject to SPIF Fee reimbursement. As stipulated in the SPIF nexus study and Fee Reimbursement Agreement, this November 2025 SPIF Adjustment incorporates those reconciled costs for completed infrastructure. These true-up costs are added to the Backbone Infrastructure cost estimates to ensure the reconciled hard and soft costs are reflected in the SPIF Program.

Completed SPIF Infrastructure Improvements

When EPS prepared the 2018 Nexus Study Update, Phase 1 SPIF facilities were completed to accommodate initial phases of FPASP development. Between the 2018 Nexus Study Update and the 2020 Nexus Study Update, Constructing Owners have engaged with the City in Fee Reimbursement Agreements for all the Phase 1 SPIF Backbone Infrastructure development. In addition, constructing

owners completed further SPIF backbone infrastructure between the 2020 Nexus Study Update and this November 2025 SPIF Infrastructure Fee Adjustment and have entered (or will imminently enter) into Fee Reimbursement Agreements with the City for these improvements. Improvements constructed during that time period are termed "Phase 2 Improvements."

As of this November 2025 SPIF Infrastructure Fee Adjustment, EPS removed or adjusted the SPIF Facilities (or portions of) that are included the Fee Reimbursement Agreements to date, including use of Fee Reimbursements that were converted to Fee Credits and used to offset eligible SPIF fees. For the SPIF Program Fee Reimbursement Agreements that have not been fully transferred to SPIF—Infrastructure Fee credits, EPS adjusted the remaining costs using annual construction cost index (CCI) escalation factors. Furthermore, EPS reduced the remaining SPIF Fee Reimbursement amount by the SPIF-Infrastructure Fees paid to the City.

Phase 2 reimbursement agreements were executed based on CCI-escalated costs from the 2020 Nexus Study. For some of these agreements, these CCI-escalated cost estimates for the improvements were significantly less than actual costs incurred by the constructing owners. For agreements where actual costs exceeded CCI-escalated cost estimates, the reimbursement amount was adjusted by the difference between actual costs incurred and the CCI-escalated costs. These adjustments are shown in **Table B-5**.

The Phase 1 and Phase 2 construction cost adjustments, including addition of the true-up costs described above, are provided in **Appendix B** of this November 2025 SPIF Adjustment.

Escalate Unit Cost Estimates

For the improvements remaining in the SPIF program, Mackay & Somps updated the unit costs based on a review of construction bids for 14 different backbone infrastructure projects in the FPASP area. The updated unit pricing was based primarily on the average of the lowest bid and the overall average bid. For unit prices where this calculation resulted in unit prices more than 10 percent above the unit price in the lowest bid, the updated unit price was based on the lowest bid plus 10 percent.

New SPIF Infrastructure Facilities

With unanimous approval of the FPASP property owners and the concurrence of City public works and engineering staff, the following facilities have been included in the FPASP SPIF CIP:

- **Sierra Parkway,** which is a north/south road that will run along the eastern edge of the Plan Area.
- **Haven Parkway,** which is an east/west road that will run through the Alder Creek area.
- **69kV Power Pole Relocation** to relocate existing 69kV power lines along Prairie City Road on the western edge of the FPASP.

The Sierra Parkway costs include costs for roadway, water, sewer, and storm drainage improvements totaling approximately $12.7 million. The Haven Parkway costs include costs for roadway, water, sewer, and storm drainage improvements totaling approximately $8.6 million.

Other FPASP Development Costs

For this November 2025 SPIF Update, EPS calculated remaining habitat mitigation costs by subtracting the total habitat mitigation costs incurred in Phase 2 reimbursement agreements from the total habitat mitigation costs estimated in the 2020 Nexus Study Update.

Backbone Infrastructure Cost Summary

Table 6 summarizes the estimated cost of Phase 1, Phase 2, and remaining FPASP Backbone Infrastructure (2025$), which includes the following facilities:

- Roadways (On-Site and Off-Site).
- Dry Utilities.
- Water System (On-Site and Off-Site).
- Recycled Water System.
- Sanitary Sewer System.
- Storm Drainage System.
- Habitat Mitigation (for Backbone Infrastructure).

Table 6. Summary of Estimated SPIF-Funded Infrastructure Improvement Costs

Improvement	Backbone Infrastructure Costs (2024$) Phase 1 Costs [1]	Phase 2 Costs [1]	Remaining Costs [2]	Total Costs	Funded by Other Sources	Costs at Buildout
Specific Plan Infrastructure Fee						
On- and Off-Site Roadways						
Backbone Roadway Rough Grading	$3,291,280	$13,056,327	$26,022,385	$42,369,992	-	$42,369,992
Backbone Roadways [3]	$2,883,861	$15,488,009	$65,036,281	$83,408,151	-	$83,408,151
Community Entry Improvements	$0	$0	$2,771,550	$2,771,550	-	$2,771,550
Railroad Crossings	$229,586	$222,206	$2,002,960	$2,454,752	-	$2,454,752
City Fiber Optic & Traffic Control System	$342,306	$311,856	$5,555,482	$6,209,644	-	$6,209,644
Signalized Intersections & Improvements	$792,292	$3,979,002	$13,618,105	$18,389,399	-	$18,389,399
Open Space Vehicular Access Barrier	$58,502	$113,131	$907,314	$1,078,947	-	$1,078,947
Off-Site Roadway Improvements	$0	$0	$0	$0	-	$0
Class 1 Trail	$0	$98,614	$0	$98,614	-	$98,614
Total On- and Off-Site Roadways	**$7,597,827**	**$33,269,145**	**$115,914,077**	**$156,781,049**	**-**	**$156,781,049**
Dry Utility	$3,119,606	$4,639,227	$27,599,046	$35,357,879	-	$35,357,879
On-Site Water	$9,476,162	$6,605,455	$53,492,482	$69,574,099	-	$69,574,099
Off-Site Water [4]	$21,086,787	$20,784,870	$0	$41,871,657	($34,092,929)	$7,778,728
Recycled Water	$922,712	$3,018,220	$18,958,260	$22,899,192	-	$22,899,192
Sewer [5]	$967,590	$6,852,713	$8,299,529	$16,119,832	-	$16,119,832
Drainage	$4,381,126	$15,791,556	$45,930,013	$66,102,695	-	$66,102,695
Habitat Mitigation	$218,143	$1,763,329	$5,291,514	$7,272,986	-	$7,272,986
Total SPIF Improvement Cost	**$47,769,953**	**$92,724,515**	**$275,484,920**	**$415,979,388**	**($34,092,929)**	**$381,886,459**

Source: MacKay & Somps.

[1] The Phase 1 and Phase 2 costs shown reflect the Phase 1 and Phase 2 SPIF Infrastructure Backbone Facility costs included in SPIF Infrastructure Fee Reimbursements that have not been converted to SPIF credit, SPIF Infrastructure Fee payments made as of July 1, 2025, plus SPIF True-Up amounts. See Table B-1 through Table B-19 for details.
[2] Includes costs expected to be funded by SPIF and other funding sources.
[3] Backbone Roadways: Assumes CFD No. 18 PAYGO for offsetting revenues.
[4] Only the remaining Phase 1 reimbursements owed to the City and Off-Site Water Treatment Plant set-asides are included in the SPIF costs. Other off-site water improvement costs are paid through other sources, including CFD No. 2013-1, CFD No. 17, and CFD No. 18.
[5] Sewer: CFD No. 18 funded portions of SPIF sewer facilities. These facilities have already been completed and are fully funded; and therefore, are not reflected in this table.

Appendices B through **I** contain summary and unit cost estimate assumptions prepared by MacKay & Somps. The appendices are organized so that there is a separate appendix for each facility type. Each of these appendices (**Appendix B** through **Appendix I**) contains an illustration of the backbone infrastructure and summary of the total costs. Each appendix also contains detailed support for the cost estimates. The backbone infrastructure requirements for each element of the are described in further detail in the 2020 Nexus Study Update.

Tables 7 through **14** summarize the cost of remaining backbone infrastructure by infrastructure type. With the exception of the SPIF Water Treatment Plant component, the costs in these tables were estimated by Mackay & Somps using the updated unit pricing described above.

SPIF Water Treatment Plant Set-Aside Fee

As stipulated in the Water Supply Agreement between the City and the property owners, the FPASP development is responsible for reimbursing the City for having incurred past expenses to expand the water treatment facility and associated conveyance improvements. Therefore, the 2018 Nexus Study Update included approximately $13.4 million (2017$) in Water Supply Agreement existing facilities, of which $5.7 million was to be funded by CFD No. 18 PAYGO revenue and $7.7 million of which was to be included in the SPIF – Infrastructure Fee.

The 2020 SPIF Nexus Study Update created a SPIF Water Treatment Plant Set-Aside (WTP Set-Aside), which required developers to reimburse the City for the $7.7 million in water treatment improvement costs, minus the amount of SPIF Off-Site Water fees collected between 2017 and the 2020 SPIF Nexus Study Update. Concurrently with the creation of the 2020 SPIF Nexus Study Update, the City also executed a reimbursement agreement to ensure that it is fully reimbursed for the amount of SPIF credits used to satisfy SPIF Off-Site Water obligations prior to the creation of the WTP Set-Aside. This 2025 SPIF Nexus Study Update allocates the remaining WTP Set-Aside costs to the updated remaining land uses. **Table 10** shows the amount of WTP Set-Aside costs to be paid by remaining development, and **Table 11** shows how these costs are allocated to remaining development.

This Set-Aside Fee is not payable through the use of reimbursements converted to fee credits and is required to be paid in cash at the time of final map approval (or building permit for multifamily and nonresidential development), so that the City can recoup a portion of its expenditures for the Water Treatment Plant in a timeframe acceptable to the City. The other portion of the Off-Site Water component, which can be satisfied with SPIF credits, is the water treatment costs contained in the City's reimbursement agreement as described above and shown in **Appendix C**, **Table C-7**.

Table 7. Estimated Roadway Costs

Item	Construction	Engineering/ Plan Check/ Inspection	Contingency	Total
Percentage		*15%*	*20%*	
Backbone Roadways				
Alder Creek Parkway	$19,726,053	$2,958,908	$3,945,211	$26,630,171
Oak Avenue Parkway	$15,836,775	$2,375,516	$3,167,355	$21,379,646
East Bidwell Street	$662,084	$99,313	$132,417	$893,813
Westwood Drive	$0	$0	$0	$0
Empire Ranch Road	$1,905,303	$285,795	$381,061	$2,572,159
Rowberry Drive	$756,500	$113,475	$151,300	$1,021,275
Mangini Parkway	$2,492,969	$373,945	$498,594	$3,365,508
Savannah Parkway	$1,688,892	$253,334	$337,778	$2,280,004
Russell Ranch Road	$0	$0	$0	$0
Scenic Vista Court	$0	$0	$0	$0
Haven Parkway	$2,242,200	$336,330	$448,440	$3,026,970
Placerville Road	$264,470	$39,671	$52,894	$357,035
Sierra Parkway	$2,599,778	$389,967	$519,956	$3,509,700
Subtotal Backbone Roadways	**$48,175,023**	**$7,226,253**	**$9,635,005**	**$65,036,281**
Community Entry Improvements	$2,053,000	$307,950	$410,600	$2,771,550
Railroad Crossings	$1,483,674	$222,551	$296,735	$2,002,960
City Fiber Optic & Traffic Signal Control System	$4,115,172	$617,276	$823,034	$5,555,482
Signalized Intersections & Improvements	$10,087,485	$1,513,123	$2,017,497	$13,618,105
Open Space Vehicular Access Barrier	$672,084	$100,813	$134,417	$907,314
Off-Site Roadway Improvements in Folsom (Fair Share Cost - Assumed 50%)	$0	$0	$0	$0
Total Remaining SPIF-Funded Construction	**$85,862,279**	**$12,879,342**	**$17,172,456**	**$115,914,077**
Total SPIF-Funded Roadways	**$85,862,279**	**$12,879,342**	**$17,172,456**	**$156,781,049**
Roadways Funded by PAYGO [2]	$0	$0	$0	$0
TOTAL BACKBONE ROADWAYS [3]	**$85,862,279**	**$12,879,342**	**$17,172,456**	**$156,781,049**

Source: MacKay & Somps.

[1] The Phase 1 and Phase 2 costs shown reflect the Phase 1 and Phase 2 SPIF Infrastructure Backbone Facility costs included in SPIF Infrastructure Fee Reimbursements that have not been converted to SPIF credit, SPIF Infrastructure Fee payments made as of July 1, 2025, plus SPIF True-Up amounts. See Table B-1 through Table B-19 for details.
[2] Future lane widening of Oak Avenue Parkway and Empire Ranch Road.
[3] The horizontal total does not sum because construction, engineering/plan check/inspection, and contingency costs are not provided for the remaining Phase 1 and Phase 2 Roadway costs.

Table 8. Estimated Dry Utilities Costs

Item	Construction	SMUD Contract Cost [1]	Engineering/ Plan Check/ Inspection	Contingency	Total
Percentage		*50%*	*15%*	*20%*	
SPIF DRY UTILITIES FACILITIES					
Phase 1 Dry Utilities System [2]	-	-	-	-	**$3,119,606**
Phase 2 Dry Utilities System [2]	-	-	-	-	**$4,639,227**
Remaining Construction					
Backbone Dry Utility System					
Alder Creek Parkway	$2,335,930	$1,167,965	$350,390	$467,186	$4,321,471
Prairie City Road	$3,259,343	$1,629,671	$488,901	$651,869	$6,029,784
Oak Avenue Parkway	$1,597,624	$798,812	$239,644	$319,525	$2,955,604
East Bidwell Street	$0	$0	$0	$0	$0
Westwood Drive	$0	$0	$0	$0	$0
Empire Ranch Road	$716,617	$358,309	$107,493	$143,323	$1,325,742
Rowberry Drive	$318,100	$159,050	$47,715	$63,620	$588,486
Mangini Parkway	$1,182,194	$591,097	$177,329	$236,439	$2,187,059
Savannah Parkway	$220,767	$110,383	$33,115	$44,153	$408,419
Haven Parkway	$591,911	$295,956	$88,787	$118,382	$1,095,036
Sierra Parkway	$1,018,432	$509,216	$152,765	$203,686	$1,884,100
Subtotal Backbone Dry Utility System	**$11,240,920**	**$5,620,460**	**$1,686,138**	**$2,248,184**	**$20,795,701**
Electrical Transmission System - 69 KV Pole Relocation					
Alder Creek Parkway	$938,841	$469,420	$140,826	$187,768	$1,736,856
Prarie City Road	$2,738,643	$1,369,321	$410,796	$547,729	$5,066,489
Subtotal Electrical Transmission System	**$3,677,484**	**$1,838,742**	**$551,623**	**$735,497**	**$6,803,345**
Subtotal Remaining Construction	**$14,918,403**	**$7,459,202**	**$2,237,760**	**$2,983,681**	**$27,599,046**
TOTAL DRY UTILITIES COSTS [3]	**$14,918,403**	**$7,459,202**	**$2,237,760**	**$2,983,681**	**$35,357,879**

Source: MacKay & Somps.

[1] Reflects the estimated cost SMUD will charge for the installation of backbone electrical conductors.
[2] The Phase 1 and Phase 2 costs shown reflect the Phase 1 and Phase 2 SPIF Infrastructure Backbone Facility costs included in SPIF Infrastructure Fee Reimbursements that have not been converted to SPIF credit, SPIF Infrastructure Fee payments made as of July 1, 2025, plus SPIF True-Up amounts. See Table B-1 through Table B-19 for details.
[3] The horizontal total does not sum because construction, SMUD contract costs, engineering/plan check/inspection, and contingency costs are not provided for the remaining Phase 1 and Phase 2 Dry Utility costs.

Table 9. Estimated On-Site Potable Water System Costs

Item	Construction	Engineering/ Plan Check/ Inspection	Contingency	Total
Percentage		*15%*	*20%*	
SPIF ON-SITE POTABLE WATER FACILITIES				
Phase 1 On-Site Potable Water System [2]	**-**	**-**	**-**	**$9,476,162**
Phase 2 On-Site Potable Water System [2]	**-**	**-**	**-**	**$6,605,455**
Remaining Construction				
Potable Water Pipelines System				
Alder Creek Parkway	$4,257,623	$638,643	$851,525	$5,747,791
Oak Avenue Parkway	$2,163,511	$324,527	$432,702	$2,920,739
East Bidwell Street	$0	$0	$0	$0
Westwood Drive	$0	$0	$0	$0
Empire Ranch Road	$1,172,253	$175,838	$234,451	$1,582,542
Rowberry Drive	$224,030	$33,604	$44,806	$302,440
Mangini Parkway	$1,590,610	$238,591	$318,122	$2,147,323
Savannah Parkway	$0	$0	$0	$0
Prairie City Road	$2,496,329	$374,449	$499,266	$3,370,044
Haven Parkway	$1,184,156	$177,623	$236,831	$1,598,611
Sierra Parkway	$1,373,037	$205,956	$274,607	$1,853,600
Subtotal Potable Water Pipelines System	**$14,461,548**	**$2,169,232**	**$2,892,310**	**$19,523,090**
Storage Reservoirs				
Zone 3 - Phase 1	$5,739,017	$860,853	$1,147,803	$7,747,673
Zone 3 - Phase 2	$4,792,611	$718,892	$958,522	$6,470,025
Zone 4	$6,265,203	$939,780	$1,253,041	$8,458,024
Subtotal Storage Reservoirs	**$16,796,831**	**$2,519,525**	**$3,359,366**	**$22,675,721**
Pressure Reducing Stations				
Zone 3 to Zone 2	$87,986	$13,198	$17,597	$118,781
Zone 4 to Zone 3	$0	$0	$0	$0
Subtotal Pressure Reducing Stations	**$87,986**	**$13,198**	**$17,597**	**$118,781**
Booster Pump Stations				
Off-site Zone 3 Booster Pump	$7,882,494	$1,182,374	$1,576,499	$10,641,366
Zone 3 to Pressure Zone 4 - Phase 2	$395,203	$59,280	$79,041	$533,523
Subtotal Booster Pump Stations	**$8,277,696**	**$1,241,654**	**$1,655,539**	**$11,174,890**
Total Remaining Construction	**$39,624,061**	**$5,943,609**	**$7,924,812**	**$53,492,482**
TOTAL ON-SITE POTABLE WATER COSTS [2]	**$39,624,061**	**$5,943,609**	**$7,924,812**	**$69,574,099**

Source: MacKay & Somps.

[1] The Phase 1 and Phase 2 costs shown reflect the Phase 1 and Phase 2 SPIF Infrastructure Backbone Facility costs included in SPIF Infrastructure Fee Reimbursements that have not been converted to SPIF credit, SPIF Infrastructure Fee payments made as of July 1, 2025, plus SPIF True-Up amounts. See Table B-1 through Table B-19 for details.

[2] The horizontal total does not sum because construction, engineering/plan check/inspection, and contingency costs are not provided for the remaining Phase 1 and Phase 2 On-Site Potable Water costs.

Table 10. Off-Site Water Set-Aside Costs Remaining

Item	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26
Beginning Cost	**$7,665,000**	**$7,356,328**	**$7,266,868**	**$6,720,170**	**$6,826,288**	**$6,658,168**	**$6,372,436**	**$6,136,741**	**$5,498,434**
Escalation Factor [1]	0.00%	3.27%	2.50%	2.25%	3.25%	5.54%	8.87%	2.65%	0.66%
Adjusted Cost	$7,665,000	$7,596,880	$7,448,540	$6,871,374	$7,048,142	$7,027,031	$6,937,672	$6,299,365	$5,534,724
Less Credited Projects/ Set-Aside Paid [2]	($308,672)	($330,012)	($728,370)	($45,086)	($389,974)	($654,595)	($800,931)	($800,931)	$0
Remaining Costs	**$7,356,328**	**$7,266,868**	**$6,720,170**	**$6,826,288**	**$6,658,168**	**$6,372,436**	**$6,136,741**	**$5,498,434**	**$5,534,724**

remain cost

Source: SPIF Nexus Study FY 2017-2018 Update; City of Folsom; EPS.

[1] Off-Site Potable Water Existing Facilities: The SPIF Fee Program originally included $7,655,000 of existing water system costs the City invested in recent years. The City requested that the City's past investments in the existing water system be allocated to the remaining FPASP land uses and charged as a Set-Aside Fee so the City can more efficiently recover its past water system investments. The amount shown in the SPIF reflects the proportion of SPIF credits that have been executed through July 15, 2020 through which the City has submitted a SPIF Fee Program Reimbursement Agreement to be reimbursed by FPASP developers and builders through the SPIF Fee Program. The amount shown for the Water Treatment Plant Set-Aside Fee reflects the balance owed by the remaining undeveloped FPASP land uses. The amounts shown in these funding sources reflect FY 2023-2024 dollars.

Table 11. Off-Site Water Set Aside Cost Allocation

Land Use	Land Uses Excluding Folsom Heights: Dev. Acres [1]	Land Uses Excluding Folsom Heights: Units/ Sq. Ft.	Cost Allocation Basis: Water Demand [2]	Cost Allocation Basis: Total Demand	Cost Allocation Basis: Distribution of Demand	Water Cost Allocation: Assigned Cost [3]	Water Cost Allocation: per Acre	Water Cost Allocation: per Unit/ Sq. Ft.
Formula	*A*	*B*	*C*	*D=C*A or B*	*E=D/Total Demand*	*F=Total Cost*E*	*G=F/A*	*H=F/B*
Residential		*units*	*per unit*					*per unit*
Single-Family (SF)	245.3	925	0.59	546	24.5%	$1,356,901	$5,531	$1,466
Single-Family High Density (SFHD)	162.2	946	0.37	350	15.7%	$870,256	$5,364	$920
Multifamily Low Density (MLD)	133.8	1,295	0.23	298	13.4%	$740,546	$5,533	$572
Multifamily Medium Density (MMD)	55.9	974	0.19	185	8.3%	$460,116	$8,235	$472
Multifamily High Density (MHD)	71.0	2,008	0.18	361	16.2%	$898,650	$12,655	$448
Mixed Use (MU) - Residential	22.8	1,117	0.16	179	8.0%	$444,352	$19,489	$398
Subtotal	**691.1**	**7,265**		**1,919**	**86.2%**	**$4,770,821**		
Nonresidential		*sq. ft.*	*per acre*					*per sq. ft.*
Mixed Use (MU) - Commercial	15.2	254,204	1.64	25	1.1%	$61,979	$4,078	$0.24
Office Park (OP)	92.9	1,216,631	1.97	183	8.2%	$454,954	$4,898	$0.37
General Commercial (GC)	30.9	336,062	1.54	48	2.1%	$118,466	$3,829	$0.35
Community Commercial (CC)	11.4	92,565	1.54	18	0.8%	$43,562	$3,829	$0.47
Regional Commercial (RC)	23.4	373,248	1.46	34	1.5%	$84,942	$3,630	$0.23
Subtotal	**173.8**	**2,272,710**		**307**	**13.8%**	**$763,903**		
Total Project	**864.9**			**2,226**	**100.0%**	**$5,534,724**		

wtp remaining alloc

Source: Folsom Specific Plan Area Water Supply Assessment (June 2010), MacKay & Somps, EPS

[1] Residential acreage in this table does not reflect the reduction of the estimated acreage of residential subdivisions which have processed final maps.
[2] Residential: acre feet/dwelling unit/year; nonresidential: acre feet/acre/year

Table 12. Estimated Recycled Water System Costs

Item	Construction	Engineering/ Plan Check/ Inspection	Contingency	Total
Percentage		*15%*	*20%*	
SPIF RECYCLED WATER FACILITIES				
Phase 1 Recycled Water System [1]	**-**	**-**	**-**	**$922,712**
Phase 1 Recycled Water System [1]	**-**	**-**	**-**	**$3,018,220**
Remaining Construction				
Recycled Water Pipelines				
Alder Creek Parkway	$5,960,772	$894,116	$1,192,154	$8,047,042
East Bidwell Street	$0	$0	$0	$0
Westwood Drive	$0	$0	$0	$0
Mangini Parkway	$1,271,702	$190,755	$254,340	$1,716,798
Empire Ranch Road	$833,405	$125,011	$166,681	$1,125,097
Rowberry Drive	$98,338	$14,751	$19,668	$132,756
Savannah Parkway	$0	$0	$0	$0
Rustic Ridge Drive	$0	$0	$0	$0
Prairie City Road	$1,995,830	$299,375	$399,166	$2,694,371
Oak Avenue Parkways	$1,035,228	$155,284	$207,046	$1,397,557
Haven Parkway	$661,544	$99,232	$132,309	$893,085
Sierra Parkway	$1,097,707	$164,656	$219,541	$1,481,904
Placerville Road Utility Corridor	$488,567	$73,285	$97,713	$659,565
Subtotal Recycled Water Pipelines	**$13,443,092**	**$2,016,464**	**$2,688,618**	**$18,148,174**
Pressure Reducing Stations	$600,064	$90,010	$120,013	$810,086
Zone 5 Storage Reservoir	$0	$0	$0	$0
Subtotal Remaining Construction	**$14,043,156**	**$2,106,473**	**$2,808,631**	**$18,958,260**
TOTAL RECYCLED WATER COSTS [2]	**$14,043,156**	**$2,106,473**	**$2,808,631**	**$22,899,192**

Source: MacKay & Somps.

[1] The Phase 1 and Phase 2 costs shown reflect the Phase 1 and Phase 2 SPIF Infrastructure Backbone Facility costs included in SPIF Infrastructure Fee Reimbursements that have not been converted to SPIF credit, SPIF Infrastructure Fee payments made as of July 1, 2025, plus SPIF True-Up amounts. See Table B-1 through Table B-19 for details.

[2] The horizontal total does not sum because construction, engineering/plan check/inspection, and contingency costs are not provided for the remaining Phase 1 and Phase 2 Recycled Water costs.

Table 13. Estimated Sewer System Costs

Item	Construction	Engineering/ Plan Check/ Inspection	Contingency	Total
Percentage		*15%*	*20%*	
SPIF SANITARY SEWER FACILITIES				
Phase 1 Sanitary Sewer System [1] [2]				
Sewer Pipelines	-	-	-	$967,590
Alder Creek Lift Station	-	-	-	$0
Subtotal Phase 1 Sanitary Sewer System	**-**	**-**	**-**	**$967,590**
Phase 2 Sanitary Sewer System [1] [2]				**$6,852,713**
Remaining Construction				
Sanitary Sewer Pipelines				
Alder Creek Parkway	$934,115	$140,117	$186,823	$1,261,055
Oak Avenue Parkway	$0	$0	$0	$0
Westwood Drive	$0	$0	$0	$0
Rowberry Drive	$224,080	$33,612	$44,816	$302,508
Mangini Parkway	$267,330	$40,099	$53,466	$360,895
Savannah Parkway	$0	$0	$0	$0
Prairie City Road	$3,055,780	$458,367	$611,156	$4,125,303
Empire Ranch Road	$66,171	$9,926	$13,234	$89,331
Haven Parkway	$127,048	$19,057	$25,410	$171,515
Folsom Heights Drive	$86,230	$12,935	$17,246	$116,411
Sierra Parkway	$887,704	$133,156	$177,541	$1,198,400
Subtotal Sanitary Sewer Pipelines	**$5,648,458**	**$847,269**	**$1,129,692**	**$7,625,418**
Sanitary Sewer Pump Stations & Force Mains				
Alder Creek Sewer Lift Station - Phase 2	$133,970	$20,095	$26,794	$180,859
Russell Ranch Sewer Lift Station	$0	$0	$0	$0
Sewer Odor Control System	$365,372	$54,806	$73,074	$493,252
Subtotal Sanitary Sewer Pump Station & Force Mains	**$499,342**	**$74,901**	**$99,868**	**$674,111**
Subtotal Remaining Construction	**$6,147,799**	**$922,170**	**$1,229,560**	**$8,299,529**
TOTAL SANITARY SEWER COSTS [3]	**$6,147,799**	**$922,170**	**$1,229,560**	**$16,119,832**

Source: MacKay & Somps.

[1] The Phase 1 and Phase 2 costs shown reflect the Phase 1 and Phase 2 SPIF Infrastructure Backbone Facility costs included in SPIF Infrastructure Fee Reimbursements that have not been converted to SPIF credit, SPIF Infrastructure Fee payments made as of July 1, 2025, plus SPIF True-Up amounts. See Table B-1 through Table B-19 for details.
[2] Does not include approximately $4.7 million in improvments for the Phase 1 Alder Creek lift station that were funded by CFD 18.
[3] The horizontal total does not sum because construction, engineering/plan check/inspection, and contingency costs are not provided for the remaining Phase 1 and Phase 2 Sanitary Sewer costs.

Table 14. Estimated Storm Drainage System Costs (Page 1 of 2)

Item	Construction	Engineering/ Plan Check/ Inspection	Contingency	Total
Percentage		*15%*	*20%*	
SPIF STORM DRAINAGE FACILITIES				
Phase 1 Storm Drainage System [1]	**-**	**-**	**-**	**$4,381,126**
Phase 2 Storm Drainage System [1]	**-**	**-**	**-**	**$15,791,556**
Remaining Construction				
Storm Drain Pipelines				
Alder Creek Parkway	$6,433,239	$964,986	$1,286,648	$8,684,872
Oak Avenue Parkway	$3,183,505	$477,526	$636,701	$4,297,732
East Bidwell Street	$0	$0	$0	$0
Westwood Drive	$0	$0	$0	$0
Empire Ranch Road	$629,936	$94,490	$125,987	$850,414
Rowberry Drive	$299,276	$44,891	$59,855	$404,023
Mangini Parkway	$2,210,282	$331,542	$442,056	$2,983,880
Savannah Parkway	$0	$0	$0	$0
Prairie City Road	$4,087,617	$613,143	$817,523	$5,518,283
Haven Parkway	$801,268	$120,190	$160,254	$1,081,712
Sierra Parkway	$1,329,704	$199,456	$265,941	$1,795,100
Miscellaneous Storm Drain Improvements	$153,975	$23,096	$30,795	$207,866
Subtotal Storm Drain Pipelines	**$19,128,803**	**$2,869,320**	**$3,825,761**	**$25,823,884**
Detention Basins [2]				
Combo #1	$0	$0	$0	$0
Combo #2	$1,647,448	$247,117	$329,490	$2,224,055
Combo #3	$1,133,684	$170,053	$226,737	$1,530,473
Combo #4	$492,332	$73,850	$98,466	$664,648
Combo #5	$545,766	$81,865	$109,153	$736,784
DB #1	$635,135	$95,270	$127,027	$857,432
DB #2	$652,399	$97,860	$130,480	$880,739
DB #3	$602,628	$90,394	$120,526	$813,548
HMB #1	$565,567	$84,835	$113,113	$763,515
HMB #2	$540,748	$81,112	$108,150	$730,010
HMB #3	$609,055	$91,358	$121,811	$822,224
HMB #4	$514,552	$77,183	$102,910	$694,645
HMB #5	$526,455	$78,968	$105,291	$710,714
HMB #6	$1,173,094	$175,964	$234,619	$1,583,677

Table 14. Estimated Storm Drainage System Costs (Page 2 of 2)

Item	Construction	Engineering/ Plan Check/ Inspection	Contingency	Total
Percentage		*15%*	*20%*	
HMB #8	$0	$0	$0	$0
HMB #9	$563,015	$84,452	$112,603	$760,070
HMB #10	$812,210	$121,832	$162,442	$1,096,484
HMB #11	$584,507	$87,676	$116,901	$789,084
HMB #12	$886,387	$132,958	$177,277	$1,196,622
HMB #13	$882,519	$132,378	$176,504	$1,191,401
HMB #14	$819,810	$122,972	$163,962	$1,106,744
HMB #15	$706,118	$105,918	$141,224	$953,259
Subtotal Detention Basins	**$14,893,429**	**$2,234,014**	**$2,978,686**	**$20,106,129**
Subtotal Remaining Construction	**$34,022,232**	**$5,103,335**	**$6,804,446**	**$45,930,013**
TOTAL STORM DRAINAGE COSTS [3]	**$34,022,232**	**$5,103,335**	**$6,804,446**	**$66,102,695**

Source: MacKay & Somps.

[1] The Phase 1 and Phase 2 costs shown reflect the Phase 1 and Phase 2 SPIF Infrastructure Backbone Facility costs included in SPIF Infrastructure Fee Reimbursements that have not been converted to SPIF credit, SPIF Infrastructure Fee payments made as of July 1, 2025, plus SPIF True-Up amounts. See Table B-1 through Table B-19 for details.
[2] In this SPIF Nexus Study FY 2023 Update, DB No. 4 is combined with HMB No. 15, HMB No. 7 is combined with HMB No. 6, and HMB No. 17 is combined with HMB No. 18.
[3] The horizontal total does not sum because construction, engineering/plan check/inspection, and contingency costs are not provided for the remaining Phase 1 and Phase 2 Storm Drainage costs.

This November 2025 SPIF Adjustment updates this fee based on (1) escalated cost of the share of existing City facilities for which FPASP development is responsible for funding; (2) Water Treatment Plant Set-Aside fees collected to date; and (3) updated revenue projections for CFD No. 18. The remaining amount of reimbursement owed to the City for existing facilities is approximately $13.1 million. Approximately $2.2 million is to be reimbursed to the City through the SPIF Fee Program Reimbursement Agreement, and another $5.3 million is to be paid by CFD No. 18, leaving $3.5. million to be allocated to the remaining land uses through the Water Treatment Plan Set-Aside.

Habitat Mitigation Costs

The 2020 Nexus Study Update estimated remaining habitat mitigation costs by calculating the acreage of various habitat types that were projected to be impacted by SPIF Infrastructure construction and multiplying these acres by current estimates of per-acre mitigation costs for each habitat type. Recognizing that the remaining SPIF infrastructure will be constructed over an extended period of time and that habitat mitigation costs over this time period are difficult to predict, EPS estimated remaining habitat mitigation costs in the following manner.

First, the remaining habitat mitigation costs from the 2020 Nexus Study Update were escalated to current year dollars (2025$). EPS then subtracted the total habitat mitigation costs incurred by constructing owners during Phase 2, as documented by Phase 2 Reimbursement Agreements. The resulting figure, shown in **Table 15** and **16**, is then allocated to the remaining land uses.

Table 15. Estimated Habitat Mitigation Costs

Item	Remaining Phase 1 Costs [1]	Remaining Phase 2 Costs [1]	Remaining Phase 3 Costs [2]	Total
Total Habitat Costs	**$218,143**	**$1,763,329**	**$5,291,514**	**$7,272,986**

Source: ECORP Consulting, Inc.; City of Folsom; EPS.

[1] The Phase 1 and Phase 2 costs shown reflect the Phase 1 and Phase 2 SPIF Habitat Mitigation costs included in SPIF Infrastructure Fee Reimbursements that have not been converted to SPIF credit, SPIF Infrastructure Fee payments made as of July 1, 2025, plus SPIF True-Up amounts. See Table B-1 through Table B-19 for details.
[2] See Table 16 for further detail on remaining costs.

Table 16. Habitat Costs Calculation

2020 Nexus Study Remaining Costs (2020$)	Escalation to 2024/25$		Phase 2 Reimbursement Agreement Habitat Costs					Remaining Costs (2023/24$)
	Factor	Escalated Amount	Toll Brothers Folsom Ranch	Russell Ranch Phase 2	Eagle Parcel 85A	Eagle Parcel 61+77	**Total**	
$5,793,310	21.80%	$7,056,252	$93,119	$406,203	$710,794	$554,622	**$1,764,738**	**$5,291,514**

Source: 2019-2020 SPIF Nexus Study; MacKay and Somps; EPS.

4. Infrastructure Cost Allocation

As described in **Chapter 3**, **SPIF—Infrastructure Costs**, the cost estimates for Backbone infrastructure include the design and construction costs for the following types of facilities:

- Roadways.
- Dry Utilities.
- On-Site Potable Water System.
- Off-Site Potable Water System.
- Recycled Water System.
- Sanitary Sewer System.
- Storm Drainage System.
- Habitat Mitigation (for Backbone Infrastructure).

The methodology for determining how these costs are allocated to each type of land use in the FPASP are described in detail in the 2020 Nexus Study Update and summarized below:

1. Determine the total amount of land uses that will benefit from the infrastructure improvements (discussed in **Chapter 2**).
2. Determine the cost of infrastructure needed to serve new development (identified by the Specific Plan Document, City, and discussed in this **Chapter 4**).
3. Determine the net cost of infrastructure to be funded by the SPIF after accounting for other funding sources (calculated in this **Chapter 4**).
4. Determine the proportionate impact and the appropriate share of costs attributable to each land use:

a. Determine the appropriate factor to allocate the cost of required infrastructure improvements by improvement type (presented in this **Chapter 4**).

b. Apply the appropriate allocation factor to the anticipated land uses to determine the total number of equivalent dwelling units (EDUs) (see **Tables 17** through **24**).

c. Determine the percentage of total EDUs by land use category (**Tables 17** through **24**).

d. Multiply the percentage of EDUs by land use category by the total infrastructure cost by improvement type (**Tables 17** through **24**).

e. Divide the allocated cost by land use type by the number of units by land use type to determine the justifiable fee per unit (for residential) or by building square feet to determine the justifiable fee per building square feet (for nonresidential).

As described above, the cost allocation factors used in this November 2025 SPIF Adjustment are unchanged from the 2020 Nexus Study Update with the exception of storm drainage cost allocation factors. Because residential densities increased significantly in the City's Specific Plan update, EPS and MacKay & Somps updated the residential impervious surface area factors for residential development to be reflect the increased residential densities.

Table 17. Infrastructure Cost Allocation: Roadways Costs

Land Use Category	ITE Code	Land Uses: Developable Acres	Land Uses: Units or Bldg. Sq. Ft.	PM Peak Trips per Unit or 1,000 Bldg. Sq. Ft.	PM Peak Hour Trips per Acre (Nonres Only)	Avg. Trip Length (Miles)	New Trips (Percentage)	Vehicle Mile Trips (VMT)	EDU Factor	Total EDUs	Percentage Allocation	Cost Distribution	Cost per Unit or Bldg. Sq. Ft.
Formula		*A*	*B*	*C*	*D*	*E*	*F*	*G=C*E*F*	*H=G/SFHD G*	*I=B*G*	*J=I/Total I*	*K=J*Total K*	*K/B*
Residential			*units*	*per unit*			*per unit*	*per unit*	*per unit*				*per unit*
Single-Family (SF)		287.7	1,059	1.10	-	5.0	100%	5.50	1.10	1,165	11.93%	$18,706,456	$17,664
Single-Family High Density (SFHD)		217.3	1,219	1.00	-	5.0	100%	5.00	1.00	1,219	12.49%	$19,575,217	$16,058
Multifamily Low Density (MLD)		148.8	1,418	0.90	-	5.0	100%	4.50	0.90	1,276	13.07%	$20,493,758	$14,453
Multifamily Medium Density (MMD)		55.9	974	0.80	-	5.0	100%	4.00	0.80	779	7.98%	$12,512,723	$12,847
Multifamily High Density (MHD)		71.0	2,008	0.75	-	5.0	100%	3.75	0.75	1,506	15.43%	$24,183,984	$12,044
Mixed Use (MU) - Residential		22.8	1,117	0.70	-	5.0	100%	3.50	0.70	782	8.01%	$12,556,080	$11,241
Subtotal Residential		**803.4**	**7,795**							**6,727**	**68.90%**	**$108,028,217**	
Formula		*A*	*B*	*C*	*D=C*(B/A)/1000*	*E*	*F*	*G=D*E*F*	*H=G/SFHD G*	*I=A*H*	*J=I/Total I*	*K=J*Total K*	*K/B*
Nonresidential			*bldg. sq. ft.*	*per 1,000 SF*	*per acre*		*per acre*	*per acre*	*per acre*				*per bldg. sq. ft.*
Mixed Use (MU) - Commercial	820 Shopping Center	15.2	254,204	3.71	62.05	2.75	66%	112.61	22.52	342	3.51%	$5,497,507	$21.63
Industrial/Office Park (IND/OP)	750 Office Park	92.9	1,216,631	1.48	19.39	4.25	90%	74.15	14.83	1,377	14.11%	$22,119,989	$18.18
General Commercial (GC)	820 Shopping Center	42.5	461,735	3.71	40.33	3.25	66%	86.50	17.30	735	7.53%	$11,801,219	$25.56
Community Commercial (CC)	820 Shopping Center	11.4	92,565	3.71	30.18	3.25	66%	64.75	12.95	147	1.51%	$2,365,816	$25.56
Regional Commercial (RC)	826 Specialty Retail Store	23.4	373,248	2.71	43.23	3.25	66%	92.72	18.54	434	4.44%	$6,968,302	$18.67
Subtotal Nonresidential		**185.3**	**2,398,383**							**3,036**	**31.10%**	**$48,752,832**	
Total Plan Area		**988.8**								**9,763**	**100.00%**	**$156,781,049**	

Source: MacKay & Somps; City of Folsom; ITE Vehicle Trip Generation Rates - 9th Edition; EPS.

Table 18. Infrastructure Cost Allocation: Dry Utilities

	Land Uses		Cost Allocation Basis							Dry Utilities Cost Allocation		
Land Use	Developable Acres	Units/ Sq. Ft.	A-EDU Factor	Total A-EDUs	Distribution of A-EDUs	Assigned Cost-A	B-EDU Factor	Total B-EDUs	Distribution of B-EDUs	Assigned Cost-B	per Acre	per Unit/ Sq. Ft.
Formula	*A*	*B*	*C*	*D=C*A*	*E=D/Total Acres*	*F=Total Cost*E*	*G*	*H=G*B or G*A*	*I=H/Subtotal H*	*J=Subtotal F*I*	*K=J/A*	*L=J/B*
Residential		*units*	*per acre*				*per unit*					*per unit*
Single-Family (SF)	287.7	1,059	1.00	288	29.1%	$10,288,211	1.00	1,059	16.5%	$4,742,284	$16,483	$4,478
Single-Family High Density (SFHD)	217.3	1,219	1.00	217	22.0%	$7,770,082	1.00	1,219	19.0%	$5,458,776	$25,122	$4,478
Multifamily Low Density (MLD)	148.8	1,418	1.00	149	15.0%	$5,319,530	0.75	1,064	16.6%	$4,762,435	$32,014	$3,359
Multifamily Medium Density (MMD)	55.9	974	1.00	56	5.7%	$1,997,853	0.75	731	11.4%	$3,271,235	$58,551	$3,359
Multifamily High Density (MHD)	71.0	2,008	1.00	71	7.2%	$2,539,244	0.75	1,506	23.5%	$6,743,984	$94,972	$3,359
Mixed Use (MU) - Residential	22.8	1,117	1.00	23	2.3%	$815,304	0.75	838	13.1%	$3,751,509	$164,540	$3,359
Subtotal	**803.4**	**7,795**		**803**	**81.3%**	**$28,730,224**		**6,416**	**100.0%**	**$28,730,224**		
Nonresidential		*sq. ft.*	*per acre*				*per acre*					*per sq. ft.*
Mixed Use (MU) - Commercial	15.2	254,204	1.00	15	1.5%	$543,536	1.00	15	8.2%	$543,536	$35,759	$2.14
Industrial/Office Park (IND/OP)	92.9	1,216,631	1.00	93	9.4%	$3,321,481	1.00	93	50.1%	$3,321,481	$35,759	$2.73
General Commercial (GC)	42.5	461,735	1.00	42	4.3%	$1,519,041	1.00	42	22.9%	$1,519,041	$35,759	$3.29
Community Commercial (CC)	11.4	92,565	1.00	11	1.2%	$406,838	1.00	11	6.1%	$406,838	$35,759	$4.40
Regional Commercial (RC)	23.4	373,248	1.00	23	2.4%	$836,760	1.00	23	12.6%	$836,760	$35,759	$2.24
Subtotal	**185.3**	**2,398,383**		**185**	**18.7%**	**$6,627,655**		**185**	**100.0%**	**$6,627,655**		
Total Project	**988.8**			**989**	**100.0%**	**$35,357,879**				**$35,357,879**		

Source: MacKay & Somps; EPS

Table 19. Infrastructure Cost Allocation: On-Site Potable Water

Land Use	Land Uses Excluding Folsom Heights: Dev. Acres	Land Uses Excluding Folsom Heights: Units/ Sq. Ft.	Cost Allocation Basis: Water Demand [1]	Cost Allocation Basis: Total Demand	Cost Allocation Basis: Distribution of Demand	Water Cost Allocation: Assigned Cost	Water Cost Allocation: per Acre	Water Cost Allocation: per Unit/ Sq. Ft.
Formula	*A*	*B*	*C*	*D=C*A or B*	*E=D/Total Demand*	*F=Total Cost*E*	*G=F/A*	*H=F/B*
Residential		*units*	*per unit*					*per unit*
Single-Family (SF)	245.3	925	0.59	546	24.5%	$17,056,886	$69,531	$18,440
Single-Family High Density (SFHD)	162.2	946	0.37	350	15.7%	$10,939,535	$67,432	$11,564
Multifamily Low Density (MLD)	133.8	1,295	0.23	298	13.4%	$9,309,013	$69,551	$7,188
Multifamily Medium Density (MMD)	55.9	974	0.19	185	8.3%	$5,783,871	$103,524	$5,938
Multifamily High Density (MHD)	71.0	2,008	0.18	361	16.2%	$11,296,456	$159,083	$5,626
Mixed Use (MU) - Residential	22.8	1,117	0.16	179	8.0%	$5,585,720	$244,988	$5,001
Subtotal	**691.1**	**7,265**		**1,919**	**86.2%**	**$59,971,481**		
Nonresidential		*sq. ft.*	*per acre*					*per sq. ft.*
Mixed Use (MU) - Commercial	15.2	254,204	1.64	25	1.1%	$779,100	$51,257	$3.06
Industrial/Office Park (IND/OP)	92.9	1,216,631	1.97	183	8.2%	$5,718,986	$61,570	$4.70
General Commercial (GC)	30.9	336,062	1.54	48	2.1%	$1,489,169	$48,131	$4.43
Community Commercial (CC)	11.4	92,565	1.54	18	0.8%	$547,600	$48,131	$5.92
Regional Commercial (RC)	23.4	373,248	1.46	34	1.5%	$1,067,763	$45,631	$2.86
Subtotal	**173.8**	**2,272,710**		**307**	**13.8%**	**$9,602,618**		
Total Project	**864.9**			**2,226**	**100.0%**	**$69,574,099**		

Source: Folsom Specific Plan Area Water Supply Assessment (June 2010), MacKay & Somps, EPS

[1] Residential: acre feet/dwelling unit/year; nonresidential: acre feet/acre/year

Table 20. Infrastructure Cost Allocation: Off-Site Potable Water

Land Use	Land Uses Excluding Folsom Heights: Dev. Acres	Land Uses Excluding Folsom Heights: Units/ Sq. Ft.	Cost Allocation Basis: Water Demand [1]	Cost Allocation Basis: Total Demand	Cost Allocation Basis: Distribution of Demand	Water Cost Allocation: Assigned Cost	Water Cost Allocation: per Acre	Water Cost Allocation: per Unit/ Sq. Ft.
Formula	*A*	*B*	*C*	*D=C*A or B*	*E=D/Total Demand*	*F=Total Cost*E*	*G=F/A*	*H=F/B*
Residential		*units*	*per unit*					*per unit*
Single-Family (SF)	245.3	925	0.59	546	24.5%	$1,907,044	$7,774	$2,062
Single-Family High Density (SFHD)	162.2	946	0.37	350	15.7%	$1,223,094	$7,539	$1,293
Multifamily Low Density (MLD)	133.8	1,295	0.23	298	13.4%	$1,040,794	$7,776	$804
Multifamily Medium Density (MMD)	55.9	974	0.19	185	8.3%	$646,665	$11,574	$664
Multifamily High Density (MHD)	71.0	2,008	0.18	361	16.2%	$1,263,000	$17,786	$629
Mixed Use (MU) - Residential	22.8	1,117	0.16	179	8.0%	$624,511	$27,391	$559
Subtotal	**691.1**	**7,265**		**1,919**	**86.2%**	**$6,705,108**		
Nonresidential		*sq. ft.*	*per acre*					*per sq. ft.*
Mixed Use (MU) - Commercial	15.2	254,204	1.64	25	1.1%	$87,107	$5,731	$0.34
Industrial/Office Park (IND/OP)	92.9	1,216,631	1.97	183	8.2%	$639,411	$6,884	$0.53
General Commercial (GC)	30.9	336,062	1.54	48	2.1%	$166,496	$5,381	$0.50
Community Commercial (CC)	11.4	92,565	1.54	18	0.8%	$61,224	$5,381	$0.66
Regional Commercial (RC)	23.4	373,248	1.46	34	1.5%	$119,381	$5,102	$0.32
Subtotal	**173.8**	**2,272,710**		**307**	**13.8%**	**$1,073,620**		
Total Project [2]	**864.9**			**2,226**	**100.0%**	**$7,778,728**		

Source: Folsom Specific Plan Area Water Supply Assessment (June 2010), MacKay & Somps, EPS

[1] Residential: acre feet/dwelling unit/year; nonresidential: acre feet/acre/year
[2] Total cost allocated to remaining development is the sum of the remaining Off-Site Water Treatment Plan Set-Aside shown in Table 10 and the escalated value of the City's reimbursement agreement shown in Appendix C.

Table 21. Infrastructure Cost Allocation: Recycled Water

Land Use	Land Uses Excluding Folsom Heights: Dev. Acres	Land Uses Excluding Folsom Heights: Units/ Sq. Ft.	Cost Allocation Basis: Water Demand [1]	Cost Allocation Basis: Total Demand	Cost Allocation Basis: Distribution of Demand	Water Cost Allocation: Assigned Cost	Water Cost Allocation: per Acre	Water Cost Allocation: per Unit/ Sq. Ft.
Formula	*A*	*B*	*C*	*D=C*A or B*	*E=D/Total Demand*	*F=Total Cost*E*	*G=F/A*	*H=F/B*
Residential		*units*	*per unit*					*per unit*
Single-Family (SF)	245.3	925	0.59	546	24.5%	$5,613,999	$22,885	$6,069
Single-Family High Density (SFHD)	162.2	946	0.37	350	15.7%	$3,600,572	$22,194	$3,806
Multifamily Low Density (MLD)	133.8	1,295	0.23	298	13.4%	$3,063,911	$22,892	$2,366
Multifamily Medium Density (MMD)	55.9	974	0.19	185	8.3%	$1,903,668	$34,073	$1,954
Multifamily High Density (MHD)	71.0	2,008	0.18	361	16.2%	$3,718,046	$52,359	$1,852
Mixed Use (MU) - Residential	22.8	1,117	0.16	179	8.0%	$1,838,450	$80,634	$1,646
Subtotal	**691.1**	**7,265**		**1,919**	**86.2%**	**$19,738,645**		
Nonresidential		*sq. ft.*	*per acre*					*per sq. ft.*
Mixed Use (MU) - Commercial	15.2	254,204	1.64	25	1.1%	$256,428	$16,870	$1.01
Industrial/Office Park (IND/OP)	92.9	1,216,631	1.97	183	8.2%	$1,882,312	$20,265	$1.55
General Commercial (GC)	30.9	336,062	1.54	48	2.1%	$490,136	$15,842	$1.46
Community Commercial (CC)	11.4	92,565	1.54	18	0.8%	$180,234	$15,842	$1.95
Regional Commercial (RC)	23.4	373,248	1.46	34	1.5%	$351,437	$15,019	$0.94
Subtotal	**173.8**	**2,272,710**		**307**	**13.8%**	**$3,160,547**		
Total Project	**864.9**			**2,226**	**100.0%**	**$22,899,192**		

Source: Folsom Specific Plan Area Water Supply Assessment (June 2010), MacKay & Somps, EPS

[1] Residential: acre feet/dwelling unit/year; nonresidential: acre feet/acre/year

Table 22. Infrastructure Cost Allocation: Sewer

Land Use	Land Uses Excluding Folsom Heights		Cost Allocation Basis			Sewer Cost Allocation		
	Dev. Acres	Units/ Sq. Ft.	ESDs per Unit/ 1k Sq. Ft. [1]	Total EDUs	Distribution of EDUs	Assigned Cost	per Acre	per Unit/ Sq. Ft.
Formula	*A*	*B*	*C*	*D=B*C or D=B/1,000*C*	*E=D/Total EDUs*	*F=Total Cost*E*	*G=F/A*	*H=F/B*
Residential		*units*	*per unit*					*per unit*
Single-Family (SF)	245.3	925	1.00	925	14.8%	$2,379,858	$9,701	$2,573
Single-Family High Density (SFHD)	162.2	946	1.00	946	15.1%	$2,433,887	$15,003	$2,573
Multifamily Low Density (MLD)	133.8	1,295	0.75	971	15.5%	$2,498,851	$18,670	$1,930
Multifamily Medium Density (MMD)	55.9	974	0.75	731	11.7%	$1,879,445	$33,640	$1,930
Multifamily High Density (MHD)	71.0	2,008	0.75	1,506	24.0%	$3,874,666	$54,565	$1,930
Mixed Use (MU) - Residential	22.8	1,117	0.75	838	13.4%	$2,155,380	$94,534	$1,930
Subtotal	**691.1**	**7,265**		**5,917**	**94.4%**	**$15,222,087**		
Nonresidential		*sq. ft.*	*per 1k sq. ft.*					*per sq. ft.*
Mixed Use (MU) - Commercial	15.2	254,204	0.10	25	0.4%	$65,402	$4,303	$0.26
Industrial/Office Park (IND/OP)	92.9	1,216,631	0.20	243	3.9%	$626,034	$6,740	$0.51
General Commercial (GC)	30.9	336,062	0.10	34	0.5%	$86,463	$2,795	$0.26
Community Commercial (CC)	11.4	92,565	0.10	9	0.1%	$23,815	$2,093	$0.26
Regional Commercial (RC)	23.4	373,248	0.10	37	0.6%	$96,030	$4,104	$0.26
Subtotal	**173.8**	**2,272,710**		**349**	**5.6%**	**$897,745**		
Total Project	**864.9**			**6,265**	**100.0%**	**$16,119,832**		

Source: MacKay & Somps; SASD; EPS.

[1] Reflects Sacramento Area Sewer District (SAS) ESD factors for monthly rates.

Table 23. Infrastructure Cost Allocation: Storm Drainage

Land Use	Land Uses		Cost Allocation Basis			Drainage Cost Allocation		
	Developable Acres	Units/ Sq. Ft.	Impervious Area per Acre	Total EDUs	Distribution of EDUs	Assigned Cost	per Acre	per Unit/ Sq. Ft.
Formula	*A*	*B*	*C*	*D=C*A*	*E=D/Total EDUs*	*F=Total Cost*E*	*G=F/A*	*H=F/B*
Residential		*units*						*per unit*
Single-Family (SF)	287.7	1,059	0.25	72	14.1%	$9,318,193	$32,387	$8,799
Single-Family High Density (SFHD)	217.3	1,219	0.35	76	14.9%	$9,852,477	$45,342	$8,082
Multifamily Low Density (MLD)	148.8	1,418	0.55	82	16.0%	$10,599,558	$71,252	$7,475
Multifamily Medium Density (MMD)	55.9	974	0.65	36	7.1%	$4,704,666	$84,207	$4,830
Multifamily High Density (MHD)	71.0	2,008	0.80	57	11.1%	$7,359,465	$103,640	$3,665
Mixed Use (MU) - Residential	22.8	1,117	0.90	21	4.0%	$2,658,362	$116,595	$2,380
Subtotal	**803.4**	**7,795**		**343**	**67.3%**	**$44,492,721**		
Nonresidential		*sq. ft.*						*per sq. ft.*
Mixed Use (MU) - Commercial	15.2	254,204	0.90	14	2.7%	$1,772,241	$116,595	$6.97
Industrial/Office Park (IND/OP)	92.9	1,216,631	0.90	84	16.4%	$10,829,940	$116,595	$8.90
General Commercial (GC)	42.5	461,735	0.90	38	7.5%	$4,952,948	$116,595	$10.73
Community Commercial (CC)	11.4	92,565	0.90	10	2.0%	$1,326,525	$116,595	$14.33
Regional Commercial (RC)	23.4	373,248	0.90	21	4.1%	$2,728,319	$116,595	$7.31
Subtotal	**185.3**	**2,398,383**		**167**	**32.7%**	**$21,609,974**		
Total Project	**988.8**			**510**	**100.0%**	**$66,102,695**		

Source: MacKay & Somps, EPS

Table 24. Infrastructure Cost Allocation: Habitat Mitigation

Land Use	Land Uses: Developable Acres	Land Uses: Units/ Sq. Ft.	Cost Allocation Basis: EDU Factor	Cost Allocation Basis: Total EDUs	Cost Allocation Basis: Distribution of EDUs	Habitat Mitigation Cost Allocation: Assigned Cost	Habitat Mitigation Cost Allocation: per Acre	Habitat Mitigation Cost Allocation: per Unit/ Sq. Ft.
Formula	*A*	*B*	*C*	*D=C*A*	*E=D/Total Acres*	*F=Total Cost*E*	*G=F/A*	*H=F/B*
Residential		*units*	*per acre*					*per unit*
Single-Family (SF)	287.7	1,059	1.00	288	29.1%	$2,116,247	$7,355	$1,998
Single-Family High Density (SFHD)	217.3	1,219	1.00	217	22.0%	$1,598,277	$7,355	$1,311
Multifamily Low Density (MLD)	148.8	1,418	1.00	149	15.0%	$1,094,208	$7,355	$772
Multifamily Medium Density (MMD)	55.9	974	1.00	56	5.7%	$410,951	$7,355	$422
Multifamily High Density (MHD)	71.0	2,008	1.00	71	7.2%	$522,313	$7,355	$260
Mixed Use (MU) - Residential	22.8	1,117	1.00	23	2.3%	$167,705	$7,355	$150
Subtotal	**803.4**	**7,795**		**803**	**81.3%**	**$5,909,702**		
Nonresidential		*sq. ft.*	*per acre*					*per sq. ft.*
Mixed Use (MU) - Commercial	15.2	254,204	1.00	15	1.5%	$111,803	$7,355	$0.44
Industrial/Office Park (IND/OP)	92.9	1,216,631	1.00	93	9.4%	$683,216	$7,355	$0.56
General Commercial (GC)	42.5	461,735	1.00	42	4.3%	$312,461	$7,355	$0.68
Community Commercial (CC)	11.4	92,565	1.00	11	1.2%	$83,685	$7,355	$0.90
Regional Commercial (RC)	23.4	373,248	1.00	23	2.4%	$172,118	$7,355	$0.46
Subtotal	**185.3**	**2,398,383**		**185**	**18.7%**	**$1,363,284**		
Total Project	**988.8**			**989**	**100.0%**	**$7,272,986**		

Source: ECORP Consulting, Inc.; MacKay & Somps; EPS

5. SPIF Program Adjustments and Implementation

Automatic Inflation Adjustments

As more specifically described in the SPIF Ordinance, the costs on which the SPIF is based shall be updated annually based on changes in actual cost experiences (using unit price and other cost data from completed projects) or using a construction cost index such as the Engineering News Record Construction Cost Index (CCI). In the event an index is used, in July of each calendar year, the City will adjust the SPIF—Infrastructure Fee Component by the average of the change in the San Francisco CCI and the change in the 20-city CCI as reported in the Engineering News Record for the 12-month period ending in May.

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Appendices

Appendix A: Final Map Approvals

Appendix B: Prior Phase Summary Cost Adjustments

Appendix C: Reimbursement Agreement Balances

Appendix D: Roadways Construction Cost Estimates

Appendix E: Dry Utility Construction Cost Estimates

Appendix F: On-Site Potable Water Construction Cost Estimates

Appendix G: Off-Site Potable Water Construction Cost Estimates

Appendix H: Recycled Water Construction Cost Estimates

Appendix I: Storm Drainage Construction Cost Estimates

Appendix J: Sanitary Sewer Construction Cost Estimates

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Appendix A:

Final Map Approvals

Table A-1
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Final Map Approvals [1]

Item	Unit Type 1 Lots	Unit Type 1 Unit Type	Unit Type 2 Lots	Unit Type 2 Unit Type	Total Lots
Fiscal Year					
Mangini Ranch Phase 1 Village 1 FM	108	SFHD	-	-	**108**
Mangini Ranch Phase 1 Village 9 FM	103	SFHD	-	-	**103**
Mangini Ranch Phase 1 Village 8 FM	78	SFHD	-	-	**78**
Mangini Ranch Phase 1 Village 2 FM	98	SFHD	-	-	**98**
Russell Ranch Phase 1 Village 6 FM	43	SFHD	-	-	**43**
Russell Ranch Phase 1 Village 1 FM	52	SF	-	-	**52**
Russell Ranch Phase 1 Village 7 FM	41	SFHD	-	-	**41**
Russell Ranch Phase 1 Village 2 FM	25	SF	-	-	**25**
Russell Ranch Phase 1 Village 3 FM	26	SF	-	-	**26**
Russell Ranch Phase 1 Village 8 FM	52	SFHD	-	-	**52**
Russell Ranch Phase 1 Village 5 FM	41	SF	-	-	**41**
Russell Ranch Phase 1 Village 4 FM	114	MLD	-	-	**114**
Carr Trust Final Map	28	SFHD	-	-	**28**
White Rock Springs Ranch Village 1 FM	93	SFHD	-	-	**93**
Mangini Ranch Phase 1 Village 5 FM	87	SFHD	-	-	**87**
White Rock Springs Ranch Villages 8 & 9 FM	86	SF	-	-	**86**
Mangini Ranch Phase 1 Village 6 FM	116	SFHD	-	-	**116**
Mangini Ranch Phase 1 Village 7 FM	108	SFHD	-	-	**108**
White Rock Springs Ranch Villages 2 and 3 FM	29	SF	52	SFHD	**81**
White Rock Springs Ranch Villages 4, 5, 6 and 7 FM	21	SF	114	SFHD	**135**
Mangini Ranch Phase 2 Village 7 FM	68	SF	-	-	**68**
Enclave at Folsom Ranch FM	111	MLD	-	-	**111**
Mangini Ranch Phase 1 Village 4 FM	86	SFHD	-	-	**86**
Mangini Ranch Phase 2 Village 4 FM	73	SFHD	-	-	**73**
Mangini Ranch Phase 2 Village 8 FM	36	MLD	-	-	**36**
Creekstone Phase 1 FM	71	MLD	-	-	**71**
Rockcress at Folsom Ranch FM	118	MLD	-	-	**118**
Mangini Ranch Phase 1 Village 3 FM	49	SFHD	-	-	**49**
Toll Brothers at Folsom Ranch Phase 1B and 1C FM	180	SFHD	18	MLD	**198**
Russell Ranch Phase 3A FM	103	SFHD	139	SF	**242**
Mangini Ranch Phase 2 Village 2 FM	74	SFHD	-	-	**74**
Mangini Ranch Phase 2 Village 1 FM	88	SFHD	-	-	**88**
Russell Ranch Phase 3B FM	110	SFHD	-	-	**110**
Mangini Ranch Phase 1C Village 1 FM	100	MLD	-	-	**100**
Mangini Ranch Phase 1C Village 2 FM	41	MLD	-	-	**41**
Mangini Ranch Phase 1C North Village 3 FM	35	MLD	-	-	**35**
Toll Brothers at Folsom Ranch Phase 1D FM	55	SFHD	43	MLD	**98**
Mangini Ranch Phase 2 Village 3 FM	53	SFHD	-	-	**53**
Mangini Ranch Phase 1C South Village 4	115	MLD	-	-	**115**
Toll Brothers at Folsom Ranch Phase 1E	116	SFHD	31	MLD	**147**
Mangini Ranch Phase 3 Village 1	102	SFHD	-	-	**102**
Mangini Ranch Phase 3 Villages 2 & 3	116	SFHD	-	-	**116**
Manigini Ranch Phase 3 Village 4	42	MLD	-	-	**42**
Russell Ranch Phase 2 Villages 1, 2 and 4	208	SFHD	-	-	**208**
Russell Ranch Phase 2 Village 3	63	SFHD	-	-	**63**
Mangini Ranch Phase 2 Village 5 & 6	153	SFHD	-	-	**153**
Broadstone Estates Small Lot Map	81	SF	-	-	**81**
Toll Brothers at Folsom Ranch Phase 1F	100	SFHD	-	-	**100**
Toll Brothers at Folsom Ranch Phase 3A	135	SFHD	-	-	**135**

Source: City of Folsom; Mackay and Somps; EPS.

[1] Does not include building permits issued for 152 MHD units for St. Anton.

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Appendix B:

Prior Phase Summary Cost Adjustments

Table B-1 Summary of Phase 1 Remaining SPIF Infrastructure Costs....B-1

Table B-2 TNHC Only/Lennar Phase 1 Backbone Facilities Reimbursement Analysis....B-2

Table B-3 East Carpenter Improvement Company, LLC (ECIC)/Enclave at Folsom Ranch, LLC (Enclave) Backbone Facilities Reimbursement Analysis....B-3

Table B-4 Summary of Phase 2 Remaining SPIF Infrastructure Costs....B-4

Table B-5 Phase 2 Reimbursement Agreements Adjustments....B-5

Table B-6 Eagle Parcel 61 & 77 Facilities Reimbursement Analysis....B-6

Table B-7 Eagle Parcel 61 & 77 Backbone Facilities Constructed (9 pages)....B-7

Table B-8 Eagle Parcel 85 Facilities Reimbursement Analysis....B-16

Table B-9 Eagle Parcel 85 Backbone Facilities Constructed (12 pages)....B-17

Table B-10 Toll Brothers at Folsom Ranch Backbone Facilities Reimbursement Analysis....B-29

Table B-11 Toll Brothers at Folsom Ranch Backbone Facilities Constructed (7 pages)....B-30

Table B-12 CMB Phase 1E Backbone Facilities Reimbursement Analysis....B-38

Table B-13 CMB Phase 1E Backbone Facilities Backbone Facilities Constructed....B-39

Table B-14 Russell Ranch Phase 2 Backbone Facilities Reimbursement Analysis....B-40

Table B-15 Russell Ranch Phase 2 Backbone Facilities Constructed (10 pages)....B-41

Table B-16 Russell Ranch Phase 3 Backbone Facilities Reimbursement Analysis....B-50

Table B-17 Russell Ranch Phase 3 Backbone Facilities Constructed (3 pages)....B-51

Table B-18 Elliot Homes Backbone Facilities Reimbursement Analysis....B-54

Table B-19 Elliot Homes Backbone Facilities Reimbursement Analysis Detail (2 pages)....B-55

Table B-1
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Summary of Phase 1 Remaining SPIF Infrastructure Costs [1]

Item	Phase 1 Reimbursement Agreements (2023$) [1] SPIF TNHC Only	SPIF ECIC/Enclave Shared [2]	Total
SPIF Facility Cost Estimate			
Phase 1 Roadways			
Rough Grading	$3,072,654	$218,626	**$3,291,280**
Backbone Roadways	$2,432,270	$451,591	**$2,883,861**
Railroad Crossings	$229,586	$0	**$229,586**
City Fiber Optic & Traffic Control System	$152,418	$189,888	**$342,306**
Signalized Intersections & Improvements	$448,527	$343,765	**$792,292**
Open Space Vehicular Access Barrier	$55,882	$2,620	**$58,502**
Off-Site Roadway Improvements	$0	$0	**$0**
Subtotal Phase 1 Roadways	**$6,391,337**	**$1,206,490**	**$7,597,827**
Dry Utility System	$2,260,587	$859,019	**$3,119,606**
Potable Water System	$8,729,187	$746,975	**$9,476,162**
Off-Site Water System (Set-Aside)	$0	$0	**$0**
Recycled Water System	$643,251	$279,461	**$922,712**
Sanitary Sewer System			
Sewer Pipelines	$967,590	$0	**$967,590**
Alder Creek Lift Station (Set-Aside)	$0	$0	**$0**
Subtotal Sanitary Sewer System	**$967,590**	**$0**	**$967,590**
Storm Drain System	$3,048,815	$1,332,311	**$4,381,126**
Habitat Mitigation	$218,143	$0	**$218,143**
Total Phase 1 Costs	**$22,258,910**	**$4,424,256**	**$26,683,166**

Source: SPIF Nexus Study Fiscal Year 2017-2018 Update; MacKay & Somps; WestLand; TNHC; EPS.

[1] Reflects the remaining balance of SPIF Infrastructure Fee Reimbursements for Phase 1 SPIF facilities less SPIF Infrastructure Fee payments paid through July 1, 2025, in Fiscal Year 2023-24 dollars.
See Table B-2 through Table B-4 for details.
[2] Includes approximately $2.7 million in reimbursements that were transferred to UC Davis in September 2021 that have not been converted to fee credits as of August 2023.

Table B-2
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
TNHC Only/Lennar Phase 1 Backbone Facilities Reimbursement Analysis

TNHC Russell Ranch LLC/Lennar Reimbursement Analysis

Item	Phase 1 Construction Plan: Russell Ranch Alder Creek Parkway	Russell Ranch Grand Prairie Road	Zone 5 Water Tank and Zone 6 Booster Pump Station	Zone 4 and Zone 5 Water Booster Pump Station	Enclave Backbone Infrastructure	Habitat Mitigation	Total	Percentage of Total	**Allocation of Remaining Reimburse. Amount**
SPIF Infrastructure Fee Reimbursement									
Initial Reimbursement Amount [1]	-	-	-	-	-	-	$41,986,506		
Remaining Reimbursement Amount [2]	-	-	-	-	-	-	$22,258,908		
Net Remaining Reimbursement Amount	**-**	**-**	**-**	**-**	**-**	**-**	**$22,258,908**		
SPIF Facility Cost Estimate [4]									
Phase 1 Roadways									
Rough Grading	$4,667,845	$7,644	$1,035,637	$59,202	$58,176	$0	$5,828,504	13.8%	$3,072,654
Backbone Roadways	$4,482,660	$50,700	$0	$12,362	$68,040	$0	$4,613,762	10.9%	$2,432,270
Railroad Crossings	$234,000	$201,500	$0	$0	$0	$0	$435,500	1.0%	$229,586
City Fiber Optic & Traffic Control System	$260,520	$28,600	$0	$0	$0	$0	$289,120	0.7%	$152,418
Signalized Intersections & Improvements	$740,649	$0	$0	$0	$110,160	$0	$850,809	2.0%	$448,527
Open Space Vehicular Access Barrier	$91,260	$14,742	$0	$0	$0	$0	$106,002	0.3%	$55,882
Off-Site Roadway Improvements	$0	$0	$0	$0	$0	$0	$0	0.0%	$0
Subtotal Phase 1 Roadways	**$10,476,934**	**$303,186**	**$1,035,637**	**$71,564**	**$236,376**	**$0**	**$12,123,697**	**28.7%**	**$6,391,337**
Dry Utility System	$4,041,540	$0	$149,058	$97,500	$0	$0	$4,288,098	10.2%	$2,260,587
Potable Water System	$2,358,460	$1,015,300	$8,941,400	$4,243,200	$0	$0	$16,558,360	39.2%	$8,729,187
Off-Site Water System	$0	$0	$0	$0	$0	$0	$0	0.0%	$0
Recycled Water System	$917,280	$302,900	$0	$0	$0	$0	$1,220,180	2.9%	$643,251
Sanitary Sewer System									
Sewer Pipelines	$1,835,418	$0	$0	$0	$0	$0	$1,835,418	4.3%	$967,590
Alder Creek Lift Station	$0	$0	$0	$0	$0	$0	$0	0.0%	$0
Subtotal Sanitary Sewer System	**$1,835,418**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,835,418**	**4.3%**	**$967,590**
Storm Drain System	$3,862,742	$1,920,542	$0	$0	$0	$0	$5,783,284	13.7%	$3,048,815
Habitat Mitigation [5]	$0	$0	$0	$0	$0	$413,795	$413,795	1.0%	$218,143
Total Phase 1 Costs	**$23,492,374**	**$3,541,928**	**$10,126,095**	**$4,412,264**	**$236,376**	**$413,795**	**$42,222,832**	**100.0%**	**$22,258,910**

Source: SPIF Nexus Study FY 2017-2018 Update; MacKay & Somps; MIC; TNHC; EPS.

[1] Based on Exhibit D of the TNHC Russell Ranch LLC (TNHC) SPIF Infrastructure Fee Program Fee Reimbursement Agreement.
[2] Based on the reimbursement balances for TNHC as of July 15, 2020. TNHC's remaining SPIF Fee reimbursement amounts are detailed in Appendix C.
[3] Reflects the allocation of SPIF Infrastructure Fee payments made as of July 1, 2025.
[4] Unless otherwise noted, based on the Phase 1 SPIF Infrastructure cost estimates from the SPIF Nexus Study FY 2017-2018 Update, as detailed below.
Russell Ranch Alder Creek Parkway: See Table A-1.
Russell Ranch Grand Prairie Road: See Table A-2.
Zone 5 Water Tank and Zone 6 Booster Pump Station: See Table A-8.
Zone 4 and Zone 5 Water Booster Pump Station: See Table A-9.
Enclave Backbone Infrastructure: See Table A-10.
[5] Reflects the habitat mitigation amount reflected in tables supporting the Exhibit D of the MIC Phase 1 Backbone Facilities SPIF Reimbursement Agreement.

Table B-3
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
East Carpenter Improvement Company, LLC (ECIC)/Enclave at Folsom Ranch, LLC (Enclave) Backbone Facilities Reimbursement Analysis

ECIC/Enclave Reimbursement Analysis

Item	SPIF Facility Construction Plan: Alder Creek Parkway	East Bidwell	Westwood Drive	Hydromod. Basin No. 19	Total	Percentage of Total	Allocation of Remaining Reimburse. Amount
SPIF Infrastructure Fee Reimbursement							
Initial Reimbursement Amount [1]	-	-	-	-	$10,456,880		
Remaining Reimbursement Amount [2]	-	-	-	-	$4,424,254		
Less SPIF Infrastructure Fee Payments	-	-	-	-	-		
Net Remaining Reimbursement Amount	**-**	**-**	**-**	**-**	**$4,424,254**		
SPIF Facility Cost Estimate							
Phase 1 Roadways							
Rough Grading	$295,168	$0	$221,561	$0	$516,729	4.9%	$218,626
Backbone Roadways	$647,855	$218,039	$201,457	$0	$1,067,351	10.2%	$451,591
Railroad Crossings	$0	$0	$0	$0	$0	0.0%	$0
City Fiber Optic & Traffic Control System	$232,350	$164,234	$52,222	$0	$448,806	4.3%	$189,888
Signalized Intersections & Improvements	$634,400	$178,101	$0	$0	$812,501	7.8%	$343,765
Open Space Vehicular Access Barrier	$0	$6,192	$0	$0	$6,192	0.1%	$2,620
Off-Site Roadway Improvements	$0	$0	$0	$0	$0	0.0%	$0
Subtotal Phase 1 Roadways	**$1,809,773**	**$566,566**	**$475,240**	**$0**	**$2,851,579**	**27.3%**	**$1,206,490**
Dry Utility System	$1,052,886	$740,793	$236,642	$0	$2,030,321	19.4%	$859,019
Potable Water System	$464,700	$1,082,419	$218,383	$0	$1,765,502	16.9%	$746,975
Off-Site Water System	$0	$0	$0	$0	$0	0.0%	$0
Recycled Water System	$211,365	$297,232	$151,918	$0	$660,515	6.3%	$279,461
Sanitary Sewer System							
Sewer Pipelines	$0	$0	$0	$0	$0	0.0%	$0
Alder Creek Lift Station	$0	$0	$0	$0	$0	0.0%	$0
Subtotal Sanitary Sewer System	**$0**	**$0**	**$0**	**$0**	**$0**	**0.0%**	**$0**
Storm Drain System	$1,203,513	$1,009,625	$140,772	$795,054	$3,148,964	30.1%	$1,332,311
Habitat Mitigation	$0	$0	$0	$0	$0	0.0%	$0
Total SPIF Facility Costs [3]	**$4,742,237**	**$3,696,635**	**$1,222,955**	**$795,054**	**$10,456,881**	**100.0%**	**$4,424,254**

Source: SPIF Nexus Study FY 2017-2018 Update; MacKay & Somps; MIC; TNHC; EPS.

[1] Based on a cost-sharing agreement between ECIC and Enclave. Initial reimbursement amounts for each entity shown below.
ECIC - $5,799,132
Enclave - $4,657,748

[2] Based on the reimbursement balances for ECIC and Enclave as of July 1, 2025. Remaining reimbursement amounts for each entity is shown below and detailed in Appendix C.

[3] The Total SPIF Facility Costs may not equal the reimbursement amount due to rounding.

Table B-4
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Summary of Phase 2 Remaining SPIF Infrastructure Costs [1]

	Phase 2 Reimbursement Agreements (2023$) [1]							
Item	Eagle Parcels 61 and 77	Eagle Parcel 85A	Toll Bros. Folsom Ranch Phase 2	CMB Ph. 1E	Elliot Homes Broadstone & Zone 4 Tank	Russell Ranch Phase 2	Russell Ranch Phase 3	**Total**
SPIF Facility Cost Estimate [2]								
Phase 2 Roadways								
Rough Grading	$6,812,868	$3,845,334	$1,370,666	$5,659	$0	$1,021,800	$0	$13,056,327
Backbone Roadways	$7,288,325	$1,440,883	$1,719,080	$444,476	$394,718	$3,913,006	$287,521	$15,488,009
Railroad Crossings	$0	$0	$0	$0	$222,206	$0	$0	$222,206
City Fiber Optic & Traffic Control System	$65,793	$18,501	$54,212	$57,197	$0	$116,153	$0	$311,856
Signalized Intersections & Improvements	$850,920	$1,224,615	$303,301	$510,492	$0	$1,089,674	$0	$3,979,002
Open Space Vehicular Access Barrier	$0	$0	$7,151	$0	$0	$105,980	$0	$113,131
Off-Site Roadway Improvements	$0	$0	$0	$0	$0	$0	$0	$0
Class 1 Trail	$0	$0	$98,614	$0	$0	$0	$0	$98,614
Subtotal Phase 2 Roadways	**$15,017,906**	**$6,529,333**	**$3,553,024**	**$1,017,824**	**$616,924**	**$6,246,613**	**$287,521**	**$33,269,145**
Dry Utility System	$1,753,908	$843,457	$647,117	$0	$0	$1,394,745	$0	$4,639,227
Potable Water System	$1,557,141	$1,433,949	$766,851	$0	$1,439,484	$847,731	$560,299	$6,605,455
Off-Site Water System (Set-Aside)	$0	$0	$0	$0	$0	$0	$0	$0
Recycled Water System	$1,397,172	$865,866	$449,298	$0	$0	$305,884	$0	$3,018,220
Sanitary Sewer System	$3,012,109	$115,036	$85,649	$0	$0	$3,253,309	$386,610	$6,852,713
Storm Drain System	$3,840,997	$3,534,715	$1,724,413	$634,653	$0	$5,942,773	$114,005	$15,791,556
Habitat Mitigation	$617,809	$698,119	$27,671	$0	$0	$419,730	$0	$1,763,329
Total Phase 2 Costs	**$27,197,042**	**$14,020,475**	**$7,254,023**	**$1,652,477**	**$2,056,408**	**$18,410,785**	**$1,348,435**	**$71,939,645**

Source: SPIF Nexus Study Fiscal Year 2017-2018 Update; MacKay & Somps; WestLand; TNHC; EPS.

[1] Reflects the remaining balance of SPIF Infrastructure Fee Reimbursements for Phase 2 SPIF facilities less SPIF Infrastructure Fee payments paid through July 1, 2025, in Fiscal Year 2023-2024 dollars.
[2] Reflects the costs associated with facilities funded by the SPIF Set-Aside Fee.
[3] This agreement carries a negative balance, as the landowner converted more reimbursements to fee credits than they incurred in SPIF-eligible construction costs.

Table B-5
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Phase 2 Reimbursement Agreements True-Up/ Make-Up Adjustments

Item	Phase 2 Reimbursement	
	Russell Ranch Phase 2	Russell Ranch Phase 3
Initial Agreement Amount	$17,817,463	$1,304,979
Agreement Year	23/24	23/24
CCI Escalation Factor (to adjust to 2025/26 $)	3.33%	3.33%
CCI Escalated Agreement Amount	$18,410,785	$1,348,435

[1] Reflects actual costs incurred by landowners for backbone improvements.
[2] From reimbursement tracking logs for each outstanding reimbursement agreement as of July

Table B-6
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Eagle Parcel 61 & 77 Facilities Reimbursement Analysis

Eagle Parcel 61 & 77 Backbone Facilities Reimbursement Analysis

Item	Phase 2 Construction Plan: Alder Creek Parkway East	Phase 2 Construction Plan: Alder Creek Parkway Bidwell Street	Phase 2 Construction Plan: Total	Phase 2 Construction Plan: Percentage of Total	**Allocation of Remaining Reimburse. Amount**
SPIF Infrastructure Fee Reimbursement					
Initial Reimbursement Amount	-	-	$15,922,750		
Remaining Reimbursement Amount [1]	-	-	$27,197,041		
Less SPIF Infrastructure Fee Payments	-	-	$0		
Net Remaining Reimbursement Amount	**-**	**-**	**$27,197,041**		
SPIF Facility Cost Estimate [4]					
Phase 1 Roadways					
Rough Grading	$6,009,379	$106,696	$6,116,075	25.1%	$6,812,868
Backbone Roadways	$6,205,724	$337,180	$6,542,904	26.8%	$7,288,325
Railroad Crossings	$0	$0	$0	0.0%	$0
City Fiber Optic & Traffic Control System	$59,064	$0	$59,064	0.2%	$65,793
Signalized Intersections & Improvements	$763,891	$0	$763,891	3.1%	$850,920
Open Space Vehicular Access Barrier	$0	$0	$0	0.0%	$0
Off-Site Roadway Improvements	$0	$0	$0	0.0%	$0
Subtotal Phase 1 Roadways	**$13,038,058**	**$443,876**	**$13,481,934**	**55.2%**	**$15,017,906**
Dry Utility System	$1,574,525	$0	$1,574,525	6.4%	$1,753,908
Potable Water System	$1,230,075	$167,808	$1,397,883	5.7%	$1,557,141
Off-Site Water System	$0	$0	$0	0.0%	$0
Recycled Water System	$1,254,275	$0	$1,254,275	5.1%	$1,397,172
Sanitary Sewer System	$2,704,043	$0	$2,704,043	11.1%	$3,012,109
Storm Drain System	$3,412,574	$35,581	$3,448,155	14.1%	$3,840,997
Habitat Mitigation [5]	$554,622	$0	$554,622	2.3%	$617,809
Total Phase 2 Costs	**$23,768,172**	**$647,265**	**$24,415,437**	**100.0%**	**$27,197,042**

Source: SPIF Nexus Study FY 2019-2020 Update; MacKay & Somps; Eagle Commercial Properties; EPS.

[1] Remaining reimbursement amount current as of July 1, 2025.

Table B-7
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Eagle Parcel 61 & 77 Backbone Facilities Constructed

SPIF Improvement		Construction Make-Up Costs (2023/24$)						
		Construction Make-Up Costs	SPIF Escalation	Escalated Construction Cost	SMUD Contract Cost [1]	Soft Costs	Contingency	Total
Assumption			*0.00%*		*0%*	*15%*	*0%*	
Formula		*A*	*B*	*C = A+B*	*D = C*50%*	*E = C*20%*	*F = C*10%*	*G = C+D+E+F*
Backbone Roadway Rough Grading								
Alder Creek Parkway								
ACP 4-GD	Clearing & Grubbing	$32,860	$0	$32,860	$0	$4,929	$0	$37,789
ACP 4-GD	Rough Grading Excavation	$2,175,745	$0	$2,175,745	$0	$326,362	$0	$2,502,107
ACP 4-GD	Finish Grading	$66,750	$0	$66,750	$0	$10,012	$0	$76,762
ACP 4-GD	Orange Silt Fencing	$7,380	$0	$7,380	$0	$1,107	$0	$8,487
ACP 4-GD	Orange Protective Fencing	$12,833	$0	$12,833	$0	$1,925	$0	$14,758
ACP 4-GD	Rock Lined Swale	$99,300	$0	$99,300	$0	$14,895	$0	$114,195
ACP 4-GD	Erosion Control CO#3	$48,760	$0	$48,760	$0	$7,314	$0	$56,074
ACP 4-GD	Rock Slope Protection	$129,210	$0	$129,210	$0	$19,382	$0	$148,592
ACP 4-GD	Offhaul Spoil and Oversize Rock	$19,170	$0	$19,170	$0	$2,876	$0	$22,046
ACP 4-GD	Blasting	$796,052	$0	$796,052	$0	$119,408	$0	$915,460
ACP 5-GD	Clearing & Grubbing	$36,580	$0	$36,580	$0	$5,487	$0	$42,067
ACP 5-GD	Rough Grading Excavation	$272,080	$0	$272,080	$0	$40,812	$0	$312,892
ACP 5-GD	Finish Grading	$74,306	$0	$74,306	$0	$11,146	$0	$85,452
ACP 5-GD	Orange Silt Fencing	$9,184	$0	$9,184	$0	$1,378	$0	$10,562
ACP 5-GD	Orange Protective Fencing	$13,038	$0	$13,038	$0	$1,956	$0	$14,994
ACP 5-GD	4" Canyon Drain	$38,410	$0	$38,410	$0	$5,762	$0	$44,172
ACP 5-GD	Rock Lined Swale	$132,400	$0	$132,400	$0	$19,860	$0	$152,260
ACP 5-GD	Erosion Control CO#3	$54,280	$0	$54,280	$0	$8,142	$0	$62,422
ACP 5-GD	Offhaul Spoil and Oversize Rock	$2,430	$0	$2,430	$0	$365	$0	$2,795

Table B-7
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Eagle Parcel 61 & 77 Backbone Facilities Constructed

SPIF Improvement		Construction Make-Up Costs (2023/24$)						
		Construction Make-Up Costs	SPIF Escalation	Escalated Construction Cost	SMUD Contract Cost [1]	Soft Costs	Contingency	Total
Assumption			*0.00%*		*0%*	*15%*	*0%*	
Formula		*A*	*B*	*C = A+B*	*D = C*50%*	*E = C*20%*	*F = C*10%*	*G = C+D+E+F*
ACP 5-GD	Blasting	$100,908	$0	$100,908	$0	$15,136	$0	$116,044
ACP 6-GD	Clearing & Grubbing	$32,860	$0	$32,860	$0	$4,929	$0	$37,789
ACP 6-GD	Rough Grading Excavation	$573,695	$0	$573,695	$0	$86,054	$0	$659,749
ACP 6-GD	Finish Grading	$66,750	$0	$66,750	$0	$10,012	$0	$76,762
ACP 6-GD	Orange Silt Fencing	$984	$0	$984	$0	$148	$0	$1,132
ACP 6-GD	Orange Protective Fencing	$7,503	$0	$7,503	$0	$1,125	$0	$8,628
ACP 6-GD	8" Canyon Drain	$24,837	$0	$24,837	$0	$3,726	$0	$28,562
ACP 6-GD	Rock Lined Swale	$115,850	$0	$115,850	$0	$17,378	$0	$133,228
ACP 6-GD	Erosion Control CO#3	$48,760	$0	$48,760	$0	$7,314	$0	$56,074
ACP 6-GD	Offhaul Spoil and Oversize Rock	$4,860	$0	$4,860	$0	$729	$0	$5,589
ACP 6-GD	Traffic Control	$7,458	$0	$7,458	$0	$1,119	$0	$8,577
ACP 6-GD	Blasting	$201,816	$0	$201,816	$0	$30,272	$0	$232,088
CO#4	RFI#13 - SS/Canyon Drain Conflict	$18,497	$0	$18,497	$0	$2,775	$0	$21,271
Subtotal Alder Creek Parkway		***$5,225,546***	***$0***	***$5,225,546***	***$0***	***$783,832***	***$0***	***$6,009,379***
East Bidwell Street								
EBS 4-GD	Clearing & Grubbing	$4,340	$0	$4,340	$0	$651	$0	$4,991
EBS 4-GD	Finish Grading	$8,816	$0	$8,816	$0	$1,322	$0	$10,138
EBS 4-GD	Orange Protective Fencing	$2,747	$0	$2,747	$0	$412	$0	$3,159
EBS 4-GD	Rock Lined Swale	$29,128	$0	$29,128	$0	$4,369	$0	$33,497
EBS 4-GD	Erosion Control CO#3	$6,440	$0	$6,440	$0	$966	$0	$7,406
EBS 4-GD	Traffic Control	$7,458	$0	$7,458	$0	$1,119	$0	$8,577
EBS 3B-GD	Clearing & Grubbing	$1,860	$0	$1,860	$0	$279	$0	$2,139
EBS 3B-GD	Rock Lined Swale	$17,543	$0	$17,543	$0	$2,631	$0	$20,174
EBS 3B-GD	Erosion Control CO#3	$2,760	$0	$2,760	$0	$414	$0	$3,174
EBS 3B-GD	Finish Grading	$3,778	$0	$3,778	$0	$567	$0	$4,345
EBS 3B-GD	Orange Silt Fencing	$451	$0	$451	$0	$68	$0	$519
EBS 3B-GD	Traffic Control	$7,458	$0	$7,458	$0	$1,119	$0	$8,577
Subtotal East Bidwell Street		***$92,779***	***$0***	***$92,779***	***$0***	***$13,917***	***$0***	***$106,696***
Subtotal Backbone Roadway Rough Grading		**$5,318,325**	**$0**	**$5,318,325**	**$0**	**$797,749**	**$0**	**$6,116,075**

Table B-7
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Eagle Parcel 61 & 77 Backbone Facilities Constructed

SPIF Improvement		Construction Make-Up Costs (2023/24$)						
		Construction Make-Up Costs	SPIF Escalation	Escalated Construction Cost	SMUD Contract Cost [1]	Soft Costs	Contingency	Total
Assumption			*0.00%*		*0%*	*15%*	*0%*	
Formula		*A*	*B*	*C = A+B*	*D = C*50%*	*E = C*20%*	*F = C*10%*	*G = C+D+E+F*
Backbone Roadways								
Alder Creek Parkway								
ACP 4-RD	Subgrade Preparation (F)	$28,305	$0	$28,305	$0	$4,246	$0	$32,551
ACP 4-RD	Asphalt Concrete Type B (F)	$96,465	$0	$96,465	$0	$14,470	$0	$110,935
ACP 4-RD	Aggregate Base (Class 2) (F)	$78,361	$0	$78,361	$0	$11,754	$0	$90,115
ACP 4-RD	Timber Barricade (F)	$12,760	$0	$12,760	$0	$1,914	$0	$14,674
ACP 4-RD	26.5' Pipe Gate	$5,800	$0	$5,800	$0	$870	$0	$6,670
BR 2-SS	Masonry Retaining Wall	$604,950	$0	$604,950	$0	$90,743	$0	$695,693
BR 2-SS	Sewer Pipeline Bridge (300'X12") (F)	$3,043,800	$0	$3,043,800	$0	$456,570	$0	$3,500,370
ACP 5-RD	Subgrade Preparation (F)	$32,079	$0	$32,079	$0	$4,812	$0	$36,891
ACP 5-RD	Asphalt Concrete Type B (F)	$109,327	$0	$109,327	$0	$16,399	$0	$125,726
ACP 5-RD	Aggregate Base (Class 2) (F)	$88,809	$0	$88,809	$0	$13,321	$0	$102,130
CUL 4	60" Storm Drain, RCP CLIII (F)	$195,776	$0	$195,776	$0	$29,366	$0	$225,142
CUL 4	60" Inlet/Outlet Structure (F)	$81,000	$0	$81,000	$0	$12,150	$0	$93,150
ACP 6-RD	Subgrade Preparation (F)	$64,158	$0	$64,158	$0	$9,624	$0	$73,782
ACP 6-RD	Asphalt Concrete Type B (F)	$218,654	$0	$218,654	$0	$32,798	$0	$251,452
ACP 6-RD	Aggregate Base (Class 2) (F)	$177,618	$0	$177,618	$0	$26,643	$0	$204,260
ACP 6-RD	Type 2 Vertical Curb and Gutter with AB (F)	$92,160	$0	$92,160	$0	$13,824	$0	$105,984
ACP 6-RD	Type 5 Median Curb With AB (F)	$63,840	$0	$63,840	$0	$9,576	$0	$73,416
ACP 6-RD	Sidewalk Curb Ramps (F)	$5,000	$0	$5,000	$0	$750	$0	$5,750
ACP 6-RD	Striping and Signs (F)	$31,037	$0	$31,037	$0	$4,656	$0	$35,693
ACP 6-RD	4" Schedule 40 Sleeve (F)	$13,790	$0	$13,790	$0	$2,069	$0	$15,859
ACP 6-RD	6" Schedule 40 Sleeve (F)	$6,895	$0	$6,895	$0	$1,034	$0	$7,929
ACP 6-RD	LED Street Light (F)	$219,000	$0	$219,000	$0	$32,850	$0	$251,850
ACP 6-RD	Street Light Service Point (F)	$17,100	$0	$17,100	$0	$2,565	$0	$19,665
ACP 6-RD	Complete Street Light - Delivered to City (F)	$9,700	$0	$9,700	$0	$1,455	$0	$11,155
ACP 6-RD	Timber Barricade (F)	$10,440	$0	$10,440	$0	$1,566	$0	$12,006
ACP 6-RD	Traffic Control	$7,458	$0	$7,458	$0	$1,119	$0	$8,577
ACP 6-RD	26.5 Pipe Gate	$5,800	$0	$5,800	$0	$870	$0	$6,670
CO#7	RFI#20 - Irrigation Sleeve Revisions	$15,351	$0	$15,351	$0	$2,303	$0	$17,654
CO#7	RFI#20 - Irrigation Service Points	$60,848	$0	$60,848	$0	$9,127	$0	$69,975
Subtotal Alder Creek Parkway		***$5,396,280***	***$0***	***$5,396,280***	***$0***	***$809,442***	***$0***	***$6,205,724***

Table B-7
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Eagle Parcel 61 & 77 Backbone Facilities Constructed

SPIF Improvement		Construction Make-Up Costs (2023/24$)						
		Construction Make-Up Costs	SPIF Escalation	Escalated Construction Cost	SMUD Contract Cost [1]	Soft Costs	Contingency	Total
Assumption			*0.00%*		*0%*	*15%*	*0%*	
Formula		*A*	*B*	*C = A+B*	*D = C*50%*	*E = C*20%*	*F = C*10%*	*G = C+D+E+F*
East Bidwell Street								
EBS 3B-RD	Subgrade Preparation (F)	$15,096	$0	$15,096	$0	$2,264	$0	$17,360
EBS 3B-RD	Asphalt Concrete Type B (F)	$51,448	$0	$51,448	$0	$7,717	$0	$59,165
EBS 3B-RD	Aggregate Base (Class 2) (F)	$41,792	$0	$41,792	$0	$6,269	$0	$48,061
EBS 3B-RD	Type 2 Vertical Curb and Gutter with AB (F)	$8,448	$0	$8,448	$0	$1,267	$0	$9,715
EBS 3B-RD	Sidewalk Curb Ramps (F)	$2,500	$0	$2,500	$0	$375	$0	$2,875
EBS 3B-RD	Striping and Signs (F)	$6,056	$0	$6,056	$0	$908	$0	$6,964
EBS 3B-RD	LED Street Light (F)	$43,800	$0	$43,800	$0	$6,570	$0	$50,370
EBS 3B-RD	Timber Barricade (F)	$7,540	$0	$7,540	$0	$1,131	$0	$8,671
EBS 3B-RD	Traffic Control	$7,458	$0	$7,458	$0	$1,119	$0	$8,577
EBS 4-RD	Subgrade Preparation (F)	$5,661	$0	$5,661	$0	$849	$0	$6,510
EBS 4-RD	Asphalt Concrete Type B (F)	$19,674	$0	$19,674	$0	$2,951	$0	$22,625
EBS 4-RD	Aggregate Base (Class 2) (F)	$15,672	$0	$15,672	$0	$2,351	$0	$18,023
EBS 4-RD	Type 2 Vertical Curb and Gutter with AB (F)	$9,984	$0	$9,984	$0	$1,498	$0	$11,482
EBS 4-RD	Striping and Signs (F)	$6,813	$0	$6,813	$0	$1,022	$0	$7,835
EBS 4-RD	LED Street Light (F)	$43,800	$0	$43,800	$0	$6,570	$0	$50,370
EBS 4-RD	Traffic Control	$7,458	$0	$7,458	$0	$1,119	$0	$8,577
Subtotal East Bidwell Street		***$293,200***	***$0***	***$293,200***	***$0***	***$43,980***	***$0***	***$337,180***
Subtotal Backbone Roadways		**$5,689,481**	**$0**	**$5,689,481**	**$0**	**$853,422**	**$0**	**$6,542,904**
City Fiber Optic & Traffic Control								
Alder Creek Parkway								
ACP 6-RD	Fiber Optic Conduit, Pullwire and Boxes (F)	$51,360	$0	$51,360	$0	$7,704	$0	$59,064

Table B-7
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Eagle Parcel 61 & 77 Backbone Facilities Constructed

SPIF Improvement		Construction Make-Up Costs (2023/24$)						
		Construction Make-Up Costs	SPIF Escalation	Escalated Construction Cost	SMUD Contract Cost [1]	Soft Costs	Contingency	Total
Assumption			*0.00%*		*0%*	*15%*	*0%*	
Formula		*A*	*B*	*C = A+B*	*D = C*50%*	*E = C*20%*	*F = C*10%*	*G = C+D+E+F*
Signalized Intersections & Improvements								
Intersection No. 5: Alder Creek Parkway & East Bidwell Street								
ACP/EBS	Subgrade Preparation (F)	$33,966	$0	$33,966	$0	$5,095	$0	$39,061
ACP/EBS	Asphalt Concrete Type B (F)	$115,758	$0	$115,758	$0	$17,364	$0	$133,122
ACP/EBS	Aggregate Base (Class 2) (F)	$94,033	$0	$94,033	$0	$14,105	$0	$108,138
ACP/EBS	Type 2 Vertical Curb and Gutter with AB (F)	$59,904	$0	$59,904	$0	$8,986	$0	$68,890
ACP/EBS	Type 5 Median Curb With AB (F)	$21,280	$0	$21,280	$0	$3,192	$0	$24,472
ACP/EBS	Sidewalk (F)	$36,143	$0	$36,143	$0	$5,421	$0	$41,564
ACP/EBS	Sidewalk Curb Ramps (F)	$5,000	$0	$5,000	$0	$750	$0	$5,750
ACP/EBS	Striping and Signs (F)	$28,009	$0	$28,009	$0	$4,201	$0	$32,210
ACP/EBS	4" Schedule 40 Sleeve (F)	$5,910	$0	$5,910	$0	$887	$0	$6,797
ACP/EBS	6" Schedule 40 Sleeve (F)	$2,955	$0	$2,955	$0	$443	$0	$3,398
ACP/EBS	LED Street Light (F)	$175,200	$0	$175,200	$0	$26,280	$0	$201,480
Intersection No. 5: Alder Creek Parkway & East Bidwell Street								
ACP/DSC	Subgrade Preparation (F)	$9,435	$0	$9,435	$0	$1,415	$0	$10,850
ACP/DSC	Asphalt Concrete Type B (F)	$32,155	$0	$32,155	$0	$4,823	$0	$36,978
ACP/DSC	Aggregate Base (Class 2) (F)	$26,120	$0	$26,120	$0	$3,918	$0	$30,038
ACP/DSC	Type 2 Vertical Curb and Gutter with AB (F)	$9,600	$0	$9,600	$0	$1,440	$0	$11,040
ACP/DSC	Sidewalk Curb Ramps (F)	$5,000	$0	$5,000	$0	$750	$0	$5,750
ACP/DSC	Striping and Signs (F)	$3,785	$0	$3,785	$0	$568	$0	$4,353
Subtotal Signalized Intersections & Improvements		**$664,253**	**$0**	**$664,253**	**$0**	**$99,638**	**$0**	**$763,891**
Dry Utilities								
Alder Creek Parkway								
ACP 6-DU	Alder Creek Pkwy (Sta 466+70 to Sta 493+50)	$1,275,803	$0	$1,275,803	$0	$191,370	$0	$1,467,173
ACP 6-DU	Blasting for Joint Trench	$78,120	$0	$78,120	$0	$11,718	$0	$89,838
CO#6	Joint Trench APCO	$15,230	$0	$15,230	$0	$2,284	$0	$17,514
Subtotal Dry Utilities		**$1,369,152**	**$0**	**$1,369,152**	**$0**	**$205,373**	**$0**	**$1,574,525**

Table B-7
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Eagle Parcel 61 & 77 Backbone Facilities Constructed

SPIF Improvement		Construction Make-Up Costs (2023/24$)						
		Construction Make-Up Costs	SPIF Escalation	Escalated Construction Cost	SMUD Contract Cost [1]	Soft Costs	Contingency	Total
Assumption			*0.00%*		*0%*	*15%*	*0%*	
Formula		*A*	*B*	*C = A+B*	*D = C*50%*	*E = C*20%*	*F = C*10%*	*G = C+D+E+F*
Potable Water								
Alder Creek Parkway								
ACP 6 - W	12" Water Main, PVC C900 (F)	$48,480	$0	$48,480	$0	$7,272	$0	$55,752
ACP 6 - W	18" Water Main, DIP CL350 (F)	$490,050	$0	$490,050	$0	$73,508	$0	$563,558
ACP 6 - W	18" DIP to C900 DR-14 CL305 PVC w/Bell R	$182,700	$0	$182,700	$0	$27,405	$0	$210,105
ACP 6 - W	12" Valve (F)	$12,600	$0	$12,600	$0	$1,890	$0	$14,490
ACP 6 - W	18" Valve (F)	$117,000	$0	$117,000	$0	$17,550	$0	$134,550
ACP 6 - W	Fire Hydrant Assembly (6" Lead) (F)	$78,000	$0	$78,000	$0	$11,700	$0	$89,700
ACP 6 - W	Fire Hydrant Assembly (8" Lead) (F)	$112,500	$0	$112,500	$0	$16,875	$0	$129,375
ACP 6 - W	4" Blow-Off Valve & Box (F)	$5,200	$0	$5,200	$0	$780	$0	$5,980
ACP 6 - W	2" Air and Vacuum Release Valve (F)	$13,100	$0	$13,100	$0	$1,965	$0	$15,065
ACP 6 - W	Connection to Existing Water Main (F)	$10,000	$0	$10,000	$0	$1,500	$0	$11,500
Subtotal Alder Creek Parkway		***$1,069,630***	***$0***	***$1,069,630***	***$0***	***$160,445***	***$0***	***$1,230,075***
East Bidwell Street								
EBS 4-W	12" Water Main, PVC C900 (F)	133,320	$0	$133,320	$0	$19,998	$0	$153,318
EBS 4-W	12" Valve (F)	$12,600	$0	$12,600	$0	$1,890	$0	$14,490
Subtotal East Bidwell Street		***$145,920***	***$0***	***$145,920***	***$0***	***$21,888***	***$0***	***$167,808***
Subtotal Potable Water		**$1,215,550**	**$0**	**$1,215,550**	**$0**	**$182,333**	**$0**	**$1,397,883**
Non-Potable Water								
Alder Creek Parkway								
ACP 6 -NP	12" Non-Potable Water Main, PVC C900 (F)	$377,880	$0	$377,880	$0	$56,682	$0	$434,562
ACP 6 -NP	16" Non-Potable Water Main, DIP CL350 (F)	$380,160	$0	$380,160	$0	$57,024	$0	$437,184
ACP 6 -NP	12" Valve (F)	$53,600	$0	$53,600	$0	$8,040	$0	$61,640
ACP 6 -NP	16" Valve (F)	$29,400	$0	$29,400	$0	$4,410	$0	$33,810
ACP 6 -NP	4" Blow-Off Valve & Box (F)	$20,800	$0	$20,800	$0	$3,120	$0	$23,920
ACP 6 -NP	2" Air and Vacuum Release Valve (F)	$13,400	$0	$13,400	$0	$2,010	$0	$15,410
ACP 6 -NP	Connection to Exist Non-Potable Water Main	$18,200	$0	$18,200	$0	$2,730	$0	$20,930
CO#5	16" CL305 Valves and Fittings	$23,983	$0	$23,983	$0	$3,597	$0	$27,581
ACP 6 -NP	CO 2-16"NP C900 DR14 CL305 RJ CertaLok	$173,250	$0	$173,250	$0	$25,988	$0	$199,238
Subtotal Non-Potable Water		**$1,090,673**	**$0**	**$1,090,673**	**$0**	**$163,601**	**$0**	**$1,254,275**

Table B-7
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Eagle Parcel 61 & 77 Backbone Facilities Constructed

SPIF Improvement		Construction Make-Up Costs (2023/24$)						
		Construction Make-Up Costs	SPIF Escalation	Escalated Construction Cost	SMUD Contract Cost [1]	Soft Costs	Contingency	Total
Assumption			*0.00%*		*0%*	*15%*	*0%*	
Formula		*A*	*B*	*C = A+B*	*D = C*50%*	*E = C*20%*	*F = C*10%*	*G = C+D+E+F*
Sanitary Sewer System								
Sewer Pipelines - Alder Creek Parkway								
ACP 4-SS	10" Sanitary Sewer, PVC SDR 26(F)	$22,900	$0	$22,900	$0	$3,435	$0	$26,335
ACP 4-SS	15" Sanitary Sewer, PVC SDR 26(F)	$615,330	$0	$615,330	$0	$92,300	$0	$707,630
ACP 4-SS	48" Standard Sanitary Sewer Manhole (F)	$127,800	$0	$127,800	$0	$19,170	$0	$146,970
ACP 4-SS	60" Standard Sanitary Sewer Manhole (F)	$35,100	$0	$35,100	$0	$5,265	$0	$40,365
ACP 4-SS	Connect to Existing Sewer Main (F)	$5,800	$0	$5,800	$0	$870	$0	$6,670
ACP 5-SS	10" Sanitary Sewer, PVC SDR 26(F)	$45,800	$0	$45,800	$0	$6,870	$0	$52,670
ACP 5-SS	12" Sanitary Sewer, PVC SDR 26(F)	$646,162	$0	$646,162	$0	$96,924	$0	$743,086
ACP 5-SS	48" Standard Sanitary Sewer Manhole (F)	$63,900	$0	$63,900	$0	$9,585	$0	$73,485
ACP 5-SS	60" Standard Sanitary Sewer Manhole (F)	$175,500	$0	$175,500	$0	$26,325	$0	$201,825
ACP 6-SS	8" Sanitary Sewer, PVC SDR 26(F)	$45,415	$0	$45,415	$0	$6,812	$0	$52,227
ACP 6-SS	10" Sanitary Sewer, PVC SDR 26(F)	$6,680	$0	$6,680	$0	$1,002	$0	$7,682
ACP 6-SS	10" Sanitary Sewer, PVC SDR 26(F)	$187,780	$0	$187,780	$0	$28,167	$0	$215,947
ACP 6-SS	12" Sanitary Sewer, PVC SDR 26(F)	$253,000	$0	$253,000	$0	$37,950	$0	$290,950
ACP 6-SS	48" Standard Sanitary Sewer Manhole (F)	$21,900	$0	$21,900	$0	$3,285	$0	$25,185
ACP 6-SS	48" Standard Sanitary Sewer Manhole (F)	$106,500	$0	$106,500	$0	$15,975	$0	$122,475
CO#2	CIP in lieu of Precast - Credit	($20,825)	$0	($20,825)	$0	($3,124)	$0	($23,949)
CO#8	RFI#21 - 48" SSMH to 60"	$12,600	$0	$12,600	$0	$1,890	$0	$14,490
Subtotal Sewer		**$2,351,342**	**$0**	**$2,351,342**	**$0**	**$352,701**	**$0**	**$2,704,043**

Table B-7
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Eagle Parcel 61 & 77 Backbone Facilities Constructed

SPIF Improvement		Construction Make-Up Costs (2023/24$)						
		Construction Make-Up Costs	SPIF Escalation	Escalated Construction Cost	SMUD Contract Cost [1]	Soft Costs	Contingency	Total
Assumption			*0.00%*		*0%*	*15%*	*0%*	
Formula		*A*	*B*	*C = A+B*	*D = C*50%*	*E = C*20%*	*F = C*10%*	*G = C+D+E+F*
Storm Drain								
Pipelines - Alder Creek Parkway								
ACP 6 -SD	Remove Existing 66" FES (F)	$15,500	$0	$15,500	$0	$2,325	$0	$17,825
ACP 6 -SD	12" Storm Drain, RCP CLIII (F)	$48,516	$0	$48,516	$0	$7,277	$0	$55,793
ACP 6 -SD	12" Storm Drain, RCP CLIII (F)	$80,500	$0	$80,500	$0	$12,075	$0	$92,575
ACP 6 -SD	24" Storm Drain, RCP CLIII (F)	$8,370	$0	$8,370	$0	$1,256	$0	$9,626
ACP 6 -SD	30" Storm Drain, RCP CLIII (F)	$34,500	$0	$34,500	$0	$5,175	$0	$39,675
ACP 6 -SD	48" Storm Drain, RCP CLIII (F)	$13,340	$0	$13,340	$0	$2,001	$0	$15,341
ACP 6 -SD	66" Storm Drain, RCP CLIII (F)	$1,513,655	$0	$1,513,655	$0	$227,048	$0	$1,740,703
ACP 6 -SD	72" Storm Drain, RCP CLIII (F)	$396,000	$0	$396,000	$0	$59,400	$0	$455,400
ACP 6 -SD	8'X8' Junction Box (F)	$387,000	$0	$387,000	$0	$58,050	$0	$445,050
ACP 6 -SD	6'X21' Junction Box (F)	$113,400	$0	$113,400	$0	$17,010	$0	$130,410
ACP 6 -SD	Type B Drainage Inlet (F)	$80,400	$0	$80,400	$0	$12,060	$0	$92,460
ACP 6 -SD	Type B Drainage Inlet (F)	$163,200	$0	$163,200	$0	$24,480	$0	$187,680
ACP 6 -SD	Type F Drainage Inlet (F)	$51,500	$0	$51,500	$0	$7,725	$0	$59,225
ACP 6 -SD	Type F Drainage Inlet (F)	$82,400	$0	$82,400	$0	$12,360	$0	$94,760
CO#2	CIP in lieu of Precast - Credit	($20,825)	$0	($20,825)	$0	($3,124)	$0	($23,949)
Subtotal Alder Creek Parkway		***$2,967,456***	***$0***	***$2,967,456***	***$0***	***$445,118***	***$0***	***$3,412,574***
Pipelines - East Bidwell Street								
EBS 4-SD	12" Storm Drain, RCP CLIII (F)	$6,440	$0	$6,440	$0	$966	$0	$7,406
EBS 4-SD	Type B Drainage Inlet (F)	$13,600	$0	$13,600	$0	$2,040	$0	$15,640
EBS 4-SD	Type GOL-7 Drainage Inlet (F)	$10,900	$0	$10,900	$0	$1,635	$0	$12,535
Subtotal East Bidwell Street		***$30,940***	***$0***	***$30,940***	***$0***	***$4,641***	***$0***	***$35,581***
Subtotal Storm Drain		**$2,998,396**	**$0**	**$2,998,396**	**$0**	**$449,759**	**$0**	**$3,448,155**

Table B-7
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Eagle Parcel 61 & 77 Backbone Facilities Constructed

SPIF Improvement	Construction Make-Up Costs (2023/24$)						
	Construction Make-Up Costs	SPIF Escalation	Escalated Construction Cost	SMUD Contract Cost [1]	Soft Costs	Contingency	Total
Assumption		*0.00%*		*0%*	*15%*	*0%*	
Formula	*A*	*B*	*C = A+B*	*D = C*50%*	*E = C*20%*	*F = C*10%*	*G = C+D+E+F*
Habitat							
Valley Elderberry Longhorn Beetle	$9,000	$0	$9,000	$0	$0	$0	$9,000
Swainson's Hawk Foraging Habitat (0.70ac)	$7,400	$0	$7,400	$0	$0	$0	$7,400
Swainson's Hawk Foraging Habitat (34.275ac)	$242,422	$0	$242,422	$0	$0	$0	$242,422
Swainson's Hawk Foraging Habitat (41.90ac)	$295,800	$0	$295,800	$0	$0	$0	$295,800
Subtotal Habitat	**$554,622**	**$0**	**$554,622**	**$0**	**$0**	**$0**	**$554,622**
Total Facilities	**$21,303,153**	**$0**	**$21,303,153**	**$0**	**$3,112,280**	**$0**	**$24,415,437**

Source: SPIF Nexus Study FY 2019-2020 Update; MacKay & Somps; Eagle Commercial Properties; EPS.

[1] Costs provided to EPS were escalated to FY 2023/24.
[2] Reflects the estimated cost SMUD will charge for the installation of backbone electrical conductors.

Table B-8
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Eagle Parcel 85 Facilities Reimbursement Analysis

Eagle Parcel 85 Backbone Facilities Reimbursement Analysis

Item	Phase 2 Construction Plan: Alder Creek Parkway	East Bidwell Street	Placerville Road	Westwood Drive	General Conditions	HMB No. 8 Ph. 1	Total	Percentage of Total	Allocation of Remaining Reimburse. Amount
SPIF Infrastructure Fee Reimbursement									
Initial Reimbursement Amount	-	-					$24,415,437		
Remaining Reimbursement Amount [1]	-	-					$14,020,477		
Less SPIF Infrastructure Fee Payments	-	-					$0		
Net Remaining Reimbursement Amount	**-**	**-**					**$14,020,477**		
SPIF Facility Cost Estimate									
Phase 1 Roadways									
Rough Grading	$56,438	$607,989	$0	$1,300,750	$1,949,973	$0	$3,915,150	27.4%	$3,845,334
Backbone Roadways	$272,722	$561,508	$0	$632,814	$0	$0	$1,467,044	10.3%	$1,440,883
Railroad Crossings	$0	$0	$0	$0	$0	$0	$0	0.0%	$0
City Fiber Optic & Traffic Control System	$0	$18,837	$0	$0	$0	$0	$18,837	0.1%	$18,501
Signalized Intersections & Improvements	$1,246,849	$0	$0	$0	$0	$0	$1,246,849	8.7%	$1,224,615
Open Space Vehicular Access Barrier	$0	$0	$0	$0	$0	$0	$0	0.0%	$0
Off-Site Roadway Improvements	$0	$0	$0	$0	$0	$0	$0	0.0%	$0
Subtotal Phase 1 Roadways	**$1,576,009**	**$1,188,334**	**$0**	**$1,933,564**	**$1,949,973**	**$0**	**$6,647,880**	**46.6%**	**$6,529,333**
Dry Utility System	$0	$0	$0	$858,771	$0	$0	$858,771	6.0%	$843,457
Potable Water System	$66,181	$0	$545,734	$848,069	$0	$0	$1,459,984	10.2%	$1,433,949
Off-Site Water System	$0	$0	$0	$0	$0	$0	$0	0.0%	$0
Recycled Water System	$679,657	$0	$0	$201,930	$0	$0	$881,587	6.2%	$865,866
Sanitary Sewer System	0	$0	$92,975	$24,150	$0	$0	$117,125	0.8%	$115,036
Storm Drain System	$449,070	$593,851	$145,907	$319,876	$0	$2,090,187	$3,598,891	25.2%	$3,534,715
Habitat Mitigation	$0	$0	$0	$0	$0	$710,794	$710,794	5.0%	$698,119
Total Phase 2 Costs	**$2,770,917**	**$1,782,185**	**$784,616**	**$4,186,360**	**$1,949,973**	**$2,800,981**	**$14,275,032**	**100.0%**	**$14,020,475**

Source: SPIF Nexus Study FY 2019-2020 Update; MacKay & Somps; Eagle Commercial Properties; EPS.

[1] Remaining reimbursement amount current as of July 1, 2025. Includes FY 25/26 value of credits transferred to Dignity Health (approximately $11.5 million) as no building permits have been issued for that development.

Table B-9
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Eagle Parcel 85 Backbone Facilities Constructed

SPIF Improvement	Construction True-Up Costs (2023/24$) Construction Make-Up Costs	SPIF Escalation	Escalated Construction Cost	Soft Costs	Contingency	Total
Assumption		*0.00%*		*15%*	*0%*	
Formula	*A*	*B*	*C = A+B*	*E = C*20%*	*F = C*10%*	*G = C+D+E+F*
Backbone Roadway Rough Grading						
General Conditions						
General Conditions	$40,103	$0	$40,103	$6,015	$0	$46,119
Mobilization	$39,736	$0	$39,736	$5,960	$0	$45,697
Construction Water & Fees	$18,095	$0	$18,095	$2,714	$0	$20,810
Field Supervision	$272,042	$0	$272,042	$40,806	$0	$312,848
Misc Small Tools	$13,456	$0	$13,456	$2,018	$0	$15,475
GBI Overhead & Markup (12.5%)	$325,814	$0	$325,814	$48,872	$0	$374,686
SUB Overhead & Markup (10%)	$561,026	$0	$561,026	$84,154	$0	$645,180
GBI Overhead & Markup (12.5%) thru CCO 11	$17,527	$0	$17,527	$2,629	$0	$20,156
SUB Overhead & Markup (10%) thru CCO 11	$19,016	$0	$19,016	$2,852	$0	$21,869
CCO 12 GBI Overhead & Markup (12.5%)	$9,092	$0	$9,092	$1,364	$0	$10,456
CCO 13 GBI Sub Markup (10%)	$4,710	$0	$4,710	$706	$0	$5,416
CCO 17 GBI Overhead & Markup (12.5%)	$17,834	$0	$17,834	$2,675	$0	$20,510
CCO 17 GBI Sub Markup (10%)	$18,305	$0	$18,305	$2,746	$0	$21,051
CCO 18 GBI Overhead & Markup (12.5%)	$1,101	$0	$1,101	$165	$0	$1,266
CCO 18 Misc Small Tools	$6,058	$0	$6,058	$909	$0	$6,967
#605 GBI Markup (10%)	$540	$0	$540	$81	$0	$621
General Conditions (Payapp 8)	$123,851	$0	$123,851	$18,578	$0	$142,428
GBI OH & Markup (Payapp 8)	$207,320	$0	$207,320	$31,098	$0	$238,418
Subtotal General Conditions	***$1,695,628***	***$0***	***$1,695,628***	***$254,344***	***$0***	***$1,949,973***

Table B-9
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Eagle Parcel 85 Backbone Facilities Constructed

SPIF Improvement		Construction True-Up Costs (2023/24$) Construction Make-Up Costs	SPIF Escalation	Escalated Construction Cost	Soft Costs	Contingency	Total
Assumption			*0.00%*		*15%*	*0%*	
Formula		*A*	*B*	*C = A+B*	*E = C*20%*	*F = C*10%*	*G = C+D+E+F*
Alder Creek Parkway							
ACP 7-GD	Construction Entrance	$10,000	$0	$10,000	$1,500	$0	$11,500
ACP 7-GD	Fiber Roll	$2,625	$0	$2,625	$394	$0	$3,019
ACP 7-GD	Earthwork and Canyon Drain (PayApp 8)	$30,603	$0	$30,603	$4,590	$0	$35,194
ACP 7-GD	#605 Winterization	$540	$0	$540	$81	$0	$621
ACP 7-GD	#607 SWPPP	$973	$0	$973	$146	$0	$1,119
ACP 7-GD	#608 Rough Grade	$22	$0	$22	$3	$0	$25
ACP 7-GD	#609 Grading	$2,397	$0	$2,397	$360	$0	$2,757
ACP 7-GD	CCO 8 Winterization (GBI)	$983	$0	$983	$147	$0	$1,131
ACP 7-GD	CCO 8 Winterization (SUB)	$932	$0	$932	$140	$0	$1,072
Subtotal Alder Creek Parkway		***$49,076***	***$0***	***$49,076***	***$7,361***	***$0***	**$56,438**
East Bidwell Street							
EBS 4-GD	Demo Exist AC Pavement (Ph 1-2)	$64,440	$0	$64,440	$9,666	$0	$74,106
EBS 4-GD	Demo New AC Pavement for median (Ph 3)	$14,440	$0	$14,440	$2,166	$0	$16,606
EBS 4-GD	Earthwork	$202,125	$0	$202,125	$30,319	$0	$232,444
EBS 4-GD	12" Canyon Drain	$13,055	$0	$13,055	$1,958	$0	$15,013
EBS 4-GD	Traffic Control	$96,705	$0	$96,705	$14,506	$0	$111,211
EBS 4-GD	K-Rail	$96,725	$0	$96,725	$14,509	$0	$111,234
EBS 4-GD	Construction Entrance	$5,000	$0	$5,000	$750	$0	$5,750
EBS 4-GD	Fiber Roll	$5,125	$0	$5,125	$769	$0	$5,894
EBS 4-GD	DI protection	$2,500	$0	$2,500	$375	$0	$2,875
EBS 4-GD	#605 Winterization	$2,160	$0	$2,160	$324	$0	$2,484
EBS 4-GD	#607 SWPPP	$3,893	$0	$3,893	$584	$0	$4,477
EBS 4-GD	#608 Rough Grade	$86	$0	$86	$13	$0	$99
EBS 4-GD	#609 Grading	$9,589	$0	$9,589	$1,438	$0	$11,028
EBS 4-GD	CCO 6 Canyon Drain	$5,180	$0	$5,180	$777	$0	$5,957
EBS 4-GD	CCO 8 Winterization (GBI)	$3,932	$0	$3,932	$590	$0	$4,522
EBS 4-GD	CCO 8 Winterization (SUB)	$3,729	$0	$3,729	$559	$0	$4,289
Subtotal East Bidwell Street		***$528,685***	***$0***	***$528,685***	***$79,303***	***$0***	***$607,989***

Table B-9
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Eagle Parcel 85 Backbone Facilities Constructed

SPIF Improvement		Construction True-Up Costs (2023/24$) Construction Make-Up Costs	SPIF Escalation	Escalated Construction Cost	Soft Costs	Contingency	Total
Assumption			*0.00%*		*15%*	*0%*	
Formula		*A*	*B*	*C = A+B*	*E = C*20%*	*F = C*10%*	*G = C+D+E+F*
Westwood Drive							
WWD 2-GD	Construction Entrance	$5,000	$0	$5,000	$750	$0	$5,750
WWD 2-GD	Fiber Roll	$3,500	$0	$3,500	$525	$0	$4,025
WWD 2-GD	DI protection	$1,000	$0	$1,000	$150	$0	$1,150
WWD 2-GD	CO#1 Storm Drain Package	$457,580	$0	$457,580	$68,637	$0	$526,217
WWD 2-GD	CCO 8 Winterization (GBI)	$2,949	$0	$2,949	$442	$0	$3,392
WWD 2-GD	CCO 8 Winterization (SUB)	$2,797	$0	$2,797	$420	$0	$3,217
WWD 3-GD	Construction Entrance	$5,000	$0	$5,000	$750	$0	$5,750
WWD 3-GD	Fiber Roll	$3,125	$0	$3,125	$469	$0	$3,594
WWD 3-GD	DI protection	$1,000	$0	$1,000	$150	$0	$1,150
WWD 3-GD	CO#1 Storm Drain Package	$645,305	$0	$645,305	$96,796	$0	$742,100
WWD 3-GD	CCO 8 Winterization (GBI)	$1,966	$0	$1,966	$295	$0	$2,261
WWD 3-GD	CCO 8 Winterization (SUB)	$1,865	$0	$1,865	$280	$0	$2,144
Subtotal Westwood Drive		***$1,131,087***	***$0***	***$1,131,087***	***$169,663***	***$0***	***$1,300,750***
Subtotal Backbone Roadway Rough Grading		**$1,708,847**	**$0**	**$577,761**	**$86,664**	**$0**	**$664,427**

Table B-9
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Eagle Parcel 85 Backbone Facilities Constructed

SPIF Improvement		Construction True-Up Costs (2023/24$) Construction Make-Up Costs	SPIF Escalation	Escalated Construction Cost	Soft Costs	Contingency	Total
Assumption			*0.00%*		*15%*	*0%*	
Formula		*A*	*B*	*C = A+B*	*E = C*20%*	*F = C*10%*	*G = C+D+E+F*
Backbone Roadways							
Alder Creek Parkway							
ACP 7-RD	Subgrade Preparation	$5,313	$0	$5,313	$797	$0	$6,110
ACP 7-RD	Curb & Gutter (AB Only)	$2,310	$0	$2,310	$347	$0	$2,657
ACP 7-RD	Type 2 Vertical Curb & Gutter	$9,020	$0	$9,020	$1,353	$0	$10,373
ACP 7-RD	HC Ramps (AB Only)	$940	$0	$940	$141	$0	$1,081
ACP 7-RD	HC Ramps (Concrete)	$3,500	$0	$3,500	$525	$0	$4,025
ACP 7-RD	4" AC over 13" AB	$30,720	$0	$30,720	$4,608	$0	$35,328
ACP 7-RD	2" AC Final Lift	$15,750	$0	$15,750	$2,363	$0	$18,113
ACP 7-RD	Striping and Signs	$8,250	$0	$8,250	$1,238	$0	$9,488
ACP 7-RD	Traffic Control	$5,445	$0	$5,445	$817	$0	$6,262
ACP 7-RD	K-Rail	$11,000	$0	$11,000	$1,650	$0	$12,650
ACP 7-RD	Street Lights	$35,684	$0	$35,684	$5,353	$0	$41,037
ACP 7-RD	Street Light (extra delivered to City)	$9,134	$0	$9,134	$1,370	$0	$10,504
ACP 7-RD	Street Light Service Point	$9,800	$0	$9,800	$1,470	$0	$11,270
ACP 7-RD	Street Light Offhaul Spoil/Oversize Rock	$300	$0	$300	$45	$0	$345
ACP 7-RD	Street Light Restore FG	$300	$0	$300	$45	$0	$345
ACP 7-RD	Median Landscaping & Irr (CNL & Street Trees	$3,844	$0	$3,844	$577	$0	$4,421
ACP 7-RD	Median Landscaping & Irr (Future Travel Lanes	$21,717	$0	$21,717	$3,258	$0	$24,975
ACP 7-RD	Drain Inlet Top Out	$6,550	$0	$6,550	$983	$0	$7,533
ACP 7-RD	CCO 5 (ACP only)	$2,190	$0	$2,190	$329	$0	$2,519
ACP 7-RD	CCO 17 Roadway Widening Plan Rev 4 & 5	$53,367	$0	$53,367	$8,005	$0	$61,372
ACP 7-RD	CCO 18 Traffic Control	$2,012	$0	$2,012	$302	$0	$2,314
Subtotal Alder Creek Parkway		***$237,147***	***$0***	***$237,147***	***$35,572***	***$0***	***$272,722***
East Bidwell Street							
EBS 4-RD	Subgrade Preparation	$39,660	$0	$39,660	$5,949	$0	$45,609
EBS 4-RD	Curb & Gutter (AB Only)	$5,780	$0	$5,780	$867	$0	$6,647
EBS 4-RD	Type 2 Vertical Curb & Gutter	$18,480	$0	$18,480	$2,772	$0	$21,252
EBS 4-RD	Type 5 Median Curb	$11,743	$0	$11,743	$1,761	$0	$13,504
EBS 4-RD	HC Ramps (Concrete)	$3,500	$0	$3,500	$525	$0	$4,025
EBS 4-RD	Sidewalk (6" PCC)	$25,256	$0	$25,256	$3,788	$0	$29,044
EBS 4-RD	4" AC over 13" AB (Ph 1)	$138,210	$0	$138,210	$20,732	$0	$158,942
EBS 4-RD	4" AC over 13" AB (Ph 2)	$91,500	$0	$91,500	$13,725	$0	$105,225
EBS 4-RD	2" AC Final Lift	$80,400	$0	$80,400	$12,060	$0	$92,460
EBS 4-RD	Patch AC at Vert Curb for Median (Ph 3)	$0	$0	$0	$0	$0	$0
EBS 4-RD	AC Dike	$4,000	$0	$4,000	$600	$0	$4,600
EBS 4-RD	Striping and Signs	$19,250	$0	$19,250	$2,888	$0	$22,138
EBS 4-RD	Street Lights	$17,842	$0	$17,842	$2,676	$0	$20,518
EBS 4-RD	Street Light Offhaul Spoil/Oversize Rock	$150	$0	$150	$23	$0	$173
EBS 4-RD	Street Light Restore FG	$150	$0	$150	$23	$0	$173
EBS 4-RD	Drain Inlet Top Out	$6,550	$0	$6,550	$983	$0	$7,533
EBS 4-RD	CCO 4	$14,274	$0	$14,274	$2,141	$0	$16,415
EBS 4-RD	CCO 11 - unmarked utility	$10,787	$0	$10,787	$1,618	$0	$12,405
EBS 4-RD	CCO 18 - Traffic Control	$735	$0	$735	$110	$0	$845
Subtotal East Bidwell Street		***$488,266***	***$0***	***$488,266***	***$73,240***	***$0***	***$561,508***

Table B-9
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Eagle Parcel 85 Backbone Facilities Constructed

SPIF Improvement		Construction True-Up Costs (2023/24$) Construction Make-Up Costs	SPIF Escalation	Escalated Construction Cost	Soft Costs	Contingency	Total
Assumption			*0.00%*		*15%*	*0%*	
Formula		*A*	*B*	*C = A+B*	*E = C*20%*	*F = C*10%*	*G = C+D+E+F*
Westwood Drive							
WWD 2-RD	Subgrade Preparation	$13,892	$0	$13,892	$2,084	$0	$15,976
WWD 2-RD	Curb & Gutter (AB Only)	$5,940	$0	$5,940	$891	$0	$6,831
WWD 2-RD	Type 2 Vertical Curb & Gutter	$11,000	$0	$11,000	$1,650	$0	$12,650
WWD 2-RD	Type 5 Median Curb	$3,660	$0	$3,660	$549	$0	$4,209
WWD 2-RD	HC Ramps (AB Only)	$470	$0	$470	$71	$0	$541
WWD 2-RD	HC Ramps (Concrete)	$3,500	$0	$3,500	$525	$0	$4,025
WWD 2-RD	4" AC over 8.5" AB (Ph 1)	$69,300	$0	$69,300	$10,395	$0	$79,695
WWD 2-RD	Striping and Signs	$5,750	$0	$5,750	$863	$0	$6,613
WWD 2-RD	Street Lights	$35,684	$0	$35,684	$5,353	$0	$41,037
WWD 2-RD	Street Light Service Point	$9,800	$0	$9,800	$1,470	$0	$11,270
WWD 2-RD	Street Light Offhaul Spoil/Oversize Rock	$300	$0	$300	$45	$0	$345
WWD 2-RD	Street Light Restore FG	$300	$0	$300	$45	$0	$345
WWD 2-RD	Drain Inlet Top Out	$6,550	$0	$6,550	$983	$0	$7,533
WWD 2-RD	Median Landscaping & Irr (CNL & Street Tree	$258	$0	$258	$39	$0	$297
WWD 2-RD	CCO 5 (Westwood only)	$4,380	$0	$4,380	$657	$0	$5,037
WWD 2-RD	CCO 12 - 4"AC/8.5"AB	$35,779	$0	$35,779	$5,367	$0	$41,146
WWD 3-RD	Subgrade Preparation	$24,160	$0	$24,160	$3,624	$0	$27,784
WWD 3-RD	Curb & Gutter (AB Only)	$14,040	$0	$14,040	$2,106	$0	$16,146
WWD 3-RD	Type 2 Vertical Curb & Gutter	$26,400	$0	$26,400	$3,960	$0	$30,360
WWD 3-RD	Type 5 Median Curb	$6,481	$0	$6,481	$972	$0	$7,453
WWD 3-RD	HC Ramps (AB Only)	$470	$0	$470	$71	$0	$541
WWD 3-RD	HC Ramps (Concrete)	$3,500	$0	$3,500	$525	$0	$4,025
WWD 3-RD	4" AC over 8.5" AB (Ph 1)	$125,160	$0	$125,160	$18,774	$0	$143,934
WWD 3-RD	Striping and Signs	$10,000	$0	$10,000	$1,500	$0	$11,500
WWD 3-RD	Street Lights	$89,210	$0	$89,210	$13,382	$0	$102,592
WWD 3-RD	Street Light Offhaul Spoil/Oversize Rock	$750	$0	$750	$113	$0	$863
WWD 3-RD	Street Light Restore FG	$750	$0	$750	$113	$0	$863
WWD 3-RD	Median Landscaping & Irr (CNL & Street Tree	$456	$0	$456	$68	$0	$524
WWD 3-RD	Drain Inlet Top Out	$6,550	$0	$6,550	$983	$0	$7,533
WWD 3-RD	CCO 12 - 4"AC/8.5"AB	$35,779	$0	$35,779	$5,367	$0	$41,146
Subtotal Backbone Roadways		***$550,269***	***$0***	***$550,269***	***$82,540***	***$0***	***$632,814***
Subtotal Backbone Roadways		**$1,275,681**	**$0**	**$1,275,681**	**$191,352**	**$0**	**$1,467,044**
City Fiber Optic & Traffic Control							
East Bidwell Street							
EBS 4-RD	Signal Conduits, Pull Tape, Boxes	$16,380	$0	$16,380	$2,457	$0	$18,837

Table B-9
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Eagle Parcel 85 Backbone Facilities Constructed

SPIF Improvement		Construction True-Up Costs (2023/24$) Construction Make-Up Costs	SPIF Escalation	Escalated Construction Cost	Soft Costs	Contingency	Total
Assumption			*0.00%*		*15%*	*0%*	
Formula		*A*	*B*	*C = A+B*	*E = C*20%*	*F = C*10%*	*G = C+D+E+F*
Signalized Intersections & Improvements							
INTX No. 5							
ACP/EBS	Subgrade Preparation-ACP	$5,313	$0	$5,313	$797	$0	$6,110
ACP/EBS	Subgrade Preparation-EBS	$26,440	$0	$26,440	$3,966	$0	$30,406
ACP/EBS	Curb & Gutter (AB Only)	$5,193	$0	$5,193	$779	$0	$5,971
ACP/EBS	Type 2 Vertical Curb & Gutter	$17,710	$0	$17,710	$2,657	$0	$20,367
ACP/EBS	Type 5 Median Curb	$14,335	$0	$14,335	$2,150	$0	$16,485
ACP/EBS	HC Ramps (AB Only)	$470	$0	$470	$71	$0	$541
ACP/EBS	HC Ramps (Concrete)	$1,750	$0	$1,750	$263	$0	$2,013
ACP/EBS	4" AC over 13" AB (Ph 1) - ACP	$39,900	$0	$39,900	$5,985	$0	$45,885
ACP/EBS	4" AC over 8.5" AB - EBS Ph1	$100,871	$0	$100,871	$15,131	$0	$116,002
ACP/EBS	4" AC over 8.5" AB - EBS Ph2	$51,240	$0	$51,240	$7,686	$0	$58,926
ACP/EBS	2" AC Final Lift ACP	$20,850	$0	$20,850	$3,128	$0	$23,978
ACP/EBS	2" AC Final Lift EBS	$75,375	$0	$75,375	$11,306	$0	$86,681
ACP/EBS	Patch AC at Median (Ph 3) EBS	$22,500	$0	$22,500	$3,375	$0	$25,875
ACP/EBS	AC Dike	$6,400	$0	$6,400	$960	$0	$7,360
ACP/EBS	Striping and Signs ACP	$8,250	$0	$8,250	$1,238	$0	$9,488
ACP/EBS	Striping and Signs EBS	$15,750	$0	$15,750	$2,363	$0	$18,113
ACP/EBS	Traffic Control ACP	$5,445	$0	$5,445	$817	$0	$6,262
ACP/EBS	Street Lights	$71,368	$0	$71,368	$10,705	$0	$82,073
ACP/EBS	Street Light Offhaul Spoil/Oversize Rock	$600	$0	$600	$90	$0	$690
ACP/EBS	Street Light Restore FG	$600	$0	$600	$90	$0	$690
ACP/EBS	K-Rail ACP	$12,000	$0	$12,000	$1,800	$0	$13,800
ACP/EBS	Median Landscaping & Irr (CNL & Street Tree	$10,591	$0	$10,591	$1,589	$0	$12,180
ACP/EBS	Median Landscaping & Irr (Future Travel Lan	$23,448	$0	$23,448	$3,517	$0	$26,965
Subtotal Intx No. 5		***$536,399***	***$0***	***$536,399***	***$80,460***	***$0***	***$616,861***

Table B-9
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Eagle Parcel 85 Backbone Facilities Constructed

SPIF Improvement		Construction True-Up Costs (2023/24$) Construction Make-Up Costs	SPIF Escalation	Escalated Construction Cost	Soft Costs	Contingency	Total
Assumption			*0.00%*		*15%*	*0%*	
Formula		*A*	*B*	*C = A+B*	*E = C*20%*	*F = C*10%*	*G = C+D+E+F*
INTX No. 6							
ACP/WWD	Subgrade Preparation - ACP	$5,313	$0	$5,313	$797	$0	$6,110
ACP/WWD	Subgrade Preparation - WWD	$22,348	$0	$22,348	$3,352	$0	$25,700
ACP/WWD	Curb & Gutter (AB Only) ACP	$2,513	$0	$2,513	$377	$0	$2,889
ACP/WWD	Curb & Gutter (AB Only) WWD	$8,640	$0	$8,640	$1,296	$0	$9,936
ACP/WWD	Type 2 Vertical Curb & Gutter	$23,760	$0	$23,760	$3,564	$0	$27,324
ACP/WWD	Type 5 Median Curb	$8,083	$0	$8,083	$1,212	$0	$9,295
ACP/WWD	HC Ramps (AB Only)	$470	$0	$470	$71	$0	$541
ACP/WWD	HC Ramps (Concrete)	$3,500	$0	$3,500	$525	$0	$4,025
ACP/WWD	4" AC over 13" AB (Ph 1) - ACP	$16,800	$0	$16,800	$2,520	$0	$19,320
ACP/WWD	4" AC over 8.5" AB (Ph 1) - WWD	$118,860	$0	$118,860	$17,829	$0	$136,689
ACP/WWD	2" AC Final Lift ACP	$21,450	$0	$21,450	$3,218	$0	$24,668
ACP/WWD	Striping and Signs ACP	$8,250	$0	$8,250	$1,238	$0	$9,488
ACP/WWD	Striping and Signs WWD	$9,250	$0	$9,250	$1,388	$0	$10,638
ACP/WWD	Traffic Control ACP	$5,445	$0	$5,445	$817	$0	$6,262
ACP/WWD	Street Lights	$124,894	$0	$124,894	$18,734	$0	$143,628
ACP/WWD	Street Light Offhaul Spoil/Oversize Rock	$1,050	$0	$1,050	$158	$0	$1,208
ACP/WWD	Street Light Restore FG	$1,050	$0	$1,050	$158	$0	$1,208
ACP/WWD	K-Rail ACP	$12,000	$0	$12,000	$1,800	$0	$13,800
ACP/WWD	Median Landscaping & Irr (CNL & Street Tree	$10,789	$0	$10,789	$1,618	$0	$12,407
ACP/WWD	Median Landscaping & Irr (Future Travel Lan	$18,827	$0	$18,827	$2,824	$0	$21,651
ACP/WWD	CCO 17 Roadway Widening Plan Rev 4 & 5	$124,523	$0	$124,523	$18,678	$0	$143,201
Subtotal Intx No. 6		***$547,814***	***$0***	***$547,814***	***$82,172***	***$0***	***$629,988***
Subtotal Signalized Intersections & Improvements		**$1,084,213**	**$0**	**$1,084,213**	**$162,632**	**$0**	**$1,246,849**
Dry Utilities							
Westwood Drive							
WWD 2-DU	Westwood Drive (Sta 113+70 to Sta 121+50)	$259,949	$0	$259,949	$38,992	$0	$298,941
WWD 3-DU	Westwood Drive (Sta 121+50 to Sta 128+40)	$259,949	$0	$259,949	$38,992	$0	$298,941
PLCR DU	Placerville Road	$153,848	$0	$153,848	$23,077	$0	$176,925
WWD 3-DU	CCO 1	$73,012	$0	$73,012	$10,952	$0	$83,964
Subtotal Dry Utilities		**$746,758**	**$0**	**$746,758**	**$112,014**	**$0**	**$858,771**

Table B-9
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Eagle Parcel 85 Backbone Facilities Constructed

SPIF Improvement		Construction True-Up Costs (2023/24$) Construction Make-Up Costs	SPIF Escalation	Escalated Construction Cost	Soft Costs	Contingency	Total
Assumption			*0.00%*		*15%*	*0%*	
Formula		*A*	*B*	*C = A+B*	*E = C*20%*	*F = C*10%*	*G = C+D+E+F*
Potable Water							
Alder Creek Parkway							
ACP 7 - W	Fire Hydrant	$47,200	$0	$47,200	$7,080	$0	$54,280
ACP 7 - W	CCO 17 - REV 4 & 5 wets	$10,349	$0	$10,349	$1,552	$0	$11,901
Subtotal Alder Creek Parkway		***$57,549***	***$0***	***$57,549***	***$8,632***	***$0***	***$66,181***
Westwood Drive							
WWD 2-W	8" Valves	$3,500	$0	$3,500	$525	$0	$4,025
WWD 2-W	12" Water Main	$96,200	$0	$96,200	$14,430	$0	$110,630
WWD 2-W	12" Valves	$25,500	$0	$25,500	$3,825	$0	$29,325
WWD 2-W	16" Water Main	$143,750	$0	$143,750	$21,563	$0	$165,313
WWD 2-W	16" Butterfly Valves	$27,600	$0	$27,600	$4,140	$0	$31,740
WWD 2-W	4" Blow-Off Valve	$7,050	$0	$7,050	$1,058	$0	$8,108
WWD 2-W	Fire Hydrant Assembly	$11,800	$0	$11,800	$1,770	$0	$13,570
WWD 2-W	Fire Hydrant Assembly	$23,600	$0	$23,600	$3,540	$0	$27,140
WWD 3-W	12" Water Main	$103,350	$0	$103,350	$15,503	$0	$118,853
WWD 3-W	12" Valves	$15,300	$0	$15,300	$2,295	$0	$17,595
WWD 3-W	16" Water Main	$188,600	$0	$188,600	$28,290	$0	$216,890
WWD 3-W	16" Butterfly Valves	$27,600	$0	$27,600	$4,140	$0	$31,740
WWD 3-W	4" Blow-Off Valve	$14,100	$0	$14,100	$2,115	$0	$16,215
WWD 3-W	4" Blow-Off Valve	$14,100	$0	$14,100	$2,115	$0	$16,215
WWD 3-W	Fire Hydrant Assembly	$11,800	$0	$11,800	$1,770	$0	$13,570
WWD 3-W	Fire Hydrant Assembly	$23,600	$0	$23,600	$3,540	$0	$27,140
Subtotal Westwood Drive		***$737,450***	***$0***	***$737,450***	***$110,618***	***$0***	***$848,069***

Table B-9
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Eagle Parcel 85 Backbone Facilities Constructed

SPIF Improvement		Construction True-Up Costs (2023/24$) Construction Make-Up Costs	SPIF Escalation	Escalated Construction Cost	Soft Costs	Contingency	Total
Assumption			*0.00%*		*15%*	*0%*	
Formula		*A*	*B*	*C = A+B*	*E = C*20%*	*F = C*10%*	*G = C+D+E+F*
Placerville Road							
PLCR 4	12" Water Main	$52,000	$0	$52,000	$7,800	$0	$59,800
PLCR 4	12" Valves	$15,300	$0	$15,300	$2,295	$0	$17,595
PLCR 4	16" Water Main	$143,750	$0	$143,750	$21,563	$0	$165,313
PLCR 4	16" Butterfly Valves	$18,400	$0	$18,400	$2,760	$0	$21,160
PLCR 4	4" Blow-Off Valve	$7,050	$0	$7,050	$1,058	$0	$8,108
PLCR 4	4" Blow-Off Valve	$7,050	$0	$7,050	$1,058	$0	$8,108
PLCR 4	CCO 16 - crossing conflicts	$231,000	$0	$231,000	$34,650	$0	$265,650
Subtotal Placerville Road		***$474,550***	***$0***	***$474,550***	***$71,183***	***$0***	***$545,734***
Subtotal Dry Utilities		**$1,269,549**	**$0**	**$1,269,549**	**$190,432**	**$0**	**$1,459,984**
Non-Potable Water							
Alder Creek Parkway							
ACP 7 -NP	8" Non-Potable Water Main	$65,720	$0	$65,720	$9,858	$0	$75,578
ACP 7 -NP	16" Non-Potable Water Main	$408,480	$0	$408,480	$61,272	$0	$469,752
ACP 7 -NP	16" Butterfly Valves	$31,500	$0	$31,500	$4,725	$0	$36,225
ACP 7 -NP	4" Blow-Off Valve	$4,650	$0	$4,650	$698	$0	$5,348
ACP 7 -NP	2" Water Service	$11,800	$0	$11,800	$1,770	$0	$13,570
ACP 7 -NP	CCO 9 - CL250 valve and restraints	$17,324	$0	$17,324	$2,599	$0	$19,923
ACP 7 -NP	CCO 13 - 16" NP depth	$47,097	$0	$47,097	$7,065	$0	$54,161
ACP 7 -NP	CCO 17 - REV 4 & 5 wets	$4,435	$0	$4,435	$665	$0	$5,100
Subtotal Alder Creek Parkway		***$591,006***	***$0***	***$591,006***	***$88,651***	***$0***	***$679,657***
Westwood Drive							
WWD 2-NP	8" Non-Potable Water Main	$70,490	$0	$70,490	$10,574	$0	$81,064
WWD 2-NP	2" Water Service	$11,800	$0	$11,800	$1,770	$0	$13,570
WWD 3-NP	8" Non-Potable Water Main	$76,850	$0	$76,850	$11,528	$0	$88,378
WWD 3-NP	4" Blow-Off Valve	$4,650	$0	$4,650	$698	$0	$5,348
WWD 3-NP	2" Water Service	$11,800	$0	$11,800	$1,770	$0	$13,570
Subtotal Westwood Drive		***$175,590***	***$0***	***$175,590***	***$26,339***	***$0***	***$201,930***
Subtotal Non-Potable Water		**$766,596**	**$0**	**$766,596**	**$114,989**	**$0**	**$881,587**

Table B-9
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Eagle Parcel 85 Backbone Facilities Constructed

SPIF Improvement		Construction True-Up Costs (2023/24$) Construction Make-Up Costs	SPIF Escalation	Escalated Construction Cost	Soft Costs	Contingency	Total
Assumption			*0.00%*		*15%*	*0%*	
Formula		*A*	*B*	*C = A+B*	*E = C*20%*	*F = C*10%*	*G = C+D+E+F*
Sanitary Sewer System							
Westwood Drive							
WWD 2-SS	Adjust Ex SSMH rims	$10,500	$0	$10,500	$1,575	$0	$12,075
WWD 3-SS	Adjust Ex SSMH rims	$10,500	$0	$10,500	$1,575	$0	$12,075
Subtotal Westwood Drive		***$21,000***	***$0***	***$21,000***	***$3,150***	***$0***	***$24,150***
Placerville Road							
PLCR 4	8" Sanitary Sewer	$56,376	$0	$56,376	$8,456	$0	$64,832
PLCR 4	60" SSMH	$21,000	$0	$21,000	$3,150	$0	$24,150
PLCR 4	CCO 2 - MCI 009 - sump pump	$1,047	$0	$1,047	$157	$0	$1,204
PLCR 4	CCO 2 - MCI 010 - portion	$2,425	$0	$2,425	$364	$0	$2,789
Subtotal Placerville Road		***$80,848***	***$0***	***$80,848***	***$12,127***	***$0***	***$92,975***
Subtotal Sanitary Sewer System		**$101,848**	**$0**	**$101,848**	**$15,277**	**$0**	**$117,125**
Storm Drain							
Pipelines - Alder Creek Parkway							
ACP 6 -SD	Storm Outfall (58 LF 66" pipe extension & FES)	$75,000	$0	$75,000	$11,250	$0	$86,250
ACP 6 -SD	12" RCP CL III	$2,780	$0	$2,780	$417	$0	$3,197
ACP 6 -SD	Modified Type 'B' DI	$21,240	$0	$21,240	$3,186	$0	$24,426
ACP 6 -SD	8' Rock Lined Swale	$158,420	$0	$158,420	$23,763	$0	$182,183
ACP 6 -SD	CCO 17 - REV 4 & 5 wets	$133,056	$0	$133,056	$19,958	$0	$153,014
Subtotal Alder Creek Parkway		***$390,496***	***$0***	***$390,496***	***$58,574***	***$0***	***$449,070***
Westwood Drive							
WWD 2-SD	12" RCP CL III	$11,120	$0	$11,120	$1,668	$0	$12,788
WWD 2-SD	42" RCP CL III	$64,400	$0	$64,400	$9,660	$0	$74,060
WWD 2-SD	48" SD Manhole (saddle)	$11,320	$0	$11,320	$1,698	$0	$13,018
WWD 2-SD	Modified Type 'B' DI	$19,000	$0	$19,000	$2,850	$0	$21,850
WWD 2-SD	Type GOL-7 DI	$25,000	$0	$25,000	$3,750	$0	$28,750
WWD 2-SD	CCO 2 - MCI 001 - demo	$1,988	$0	$1,988	$298	$0	$2,287
WWD 2-SD	CCO 2 - MCI 003 - CIP DIs	$10,611	$0	$10,611	$1,592	$0	$12,203
WWD 2-SD	CCO 2 - MCI 008 - 6' of 12" RCP	$2,222	$0	$2,222	$333	$0	$2,555
WWD 3-SD	42" RCP CL III	$64,400	$0	$64,400	$9,660	$0	$74,060
WWD 3-SD	Modified Type 'B' DI	$38,000	$0	$38,000	$5,700	$0	$43,700
WWD 3-SD	Type 'F' DI	$3,850	$0	$3,850	$578	$0	$4,428
WWD 3-SD	CCO 2 - MCI 002 - JT conflict	$22,261	$0	$22,261	$3,339	$0	$25,601
WWD 3-SD	CCO 2 - MCI 003 - CIP DIs	$3,979	$0	$3,979	$597	$0	$4,576
Subtotal Westwood Drive		***$278,152***	***$0***	***$278,152***	***$41,723***	***$0***	***$319,876***

Table B-9
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Eagle Parcel 85 Backbone Facilities Constructed

SPIF Improvement		Construction True-Up Costs (2023/24$) Construction Make-Up Costs	SPIF Escalation	Escalated Construction Cost	Soft Costs	Contingency	Total
Assumption			*0.00%*		*15%*	*0%*	
Formula		*A*	*B*	*C = A+B*	*E = C*20%*	*F = C*10%*	*G = C+D+E+F*
East Bidwell Street							
EBS 4-SD	Demo & Abandon Ex Facilities	$11,900	$0	$11,900	$1,785	$0	$13,685
EBS 4-GD	Demo & Abandon Ex Facilities	$28,900	$0	$28,900	$4,335	$0	$33,235
EBS 4-GD	Adjust Ex SDMH rims	$10,650	$0	$10,650	$1,598	$0	$12,248
EBS 4-SD	12" RCP CL III	$41,005	$0	$41,005	$6,151	$0	$47,156
EBS 4-GD	12" RCP CL III	$55,080	$0	$55,080	$8,262	$0	$63,342
EBS 4-SD	15" RCP CL III	$16,770	$0	$16,770	$2,516	$0	$19,286
EBS 4-GD	15" RCP CL III	$5,800	$0	$5,800	$870	$0	$6,670
EBS 4-GD	18" RCP CL III	$57,255	$0	$57,255	$8,588	$0	$65,843
EBS 4-SD	42" RCP CL III	$64,400	$0	$64,400	$9,660	$0	$74,060
EBS 4-GD	42" RCP CL III	$60,770	$0	$60,770	$9,116	$0	$69,886
EBS 4-SD	48" SD Manhole	$11,320	$0	$11,320	$1,698	$0	$13,018
EBS 4-GD	48" SD Manhole	$11,300	$0	$11,300	$1,695	$0	$12,995
EBS 4-GD	60" SD Manhole	$14,000	$0	$14,000	$2,100	$0	$16,100
EBS 4-GD	72" SD Manhole	$18,500	$0	$18,500	$2,775	$0	$21,275
EBS 4-GD	96" SD Manhole	$34,950	$0	$34,950	$5,243	$0	$40,193
EBS 4-SD	Modified Type 'B' DI	$19,000	$0	$19,000	$2,850	$0	$21,850
EBS 4-SD	Type GOL-7 DI	$25,000	$0	$25,000	$3,750	$0	$28,750
EBS 4-SD	Type 'F' DI	$3,850	$0	$3,850	$578	$0	$4,428
EBS 4-SD	CCO 2 - MCI 010 - portion	$25,940	$0	$25,940	$3,891	$0	$29,831
Subtotal Westwood Drive		***$516,390***	***$0***	***$516,390***	***$77,459***	***$0***	***$593,851***
Placerville Road							
PLCR 4	36" RCP CL III	$99,000	$0	$99,000	$14,850	$0	$113,850
PLCR 4	CCO 2 - MCI 004 - unknown util xing conflict	$10,415	$0	$10,415	$1,562	$0	$11,978
PLCR 4	CCO 2 - MCI 007 - JT xing conflict	$17,460	$0	$17,460	$2,619	$0	$20,079
Subtotal Westwood Drive		***$126,876***	***$0***	***$126,876***	***$19,031***	***$0***	***$145,907***

Table B-9
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Eagle Parcel 85 Backbone Facilities Constructed

SPIF Improvement		Construction True-Up Costs (2023/24$) Construction Make-Up Costs	SPIF Escalation	Escalated Construction Cost	Soft Costs	Contingency	Total
Assumption			*0.00%*		*15%*	*0%*	
Formula		*A*	*B*	*C = A+B*	*E = C*20%*	*F = C*10%*	*G = C+D+E+F*
Hydromodification Basin No. 8							
HMB #8	Fine Grade EOP to EOP (access road)	$46,940	$0	$46,940	$7,041	$0	$53,981
HMB #8	3"AC over 6" AB (access road)	$152,550	$0	$152,550	$22,883	$0	$175,433
HMB #8	Concrete Spillway (AB only)	$8,000	$0	$8,000	$1,200	$0	$9,200
HMB #8	12" Rip Rap x 2.5' deep	$96,120	$0	$96,120	$14,418	$0	$110,538
HMB #8	Outlet Structure, Box Culvert & Wingwall (comp	$1,049,210	$0	$1,049,210	$157,382	$0	$1,206,592
HMB #8	Concrete Spillway	$59,200	$0	$59,200	$8,880	$0	$68,080
HMB #8	Construction Entrance	$5,000	$0	$5,000	$750	$0	$5,750
HMB #8	Fiber Roll (access road)	$40,000	$0	$40,000	$6,000	$0	$46,000
HMB #8	CCO 3	$59,364	$0	$59,364	$8,905	$0	$68,268
HMB #8	CCO 8 Winterization	$26,544	$0	$26,544	$3,982	$0	$30,526
HMB #8	CCO 12 - Outlet, Box Culvert & Wingwall	$1,180	$0	$1,180	$177	$0	$1,357
HMB #8	#605 Winterization	$2,700	$0	$2,700	$405	$0	$3,105
HMB #8	#607 SWPPP	$4,866	$0	$4,866	$730	$0	$5,596
HMB #8	#608 Rough Grade	$108	$0	$108	$16	$0	$124
HMB #8	#609 Grading	$11,987	$0	$11,987	$1,798	$0	$13,785
HMB #8	Rough Grade (Payapp 8)	$212,197	$0	$212,197	$31,830	$0	$244,026
HMB #8	Winterization (Payapp 8 line 27.00)	$41,588	$0	$41,588	$6,238	$0	$47,826
Subtotal HMB No. 8		***$1,817,553***	***$0***	***$1,817,553***	***$272,633***	***$0***	***$2,090,187***
Subtotal Storm Drain		**$3,129,466**	**$0**	**$3,129,466**	**$469,420**	**$0**	**$3,598,891**
Habitat							
Floodplain Mosaic Wetland credits		$406,500	$0	$406,500	$0	$0	$406,500
Wildlands Vernal Pool creation credits		$12,000	$0	$12,000	$0	$0	$12,000
Gill Ranch Swainson's Hawk Foraging Habitat (34.55ac)		$244,294	$0	$244,294	$0	$0	$244,294
Trees - Eight (8) Year Maint. Period		$48,000	$0	$48,000	$0	$0	$48,000
Subtotal Habitat		**$710,794**	**$0**	**$710,794**	**$0**	**$0**	**$710,794**
Total Facilities		**$12,505,761**	**$0**	**$12,505,761**	**$1,769,245**	**$0**	**$14,275,032**

Source: SPIF Nexus Study FY 2019-2020 Update; MacKay & Somps; Eagle Commercial Properties; EPS.

[1] Reflects the estimated cost SMUD will charge for the installation of backbone electrical conductors.

Table B-10
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Toll Brothers at Folsom Ranch Backbone Facilities Reimbursement Analysis

Toll at Folsom Ranch
Phase 1
Reimbursement Analysis

Item	Phase 2 Construction Plan: Mangini Parkway	Oak Avenue Parkway	Class 1 Trail	HMB No. 16	Combo Basin No.5	Total	Percentage of Total	**Allocation of Remaining Reimburse. Amount**
SPIF Infrastructure Fee Reimbursement								
Initial Reimbursement Amount	-	-				$24,411,051		
Remaining Reimbursement Amount [1]	-	-				$7,254,023		
Less SPIF Infrastructure Fee Payments	-	-				$0		
Net Remaining Reimbursement Amount	**-**	**-**				**$7,254,023**		
SPIF Facility Cost Estimate [4]								
Roadways								
Rough Grading	$3,907,525	$705,004	$0	$0	$0	$4,612,529	18.9%	$1,370,666
Backbone Roadways	$5,118,843	$666,160	$0	$0	$0	$5,785,003	23.7%	$1,719,080
Railroad Crossings	$0	$0	$0	$0	$0	$0	0.0%	$0
City Fiber Optic & Traffic Control System	$109,845	$72,587	$0	$0	$0	$182,432	0.7%	$54,212
Signalized Intersections & Improvements	$1,020,660	$0	$0	$0	$0	$1,020,660	4.2%	$303,301
Open Space Vehicular Access Barrier	$24,064	$0	$0	$0	$0	$24,064	0.1%	$7,151
Off-Site Roadway Improvements	$0	$0	$0	$0	$0	$0	0.0%	$0
Trail	$0	$0	$331,853	$0	$0	$331,853	1.4%	$98,614
Subtotal Phase 1 Roadways	**$10,180,937**	**$1,443,751**	**$331,853**	**$0**	**$0**	**$11,956,541**	**49.0%**	**$3,553,024**
Dry Utility System	$1,373,338	$804,322	$0	$0	$0	$2,177,660	8.9%	$647,117
Potable Water System	$2,195,462	$385,126	$0	$0	$0	$2,580,588	10.6%	$766,851
Off-Site Water System	$0	$0	$0	$0	$0	$0	0.0%	$0
Recycled Water System	$1,192,951	$319,016	$0	$0	$0	$1,511,967	6.2%	$449,298
Sanitary Sewer System	$0	$288,225	$0	$0	$0	$288,225	1.2%	$85,649
Storm Drain System	$1,886,644	$1,930,370	$0	$1,842,628	143,309	$5,802,951	23.8%	$1,724,413
Habitat Mitigation [5]	$93,119	$0	$0	$0	$0	$93,119	0.4%	$27,671
Total Phase 2 Costs	**$16,922,451**	**$5,170,810**	**$331,853**	**$1,842,628**	**$143,309**	**$24,411,051**	**149.0%**	**$7,254,023**

Source: SPIF Nexus Study FY 2019-2020 Update; MacKay & Somps; Toll Brothers; EPS.

[1] Remaining reimbursement amount current as of July 1, 2025.

Table B-11
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Toll Brothers at Folsom Ranch Backbone Facilities Constructed

SPIF Improvement		Construction Make-Up Costs (2023/24$)						
		Construction Make-Up Costs	SPIF Escalation	Construction Cost	SMUD Contract Cost [1]	Soft Costs	Contingency	Total
Assumption			*0.00%*		*50%*	*15%*	*20%*	
Formula		*A*	*B*	*C = A+B*	*D = C*50%*	*E = C*20%*	*F = C*10%*	*G = C+D+E+F*
Backbone Roadway Rough Grading								
Mangini Parkway								
MP 2-GD	Clearing & Grubbing (Sta 150+20 to Sta 169+50)	$20,160	$0	$20,160	$0	$3,024	$4,032	$27,216
MP 2-GD	Rough Grade Excavation (Sta 150+20 to Sta 169+50)	$543,492	$0	$543,492	$0	$81,524	$108,698	$733,714
MP 2-GD	Erosion Control (Sta 150+20 to Sta 169+50)	$50,400	$0	$50,400	$0	$7,560	$10,080	$68,040
MP 3-GD	Clearing & Grubbing (Sta 169+50 to Sta 191+80)	$29,160	$0	$29,160	$0	$4,374	$5,832	$39,366
MP 3-GD	Rough Grade Excavation (Sta 169+50 to Sta 191+80)	$4,383	$0	$4,383	$0	$657	$877	$5,917
MP 3-GD	Rough Grade Import (Sta 169+50 to Sta 191+80)	$2,173,968	$0	$2,173,968	$0	$326,095	$434,794	$2,934,857
MP 3-GD	Erosion Control (Sta 169+50 to Sta 191+80)	$72,900	$0	$72,900	$0	$10,935	$14,580	$98,415
Subtotal Mangini Parkway		$0	***$0***	***$2,894,463***	***$0***	***$434,169***	***$578,893***	***$3,907,525***

Table B-11
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Toll Brothers at Folsom Ranch Backbone Facilities Constructed

SPIF Improvement		Construction Make-Up Costs (2023/24$)						
		Construction Make-Up Costs	SPIF Escalation	Construction Cost	SMUD Contract Cost [1]	Soft Costs	Contingency	Total
Assumption			*0.00%*		*50%*	*15%*	*20%*	
Formula		*A*	*B*	*C = A+B*	*D = C*50%*	*E = C*20%*	*F = C*10%*	*G = C+D+E+F*
Oak Avenue Parkway								
OAP 1-GD	Clearing & Grubbing (Sta 100+30 to Sta 119+00)	$18,970	$0	$18,970	$0	$2,845	$3,794	$25,609
OAP 1-GD	Rough Grade Excavation (Sta 100+30 to Sta 119+00)	$455,832	$0	$455,832	$0	$68,375	$91,166	$615,373
OAP 1-GD	Erosion Control (Sta 100+30 to Sta 119+00)	$47,424	$0	$47,424	$0	$7,114	$9,485	$64,022
Subtotal Oak Avenue Parkway		***$522,226***	***$0***	***$522,226***	***$0***	***$78,334***	***$104,445***	***$705,004***
Subtotal Backbone Roadway Rough Grading		**$3,416,689**	**$0**	**$3,416,689**	**$0**	**$512,503**	**$683,338**	**$4,612,529**
Backbone Roadways								
Mangini Parkway								
MP 2	Mangini Parkway (Sta 150+20 to Sta 169+50)	$821,992	$0	$821,992	$0	$123,299	$164,398	$1,109,689
MP 3	Mangini Parkway (Sta 169+50 to Sta 182+40)1	$552,623	$0	$552,623	$0	$82,893	$110,525	$746,041
MP3	Alder Creek Bridge Roadway Improvements	$1,500,000	$0	$1,500,000	$0	$225,000	$300,000	$2,025,000
MP4	Class 1 Trail Undercrossing	$917,121	$0	$917,121	$0	$137,568	$183,424	$1,238,113
Subtotal Mangini Parkway		***$3,791,736***	***$0***	***$3,791,736***	***$0***	***$568,760***	***$758,347***	***$5,118,843***
Oak Avenue Parkway								
OAP 1	Oak Avenue Parkway (Sta 100+30 to Sra 119+00)	$493,452	$0	$493,452	$0	$74,018	$98,690	$666,160
Subtotal Oak Avenue Par	Oak Avenue Parkway (Sta 100+30 to Sra 119+00)	***$493,452***	***$0***	***$493,452***	***$0***	***$74,018***	***$98,690***	***$666,160***
Subtotal Backbone Roadways		**$4,285,188**	**$0**	**$4,285,188**	**$0**	**$642,778**	**$857,038**	**$5,785,003**

Table B-11
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Toll Brothers at Folsom Ranch Backbone Facilities Constructed

SPIF Improvement		Construction Make-Up Costs (2023/24$)						
		Construction Make-Up Costs	SPIF Escalation	Construction Cost	SMUD Contract Cost [1]	Soft Costs	Contingency	Total
Assumption			*0.00%*		*50%*	*15%*	*20%*	
Formula		*A*	*B*	*C = A+B*	*D = C*50%*	*E = C*20%*	*F = C*10%*	*G = C+D+E+F*
City Fiber Optic & Traffic Control								
Mangini Parkway								
MP2	Mangini Parkway (Sta 150+20 to Sta 169+50)(Condui	$55,198	$0	$55,198	$0	$8,280	$11,040	$74,517
MP3	Mangini Parkway (Sta 169+50 to Sta 182+40)(Condui	$26,169	$0	$26,169	$0	$3,925	$5,234	$35,328
Subtotal Mangini Parkway		***$81,367***	***$0***	***$81,367***	***$0***	***$12,205***	***$16,273***	***$109,845***
Oak Avenue Parkway								
OAP 1	Oak Avenue Parkway (Sta 100+30 to Sta 119+00)(Co	$53,768	$0	$53,768	$0	$8,065	$10,754	$72,587
Subtotal Oak Avenue Parkway		***$53,768***	***$0***	***$53,768***	***$0***	***$8,065***	***$10,754***	***$72,587***
Subtotal City Fiber Optic and Traffic Control		**$135,135**	**$0**	**$135,135**	**$0**	**$20,270**	**$27,027**	**$182,432**
Signalized Intersections & Improvements								
Mangini Parkway								
INTX 10	Oak Avenue Parkway / Mangini Parkway (4-Way)	$437,527	$0	$437,527	$0	$65,629	$87,505	$590,661
INTX 17	Oak Avenue Parkway / Mangini Parkway (4-Way)	$318,518	$0	$318,518	$0	$47,778	$63,704	$429,999
Subtotal Signalized Intersections & Improvements		**$756,045**	**$0**	**$756,045**	**$0**	**$113,407**	**$151,209**	**$1,020,660**
Open Space Vehicle Access Barrier								
MP2	Mangini Parkway (Sta 150+20 to Sta 169+50)	$2,081	$0	$2,081	$0	$312	$416	$2,809
MP3	Mangini Parkway (Sta 169+50 to Sta 182+40)	$15,745	$0	$15,745	$0	$2,362	$3,149	$21,255
Subtotal Open Space Vehicle Access Barrier		**$17,826**	**$0**	**$17,826**	**$0**	**$2,674**	**$3,565**	**$24,064**
Trails								
Class 1 Trail		**$245,817**	$0	$245,817	$0	$36,873	$49,163	$331,853

Table B-11
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Toll Brothers at Folsom Ranch Backbone Facilities Constructed

SPIF Improvement		Construction Make-Up Costs (2023/24$)						
		Construction Make-Up Costs	SPIF Escalation	Construction Cost	SMUD Contract Cost [1]	Soft Costs	Contingency	Total
Assumption			*0.00%*		*50%*	*15%*	*20%*	
Formula		*A*	*B*	*C = A+B*	*D = C*50%*	*E = C*20%*	*F = C*10%*	*G = C+D+E+F*
Dry Utilities								
Mangini Parkway								
MP 2-DU	Mangini Parkway (Sta 150+20 to Sta 169+50)	$446,332	$0	$446,332	$223,166	$66,950	$89,266	$825,714
MP 3-DU	Mangini Parkway (169+50 to 191+80)	$296,013	$0	$296,013	$148,006	$44,402	$59,203	$547,624
Subtotal Mangini Parkway		***$742,345***	***$0***	***$742,345***	***$371,172***	***$111,352***	***$148,469***	***$1,373,338***
Oak Avenue Parkway		$434,769	$0	$434,769	$217,384	$65,215	$86,954	$804,322
Subtotal Dry Utilities		**$1,177,113**	**$0**	**$1,177,113**	**$588,557**	**$176,567**	**$235,423**	**$2,177,660**
Potable Water								
Mangini Parkway								
MP 2-W	Mangini Parkway (Sta 150+20 to Sta 169+50)	$927,577	$0	$927,577	$0	$139,137	$185,515	$1,252,229
MP 3-W	Mangini Parkway (Sta 169+50 to Sta 182+30)	$384,488	$0	$384,488	$0	$57,673	$76,898	$519,059
MP 3-W	Mangini Parkway (Sta 169+50 to Sta 182+30)	$230,693	$0	$230,693	$0	$34,604	$46,139	$311,435
MP 2-W	Zone 3 to Zone 2 Pressure Reducing Station	$83,510	$0	$83,510	$0	$12,527	$16,702	$112,739
Subtotal Mangini Parkway		***$1,626,268***	***$0***	***$1,626,268***	***$0***	***$243,940***	***$325,254***	***$2,195,462***
Oak Avenue Parkway								
OAP 1-W	Oak Avenue Parkway (Sta 100+30 to Sta 119+00)	$285,279	$0	$285,279	$0	$42,792	$57,056	$385,126
Subtotal Oak Avenue Parkway		***$285,279***	***$0***	***$285,279***	***$0***	***$42,792***	***$57,056***	***$385,126***
Subtotal Potable Water		**$1,911,547**	**$0**	**$1,911,547**	**$0**	**$286,732**	**$382,309**	**$2,580,588**
Non-Potable Water								
Mangini Parkway								
MP 2-NP	Mangini Parkway (Sta 150+20 to Sta 169+50)	$481,091	$0	$481,091	$0	$72,164	$96,218	$649,473
MP 3-NP	Mangini Parkway (Sta 169+50 to Sta 182+30)	$319,066	$0	$319,066	$0	$47,860	$63,813	$430,739
MP 2-NP	Zone 3 to Zone 2 Pressure Reducing Station	$83,510	$0	$83,510	$0	$12,527	$16,702	$112,739
Subtotal Mangini Parkway		***$883,667***	***$0***	***$883,667***	***$0***	***$132,550***	***$176,733***	***$1,192,951***

Table B-11
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Toll Brothers at Folsom Ranch Backbone Facilities Constructed

SPIF Improvement		Construction Make-Up Costs (2023/24$)						
		Construction Make-Up Costs	SPIF Escalation	Construction Cost	SMUD Contract Cost [1]	Soft Costs	Contingency	Total
Assumption			*0.00%*		*50%*	*15%*	*20%*	
Formula		*A*	*B*	*C = A+B*	*D = C*50%*	*E = C*20%*	*F = C*10%*	*G = C+D+E+F*
Oak Avenue Parkway								
OAP 1- NP	Oak Avenue Parkway (Sta 109+52 to Sta 119+00)	$236,308	$0	$236,308	$0	$35,446	$47,262	$319,016
Subtotal Oak Avenue Parkway		***$236,308***	***$0***	***$236,308***	***$0***	***$35,446***	***$47,262***	***$319,016***
Subtotal Non-Potable Water		**$1,119,975**	**$0**	**$236,308**	**$0**	**$35,446**	**$47,262**	**$319,016**
Sanitary Sewer System								
Oak Avenue Parkway								
OAP 1-SS	Oak Avenue Parkway (Sta 110+30 to Sta 118+60)	$213,500	$0	$213,500	$0	$32,025	$42,700	$288,225
Subtotal Oak Avenue Parkway		***$213,500***	***$0***	***$213,500***	***$0***	***$32,025***	***$42,700***	***$288,225***
Subtotal Sewer		**$213,500**	**$0**	**$213,500**	**$0**	**$32,025**	**$42,700**	**$288,225**

Table B-11
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Toll Brothers at Folsom Ranch Backbone Facilities Constructed

SPIF Improvement		Construction Make-Up Costs (2023/24$)						
		Construction Make-Up Costs	SPIF Escalation	Construction Cost	SMUD Contract Cost [1]	Soft Costs	Contingency	Total
Assumption			*0.00%*		*50%*	*15%*	*20%*	
Formula		*A*	*B*	*C = A+B*	*D = C*50%*	*E = C*20%*	*F = C*10%*	*G = C+D+E+F*
Storm Drain								
Pipelines- Mangini Parkway								
MP 2-SD	Mangini Parkway (Sta 150+20 to Sta 169+50)	$285,096	$0	$285,096	$0	$42,764	$57,019	$384,880
MP 2-SD	Mangini Parkway (Sta 150+20 to Sta 169+50)	$372,742	$0	$372,742	$0	$55,911	$74,548	$503,202
MP 3-SD	Mangini Parkway (Sta 169+50 to Sta 182+30)	$588,307	$0	$588,307	$0	$88,246	$117,661	$794,214
MP 3-SD	60" Storm Drain Pipe Extended to HMB #16	$112,826	$0	$112,826	$0	$16,924	$22,565	$152,315
MP 3-SD	60" Storm Drain Outfall Structure to HMB #16	$38,543	$0	$38,543	$0	$5,781	$7,709	$52,033
Subtotal Mangini Parkway		***$1,397,515***	***$0***	***$1,397,515***	***$0***	***$209,627***	***$279,503***	***$1,886,644***

Table B-11
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Toll Brothers at Folsom Ranch Backbone Facilities Constructed

SPIF Improvement		Construction Make-Up Costs (2023/24$)						
		Construction Make-Up Costs	SPIF Escalation	Construction Cost	SMUD Contract Cost [1]	Soft Costs	Contingency	Total
Assumption			*0.00%*		*50%*	*15%*	*20%*	
Formula		*A*	*B*	*C = A+B*	*D = C*50%*	*E = C*20%*	*F = C*10%*	*G = C+D+E+F*
Oak Avenue Parkway								
OAP 1-SD	Oak Avenue Parkway (Sta 100+30 to Sta 119+00)	$844,495	$0	$844,495	$0	$126,674	$168,899	$1,140,068
OAP 1-SD	48" Storm Drain Pipe Extended to COMBO #5	$553,290	$0	$553,290	$0	$82,993	$110,658	$746,941
OAP 1-SD	48" Storm Drain Outfall Structure to COMBO #5	$32,119	$0	$32,119	$0	$4,818	$6,424	$43,361
Subtotal Oak Avenue Parkway		***$1,429,903***	***$0***	***$1,429,903***	***$0***	***$214,486***	***$285,981***	***$1,930,370***
HMB No. 16								
HMB 16	Clearing & Grubbing	$16,800	$0	$16,800	$0	$2,520	$3,360	$22,680
HMB 16	Excavation	$262,980	$0	$262,980	$0	$39,447	$52,596	$355,023
HMB 16	Basin Finish Grading	$134,400	$0	$134,400	$0	$20,160	$26,880	$181,440
HMB 16	60-inch RCP CL-IV Storm Drainage Pipeline	$82,611	$0	$82,611	$0	$12,392	$16,522	$111,525
HMB 16	60-inch Strom Drain Outfall Structure	$33,404	$0	$33,404	$0	$5,011	$6,681	$45,096
HMB 16	Detention Basin Outlet Control Structure - Large	$563,571	$0	$563,571	$0	$84,536	$112,714	$760,821
HMB 16	12-ft. Wide Concrete Access Ramp, Std. Dwg. SD-23	$26,985	$0	$26,985	$0	$4,048	$5,397	$36,430
HMB 16	Spillway, 6" Concrete w/#4 Bars 12" O.C. Each Way	$85,067	$0	$85,067	$0	$12,760	$17,013	$114,840
HMB 16	Removable Bollards, Std. Dwg. LS-42	$4,625	$0	$4,625	$0	$694	$925	$6,244
HMB 16	Rock Rip Rap	$27,623	$0	$27,623	$0	$4,143	$5,525	$37,291
HMB 16	12-ft. Wide Basin Perimeter Road - 3" AC /7.5" AB	$44,718	$0	$44,718	$0	$6,708	$8,944	$60,369
HMB 16	5-ft. Wide Concrete V-Gutter	$13,875	$0	$13,875	$0	$2,081	$2,775	$18,731
HMB 16	Detention Basin Planting (Hydro-Seeding)	$9,170	$0	$9,170	$0	$1,376	$1,834	$12,380
HMB 16	Construction Area Seeding (Hydro-Seeding)	$4,480	$0	$4,480	$0	$672	$896	$6,048
HMB 16	Erosion Control (Construction SWPPP)	$54,600	$0	$54,600	$0	$8,190	$10,920	$73,710
Subtotal HMB No. 16		***$1,364,910***	***$0***	***$1,364,910***	***$0***	***$204,736***	***$272,982***	***$1,842,628***

Table B-11
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Toll Brothers at Folsom Ranch Backbone Facilities Constructed

SPIF Improvement		Construction Make-Up Costs (2023/24$)						
		Construction Make-Up Costs	SPIF Escalation	Construction Cost	SMUD Contract Cost [1]	Soft Costs	Contingency	Total
Assumption			*0.00%*		*50%*	*15%*	*20%*	
Formula		*A*	*B*	*C = A+B*	*D = C*50%*	*E = C*20%*	*F = C*10%*	*G = C+D+E+F*
Combination Basin No. 5								
Combo 5	48-inch RCP CL-IV Storm Drainage Pipeline	$75,320	$0	$75,320	$0	$11,298	$15,064	$101,682
Combo 5	48-inch Strom Drain Outfall Structure	$30,835	$0	$30,835	$0	$4,625	$6,167	$41,627
Subtotal Combination Basin No. 5		***$106,155***	***$0***	***$106,155***	***$0***	***$15,923***	***$21,231***	***$143,309***
Subtotal Storm Drain		**$4,298,483**	**$0**	**$4,298,483**	**$0**	**$644,772**	**$859,697**	**$5,802,951**
Habitat								
Vernal Pool		$9,907	$0	$9,907	$0	$1,486	$1,981	$13,375
Seasonal Wetland		$381	$0	$381	$0	$57	$76	$514
Seasonal Wetland Swale		$16,385	$0	$16,385	$0	$2,458	$3,277	$22,120
Foraging Habitat		$42,304	$0	$42,304	$0	$6,346	$8,461	$57,110
Subtotal Habitat		**$68,977**	**$0**	**$68,977**	**$0**	**$10,347**	**$13,795**	**$93,119**
Total Facilities		**$17,646,293**	**$0**	**$17,646,293**	**$588,557**	**$2,646,944**	**$3,529,259**	**$24,411,051**

Source: SPIF Nexus Study FY 2019-2020 Update; MacKay & Somps; Toll Brothers; EPS.

Table B-12
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
CMB Phase 1E Backbone Facilities Reimbursement Analysis

CMB Phase 1E
Reimbursement Analysis

Item	Phase 2 Construction Plan: East Bidwell Street	Phase 2 Construction Plan: HMB No. 8 Ph. 1	Phase 2 Construction Plan: Total	Phase 2 Construction Plan: Percentage of Total	**Allocation of Remaining Reimburse. Amount**
SPIF Infrastructure Fee Reimbursement					
Initial Reimbursement Amount	-		$2,124,624		
Remaining Reimbursement Amount [1]	-		$1,652,476		
Less SPIF Infrastructure Fee Payments	-		$0		
Net Remaining Reimbursement Amount	**-**		**$1,652,476**		
SPIF Facility Cost Estimate [2]					
Phase 1 Roadways					
Rough Grading	$5,551	$0	$5,551	0.3%	$5,659
Backbone Roadways	$435,967	$0	$435,967	26.9%	$444,476
Railroad Crossings	$0	$0	$0	0.0%	$0
City Fiber Optic & Traffic Control System	$56,102	$0	$56,102	3.5%	$57,197
Signalized Intersections & Improvements	$500,719	$0	$500,719	30.9%	$510,492
Open Space Vehicular Access Barrier	$0	$0	$0	0.0%	$0
Off-Site Roadway Improvements	$0	$0	$0	0.0%	$0
Subtotal Phase 1 Roadways	**$998,339**	**$0**	**$998,339**	**61.6%**	**$1,017,824**
Dry Utility System	$0	$0	$0	0.0%	$0
Potable Water System	$0	$0	$0	0.0%	$0
Off-Site Water System	$0	$0	$0	0.0%	$0
Recycled Water System	$0	$0	$0	0.0%	$0
Sanitary Sewer System	$0	$0	$0	0.0%	$0
Storm Drain System	$0	$622,503	$622,503	38.4%	$634,653
Habitat Mitigation [5]	$0	$0	$0	0.0%	$0
Total Phase 2 Costs	**$998,339**	**$622,503**	**$1,620,842**	**100.0%**	**$1,652,477**

Source: SPIF Nexus Study FY 2019-20 Update; MacKay & Somps; EPS.

[1] Remaining reimbursement amount current as of July 1, 2025.
[2] Unless otherwise noted, based on the SPIF Infrastructure cost estimates from the SPIF Nexus Study FY 2019-2020 Update, escalated to 2023-24 dollars.

Table B-13
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
CMB Phase 1E Backbone Facilities Constructed

SPIF Improvement		SPIF Nexus Study Construction	SPIF Escalation	Escalated Construction Cost	SMUD Contract Cost [1]	Soft Costs	Contingency	Total
		SPIF Nexus Study FY 2019-2020 Update Costs						
Assumption			*8.87%*		*50%*	*15%*	*20%*	
Formula		*A*	*B*	*C = A+B*	*D = C*50%*	*E = C*20%*	*F = C*10%*	*G = C+D+E+F*
Backbone Roadway Rough Grading								
East Bidwell Street								
EBS 1A-GD	Erosion Control	$630	$56	$685	$0	$103	$137	$925
EBS 1A-GD	Rough Grade	$3,148	$279	$3,427	$0	$514	$685	$4,626
Subtotal East Bidwell Street		***$3,777***	***$335***	***$4,112***	***$0***	***$617***	***$822***	***$5,551***
Subtotal Backbone Roadway Rough Grading		**$3,777**	**$335**	**$4,112**	**$0**	**$617**	**$822**	**$5,551**
Backbone Roadways								
East Bidwell Street								
EBS 2A	East Bidwell - Phase 1A frontage	$296,627	$26,311	$322,938	$0	$48,441	$64,588	$435,967
EBS 2A	East Bidwell - Phase 1A frontage	$55,139	$4,891	$60,030	$0	$9,004	$12,006	$81,040
EBS 1B	East Bidwell - Phase 1A frontage	$188,736	$16,741	$205,477	$0	$30,822	$41,095	$277,394
EBS 1B	East Bidwell - Phase 1A frontage	$115,726	$10,265	$125,991	$0	$18,899	$25,198	$170,088
Subtotal Backbone Roadways		***$656,229***	***$58,207***	***$714,436***	***$0***	***$107,165***	***$142,887***	***$964,489***
City Fiber Optic & Traffic Control								
East Bidwell Street								
EBS 1A	E Bidwell - South end	$38,171	$3,386	$41,557	$0	$6,234	$8,311	$56,102
EBS 1B	E Bidwell - Phase 1A south frontage	$59,214	$5,252	$64,467	$0	$9,670	$12,893	$87,030
EBS 2A	E Bidwell - Phase 1A north frontage	$52,175	$4,628	$56,803	$0	$8,520	$11,361	$76,684
Subtotal City Fiber Optic & Traffic Control		***$149,561***	***$13,266***	***$162,827***	***$0***	***$24,424***	***$32,565***	***$219,816***
Signalized Intersections & Improvements								
East Bidwell Street								
EBW & Southpointe	Traffic Signal & Appurtnances (Regency Pkwy	$340,684	$30,219	$370,903	$0	$55,635	$74,181	$500,719
Storm Drain								
Hydromodification Basin								
Hydro-Modification Basin No. 21		$423,545	$37,568	$461,113	$0	$69,167	$92,223	$622,503
Subtotal Storm Drain		**$423,545**	**$37,568**	**$461,113**	**$0**	**$69,167**	**$92,223**	**$622,503**
Total Facilities		**$1,573,795**	**$139,596**	**$1,713,391**	**$0**	**$257,009**	**$342,678**	**$2,313,078**

Source: SPIF Nexus Study FY 2019-20 Update; MacKay & Somps; WRSR; EPS.

[1] Reflects the estimated cost SMUD will charge for the installation of backbone electrical conductors.
[2] Estimate does not include costs for the traffic signals.

Table B-14
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Russell Ranch Phase 2 Backbone Facilities Reimbursement Analysis

Russell Ranch Phase 2 Reimbursement Analysis

Item	Phase 2 Construction Plan: Empire Ranch Road	Mangini Parkway	Folsom Heights Drive	Sanitary Sewer Lift Station	Hydro-Modification Basin No. 27	Detention Basin No.11	Total	Percentage of Total	Allocation of Remaining Reimburse. Amount
SPIF Infrastructure Fee Reimbursement									
Initial Reimbursement Amount	-	-	-	-	-	-	$17,817,463		
Remaining Reimbursement Amount [1]	-	-	-	-	-	-	$18,410,785		
Less SPIF Infrastructure Fee Payments	-	-	-	-	-	-	$0		
Net Remaining Reimbursement Amount	**-**	**-**	**-**	**-**	**-**	**-**	**$18,410,785**		
SPIF Facility Cost Estimate									
Phase 1 Roadways									
Rough Grading	$988,871	$0	$0	$0	$0	$0	$988,871	5.6%	$1,021,800
Backbone Roadways	$3,453,048	$333,854	$0	$0	$0	$0	$3,786,902	21.3%	$3,913,006
Railroad Crossings	$0	$0	$0	$0	$0	$0	$0	0.0%	$0
City Fiber Optic & Traffic Control System	$112,410	$0	$0	$0	$0	$0	$112,410	0.6%	$116,153
Signalized Intersections & Improvements	$1,054,557	$0	$0	$0	$0	$0	$1,054,557	5.9%	$1,089,674
Open Space Vehicular Access Barrier	$102,565	$0	$0	$0	$0	$0	$102,565	0.6%	$105,980
Off-Site Roadway Improvements	$0	$0	$0	$0	$0	$0	$0	0.0%	$0
Subtotal Phase 1 Roadways	**$5,711,451**	**$333,854**					**$6,045,305**	**33.9%**	**$6,246,613**
Dry Utility System	$1,318,420	$31,377	$0	$0	$0	$0	$1,349,797	7.6%	$1,394,745
Potable Water System	$820,411	$0	$0	$0	$0	$0	$820,411	4.6%	$847,731
Off-Site Water System	$0	$0	$0	$0	$0	$0	$0	0.0%	$0
Recycled Water System	$296,026	$0	$0	$0	$0	$0	$296,026	1.7%	$305,884
Sanitary Sewer System	$430,487	$0	$78,062	$2,639,916	$0	$0	$3,148,465	17.7%	$3,253,309
Storm Drain System	$2,380,638	$0	$0	$0	$2,231,921	$1,138,697	$5,751,256	32.3%	$5,942,773
Habitat Mitigation	$406,203	$0	$0	$0	$0	$0	$406,203	2.3%	$419,730
Total Phase 2 Costs	**$11,363,636**	**$365,231**	**$78,062**	**$2,639,916**	**$2,231,921**	**$1,138,697**	**$17,817,463**	**100.0%**	**$18,410,785**

Source: SPIF Nexus Study FY 2019-2020 Update; MacKay & Somps; MIC; TNHC; EPS.

[1] Relfects reimbursement balance as of July 1, 2025.

Table B-15
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Russell Ranch Phase 2 Backbone Facilities Constructed

SPIF Improvement		Construction Make-Up Costs (FY23-24)	SPIF Escalation	Escalated Construction Cost	SMUD Contract Cost [1]	Soft Costs	Contingency	Total
		Construction Make-Up Costs (2023/24$)						
Assumption			*2.65%*		*0%*	*15%*	*0%*	
Formula		*A*	*B*	*C = A+B*	*D = C*50%*	*E = C*20%*	*F = C*10%*	*G = C+D+E+F*
Backbone Roadway Rough Grading								
Empire Ranch Road								
ERR 1-GD	Mobilization	$12,770	$338	$13,108	$0	$1,966	$0	$15,075
ERR 1-GD	Clearing & Grubbing	$5,375	$142	$5,517	$0	$828	$0	$6,345
ERR 1-GD	Tree Removal	$8,250	$219	$8,469	$0	$1,270	$0	$9,739
ERR 1-GD	Rough Grade Import	$304,950	$8,081	$313,031	$0	$46,955	$0	$359,986
ERR 1-GD	Erosion Control	$2	$0	$2	$0	$0	$0	$2
ERR 2-GD	Mobilization	$8,760	$232	$8,992	$0	$1,349	$0	$10,341
ERR 2-GD	Clearing & Grubbing	$3,688	$98	$3,785	$0	$568	$0	$4,353
ERR 2-GD	Rough Grade Import	$385,200	$10,208	$395,408	$0	$59,311	$0	$454,719
ERR 2-GD	Erosion Control	$1	$0	$1	$0	$0	$0	$2
CCO #1	Over Excavation of Unsuitable Material	$12,417	$329	$12,746	$0	$1,912	$0	$14,658
CCO #2	Plug & Drain Detail	$96,276	$2,551	$98,827	$0	$14,824	$0	$113,651
Subtotal Empire Ranch Road		***$837,689***	***$22,199***	***$859,887***	***$0***	***$128,983***	***$0***	***$988,871***

Table B-15
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Russell Ranch Phase 2 Backbone Facilities Constructed

SPIF Improvement		Construction Make-Up Costs (FY23-24)	SPIF Escalation	Escalated Construction Cost	SMUD Contract Cost [1]	Soft Costs	Contingency	Total
		Construction Make-Up Costs (2023/24$)						
Assumption			*2.65%*		*0%*	*15%*	*0%*	
Formula		*A*	*B*	*C = A+B*	*D = C*50%*	*E = C*20%*	*F = C*10%*	*G = C+D+E+F*
Backbone Roadways								
Empire Ranch Road								
ERR 1-GD	Mobilization	$48,000	$1,272	$49,272	$0	$7,391	$0	$56,663
ERR 1-GD	Clearing & Grubbing	$1,750	$46	$1,796	$0	$269	$0	$2,066
ERR 1-RD	Subgrade Preparation	$44,049	$1,167	$45,217	$0	$6,783	$0	$51,999
ERR 1-RD	3" Asphalt Concrete (Type 'B') (598 SF)	$1,218	$32	$1,250	$0	$188	$0	$1,438
ERR 1-RD	10.5" Aggregate Base (Class 2)(598 SF)	$1,548	$41	$1,589	$0	$238	$0	$1,827
ERR 1-RD	5.5" Asphalt Concrete (Type 'B')(65,017 SF)	$243,663	$6,457	$250,120	$0	$37,518	$0	$287,638
ERR 1-RD	16" Aggregate Base (Class 2)(65,017 SF)	$256,628	$6,801	$263,429	$0	$39,514	$0	$302,943
ERR 1-RD	Modified Type 2 Vertical Curb	$84,420	$2,237	$86,657	$0	$12,999	$0	$99,656
ERR 1-RD	Modified Type 5 Median Curb	$64,883	$1,719	$66,602	$0	$9,990	$0	$76,593
ERR 1-RD	Curb Ramps	$10,000	$265	$10,265	$0	$1,540	$0	$11,805
ERR 1-RD	Sidewalk with 6" AB	$76,950	$2,039	$78,989	$0	$11,848	$0	$90,838
ERR 1-RD	Median Landscaping	$319,457	$8,466	$327,922	$0	$49,188	$0	$377,111
ERR 1-RD	Concrete Survey Monument	$1,250	$33	$1,283	$0	$192	$0	$1,476
ERR 1-RD	Stripping & Signs	$44,640	$1,183	$45,823	$0	$6,873	$0	$52,696
ERR 1-RD	Streetlight Conduit & Pull Boxes	$55,870	$1,481	$57,351	$0	$8,603	$0	$65,953
ERR 1-RD	Streetlights	$139,750	$3,703	$143,453	$0	$21,518	$0	$164,971
ERR 1-RD	Streetlight Service Pedestal	$12,500	$331	$12,831	$0	$1,925	$0	$14,756
ERR 1-RD	4" Schedule 80 Sleeves	$6,640	$176	$6,816	$0	$1,022	$0	$7,838
ERR 1-RD	6" Schedule 80 Sleeves	$8,300	$220	$8,520	$0	$1,278	$0	$9,798
ERR 1-RD	26.5-ft Pipe Gate	$9,500	$252	$9,752	$0	$1,463	$0	$11,215
ERR 2-RD	Mobilization	$30,000	$795	$30,795	$0	$4,619	$0	$35,414
ERR 2-RD	Clearing & Grubbing	$1,100	$29	$1,129	$0	$169	$0	$1,299
ERR 2-RD	Subgrade Preparation	$33,329	$883	$34,212	$0	$5,132	$0	$39,343
ERR 2-RD	5.5" Asphalt Concrete (Type 'B')(49,484 SF)	$185,451	$4,914	$190,365	$0	$28,555	$0	$218,920
ERR 2-RD	16" Aggregate Base (Class 2)(49,484 SF)	$195,320	$5,176	$200,496	$0	$30,074	$0	$230,570
ERR 2-RD	Modified Type 1 Rolled Curb	$1,176	$31	$1,207	$0	$181	$0	$1,388
ERR 2-RD	Modified Type 2 Vertical Curb	$64,204	$1,701	$65,905	$0	$9,886	$0	$75,791
ERR 2-RD	Modified Type 5 Median Curb	$50,370	$1,335	$51,705	$0	$7,756	$0	$59,461
ERR 2-RD	Curb Ramps	$7,500	$199	$7,699	$0	$1,155	$0	$8,854

Table B-15
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Russell Ranch Phase 2 Backbone Facilities Constructed

		Construction Make-Up Costs (2023/24$)						
SPIF Improvement		Construction Make-Up Costs (FY23-24)	SPIF Escalation	Escalated Construction Cost	SMUD Contract Cost [1]	Soft Costs	Contingency	Total
Assumption			*2.65%*		*0%*	*15%*	*0%*	
Formula		*A*	*B*	*C = A+B*	*D = C*50%*	*E = C*20%*	*F = C*10%*	*G = C+D+E+F*
ERR 2-RD	Sidewalk with 6" AB	$53,505	$1,418	$54,923	$0	$8,238	$0	$63,161
ERR 2-RD	Median Landscaping	$250,851	$6,648	$257,499	$0	$38,625	$0	$296,124
ERR 2-RD	Concrete Survey Monument	$1,250	$33	$1,283	$0	$192	$0	$1,476
ERR 2-RD	Stripping & Signs	$33,306	$883	$34,189	$0	$5,128	$0	$39,317
ERR 2-RD	Streetlight Conduit & Pull Boxes	$44,400	$1,177	$45,577	$0	$6,836	$0	$52,413
ERR 2-RD	Streetlights	$118,250	$3,134	$121,384	$0	$18,208	$0	$139,591
ERR 2-RD	4" Schedule 80 Sleeves	$3,600	$95	$3,695	$0	$554	$0	$4,250
ERR 2-RD	6" Schedule 80 Sleeves	$4,500	$119	$4,619	$0	$693	$0	$5,312
CCO #2	Remove Waddles & DI Protection	$2,555	$68	$2,623	$0	$393	$0	$3,016
CCO #2	Additional Grading Outside Limits	$2,822	$75	$2,897	$0	$435	$0	$3,331
CCO #3	AC & AB Trucking Fuel Surcharge	$17,941	$475	$18,416	$0	$2,762	$0	$21,179
CCO #4	26.5-Ft Pipe Gate	$9,500	$252	$9,752	$0	$1,463	$0	$11,215
CCO #4	Added Bollards per RFI 17	$28,000	$742	$28,742	$0	$4,311	$0	$33,053
CCO #4	Added Type III Arrows per RFI 13	$1,475	$39	$1,514	$0	$227	$0	$1,741
CCO #4	Added Stop Legend per RFI 13	$225	$6	$231	$0	$35	$0	$266
CCO #4	Replace 24-inch Crosswalk Striping	$750	$20	$770	$0	$115	$0	$885
CCO #4	Credit for Barricades not Installed	($4,960)	($131)	($5,091)	$0	($764)	$0	($5,855)
CCO #4	Add Barricades not in Contract	$6,600	$175	$6,775	$0	$1,016	$0	$7,791
CCO #4	Add Sidewalk Barricades	$4,675	$124	$4,799	$0	$720	$0	$5,519
CCO #4	Fix Concrete Damaged By SMUD	$1,541	$41	$1,582	$0	$237	$0	$1,819
CCO #5	Additional Grading Outside Limits	$6,677	$177	$6,854	$0	$1,028	$0	$7,882
CCO #5	Median Work on Rough Horse Way	$4,465	$118	$4,583	$0	$687	$0	$5,271
CCO #5	AC Driveway	$20,602	$546	$21,148	$0	$3,172	$0	$24,320
CCO #6	Signing & Stripping per RFI 15 REV1	$30,324	$804	$31,128	$0	$4,669	$0	$35,797
Subtotal Empire Ranch Road		***$2,642,320***	***$70,021***	***$2,712,341***	***$0***	***$406,851***	***$0***	***$3,119,194***
Mangini Parkway Class 1 Trail								
CL-1 T	Subgrade Preparation	$22,804	$604	$23,408	$0	$3,511	$0	$26,919
CL-1 T	3" Asphalt Concrete (Type 'B')	$83,685	$2,218	$85,903	$0	$12,885	$0	$98,788
CL-1 T	8" Aggregate Base (Class 2)	$80,960	$2,145	$83,105	$0	$12,466	$0	$95,571
CL-1 T	4" Decomposed Granite Shoulder	$81,494	$2,160	$83,653	$0	$12,548	$0	$96,201
CL-1 T	4" Dashed Yellow Stripe	$8,841	$234	$9,075	$0	$1,361	$0	$10,436
CL-1 T	Trail Stop Bar & Marking	$900	$24	$924	$0	$139	$0	$1,062
CL-1 T	10-ft Bike Path (6" PCC/6"AB) Mangini Pkwy	$4,131	$109	$4,240	$0	$636	$0	$4,877
Subtotal Mangini Parkway Class 1 Trail		***$282,814***	***$7,495***	***$290,309***	***$0***	***$43,546***	***$0***	***$333,854***
Subtotal Backbone Roadways		**$2,925,134**	**$77,516**	**$3,002,650**	**$0**	**$450,397**	**$0**	**$3,453,048**

Table B-15
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Russell Ranch Phase 2 Backbone Facilities Constructed

SPIF Improvement		Construction Make-Up Costs (FY23-24)	SPIF Escalation	Escalated Construction Cost	SMUD Contract Cost [1]	Soft Costs	Contingency	Total
		Construction Make-Up Costs (2023/24$)						
Assumption			*2.65%*		*0%*	*15%*	*0%*	
Formula		*A*	*B*	*C = A+B*	*D = C*50%*	*E = C*20%*	*F = C*10%*	*G = C+D+E+F*
City Fiber Optic & Traffic Control								
Empire Ranch Road								
ERR 1-FO	Empire Ranch Road (109+70 to 129+30)	$48,200	$1,277	$49,477	$0	$7,422	$0	$56,899
ERR 2-FO	Empire Ranch Road (129+30 to 145+60)	$40,750	$1,080	$41,830	$0	$6,274	$0	$48,104
FHD 1-FO	Empire Ranch Road (129+30 to 145+60)	$6,275	$166	$6,441	$0	$966	$0	$7,407
Subtotal Empire Ranch Road		***$95,225***	***$2,523***	***$97,748***	***$0***	***$14,662***	***$0***	***$112,410***
Signalized Intersections & Improvements								
Intx. No 15 - Mangini Parkway and Empire Ranch Road								
MP/ERR	Mobilization	$22,000	$583	$22,583	$0	$3,387	$0	$25,970
MP/ERR	Clearing & Grubbing	$775	$21	$796	$0	$119	$0	$915
MP/ERR	Subgrade Preparation	$29,258	$775	$30,033	$0	$4,505	$0	$34,538
MP/ERR	Grind & Overlay	$2,226	$59	$2,285	$0	$343	$0	$2,628
MP/ERR	4" Asphalt Concrete (Type 'B')(950 SF)	$2,589	$69	$2,658	$0	$399	$0	$3,057
MP/ERR	12" Aggregate Base (Class 2)(950 SF)	$2,812	$75	$2,887	$0	$433	$0	$3,319
MP/ERR	5.5" Asphalt Concrete (Type 'B')(43,255 SF)	$162,110	$4,296	$166,405	$0	$24,961	$0	$191,366
MP/ERR	16" Aggregate Base (Class 2)(43,255 SF)	$170,732	$4,524	$175,256	$0	$26,288	$0	$201,545
MP/ERR	Modified Type 2 Vertical Curb	$50,260	$1,332	$51,592	$0	$7,739	$0	$59,331
MP/ERR	Modified Type 5 Median Curb	$38,939	$1,032	$39,971	$0	$5,996	$0	$45,967
MP/ERR	Curb Ramps	$10,000	$265	$10,265	$0	$1,540	$0	$11,805
MP/ERR	Sidewalk with 6" AB	$49,433	$1,310	$50,742	$0	$7,611	$0	$58,354
MP/ERR	Median Landscaping	$169,311	$4,487	$173,798	$0	$26,070	$0	$199,868
MP/ERR	Concrete Survey Monument	$1,250	$33	$1,283	$0	$192	$0	$1,476
MP/ERR	Stripping & Signs	$29,927	$793	$30,720	$0	$4,608	$0	$35,328
MP/ERR	Streetlight Conduit & Pull Boxes	$33,300	$882	$34,182	$0	$5,127	$0	$39,310
MP/ERR	Streetlights	$86,000	$2,279	$88,279	$0	$13,242	$0	$101,521
MP/ERR	Streetlight Service Pedestal	$12,500	$331	$12,831	$0	$1,925	$0	$14,756
MP/ERR	2-3" Signal Conduit	$8,750	$232	$8,982	$0	$1,347	$0	$10,329
MP/ERR	4" Schedule 80 Sleeves	$4,960	$131	$5,091	$0	$764	$0	$5,855
MP/ERR	6" Schedule 80 Sleeves	$6,200	$164	$6,364	$0	$955	$0	$7,319
Subtotal Signalized Intersections & Improvements		**$893,331**	**$23,673**	**$917,004**	**$0**	**$137,551**	**$0**	**$1,054,557**
Open Space Vehicular Access Barrier								
Empire Ranch Road								
ERR 1	Empire Ranch Road (109+75 to 129+30)	$49,644	$1,316	$50,960	$0	$7,644	$0	$58,604
ERR 2	Empire Ranch Road (129+30 to 145+60)	$37,240	$987	$38,227	$0	$5,734	$0	$43,961
Subtotal Open Space Vehicular Access Barrier		**$86,884**	**$2,302**	**$89,186**	**$0**	**$13,378**	**$0**	**$102,565**
Class 1 Trail								
Subtotal Class 1 Trail		**$282,814**	**$7,495**	**$290,309**	**$0**	**$43,546**	**$0**	**$333,854**

Table B-15
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Russell Ranch Phase 2 Backbone Facilities Constructed

SPIF Improvement		Construction Make-Up Costs (FY23-24)	SPIF Escalation	Escalated Construction Cost	SMUD Contract Cost [1]	Soft Costs	Contingency	Total
				Construction Make-Up Costs (2023/24$)				
Assumption			*2.65%*		*0%*	*15%*	*0%*	
Formula		*A*	*B*	*C = A+B*	*D = C*50%*	*E = C*20%*	*F = C*10%*	*G = C+D+E+F*
Dry Utilities								
Empire Ranch Road								
ERR 1-DU	Empire Ranch Road (109+75 to 129+30)	$666,791	$17,670	$684,461	$0	$102,669	$0	$787,130
ERR 2-DU	Empire Ranch Road (129+30 to 145+60)	$450,065	$11,927	$461,991	$0	$69,299	$0	$531,290
Subtotal Empire Ranch Road		***$1,116,855***	***$29,597***	***$1,146,452***	***$0***	***$171,968***	***$0***	***$1,318,420***
Mangini Parkway								
MP 8-DU	Mangini Parkway (Sta 300+25 to Sta 301+30)	$26,580	$704	$27,284	$0	$4,093	$0	$31,377
Subtotal Dry Utilities		**$1,143,435**	**$30,301**	**$1,173,736**	**$0**	**$176,060**	**$0**	**$1,349,797**
Potable Water								
Empire Ranch Road								
ERR 1-W	8" Water Main PVC C-900 CL235	$72,384	$1,918	$74,302	$0	$11,145	$0	$85,448
ERR 1-W	12" Water Main PVC C-900 CL235	$167,440	$4,437	$171,877	$0	$25,782	$0	$197,659
ERR 1-W	8" Gate Valve	$14,250	$378	$14,628	$0	$2,194	$0	$16,822
ERR 1-W	12" Butterfly Valve	$12,750	$338	$13,088	$0	$1,963	$0	$15,051
ERR 1-W	Fire Hydrant (6" Lead)	$28,500	$755	$29,255	$0	$4,388	$0	$33,644
ERR 1-W	Fire Hydrant (8" Lead)	$43,500	$1,153	$44,653	$0	$6,698	$0	$51,351
ERR 1-W	4" Blow-Off Valve	$5,250	$139	$5,389	$0	$808	$0	$6,197
ERR 2-W	8" Water Main PVC C-900 CL235	$28,512	$756	$29,268	$0	$4,390	$0	$33,658
ERR 2-W	12" Water Main PVC C-900 CL235	$16,510	$438	$16,948	$0	$2,542	$0	$19,490
ERR 2-W	16" Water Main PVC C-905 CL235	$208,936	$5,537	$214,473	$0	$32,171	$0	$246,644
ERR 2-W	8" Gate Valve	$5,700	$151	$5,851	$0	$878	$0	$6,729
ERR 2-W	12" Butterfly Valve	$8,500	$225	$8,725	$0	$1,309	$0	$10,034
ERR 2-W	16" Butterfly Valve	$15,000	$398	$15,398	$0	$2,310	$0	$17,707
ERR 2-W	Fire Hydrant (6" Lead)	$19,000	$504	$19,504	$0	$2,926	$0	$22,429
ERR 2-W	Fire Hydrant (8" Lead)	$43,500	$1,153	$44,653	$0	$6,698	$0	$51,351
ERR 2-W	4" Blow-Off Valve	$5,250	$139	$5,389	$0	$808	$0	$6,197
Subtotal Potable Water		**$694,982**	**$18,417**	**$713,399**	**$0**	**$107,010**	**$0**	**$820,411**
Non-Potable Water								
Empire Ranch Road								
ERR 1-NP	6" Water Main PVC C-900 CL235	$98,568	$2,612	$101,180	$0	$15,177	$0	$116,357
ERR 1-NP	8" Water Main PVC C-900 CL235	$2,112	$56	$2,168	$0	$325	$0	$2,493
ERR 1-NP	6" Gate Valve	$7,350	$195	$7,545	$0	$1,132	$0	$8,676
ERR 1-NP	8" Gate Valve	$2,850	$76	$2,926	$0	$439	$0	$3,364
ERR 1-NP	4" Blow-Off Valve	$4,500	$119	$4,619	$0	$693	$0	$5,312
ERR 1-NP	2" Irrigation Service	$9,300	$246	$9,546	$0	$1,432	$0	$10,978
ERR 2-NP	8" Water Main PVC C-900 CL235	$104,640	$2,773	$107,413	$0	$16,112	$0	$123,525
ERR 2-NP	8" Gate Valve	$2,850	$76	$2,926	$0	$439	$0	$3,364
ERR 2-NP	2" Irrigation Service	$18,600	$493	$19,093	$0	$2,864	$0	$21,957
Subtotal Non-Potable Water		**$250,770**	**$6,645**	**$257,415**	**$0**	**$38,612**	**$0**	**$296,026**

Table B-15
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Russell Ranch Phase 2 Backbone Facilities Constructed

SPIF Improvement		Construction Make-Up Costs (FY23-24)	SPIF Escalation	Escalated Construction Cost	SMUD Contract Cost [1]	Soft Costs	Contingency	Total
		Construction Make-Up Costs (2023/24$)						
Assumption			*2.65%*		*0%*	*15%*	*0%*	
Formula		*A*	*B*	*C = A+B*	*D = C*50%*	*E = C*20%*	*F = C*10%*	*G = C+D+E+F*
Sanitary Sewer								
Empire Ranch Road Pipeline								
ERR 1-SS	8" Sanitary Sewer Pipe PVC SDR 26	$110,968	$2,941	$113,909	$0	$17,086	$0	$130,995
ERR 1-SS	48" Sanitary Sewer Manhole	$31,500	$835	$32,335	$0	$4,850	$0	$37,185
ERR 1-SS	48" Sanitary Sewer Manhole w/Epoxy	$16,500	$437	$16,937	$0	$2,541	$0	$19,478
ERR 1-SS	60" Sanitary Sewer Manhole W/Epoxy	$20,000	$530	$20,530	$0	$3,080	$0	$23,610
ERR 2-SS	8" Sanitary Sewer Pipe PVC SDR 26	$143,704	$3,808	$147,512	$0	$22,127	$0	$169,639
ERR 2-SS	48" Sanitary Sewer Manhole	$42,000	$1,113	$43,113	$0	$6,467	$0	$49,580
Subtotal Empire Ranch Road		***$364,672***	***$9,664***	***$374,336***	***$0***	***$56,150***	***$0***	***$430,487***
Folsom Heights Drive (10+00 to 12+82)								
FH 1-SS	8" Sanitary Sewer Pipe PVC SDR 26	$33,968	$900	$34,868	$0	$5,230	$0	$40,098
FH 1-SS	10" Sanitary Sewer Pipe PVC SDR 26	$5,160	$137	$5,297	$0	$795	$0	$6,091
FH 1-SS	48" Sanitary Sewer Manhole	$10,500	$278	$10,778	$0	$1,617	$0	$12,395
FH 1-SS	48" Sanitary Sewer Manhole w/Epoxy	$16,500	$437	$16,937	$0	$2,541	$0	$19,478
Subtotal Folsom Heights Drive		***$66,128***	***$1,752***	***$67,880***	***$0***	***$10,182***	***$0***	***$78,062***

Table B-15
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Russell Ranch Phase 2 Backbone Facilities Constructed

SPIF Improvement		Construction Make-Up Costs (FY23-24)	SPIF Escalation	Escalated Construction Cost	SMUD Contract Cost [1]	Soft Costs	Contingency	Total
				Construction Make-Up Costs (2023/24$)				
Assumption			*2.65%*		*0%*	*15%*	*0%*	
Formula		*A*	*B*	*C = A+B*	*D = C*50%*	*E = C*20%*	*F = C*10%*	*G = C+D+E+F*
Russell Ranch Sanitary Sewer Lift Station								
ERR 1-SSLS	Lift Station	$1,957,900	$51,884	$2,009,784	$0	$301,468	$0	$2,311,252
ERR 1-SSLS	6" Fused PVC C900 DR 25 Force Main	$187,600	$4,971	$192,571	$0	$28,886	$0	$221,457
ERR 1-SSLS	6" Fused PVC C900 DR 25 Force Main	$69,800	$1,850	$71,650	$0	$10,747	$0	$82,397
ERR 1-SSLS	CO No. 1-Additional Keypad & Dual Goose N	$1,117	$30	$1,147	$0	$172	$0	$1,319
ERR 1-SSLS	Lupton Excavation CO-SMUD Transformer Pa	$19,900	$527	$20,427	$0	$3,064	$0	$23,491
Subtotal Russell Ranch Sanitary Sewer Lift Station		***$2,236,317***	***$59,262***	***$2,295,579***	***$0***	***$344,337***	***$0***	***$2,639,916***
Subtotal Sanitary Sewer		**$2,667,117**	**$70,679**	**$2,737,796**	**$0**	**$410,669**	**$0**	**$3,148,465**
Storm Drain								
Empire Ranch Road Pipeline								
ERR 1-SD	12" RCP CL III Storm Drain Pipeline	$75,800	$2,009	$77,809	$0	$11,671	$0	$89,480
ERR 1-SD	18" RCP CL III Storm Drain Pipeline	$25,320	$671	$25,991	$0	$3,899	$0	$29,890
ERR 1-SD	24" RCP CL III Storm Drain Pipeline	$15,340	$407	$15,747	$0	$2,362	$0	$18,108
ERR 1-SD	36" RCP CL III Storm Drain Pipeline	$232,200	$6,153	$238,353	$0	$35,753	$0	$274,106
ERR 1-SD	42" RCP CL III Storm Drain Pipeline	$56,000	$1,484	$57,484	$0	$8,623	$0	$66,107
ERR 1-SD	48" RCP CL III Storm Drain Pipeline	$260,400	$6,901	$267,301	$0	$40,095	$0	$307,396
ERR 1-SD	54" RCP CL III Storm Drain Pipeline	$34,300	$909	$35,209	$0	$5,281	$0	$40,490
ERR 1-SD	Type 'B' Drain Inlet	$41,850	$1,109	$42,959	$0	$6,444	$0	$49,403
ERR 1-SD	Type 'GOL-7' Drain Inlet	$31,400	$832	$32,232	$0	$4,835	$0	$37,067
ERR 1-SD	Type 'F' Drain Inlet	$16,250	$431	$16,681	$0	$2,502	$0	$19,183
ERR 1-SD	60-inch Storm Drain Manhole	$30,750	$815	$31,565	$0	$4,735	$0	$36,300
ERR 1-SD	72-inch Storm Drain Manhole	$69,750	$1,848	$71,598	$0	$10,740	$0	$82,338
ERR 1-SD	84-inch Storm Drain Manhole	$20,250	$537	$20,787	$0	$3,118	$0	$23,905
ERR 1-SD	96-inch Storm Drain Manhole	$33,250	$881	$34,131	$0	$5,120	$0	$39,251
ERR 1-SD	8-ft x 8-ft Junction box	$55,000	$1,458	$56,458	$0	$8,469	$0	$64,926
ERR 1-SD	18" Grouted Cobble Outfall Structure	$40,000	$1,060	$41,060	$0	$6,159	$0	$47,219
ERR 1-SD	24" Grouted Cobble Outfall Structure	$40,000	$1,060	$41,060	$0	$6,159	$0	$47,219
ERR 2-SD	12" RCP CL III Storm Drain Pipeline	$75,500	$2,001	$77,501	$0	$11,625	$0	$89,126
ERR 2-SD	15" RCP CL III Storm Drain Pipeline	$9,870	$262	$10,132	$0	$1,520	$0	$11,651
ERR 2-SD	18" RCP CL III Storm Drain Pipeline	$15,480	$410	$15,890	$0	$2,384	$0	$18,274
ERR 2-SD	24" RCP CL III Storm Drain Pipeline	$23,270	$617	$23,887	$0	$3,583	$0	$27,470
ERR 2-SD	30" RCP CL III Storm Drain Pipeline	$293,300	$7,772	$301,072	$0	$45,161	$0	$346,233
ERR 2-SD	36" RCP CL III Storm Drain Pipeline	$29,925	$793	$30,718	$0	$4,608	$0	$35,326
ERR 2-SD	48-inch Storm Drain Manhole	$13,900	$368	$14,268	$0	$2,140	$0	$16,409
ERR 2-SD	60-inch Storm Drain Manhole	$51,250	$1,358	$52,608	$0	$7,891	$0	$60,499
ERR 2-SD	72-inch Storm Drain Manhole	$27,900	$739	$28,639	$0	$4,296	$0	$32,935
ERR 2-SD	84-inch Storm Drain Manhole	$20,250	$537	$20,787	$0	$3,118	$0	$23,905
ERR 2-SD	Type 'B' Drain Inlet	$37,200	$986	$38,186	$0	$5,728	$0	$43,914
ERR 2-SD	Type 'GOL-7' Drain Inlet	$39,250	$1,040	$40,290	$0	$6,044	$0	$46,334
ERR 2-SD	Type 'F' Drain Inlet	$26,000	$689	$26,689	$0	$4,003	$0	$30,692
ERR 2-SD	24" Grouted Cobble Outfall Structure	$40,000	$1,060	$41,060	$0	$6,159	$0	$47,219
CCO #2	Remove & Replace 16-inch Pipe	$14,940	$396	$15,336	$0	$2,300	$0	$17,636
CCO #2	Screened Rock Piles	$17,701	$469	$18,170	$0	$2,725	$0	$20,895
CCO #2	Handle Excess Underground Spoils	$203,081	$5,382	$208,463	$0	$31,269	$0	$239,732
Subtotal Empire Ranch Road		***$2,016,677***	***$53,442***	***$2,070,118***	***$0***	***$310,518***	***$0***	***$2,380,638***

Table B-15
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Russell Ranch Phase 2 Backbone Facilities Constructed

		Construction Make-Up Costs (2023/24$)						
SPIF Improvement		Construction Make-Up Costs (FY23-24)	SPIF Escalation	Escalated Construction Cost	SMUD Contract Cost [1]	Soft Costs	Contingency	Total
Assumption			*2.65%*		*0%*	*15%*	*0%*	
Formula		*A*	*B*	*C = A+B*	*D = C*50%*	*E = C*20%*	*F = C*10%*	*G = C+D+E+F*
Hydro-modification Basin No. 27								
HMB 27	Mobilization	$3,710	$98	$3,808	$0	$571	$0	$4,380
HMB 27	Clearing & Grubbing	$1,563	$41	$1,604	$0	$241	$0	$1,844
HMB 27	Tree Removal	$24,750	$656	$25,406	$0	$3,811	$0	$29,217
HMB 27	Rough Grade Excavation	$37,450	$992	$38,442	$0	$5,766	$0	$44,209
HMB 27	Rough Grade Import	$85,600	$2,268	$87,868	$0	$13,180	$0	$101,049
HMB 27	Subgrade Preparation	$17,499	$464	$17,963	$0	$2,694	$0	$20,658
HMB 27	Basin Finish Grading	$37,200	$986	$38,186	$0	$5,728	$0	$43,914
HMB 27	24" RCP CL III Storm Drain Pipeline	$2,250	$60	$2,310	$0	$346	$0	$2,656
HMB 27	30" RCP CL III Storm Drain Pipeline	$65,500	$1,736	$67,236	$0	$10,085	$0	$77,321
HMB 27	48" RCP CL III Storm Drain Pipeline w/30' CS	$44,175	$1,171	$45,346	$0	$6,802	$0	$52,147
HMB 27	54" RCP CL III Storm Drain Pipeline	$284,000	$7,526	$291,526	$0	$43,729	$0	$335,255
HMB 27	30" Storm Drain Outfall Structure- Drain 'Q'	$80,000	$2,120	$82,120	$0	$12,318	$0	$94,438
HMB 27	48" Storm Drain Outfall Structure - Drain 'O'	$100,000	$2,650	$102,650	$0	$15,398	$0	$118,048
HMB 27	54" Storm Drain Outfall Structure - Drain 'M'	$75,000	$1,988	$76,988	$0	$11,548	$0	$88,536
HMB 27	60-inch Storm Drain Manhole	$22,500	$596	$23,096	$0	$3,464	$0	$26,561
HMB 27	96-inch Storm Drain Manhole	$29,500	$782	$30,282	$0	$4,542	$0	$34,824
HMB 27	8'x8' Storm Drain Junction Box	$130,000	$3,445	$133,445	$0	$20,017	$0	$153,462
HMB 27	9'x9' Storm Drain Junction Box	$80,000	$2,120	$82,120	$0	$12,318	$0	$94,438
HMB 27	Detention Basin Outlet Control Structure - Lar	$425,000	$11,263	$436,263	$0	$65,439	$0	$501,702
HMB 27	12-ft Wide Concrete Access Ramp (Conc. On	$42,500	$1,126	$43,626	$0	$6,544	$0	$50,170
HMB 27	12-ft Wide Concrete Access Ramp (AB Only)	$4,608	$122	$4,730	$0	$710	$0	$5,440
HMB 27	12-ft Wide Basin Access Road (3"AC)	$51,030	$1,352	$52,382	$0	$7,857	$0	$60,240
HMB 27	12-ft Wide Basin Access Road (7.5" AB)	$46,280	$1,226	$47,506	$0	$7,126	$0	$54,632
HMB 27	Drainage Structure Rim & Frame Top out	$3,650	$97	$3,747	$0	$562	$0	$4,309
HMB 27	Concrete Spillway (Conc. Only)	$75,000	$1,988	$76,988	$0	$11,548	$0	$88,536
HMB 27	Concrete Spillway (AB Only)	$6,624	$176	$6,800	$0	$1,020	$0	$7,819
HMB 27	Removable Bollards	$10,500	$278	$10,778	$0	$1,617	$0	$12,395
HMB 27	Post & Cable Barrier	$16,604	$440	$17,044	$0	$2,557	$0	$19,601
HMB 27	Rock Lined Swale	$9,900	$262	$10,162	$0	$1,524	$0	$11,687
HMB 27	Grouted Cobble Overside Ditch	$20,196	$535	$20,731	$0	$3,110	$0	$23,841
HMB 27	Detention Basin Planting (Hydro-Seeding)	$3,050	$81	$3,131	$0	$470	$0	$3,600
HMB 27	Erosion Control (Construction SWPPP)	$26,136	$693	$26,829	$0	$4,024	$0	$30,853
HMB 27	75% Share CCO # 1 Rip Rap at Outfalls & Sp	$28,920	$766	$29,686	$0	$4,453	$0	$34,139
Subtotal HMB 27		***$1,890,695***	***$50,103***	***$1,940,798***	***$0***	***$291,120***	***$0***	***$2,231,921***

Table B-15
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Russell Ranch Phase 2 Backbone Facilities Constructed

SPIF Improvement		Construction Make-Up Costs (FY23-24)	SPIF Escalation	Escalated Construction Cost	SMUD Contract Cost [1]	Soft Costs	Contingency	Total
		Construction Make-Up Costs (2023/24$)						
Assumption			*2.65%*		*0%*	*15%*	*0%*	
Formula		*A*	*B*	*C = A+B*	*D = C*50%*	*E = C*20%*	*F = C*10%*	*G = C+D+E+F*
Storm Drain Detention Basin No. 11								
DB # 11	Mobilization	$4,160	$110	$4,270	$0	$641	$0	$4,911
DB # 11	Clearing & Grubbing	$1,750	$46	$1,796	$0	$269	$0	$2,066
DB # 11	Import	$214,000	$5,671	$219,671	$0	$32,951	$0	$252,622
DB # 11	Subgrade Preparation	$4,838	$128	$4,966	$0	$745	$0	$5,711
DB # 11	Basin Finish Grading	$47,830	$1,267	$49,097	$0	$7,365	$0	$56,462
DB # 11	12" RCP CL III Storm Drain Pipeline	$5,100	$135	$5,235	$0	$785	$0	$6,020
DB # 11	48" RCP CL III Storm Drain Pipeline w/60' CS	$122,550	$3,248	$125,798	$0	$18,870	$0	$144,667
DB # 11	Type 'A' Drain Inlet	$4,250	$113	$4,363	$0	$654	$0	$5,017
DB # 11	Twin 48-inch Storm Drain Outfall Structure	$130,000	$3,445	$133,445	$0	$20,017	$0	$153,462
DB # 11	Detention Basin Outlet Control Structure - Lar	$275,000	$7,288	$282,288	$0	$42,343	$0	$324,631
DB # 11	AC Dike	$11,966	$317	$12,283	$0	$1,842	$0	$14,126
DB # 11	12-ft Wide Concrete Access Ramp (Conc. On	$75,000	$1,988	$76,988	$0	$11,548	$0	$88,536
DB # 11	12-ft Wide Concrete Access Ramp (AB Only)	$8,870	$235	$9,105	$0	$1,366	$0	$10,471
DB # 11	12-ft Wide Basin Access Road (3"AC)	$9,240	$245	$9,485	$0	$1,423	$0	$10,908
DB # 11	12-ft Wide Basin Access Road (7.5" AB)	$8,360	$222	$8,582	$0	$1,287	$0	$9,869
DB # 11	Detention Basin Planting (Hydro-Seeding)	$2,820	$75	$2,895	$0	$434	$0	$3,329
DB # 11	Erosion Control (Construction SWPPP)	$29,273	$776	$30,049	$0	$4,507	$0	$34,556
DB # 11	25% Share CCO # 1 Rip Rap at Outfalls & Sp	$9,600	$254	$9,854	$0	$1,478	$0	$11,333
Subtotal Detention Basin 11		***$964,607***	***$25,562***	***$990,169***	***$0***	***$148,525***	***$0***	***$1,138,697***
Subtotal Storm Drain		**$4,871,978**	**$129,107**	**$5,001,086**	**$0**	**$750,163**	**$0**	**$5,751,256**
Habitat Mitigation								
Seasonal Wetland (Floodplain Mosaic) (0.02 acres)		$3,000	$80	$3,080	$0	$462	$0	$3,541
Seasonal Wetland (Floodplain Mosaic) (0.27 acres)		$40,500	$1,073	$41,573	$0	$6,236	$0	$47,809
Intermittent Drainage (0.07 acres)		$6,650	$176	$6,826	$0	$1,024	$0	$7,850
SWHA Credits (45.93 acres)		$293,952	$7,790	$301,742	$0	$45,261	$0	$347,003
Subtotal Storm Drain		**$344,102**	**$9,119**	**$353,221**	**$0**	**$52,983**	**$0**	**$406,203**
Total Facilities		**$14,810,647**	**$392,482**	**$15,203,129**	**$0**	**$2,280,469**	**$0**	**$17,483,609**

Source: SPIF Nexus Study FY 2019-2020 Update; MacKay & Somps; EPS.

[1] Reflects the estimated cost SMUD will charge for the installation of backbone electrical conductors.
[2] Estimate does not include costs for the traffic signals.

Table B-16
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Russell Ranch Phase 3 Backbone Facilities Reimbursement Analysis

Russell Ranch Phase 3 Reimbursement Analysis

Item	Phase 2 Construction Plan: Scenic Vista Court	Russell Ranch Road	Placerville Road	Westwood Drive	Zone 4 Storage Tank	Total	Percentage of Total	**Allocation of Remaining Reimburse. Amount**
SPIF Infrastructure Fee Reimbursement								
Initial Reimbursement Amount	-				-	$1,304,979		
Remaining Reimbursement Amount [1]	-				-	$1,348,435		
Less SPIF Infrastructure Fee Payments	-				-	$0		
Net Remaining Reimbursement Amount	**-**				**-**	**$1,348,435**		
SPIF Facility Cost Estimate [4]								
Phase 1 Roadways								
Rough Grading	$0	$0	$0	$0	$0	$0	0.0%	$0
Backbone Roadways	$204,844	$73,411	$0	$0	$0	$278,255	21.3%	$287,521
Railroad Crossings	$0	$0	$0	$0	$0	$0	0.0%	$0
City Fiber Optic & Traffic Control System	$0	$0	$0	$0	$0	$0	0.0%	$0
Signalized Intersections & Improvements	$0	$0	$0	$0	$0	$0	0.0%	$0
Open Space Vehicular Access Barrier	$0	$0	$0	$0	$0	$0	0.0%	$0
Off-Site Roadway Improvements	$0	$0	$0	$0	$0	$0	0.0%	$0
Subtotal Phase 1 Roadways	**$204,844**	**$73,411**	**$0**	**$0**	**$0**	**$278,255**	**21.3%**	**$287,521**
Dry Utility System	$0	$0	$0	$0	$0	$0	0.0%	$0
Potable Water System	$0	$0	$408,175	$0	$134,067	$542,242	41.6%	$560,299
Off-Site Water System	$0	$0	$0	$0	$0	$0	0.0%	$0
Recycled Water System	$0	$0	$0	$0	$0	$0	0.0%	$0
Sanitary Sewer System	$0	$0	$0	$374,151	$0	$374,151	28.7%	$386,610
Storm Drain System	$0	$0	$0	$110,331	$0	$110,331	8.5%	$114,005
Habitat Mitigation	$0	$0	$0	$0	$0	$0	0.0%	$0
Total Phase 2 Costs	**$204,844**	**$73,411**	**$408,175**	**$484,482**	**$134,067**	**$1,304,979**	**100.0%**	**$1,348,435**

Source: SPIF Nexus Study FY 2019-20 Update; MacKay & Somps; EPS.

[1] Relfects reimbursement balance as of July 1, 2025.

Table B-17
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Russell Ranch Phase 3 Backbone Facilities Constructed

SPIF Improvement		Construction Make-Up Costs (FY 23-24)	SPIF Escalation	Escalated Construction Cost	SMUD Contract Cost [1]	Soft Costs	Contingency	Total
		Construction Make-Up Costs (2023/24$)						
Assumption			*2.65%*		*0%*	*15%*	*0%*	
Formula		*A*	*B*	*C = A+B*	*D = C*50%*	*E = C*20%*	*F = C*10%*	*G = C+D+E+F*
Backbone Roadways								
Scenic Vista Court (Sta 34+15 to Sta 36+45)								
SVC-1-RW	Subgrade Preparation	$11,092	$294	$11,386	$0	$1,708	$0	$13,093
SVC-1-RW	3" AC over 10.5" AB	$64,511	$1,710	$66,221	$0	$9,933	$0	$76,154
SVC-1-RW	Mountable Curb & Gutter	$14,697	$389	$15,086	$0	$2,263	$0	$17,349
SVC-1-RW	Modified Type 2 Vertical Curb & Gutter	$1,817	$48	$1,865	$0	$280	$0	$2,145
SVC-1-RW	5-Ft Wide Conc. Sidewalk with 6"AB	$27,433	$727	$28,160	$0	$4,224	$0	$32,383
SVC-1-RW	Street Name Sign on Post	$450	$12	$462	$0	$69	$0	$531
SVC-1-RW	Stop Sign on Street Name Post	$450	$12	$462	$0	$69	$0	$531
SVC-1-RW	Streetlights	$27,300	$723	$28,023	$0	$4,204	$0	$32,227
SVC-1-RW	1-Inch Water Service	$13,725	$364	$14,089	$0	$2,113	$0	$16,202
SVC-1-RW	2-Inch Irrigation Service	$6,250	$166	$6,416	$0	$962	$0	$7,378
SVC-1-RW	2 Combination Air/Vacuum Relief Valve	$5,500	$146	$5,646	$0	$847	$0	$6,493
SVC-1-RW	CCO #1 Item 13: Concrete Materials Price In	$303	$8	$311	$0	$47	$0	$358
Subtotal Scenic Vista Court		***$173,528***	***$4,598***	***$178,126***	***$0***	***$26,719***	***$0***	***$204,844***
Russell Ranch Road (15+80 to 180+00)								
RRR-RD	Subgrade Preparation	$4,392	$116	$4,508	$0	$676	$0	$5,185
RRR-RD	3" AC over 10.5" AB	$24,577	$651	$25,228	$0	$3,784	$0	$29,012
RRR-RD	Modified Type 2 Vertical Curb	$8,418	$223	$8,641	$0	$1,296	$0	$9,937
RRR-RD	5-Ft Wide Conc. Sidewalk with 6"AB	$7,293	$193	$7,486	$0	$1,123	$0	$8,609
RRR-RD	Streetlights	$13,650	$362	$14,012	$0	$2,102	$0	$16,113
RRR-RD	4" Schedule 80 Sleeves	$2,500	$66	$2,566	$0	$385	$0	$2,951
RRR-RD	6" Schedule 80 Sleeves	$1,250	$33	$1,283	$0	$192	$0	$1,476
RRR-RD	CCO #1 Item 13: Concrete Materials Price In	$109	$3	$112	$0	$17	$0	$128
Subtotal Russell Ranch Road		***$62,189***	***$1,648***	***$63,837***	***$0***	***$9,575***	***$0***	***$73,411***
Subtotal Backbone Roadways		**$235,716**	**$6,246**	**$241,963**	**$0**	**$36,294**	**$0**	**$278,255**

Table B-17
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Russell Ranch Phase 3 Backbone Facilities Constructed

SPIF Improvement		Construction Make-Up Costs (2023/24$)						
		Construction Make-Up Costs (FY 23-24)	SPIF Escalation	Escalated Construction Cost	SMUD Contract Cost [1]	Soft Costs	Contingency	Total
Assumption			*2.65%*		*0%*	*15%*	*0%*	
Formula		*A*	*B*	*C = A+B*	*D = C*50%*	*E = C*20%*	*F = C*10%*	*G = C+D+E+F*
Potable Water								
Placerville Road Cooridor (Sta 52+40 to Sta 78+30)								
PRC-4-W	16" Water Main PVC C-905 CL 235	$201,825	$5,348	$207,173	$0	$31,076	$0	$238,249
PRC-4-W	16" Butterfly Valves	$25,000	$663	$25,663	$0	$3,849	$0	$29,512
PRC-4-W	6" Blow-Off Valve	$5,650	$150	$5,800	$0	$870	$0	$6,670
PRC-4-W	2" Combination Air/Vacuum Relief Valve	$11,000	$292	$11,292	$0	$1,694	$0	$12,985
PRC-4-W	CCO #1 Item 11: Water Materials Price Increa	$49,157	$1,303	$50,460	$0	$7,569	$0	$58,029
PRC-4-W	CCO #1 Item 6: Relocate Existing Fiber Optic	$53,139	$1,408	$54,547	$0	$8,182	$0	$62,730
Subtotal Placerville Road		***$345,771***	***$9,163***	***$354,934***	***$0***	***$53,240***	***$0***	***$408,175***
Zone 4 Storage Tank - Site Preparation & Utility Extensions								
Mobilization/Demobilization (2% of Total)		$1,145	$30	$1,176	$0	$176	$0	$1,352
Clearing & Grubbing		$422	$11	$433	$0	$65	$0	$498
Pad Construction (Portion)		$42,800	$1,134	$43,934	$0	$6,590	$0	$50,524
Dry Utility Service		$4,500	$119	$4,619	$0	$693	$0	$5,312
1-Inch Metered Water Service		$1,525	$40	$1,565	$0	$235	$0	$1,800
2-Inch Non-Potable Irrigation Service		$6,250	$166	$6,416	$0	$962	$0	$7,378
Reseeding (Hydro-Seeding)		$1,764	$47	$1,811	$0	$272	$0	$2,082
CCO # 1 Item No.4: City Fiber Optic Conduit to Zone 4 Tank Site		$55,165	$1,462	$56,627	$0	$8,494	$0	$65,121
Subtotal Z4 Storage Tank		***$113,571***	***$3,010***	***$116,580***	***$0***	***$17,487***	***$0***	***$134,067***
Subtotal Potable Water		**$459,342**	**$12,173**	**$471,515**	**$0**	**$70,727**	**$0**	**$542,242**

Table B-17
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Russell Ranch Phase 3 Backbone Facilities Constructed

SPIF Improvement		Construction Make-Up Costs (FY 23-24)	SPIF Escalation	Escalated Construction Cost	SMUD Contract Cost [1]	Soft Costs	Contingency	Total
		Construction Make-Up Costs (2023/24$)						
Assumption			*2.65%*		*0%*	*15%*	*0%*	
Formula		*A*	*B*	*C = A+B*	*D = C*50%*	*E = C*20%*	*F = C*10%*	*G = C+D+E+F*
Sanitary Sewer								
Westwood Drive (WWD 2-SS) Sanitary Sewer								
WWD 2-SS	8" PVC SDR 26	$1,800	$48	$1,848	$0	$277	$0	$2,125
WWD 2-SS	12" PVC SDR 26	$134,000	$3,551	$137,551	$0	$20,633	$0	$158,184
WWD 2-SS	60" Sewer Manhole	$54,000	$1,431	$55,431	$0	$8,315	$0	$63,746
WWD 2-SS	60" Epoxy Lined Sewer Manhole with	$19,250	$510	$19,760	$0	$2,964	$0	$22,724
WWD 2-SS	8" Sewer Mahole Inside Drop Connections	$7,000	$186	$7,186	$0	$1,078	$0	$8,263
WWD 2-SS	Adjust SSMH Rim to Grade	$14,000	$371	$14,371	$0	$2,156	$0	$16,527
WWD 2-SS	CCO #1 Item 7: 100-Yr Storm Repairs	$51,696	$1,370	$53,065	$0	$7,960	$0	$61,025
WWD 2-SS	CCO # 1 Item 10: Sewer Materials Price Incre	$13,637	$361	$13,999	$0	$2,100	$0	$16,098
WWD 2-SS	Westwood Dr. SS False Bottoms, Re-TV SS	$21,567	$572	$22,138	$0	$3,321	$0	$25,459
Subtotal Sanitary Sewer		**$316,949**	**$8,399**	**$325,348**	**$0**	**$48,802**	**$0**	**$374,151**
Storm Drain								
Westwood Drive (WWD 2-SS) Sanitary Sewer								
WWD 2-SD	24" RCP CL III	$7,360	$195	$7,555	$0	$1,133	$0	$8,688
WWD 2-SD	60" RCP CL III	$5,504	$146	$5,650	$0	$847	$0	$6,497
WWD 2-SD	8'x8' Junction Box	$77,800	$2,062	$79,862	$0	$11,979	$0	$91,841
WWD 2-SD	Adjust Rim to Grade	$2,800	$74	$2,874	$0	$431	$0	$3,305
Subtotal Storm Drain		**$93,464**	**$2,477**	**$95,941**	**$0**	**$14,391**	**$0**	**$110,331**
Total Improvements		**$1,105,471**	**$29,295**	**$1,134,766**	**$0**	**$170,215**	**$0**	**$1,304,979**

Source: Mackay and Somps; EPS.

[1] Reflects the estimated cost SMUD will charge for the installation of backbone electrical conductors.
[2] Estimate does not include costs for the traffic signals.

Table B-18
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Elliot Homes Backbone Facilities Reimbursement Analysis

Elliott Homes
Reimbursement Analysis

Item	Phase 2 Construction Plan: Westwood Drive	Zone 4 Storage Tank	Total	Percentage of Total	Allocation of Remaining Reimburse. Amount
SPIF Infrastructure Fee Reimbursement					
Initial Reimbursement Amount	-	-	$1,097,145		
Remaining Reimbursement Amount [1]	-	-	$2,056,408		
Less SPIF Infrastructure Fee Payments	-	-	$0		
Net Remaining Reimbursement Amount	**-**	**-**	**$2,056,408**		
SPIF Facility Cost Estimate					
Roadways					
Rough Grading	$0	$0	$0	0.0%	$0
Backbone Roadways	$382,007	$0	$382,007	19.2%	$394,718
Railroad Crossings	$215,050	$0	$215,050	10.8%	$222,206
City Fiber Optic & Traffic Control System	$0	$0	$0	0.0%	$0
Signalized Intersections & Improvements	$0	$0	$0	0.0%	$0
Open Space Vehicular Access Barrier	$0	$0	$0	0.0%	$0
Off-Site Roadway Improvements	$0	$0	$0	0.0%	$0
Subtotal Phase 1 Roadways	**$597,057**	**$0**	**$597,057**	**30.0%**	**$616,924**
Dry Utility System	$0	$0	$0	0.0%	$0
Potable Water System	$0	$1,393,128	$1,393,128	70.0%	$1,439,484
Off-Site Water System	$0	$0	$0	0.0%	$0
Recycled Water System	$0	$0	$0	0.0%	$0
Sanitary Sewer System	$0	$0	$0	0.0%	$0
Storm Drain System	$0	$0	$0	0.0%	$0
Habitat Mitigation	$0	$0	$0	0.0%	$0
Total Phase 2 Costs	**$597,057**	**$1,393,128**	**$1,990,185**	**100.0%**	**$2,056,408**

Source: SPIF Nexus Study FY 2019-20 Update; MacKay & Somps; EPS.

[1] Relfects reimbursement balance as of July 1, 2025.

Table B-19
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Elliot Homes Backbone Facilities Reimbursement Analysis Detail

SPIF Improvement		Construction Make-Up Costs (2023/24$)						
		Construction Make-Up Costs	SPIF Escalation	Escalated Construction Cost	SMUD Contract Cost [1]	Soft Costs	Contingency	Total
Assumption			*0.00%*		*50%*	*15%*	*0%*	
Formula		*A*	*B*	*C = A+B*	*D = C*50%*	*E = C*20%*	*F = C*10%*	*G = C+D+E+F*
Backbone Roadways								
Westwood Drive								
WWD 3-RW	Clearing & Grubbing	$150	$0	$150	$0	$23	$0	$173
WWD 3-RW	Mountable Curb & Gutter	$2,162	$0	$2,162	$0	$324	$0	$2,486
WWD 3-RW	Modified Type 2 Vertical Curb	$12,580	$0	$12,580	$0	$1,887	$0	$14,467
WWD 3-RW	Sidewalk (6" PCC) with 6"AB	$18,885	$0	$18,885	$0	$2,833	$0	$21,718
WWD 3-RW	Sidewalk Curb Ramps	$5,000	$0	$5,000	$0	$750	$0	$5,750
WWD 3-RW	4" AC over 8.5" AB	$102,048	$0	$102,048	$0	$15,307	$0	$117,355
WWD 3-RW	2-4" & 2-6" Schedule 80 Sleeves	$14,040	$0	$14,040	$0	$2,106	$0	$16,146
WWD 3-RW	Sidewalk Barricades	$7,200	$0	$7,200	$0	$1,080	$0	$8,280
WWD 3-RW	Future RxR Crossing Signal Conduit	$8,000	$0	$8,000	$0	$1,200	$0	$9,200
WWD 3-RW	Future RxR Crossing Signal Pull Boxes	$7,525	$0	$7,525	$0	$1,129	$0	$8,654
WWD 3-RW	"No Passing Zone" Centerline Stripe (Detail 2	$1,804	$0	$1,804	$0	$271	$0	$2,075
WWD 3-RW	"Bike Lane Line" Detail 39	$775	$0	$775	$0	$116	$0	$891
WWD 3-RW	"Dashed Bike Lane Line" Detail 39A	$62	$0	$62	$0	$9	$0	$71
WWD 3-RW	12" Stop Limit Line	$205	$0	$205	$0	$31	$0	$236
WWD 3-RW	24" Stop Limit Line	$340	$0	$340	$0	$51	$0	$391
WWD 3-RW	Continental Cross Walk	$1,107	$0	$1,107	$0	$166	$0	$1,273
WWD 3-RW	"Stop Sign" on Post	$1,640	$0	$1,640	$0	$246	$0	$1,886
WWD 3-RW	"Stop Sign" on Street Name Sign Post	$155	$0	$155	$0	$23	$0	$178
WWD 3-RW	"Stop Sign" on Streetlight Post	$285	$0	$285	$0	$43	$0	$328
WWD 3-RW	Removable Bollards	$12,900	$0	$12,900	$0	$1,935	$0	$14,835
WWD 3-RW	"Do Not Stop of Tracks" Sign on Post	$820	$0	$820	$0	$123	$0	$943
WWD 3-RW	"Railroad Warning" Sign on Post (W10-1)	$410	$0	$410	$0	$62	$0	$472
WWD 3-RW	"Railroad Warning" Sign on Post (W10-2)	$820	$0	$820	$0	$123	$0	$943
WWD 3-RW	"Trail Warning" Sign on Post	$410	$0	$410	$0	$62	$0	$472
WWD 3-RW	"Arrow" Sign on Trail Warning Sign Post	$155	$0	$155	$0	$23	$0	$178
WWD 3-RW	"Yield to Peds" Sign on Another Sign Post	$310	$0	$310	$0	$47	$0	$357
WWD 3-RW	Street Name Sign on Post	$410	$0	$410	$0	$62	$0	$472
WWD 3-RW	Railroad Crossing Pavement Markings	$861	$0	$861	$0	$129	$0	$990
WWD 3-RW	Bike Trail "Stop" Pavement Markings	$203	$0	$203	$0	$30	$0	$233
WWD 3-RW	"Bike Trail" Pavement Marking	$86	$0	$86	$0	$13	$0	$99
WWD 3-RW	"Stop" Pavement Marking	$406	$0	$406	$0	$61	$0	$467
WWD 3-RW	Thru/Left Turn Arrow Pavement Marking	$92	$0	$92	$0	$14	$0	$106
WWD 3-RW	Thru/Right Turn Arrow Pavement Marking	$166	$0	$166	$0	$25	$0	$191
WWD 3-RW	Right/Left Turn Arrow Pavement Marking	$166	$0	$166	$0	$25	$0	$191
WWD 3-RW	Traffic Control	$130,000	$0	$130,000	$0	$19,500	$0	$149,500
Subtotal Backbone Roadways		**$332,178**	**$0**	**$332,178**	**$0**	**$49,827**	**$0**	**$382,007**

Table B-19
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2025 Adjustment
Elliot Homes Backbone Facilities Reimbursement Analysis Detail

SPIF Improvement		Construction Make-Up Costs	SPIF Escalation	Escalated Construction Cost	SMUD Contract Cost [1]	Soft Costs	Contingency	Total
		Construction Make-Up Costs (2023/24$)						
Assumption			*0.00%*		*50%*	*15%*	*0%*	
Formula		*A*	*B*	*C = A+B*	*D = C*50%*	*E = C*20%*	*F = C*10%*	*G = C+D+E+F*
Railroad Crossings								
Westwood Drive								
WWD 3-RxR	At-Grade Railroad Crossing (Concrete Track	$187,000	$0	$187,000	$0	$28,050	$0	$215,050
Potable Water								
Zone 4 Storage Tank								
Clearing & Grubbing		$1,386	$0	$1,386	$0	$208	$0	$1,594
Excavation		$119,625	$0	$119,625	$0	$17,944	$0	$137,569
Basalite Retaining Wall		$354,220	$0	$354,220	$0	$53,133	$0	$407,353
Top of Retaining Wall Gunite V-Ditch		$71,100	$0	$71,100	$0	$10,665	$0	$81,765
Rock Lined Drainage Ditch		$85,470	$0	$85,470	$0	$12,821	$0	$98,291
Rock Lined Overside Drainage Swale (50LF)		$2,700	$0	$2,700	$0	$405	$0	$3,105
12-inch RCP CL III Storm Drain Pipe		$24,130	$0	$24,130	$0	$3,620	$0	$27,750
24-inch RCP CL III Storm Drain Pipe		$6,768	$0	$6,768	$0	$1,015	$0	$7,783
12-inch Storm Drain Flared End Section		$6,600	$0	$6,600	$0	$990	$0	$7,590
24-inch Storm Drain Flared End Section		$7,000	$0	$7,000	$0	$1,050	$0	$8,050
Modified Type 'B' Drain Inlet		$36,600	$0	$36,600	$0	$5,490	$0	$42,090
48-inch Storm Drain Manhole		$7,500	$0	$7,500	$0	$1,125	$0	$8,625
18-inch DIP CL 350 Water Pipeline w/Cathodic Protection		$372,600	$0	$372,600	$0	$55,890	$0	$428,490
18-inch Butterfly Valve		$62,400	$0	$62,400	$0	$9,360	$0	$71,760
3-inch Combination Air/Vacuum Release Valve		$40,000	$0	$40,000	$0	$6,000	$0	$46,000
Reseeding (Hydro-Seeding)		$8,316	$0	$8,316	$0	$1,247	$0	$9,563
Erosion Control (Construction SWPPP)		$5,000	$0	$5,000	$0	$750	$0	$5,750
Subtotal Z4 Storage Tank		**$1,211,415**	**$0**	**$1,211,415**	**$0**	**$181,712**	**$0**	**$1,393,128**
Total Facilities		**$1,730,593**	**$0**	**$1,730,593**	**$0**	**$259,589**	**$0**	**$1,990,185**

Source: Mackay and Somps; EPS.

[1] Reflects the estimated cost SMUD will charge for the installation of backbone electrical conductors.
[2] Estimate does not include costs for the traffic signals.

Economic & Planning Systems, Inc.
The Economics of Land Use

Appendix C:

Reimbursement Agreement Balances

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Table C-1
City of Folsom
SPIF Credit/Reimbursement Tracking
Infrastructure Reimbursement Agreements Summary

Construction Entity	Description	Beginning Balance			Current Balance			Date of Original Agreement	True-Up	
		PFR Compliant	Non-PFR-Compliant	Total	PFR Compliant	Non-PFR-Compliant	Total		Status	Date
Mangini Improvement Company	***MIC Only Ph.1 SPIF Backbone Facilities***	***$18,733,788***	***$2,949,704***	***$21,683,492***	***$115,111***	***$0***	***$115,111***	***6/11/2018***	***Nexus Study Update***	***July 2020***
	MIC/TNHC Shared Ph. 1 CFD No. 18 Backbone Facilities	$3,383,460	$0	$3,383,460	$7,554	$0	$7,554	5/21/2018	Nexus Study Update	July 2020
	MIC/TNHC Shared Ph. 1 SPIF Backbone Facilities	$5,966,672	$4,083,872	$10,050,544	$0	$0	$0	6/11/2018	Nexus Study Update	July 2020
	Mangini North Phase 1B Backbone	$0	$1,296,218	$1,296,218	$0	($0)	$0	10/29/2019	Nexus Study Update	July 2020
Russell Ranch TNHC [1]	MIC/TNHC Shared Ph. 1 CFD No. 18 Backbone Facilities	$5,025,274	$0	$5,025,274	$0	$0	$0	5/21/2018	Nexus Study Update	July 2020
	MIC/TNHC Shared Ph. 1 SPIF Backbone Facilities	$1,691,731	$0	$1,691,731	$0	$0	$0	6/11/2018	Nexus Study Update	July 2020
	TNHC Russell Ranch Ph. 1 Backbone Facilities	NA	NA	$41,772,206	$0	$0	$0	7/18/2018	Nexus Study Update	July 2020
Lennar Homes of California, Inc. [1]	MIC/TNHC Shared Ph. 1 CFD No. 18 Backbone Facilities	$686,299	$0	$686,299	$0	$0	$0	5/21/2018	Nexus Study Update	July 2020
	MIC/TNHC Shared Ph. 1 SPIF Backbone Facilities	$501,096	$0	$501,096	$0	$0	$0	6/11/2018	Nexus Study Update	July 2020
	TNHC Russell Ranch Ph. 1 Backbone Facilities	***$36,081,804***	***$0***	***$36,081,804***	***$22,258,908***	***$0***	***$22,258,908***	***7/18/2018***	***Nexus Study Update***	***July 2020***
East Carpenter Improvement Company	ECIC/Enclave Shared Costs	$5,237,338	$561,794	$5,799,132	($126)	$0	($126)	12/4/2019	True-Up Approved	September 2020
	Mangini Phase 2A, Villages 7 and 10	$0	$3,885,683	$3,885,683	$0	$0	$0	4/18/2021	-	-
	Mangini Ranch Phase 2C, Village 3 Backbone	***$0***	***$4,722,965***	***$4,722,965***	***$0***	***$0***	***$0***	***9/15/2022***		
	Mangini Ranch Phase 2C, Village 5 & 6 Backbone	$0	$338,940	$338,940	$0	$0	$0	9/15/2022		
Eagle Entities (Eagle Commercial, Eagle Office)	TNHC Russell Ranch Ph. 1 Backbone Facilities	$214,300	$0	$214,300	$0	$0	$0	7/18/2018	Nexus Study Update	July 2020
	ECIC/Enclave Shared Costs for Phase 2A Backbone	$3,292,143	$1,365,605	$4,657,748	$0	$0	$0	1/8/2020	True-Up Approved	September 2020
	Parcel 61 and 77 Backbone Facilties	***$15,922,750***	***$0***	***$15,922,750***	***$19,409,521***	***$7,787,520***	***$27,197,041***	***11/10/2021***	2023 SPIF Adjustment	August 2023
	Parcel 85A Backbone Facilities	***$7,286,071***	***$825,275***	***$8,111,345***	***$975,234***	***$1,588,333***	***$2,563,567***	***5/26/2022***	2023 SPIF Adjustment	August 2023
Gragg Ranch Recovery Acquisition	WRSP Backbone Improvements	$10,999,824	$0	$10,999,824	$0	$0	$0	6/25/2019	True Up	July 2020
Arcadian Improvement Company,	Mangini Ranch Phase 1C Backbone	$6,415,623	$631,301	$7,046,924	$0	$0	$0	6/3/2022	-	-
CMB Improvement Company, LLC	Mangini Ranch Phase 2 Village 1+2 Backbone	$3,752,466	$4,627,328	$8,379,794	$0	$0	$0	10/21/2021	-	-
	Mangini Ranch Phase 1E	***$0***	***$2,124,624***	***$2,124,624***	***$0***	***$1,652,476***	***$1,652,476***	***9/15/2022***		
Toll Bros.	Folsom Ranch Backbone Infrastructure	$7,805,700	$16,832,948	$24,638,648	$0	$0	$0	8/16/2021	2023 SPIF Adjustment	August 2023
	Folsom Ranch Phase 2 Backbone	***$24,411,053***	***$0***	***$24,411,053***	***$7,254,023***	***$0***	***$7,254,023***			
Town Center South, LLC	Mangini Ranch Phase 3 Village 1-4 Backbone	$0	$2,654,679	$2,654,679	$0	$790,002	$790,002	5/18/2022	-	-
Elliot Homes, Inc.	**Broadstone Estates Backbone Infrastructure and Zone 4 Water Tan**	***$1,097,145***	-	***$1,097,145***	***$2,056,408***	***$0***	***$2,056,408***	***11/16/2022***		
UC Davis	***Transfers from ECIC/Enclave Shared Costs for Phase 2A Backbone***	***$4,751,030***	***$825,106***	***$5,576,136***	***$0***	***$4,424,254***	***$4,424,254***			

[1] All TNHC Reimbursement balances now assigned to Lennar Homes of California, Inc.
[2] Bolded and italicized agreements are those with reimbursements remaining as of the 2023 SPIF Adjustment.

Table C-2
City of Folsom
SPIF Credit/Reimbursement Tracking
Mangini Improvement Company

Mangini Improvement Company

Agreement	Description	Transactions: Beginning Balance PFR Compliant	Beginning Balance Non-PFR-Compliant	Beginning Balance Total	Transaction Amount PFR Compliant	Transaction Amount Non-PFR-Compliant	Transaction Amount Total	End Balance PFR Compliant	End Balance Non-PFR-Compliant	End Balance Total	Recipient/Destination	Transaction Date
FPA SPIF Fee Reimbursement Agreement (2017 Priority)	**MIC Only Ph.1 SPIF Backbone Facilities**	$18,733,788	$2,949,704	$21,683,492	$0	$0	$0	$18,733,788	$2,949,704	**$21,683,492**	**Mangini Improvement Company**	**06/11/18**
Cert. No. 1 to C&T Fee Reimbursements as Credits	Non-PFR Compliant Reimburse. Conv. To Infrastructure Fee Credits	$18,733,788	$2,949,704	$21,683,492	$0	($2,724,792)	($2,724,792)	$18,733,788	$224,912	**$18,958,700**	Taylor Morrison, Ph. 1, V. 2	06/11/18
Cert. No. 1 to C&T Fee Reimbursements as Credits	Non-PFR Compliant Reimburse. Conv. To Public Lands Fee Credits	$18,733,788	$224,912	$18,958,700	$0	($70,000)	($70,000)	$18,733,788	$154,912	**$18,888,700**	Taylor Morrison, Ph. 1, V. 2	06/11/18
Cert. No. 2 to C&T Fee Reimbursements as Credits	Non-PFR Compliant Reimburse. Conv. To Infrastructure Fee Credits	$18,733,788	$154,912	$18,888,700	$0	($154,912)	($154,912)	$18,733,788	$0	**$18,733,788**	Lennar, Ph. 1, V. 8	06/11/18
FY 2018-2019 Adjustment [2]	3.27%	$18,733,788	$0	$18,733,788	$612,595	$0	$612,595	$19,346,383	$0	**$19,346,383**	Mangini Improvement Company	07/01/18
FY 2019-2020 Adjustment [2]	2.50%	$19,346,383	$0	$19,346,383	$483,660	$0	$483,660	$19,830,043	$0	**$19,830,043**	Mangini Improvement Company	07/01/19
Cert. No. 3 to C&T Fee Reimbursements as Credits	PFR Compliant Reimburse. Conv. To Infrastructure Fee Credits	$19,830,043	$0	$19,830,043	($468,210)	$0	($468,210)	$19,361,833	$0	**$19,361,833**	Tri Pointe Homes, Ph. 1, V. 5	09/11/19
Cert. No. 3 to C&T Fee Reimbursements as Credits	PFR Compliant Reimburse. Conv. To Public Lands Fee Credits	$19,361,833	$0	$19,361,833	($85,200)	$0	($85,200)	$19,276,633	$0	**$19,276,633**	Tri Pointe Homes, Ph. 1, V. 5	09/11/19
Cert. No. 4 to C&T Fee Reimbursements as Credits	PFR Compliant Reimburse. Conv. To Infrastructure Fee Credits	$19,276,633	$0	$19,276,633	($3,390,680)	$0	($3,390,680)	$15,885,953	$0	**$15,885,953**	Taylor Morrison, Ph. 1, V. 6	10/08/19
Cert. No. 4 to C&T Fee Reimbursements as Credits	PFR Compliant Reimburse. Conv. To Public Lands Fee Credits	$15,885,953	$0	$15,885,953	($115,020)	$0	($115,020)	$15,770,933	$0	**$15,770,933**	Taylor Morrison, Ph. 1, V. 6	10/08/19
Cert. No. 5 to C&T Fee Reimbursements as Credits	PFR Compliant Reimburse. Conv. To Infrastructure Fee Credits	$15,770,933	$0	$15,770,933	($3,156,840)	$0	($3,156,840)	$12,614,093	$0	**$12,614,093**	Taylor Morrison, Ph. 1, V. 7	10/22/19
Cert. No. 5 to C&T Fee Reimbursements as Credits	PFR Compliant Reimburse. Conv. To Public Lands Fee Credits	$12,614,093	$0	$12,614,093	($106,500)	$0	($106,500)	$12,507,593	$0	**$12,507,593**	Taylor Morrison, Ph. 1, V. 7	10/22/19
FY 2020-2021 Adjustment [2]	2.25%	$12,507,593	$0	$12,507,593	$281,421	$0	$281,421	$12,789,014	$0	**$12,789,014**	Mangini Improvement Company	07/01/20
Cert. No. 6 to C&T Fee Reimbursements as Credits	PFR Compliant Reimburse. Conv. To Infrastructure Fee Credits	$12,789,014	$0	$12,789,014	($2,513,780)	$0	($2,513,780)	$10,275,234	$0	**$10,275,234**	Tri Pointe Homes, Ph. 1, V. 4	07/22/2020
Cert. No. 6 to C&T Fee Reimbursements as Credits	PFR Compliant Reimburse. Conv. To Public Lands Fee Credits	$10,275,234	$0	$10,275,234	($85,200)	$0	($85,200)	$10,190,034	$0	**$10,190,034**	Tri Pointe Homes, Ph. 1, V. 4	07/22/2020
SPIF True-Up	FY 2020-2021 SPIF Nexus Study Update	$10,190,034	$0	$10,190,034	$5,984,717	$0	$5,984,717	$16,174,751	$0	**$16,174,751**	Mangini Improvement Company	July 2020
City Cash Reimbursement	SPIF Infrastructure Fee Cash Reimbursement	$16,174,751	$0	$16,174,751	($291,705)	$0	($291,705)	$15,883,046	$0	**$15,883,046**	Mangini Improvement Company	10/28/20
Cert. No. 7 to C&T Fee Reimbursements as Credits	PFR Compliant Reimburse. Conv. To Infrastructure Fee Credits	$15,883,046	$0	$15,883,046	($1,883,062)	$0	($1,883,062)	$13,999,984	$0	**$13,999,984**	Creekstone, Ph. 1, V.10	11/19/2020
Cert. No. 7 to C&T Fee Reimbursements as Credits	PFR Compliant Reimburse. Conv. To Public Lands Fee Credits	$13,999,984	$0	$13,999,984	($46,053)	$0	($46,053)	$13,953,931	$0	**$13,953,931**	Creekstone, Ph. 1, V.10	11/19/2020
Cert. No. 8 to C&T Fee Reimbursements as Credits	PFR Compliant Reimburse. Conv. To Infrastructure Fee Credits	$13,953,931	$0	$13,953,931	($1,612,982)	$0	($1,612,982)	$12,340,949	$0	**$12,340,949**	Ph. 1, V. 3	May 2021
Cert. No. 8 to C&T Fee Reimbursements as Credits	PFR Compliant Reimburse. Conv. To Public Lands Fee Credits	$12,340,949	$0	$12,340,949	($46,053)	$0	($46,053)	$12,294,895	$0	**$12,294,895**	Ph. 1, V. 3	May 2021
FY 2021-2022 Adjustment [2]	3.25%	$12,294,895	$0	$12,294,895	$399,584	$0	$399,584	$12,694,479	$0	**$12,694,479**	Mangini Improvement Company	7/1/2021
Cert. No. 9 to C&T Fee Reimbursements as Credits	PFR Compliant Reimburse. Conv. To Infrastructure Fee Credits	$12,694,479	$0	$12,694,479	($715,008)	$0	($715,008)	$11,979,471	$0	**$11,979,471**	AIC MR P1CV4	05/17/22
FY 2022-2023 Adjustment [2]	5.54%	$11,979,471	$0	$11,979,471	$663,663	$0	$663,663	$12,643,134	$0	**$12,643,134**	MIC	7/1/2022
Cert. No. 10 to C&T Fee Reimbursements as Credits	PFR Compliant Reimburse. Conv. To Infrastructure Fee Credits	$12,643,134	$0	$12,643,134	($1,837,840)	$0	($1,837,840)	$10,805,294	$0	**$10,805,294**	Van Daele Apartments	
Cert. No. 10 to C&T Fee Reimbursements as Credits	PFR Compliant Reimburse. Conv. To Public Land Fee Credits	$10,805,294	$0	$10,805,294	($49,440)	$0	($49,440)	$10,755,854	$0	**$10,755,854**	Van Daele Apartments	
Cert. No. 11 to C&T Fee Reimbursements as Credits	PFR Compliant Reimburse. Conv. To Infrastructure Fee Credits	$10,755,854	$0	$10,755,854	($98,208)	$0	($98,208)	$10,657,646	$0	**$10,657,646**	Van Daele Bungalows (Units 157-160)	
Cert. No. 11 to C&T Fee Reimbursements as Credits	PFR Compliant Reimburse. Conv. To Public Land Fee Credits	$10,657,646	$0	$10,657,646	($4,120)	$0	($4,120)	$10,653,526	$0	**$10,653,526**	Van Daele Bungalows (Units 157-160)	
Cert. No. 12 to C&T Fee Reimbursements as Credits	PFR Compliant Reimburse. Conv. To Infrastructure Fee Credits	$10,653,526	$0	$10,653,526	($801,279)	$0	($801,279)	$9,852,248	$0	**$9,852,248**	TCS Mangini Ranch Ph 3A V1	7/27/2022
Cert. No. 12 to C&T Fee Reimbursements as Credits	PFR Compliant Reimburse. Conv. To Public Land Fee Credits	$9,852,248	$0	$9,852,248	($94,760)	$0	($94,760)	$9,757,488	$0	**$9,757,488**	TCS Mangini Ranch Ph 3A V1	
Cert. No. 13 to C&T Fee Reimbursements as Credits	PFR Compliant Reimburse. Conv. To Infrastructure Fee Credits	$9,757,488	$0	$9,757,488	($4,429,460)	$0	($4,429,460)	$5,328,028	$0	**$5,328,028**	TCS Mangini Ranch Ph 3A V2+3	
Cert. No. 13 to C&T Fee Reimbursements as Credits	PFR Compliant Reimburse. Conv. To Public Land Fee Credits	$5,328,028	$0	$5,328,028	($111,240)	$0	($111,240)	$5,216,788	$0	**$5,216,788**	TCS Mangini Ranch Ph 3A V2+3	
Cert. No. 14 to C&T Fee Reimbursements as Credits	PFR Compliant Reimburse. Conv. To Infrastructure Fee Credits	$5,216,788	$0	$5,216,788	($1,274,238)	$0	($1,274,238)	$3,942,550	$0	**$3,942,550**	TCS Mangini Ranch Ph 3A V4	
Cert. No. 14 to C&T Fee Reimbursements as Credits	PFR Compliant Reimburse. Conv. To Public Land Fee Credits	$3,942,550	$0	$3,942,550	($24,720)	$0	($24,720)	$3,917,830	$0	**$3,917,830**	TCS Mangini Ranch Ph 3A V4	
Cert. No. 15 to C&T Fee Reimbursements as Credits	PFR Compliant Reimburse. Conv. To Infrastructure Fee Credits	$3,917,830	$0	$3,917,830	($3,917,830)	$0	($3,917,830)	($0)	$0	**($0)**	Van Daele Lot 16-Apartments	1/25/2023
Cert. No. 15 to C&T Fee Reimbursements as Credits	PFR Compliant Reimburse. Conv. To Public Land Fee Credits	($0)	$0	($0)	$0	$0	$0	($0)	$0	**($0)**	Van Daele Lot 16-Apartments	
FY 2023-2024 Adjustment [2]	8.87%	($0)	$0	($0)	$0	$0	$0	($0)	$0	**($0)**	MIC	7/1/2023
FY 2024-2025 Adjustment [2]	2.65%	($0)	$0	($0)	$0	$0	$0	($0)	$0	**($0)**	MIC	7/1/2024
VOID Certificate No. 11	Return Credits + 22-23 and 23-24 Escalation	($0)	$0	($0)	$114,357	$0	$114,357	$114,356	$0	**$114,356**	MIC	7/1/2025
FY 2025-2026 Adjustment [2]	0.66%	$114,356	$0	$114,356	$755	$0	$755	**$115,111**	**$0**	**$115,111**		7/1/2025

Table C-2
City of Folsom
SPIF Credit/Reimbursement Tracking
Mangini Improvement Company

Mangini Improvement Company

Agreement	Description	Transactions: Beginning Balance PFR Compliant	Beginning Balance Non-PFR-Compliant	Beginning Balance Total	Transaction Amount PFR Compliant	Transaction Amount Non-PFR-Compliant	Transaction Amount Total	End Balance PFR Compliant	End Balance Non-PFR-Compliant	End Balance Total	Recipient/Destination	Transaction Date
CFD No. 18 and FPA SPIF Acquisition & Shortfall Agreement	**MIC/TNHC Shared Ph. 1 CFD No. 18 Backbone Facilities [1]**	$3,383,460	$0	$3,383,460	$0	$0	$0	$3,383,460	$0	**$3,383,460**	**Mangini Improvement Company**	**05/21/18**
Cert. No. 1 to C&T Set-Aside Fee Reimbursements as Credits	Reimbursements Converted to Set-Aside Fee Credits	$3,383,460	$0	$3,383,460	($212,004)	$0	($212,004)	$3,171,456	$0	**$3,171,456**	Taylor Morrison, Ph. 1, V. 1	05/21/18
Cert. No. 2 to C&T Set-Aside Fee Reimbursements as Credits	Reimbursements Converted to Set-Aside Fee Credits	$3,171,456	$0	$3,171,456	($192,374)	$0	($192,374)	$2,979,082	$0	**$2,979,082**	Taylor Morrison, Ph. 1, V. 2	05/21/18
Cert. No. 3 to C&T Set-Aside Fee Reimbursements as Credits	Reimbursements Converted to Set-Aside Fee Credits	$2,979,082	$0	$2,979,082	($153,114)	$0	($153,114)	$2,825,968	$0	**$2,825,968**	Lennar, Ph. 1, V. 8	05/21/18
Cert. No. 4 to C&T Set-Aside Fee Reimbursements as Credits	Reimbursements Converted to Set-Aside Fee Credits	$2,825,968	$0	$2,825,968	($202,189)	$0	($202,189)	$2,623,779	$0	**$2,623,779**	Lennar, Ph. 1, V. 9	05/21/18
FY 2018-2019 Adjustment [2]	3.27%	$2,623,779	$0	$2,623,779	$85,798	$0	$85,798	$2,709,577	$0	**$2,709,577**	Mangini Improvement Company	07/01/18
FY 2019-2020 Adjustment [2]	2.50%	$2,709,577	$0	$2,709,577	$67,739	$0	$67,739	$2,777,316	$0	**$2,777,316**	Mangini Improvement Company	07/01/19
Cert. No. 5 to C&T Set-Aside Fee Reimbursements as Credits	Reimbursements Converted to Set-Aside Fee Credits	$2,777,316	$0	$2,777,316	($180,786)	$0	($180,786)	$2,596,530	$0	**$2,596,530**	Tri Pointe Homes, Ph. 1, V. 5	09/16/19
Cert. No. 6 to C&T Set-Aside Fee Reimbursements as Credits	Reimbursements Converted to Set-Aside Fee Credits	$2,596,530	$0	$2,596,530	($241,048)	$0	($241,048)	$2,355,482	$0	**$2,355,482**	Taylor Morrison, Ph. 1, V. 6	10/08/19
Cert. No. 7 to C&T Set-Aside Fee Reimbursements as Credits	Reimbursements Converted to Set-Aside Fee Credits	$2,355,482	$0	$2,355,482	($224,424)	$0	($224,424)	$2,131,058	$0	**$2,131,058**	Taylor Morrison, Ph. 1, V. 7	10/22/19
Cert. No. 8 to C&T Set-Aside Fee Reimbursements as Credits	Reimbursements Converted to Set-Aside Fee Credits	$2,131,058	$0	$2,131,058	($87,856)	$0	($87,856)	$2,043,202	$0	**$2,043,202**	ECIC Village 7, Mangini Ph. 2	12/04/19
FY 2020-2021 Adjustment [2]	2.25%	$2,043,202	$0	$2,043,202	$45,972	$0	$45,972	$2,089,174	$0	**$2,089,174**	Mangini Improvement Company	07/01/20
Cert. No. 9 to C&T Set-Aside Fee Reimbursements as Credits	Reimbursements Converted to Set-Aside Fee Credits	$2,089,174	$0	$2,089,174	($46,512)	$0	($46,512)	$2,042,662	$0	**$2,042,662**	ECIC Village 8, Mangini Ph. 2	07/21/20
Cert. No. 10 to C&T Set-Aside Fee Reimbursements as Credits	Reimbursements Converted to Set-Aside Fee Credits	$2,042,662	$0	$2,042,662	($151,694)	$0	($151,694)	$1,890,968	$0	**$1,890,968**	ECIC Village 4, Mangini Ph. 2	07/21/20
Cert. No. 11 to C&T Set-Aside Fee Reimbursements as Credits	Reimbursements Converted to Set-Aside Fee Credits	$1,890,968	$0	$1,890,968	($178,708)	$0	($178,708)	$1,712,260	$0	**$1,712,260**	Tri Pointe Homes, Ph. 1, V. 4	07/22/20
City Cash Reimbursement	Set-Aside Cash Reimbursement	$1,712,260	$0	$1,712,260	($775,516)	$0	($775,516)	$936,744	$0	**$936,744**	Mangini Improvement Company	10/28/20
Cert. No. 12 to C&T Set-Aside Fee Reimbursements as Credits	Reimbursements Converted to Set-Aside Fee Credits	$936,744	$0	$936,744	($93,791)	$0	($93,791)	$842,953	$0	**$842,953**	Creekstone, Ph. 1, V.10	11/19/2020
Cert. No. 13 to C&T Set-Aside Fee Reimbursements as Credits	Reimbursements Converted to Set-Aside Fee Credits	$842,953	$0	$842,953	($155,878)	$0	($155,878)	$687,075	$0	**$687,075**	ECIC Village 10, Mangini Ph. 2	03/25/21
Cert. No. 14 to C&T Set-Aside Fee Reimbursements as Credits	Reimbursements Converted to Set-Aside Fee Credits	$687,075	$0	$687,075	($104,125)	$0	($104,125)	$582,950	$0	**$582,950**	Ph. 1, V. 3	May 2021
FY 2021-2022 Adjustment [2]	3.25%	$582,950	$0	$582,950	$18,946	$0	$18,946	$601,896	$0	**$601,896**	Mangini Improvement Company	07/01/21
Cert. No. 15 to C&T Set-Aside Fee Reimbursements as Credits	Reimbursements Converted to Set-Aside Fee Credits	$601,896	$0	$601,896	($193,072)	$0	($193,072)	$408,824	$0	**$408,824**	CMB Mangini Ph. 2 Village 1	10/21/21
Cert. No. 15 to C&T Set-Aside Fee Reimbursements as Credits	Reimbursements Converted to Set-Aside Fee Credits	$408,824	$0	$408,824	($162,356)	$0	($162,356)	$246,468	$0	**$246,468**	CMB Mangini Ph. 2 Village 2	10/21/21
Cert. No. 16 to C&T Set-Aside Fee Reimbursements as Credits	Reimbursements Converted to Set-Aside Fee Credits	$246,468	$0	$246,468	($136,400)	$0	($136,400)	$110,068	$0	**$110,068**	AIC Mangini Ph. 1C Village 1	03/28/22
Cert. No. 17 to C&T Set-Aside Fee Reimbursements as Credits	Reimbursements Converted to Set-Aside Fee Credits	$110,068	$0	$110,068	($55,924)	$0	($55,924)	$54,144	$0	**$54,144**	AIC Mangini Ph. 1C Village 2	03/18/22
Cert. No. 18 to C&T Set-Aside Fee Reimbursements as Credits	Reimbursements Converted to Set-Aside Fee Credits	$54,144	$0	$54,144	($47,740)	$0	($47,740)	$6,404	$0	**$6,404**	AIC Mangini Ph. 1C Village 3	03/18/22
FY 2022-2023 Adjustment [2]	5.54%	$6,404	$0	$6,404	$355	$0	$355	$6,759	$0	$6,759	**Mangini Improvement Company**	7/1/2022
FY 2023-2024 Adjustment [2]	8.87%	$6,759	$0	$6,759	$600	$0	$600	$7,359	$0	$7,359	**Mangini Improvement Company**	7/1/2023
FY 2024-2025 Adjustment [2]	2.65%	$7,359	$0	$7,359	$195	$0	$195	**$7,554**	**$0**	**$7,554**	**Mangini Improvement Company**	7/1/2024
FPA SPIF Fee Reimbursement Agreement (2017 Priority)	**MIC/TNHC Shared Ph. 1 SPIF Backbone Facilities [1]**	$5,966,672	$4,083,872	$10,050,544	$0	$0	$0	$5,966,672	$4,083,872	**$10,050,544**	**Mangini Improvement Company**	**06/11/18**
Cert. No. 5 to C&T Fee Reimbursements as Credits	**PFR Compliant Reimburse. Conv. To Infrastructure Fee Credits**	**$2,074,800**	**$0**	**$2,074,800**	**($2,074,800)**	**$0**	**($2,074,800)**	**$0**	**$0**	**$0**	**Tri Pointe Homes, Ph. 1, V. 5**	**09/11/19**
FPA SPIF Parkland Dedication Credit Agreement	**Mangini Ranch Ph. 1 Lot 20 Park Site**	12.30	-	12.30	0.00	-	0.00	12.30	0.00	**12.30**	**Mangini Improvement Company**	**06/07/18**
Cert. No. 8 to Transfer Parkland Dedication Acreage Credits	Transfer Parkland Dedication to Credits	0.21	-	0.21	(0.21)	-	(0.21)	**$0**	**$0**	**$0**	Mangini Ph. 1, V. 3	May 2021
FPA SPIF Fee Reimbursement Agreement (2019 Priority)	**Mangini North Phase 1B Backbone**	$0	$1,296,218	$1,296,218	$0	$0	$0	$0	$1,296,218	**$1,296,218**	**Mangini Improvement Company**	10/29/19
FY 2020-2021 Adjustment [2]	2.25%	$0	$1,296,218	$1,296,218	$0	$29,165	$29,165	$0	$1,325,383	**$1,325,383**	Mangini Improvement Company	07/01/20
FY 2021-2022 Adjustment [2]	3.25%	$0	$1,325,383	$1,325,383	$0	$43,075	$43,075	$0	$1,368,458	**$1,368,458**	Mangini Improvement Company	07/01/21
FY 2022-2023 Adjustment [2]	5.54%	$0	$1,368,458	$1,368,458	$0	$75,813	$75,813	$0	$1,444,271	**$1,444,271**	Mangini Improvement Company	7/1/2022
Cert. No. 1 to C&T Fee Reimbursements as Credits	PFR Compliant Reimburse. Conv. To Infrastructure Fee Credits	$0	$1,444,271	$1,444,271	$0	($630,824)	($630,824)	$0	$813,447	**$813,447**	Mangini Ranch Phase 1E (Lot 16-Apts	10/5/2022
Cert. No. 1 to C&T Fee Reimbursements as Credits	PFR Compliant Reimburse. Conv. To Public Lands Fee Credits	$0	$813,447	$813,447		($111,240)	($111,240)	$0	$702,207	$702,207	Mangini Ranch Phase 1E (Lot 16-Apts	10/5/2022
Cert. No. 2 to C&T Fee Reimbursements as Credits	PFR Compliant Reimburse. Conv. To Infrastructure Fee Credits	$0	$702,207	$702,207		($607,447)	($607,447)	$0	$94,760	$94,760	MPA (152 MU)	3/9/2023
Cert. No. 2 to C&T Fee Reimbursements as Credits	PFR Compliant Reimburse. Conv. To Public Lands Fee Credits	$0	$94,760	$94,760	$0	($94,760)	($94,760)	$0	($0)	($0)	MPA (152 MU)	3/9/2023
FY 2023-2024 Adjustment [2]	8.87%	$0	($0)	($0)	$0	$0	$0	$0	($0)	($0)	Mangini Improvement Company	7/1/2023
FY 2024-2025 Adjustment [2]	2.65%	$0	($0)	($0)	$0	$0	$0	**$0**	**($0)**	**($0)**	Mangini Improvement Company	7/1/2024

Source: City of Folsom; EPS.

[1] Reflects 2/3 share of MIC/TNHC Shared Ph.1 Backbone Facilities construction costs.
[2] As stipulated in the SPIF Ordinance and the SPIF Reimbursement Agreements the reimbursement balance shall be adjusted annually based on the annual percentage change in Engineering-News Record Construction Cost Index. See Table C-18 for details.

Key:
C&T - Credit and Transfer

Table C-3
City of Folsom
SPIF Credit/Reimbursement Tracking
Russell Ranch TNHC

Russell Ranch TNHC

Agreement	Description	Transactions: Beginning Balance	Transactions: Transaction Amount	Transactions: End Balance	Recipient/Destination	Transaction Date
FPA SPIF Program Public Lands Fee Reimbursement Agreement (2017 Priority)	**TNHC Russell Ranch Water Tank Site Dedication [1]**	$597,320	$0	**$597,320**	**TNHC Russell Ranch**	01/29/19
Cert. No. 1 to C&T Fee Reimbursements as Fee Credits	Reimbursements Converted to Public Lands Fee Credits	$597,320	($43,600)	**$553,720**	Village 6	01/29/19
Cert. No. 1 to C&T Fee Reimbursements as Fee Credits	Reimbursements Converted to Infrastructure Fee Credits	**$553,720**	**($553,720)**	**$0**	Village 6	01/29/19
FPA SPIF Fee Reimbursement Agreement (2017 Priority)	**MIC/TNHC Shared Ph.1 Backbone Facilities [2]**	$5,025,274	$0	**$5,025,274**	**TNHC Russell Ranch**	06/11/18
Cert. No. 1 to C&T Fee Reimbursements as Fee Credits	Reimbursements Converted to Infrastructure Fee Credits	$5,025,274	($680,939)	**$4,344,335**	Village 6	02/19/19
Cert. No. 2 to C&T Fee Reimbursements as Fee Credits	Reimbursements Converted to Infrastructure Fee Credits	$4,344,335	($1,705,234)	**$2,639,101**	Village 1	03/13/19
Cert. No. 2 to C&T Fee Reimbursements as Fee Credits	Reimbursements Converted to Public Lands Fee Credits	$2,639,101	($52,320)	**$2,586,781**	Village 1	03/13/19
Cert. No. 2 to C&T Fee Reimbursements as Fee Credits	Reimbursements Converted to Infrastructure Fee Credits (Shortfall)	$2,586,781	($68,894)	**$2,517,887**	Village 1	03/13/19
Cert. No. 2 to C&T Fee Reimbursements as Fee Credits	Reimbursements Converted to Public Lands Fee Credits (Shortfall)	$2,517,887	$0	**$2,517,887**	Village 1	03/13/19
Cert. No. 3 to C&T Fee Reimbursements as Fee Credits	Reimbursements Converted to Infrastructure Fee Credits	$2,517,887	($861,175)	**$1,656,712**	Village 2	03/13/19
Cert. No. 3 to C&T Fee Reimbursements as Fee Credits	Reimbursements Converted to Public Lands Fee Credits	$1,656,712	($26,160)	**$1,630,552**	Village 2	03/13/19
Cert. No. 4 to C&T Fee Reimbursements as Fee Credits	Reimbursements Converted to Infrastructure Fee Credits	$1,630,552	($895,622)	**$734,930**	Village 3	03/13/19
Cert. No. 4 to C&T Fee Reimbursements as Fee Credits	Reimbursements Converted to Public Lands Fee Credits	$734,930	($26,160)	**$708,770**	Village 3	03/13/19
Cert. No. 5 to C&T Fee Reimbursements as Fee Credits	Reimbursements Converted to Infrastructure Fee Credits	$708,770	($206,243)	**$502,527**	Village 7	03/13/19
Cert. No. 5 to C&T Fee Reimbursements as Fee Credits [3]	Reimbursements Converted to Infrastructure Fee Credits (Warranty)	$502,527	$0	**$502,527**	Village 7	03/13/19
FY 2018-2019 Adjustment [4] [5]	3.27%	$502,527	$164,326	**$666,853**	TNHC Russell Ranch	07/01/18 (Retroactive)
FY 2019-2020 Adjustment [4]	2.50%	$666,853	$16,671	**$683,524**	TNHC Russell Ranch	07/01/19
FY 2020-2021 Adjustment [4]	2.25%	$683,524	$15,379	**$698,903**	TNHC Russell Ranch	07/01/20
City Cash Reimbursement	SPIF Infrastructure Fee Cash Reimbursement	$698,903	($12,604)	**$686,299**	TNHC Russell Ranch	October 2020
Assignment and Assumption Agreement [6]	Assignment of Reimbursements to Lennar Homes of California, Inc.	**$686,299**	**($686,299)**	**$0**	Lennar Homes	12/18/20
CFD No. 18 and FPA SPIF Acquisition & Shortfall Agreement	**MIC/TNHC Shared Ph. 1 Backbone Facilities [2]**	$1,691,731	$0	**$1,691,731**	**TNHC Russell Ranch**	06/11/18
Cert. No. 1 to C&T Set-Aside Fee Reimbursements as Set-Aside Fee Credits	Reimbursements Converted to Set-Aside Fee Credits	$1,691,731	($87,161)	**$1,604,570**	Village 6	02/19/19
Cert. No. 2 to C&T Set-Aside Fee Reimbursements as Set-Aside Fee Credits	Reimbursements Converted to Set-Aside Fee Credits	$1,604,570	($149,989)	**$1,454,581**	Village 1	03/13/19
Cert. No. 2 to C&T Set-Aside Fee Reimbursements as Set-Aside Fee Credits	Reimbursements Converted to Set-Aside Fee Credits (Shortfall)	$1,454,581	($6,464)	**$1,448,117**	Village 1	03/13/19
Cert. No. 3 to C&T Set-Aside Fee Reimbursements as Set-Aside Fee Credits	Reimbursements Converted to Set-Aside Fee Credits	$1,448,117	($80,800)	**$1,367,317**	Village 2	03/13/19
Cert. No. 4 to C&T Set-Aside Fee Reimbursements as Set-Aside Fee Credits	Reimbursements Converted to Set-Aside Fee Credits	$1,367,317	($84,032)	**$1,283,285**	Village 3	03/13/19
Cert. No. 5 to C&T Set-Aside Fee Reimbursements as Set-Aside Fee Credits	Reimbursements Converted to Set-Aside Fee Credits	$1,283,285	($83,107)	**$1,200,178**	Village 7	03/13/19
Cert. No. 6 to C&T Set-Aside Fee Reimbursements as Set-Aside Fee Credits	Reimbursements Converted to Set-Aside Fee Credits	$1,200,178	($143,640)	**$1,056,538**	Village 4	03/21/19
Cert. No. 7 to C&T Set-Aside Fee Reimbursements as Set-Aside Fee Credits	Reimbursements Converted to Set-Aside Fee Credits	$1,056,538	($105,404)	**$951,134**	Village 8	03/21/19
Cert. No. 8 to C&T Set-Aside Fee Reimbursements as Set-Aside Fee Credits	Reimbursements Converted to Set-Aside Fee Credits	$951,134	($132,512)	**$818,622**	Village 5	03/21/19
FY 2018-2019 Adjustment [4] [5]	3.27%	$818,622	$55,320	**$873,942**	TNHC Russell Ranch	07/01/18 (Retroactive)
FY 2019-2020 Adjustment [4]	2.50%	$873,942	$21,849	**$895,791**	TNHC Russell Ranch	07/01/19
FY 2020-2021 Adjustment [4]	2.25%	$895,791	$20,155	**$915,946**	TNHC Russell Ranch	07/01/20
City Cash Reimbursement	Set-Aside Cash Reimbursement	$915,946	($414,850)	**$501,096**	TNHC Russell Ranch	October 2020
Assignment and Assumption Agreement [6]	Assignment of Reimbursements to Lennar Homes of California, Inc.				Lennar Homes	12/18/20
			Acres			
FPA SPIF Parkland Dedication Credit Agreement	**TNHC Russell Ranch Neighborhood Park, Large Lot 22**	5.26	0.00	**5.26**	**TNHC Russell Ranch**	07/18/18
Cert. No. 1 to Transfer Parkland Dedication Acreage Credits	Transfer Parkland Dedication to Credits	5.26	(0.63)	**4.63**	Village 6	02/19/19
Cert. No. 2 to Transfer Parkland Dedication Acreage Credits	Transfer Parkland Dedication to Credits	4.63	(0.76)	**3.87**	Village 1	03/13/19
Cert. No. 2 to Transfer Parkland Dedication Acreage Credits	Transfer Parkland Dedication to Credits (Shortfall)	3.87	(0.03)	**3.84**	Village 1	03/13/19
Cert. No. 3 to Transfer Parkland Dedication Acreage Credits	Transfer Parkland Dedication to Credits	3.84	(0.37)	**3.47**	Village 2	03/13/19
Cert. No. 4 to Transfer Parkland Dedication Acreage Credits	Transfer Parkland Dedication to Credits	3.47	(0.38)	**3.09**	Village 3	03/13/19
Cert. No. 5 to Transfer Parkland Dedication Acreage Credits	Transfer Parkland Dedication to Credits	3.09	(0.60)	**2.49**	Village 7	03/13/19
Cert. No. 6 to Transfer Parkland Dedication Acreage Credits	Transfer Parkland Dedication to Credits	2.49	(1.66)	**0.83**	Village 4	03/21/19
Cert. No. 7 to Transfer Parkland Dedication Acreage Credits	Transfer Parkland Dedication to Credits	0.83	(0.76)	**0.07**	Village 8	03/21/19
Cert. No. 8 to Transfer Parkland Dedication Acreage Credits [7]	Transfer Parkland Dedication to Credits	**$0**	**($0)**	**$0**	Village 5	03/21/19

Table C-3
City of Folsom
SPIF Credit/Reimbursement Tracking
Russell Ranch TNHC

Russell Ranch TNHC

Agreement	Description	Transactions: Beginning Balance	Transactions: Transaction Amount	Transactions: End Balance	Recipient/Destination	Transaction Date
FPA SPIF Fee Reimbursement Agreement (2017 Priority)	**TNHC Russell Ranch Ph. 1 Backbone Facilities [4]**	$41,986,506	($214,300)	**$41,772,206**	**TNHC Russell Ranch**	07/18/18
Cert. No. 1 to C&T Fee Reimbursements as Fee Credits	Reimbursements Converted to Infrastructure Fee Credits	$41,772,206	($970,990)	**$40,801,216**	Village 7	03/13/19
Cert. No. 1 to C&T Fee Reimbursements as Fee Credits	Reimbursements Converted to Public Lands Fee Credits	$40,801,216	($39,240)	**$40,761,976**	Village 7	03/13/19
Cert. No. 2 to C&T Fee Reimbursements as Fee Credits	Reimbursements Converted to Infrastructure Fee Credits	$40,761,976	($2,631,462)	**$38,130,514**	Village 4	03/21/19
Cert. No. 2 to C&T Fee Reimbursements as Fee Credits	Reimbursements Converted to Public Lands Fee Credits	$38,130,514	($74,120)	**$38,056,394**	Village 4	03/21/19
Cert. No. 3 to C&T Fee Reimbursements as Fee Credits	Reimbursements Converted to Infrastructure Fee Credits	$38,056,394	($1,493,076)	**$36,563,318**	Village 8	03/21/19
Cert. No. 3 to C&T Fee Reimbursements as Fee Credits	Reimbursements Converted to Public Lands Fee Credits	$36,563,318	($52,320)	**$36,510,998**	Village 8	03/21/19
Cert. No. 4 to C&T Fee Reimbursements as Fee Credits	Reimbursements Converted to Infrastructure Fee Credits	$36,510,998	($1,412,327)	**$35,098,671**	Village 5	03/21/19
Cert. No. 4 to C&T Fee Reimbursements as Fee Credits	Reimbursements Converted to Public Lands Fee Credits	$35,098,671	($39,240)	**$35,059,431**	Village 5	03/21/19
FY 2019-2020 Adjustment [4]	2.50%	$35,059,431	$876,486	**$35,935,917**	TNHC Russell Ranch	07/01/19
FY 2020-2021 Adjustment [4]	2.25%	$35,935,917	$808,558	**$36,744,475**	TNHC Russell Ranch	07/01/20
City Cash Reimbursement	SPIF Infrastructure Fee Cash Reimbursement	$36,744,475	($662,671)	**$36,081,804**	TNHC Russell Ranch	October 2020
Assignment and Assumption Agreement [6]	Assignment of Reimbursements to Lennar Homes of California, Inc.	**$36,081,804**	**($36,081,804)**	**$0**	Lennar Homes	12/18/20

rr tnhc reimbursements

Source: City of Folsom; TNHC Russell Ranch; Hefner, Stark & Marois, LLP; MacKay & Somps; EPS.

[1] Based on dedication of 1.37 acre water tank site at $436,000 per acre.
[2] Reflects 1/3 share of MIC/TNHC Shared Ph. 1 Backbone Facilities construction costs.
[3] This Fee Reimbursement represents 10 percent of the original estimated Fee Reimbursement set-aside as security for any required warranty work and is ineligible for conversion to Fee Credits until expiration of the warranty period and completion of any such required warranty work.
[4] As stipulated in the SPIF Ordinance and the SPIF Reimbursement Agreements the reimbursement balance shall be adjusted annually based on the annual percentage change in Engineering-News Record Construction Cost Index. See Table C-18 for details.
[5] Reflects a retroactive adjustment to the reimbursement balance prior to 7/1/18. These adjustments are based on the following balance amounts:
MIC/TNHC Share Ph.1 Backbone Facilities (SPIF Infrastructure): $5,025,274.
MIC/TNHC Share Ph.1 Backbone Facilities (CFD No. 18/Set-Aside): $1,691,731.
[6] Per the Assignment and Assumption Agreement signed December 18, 2020, TNHC Russell Ranch, LLC assigns all outstanding reimbursements associated with the following Reimbursement Agreements:
- FPA SPIF Reimbursement Agreement - MIC/TNHC Shared Phase 1 Backbone Facilities.
- CFD No. 18 and FPA SPIF Acquisition & Shortfall Agreement - MIC/TNHC Shared Phase 1 Backbone Facilities.
- FPA SPIF Fee Reimbursement Agreement - TNHC Russell Ranch Phase 1 Backbone Facilities.
[7] TNHC exhausts its parkland dedication acreage with the Final Map for Village 5. Therefore, TNHC shall pay for the dedication of 0.53 of parkland acres.

Table C-4
City of Folsom
SPIF Credit/Reimbursement Tracking
East Carpenter Improvement Company (ECIC)

East Carpenter Improvement Company

Agreement	Description	Transactions: Beginning Balance PFR Compliant	Beginning Balance Non-PFR-Compliant	Beginning Balance Total	Transaction Amount PFR Compliant	Transaction Amount Non-PFR-Compliant	Transaction Amount Total	End Balance PFR Compliant	End Balance Non-PFR-Compliant	End Balance Total	Recipient/Destination	Transaction Date
FPA SPIF Fee Reimbursement Agreement (2019 Priority) [1]	**ECIC/Enclave Shared Costs**	$5,237,338	$561,794	$5,799,132	$0	$0	$0	$5,237,338	$561,794	$5,799,132	ECIC	**12/04/19**
30-Percent Retention for Punch-List/Warranty	Set-Aside until True-Up Process	$5,237,338	$561,794	$5,799,132	($1,739,740)	$0	($1,739,740)	$3,497,598	$561,794	$4,059,392	ECIC	12/04/19
Cert. No. 1 to C&T Fee Reimbursements as Credits	Non-PFR Compliant Reimburse. Conv. To Infrastructure Fee Credits	$3,497,598	$561,794	$4,059,392	$0	($561,794)	($561,794)	$3,497,598	$0	$3,497,598	ECIC	01/08/20
Cert. No. 1 to C&T Fee Reimbursements as Credits	PFR Compliant Reimburse. Conv. To Infrastructure Fee Credits	$3,497,598	$0	$3,497,598	($1,034,846)	$0	($1,034,846)	$2,462,752	$0	$2,462,752	ECIC	01/08/20
Cert. No. 1 to C&T Fee Reimbursements as Credits	PFR Compliant Reimburse. Conv. To Public Land Fee Credits	$2,462,752	$0	$2,462,752	($42,600)	$0	($42,600)	$2,420,152	$0	$2,420,152	ECIC	01/08/20
Receive 15-Percent of Retained Costs	*Approval from Steve Krahn & Kelley Butcher*	$2,420,152	$0	$2,420,152	$869,870	$0	$869,870	$3,290,022	$0	$3,290,022	ECIC	*04/06/20*
Receive Remaining Portion of Retained Costs	*Approval from Steve Krahn - June 30, 2020*	$3,290,022	$0	$3,290,022	$869,870	$0	$869,870	$4,159,892	$0	$4,159,892	ECIC	*06/30/20*
FY 2020-2021 Adjustment [2]	2.25%	$4,159,892	$0	$4,159,892	$93,598	$0	$93,598	$4,253,490	$0	$4,253,490	ECIC	07/01/20
Cert. No. 2 to C&T Fee Reimbursements as Credits	PFR Compliant Reimburse. Conv. To Infrastructure Fee Credits	$4,253,490	$0	$4,253,490	($845,280)	$0	($845,280)	$3,408,210	$0	$3,408,210	ECIC	07/21/20
Cert. No. 2 to C&T Fee Reimbursements as Credits	PFR Compliant Reimburse. Conv. To Public Land Fee Credits	$3,408,210	$0	$3,408,210	($21,300)	$0	($21,300)	$3,386,910	$0	$3,386,910	ECIC	07/21/20
Cert. No. 3 to C&T Fee Reimbursements as Credits	PFR Compliant Reimburse. Conv. To Infrastructure Fee Credits	$3,386,910	$0	$3,386,910	($2,133,790)	$0	($2,133,790)	$1,253,120	$0	$1,253,120	ECIC	07/21/20
Cert. No. 3 to C&T Fee Reimbursements as Credits	PFR Compliant Reimburse. Conv. To Public Land Fee Credits	$1,253,120	$0	$1,253,120	($72,420)	$0	($72,420)	$1,180,700	$0	$1,180,700	ECIC	07/21/20
SPIF True-Up [3]	True-Up Approved by City September 2020	$1,180,700	$0	$1,180,700	$533,153	$1,608,669	$2,141,822	$1,713,853	$1,608,669	$3,322,522	ECIC	September 2020
Cert. No. 4 to C&T Fee Reimbursements as Credits	Non-PFR Compliant Reimburse. Conv. To Infrastructure Fee Credits	$1,713,853	$1,608,669	$3,322,522	$0	($1,608,669)	($1,608,669)	$1,713,853	$0	$1,713,853	ECIC	03/25/21
Cert. No. 4 to C&T Fee Reimbursements as Credits	PFR Compliant Reimburse. Conv. To Infrastructure Fee Credits	$1,713,853	$0	$1,713,853	($1,520,927)	$0	($1,520,927)	$192,926	$0	$192,926	ECIC	03/25/21
Cert. No. 4 to C&T Fee Reimbursements as Credits	PFR Compliant Reimburse. Conv. To Public Land Fee Credits	$192,926	$0	$192,926	($75,360)	$0	($75,360)	$117,566	$0	$117,566	ECIC	03/25/21
FY 2021-2022 Adjustment [2]	3.25%	$117,566	$0	$117,566	$3,821	$0	$3,821	$121,387	$0	$121,387	ECIC	07/01/21
Cert. No. 5 to C&T Fee Reimbursements as Credits	PFR Compliant Reimburse. Conv. To Infrastructure Fee Credits	$121,387	$0	$121,387	($121,487)	$0	($121,487)	($100)	$0	($100)	ECIC	04/29/22
FY 2022-2023 Adjustment [2]	5.54%	($100)	$0	($100)	($6)	$0	($6)	($106)	$0	($106)	ECIC	07/01/22
FY 2023-2024 Adjustment [2]	8.87%	($106)	$0	($106)	($9)	$0	$0	($116)	$0	($116)	ECIC	07/01/23
FY 2024-2025 Adjustment [2]	2.65%	($116)	$0	($116)	($10)	$0	$0	**($126)**	**$0**	**($126)**	ECIC	07/01/24
FPA SPIF Parkland Dedication Credit Agreement	**Mangini Ranch Phase 2, Lot 14**	5.65	-	5.65	0.00	-	0.00	5.65	0.00	**5.65**	**ECIC**	**12/04/19**
Cert. No. 1 to Transfer Parkland Dedication Acreage Credits	Transfer Parkland Dedication to Credits	5.65	-	5.65	(0.66)	-	(0.66)	4.99	0.00	**4.99**	Mangini Ph. 2, V. 7	01/08/20
Cert. No. 2 to Transfer Parkland Dedication Acreage Credits	Transfer Parkland Dedication to Credits	4.99	-	4.99	(0.35)	-	(0.35)	4.64	0.00	**4.64**	Mangini Ph. 2, V. 8	07/21/20
Cert. No. 3 to Transfer Parkland Dedication Acreage Credits	Transfer Parkland Dedication to Credits	4.64	-	4.64	(1.07)	-	(1.07)	3.57	0.00	**3.57**	Mangini Ph. 2, V. 4	07/21/20
Cert. No. 4 to Transfer Parkland Dedication Acreage Credits	Transfer Parkland Dedication to Credits	3.57	-	3.57	(1.14)	-	(1.14)	2.43	0.00	**2.43**	Mangini Ph. 2, V. 10	03/25/21
Cert. No. 5 to Transfer Parkland Dedication Acreage Credits	Transfer Parkland Dedication to Credits	2.43	-	2.43	(2.43)		(2.43)	**0.00**	**0.00**	**0.00**		
FPA SPIF Program Public Lands Fee Reimbursement Agreement (2021 Priority)	**Transit Corridors, Police, and Fire Station Sites (4.19 Acres) [4]**	$1,754,215	$0	$1,754,215	$0	$0	$0	$1,754,215	$0	**$1,754,215**	**ECIC**	03/12/21
2021 Valuation Update [5]	Based on $399,000 per acre	$1,671,810	$0	$1,671,810	$0	$0	$0	$1,671,810	$0	**$1,671,810**	ECIC	07/01/21
Cert. No. 1 to C&T Fee Reimbursements as Credits	PFR Compliant Reimburse. Conv. To Infrastructure Fee Credits	$1,671,810	$0	$1,671,810	($1,623,930)	$0	($1,623,930)	$47,880	$0	**$47,880**	Mangini Ph. 2C, V. 3 (Beazer)	04/29/22
Cert. No. 1 to C&T Fee Reimbursements as Credits	PFR Compliant Reimburse. Conv. To Public Land Fee Credits	$47,880	$0	$47,880	(47,880.00)	$0	($47,880)	**$0**	**$0**	**$0**	Mangini Ph. 2C, V. 3	Not Yet Executed
FPA SPIF Fee Reimbursement Agreement (2022)	**Mangini Phase 2A, Villages 7 and 10**	$0	$3,885,683	$3,885,683	$0	$0	$0	$0	$3,885,683	**$3,885,683**		04/18/21
Cert. No. 1 to C&T Fee Reimbursements as Credits	Non-PFR Compliant Reimburse. Conv. To Infrastructure Fee Credits	$0	$3,885,683	$3,885,683	$0	($172,123)	($172,123)	$0	$3,713,560	**$3,713,560**	Mangini Ph. 2C, V. 3 (Beazer)	04/29/22
2022 Valuation Update	5.54%	$0	$3,713,560	$3,713,560	$0	$205,731	$205,731	$0	$3,919,291	**$3,919,291**	ECIC	07/01/22
Cert No. 2 Transfer from CMB	Cost Sharing Mangini Ranch Phase 2 Improvements	$0	$3,919,291	$3,919,291	$2,511,513	$0	$2,511,513	$2,511,513	$3,919,291	**$6,430,804**	ECIC	
Cert. No. 3 to C&T Fee Reimbursements as Credits	Non-PFR Compliant Reimburse. Conv. To Infrastructure Fee Credits	$2,511,513	$3,919,291	$6,430,804	$0	($215,700)	($215,700)	$2,511,513	$3,703,591	**$6,215,104**	Spanos Alder Creek Apartments (265 MHD)	
Cert. No. 4 to C&T Fee Reimbursements as Credits	Non-PFR Compliant Reimburse. Conv. To Infrastructure Fee Credits	$2,511,513	$3,703,591	$6,215,104	($2,511,513)	($3,330,792)	($5,842,305)	$0	$372,799	**$372,799**	KB Homes MR P2C V5+6	
Cert. No. 4 to C&T Fee Reimbursements as Credits	Non-PFR Compliant Reimburse. Conv. To Public Land Fee Credits	$0	$372,799	$372,799	$0	($144,200)	($144,200)	$0	$228,599	**$228,599**	KB Homes MR P2C V5+6	
Cert. No. 5 to C&T Fee Reimbursements as Credits	Non-PFR Compliant Reimburse. Conv. To Infrastructure Fee Credits	$0	$228,599	$228,599	$0	($228,599)	($228,599)	**$0**	**$0**	**$0**	MPA Apartments (152 MU)	03/09/23
FPA SPIF Fee Reimbursement Agreement (2022)	**Mangini Ranch Phase 2C, Village 3 Backbone**	$0	$4,722,965	$4,722,965	$0	$0	$0	$0	$4,722,965	$4,722,965	ECIC Phase 2C Village 3	09/15/22
Cert. No. 1 to C&T Fee Reimbursements as Credits	Non-PFR Compliant Reimburse. Conv. To Infrastructure Fee Credits	$0	$4,722,965	$4,722,965	$0	($522,954)	$0	$0	$4,200,011	$4,200,011	MPA Apartments (152 MU)	03/09/23
FY 2023-2024 Adjustment [2]	8.87%	$0	$4,200,011	$4,200,011	$0	$372,541	$0	$0	$4,572,552	$4,572,552	ECIC	07/01/23
FY 2024-2025 Adjustment [2]	2.65%	$0	$4,572,552	$4,572,552	$0	$121,173	$0	$0	$4,693,725	**$4,693,725**	ECIC	07/01/24
Cert. No. 2 to C&T Fee Reimbursements as Credits	Non-PFR Compliant Reimburse. Conv. To Infrastructure Fee Credits	$0	$4,693,725	$4,693,725	$0	($3,896,921)	($3,896,921)	$0	$796,804	**$796,804**	TPS Apartments (136 MMD)	
Cert. No. 2 to C&T Fee Reimbursements as Credits	Non-PFR Compliant Reimburse. Conv. To Public Land Fee Credits	$0	$796,804	$796,804	$0	($91,533)	($91,533)	$0	$705,271	**$705,271**	TPS Apartments (136 MMD)	
FY 2025-2026 Adjustment [2]	0.66%	$0	$705,271	$705,271	$0	$4,655	$4,655	**$0**	**$709,925**	**$709,925**	ECIC	07/01/25
FPA SPIF Fee Reimbursement Agreement (2022)	**Mangini Ranch Phase 2C, Village 5 & 6 Backbone**	$0	$338,940	$338,940	$0	$0	$0	$0	$338,940	$338,940	ECIC Phase 2C Village 5 & 6	09/15/22
FY 2023-2024 Adjustment [2]	8.87%	$0	$338,940	$338,940	$0	$30,064	$0	$0	$369,004	$369,004	ECIC	07/01/23
FY 2024-2025 Adjustment [2]	2.65%	$0	$369,004	$369,004	$0	$9,779	$0	**$0**	**$378,783**	**$378,783**	ECIC	07/01/24
Cert. No. 1 to C&T Fee Reimbursements as Credits	Non-PFR Compliant Reimburse. Conv. To Infrastructure Fee Credits	$0	$378,783	$378,783	$0	($378,783)	($378,783)	**$0**	**$0**	**$0**	TPS Apartments (136 MMD)	

ecic reimbursements

Source: City of Folsom; EPS.

[1] Reflects ECIC's share of total costs ($10,456,880) split between ECIC and Enclave.
[2] As stipulated in the SPIF Ordinance and the SPIF Reimbursement Agreements the reimbursement balance shall be adjusted annually based on the annual percentage change in Engineering-News Record Construction Cost Index. See Table C-18 for details.
[3] Based on a City-confirmed True-Up analysis conducted in September 2020. EPS adjusted and verified the True-Up and split the dollar amount between ECIC and Enclave at approximately 49% and 51%, respectfully. Further, EPS distributed each parties' True-Up share between PFR Compliant and Non-PFR Compliant based on the percentage allocation indicated in the provided True-Up Analysis.
[4] Includes 1.19 acres for transit corridors, 1.50 acres for fire station and 1.50 acres for police station.
[5] As stipulated in the SPIF Ordinance, the land value for establishing the parkland and public lands fee components shall be adjusted based on a three-year rolling average of appraised value for such land dedications. See Table C-18 for land valuation updates.

Key:
C&T - Credit and Transfer

Table C-5
City of Folsom
SPIF Credit/Reimbursement Tracking
Eagle Entities (Eagle Commercial, Eagle Office)

Eagle Entities

Agreement	Description	Transactions: Beginning Balance PFR Compliant	Beginning Balance Non-PFR-Compliant	Beginning Balance Total	Transaction Amount PFR Compliant	Transaction Amount Non-PFR-Compliant	Transaction Amount Total	End Balance PFR Compliant	End Balance Non-PFR-Compliant	End Balance Total	Recipient/Destination	Transaction Date
FPA SPIF Fee Reimbursement Agreement (2017 Priority)	**TNHC Russell Ranch Ph. 1 Backbone Facilities [1]**	$214,300	$0	$214,300	$0	$0	$0	$214,300	$0	**$214,300**	**Eagle/Enclave**	**07/18/18**
FY 2019-2020 Adjustment [2]	2.50%	$214,300	$0	$214,300	$5,358	$0	$5,358	$219,658	$0	**$219,658**	Eagle/Enclave	07/01/19
Cert. No. 1 to C&T Fee Reimbursements as Credits	PFR Compliant Reimburse. Conv. To Infrastructure Fee Credits	$219,658	$0	$219,658	($219,658)	$0	($219,658)	**$0**	**$0**	**$0**	KB Home (Enclave Builder)	03/23/20
FPA SPIF Fee Reimbursement Agreement (2019 Priority)	**ECIC/Enclave Shared Costs for Phase 2A Backbone [3]**	$3,292,143	$1,365,605	$4,657,748	$0	$0	$0	$3,292,143	$1,365,605	**$4,657,748**	**Eagle/Enclave**	**01/08/20**
30-Percent Retention for Punch-List/Warranty	Set-Aside until True-Up Process	$3,292,143	$1,365,605	$4,657,748	($1,397,324)	$0	($1,397,324)	$1,894,819	$1,365,605	**$3,260,424**	Eagle/Enclave	01/08/20
Cert. No. 1 to C&T Fee Reimbursements as Credits	Non-PFR Compliant Reimburse. Conv. To Infrastructure Fee Credits	$1,894,819	$1,365,605	$3,260,424	$0	($1,365,605)	($1,365,605)	$1,894,819	$0	**$1,894,819**	KB Home (Enclave Builder)	03/23/20
Cert. No. 1 to C&T Fee Reimbursements as Credits	PFR Compliant Reimburse. Conv. To Infrastructure Fee Credits	$1,894,819	$0	$1,894,819	($1,021,017)	$0	($1,021,017)	$873,802	$0	**$873,802**	KB Home (Enclave Builder)	03/23/20
Cert. No. 1 to C&T Fee Reimbursements as Credits	PFR Compliant Reimburse. Conv. To Public Lands Fee Credits	$873,802	$0	$873,802	($72,420)	$0	($72,420)	$801,382	$0	**$801,382**	KB Home (Enclave Builder)	03/23/20
Receive 30-Percent of Retained Costs	Approval from Steve Krahn - June 30, 2020	$801,382	$0	$801,382	$1,397,324	$0	$1,397,324	$2,198,706	$0	**$2,198,706**	Eagle/Enclave	06/30/20
FY 2020-2021 Adjustment [2]	2.25%	$2,198,706	$0	$2,198,706	$54,968	$0	$54,968	$2,253,674	$0	**$2,253,674**	Eagle/Enclave	07/01/20
SPIF True-Up [4]	True-Up Approved by City September 2020	$2,253,674	$0	$2,253,674	$2,347,808	$1,192,466	$3,540,274	$4,601,482	$1,192,466	**$5,793,948**	Eagle/Enclave	September 2020
FY 2021-2022 Adjustment [2]	3.25%	$4,601,482	$1,192,466	$5,793,948	$149,548	$38,755	$188,303	$4,751,030	$1,231,221	**$5,982,251**	Eagle/Enclave	07/01/21
Cert No. 2 to Convert & Apply Fee Reimb. as Fee Credits [1]	Cert No. 2 to Convert & Apply Fee Reimb. as Fee Credits [1]	$4,751,030	$1,231,221	$5,982,251	($4,751,030)	($825,106)	($5,576,136)	$0	$406,115	**$406,115**	UC Davis Parcel 85	09/29/21
Cert No. 3 to Convert & Apply Fee Reimb. as Fee Credits [1]	Non-PFR Compliant Reimburse. Conv. + Transfer To Infrastructure Fee Credits	$0	$406,115	$406,115	$0	($406,115)	($406,115)	**$0**	**$0**	**$0**	Eagle Shops P2, S1, S2, P3	06/22/22
FPA SPIF Program Public Lands Fee Reimbursement Agreement (2017 Priority)	**Enclave/Eagle Booster Pump Station Site (0.46 Ac.) [5]**	$192,587	$0	$192,587	$0	$0	$0	$192,587	$0	**$192,587**	**Eagle**	**11/30/20**
2021 Valuation Update [6]	Based on $399,000 per acre	$183,540	$0	$183,540	$0	$0	$0	$183,540	$0	**$183,540**	**Eagle**	07/01/21
Certificate No. 1 to Convert and Apply Fee Reimb. as Fee Credits [1]	PFR Compliant Reimburse. Conv. To Infrastructure Fee Credits	$183,540	$0	$183,540	($183,540)	$0	($183,540)	**$0**	**$0**	**$0**	UC Davis Parcel 85	09/29/21
FPA SPIF Infrastructure Fee Reimbursement Agreement	**Parcel 61 and 77 Backbone Facilties**	$15,922,750	$0	$15,922,750	$0	$0	$0	$15,922,750	$0	**$15,922,750**	**Enclave**	11/10/21
FY 2022-2023 Adjustment [2]	5.54%	$15,922,750	$0	$15,922,750	$882,120	$0	$882,120	$16,804,870	$0	**$16,804,870**	**Enclave**	07/01/22
FY 2023-2024 Adjustment [2]	8.87%	$16,804,870	$0	$16,804,870	$1,490,592	$0	$1,490,592	$18,295,462	$0	**$18,295,462**	**Enclave**	07/01/23
Construction True-Up	August 2023 SPIF Adjustment	$24,415,437	$0	$24,415,437	$0	$0	$0	$24,415,437	$0	**$24,415,437**	**Enclave**	August 2023
FY 2024-2025 Adjustment [2]	2.65%	$24,415,437	$0	$24,415,437	$647,009	$0	$647,009	$25,062,446	$0	**$25,062,446**	**Enclave**	07/01/24
Final True Up	True Up	$25,062,446	$0	$25,062,446	($5,780,188)	$7,736,460	$1,956,272	$19,282,258	$7,736,460	**$27,018,718**	**Enclave**	03/05/25
FY 2025-2026 Adjustment [2]	0.66%	$19,282,258	$7,736,460	$27,018,718	$127,263	$51,061	$178,324	$19,409,521	$7,787,520	**$27,197,041**	**Enclave**	07/01/25
Certificate No. 1 to Convert and Transfer Fee Reimb.	Non-PFR Compliant Reimburse. Conv. + Transfer To Infrastructure Fee Credits	$19,409,521	$7,787,520	$27,197,041	$0	($1,423,414)	($1,423,414)	**$19,409,521**	**$6,364,106**	**$25,773,627**	**Eagle Commercial Partners,**	07/09/25
FPA SPIF Infrastructure Fee Reimbursement Agreement	**Parcel 85A Backbone Facilities**	$7,286,071	$825,275	$8,111,345	$0	$0	$0	$7,286,071	$825,275	**$8,111,345**	**Eagle**	05/26/22
Certificate No. 1 to Convert and Transfer Fee Reimb. as Fee Credits	Non-PFR Compliant Reimburse. Conv. + Transfer To Infrastructure Fee Credits	$7,286,071	$825,275	$8,111,345	$0	($148,274)	($148,274)	$7,286,071	$677,001	**$7,963,071**	Eagle Shops P2, S1, S2, P3	
Certificate No. 1 to Convert and Transfer Fee Reimb. as Fee Credits	Non-PFR Compliant Reimburse. Conv. + Transfer To Public Lands Fee Credits	$7,286,071	$677,001	$7,963,071	$0	($12,560)	($12,560)	$7,286,071	$664,441	**$7,950,511**	Eagle Shops P2, S1, S2, P3	
FY 2022-2023 Adjustment [2]	5.54%	$7,286,071	$664,441	$7,950,511	$403,648	$36,810	$440,458	$7,689,719	$701,251	**$8,390,969**	**Eagle**	07/01/22
FY 2023-2024 Adjustment [2]	8.87%	$7,689,719	$701,251	$8,390,969	$682,078	$62,201	$744,279	$8,371,797	$763,451	**$9,135,248**	**Eagle**	07/01/23
Construction True-Up	August 2023 SPIF Adjustment (Includes Westwood Dr. True up $5.016M) [7]	$11,726,368	$2,363,231	$14,089,599	$0	$0	$0	$11,726,368	$2,363,231	**$14,089,599**	**Eagle**	August 2023
Certificate No. 2 to Convert and Transfer Fee Reimb. as Fee Credits	Reimbursement Conv. + Transfer To Infrastructure Fee Credits	$11,726,368	$2,363,231	$14,089,599	$0	(1,679,524)	($1,679,524)	$11,726,368	$683,707	**$12,410,075**	**UC Davis**	October 2023
Cert No. 3 to Convert and Transfer Fee Reimb. As Fee Credits	Reimbursement Conv. + Transfer To Infrastructure Fee Credits	$11,726,368	$683,707	$12,410,075	$0	($47,182)	($47,182)	$11,726,368	$636,525	**$12,362,893**	**Eagle Shops P3**	02/08/24
Cert No. 4 to Convert and Transfer Fee Reimb. As Fee Credits	Reimbursement Conv. + Transfer To Infrastructure Fee Credits	$11,726,368	$636,525	$12,362,893	($4,907,405)	($636,525)	($5,543,930)	$6,818,963	$0	**$6,818,963**	**Dignity Installment 1**	02/16/24
Final True Up	True Up	$6,818,963	$0	$6,818,963	($5,850,123)	$7,382,188	$1,532,064	$968,840	$7,382,188	$8,351,027	**Eagle**	03/18/25
Cert No. 5 to Convert and Transfer Fee Reimb. As Fee Credits	Reimbursement Conv. + Transfer To Infrastructure Fee Credits	$968,840	$7,382,188	$8,351,027	$0	($5,690,946)	$0	$968,840	$1,691,242	$2,660,081	**Dignity Installment 2**	06/09/25
Cert No. 6 to Convert and Transfer Fee Reimb. As Fee Credits	Reimbursement Conv. + Transfer To Infrastructure Fee Credits	$968,840	$1,691,242	$2,660,081	$0	($113,323)	($113,323)	$968,840	$1,577,919	$2,546,758	**Shops P4 - Habit Burger**	06/30/25
FY 2025-2026 Adjustment [2]	0.66%	$968,840	$1,577,919	$2,546,758	$6,394	$10,414	$16,809	**$975,234**	**$1,588,333**	**$2,563,567**	**Eagle**	7/1/2025

Source: City of Folsom; EPS.

[1] Reflects Enclave's share of FY 2018-2019 total costs ($41,986,506) split between TNHC Russell Ranch LLC and Enclave.
[2] As stipulated in the SPIF Ordinance and the SPIF Reimbursement Agreements the reimbursement balance shall be adjusted annually based on the annual percentage change in Engineering-News Record Construction Cost Index. See Table C-18 for details.
[3] Reflects Enclave's share of FY 2019-2020 total costs ($10,456,880) split between ECIC and Enclave.
[4] Based on a City-confirmed True-Up analysis conducted in September 2020.
[5] Enclave/Eagle Booster Pump Station Site initial reimbursement is based on a per-acre value of $418,667.
[6] As stipulated in the SPIF Ordinance, the land value for establishing the parkland and public lands fee components shall be adjusted based on a three-year rolling average of appraised value for such land dedications. See Table C-18 for land valuation updates.
[7] In October 2023, the City approved a partial true up of total agreement costs (Westwood Drive True Up), thereby making available up to $5,016,482.71 in fee reimbursements eligible to be converted to fee credits. Of this total, $2,363,231.11 are "non-compliant costs" and must be converted to fee credits before compliant costs are converted to fee credits.

Table C-6
City of Folsom
SPIF Credit/Reimbursement Tracking
Gragg Ranch Recovery Acquisition

Gragg Ranch

Agreement	Description	Transactions: Beginning Balance PFR Compliant	Beginning Balance Non-PFR-Compliant	Beginning Balance Total	Transaction Amount PFR Compliant	Transaction Amount Non-PFR-Compliant	Transaction Amount Total	End Balance PFR Compliant	End Balance Non-PFR-Compliant	End Balance Total	Recipient/Destination	Transaction Date
FPA SPIF Fee Reimbursement Agreement	**WRSP Backbone Improvements**	$10,999,824	$0	$10,999,824	$0	$0	$0	$10,999,824	$0	**$10,999,824**	**Gragg Ranch Recovery Acquisition LLC**	**06/25/19**
Cert No. 1 to Convert & Apply Fee Reimb. as Fee Credits	SPIF Fee Reimb. Converted/Applied to Infrastructure Fee Credits	$10,999,824	$0	$10,999,824	($1,269,990)	$0	($1,269,990)	$9,729,834	$0	**$9,729,834**	WRSP Village 1	07/11/19
Cert No. 1 to Convert & Apply Fee Reimb. as Fee Credits	SPIF Fee Reimb. Converted/Applied to Public Lands Fee Credits	$9,729,834	$0	$9,729,834	($89,460)	$0	($89,460)	$9,640,374	$0	**$9,640,374**	WRSP Village 1	07/11/19
Cert No. 1B to Convert & Apply Fee Reimb. as Fee Credits	SPIF Fee Reimb. Converted/Applied to Infrastructure Fee Credits	$9,640,374	$0	$9,640,374	($818,440)	$0	($818,440)	$8,821,934	$0	**$8,821,934**	WRSP Village 1B	07/11/19
Cert No. 1B to Convert & Apply Fee Reimb. as Fee Credits	SPIF Fee Reimb. Converted/Applied to Public Lands Fee Credits	$8,821,934	$0	$8,821,934	($25,560)	$0	($25,560)	$8,796,374	$0	**$8,796,374**	WRSP Village 1B	07/11/19
Cert No. 2 to Convert & Apply Fee Reimb. as Fee Credits	SPIF Fee Reimb. Converted/Applied to Infrastructure Fee Credits	$8,796,374	$0	$8,796,374	($3,017,568)	$0	($3,017,568)	$5,778,806	$0	**$5,778,806**	WRSP Village 8 & 9	09/24/19
Cert No. 2 to Convert & Apply Fee Reimb. as Fee Credits	SPIF Fee Reimb. Converted/Applied to Public Lands Fee Credits	$5,778,806	$0	$5,778,806	($85,200)	$0	($85,200)	$5,693,606	$0	**$5,693,606**	WRSP Village 8 & 9	09/24/19
Cert No. 3 to Convert & Apply Fee Reimb. as Fee Credits	SPIF Fee Reimb. Converted/Applied to Infrastructure Fee Credits	$5,693,606	$0	$5,693,606	($2,537,512)	$0	($2,537,512)	$3,156,094	$0	**$3,156,094**	WRSP Village 2 & 3	2019 Q4
Cert No. 3 to Convert & Apply Fee Reimb. as Fee Credits	SPIF Fee Reimb. Converted/Applied to Public Lands Fee Credits	$3,156,094	$0	$3,156,094	($80,940)	$0	($80,940)	$3,075,154	$0	**$3,075,154**	WRSP Village 2 & 3	2019 Q4
Cert No. 4 to Convert & Apply Fee Reimb. as Fee Credits [1]	SPIF Fee Reimb. Converted/Applied to Infrastructure Fee Credits	$3,075,154	$0	$3,075,154	($3,075,154)	$0	($3,075,154)	**$0**	**$0**	**$0**	WRSP Villages 4, 5, 6, 7	2019 Q4
FPA SPIF Public Facility Land Dedication Reimb. Agreement	**Zone 3 Water Tank Site (Carr Trust) (3.40 Acres)**	$1,448,400	$0	$1,448,400	$0	$0	$0	$1,448,400	$0	**$1,448,400**	**Gragg Ranch Recovery Acquisition LLC**	**06/25/19**
Cert. No. 1 to Convert & Apply Fee Reimb. as Fee Credits	Public Lands Fee Reimb. Converted/Applied to Infrastructure Fee Credits	$1,448,400	$0	$1,448,400	($1,448,400)	$0	($1,448,400)	**$0**	**$0**	**$0**	WRSP Village 1	07/11/19
				Acres								
FPA SPIF Parkland Dedication Credit Agreement	**WRSP Lot 11 (5.50 Acres)**	5.50	-	5.50	0.00	-	0.00	5.50	0.00	**5.50**	**Gragg Ranch Recovery Acquisition LLC**	**06/25/19**
Cert. No. 1 to Transfer Parkland Dedication Acreage Credits	Transfer Parkland Dedication to Credits	5.50	-	5.50	(1.36)	-	(1.36)	4.14	0.00	**4.14**	WRSP Village 1	07/11/19
Cert. No. 1B to Transfer Parkland Dedication Acreage Credits	Transfer Parkland Dedication to Credits	4.14	-	4.14	(0.41)	-	(0.41)	3.73	0.00	**3.73**	WRSP Village 1B	07/11/19
Cert. No. 2 to Transfer Parkland Dedication Acreage Credits	Transfer Parkland Dedication to Credits	3.73	-	3.73	(1.26)	-	(1.26)	2.47	0.00	**2.47**	WRSP Villages 8 & 9	09/24/19
Cert. No. 3 to Transfer Parkland Dedication Acreage Credits	Transfer Parkland Dedication to Credits	2.47	-	2.47	(1.18)	-	(1.18)	1.29	0.00	**1.29**	WRSP Villages 2 & 3	2019 Q4
Cert. No. 4 to Transfer Parkland Dedication Acreage Credits [2]	Transfer Parkland Dedication to Credits	1.29	-	1.29	(1.29)	-	(1.29)	**0.00**	**0.00**	**0.00**	WRSP Villages 4, 5, 6, 7	2019 Q4

Source: City of Folsom; EPS.

Key:
Reimb. - Reimbursement

[1] WRSR exhausts its SPIF Infrastructure Fee reimbursement with the Final Map for Villages 4 to 7. Therefore, WRSR will need to pay $993,914 in SPIF Infrastructure Fees and $132,060 in SPIF Public Facility Land Equalization Fees. See the enclosed SPIF calculation packet for Villages 4 to 7 for details.
[2] WRSR exhausts its parkland dedication acreage with the Final Map for Villages 4 to 7. Therefore, WRSR will need to pay for the dedication of 0.68 parkland acres.

Table C-7
City of Folsom
SPIF Credit/Reimbursement Tracking
City of Folsom

City of Folsom

Agreement	Description	Transactions: Beginning Balance	Transactions: Transaction Amount	Transactions: End Balance	Recipient/Destination	Transaction Date
FPA SPIF Fee Reimbursement Agreement (2017 Priority) [1]	**Water Treatment Plant & Other Water Improvements**	$1,869,611	$0	**$1,869,611**	**City of Folsom**	**July 2020**
City Cash Reimbursement	SPIF Infrastructure Fee Cash Reimbursement	$1,869,611	($26,934)	**$1,842,677**	City of Folsom	October 2020
FY 2021-2022 Adjustment [2]	3.25%	$1,842,677	$59,887	**$1,902,564**	City of Folsom	07/01/21
FY 2022-2023 Adjustment [2]	5.54%	$1,902,564	$105,402	**$2,007,966**	City of Folsom	07/01/22
FY 2023-2024 Adjustment [2]	8.87%	$2,007,966	$178,107	**$2,186,073**	City of Folsom	07/01/23
FY 2024-2025 Adjustment [2]	2.65%	$2,186,073	$57,931	**$2,244,004**	City of Folsom	07/01/24
FY 2025-2026 Adjustment [2]	0.66%	$2,244,004	$14,810	**$2,258,814**	City of Folsom	07/01/25

city reimbursements

Source: City of Folsom; EPS.

[1] As described in the SPIF Nexus Study FY 2020-2021 Update, the City incurred costs to improve and expand water treatment plant and water conveyance facilities to accommodate new citywide growth, including growth expected in the FPASP. The SPIF Fee Program originally included approximately $7.7 million of existing water system costs the City invested in recent years. The City requested that the City's past investments in the existing water system be allocated to the remaining FPASP land uses and charged as a Set-Aside Fee so the City can more efficiently recover its past water system investments. The amount shown in the beginning balance reflects the proportion of SPIF credits that have been executed through July 15, 2020 which the City has executed a SPIF Fee Program Reimbursement to be reimbursed by FPASP developers and builders through the SPIF Fee Program.

[2] As stipulated in the SPIF Ordinance and the SPIF Reimbursement Agreements the reimbursement balance shall be adjusted annually based on the annual percentage change in Engineering-News Record Construction Cost Index. See Table C-18 for details.

Table C-8
City of Folsom
SPIF Credit/Reimbursement Tracking
Folsom Real Estate South, LLC (FRES)

Folsom Real Estate South

Agreement	Description	Transactions: Beginning Balance PFR Compliant	Beginning Balance Non-PFR-Compliant	Beginning Balance Total	Transaction Amount PFR Compliant	Transaction Amount Non-PFR-Compliant	Transaction Amount Total	End Balance PFR Compliant	End Balance Non-PFR-Compliant	End Balance Total	Recipient/Destination	Transaction Date
					Acres							
FPA SPIF Parkland Dedication Credit Agreement	**Mangini Ranch Phase 2, Lot 13 Community Park East**	26.19	-	26.19	0.00	-	0.00	26.19	0.00	26.19	**FRES**	**04/12/21**
Cert. No. 1 to Transfer Parkland Dedication Acreage Credits	Transfer Parkland Dedication to Credits	26.19	-	26.19	(0.51)	-	(0.51)	25.68	0.00	25.68	Mangini Ph. 1, V. 3	05/21/21
Cert. No. 2 to Transfer Parkland Dedication Acreage Credits	Transfer Parkland Dedication to Credits	25.68	-	25.68	(2.80)	-	(2.80)	22.88	0.00	22.88	Toll Brothers Folsom Ranch, Ph. 1B & 1C	July 2021
Cert. No. 3 to Transfer Parkland Dedication Acreage Credits	Transfer Parkland Dedication to Credits	22.88	-	22.88	(2.36)	-	(2.36)	20.52	0.00	20.52	Mangini Ph. 2, V. 1 & 2	10/21/21
Cert. No. 4 to Transfer Parkland Dedication Acreage Credits	Transfer Parkland Dedication to Credits	20.52	-	20.52	(0.97)		(0.97)	19.55	0.00	19.55	AIC MR P1C V1	03/18/22
Cert. No. 5 to Transfer Parkland Dedication Acreage Credits	Transfer Parkland Dedication to Credits	19.55	-	19.55	(0.40)		(0.40)	19.15	0.00	19.15	AIC MR P1C V2	03/18/22
Cert. No. 6 to Transfer Parkland Dedication Acreage Credits	Transfer Parkland Dedication to Credits	19.15	-	19.15	(0.34)		(0.34)	18.81	0.00	18.81	AIC MR P1C V3	03/29/22
Cert. No. 7 to Transfer Parkland Dedication Acreage Credits	Transfer Parkland Dedication to Credits	18.81	-	18.81	(1.22)		(1.22)	17.59	0.00	17.59	TB Phase 1D	03/18/22
Cert. No. 8 to Transfer Parkland Dedication Acreage Credits	Transfer Parkland Dedication to Credits	17.59	-	17.59	(0.77)		(0.77)	16.82	0.00	16.82	MR. Ph. 2A,V. 3 (Beazer)	05/11/22
Cert. No. 9 to Transfer Parkland Dedication Acreage Credits	Transfer Parkland Dedication to Credits	16.82	-	16.82	(1.12)		(1.12)	15.70	0.00	15.70	AIC MR P1C V4	05/17/22
Cert. No. 10 to Transfer Parkland Dedication Acreage Credits	Transfer Parkland Dedication to Credits	15.70	-	15.70	(1.99)		(1.99)	13.71	0.00	13.71	TB Phase 1E	
Cert. No. 11 to Transfer Parkland Dedication Acreage Credits	Transfer Parkland Dedication to Credits	13.71	-	13.71	(2.70)		(2.70)	11.01	0.00	11.01	Van Daele Apts (278 MHD)	
Cert. No. 12 to Transfer Parkland Dedication Acreage Credits	Transfer Parkland Dedication to Credits	11.01	-	11.01	(1.55)		(1.55)	9.46	0.00	9.46	Van Daele Bungalows (160 MMD)	
Cert. No. 13 to Transfer Parkland Dedication Acreage Credits	Transfer Parkland Dedication to Credits	9.46	-	9.46	(1.49)		(1.49)	7.97	0.00	7.97	TCS MR Ph. 3A V1	
Cert. No. 13 to Transfer Parkland Dedication Acreage Credits	Transfer Parkland Dedication to Credits	7.97	-	7.97	(1.69)		(1.69)	6.28	0.00	6.28	TCS MR Ph. 3A V2+3	
Cert. No. 13 to Transfer Parkland Dedication Acreage Credits	Transfer Parkland Dedication to Credits	6.28	-	6.28	(0.41)		(0.41)	5.87	0.00	5.87	TCS MR Ph. 3A V4	
Cert. No. 14 to Transfer Parkland Dedication Acreage Credits	Transfer Parkland Dedication to Credits	5.87	-	5.87	(0.14)		(0.14)	5.73	0.00	5.73	Spanos Alder Creek Apartments	
Cert. No. 15 to Transfer Parkland Dedication Acreage Credits	Transfer Parkland Dedication to Credits	5.73	-	5.73	(2.23)		(2.23)	3.50	0.00	3.50	ECIC KB Homes MR. P2C V 5+6	
Cert. No. 16 to Transfer Parkland Dedication Acreage Credits	Transfer Parkland Dedication to Credits	3.50	-	3.50	(3.43)		(3.43)	0.07	0.00	0.07	Toll Brothers Folsom Ranch Ph. 1F and 3A	
Cert. No. 17 to Transfer Parkland Dedication Acreage Credits	Transfer Parkland Dedication to Credits	0.07	-	0.07	(0.07)		(0.07)	0.00	0.00	0.00	MPA Apartments (152 MU Units)	03/09/23
VOID Cert. 12		0.00	-	0.00	1.55		1.55	1.55	0.00	1.55	FRES	
FPA SPIF Program Public Lands Fee Reimbursement Agreement (2021 Priority)	**Transit Corridor Dedication (0.61 Acres)**	$255,387	$0	$255,387	$0	$0	$0	$255,387	$0	$255,387	**FRES**	**03/12/21**
2021 Valuation Update [1]	Based on $399,000 per acre	$243,390	$0	$243,390	$0	$0	$0	$243,390	$0	$243,390	FRES	07/01/21
2022 Valuation Update [1]	Based on $412,000 per acre	$251,320	$0	$251,320	$0	$0	$0	$251,320	$0	$251,320	FRES	07/01/22
2023 Valuation Update [1]	Based on $426,667 per acre	$260,267	$0	$260,267	$0	$0	$0	$260,267	$0	$260,267	FRES	07/01/23
2024 Valuation Update [1]	Based on $457,667 per acre	$279,177	$0	$260,267	$0	$0	$0	**$279,177**	**$0**	**$279,177**	FRES	07/01/24
					Acres							
FPA SPIF Parkland Dedication Credit Agreement	**Mangini Ranch Phase 3, Lot 10 Neighborhood Park**	11.06	-	11.06	0.00	-	0.00	11.06	0.00	11.06	**FRES**	**12/09/22**
Cert. No. 1 to Transfer Parkland Dedication Acreage Credits	Transfer Parkland Dedication to Credits	11.06	-	11.06	(1.40)	-	(1.40)	9.66	0.00	9.66	MPA Apartments (152 MU Units)	03/09/23
Cert. No. 2 to Transfer Parkland Dedication Acreage Credits	Transfer Parkland Dedication to Credits	9.66	-	9.66	(1.26)	-	(1.26)	8.40	0.00	8.40	Toll Bros at Folsom Ranch Phase 2A (86 SFHD)	10/01/23
Cert. No. 3 to Transfer Parkland Dedication Acreage Credits	Transfer Parkland Dedication to Credits	8.40	-	8.40	(1.26)	-	(1.26)	7.14	0.00	7.14	Toll Bros at Folsom Ranch Phase 2B	12/17/24
Cert. No. 4 to Transfer Parkland Dedication Acreage Credits	Transfer Parkland Dedication to Credits	7.14	-	7.14	(1.11)	-	(1.11)	6.03	0.00	6.03	Toll Bros at Folsom Ranch Phase 3B	
Cert. No. 5 to Transfer Parkland Dedication Acreage Credits	Transfer Parkland Dedication to Credits	6.03	-	6.03	(1.04)	-	(1.04)	4.99	0.00	4.99	Toll Bros at Folsom Ranch Phase 2D	
Cert. No. 6 to Transfer Parkland Dedication Acreage Credits	Transfer Parkland Dedication to Credits	4.99	-	4.99	(1.32)	-	(1.32)	**3.67**	**0.00**	**3.67**	Sendero Bungalows (136 MMD)	

fres reimbursements

Source: City of Folsom; EPS.

[1] As stipulated in the SPIF Ordinance and the SPIF Reimbursement Agreements the reimbursement balance shall be adjusted annually based on a three-year rolling average of appraised public land valuations.
Key:
C&T - Credit and Transfer

Table C-9
City of Folsom
SPIF Credit/Reimbursement Tracking
Lennar Homes of California, Inc.

Lennar Homes

Agreement	Description	Transactions: Beginning Balance PFR Compliant	Beginning Balance Non-PFR-Compliant	Beginning Balance Total	Transaction Amount PFR Compliant	Transaction Amount Non-PFR-Compliant	Transaction Amount Total	End Balance PFR Compliant	End Balance Non-PFR-Compliant	End Balance Total	Recipient/Destination	Transaction Date
FPA SPIF Fee Reimbursement Agreement (2017 Priority)	**MIC/TNHC Shared Ph.1 Backbone Facilities**											
Assignment and Assumption Agreement [1]	Assignment of Reimbursements from The New Home Company	$686,299	$0	$686,299	$0	$0	$0	$686,299	$0	**$686,299**	Lennar Homes	12/18/20
FY 2021-2022 Adjustment [2]	3.25%	$686,299	$0	$686,299	$22,305	$0	$22,305	$708,604	$0	$708,604	Lennar Homes	07/01/21
Cert No. 6 to Convert & Apply Fee Reimb. as Fee Credits [3]	SPIF Fee Reimb. Converted/Applied to Infrastructure Fee Credits	$708,604	$0	$708,604	($708,604)	$0	($708,604)	**$0**	**$0**	**$0**	RR Ph. 3 V3A (45 SF/87 SFHD)	09/23/21
CFD No. 18 and FPA SPIF Acquisition & Shortfall Agreement	**MIC/TNHC Shared Ph. 1 Backbone Facilities [2]**											
Assignment and Assumption Agreement [1]	Assignment of Reimbursements from The New Home Company	$501,096	$0	$501,096	$0	$0	$0	$501,096	$0	**$501,096**	Lennar Homes	12/18/20
FY 2021-2022 Adjustment [2]	3.25%	$501,096	$0	$501,096	$16,286	$0	$16,286	$517,382	$0	$517,382	Lennar Homes	07/01/21
Cert. No. 9 to Convert & Apply Set-Aside Fee Reimbursements as Credit	Reimbursements Converted to Set-Aside Fee Credits	$517,382	$0	$517,382	($348,288)	$0	($348,288)	$169,094	$0	$169,094	Lennar Homes of California, Inc.	09/23/21
Cert. No. 10 to Convert & Apply Set-Aside Fee Reimbursements as Cred	Reimbursements Converted to Set-Aside Fee Credits	$169,094	$0	$169,094	($169,094)	$0	($169,094)	**$0**	**$0**	**$0**	Lennar Homes of California, Inc.	
FPA SPIF Fee Reimbursement Agreement (2017 Priority)	**TNHC Russell Ranch Ph. 1 Backbone Facilities [4]**											
Assignment and Assumption Agreement [1]	Assignment of Reimbursements from The New Home Company	$36,081,804	$0	$36,081,804	$0	$0	$0	$36,081,804	$0	$36,081,804	Lennar Homes	12/18/20
FY 2021-2022 Adjustment [2]	3.25%	$36,081,804	$0	$36,081,804	$1,172,659	$0	$1,172,659	$37,254,463	$0	$37,254,463	Lennar Homes	07/01/21
Cert No. 5 to Convert & Apply Fee Reimb. as Fee Credits [3]	SPIF Fee Reimb. Converted/Applied to Infrastructure Fee Credits	$37,254,463	$0	$37,254,463	($4,103,213)	$0	($4,103,213)	$33,151,250	$0	$33,151,250	RR Ph. 3 V3A (45 SF/87 SFHD)	09/23/21
Cert No. 5 to Convert & Apply Fee Reimb. as Fee Credits [3] [4]	SPIF Fee Reimb. Converted/Applied to Public Lands Fee Credits	$33,151,250	$0	$33,151,250	($119,700)	$0	($119,700)	$33,031,550	$0	$33,031,550	RR Ph. 3 V3A (45 SF/87 SFHD)	09/23/21
Cert No. 6 to Convert & Apply Fee Reimb. as Fee Credits [3]	SPIF Fee Reimb. Converted/Applied to Infrastructure Fee Credits	$33,031,550	$0	$33,031,550	($4,136,495)	$0	($4,136,495)	$28,895,055	$0	$28,895,055	RR Ph. 3 V3B (55 SF/55SFHD)	10/25/21
Cert No. 6 to Convert & Apply Fee Reimb. as Fee Credits [3]	SPIF Fee Reimb. Converted/Applied to Public Lands Fee Credits	$28,895,055	$0	$28,895,055	($99,750)	$0	($99,750)	$28,795,305	$0	$28,795,305	RR Ph. 3 V3B (55 SF/55SFHD)	10/25/21
FY 2022-2023 Adjustment [2]	5.54%	$28,795,305	$0	$28,795,305	$1,595,260	$0	$1,595,260	$30,390,565	$0	$30,390,565	Lennar Homes	07/01/22
Cert No. 7 to Convert & Apply Fee Reimb. as Fee Credits [3]	SPIF Fee Reimb. Converted/Applied to Infrastructure Fee Credits	$30,390,565	$0	$30,390,565	($7,942,480)	$0	($7,942,480)	$22,448,085	$0	$22,448,085	RR Ph 2 V 1,2,+4 (208 SFHD)	*07/19/22*
Cert No. 7 to Convert & Apply Fee Reimb. as Fee Credits [3]	SPIF Fee Reimb. Converted/Applied to Public Lands Fee Credits	$22,448,085	$0	$22,448,085	($197,760)	$0	($197,760)	$22,250,325	$0	$22,250,325	RR Ph 2 V 1,2,+4 (208 SFHD)	*07/19/22*
Cert No. 7 to Convert & Apply Fee Reimb. as Fee Credits [3]	SPIF Fee Reimb. Converted/Applied to Infrastructure Fee Credits	$22,250,325	$0	$22,250,325	($2,405,655)	$0	($2,405,655)	$19,844,670	$0	$19,844,670	RR Ph 2 V 3 (63 SFHD)	*07/19/22*
Cert No. 7 to Convert & Apply Fee Reimb. as Fee Credits [3]	SPIF Fee Reimb. Converted/Applied to Public Lands Fee Credits	$19,844,670	$0	$19,844,670	($57,680)	$0	($57,680)	$19,786,990	$0	$19,786,990	RR Ph 2 V 3 (63 SFHD)	*07/19/22*
FY 2023-2024 Adjustment [2]	8.87%	$19,786,990	$0	$19,786,990	$1,755,106	$0	$1,755,106	$21,542,096	$0	$21,542,096	Lennar Homes	*07/01/23*
FY 2024-2025 Adjustment [2]	2.65%	$21,542,096	$0	$21,542,096	$570,866	$0	$570,866	$22,112,962	$0	$22,112,962	Lennar Homes	*07/01/24*
FY 2025-2026 Adjustment [2]	0.66%	$22,112,962	$0	$22,112,962	$145,946	$0	$145,946	**$22,258,908**	**$0**	**$22,258,908**	Lennar Homes	07/01/25

lennar reimbursement

Source: City of Folsom; EPS.

Note: Russell Ranch Phase 2 and 3 Reimbursement Agreements have not been submitted at the time of the August 2023 SPIF Adjustment. These agreements are to be for $17,357,506 and $1,271,299, respectively (2023/24$).

[1] Per the Assignment and Assumption Agreement signed December 18, 2020, TNHC Russell Ranch, LLC assigns all outstanding reimbursements associated with the following Reimbursement Agreements:
- FPA SPIF Reimbursement Agreement - MIC/TNHC Shared Phase 1 Backbone Facilities.
- CFD No. 18 and FPA SPIF Acquisition & Shortfall Agreement - MIC/TNHC Shared Phase 1 Backbone Facilities.
- FPA SPIF Fee Reimbursement Agreement - TNHC Russell Ranch Phase 1 Backbone Facilities.

[2] As stipulated in the SPIF Ordinance and the SPIF Reimbursement Agreements the reimbursement balance shall be adjusted annually based on the annual percentage change in Engineering-News Record Construction Cost Index. See Table C-18 for details.
[3] Certificate numbers are next consecutive numbers following the numbers for prior certificates associated with these agreements by The New Home Company for Russell Ranch Phase 1.
[4] This certificate was corrected due to an administrative error. The original certificate converted $125,600 of reimbursements to Public Lands Fee Credits, when only $119,700 was required.
Key:
C&T - Credit and Transfer

Table C-10
City of Folsom
SPIF Credit/Reimbursement Tracking
Arcadian Improvement Company, LLC

Arcadian Improvement Co.

Agreement	Description	Transactions: Beginning Balance PFR Compliant	Beginning Balance Non-PFR-Compliant	Beginning Balance Total	Transaction Amount PFR Compliant	Transaction Amount Non-PFR-Compliant	Transaction Amount Total	End Balance PFR Compliant	End Balance Non-PFR-Compliant	End Balance Total	Recipient/Destination	Transaction Date
FPA SPIF Program Public Lands Fee Reimbursement Agreement (2021 Priority)	**Transit Corridor Dedication (1.34 Acres)**	$561,014	$0	$561,014	$0	$0	$0	$561,014	$0	**$561,014**	**Arcadian Improvement Co.**	**03/12/21**
2021 Valuation Update [1]	Based on $399,000 per acre	$534,660	$0	$534,660	$0	$0	$0	$534,660	$0	**$534,660**	Arcadian Improvement Co.	07/01/21
Certificate No.1 to Convert and Apply Public Land Reimbursements as Fee Credits		$534,660	$0	$534,660	($103,740)	$0	($103,740)	$430,920	$0	**$430,920**	AIC Mangini Ph. 1C Village 1,2	03/22/21
Certificate No.2 to Convert and Apply Public Land Reimbursements as Fee Credits	For public land and infrastructure fees	$430,920	$0	$430,920	($430,920)	$0	($430,920)	**$0**	**$0**	**$0**	AIC Mangini Ph. 1C Village 4	05/17/22
FPA SPIF Program Infrastructure Fee Reimbursement Agreement (2021 Priority)	**Mangini Ranch Phase 1C Backbone**	$6,415,623	$631,301	$7,046,924	$0	$0	$0	$6,415,623	$631,301	**$7,046,924**	**Arcadian Improvement Co.**	03/22/22
Certificate No. 1 to Convert and Apply Infrastructure Fee Reimbursements as Fee Credits		$6,415,623	$631,301	$7,046,924	($2,738,200)	$0	($2,738,200)	$3,677,423	$631,301	**$4,308,724**	AIC Mangini Ph. 1C Village 1	06/03/22
Certificate No. 2 to Convert and Apply Infrastructure Fee Reimbursements as Fee Credits		$3,677,423	$631,301	$4,308,724	($1,122,662)	$0	($1,122,662)	$2,554,761	$631,301	**$3,186,062**	AIC Mangini Ph. 1C Village 2	06/03/22
Certificate No. 3 to Convert and Apply Infrastructure Fee Reimbursements as Fee Credits		$2,554,761	$631,301	$3,186,062	($958,370)	$0	($958,370)	$1,596,391	$631,301	**$2,227,692**	AIC Mangini Ph. 1C Village 3	06/03/22
Certificate No. 4 to Convert and Apply Infrastructure Fee Reimbursements as Fee Credits		$1,596,391	$631,301	$2,227,692	($1,596,391)	($631,301)	($2,227,692)	$0	$0	$0	AIC Mangini Ph. 1C Village 4	05/10/22
Amendment No. 1 to Reimbursement Agreement	Add Sav. Pkwy/WRR Intx (2023 SPIF Adjustment)	$0	$0	$0	$0	$1,755,000	$0	$0	$1,755,000	$1,755,000	Arcadian Improvement Co.	01/12/24
FY 2024-2025 Adjustment [2]	2.65%	$0	$1,755,000	$1,755,000	$0	$46,508	$0	$0	$1,801,508	$1,801,508	Arcadian Improvement Co.	07/01/24
Certificate No. 5 to Convert and Apply Infrastructure Fee Reimbursements as Fee Credits		$0	$1,801,508	$1,801,508	$0	($875,000)	($875,000)	$0	$926,508	$926,508	Mangini Ranch Ph. 1E Lot 18	08/01/24
Certificate No. 6 to Convert and Apply Infrastructure Fee Reimbursements as Fee Credits		$0	$926,508	$926,508	$0	($926,508)	($926,508)	**$0**	**$0**	**$0**	CMB Improvement Company	06/30/25

Source: City of Folsom; EPS.

[1] As stipulated in the SPIF Ordinance, the land value for establishing the parkland and public lands fee components shall be adjusted based on a three-year rolling average of appraised value for such land dedications. See Table C-18 for land valuation updates.
[2]
Key:
C&T - Credit and Transfer

Table C-11
City of Folsom
SPIF Credit/Reimbursement Tracking
CMB Improvement Company, LLC

CMB Improvement Co.

Agreement	Description	Transactions: Beginning Balance PFR Compliant	Beginning Balance Non-PFR-Compliant	Beginning Balance Total	Transaction Amount PFR Compliant	Transaction Amount Non-PFR-Compliant	Transaction Amount Total	End Balance PFR Compliant	End Balance Non-PFR-Compliant	End Balance Total	Recipient/Destination	Transaction Date
FPA SPIF Program Public Lands Fee Reimbursement Agreement (2021 Priority)	**Transit Corridor Dedication (0.33 Acres)**	$138,160	$0	$138,160	$0	$0	$0	$138,160	$0	**$138,160**	**CMB Improvement Co.**	**03/12/21**
2021 Valuation Update [1]	Based on $399,000 per acre	$131,670	$0	$131,670	$0	$0	$0	$131,670	$0	$131,670	CMB Improvement Co.	07/01/21
Cert. No. 1 to Convert & Apply Fee Reimb. as Fee Credits	Public Lands Fee Reimb. Converted/Applied to Infrastructure F	$131,670	$0	$131,670	($79,800)	$0	($79,800)	$51,870	$0	$51,870	MR PH 2 Village 1	10/21/21
Cert. No. 1 to Convert & Apply Fee Reimb. as Fee Credits	Public Lands Fee Reimb. Converted/Applied to Infrastructure F	$51,870	$0	$51,870	($51,870)	$0	($51,870)	**$0**	**$0**	**$0**	MR PH 2 Village 2	10/21/21
FPA SPIF Program Infrastructure Fee Reimbursement Agreement (2022 Priority)	**Mangini Ranch Phase 2 Villages 1 & 2**	$3,752,466	$4,627,328	$8,379,794	$0	$0	$0	$3,752,466	$4,627,328	**$8,379,794**		10/21/21
Cert. No. 1 to Convert & Apply Fee Reimb. as Fee Credits	Convert to Infrastructure Fee Credits	$3,752,466	$4,627,328	$8,379,794	$0	($2,990,768)	($2,990,768)	$3,752,466	$1,636,560	$5,389,026	MR Ph 2 Village 1	
Cert. No. 1 to Convert & Apply Fee Reimb. as Fee Credits	Convert to Infrastructure Fee Credits	$3,752,466	$1,636,560	$5,389,026	$0	($1,240,921)	($1,240,921)	$3,752,466	$395,639	$4,148,105	MR Ph 2 Village 1	
Cert. No. 1 to Convert & Apply Fee Reimb. as Fee Credits	Convert to Public Lands Fee Credits	$3,752,466	$395,639	$4,148,105	$0	($15,960)	($15,960)	$3,752,466	$379,679	$4,132,145	MR Ph 2 Village 2	
Cert. No. 1 to Convert & Apply Fee Reimb. as Fee Credits	Convert to Infrastructure Fee Credits	$3,752,466	$379,679	$4,132,145	($1,274,043)	$0	($1,274,043)	$2,478,423	$379,679	$2,858,102	MR Ph 2 Village 2	
FY 2022-2023 Adjustment [2]	5.54%	$2,478,423	$379,679	$2,858,102	$137,305	$21,034	$158,339	$2,615,728	$400,713	$3,016,441	**CMB Improvement Co.**	07/01/22
Cert. No. 2 to Convert & Transfer Fee Reimb. as Fee Credits	Transfer to ECIC	$2,615,728	$400,713	$3,016,441	($2,511,513)	$0	($2,511,513)	$104,215	$400,713	$504,928	ECIC	
Cert. No. 3 to Convert & Transfer Fee Reimb. as Fee Credits	Convert to Infrastructure Fee Credits	$104,215	$400,713	$504,928	($104,215)	($400,713)	($504,928)	**$0**	**$0**	**$0**	MPA	03/09/23
FPA SPIF Program Infrastructure Fee Reimbursement Agreement (2022 Priority)	**Mangini Ranch Phase 1E**	$0	$2,124,624	$2,124,624	$0	$0	$0	$0	$2,124,624	$2,124,624	CMB - Mangini Ranch Phase 1	09/15/22
Cert. No. 1 to Convert & Transfer Fee Reimb. as Fee Credits	Convert to Infrastructure Fee Credits	$0	$2,124,624	$2,124,624	$0	($1,529,864)	($1,529,864)	$0	$594,760	$594,760	MPA	03/09/23
Cert. No. 1 to Convert & Transfer Fee Reimb. as Fee Credits	Convert to Public Lands Fee Credits	$0	$594,760	$594,760	$0	($94,760)	($94,760)	$0	$500,000	$500,000	MPA	03/09/23
FY 2023-2024 Adjustment [2]	8.87%	$0	$500,000	$500,000	$0	$44,350	$44,350	$0	$544,350	$544,350	CMB	07/01/23
Amendment No. 1 to Reimbursement Agreement	Add Triple 60" SD Outfall (2023 SPIF Adjustment)	$0	$544,350	$544,350	$0	$202,500	$48,284	$0	$746,850	$746,850	CMB	01/12/24
FY 2024-2025 Adjustment [2]	2.65%	$0	$746,850	$746,850	$0	$19,792	$66,246	$0	$766,642	$766,642	CMB	07/01/24
Transfer from AIC (Mangini Ranch Phase 1C Backbone)		$0	$766,642	$766,642	$0	$875,000	$875,000	$0	$1,641,642	$1,641,642	CMB	
FY 2025-2026 Adjustment [2]	0.66%	$0	$1,641,642	$1,641,642	$0	$10,835	$10,835	**$0**	**$1,652,476**	**$1,652,476**	CMB	07/01/25

Source: City of Folsom; EPS.

[1] As stipulated in the SPIF Ordinance, the land value for establishing the parkland and public lands fee components shall be adjusted based on a three-year rolling average of appraised value for such land dedications. See Table C-18 for land valuation updates.
[2] As stipulated in the SPIF Ordinance and the SPIF Reimbursement Agreements the reimbursement balance shall be adjusted annually based on the annual percentage change in Engineering-News Record Construction Cost Index. See Table C-18 for details.
Key:
C&T - Credit and Transfer

Table C-12
City of Folsom
SPIF Credit/Reimbursement Tracking
Folsom Heights, LLC

Folsom Heights

Agreement	Description	Transactions: Beginning Balance PFR Compliant	Beginning Balance Non-PFR-Compliant	Beginning Balance Total	Transaction Amount PFR Compliant	Transaction Amount Non-PFR-Compliant	Transaction Amount Total	End Balance PFR Compliant	End Balance Non-PFR-Compliant	End Balance Total	Recipient/Destination	Transaction Date
FPA SPIF Program Public Lands Fee Reimbursement Agreement (2021 Priority)	**Water Tank Land Dedication (1.51 acres)**	$654,000	$0	$654,000	$0	$0	$0	$654,000	$0	**$654,000**	**Folsom Heights LLC**	**08/23/21**
2022 Valuation Update [1]	Based on $412,000 per acre	$622,120	$0	$622,120	$0	$0	$0	$622,120	$0	**$622,120**	**Folsom Heights LLC**	07/01/22
FY 23-24 Land Valuation Adjustment	Based on $426,667 per acre	$644,267	$0	$644,267	$0	$0	$0	$644,267	$0	**$644,267**	**Folsom Heights LLC**	07/01/23
2024 Valuation Update [1]	Based on $457,667 per acre	$691,077	$0	$691,077	$0	$0	$0	**$691,077**	**$0**	**$691,077**	**Folsom Heights LLC**	07/01/24

cmb reimbursements

Source: City of Folsom; EPS.

[1] As stipulated in the SPIF Ordinance, the land value for establishing the parkland and public lands fee components shall be adjusted based on a three-year rolling average of appraised value for such land dedications. See Table C-18 for land valuation updates.

Key:
C&T - Credit and Transfer

Table C-13
City of Folsom
SPIF Credit/Reimbursement Tracking
Toll Bros.

Toll Bros.

Agreement	Description	Beginning Balance PFR Compliant	Beginning Balance Non-PFR-Compliant	Beginning Balance Total	Transactions Transaction Amount PFR Compliant	Transactions Transaction Amount Non-PFR-Compliant	Transactions Transaction Amount Total	End Balance PFR Compliant	End Balance Non-PFR-Compliant	End Balance Total	Recipient/Destination	Transaction Date
FPA SPIF Program Infrastructure Fee Reimbursement Agreement	**Folsom Ranch Phase 1 Backbone**	$7,805,700	$16,832,948	$24,638,648	$0	$0	$0	$7,805,700	$16,832,948	**$24,638,648**		**08/16/21**
Cert. No. 1 to Convert & Apply Fee Reimb. as Fee Credits	Reimbursements Converted to Infrastructure Fee Credits	$7,805,700	$16,832,948	$24,638,648	$0	($6,610,356)	($6,610,356)	$7,805,700	$10,222,592	**$18,028,292**	Folsom Ranch Phase 1B and 1C	07/26/21
Cert. No. 1 to Convert & Apply Fee Reimb. as Fee Credits	Reimbursements Converted to Public Lands Credis	$7,805,700	$10,222,592	$18,028,292	$0	($175,560)	($175,560)	$7,805,700	$10,047,032	**$17,852,732**	Folsom Ranch Phase 1B and 1C	07/26/21
Cert. No. 2 to Convert & Apply Fee Reimb. as Fee Credits	Reimbursements Converted to Infrastructure Fee Credits	$7,805,700	$10,047,032	$17,852,732	$0	($3,225,978)	($3,225,978)	$7,805,700	$6,821,054	**$14,626,754**	Folsom Ranch Ph 1D	03/01/22
Cert. No. 2 to Convert & Apply Fee Reimb. as Fee Credits	Reimbursements Converted to Public Lands Credis	$7,805,700	$6,821,054	$14,626,754	$0	($75,810)	($75,810)	$7,805,700	$6,745,244	**$14,550,944**	Folsom Ranch Ph 1D	03/01/22
Cert. No. 3 to Convert & Apply Fee Reimb. as Fee Credits	Reimbursements Converted to Infrastructure Fee Credits	$7,805,700	$6,745,244	$14,550,944	$0	($5,088,006)	($5,088,006)	$7,805,700	$1,657,238	**$9,462,938**	Folsom Ranch Ph 1E	05/12/22
Cert. No. 3 to Convert & Apply Fee Reimb. as Fee Credits	Reimbursements Converted to Public Lands Credis	$7,805,700	$1,657,238	$9,462,938	$0	($123,690)	($123,690)	$7,805,700	$1,533,548	**$9,339,248**	Folsom Ranch Ph 1E	05/12/22
FY 2022-2023 Adjustment	5.54%	$7,805,700	$1,533,548	$9,339,248	$432,436	$84,959	$517,395	$8,238,136	$1,618,507	**$9,856,643**	**Toll**	07/01/22
Cert. No. 4 to C&T Fee Reimb. As Fee Credits	Reimbursements Converted to Infrastructure Fee Credits	$8,238,136	$1,618,507	$9,856,643	$0	($438,912)	($438,912)	$8,238,136	$1,179,595	**$9,417,731**	**TCS Phase 3 V1**	07/26/22
Cert. No. 5 to Convert & Apply Fee Reimb. As Fee Credits	Reimbursements Converted to Infrastructure Fee Credits	$8,238,136	$1,179,595	$9,417,731	($3,975,380)	($1,179,595)	($5,154,975)	$4,262,756	($0)	**$4,262,756**	Folsom Ranch Ph 3A	11/30/22
Cert. No. 5 to Convert & Apply Fee Reimb. As Fee Credits	Reimbursements Converted to Public Lands Credits	$4,262,756	($0)	$4,262,756	($127,720)	$0	($127,720)	$4,135,036	($0)	**$4,135,036**	Folsom Ranch Ph 3A	11/30/22
Cert. No. 6 to Convert & Apply Fee Reimb. As Fee Credits	Reimbursements Converted to Infrastructure Fee Credits	$4,135,036	($0)	$4,135,036	($3,818,500)	$0	($3,818,500)	$316,536	($0)	**$316,536**	Folsom Ranch Ph 1F	11/30/22
Cert. No. 6 to Convert & Apply Fee Reimb. As Fee Credits	Reimbursements Converted to Public Lands Credits	$316,536	($0)	$316,536	($94,760)	$0	($94,760)	$221,776	($0)	**$221,776**	Folsom Ranch Ph 1F	11/30/22
Construction True-Up (Transactions summed as non-inflation adjusted) [1]	True Up	N/A	N/A	$221,776	N/A	N/A	($2,299,203)	N/A	N/A	($2,077,427)	Phase 1 True-Up	05/16/23
Phase 1 Agreement Adjustment	Phase 1 Credit Correction	N/A	N/A	($2,077,427)	N/A	N/A	$2,077,427	**N/A**	**N/A**	**$0**	Reimbursement from Phase 2 Agreen	05/01/24
FPA SPIF Program Infrastructure Fee Reimbursement Agreement [2]	**Folsom Ranch Phase 2 Backbone**	$24,411,053	$0	$24,411,053	$0	$0	$0	$24,411,053	$0	**$24,411,053**	**Toll Brothers**	**10/31/23**
Cert. No. 1 to Convert & Apply Fee Reimb. as Fee Credits	Reimbursements Converted to Infrastructure Fee Credits	$24,411,053	$0	$24,411,053	($3,715,716)	$0	($3,715,716)	$20,695,337	$0	**$20,695,337**	FR P2A (86 SFHD)	10/31/23
Cert. No. 1 to Convert & Apply Fee Reimb. as Fee Credits	Reimbursements Converted to Public Lands Credits	$20,695,337	$0	$20,695,337	($85,333)	$0	($85,333)	$20,610,004	$0	**$20,610,004**	FR P2A (86 SFHD)	10/31/23
Phase 1 Agreement Adjustment	Phase 1 Credit Correction	$20,610,004	$0	$20,610,004	($2,077,427)	$0	($2,077,427)	$18,532,577	$0	**$18,532,577**	Phase 1 Deficit	05/01/24
FY 2024-2025 Adjustment [3]	2.65%	$18,532,577	$0	$18,532,577	$491,113	$0	$491,113	$19,023,690	$0	**$19,023,690**	**Toll**	07/01/24
Cert. No. 2 to Convert & Apply Fee Reimb. as Fee Credits	Reimbursements Converted to Infrastructure Fee Credits	$19,023,690	$0	$19,023,690	($4,375,980)	$0	($4,375,980)	$14,647,710	$0	**$14,647,710**	FR 2B (60 SFHD, 40 MLD)	07/01/24
Cert. No. 2 to Convert & Apply Fee Reimb. as Fee Credits	Reimbursements Converted to Public Lands Credits	$14,647,710	$0	$14,647,710	($91,533)	$0	($91,533)	$14,556,177	$0	**$14,556,177**	FR 2B (60 SFHD, 40 MLD)	07/01/24
Cert. No. 3 to Convert & Apply Fee Reimb. as Fee Credits	Reimbursements Converted to Infrastructure Fee Credits	$14,556,177	$0	$14,556,177	($3,603,084)	$0	($3,603,084)	$10,953,093	$0	**$10,953,093**	FR 3B (76 SFHD)	10/01/24
Cert. No. 3 to Convert & Apply Fee Reimb. as Fee Credits	Reimbursements Converted to Public Lands Credits	$10,953,093	$0	$10,953,093	($77,803)	$0	($77,803)	$10,875,290	$0	**$10,875,290**	FR 3B (76 SFHD)	10/01/24
Cert. No. 4 to Convert & Apply Fee Reimb. as Fee Credits	Reimbursements Converted to Infrastructure Fee Credits	$10,875,290	$0	$10,875,290	($3,595,602)	$0	($3,595,602)	$7,279,688	$0	**$7,279,688**	FR P2D (50 SFHD, 32 MLD)	12/17/24
Cert. No. 4 to Convert & Apply Fee Reimb. as Fee Credits	Reimbursements Converted to Public Lands Credits	$7,279,688	$0	$7,279,688	($73,227)	$0	($73,227)	$7,206,461	$0	$7,206,461	FR P2D (50 SFHD, 32 MLD)	12/17/24
FY 2025-2026 Adjustment [2]	0.66%	$7,206,461	$0	$7,206,461	$47,563	$0	$47,563	**$7,254,023**	**$0**	**$7,254,023**	Toll	07/01/25

Source: City of Folsom; EPS.

Key:
C&T - Credit and Transfer

[1] The negative balance of the Phase 1 Agreement post Construction True-Up was not subject to the annual inflationary adjustment as the Phase 2 agreement had already been submitted to the City as of July 1, 2023.
[2] Phase 2 Reimbursement balance will be subject to warranty provision as determined by City Engineer's office. The full amount of reimbursements will be able to be converted to SPIF credits once a True-Up has been approved by the City.
[3] As stipulated in the SPIF Ordinance and the SPIF Reimbursement Agreements the reimbursement balance shall be adjusted annually based on the annual percentage change in Engineering-News Record Construction Cost Index. See Table C-18 for details.

Table C-14
City of Folsom
SPIF Credit/Reimbursement Tracking
Town Center South, LLC

Town Center South Improvement Co.

Agreement	Description	Transactions: Beginning Balance PFR Compliant	Beginning Balance Non-PFR-Compliant	Beginning Balance Total	Transaction Amount PFR Compliant	Transaction Amount Non-PFR-Compliant	Transaction Amount Total	End Balance PFR Compliant	End Balance Non-PFR-Compliant	End Balance Total	Recipient/Destination	Transaction Date
FPA SPIF Infrastructure Fee Reimbursement Agreement (2022 Priority)	**Mangini Ranch Phase 3 Village 1-4 Backbone**	$0	$2,654,679	$2,654,679	$0	$0	$0	$0	$2,654,679	$2,654,679	**TCS Improvement Co.**	**05/18/22**
Certificate No.1 to Convert and Apply Infrastructure Fee Reimbursements as Fee Credit	Non-PFR Compliant Reimburse. Conv. To Infrastructure Fee Credits	$0	$2,654,679	$2,654,679	$0	($2,654,679)	($2,654,679)	$0	$0	$0	**TCS Improvement Co. - MR Ph 3A V1**	07/27/22
Amendment No. 1 to Reimbursement Agreement	Add EBS 2A&2B Sta 123+80 to 144+10 (2023 SPIF Adjustment)	$0	$0	$0	$0	$764,561	$0	$0	$764,561	$764,561	**TCS Improvement Co.**	01/12/24
FY 2024-2025 Adjustment [2]	2.65%	$0	$764,561	$764,561	$0	$20,261	$0	$0	$784,822	$784,822	**TCS Improvement Co.**	07/01/24
FY 2025-2026 Adjustment [2]	0.66%	$0	$784,822	$784,822	$0	$5,180	$5,180	**$0**	**$790,002**	**$790,002**	**TCS Improvement Co.**	07/01/25
Transfer from Toll - FPA SPIF Program Infrastructure Fee Reimbursement Agreement												
Cert. No. 4 to C&T Fee Reimb. As Fee Credits	Reimbursements Transferred to TCS	$0	$0	$0	$0	$438,912	$438,912	$0	$438,912	**$438,912**		
Cert. No. 4 to C&T Fee Reimb. As Fee Credits	Reimbursements Converted to Fee Credits	$0	$438,912	$438,912	$0	($438,912)	($438,912)	**$0**	**$0**	**$0**	**TCS Improvement Co. - MR Ph 3A V1**	07/27/22

arcadian reimbursements

Source: City of Folsom; EPS.

Key:
C&T - Credit and Transfer

Table C-15
City of Folsom
SPIF Credit/Reimbursement Tracking
West Prairie Estates, LLC

West Prairie Estates Co.

Agreement	Description	Transactions									Recipient/Destination	Transaction Date
		Beginning Balance			Transaction Amount			End Balance				
		PFR Compliant	Non-PFR-Compliant	Total	PFR Compliant	Non-PFR-Compliant	Total	PFR Compliant	Non-PFR-Compliant	Total		
FPA SPIF Program Public Lands Fee Reimbursement Agreement (2021 Priority)	**Sanitary Sewer Lift Station (0.24 acres)**	$98,880	$0	$98,880	$0	$0	$0	$98,880	$0	$98,880	**West Prairie Estates, LLC**	**12/13/22**
FY 23-24 Land Valuation Adjustment	Based on $426,667 per acre	$102,400	$0	$0	$0	$0	$0	$102,400	$0	$102,400		
2024 Valuation Update [1]	Based on $457,667 per acre	$109,840	$0	$0	$0	$0	$0	**$109,840**	**$0**	**$109,840**		

[1] As stipulated in the SPIF Ordinance and the SPIF Reimbursement Agreements the reimbursement balance shall be adjusted annually based on a three-year rolling average of appraised public land valuations.

Table C-16
City of Folsom
SPIF Credit/Reimbursement Tracking
Elliott Homes, Inc.

Elliott Homes

Agreement	Description	Transactions: Beginning Balance PFR Compliant	Beginning Balance Non-PFR-Compliant	Beginning Balance Total	Transaction Amount PFR Compliant	Transaction Amount Non-PFR-Compliant	Transaction Amount Total	End Balance PFR Compliant	End Balance Non-PFR-Compliant	End Balance Total	Recipient/Destination	Transaction Date
						Dollars						
FPA SPIF Program Infrastructure Fee Reimbursement Agreement (2022 Priority)	**Broadstone Estates Backbone Infrastructure and Zone 4 Wat**	$1,097,145	-	$1,097,145	$0	-	$0	$1,097,145	$0	**$1,097,145**	**Elliott, Inc.**	**11/16/22**
FY 2023-2024 Adjustment [2]	8.87%	$1,097,145	$0	$1,097,145	$97,317	$0	$97,317	$1,194,462	$0	**$1,194,462**	**Elliott, Inc.**	07/01/23
Construction True-Up	August 2023 SPIF Adjustment	$1,194,462	$0	$1,194,462	$0	$0	$0	$1,990,185	$0	**$1,990,185**	**Elliott, Inc.**	August 2023
FY 2024-2025 Adjustment [3]	2.65%	$1,990,185	$0	$1,990,185	$52,740	$0	$52,740	$2,042,925	$0	$2,042,925	**Elliott, Inc.**	07/01/24
FY 2025-2026 Adjustment [2]	0.66%	$2,042,925	$0	$2,042,925	$13,483	$0	$13,483	**$2,056,408**	**$0**	**$2,056,408**	**Elliott, Inc.**	07/01/25

fres reimbursements

Source: City of Folsom; EPS.

[1] As stipulated in the SPIF Ordinance and the SPIF Reimbursement Agreements the reimbursement balance shall be adjusted annually based on the annual percentage change in Engineering-News Record Construction Cost Index. See Table C-18 for details.

Key:
C&T - Credit and Transfer

Table C-17
City of Folsom
SPIF Credit/Reimbursement Tracking
UC Davis

Agreement	Description	Transactions: Beginning Balance PFR Compliant	Beginning Balance Non-PFR-Compliant	Beginning Balance Total	Transaction Amount PFR Compliant	Transaction Amount Non-PFR-Compliant	Transaction Amount Total	End Balance PFR Compliant	End Balance Non-PFR-Compliant	End Balance Total	Recipient/Destination	Transaction Date
FPA SPIF Fee Reimbursement Agreement (2019 Priority)	**ECIC/Enclave Shared Costs for Phase 2A Backbone [3]**											
Cert No. 2 to Convert & Apply Fee Reimb. as Fee Credits	Cert No. 2 to Convert & Apply Fee Reimb. as Fee Credits [1]	$4,751,030	$825,106	$5,576,136	$0	$0	$0	$4,751,030	$825,106	**$5,576,136**	UC Davis Parcel 85	09/29/21
FY 2022-2023 Adjustment	5.54%	$4,751,030	$825,106	$5,576,136	$263,207	$45,711	$308,918	$5,014,237	$870,817	**$5,885,054**	UC Davis	07/01/22
Cert. No. XX to Apply Fee Reimb as Fee Credits	MOB Phase 1 (114ksf)	$5,014,237	$870,817	$5,885,054	($3,390,591)	$0	($3,390,591)	$1,623,646	$870,817	**$2,494,463**	MOB Phase 1	05/18/23
FY 2023-2024 Adjustment	8.87%	$1,623,646	$870,817	$2,494,463	$144,017	$77,241	$221,259	$1,767,663	$948,058	**$2,715,722**	UC Davis	07/01/23
Certificate No. 2 to Convert and Transfer Fee Reimb. As Fee Credits	Converting Non-Compliant Fee Reimb to Fee Credits	$1,767,663	$948,058	$2,715,722	$0	$1,679,524	$1,679,524	$1,767,663	$2,627,582	**$4,395,246**	UC Davis	10/01/23
FY 2024-2025 Adjustment [2]	2.65%	$0	$4,395,246	$4,395,246	$0	$0	$0	$0	$4,395,246	$4,395,246	UC Davis	07/01/24
FY 2025-2026 Adjustment [2]	0.66%	$0	$4,395,246	$4,395,246	$0	$29,009	$29,009	**$0**	**$4,424,254**	**$4,424,254**	UC Davis	07/01/25
FPA SPIF Program Public Lands Fee Reimbursement Agreement (2017 Priority)	**Enclave/Eagle Booster Pump Station Site (0.46 Ac.) [5]**											
Certificate No. 1 to Convert and Apply Fee Reimb. as Fee Credits	PFR Compliant Reimburse. Conv. To Infrastructure Fee Credits	$183,540	$0	$183,540	$0	$0	$0	$183,540	$0	**$183,540**	UC Davis Parcel 85	09/29/21
FY 2022-2023 Adjustment	Based on $412,000 per acre	$189,520	$0	$189,520	$0	$0	$0	$189,520	$0	**$189,520**	UC Davis	07/01/22
Certificate No. XX to Apply Fee Credits	MOB Phase 1 (114ksf)	$189,520	$0	$189,520	($107,120)	$0	($107,120)	$82,400	$0	**$82,400**	MOB Phase 1	05/18/23
FY 2023-2024 Adjustment	Based on $426,667 per acre	$85,333	$0	$85,333	$0	$0	$0	$85,333	$0	**$85,333**	UC Davis	07/01/23
FY 2024-2025 Adjustment	Based on per $457,667 acre	$91,533	$0	$91,533	$0	$0	$0	**$91,533**	**$0**	**$91,533**		

Source: City of Folsom; EPS.

Economic & Planning Systems, Inc.
The Economics of Land Use

Appendix D:

Roadways Construction Cost Estimates

FOLSOM PLAN AREA
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Item	Total Remaining Construction Budget
Backbone Rough Grading Summary	
Alder Creek Parkway	$2,633,686
Oak Avenue Parkway	$2,086,883
Empire Ranch Road	$7,563,144
Rowberry Drive	$871,320
Mangini Parkway	$4,860,900
Prairie City Road	$6,199,980
Haven Parkway	$785,773
Sierra Parkway	$1,020,607
Total Backbone Rough Grading	**$26,022,291**

FOLSOM PLAN AREA
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Sect.	Description	Rough Grade Excavation Qty.	Unit	Roadway Section Length Qty.	Unit	Unit Cost	Const. Costs	Percent Complete	Soft Costs (15%)	Contingency (20%)	Total Remaining Construction Budget
Backbone Roadway Rough Grading											
Alder Creek Parkway											
ACP 1-GD	Clearing & Grubbing (Sta 379+00 to Sta 389+00)	183,000	SF	1000	LF	$0.08	$15,028	35.52%	$1,454	$1,938	$13,082
ACP 1-GD	Rough Grade Excavation (Sta 379+00 to Sta 389+00)	37,000	CY	1000	LF	$10.00	$369,930	29.73%	$38,992	$51,990	$350,932
ACP 1-GD	Erosion Control (Sta 379+00 to Sta 389+00)	183,000	SF	1000	LF	$0.21	$37,570	35.52%	$3,634	$4,845	$32,704
ACP 2-GD	Clearing & Grubbing (Sta 389+00 to Sta 400+30)	232,000	SF	1130	LF	$0.08	$19,052	43.97%	$1,601	$2,135	$14,411
ACP 2-GD	Rough Grade Excavation (Sta 389+00 to Sta 400+30)	67,000	CY	1130	LF	$10.00	$669,873	71.64%	$28,496	$37,995	$256,468
ACP 2-GD	Erosion Control (Sta 389+00 to Sta 400+30)	232,000	SF	1130	LF	$0.21	$47,630	43.97%	$4,003	$5,337	$36,027
ACP 3-GD	Clearing & Grubbing (Sta 400+30 to Sta 418+40)	367,000	SF	1810	LF	$0.08	$30,138	46.32%	$2,427	$3,236	$21,840
ACP 3-GD	Rough Grade Excavation (Sta 400+30 to Sta 418+40)	104,000	CY	1810	LF	$10.00	$1,039,803	71.15%	$44,997	$59,997	$404,977
ACP 3-GD	Erosion Control (Sta 400+30 to Sta 418+40)	367,000	SF	1810	LF	$0.21	$75,345	46.32%	$5,235	$6,980	$47,115
ACP 4-GD	Clearing & Grubbing (Sta 418+40 to Sta 442+00)	553,000	SF	2360	LF	$0.08	$45,412	81.25%	$1,277	$1,703	$11,495
ACP 4-GD	Rough Grade Excavation (Sta 418+40 to Sta 442+00)	214,000	CY	2360	LF	$10.00	$2,139,596	73.33%	$85,595	$114,126	$600,895
ACP 4-GD	Erosion Control (Sta 418+40 to Sta 442+00)	553,000	SF	2360	LF	$0.21	$113,531	73.33%	$4,542	$6,056	$40,876
ACP 5-GD	Clearing & Grubbing (Sta 442+00 to Sta 466+70)	463,000	SF	2480	LF	$0.08	$38,022	73.33%	$1,521	$2,028	$13,689
ACP 5-GD	Rough Grade Excavation (Sta 442+00 to Sta 466+70)	26,000	CY	2480	LF	$10.00	$259,951	73.33%	$10,399	$13,866	$93,594
ACP 5-GD	Erosion Control (Sta 442+00 to Sta 466+70)	463,000	SF	2480	LF	$0.21	$95,054	73.33%	$3,803	$5,070	$34,224
ACP 6-GD	Clearing & Grubbing (Sta 466+70 to Sta 493+50)	470,000	SF	2690	LF	$0.08	$38,596	73.33%	$1,544	$2,059	$13,896
ACP 6-GD	Rough Grade Excavation (Sta 466+70 to Sta 493+50)	56,000	CY	2690	LF	$10.00	$559,894	73.33%	$22,399	$29,865	$201,587
ACP 6-GD	Erosion Control (Sta 466+70 to Sta 493+50)	470,000	SF	2690	LF	$0.21	$96,491	73.33%	$3,860	$5,147	$34,741
ACP 11B-GD	Clearing & Grubbing (Sta 563+70 to Sta 568+20)	16,000	SF	140	LF	$0.08	$1,314	0.00%	$197	$263	$1,774
ACP 11B-GD	Rough Grade Excavation (Sta 563+70 to Sta 568+20)	30,000	CY	140	LF	$10.00	$299,943	0.00%	$44,991	$59,989	$404,923
ACP 11B-GD	Erosion Control (Sta 563+70 to Sta 568+20)	16,000	SF	140	LF	$0.21	$3,285	0.00%	$493	$657	$4,434
Oak Avenue Parkway											
OAP 1-GD	Clearing & Grubbing (Sta 100+30 to Sta 119+00)	304,000	SF	1,880	LF	$0.08	$24,964	78.26%	$814	$1,085	$7,327
OAP 1-GD	Rough Grade Excavation (Sta 100+30 to Sta 119+00)	60,000	CY	1,880	LF	$10.00	$599,887	78.26%	$19,562	$26,083	$176,061
OAP 1-GD	Erosion Control (Sta 100+30 to Sta 119+00)	304,000	SF	1,880	LF	$0.21	$62,411	78.26%	$2,035	$2,714	$18,317
OAP 2-GD	Clearing & Grubbing (Sta 119+00 to Sta 129+50)	149,000	SF	1,050	LF	$0.08	$12,236	83.89%	$296	$394	$2,661
OAP 2-GD	Rough Grade Excavation (Sta 119+00 to Sta 129+50)	84,000	CY	1,050	LF	$10.00	$839,841	27.38%	$91,484	$121,979	$823,355

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Backbone Infrastructure
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Sect.	Description	Rough Grade Excavation Qty.	Unit	Roadway Section Length Qty.	Unit	Unit Cost	Const. Costs	Percent Complete	Soft Costs (15%)	Contingency (20%)	Total Remaining Construction Budget
Backbone Roadway Rough Grading (Continued)											
Oak Avenue Parkway (Continued)											
OAP 2-GD	Erosion Control (Sta 119+00 to Sta 129+50)	149,000	SF	1,050	LF	$0.21	$30,590	83.89%	$739	$986	$6,653
OAP 3-GD	Clearing & Grubbing (Sta 129+50 to 153+50)	371,000	SF	2,400	LF	$0.08	$30,467	26.42%	$3,363	$4,483	$30,263
OAP 3-GD	Rough Grade Excavation (Sta 129+50 to 153+50)	56,000	CY	2,400	LF	$10.00	$559,894	67.86%	$26,992	$35,990	$242,932
OAP 3-GD	Erosion Control (Sta 129+50 to 153+50)	371,000	SF	2,400	LF	$0.21	$76,166	26.42%	$8,406	$11,209	$75,658
OAP 4-GD	Clearing & Grubbing (Sta 153+50 to 176+90)	393,000	SF	2,340	LF	$0.08	$32,273	50.38%	$2,402	$3,203	$21,619
OAP 4-GD	Rough Grade Excavation (Sta 153+50 to 176+90)	35,000	CY	2,340	LF	$10.00	$349,934	83.33%	$8,750	$11,667	$78,751
OAP 4-GD	Erosion Control (Sta 153+50 to 176+90)	393,000	SF	2,340	LF	$0.21	$80,683	50.38%	$6,005	$8,007	$54,047
OAP 5-GD	Clearing & Grubbing (Sta 176+90 to Sta 186+20)	198,000	SF	940	LF	$0.08	$16,260	0.00%	$2,439	$3,252	$21,951
OAP 5-GD	Rough Grade Excavation (Sta 176+90 to Sta 186+20)	35,000	CY	940	LF	$10.00	$349,934	0.00%	$52,490	$69,987	$472,411
OAP 5-GD	Erosion Control (Sta 176+90 to Sta 186+20)	198,000	SF	940	LF	$0.21	$40,649	0.00%	$6,097	$8,130	$54,877
Empire Ranch Road											
ERR 3-GD	Clearing & Grubbing (Sta 145+80 to Sta 156+70)	253,000	SF	1,100	LF	$0.08	$20,776	0.00%	$3,116	$4,155	$28,048
ERR 3-GD	Rough Grade Excavation (Sta 145+80 to Sta 156+70)	110,000	CY	1,100	LF	$9.23	$1,015,106	0.00%	$152,266	$203,021	$1,370,393
ERR 3-GD	Erosion Control (Sta 145+80 to Sta 156+70)	253,000	SF	1,100	LF	$0.21	$51,941	0.00%	$7,791	$10,388	$70,120
ERR 4-GD	Clearing & Grubbing (Sta 156+70 to Sta 165+00)	302,000	SF	840	LF	$0.08	$24,800	0.00%	$3,720	$4,960	$33,480
ERR 4-GD	Rough Grade Excavation (Sta 156+70 to Sta 165+00)	476,000	CY	840	LF	$9.23	$4,392,640	0.00%	$658,896	$878,528	$5,930,064
ERR 4-GD	Erosion Control (Sta 156+70 to Sta 165+00)	302,000	SF	840	LF	$0.21	$62,001	0.00%	$9,300	$12,400	$83,701
ERR 5-GD	Clearing & Grubbing (Sta 165+00 to Sta 170+60)	122,000	SF	560	LF	$0.08	$10,019	0.00%	$1,503	$2,004	$13,525
ERR 5-GD	Rough Grade Excavation (Sta 165+00 to Sta 170+60)	0	CY	560	LF	$9.23	$0	0.00%	$0	$0	$0
ERR 5-GD	Erosion Control (Sta 165+00 to Sta 170+60)	122,000	SF	560	LF	$0.21	$25,047	0.00%	$3,757	$5,009	$33,813

FOLSOM PLAN AREA
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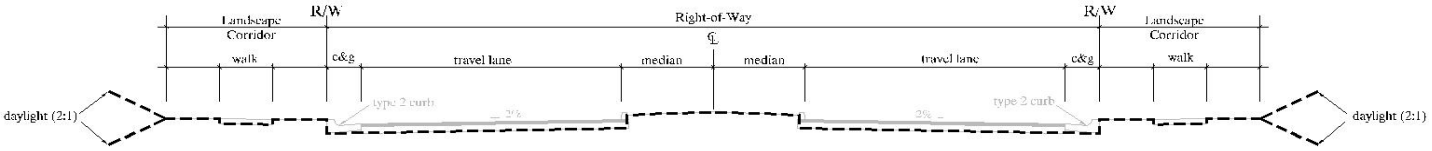
Sect.	Description	Rough Grade Excavation Qty.	Unit	Roadway Section Length Qty.	Unit	Unit Cost	Const. Costs	Percent Complete	Soft Costs (15%)	Contingency (20%)	Total Remaining Construction Budget
Backbone Roadway Rough Grading (Continued)											
Rowberry Drive											
ROW 1-GD	Clearing & Grubbing (Sta 100+60 to Sta 107+50)	115,000	SF	700	LF	$0.08	$9,444	0.00%	$1,417	$1,889	$12,749
ROW 1-GD	Rough Grade Excavation (Sta 100+60 to Sta 107+50)	50,000	CY	700	LF	$10.00	$499,906	0.00%	$74,986	$99,981	$674,872
ROW 1-GD	Erosion Control (Sta 100+60 to Sta 107+50)	115,000	SF	700	LF	$0.21	$23,610	0.00%	$3,541	$4,722	$31,873
ROW 2-GD	Clearing & Grubbing (Sta 107+50 to Sta 113+90)	113,000	SF	640	LF	$0.08	$9,280	0.00%	$1,392	$1,856	$12,527
ROW 2-GD	Rough Grade Excavation (Sta 107+50 to Sta 113+90)	8,000	CY	640	LF	$10.00	$79,985	0.00%	$11,998	$15,997	$107,980
ROW 2-GD	Erosion Control (Sta 107+50 to Sta 113+90)	113,000	SF	640	LF	$0.21	$23,199	0.00%	$3,480	$4,640	$31,319
Mangini Parkway											
MP 1-GD	Clearing & Grubbing (Sta 100+60 to Sta 150+20)	771,000	SF	2,920	LF	$0.08	$63,315	0.00%	$9,497	$12,663	$85,475
MP 1-GD	Rough Grade Excavation (Sta 100+60 to Sta 150+20)	241,000	CY	2,920	LF	$10.00	$2,409,545	0.00%	$361,432	$481,909	$3,252,885
MP 1-GD	Erosion Control (Sta 100+60 to Sta 150+20)	771,000	SF	2,920	LF	$0.21	$158,286	0.00%	$23,743	$31,657	$213,687
MP 2-GD	Clearing & Grubbing (Sta 150+20 to Sta 169+50)	280,000	SF	1,930	LF	$0.08	$22,994	54.29%	$1,577	$2,102	$14,189
MP 2-GD	Rough Grade Excavation (Sta 150+20 to Sta 169+50)	241,000	CY	1,930	LF	$10.00	$2,409,545	61.29%	$139,910	$186,547	$1,259,192
MP 2-GD	Erosion Control (Sta 150+20 to Sta 169+50)	280,000	SF	1,930	LF	$0.21	$57,484	54.29%	$3,941	$5,255	$35,473
Prairie City Road											
PCR 1-GD	Clearing & Grubbing (Sta 98+50 to Sta 121+80)	1,085,000	SF	2330	LF	$0.08	$89,100	0.00%	$13,365	$17,820	$120,285
PCR 1-GD	Rough Grade Excavation (Sta 98+50 to Sta 121+80)	63,200	CY	2330	LF	$10.00	$631,881	0.00%	$94,782	$126,376	$853,039
PCR 1-GD	Erosion Control (Sta 98+50 to Sta 121+80)	1,085,000	SF	2330	LF	$0.21	$222,751	0.00%	$33,413	$44,550	$300,713
PCR 2-GD	Clearing & Grubbing (Sta 121+80 to Sta 143+40)	99,600	SF	2170	LF	$0.08	$8,179	0.00%	$1,227	$1,636	$11,042
PCR 2-GD	Rough Grade Excavation (Sta 121+80 to Sta 143+40)	34,400	CY	2170	LF	$10.00	$343,935	0.00%	$51,590	$68,787	$464,312
PCR 2-GD	Erosion Control (Sta 121+80 to Sta 143+40)	99,600	SF	2170	LF	$0.21	$20,448	0.00%	$3,067	$4,090	$27,605
PCR 3-GD	Clearing & Grubbing (Sta 143+40 to Sta 176+30)	778,300	SF	3300	LF	$0.08	$63,914	0.00%	$9,587	$12,783	$86,284
PCR 3-GD	Rough Grade Excavation (Sta 143+40 to Sta 176+30)	290,000	CY	3300	LF	$10.00	$2,899,452	0.00%	$434,918	$579,890	$3,914,260
PCR 3-GD	Erosion Control (Sta 143+40 to Sta 176+30)	778,300	SF	3300	LF	$0.21	$159,785	0.00%	$23,968	$31,957	$215,710
PCR 4-GD	Clearing & Grubbing (Sta 176+30 to Sta 194+50)	498,000	SF	1820	LF	$0.08	$40,896	0.00%	$6,134	$8,179	$55,209
PCR 4-GD	Rough Grade Excavation (Sta 176+30 to Sta 194+50)	1,000	CY	1820	LF	$10.00	$9,998	0.00%	$1,500	$2,000	$13,497
PCR 4-GD	Erosion Control (Sta 146+30 to Sta 194+50)	498,000	SF	1820	LF	$0.21	$102,239	0.00%	$15,336	$20,448	$138,023

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Sect.	Description	Rough Grade Excavation Qty.	Unit	Roadway Section Length Qty.	Unit	Unit Cost	Const. Costs	Percent Complete	Soft Costs (15%)	Contingency (20%)	Total Remaining Construction Budget
Backbone Roadway Rough Grading (Continued)											
Haven Parkway											
HP 1-GD	Clearing & Grubbing (Sta 99+60 to Sta 137+00)	312,700	SF	2750	LF	$0.08	$25,679	0.00%	$3,852	$5,136	$34,667
HP 1-GD	Rough Grade Excavation (Sta 99+60 to Sta 137+00)	40,600	CY	2750	LF	$10.00	$405,923	0.00%	$60,888	$81,185	$547,996
HP 1-GD	Erosion Control (Sta 99+60 to Sta 137+00)	312,700	SF	2750	LF	$0.21	$64,197	0.00%	$9,630	$12,839	$86,666
HP2-GD	Clearing & Grubbing (Sta 99+60 to Sta 137+00)	105,300	SF	1000	LF	$0.08	$8,647	0.00%	$1,297	$1,729	$11,674
HP2-GD	Rough Grade Excavation (Sta 99+60 to Sta 137+00)	5,600	CY	1000	LF	$10.00	$55,989	0.00%	$8,398	$11,198	$75,586
HP2-GD	Erosion Control (Sta 99+60 to Sta 137+00)	105,300	SF	1000	LF	$0.21	$21,618	0.00%	$3,243	$4,324	$29,184
Sierra Parkway											
SPW 1-GD	Clearing & Grubbing (Sta 10+00 to Sta 21+00)	122,500	SF	1100	LF	$0.08	$10,060	0.00%	$1,509	$2,012	$13,581
SPW 1-GD	Rough Grade Excavation (Sta 10+00 to Sta 21+00)	9,200	CY	1100	LF	$10.00	$91,983	0.00%	$13,797	$18,397	$124,177
SPW 1-GD	Erosion Control (Sta 10+00 to Sta 21+00)	122,500	SF	1100	LF	$0.21	$25,149	0.00%	$3,772	$5,030	$33,951
SPW 2-GD	Clearing & Grubbing (Sta 21+00 to Sta 52+90)	351,100	SF	3190	LF	$0.08	$28,832	0.00%	$4,325	$5,766	$38,924
SPW 2-GD	Rough Grade Excavation (Sta 21+00 to Sta 52+90)	52,800	CY	3190	LF	$10.00	$527,900	0.00%	$79,185	$105,580	$712,665
SPW 2-GD	Erosion Control (Sta 21+00 to Sta 52+90)	351,100	SF	3190	LF	$0.21	$72,081	0.00%	$10,812	$14,416	$97,309
	Total Backbone Roadways Rough Grading:										**$26,022,291**

Folsom Plan Area
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Typical Rough Grading Section



FOLSOM PLAN AREA
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Item	Total Remaining Construction Budget
Backbone Roadways Summary	
Alder Creek Parkway	$26,630,171
Oak Avenue Parkway	$21,379,646
East Bidwell Street	$893,813
Empire Ranch Road	$2,572,159
Rowberry Drive	$1,021,275
Mangini Parkway	$3,365,508
Savannah Parkway	$2,280,004
Placerville Road	$357,035
Haven Parkway	$3,026,970
Sierra Parkway	$3,509,649
Subtotal Backbone Roadways	**$65,036,230**
Railroad Crossings	**$2,002,960**
City Fiber Optic & Traffic Signal Control System	**$5,555,482**
Signalized Intersections & Improvements	**$13,618,105**
Open Space Vehicular Access Barrier	**$907,314**

FOLSOM PLAN AREA
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Section	Description	Qty.	Unit	Unit Cost	Const. Costs	Percent Complete	Soft Costs (15%)	Contingency (20%)	Total Remaining Construction Budget
Backbone Infrastructure Roadways									
Alder Creek Parkway									
ACP 1	Alder Creek Parkway (Sta 379+00 to Sta 389+00)	1,000	LF	$1,092.00	$1,092,000	0.00%	$163,800	$218,400	$1,474,200
ACP 2	Alder Creek Parkway (Sta 389+00 to Sta 400+30)	1,130	LF	$1,036.00	$1,170,680	0.00%	$175,602	$234,136	$1,580,418
ACP 3	Alder Creek Parkway (Sta 400+30 to Sta 418+40)	1,360	LF	$1,036.00	$1,408,960	0.00%	$211,344	$281,792	$1,902,096
ACP 3	Retaining Wall (Wetland Preservation)	8,000	SF	$105.50	$844,029	0.00%	$126,604	$168,806	$1,139,440
ACP 4	Alder Creek Parkway (Sta 418+40 to Sta 442+00)	1,460	LF	$1,036.00	$1,512,560	0.00%	$226,884	$302,512	$2,041,956
BR 2	Alder Creek Parkway Bridge - Westbound Travel Lanes (295' Long x 42' wide)	12,390	DSF	$395.64	$4,902,028	0.00%	$735,304	$980,406	$6,617,738
BR 2	Alder Creek Parkway Bridge - Eastbound Travel Lanes (295' Long x 52' wide)	15,340	DSF	$395.64	$6,069,177	0.00%	$910,377	$1,213,835	$8,193,389
BR 2	Retaining Wall (Wetland Preservation)	1,400	SF	$105.50	$147,705	42.86%	$12,660	$16,880	$113,938
BR 2	Rock Slope Protection	9,500	SF	$39.56	$375,832	36.84%	$35,606	$47,475	$320,457
ACP 5	Alder Creek Parkway (Sta 442+00 to Sta 466+70)	1,970	LF	$1,092.00	$2,151,240	0.00%	$322,686	$430,248	$2,904,174
ACP 6	Alder Creek Parkway (Sta 466+70 to Sta 493+50)	2,020	LF	$1,128.00	$2,278,560	88.87%	$38,041	$50,721	$342,365
Oak Avenue Parkway									
OAP 1	Oak Avenue Parkway (Sta 100+30 to Sta 119+00)	1,480	LF	$794.00	$1,175,120	46.21%	$94,815	$126,419	$853,331
OAP 2-Ph1	Oak Avenue Parkway (Sta 119+00 to Sta 129+50)	600	LF	$794.00	$476,400	0.00%	$71,460	$95,280	$643,140
OAP 3-Ph1	Oak Avenue Parkway (Sta 129+50 to 153+50)	2,400	LF	$794.00	$1,905,600	0.00%	$285,840	$381,120	$2,572,560
OAP 4-Ph1	Oak Avenue Parkway (Sta 153+50 to 176+90)	1,890	LF	$794.00	$1,500,660	0.00%	$225,099	$300,132	$2,025,891
OAP 4-Ph1	Retaining Wall (Power Line Tower Preservation)	1,250	SF	$105.50	$131,880	0.00%	$19,782	$26,376	$178,037
OAP 5-Ph1	Oak Avenue Parkway (Sta 176+90 to Sta 186+20)	490	LF	$794.00	$389,060	0.00%	$58,359	$77,812	$525,231
BR 1-Ph1	Alder Creek Bridge (210' Long x 130' Wide)	27,300	DSF	$395.64	$10,801,078	0.00%	$1,620,162	$2,160,216	$14,581,456
East Bidwell Street									
EBS 1A	East Bidwell Street (Sta 100+60 to 109+50)	890	LF	$1,092.00	$971,880	91.96%	$11,721	$16,211	$108,987
EBS 2A	East Bidwell Street (Sta 123+80 to 136+30) Mangini Ranch Ph 3 - Phased Frontage	1,260	LF	$284.98	$359,071	0.00%	$53,861	$71,814	$484,746
EBS 2B	East Bidwell Street (Sta 136+30 to 144+10) Mangini Ranch Ph 3 - Phased Frontage	780	LF	$284.98	$222,282	0.00%	$33,342	$44,456	$300,081

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Section	Description	Qty.	Unit	Unit Cost	Const. Costs	Percent Complete	Soft Costs (15%)	Contingency (20%)	Total Remaining Construction Budget
Backbone Infrastructure Roadways (Continued)									
Empire Ranch Road									
ERR 1-Ph1	Empire Ranch Road (Sta 105+70 to Sta 129+30)	1,920	LF	$815.00	$1,564,800	78.39%	$50,723	$67,631	$456,507
ERR 3-Ph1	Empire Ranch Road (Sta 145+80 to Sta 156+70)	650	LF	$815.00	$529,750	0.00%	$79,463	$105,950	$715,163
ERR 4-Ph1	Empire Ranch Road (Sta 156+70 to Sta 165+00)	390	LF	$1,092.00	$425,880	0.00%	$63,882	$85,176	$574,938
ERR 5-Ph1	Empire Ranch Road (Sta 165+00 to Sta 170+60)	560	LF	$1,092.00	$611,520	0.00%	$91,728	$122,304	$825,552
Rowberry Drive									
ROW 1	Rowberry Drive (Sta 100+60 to Sta 107+50)	250	LF	$850.00	$212,500	0.00%	$31,875	$42,500	$286,875
ROW 2	Rowberry Drive (Sta 107+50 to Sta 113+90)	640	LF	$850.00	$544,000	0.00%	$81,600	$108,800	$734,400
Mangini Parkway									
MP 1A	Mangini Parkway (Sta 100+60 to Sta 129+70)	2,470	LF	$637.00	$1,573,390	0.00%	$236,009	$314,678	$2,124,077
MP 1B	Mangini Parkway (Sta 129+70 to Sta 150+20)	710	LF	$850.00	$603,500	0.00%	$90,525	$120,700	$814,725
MP 2	Mangini Parkway (Sta 150+20 to Sta 169+50)	1,480	LF	$637.00	$942,760	91.31%	$12,289	$16,385	$110,600
MP 3	Mangini Parkway (Sta 169+50 to Sta 191+80)	2,240	LF	$637.00	$1,426,880	91.31%	$18,599	$24,799	$167,394
MP 4	Mangini Parkway (Sta 191+80 to Sta 216+10)	1,990	LF	$637.00	$1,267,630	91.31%	$16,524	$22,031	$148,712
Savannah Parkway									
SP 1	Savannah Parkway (Sta 170+20 to Sta 183+90)	930	LF	$794.00	$738,420	52.00%	$53,166	$70,888	$478,496
SP 1	Savannah Parkway/White Rock Road Intersection	1	EA	$1,334,450.00	$1,334,450	0.00%	$200,168	$266,890	$1,801,508
Placerville Road									
PRC-4-RW	Placerville Road (Sta 51+10 to Sta 56+40)	530	LF	$499.00	$264,470	0.00%	$39,671	$52,894	$357,035
Haven Parkway									
HP-1	Haven Parkway (Sta 100+00 to Sta 127+00)	2,700	LF	$606.00	$1,636,200	0.00%	$245,430	$327,240	$2,208,870
HP-2	Haven Parkway (Sta 127+00 to Sta 137+00)	1,000	LF	$606.00	$606,000	0.00%	$90,900	$121,200	$818,100
Sierra Parkway									
SPW-1	Sierra Parkway (Sta 100+00 to Sta 21+00)	1,100	LF	$606.00	$666,600	0.00%	$99,990	$133,320	$899,910
SPW-2	Sierra Parkway (Sta 21+00 to Sta 52+90)	3,190	LF	$606.00	$1,933,140	0.00%	$289,971	$386,628	$2,609,739
	Total Backbone Roadways								**$65,036,230**

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Section	Description	Qty.	Unit	Unit Cost	Const. Costs	Percent Complete	Soft Costs (15%)	Contingency (20%)	Total Remaining Construction Budget
Backbone Infrastructure Roadways - Railroad Crossings									
Remove and Replacement of Railroad Track for Underground Utilities / Surface Improvements									
	At-Grade Railroad Crossing (Westwood Drive; WWD 3)	1	EA	$791,293	$791,293	25.00%	$89,020	$118,694	$801,184
	At-Grade Railroad Crossing (Alder Creek Pkwy; ACP 9)	1	EA	$197,823	$197,823	25.00%	$22,255	$29,673	$200,296
	At-Grade Railroad Crossing (Grand Prairie Dr; GP 1)	1	EA	$197,823	$197,823	25.00%	$22,255	$29,673	$200,296
	At-Grade Railroad Crossing (Mangini Parkway; MP 7-8)	1	EA	$791,293	$791,293	25.00%	$89,020	$118,694	$801,184
	Total Railroad Crossings								**$2,002,960**
Backbone Infrastructure Roadways - City Fiber Optic & Traffic Signal Control System									
Alder Creek Parkway									
ACP 1	Alder Creek Parkway (Sta 379+10 to Sta 389+00)	1,000	LF	$72.54	$72,543	0.00%	$10,881	$14,509	$97,933
ACP 2	Alder Creek Parkway (Sta 389+00 to Sta 400+30)	1,130	LF	$72.54	$81,973	0.00%	$12,296	$16,395	$110,664
ACP 3	Alder Creek Parkway (Sta 400+30 to Sta 418+40)	1,810	LF	$72.54	$131,302	0.00%	$19,695	$26,260	$177,258
ACP 4	Alder Creek Parkway (Sta 418+40 to Sta 442+00)	2,360	LF	$72.54	$171,201	0.00%	$25,680	$34,240	$231,121
ACP 5	Alder Creek Parkway (Sta 442+00 to Sta 466+70)	2,480	LF	$72.54	$179,906	0.00%	$26,986	$35,981	$242,873
ACP 6	Alder Creek Parkway (Sta 466+70 to Sta 493+50)	2,690	LF	$72.54	$195,140	27.08%	$21,344	$28,459	$192,100
ACP 7	Alder Creek Parkway (Sta 493+50 to Sta 506+90)	1,340	LF	$72.54	$97,207	36.36%	$9,279	$12,373	$83,515
ACP 8	Alder Creek Parkway (Sta 506+90 to Sta 524+10)	1,730	LF	$72.54	$125,499	36.36%	$11,980	$15,974	$107,821
ACP 9	Alder Creek Parkway (Sta 524+10 to Sta 542+20)	1,820	LF	$72.54	$132,028	36.36%	$12,603	$16,805	$113,430
ACP 10	Alder Creek Parkway (Sta 542+20 to Sta 563+70)	2,150	LF	$72.54	$155,967	36.36%	$14,889	$19,851	$133,997
ACP 11A	Alder Creek Parkway (Sta 563+70 to Sta 565+86)	300	LF	$72.54	$21,763	36.36%	$2,077	$2,770	$18,697
ACP 11B	Alder Creek Parkway (Sta 566+70 to Sta 568+20)	170	LF	$72.54	$12,332	0.00%	$1,850	$2,466	$16,649
Prairie City Road									
PCR 1	Prairie City Road (Sta 98+50 to 121+80)	2,330	LF	$72.54	$169,025	0.00%	$25,354	$33,805	$228,183
PCR 2	Prairie City Road (Sta 121+80 to 143+40)	2,170	LF	$72.54	$157,418	0.00%	$23,613	$31,484	$212,514
PCR 3	Prairie City Road (Sta 143+40 to 176+30)	3,300	LF	$72.54	$239,391	0.00%	$35,909	$47,878	$323,178
PCR 4	Prairie City Road (Sta 176+30 to 194+50)	1,820	LF	$72.54	$132,028	0.00%	$19,804	$26,406	$178,238
PCR 5	Prairie City Road (Sta 194+50 to 235+50)	4,110	LF	$72.54	$298,151	0.00%	$44,723	$59,630	$402,503

FOLSOM PLAN AREA
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Section	Description	Qty.	Unit	Unit Cost	Const. Costs	Percent Complete	Soft Costs (15%)	Contingency (20%)	Total Remaining Construction Budget
Backbone Infrastructure Roadways - City Fiber Optic & Traffic Signal Control System (Continued)									
Oak Avenue Parkway									
OAP 1	Oak Avenue Parkway (Sta 100+30 to Sta 119+00)	1,880	LF	$72.54	$136,380	36.36%	$13,019	$17,358	$117,170
East Bidwell Street									
EBS 1A	East Bidwell Street (Sta 100+60 to 109+50)	890	LF	$72.54	$64,563	36.36%	$6,163	$8,218	$55,469
EBS 1B	East Bidwell Street (Sta 109+50 to 123+80)	1,430	LF	$72.54	$103,736	36.36%	$9,903	$13,204	$89,124
EBS 2A	East Bidwell Street (Sta 123+80 to 136+30)	1,260	LF	$72.54	$91,404	36.36%	$8,725	$11,634	$78,529
EBS 2B	East Bidwell Street (Sta 136+30 to 144+10)	780	LF	$72.54	$56,583	36.36%	$5,401	$7,202	$48,613
EBS 3A	East Bidwell Street (Sta 144+10 to 150+70)	670	LF	$72.54	$48,604	36.36%	$4,640	$6,186	$41,757
EBS 3B	East Bidwell Street (Sta 150+70 to 157+90)	720	LF	$72.54	$52,231	36.36%	$4,986	$6,648	$44,874
Placerville Road Corridor									
PRC 4	Placerville Road Corridor (Sta 52+40 to 78+30)	1,820	LF	$72.54	$132,028	36.36%	$12,603	$16,805	$113,430
PRC 5	Placerville Road Corridor (Sta 26+70 to 52+40)	4,110	LF	$72.54	$298,151	36.36%	$28,461	$37,949	$256,153
Empire Ranch Road									
ERR 1	Empire Ranch Road (Sta 105+70 to Sta 129+30)	2,370	LF	$72.54	$171,926	30.07%	$18,034	$24,046	$162,308
ERR 2	Empire Ranch Road (Sta 129+30 to Sta 145+80)	1,650	LF	$72.54	$119,696	36.36%	$11,426	$15,235	$102,835
ERR 3	Empire Ranch Road (Sta 145+80 to Sta 156+70)	1,100	LF	$72.54	$79,797	0.00%	$11,970	$15,959	$107,726
ERR 4	Empire Ranch Road (Sta 156+70 to Sta 165+00)	840	LF	$72.54	$60,936	0.00%	$9,140	$12,187	$82,263
ERR 5	Empire Ranch Road (Sta 165+00 to Sta 170+60)	560	LF	$72.54	$40,624	0.00%	$6,094	$8,125	$54,842
Westwood Drive									
WWD 1	Westwood Drive (Sta 100+00 to Sta 113+70)	1,380	LF	$72.54	$100,109	36.36%	$9,556	$12,742	$86,008

FOLSOM PLAN AREA
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Section	Description	Qty.	Unit	Unit Cost	Const. Costs	Percent Complete	Soft Costs (15%)	Contingency (20%)	Total Remaining Construction Budget
Backbone Infrastructure Roadways - City Fiber Optic & Traffic Signal Control System (Continued)									
Mangini Parkway									
MP 1	Mangini Parkway (Sta 100+60 to Sta 150+20)	2,920	LF	$72.54	$211,825	0.00%	$31,774	$42,365	$285,964
MP 2	Mangini Parkway (Sta 150+20 to Sta 169+50)	1,930	LF	$72.54	$140,008	36.36%	$13,365	$17,820	$120,286
MP 3	Mangini Parkway (Sta 169+50 to Sta 191+80)	2,240	LF	$72.54	$162,496	36.36%	$15,512	$20,682	$139,607
MP 4	Mangini Parkway (Sta 191+80 to Sta 216+10)	2,440	LF	$72.54	$177,004	36.36%	$16,897	$22,529	$152,071
Savannah Parkway									
SP 2	Savannah Parkway (Sta 154+60 to Sta 170+20)	1,560	LF	$72.54	$113,167	36.36%	$10,803	$14,404	$97,226
SP 3	Savannah Parkway (Sta 125+00 to Sta 154+60)	2,960	LF	$72.54	$214,727	36.36%	$20,498	$27,330	$184,480
Russell Ranch Road									
RRR 1A	Russell Ranch Road (Sta 10+00 to Sta 15+80)	580	LF	$72.54	$42,075	36.36%	$4,016	$5,355	$36,148
RRR 1B	Russell Ranch Road (Sta 15+80 to Sta 18+00)	240	LF	$72.54	$17,410	0.00%	$2,612	$3,482	$23,504
Scenic Vista Court									
SVC 1	Scenic Vista Court (Sta 34+10 to 36+40)	230	LF	$72.5	$16,685	0.00%	$2,503	$3,337	$22,525
Grand Prairie Road (Zone 3 Tanks)									
GPR 1	Grand Prairie Road (Sta 11+00 to 21+00)	1,100	LF	$72.5	$79,797	36.36%	$7,617	$10,157	$68,557
Zone 4 Tank Site									
Z4TS	Zone 4 Tank Service (Alder Creek Parkway to Zone 4 Tank Site)	1,080	LF	$72.54	$78,346	36.36%	$7,479	$9,972	$67,310
Alder Creek Sewer Lift Station & Force Main									
SSLS	Alder Creek Parkway SSLS	470	LF	$72.54	$34,095	0.00%	$5,114	$6,819	$46,028
	Total City Fiber Optic & Traffic Control System								**$5,555,482**

FOLSOM PLAN AREA
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Section	Description	Qty.	Unit	Unit Cost	Const. Costs	Percent Complete	Soft Costs (15%)	Contingency (20%)	Total Remaining Construction Budget
Backbone Infrastructure Roadways - Signalized Intersections & Improvements									
INTX NO.									
1	Alder Creek Parkway / Oak Avenue Parkway (4-Way)	1	EA	$1,961,053	$1,961,053	0.00%	$294,158	$392,211	$2,647,422
2	Alder Creek Parkway / Rowberry Drive (3-Way)	1	EA	$1,547,975	$1,547,975	0.00%	$232,196	$309,595	$2,089,766
3	Alder Creek Parkway / Residential Street (4-Way: to Curb Returns)	1	EA	$490,539	$490,539	0.00%	$73,581	$98,108	$662,228
4	Alder Creek Parkway / Collector Rd. (W. of East Bidwell Street) (4-Way: to Curb Returns)	1	EA	$507,560	$507,560	35.05%	$49,449	$65,932	$445,041
6	Alder Creek Parkway / Westwood Drive (4-Way)	1	EA	$1,741,994	$1,741,994	77.29%	$59,341	$79,121	$534,069
7	Alder Creek Parkway / Empire Ranch Road (3-Way & 1 to Curb Return)	1	EA	$1,414,785	$1,414,785	0.00%	$212,218	$282,957	$1,909,960
8	Prairie City Road / Street 'D' (3-Way to Curb Returns)	1	EA	$659,178	$659,178	0.00%	$98,877	$131,836	$889,890
9	Prairie City Road / Mangini Parkway (3-Way to Curb Returns)	1	EA	$636,943	$636,943	0.00%	$95,541	$127,389	$859,873
10	Oak Avenue Parkway / Mangini Parkway (4-Way)	1	EA	$2,076,682	$2,076,682	77.10%	$71,334	$95,112	$642,006
11	East Bidwell St. / Savannah Parkway (4-Way)	1	EA	$1,607,571	$1,607,571	100.00%	$0	$0	$0
12	Westwood Drive / Savannah Parkway (3-Way)	1	EA	$1,197,314	$1,197,314	72.47%	$49,263	$65,924	$444,808
14	Mangini Parkway / Savannah Parkway (4-Way)	1	EA	$1,364,417	$1,364,417	100.00%	$0	$0	$0
15	Empire Ranch Road / Mangini Parkway (4-Way: One Side of St 'A' to Curb Return)	1	EA	$1,441,919	$1,441,919	72.57%	$59,328	$79,104	$533,950
16	Mangini Parkway / High School Access (4-Way)	1	EA	$1,079,962	$1,079,962	0.00%	$161,994	$215,992	$1,457,949
17	Oak Avenue Parkway / High School Access (4-Way)	1	EA	$1,138,005	$1,138,005	67.38%	$55,683	$74,243	$501,143
	Total Signalized Intersections								**$13,618,105**

**See Intersection Estimates for Detailed Breakdown of Costs*

FOLSOM PLAN AREA
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

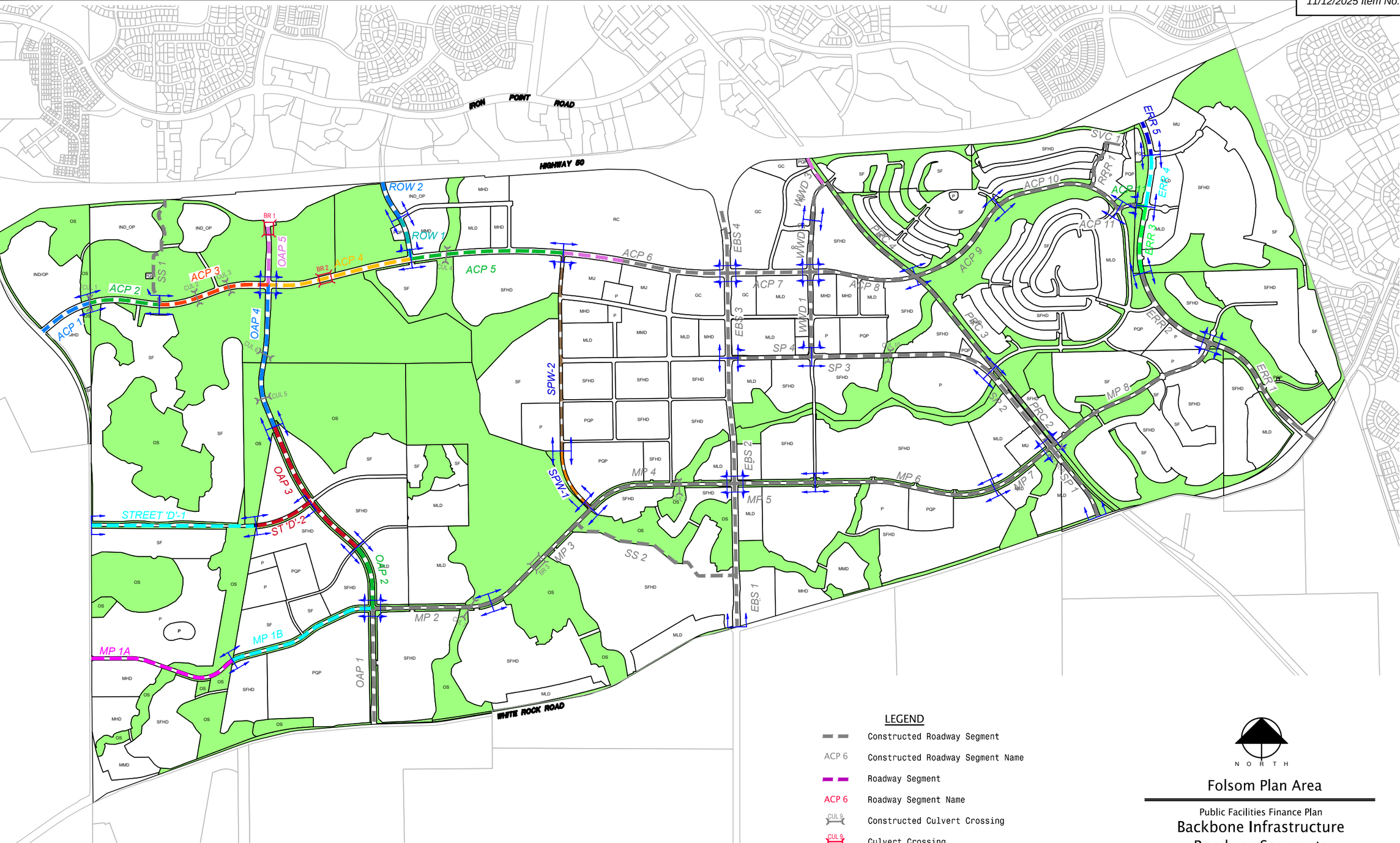
Section	Description	Qty.	Unit	Unit Cost	Const. Costs	Percent Complete	Soft Costs (15%)	Contingency (20%)	Total Remaining Construction Budget
Backbone Infrastructure Roadways - Open Space Vehicular Access Barrier (Open Space Adjacent to Major & Secondary Roadways)									
Alder Creek Parkway									
ACP 1	Alder Creek Parkway (Sta 379+00 to Sta 389+00)	300	LF	$23.73	$7,120	0.00%	$1,068	$1,424	$9,612
ACP 2	Alder Creek Parkway (Sta 389+00 to Sta 400+30)	1,300	LF	$23.73	$30,852	0.00%	$4,628	$6,170	$41,651
ACP 3	Alder Creek Parkway (Sta 400+30 to Sta 418+40)	3,350	LF	$23.73	$79,504	0.00%	$11,926	$15,901	$107,331
ACP 4	Alder Creek Parkway (Sta 418+40 to Sta 442+00)	3,950	LF	$23.73	$93,744	0.00%	$14,062	$18,749	$126,555
ACP 5	Alder Creek Parkway (Sta 442+00 to Sta 466+70)	550	LF	$23.73	$13,053	0.00%	$1,958	$2,611	$17,622
Prairie City Road									
PCR 1	Prairie City Road (Sta 99+40 to 121+80)	250	LF	$23.73	$5,933	0.00%	$890	$1,187	$8,010
PCR 2	Prairie City Road (Sta 121+80 to 143+40)	1,050	LF	$23.73	$24,919	0.00%	$3,738	$4,984	$33,641
PCR 4	Prairie City Road (Sta 176+30 to 194+50)	350	LF	$23.73	$8,306	0.00%	$1,246	$1,661	$11,214
Oak Avenue Parkway									
OAP 3	Oak Avenue Parkway (Sta 129+50 to 153+50)	100	LF	$23.73	$2,373	0.00%	$356	$475	$3,204
OAP 4	Oak Avenue Parkway (Sta 153+50 to 176+90)	4,500	LF	$23.73	$106,797	0.00%	$16,020	$21,359	$144,176
OAP 5	Oak Avenue Parkway (Sta 176+90 to Sta 186+20)	1,850	LF	$23.73	$43,905	0.00%	$6,586	$8,781	$59,272
Empire Ranch Road									
ERR 3	Empire Ranch Road (Sta 145+80 to Sta 156+70)	100	LF	$23.73	$2,373	0.00%	$356	$475	$3,204
Rowberry Drive									
ROW 1	Rowberry Drive (Sta 100+60 to Sta 107+50)	650	LF	$23.73	$15,426	0.00%	$2,314	$3,085	$20,825
ROW 2	Rowberry Drive (Sta 107+50 to Sta 113+90)	650	LF	$23.73	$15,426	0.00%	$2,314	$3,085	$20,825

FOLSOM PLAN AREA
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Section	Description	Qty.	Unit	Unit Cost	Const. Costs	Percent Complete	Soft Costs (15%)	Contingency (20%)	Total Remaining Construction Budget
Backbone Infrastructure Roadways - Open Space Vehicular Access Barrier (Open Space Adjacent to Major & Secondary Roadways (Continued)									
Mangini Parkway									
MP 1	Mangini Parkway (Sta 100+60 to Sta 150+20)	2,100	LF	$23.73	$49,839	0.00%	$7,476	$9,968	$67,282
MP 2	Mangini Parkway (Sta 150+20 to Sta 169+50)	650	LF	$23.73	$15,426	13.85%	$1,993	$2,658	$17,941
MP 3	Mangini Parkway (Sta 169+50 to Sta 191+80)	3,450	LF	$23.73	$81,878	19.74%	$9,857	$13,143	$88,715
MP 7	Mangini Parkway (Sta 258+50 to Sta 269+80)	350	LF	$23.73	$8,306	0.00%	$1,246	$1,661	$11,214
Savannah Parkway									
SP 1	Savannah Parkway (Sta 170+20 to Sta 183+90)	250	LF	$23.73	$5,933	0.00%	$890	$1,187	$8,010
SP 2	Savannah Parkway' (Sta 154+60 to Sta 170+20)	300	LF	$23.73	$7,120	0.00%	$1,068	$1,424	$9,612
SP 3	Savannah Parkway (Sta 125+00 to Sta 154+60)	350	LF	$23.73	$8,306	0.00%	$1,246	$1,661	$11,214
Placerville Road Utility Corridor									
PRC 1	Placerville Road (Sta 113+60 to Sta 128+80)	250	LF	$23.73	$5,933	0.00%	$890	$1,187	$8,010
PRC 3	Placerville Road (Sta 78+30 to Sta 97+90)	200	LF	$23.73	$4,747	0.00%	$712	$949	$6,408
PRC 4	Placerville Road (Sta 52+40 to Sta 78+30)	440	LF	$23.73	$10,442	0.00%	$1,566	$2,088	$14,097
Street 'D'									
ST 'D'	Street 'D' (Sta100+00 to Sta 137+00)	770	LF	$23.73	$18,274	0.00%	$2,741	$3,655	$24,670
Sierra Parkway									
SPW-1	Sierra Parkway (Sta 100+00 to Sta 21+00)	1,030	LF	$23.73	$24,445	0.00%	$3,667	$4,889	$33,000
	Total Open Space Vehicular Access Barrier								**$907,314**

FOLSOM PLAN AREA
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Section	Description	Qty.	Unit	Unit Cost	Const. Costs	Percent Complete	Soft Costs (15%)	Contingency (20%)	Total Remaining Construction Budget
Community Entry Improvements									
Major Coumminty Entry Improvements									
	Prairie City Road - Alder Creek Parkway Intersection	1	EA	$256,625.00	$256,625	0.00%	$38,494	$51,325	$346,444
	Prairie City Road - Capital Southeast Connector (White Rock Road) Intersection	1	EA	$256,625.00	$256,625	0.00%	$38,494	$51,325	$346,444
	Capital Southeast Connector (White Rock Road) - East Bidwell Street Intersection	1	EA	$256,625.00	$256,625	0.00%	$38,494	$51,325	$346,444
	Capital Southeast Connector (White Rock Road) - Savannah Parkway Intersection	1	EA	$256,625.00	$256,625	0.00%	$38,494	$51,325	$346,444
Minor Coumminty Entry Improvements									
	Alder Creek Parkway - Empire Ranch Road Intersection No. 7	1	EA	$205,300.00	$205,300	0.00%	$30,795	$41,060	$277,155
	Prairie City Road - Folsom Ranch Roadway Intersection No. 8	1	EA	$205,300.00	$205,300	0.00%	$30,795	$41,060	$277,155
	Prairie City Road - Folsom Ranch Roadway Intersection No. 9	1	EA	$205,300.00	$205,300	0.00%	$30,795	$41,060	$277,155
	Capital Southeast Connector (White Rock Road) - Oak Avenue Parkway Intersection	1	EA	$205,300.00	$205,300	0.00%	$30,795	$41,060	$277,155
	Capital Southeast Connector (White Rock Road) - Empire Ranch Road Intersection	1	EA	$205,300.00	$205,300	0.00%	$30,795	$41,060	$277,155
	Total Community Entry Improvements								**$2,771,550**



LEGEND

- Constructed Roadway Segment
- ACP 6 — Constructed Roadway Segment Name
- Roadway Segment
- ACP 6 — Roadway Segment Name
- CUL 9 — Constructed Culvert Crossing
- CUL 9 — Culvert Crossing
- BR 3 — Bridge Crossing
- Segment Break Marker

NORTH

Folsom Plan Area

Public Facilities Finance Plan

Backbone Infrastructure

Roadway Segments

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ENGINEERS PLANNERS SURVEYORS
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July 2025

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ROADWAY SEGMENTS

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IRON POINT ROAD

HIGHWAY 50

WHITE ROCK ROAD

#1 #2 #3 #4 #5 #6 #7 #8 #9 #10 #11 #12 #13 #14 #15 #16 #17 #18

PCR 1 PCR 2 PCR 3 PCR 4 PCR 5

ACP 1 ACP 2 ACP 3 ACP 4 ACP 5 ACP 6 ACP 7 ACP 8

SSLS

HP-1 HP-2

MP 1A MP 1B MP 2 MP 3 MP 4

OAP 1A OAP 1B

SPW-1 SPW-2

EBS 1A EBS 1B EBS 2A EBS 2B EBS 3

WWD 1

SP 2 SP 3

PRC 3

ERR 1 ERR 2 ERR 3

Z3 TANK Z4 TANK Z5 TANK

Z4/Z5 BPS

SVC 1

LEGEND

- City Fiber Optic & Traffic Signal Control System
- Traffic Signal
- Traffic Signals Funded By Other Sources
- Segment Break Marker
- Constructed City Fiber Optic & Traffic Signal Control System
- Constructed Traffic Signal

NORTH

Folsom Plan Area

Public Facilities Finance Plan

Backbone Infrastructure

City Fiber Optic & Traffic Control System

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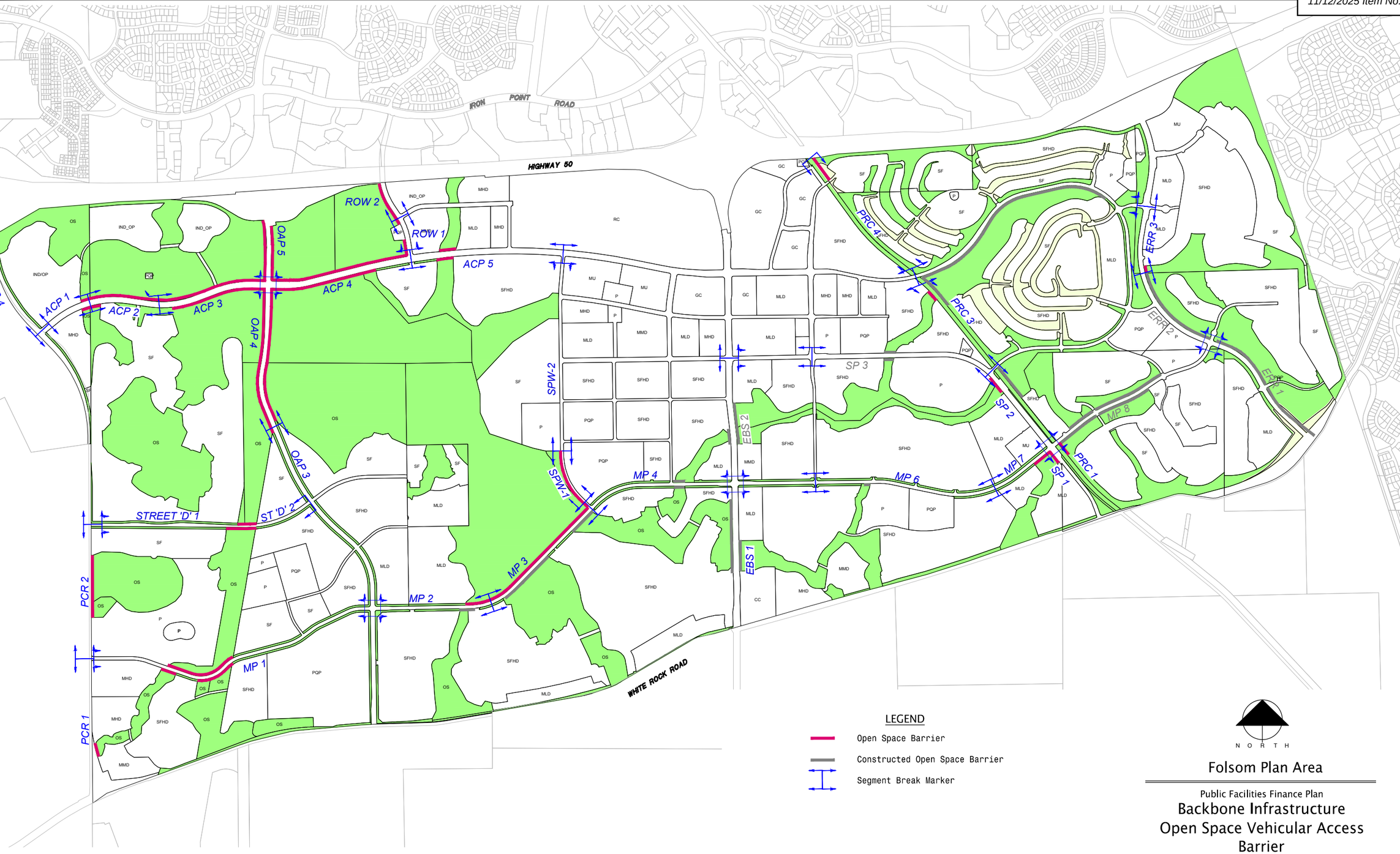
July 2025

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LEGEND

- Open Space Barrier
- Constructed Open Space Barrier
- Segment Break Marker

N O R T H

Folsom Plan Area

Public Facilities Finance Plan

Backbone Infrastructure

Open Space Vehicular Access Barrier

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May 2025

7919-00

OPEN SPACE BARRIER

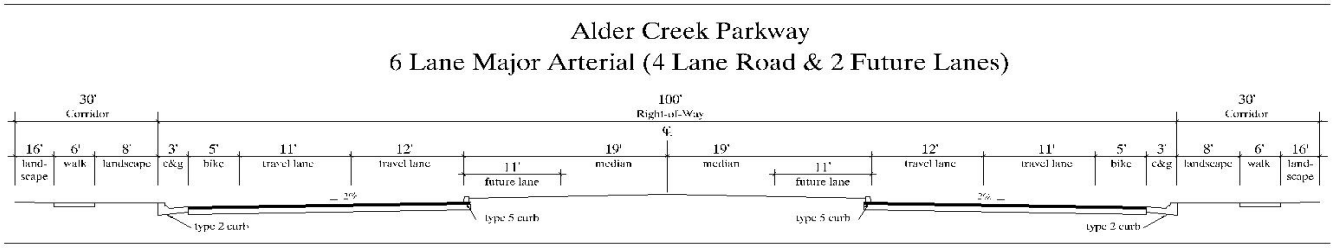
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Folsom Plan Area
Backbone Infrastructure
2025 Remaining work
Construction Cost Estimate

Cost Per Linear Foot
Alder Creek Parkway
ACP 1 & ACP 5 (Tl=10)
6-Lane Major Arterial (4 Lane Road & 2 Future Lanes)

Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Subgrade Preparation	62	SF	$0.66	$40.73
2	6" Asphalt Concrete over 13" Aggregate Base	56	SF	$9.23	$516.78
3	Curb & Gutter, Type 2 (Vertical Curb)	2	LF	$32.97	$65.94
4	Median Curb, Type 5 (Barrier Curb)	2	LF	$24.11	$48.22
5	Median Landscaping & Irrigation (CNL & Street Trees)	15	SF	$7.91	$118.71
6	Median Landscaping & Irrigation (Future Travel Lanes)	22	SF	$5.28	$116.08
7	PCC Sidewalk w/6" AB	12	SF	$9.23	$110.74
8	Signing & Striping (4-lanes)	4	LF	$1.98	$7.92
9	Street Lights (Type A, 220' spacing, both sides)	1	LF	$65.94	$65.94
			Subtotal		**$1,091.08**
			Use		**$1,092.00**

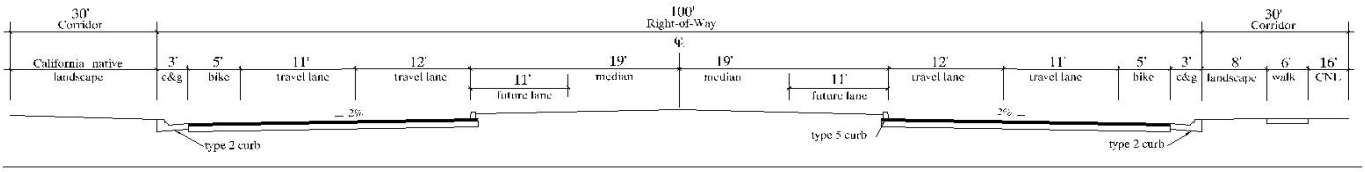


Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Cost Per Linear Foot
Alder Creek Parkway
ACP 2 thru ACP 4 (Tl=10)
6-Lane Major Arterial (4 Lane Road & 2 Future Lanes)

Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Subgrade Preparation	62	SF	$0.66	$40.73
2	6" Asphalt Concrete over 13" Aggregate Base	56	SF	$9.23	$516.78
3	Curb & Gutter, Type 2 (Vertical Curb)	2	LF	$32.97	$65.94
4	Median Curb, Type 5 (Barrier Curb)	2	LF	$24.11	$48.22
5	Median Landscaping & Irrigation (CNL & Street Trees)	15	SF	$7.91	$118.71
6	Median Landscaping & Irrigation (Future Travel Lanes)	22	SF	$5.28	$116.08
7	PCC Sidewalk w/6" AB	6	SF	$9.23	$55.37
8	Signing & Striping (4-lanes)	4	LF	$1.98	$7.92
9	Street Lights (Type A, 220' spacing, both sides)	1	LF	$65.94	$65.94
			Subtotal		**$1,035.71**
			Use		**$1,036.00**

Alder Creek Parkway
6 Lane Major Arterial (4 Lane Road & 2 Future Lanes)

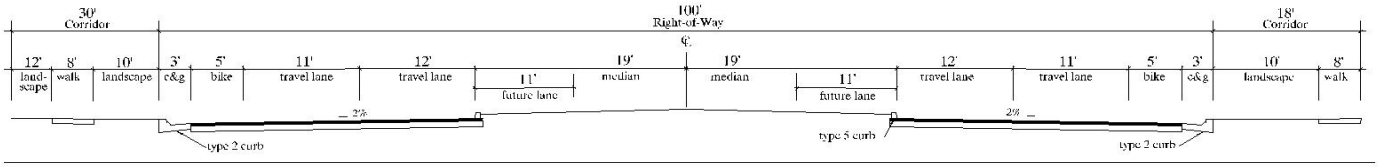


Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Cost Per Linear Foot
Alder Creek Parkway
ACP 6 (TI=10)
6-Lane Major Arterial (4 Lane Road & 2 Future Lanes)

Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Subgrade Preparation	62	SF	$0.66	$40.73
2	6" Asphalt Concrete over 13" Aggregate Base	56	SF	$9.23	$516.78
3	Curb & Gutter, Type 2 (Vertical Curb)	2	LF	$32.97	$65.94
4	Median Curb, Type 5 (Barrier Curb)	2	LF	$24.11	$48.22
5	Median Landscaping & Irrigation (CNL & Street Trees)	15	SF	$7.91	$118.71
6	Median Landscaping & Irrigation (Future Travel Lanes)	22	SF	$5.28	$116.08
7	PCC Sidewalk w/6" AB	16	SF	$9.23	$147.65
8	Signing & Striping (4-lanes)	4	LF	$1.98	$7.92
9	Street Lights (Type A, 220' spacing, both sides)	1	LF	$65.94	$65.94
			Subtotal		**$1,127.99**
			Use		**$1,128.00**

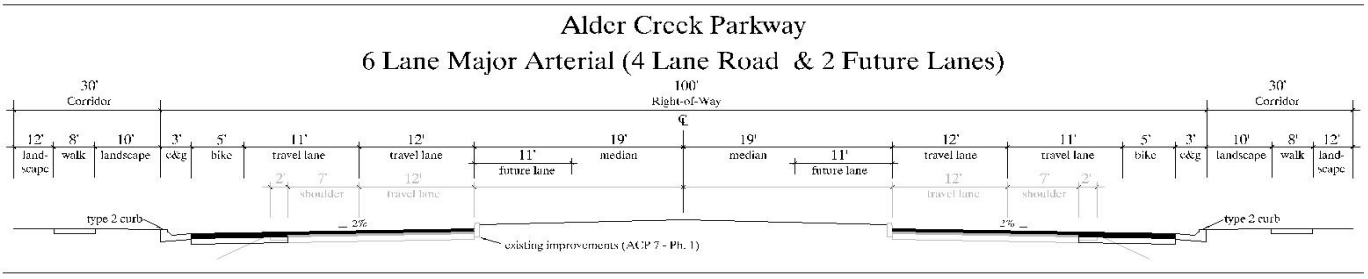
Alder Creek Parkway
6 Lane Major Arterial (4 Lane Road & 2 Future Lanes)



Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Cost Per Linear Foot
Alder Creek Parkway
ACP 7 (TI=10)
6-Lane Major Arterial (4 Lane Road & 2 Future Lanes)

Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Subgrade Preparation	20	SF	$0.66	$13.14
2	2" Asphalt Concrete Paving Overlay	38	SF	$1.98	$75.28
3	6" Asphalt Concrete over 13" Aggregate Base	18	SF	$9.23	$166.11
4	Curb & Gutter, Type 2 (Vertical Curb)	2	LF	$32.97	$65.94
5	Median Landscaping & Irrigation (CNL & Street Trees)	15	SF	$7.91	$118.71
6	Median Landscaping & Irrigation (Future Travel Lanes)	22	SF	$5.28	$116.08
7	PCC Sidewalk w/6" AB	16	SF	$9.23	$147.65
8	Signing & Striping (4-lanes)	4	LF	$1.98	$7.92
9	Street Lights (Type A, 220' spacing, both sides)	1	LF	$65.94	$65.94
			Subtotal		**$776.78**
			Use		**$777.00**

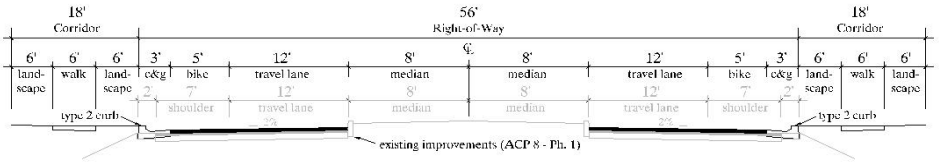


Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Cost Per Linear Foot
Alder Creek Parkway
ACP 8 (TI=7)
2 Lane Collector

Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	2" Asphalt Concrete Paving Overlay	34	SF	$1.98	$67.36
2	Curb & Gutter, Type 2 (Vertical Curb)	2	LF	$32.97	$65.94
3	Median Landscaping & Irrigation (CNL & Street Trees)	15	SF	$7.91	$118.71
4	PCC Sidewalk w/6" AB	12	SF	$9.23	$110.74
5	Signing & Striping (2-lanes)	2	LF	$1.98	$3.96
6	Street Lights (Type A, 220' spacing, both sides)	1	LF	$65.94	$65.94
			Subtotal		**$432.66**
			Use		**$433.00**

Alder Creek Parkway
2-lane Collector

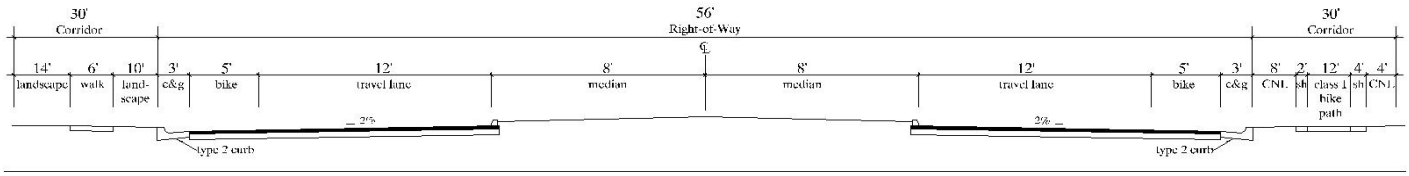


Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Cost Per Linear Foot
Alder Creek Parkway
ACP 9 thru ACP 11 (T I= 7.0)
2 Lane Collector

Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Subgrade Preparation	20	SF	$0.66	$13.14
2	4" Asphalt Concrete over 8.5" Aggregate Base	34	SF	$5.80	$197.19
3	Curb & Gutter, Type 2 (Vertical Curb)	2	LF	$32.97	$65.94
4	Median Curb, Type 5 (Barrier Curb)	2	LF	$24.11	$48.22
5	Median Landscaping & Irrigation (CNL & Street Trees)	15	SF	$7.91	$118.71
6	PCC Sidewalk w/6" AB	6	SF	$9.23	$55.37
7	Signing & Striping (2-lanes)	2	LF	$1.98	$3.96
8	Street Lights (Type A, 220' spacing, both sides)	1	LF	$65.94	$65.94
			Subtotal		**$568.49**
			Use		**$569.00**

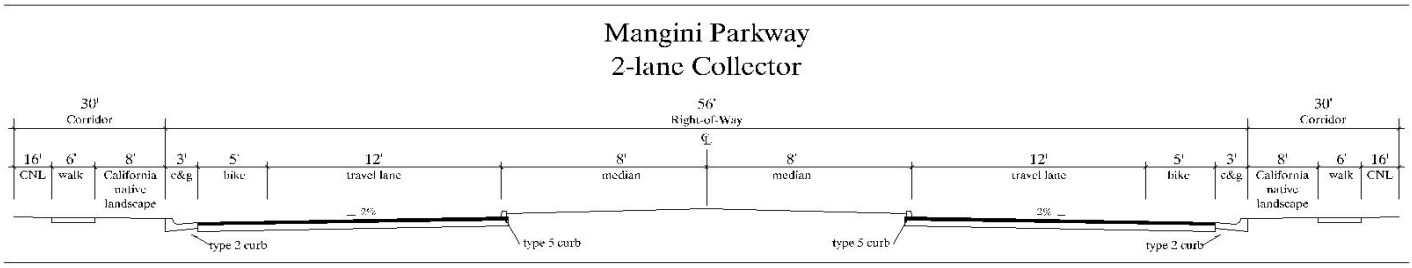
Alder Creek Parkway
2 Lane Collector



Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Cost Per Linear Foot
Mangini Parkway
MP 1A (TI=7)
2 Lane Collector

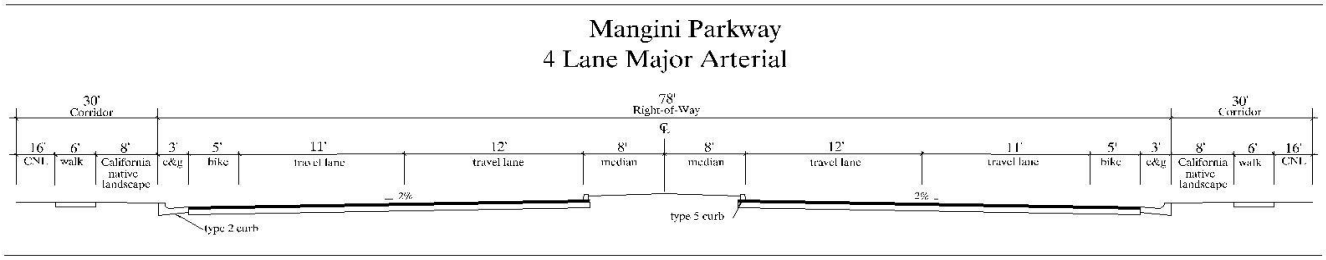
Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Subgrade Preparation	40	SF	$0.66	$26.28
2	4" Asphalt Concrete over 8.5" Aggregate Base	34	SF	$5.80	$197.19
3	Curb & Gutter, Type 2 (Vertical Curb)	2	LF	$32.97	$65.94
4	Median Curb, Type 5 (Barrier Curb)	2	LF	$24.11	$48.22
5	Median Landscaping & Irrigation (CNL & Street Trees)	15	SF	$7.91	$118.71
6	PCC Sidewalk w/6" AB	12	SF	$9.23	$110.74
7	Signing & Striping (2-lanes)	2	LF	$1.98	$3.96
8	Street Lights (Type A, 220' spacing, both sides)	1	LF	$65.94	$65.94
			Subtotal		**$636.99**
			Use		**$637.00**



Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Cost Per Linear Foot
Mangini Parkway
MP 1B (TI=9)
4-Lane Major Arterial

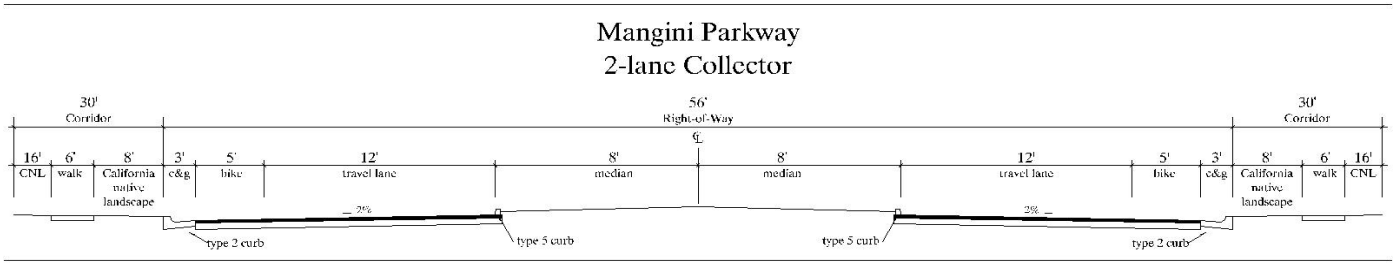
Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Subgrade Preparation	62	SF	$0.66	$40.73
2	5.5" Asphalt Concrete over 11" Aggregate Base	56	SF	$6.98	$390.89
3	Curb & Gutter, Type 2 (Vertical Curb)	2	LF	$32.97	$65.94
4	Median Curb, Type 5 (Barrier Curb)	2	LF	$24.11	$48.22
5	Median Landscaping & Irrigation (CNL & Street Trees)	15	SF	$7.91	$118.71
6	PCC Sidewalk w/6" AB	12	SF	$9.23	$110.74
7	Signing & Striping (4-lanes)	4	LF	$1.98	$7.92
8	Street Lights (Type A, 220' spacing, both sides)	1	LF	$65.94	$65.94
			Subtotal		**$849.11**
			Use		**$850.00**



Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Cost Per Linear Foot
Mangini Parkway
MP 2 Thru MP 4 and MP 8 (TI=7)
2 Lane Collector

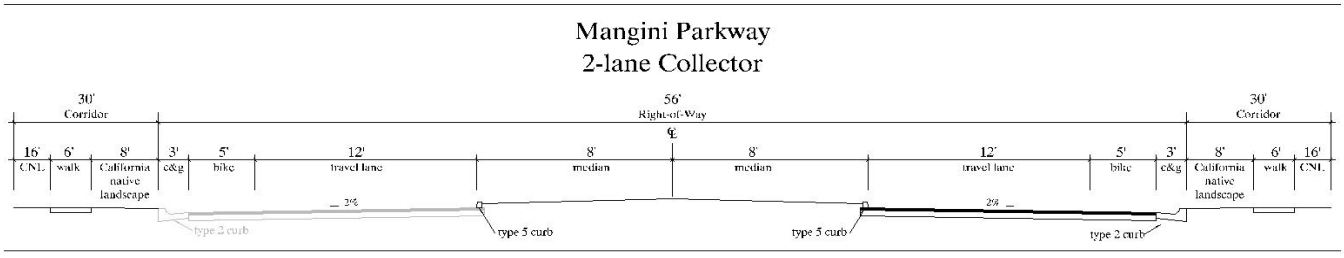
Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Subgrade Preparation	40	SF	$0.66	$26.28
2	4" Asphalt Concrete over 8.5" Aggregate Base	34	SF	$5.80	$197.19
3	Curb & Gutter, Type 2 (Vertical Curb)	2	LF	$32.97	$65.94
4	Median Curb, Type 5 (Barrier Curb)	2	LF	$24.11	$48.22
5	Median Landscaping & Irrigation (CNL & Street Trees)	15	SF	$7.91	$118.71
6	PCC Sidewalk w/6" AB	12	SF	$9.23	$110.74
7	Signing & Striping (2-lanes)	2	LF	$1.98	$3.96
8	Street Lights (Type A, 220' spacing, both sides)	1	LF	$65.94	$65.94
			Subtotal		**$636.99**
			Use		**$637.00**



Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Cost Per Linear Foot
Mangini Parkway
MP 7 (TI=7)
2 Lane Collector

Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Subgrade Preparation	20	SF	$0.66	$13.14
2	4" Asphalt Concrete over 8.5" Aggregate Base	17	SF	$5.80	$98.60
3	Curb & Gutter, Type 2 (Vertical Curb)	1	LF	$32.97	$32.97
4	Median Curb, Type 5 (Barrier Curb)	2	LF	$24.11	$48.22
5	Median Landscaping & Irrigation (CNL & Street Trees)	15	SF	$7.91	$118.71
6	PCC Sidewalk w/6" AB	12	SF	$9.23	$110.74
7	Signing & Striping (2-lanes)	2	LF	$1.98	$3.96
8	Street Lights (Type A, 220' spacing, both sides)	1	LF	$65.94	$65.94
			Subtotal		**$492.29**
			Use		**$493.00**

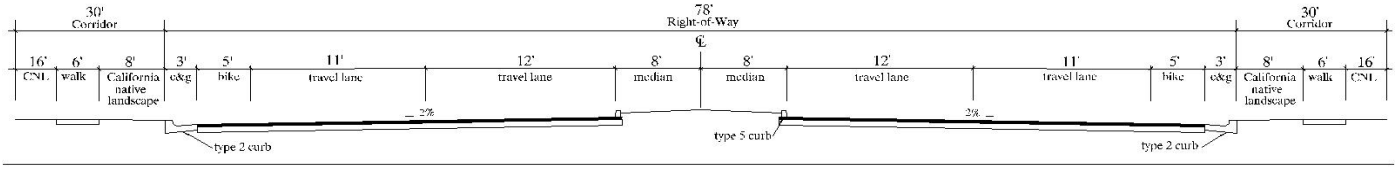


Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Preliminary Cost Per Linear Foot
Oak Avenue Parkway
OAP 1 (TI=9)
4 Lane Major Arterial

Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Subgrade Preparation	62	SF	$0.66	$40.73
2	5.5" Asphalt Concrete over 11" Aggregate Base	56	SF	$6.98	$390.89
3	Curb & Gutter, Type 2 (Vertical Curb)	2	LF	$32.97	$65.94
4	Median Curb, Type 5 (Barrier Curb)	2	LF	$24.11	$48.22
5	Median Landscaping & Irrigation (CNL & Street Trees)	15	SF	$7.91	$118.71
6	PCC Sidewalk w/6" AB	12	SF	$9.23	$110.74
7	Signing & Striping (4-lanes)	4	LF	$1.98	$7.92
8	Street Lights (Type A, 220' spacing, both sides)	1	LF	$65.94	$65.94
			Subtotal		**$849.11**
			Use		**$850.00**

Oak Avenue Parkway
4 Lane Major Arterial

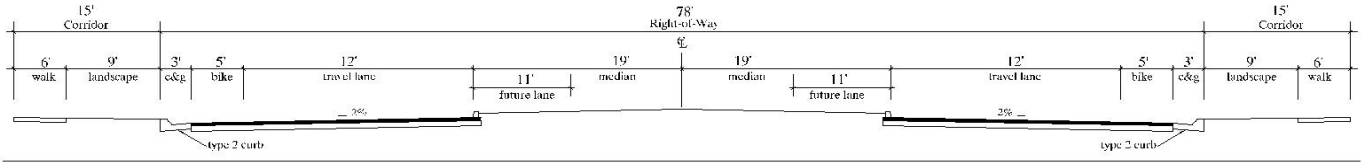


Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Cost Per Linear Foot
Oak Avenue Parkway
OAP 2 thru OAP 5 - Phase 1 (TI=9)
4-Lane Major Arterial (2 Lane Road & 2 Future Lanes)

Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Subgrade Preparation	40	SF	$0.66	$26.28
2	5.5" Asphalt Concrete over 11" Aggregate Base	34	SF	$6.98	$237.33
3	Curb & Gutter, Type 2 (Vertical Curb)	2	LF	$32.97	$65.94
4	Median Curb, Type 5 (Barrier Curb)	2	LF	$24.11	$48.22
5	Median Landscaping & Irrigation (CNL & Street Trees)	15	SF	$7.91	$118.71
6	Median Landscaping & Irrigation (Future Travel Lanes)	22	SF	$5.28	$116.08
7	PCC Sidewalk w/6" AB	12	SF	$9.23	$110.74
8	Signing & Striping (2-lanes)	2	LF	$1.98	$3.96
9	Street Lights (Type A, 220' spacing, both sides)	1	LF	$65.94	$65.94
			Subtotal		**$793.21**
			Use		**$794.00**

Oak Avenue Parkway
4 Lane Major Arterial (2 Lane Road & 2 Future Lanes)

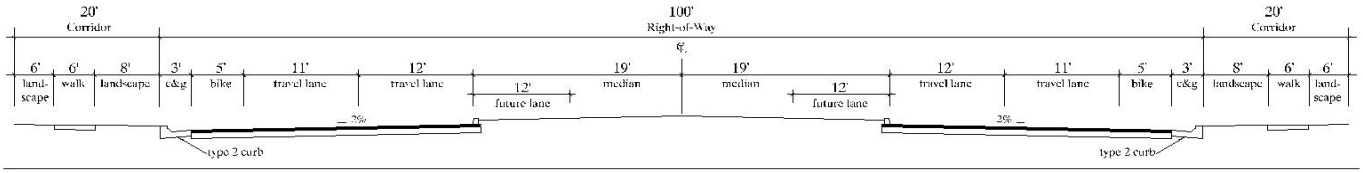


Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Cost Per Linear Foot
East Bidwell Street
EBS 1A (TI=10)
6-Lane Major Arterial (4 Lane Road & 2 Future Lanes)

Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Subgrade Preparation	62	SF	$0.66	$40.73
2	6" Asphalt Concrete over 13" Aggregate Base	56	SF	$9.23	$516.78
3	Curb & Gutter, Type 2 (Vertical Curb)	2	LF	$32.97	$65.94
4	Median Curb, Type 5 (Barrier Curb)	2	LF	$24.11	$48.22
5	Median Landscaping & Irrigation (CNL & Street Trees)	15	SF	$7.91	$118.71
6	Median Landscaping & Irrigation (Future Travel Lanes)	22	SF	$5.28	$116.08
7	PCC Sidewalk w/6" AB	12	SF	$9.23	$110.74
8	Signing & Striping (4-lanes)	4	LF	$1.98	$7.92
9	Street Lights (Type A, 220' spacing, both sides)	1	LF	$65.94	$65.94
			Subtotal		**$1,091.08**
			Use		**$1,092.00**

East Bidwell Street
6 Lane Major Arterial (4 Lane Road & 2 Future Lanes)

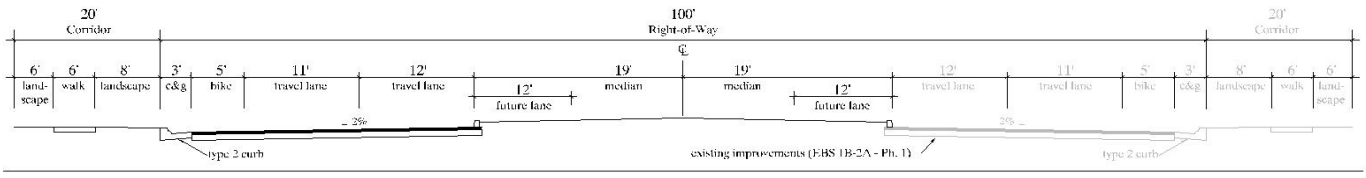


Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Cost Per Linear Foot
East Bidwell Street
EBS 1B, 2A (TI=10)
6-Lane Major Arterial (4 Lane Road & 2 Future Lanes)

Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Subgrade Preparation	31	SF	$0.66	$20.37
2	6" Asphalt Concrete over 13" Aggregate Base	28	SF	$9.23	$258.39
3	Curb & Gutter, Type 2 (Vertical Curb)	1	LF	$32.97	$32.97
4	Median Curb, Type 5 (Barrier Curb)	2	LF	$24.11	$48.22
5	Median Landscaping & Irrigation (CNL & Street Trees)	14	SF	$7.91	$110.80
6	Median Landscaping & Irrigation (Future Travel Lanes)	23	SF	$5.28	$121.35
7	PCC Sidewalk w/6" AB	6	SF	$9.23	$55.37
8	Signing & Striping (4-lanes)	4	LF	$1.98	$7.92
9	Street Lights (Type A, 220' spacing, both sides)	0.5	LF	$65.94	$32.97
			Subtotal		**$688.37**
			Use		**$689.00**

East Bidwell Street
6 Lane Major Arterial (4 Lane Road & 2 Future Lanes)

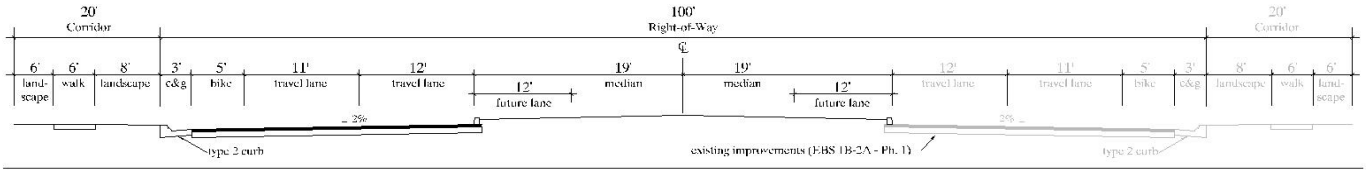


Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Cost Per Linear Foot
East Bidwell Street
EBS 1B, 2A (TI=10)
6-Lane Major Arterial (4 Lane Road & 2 Future Lanes)

Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Subgrade Preparation	31	SF	$0.66	$20.37
2	6" Asphalt Concrete over 13" Aggregate Base	28	SF	$9.23	$258.39
3	Curb & Gutter, Type 2 (Vertical Curb)	1	LF	$32.97	$32.97
4	Median Curb, Type 5 (Barrier Curb)	2	LF	$24.11	$48.22
5	Median Landscaping & Irrigation (CNL & Street Trees)	14	SF	$7.91	$110.80
6	Median Landscaping & Irrigation (Future Travel Lanes)	23	SF	$5.28	$121.35
7	PCC Sidewalk w/6" AB	6	SF	$9.23	$55.37
8	Signing & Striping (4-lanes)	4	LF	$1.98	$7.92
9	Street Lights (Type A, 220' spacing, both sides)	0.5	LF	$65.94	$32.97
			Subtotal		**$688.37**
			Use		**$689.00**

East Bidwell Street
6 Lane Major Arterial (4 Lane Road & 2 Future Lanes)

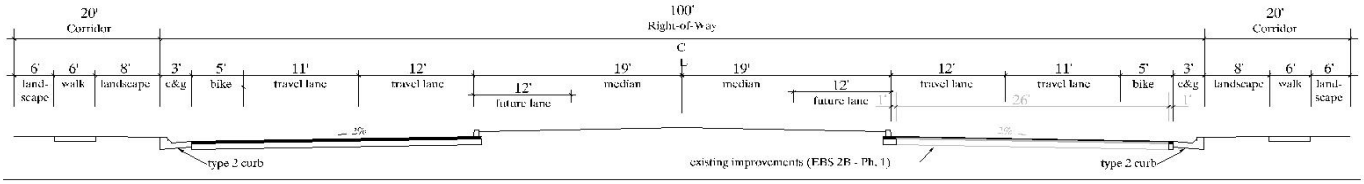


Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Cost Per Linear Foot
East Bidwell Street
EBS 2B (TI=10)
6-Lane Major Arterial (4 Lane Road & 2 Future Lanes)

Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Subgrade Preparation	36	SF	$0.66	$23.65
2	3" Asphalt Concrete Overlay	26	SF	$2.90	$75.53
3	6" Asphalt Concrete over 13" Aggregate Base	30	SF	$9.23	$276.85
4	Curb & Gutter, Type 2 (Vertical Curb)	2	LF	$32.97	$65.94
5	Median Curb, Type 5 (Barrier Curb)	2	LF	$24.11	$48.22
6	Median Landscaping & Irrigation (CNL & Street Trees)	14	SF	$7.91	$110.80
7	Median Landscaping & Irrigation (Future Travel Lanes)	23	SF	$5.28	$121.35
8	PCC Sidewalk w/6" AB	12	SF	$9.23	$110.74
9	Signing & Striping (4-lanes)	4	LF	$1.98	$7.92
10	Street Lights (Type A, 220' spacing, both sides)	0.5	LF	$65.94	$32.97
			Subtotal		**$873.98**
			Use		**$874.00**

East Bidwell Street
6 Lane Major Arterial (4 Lane Road & 2 Future Lanes)

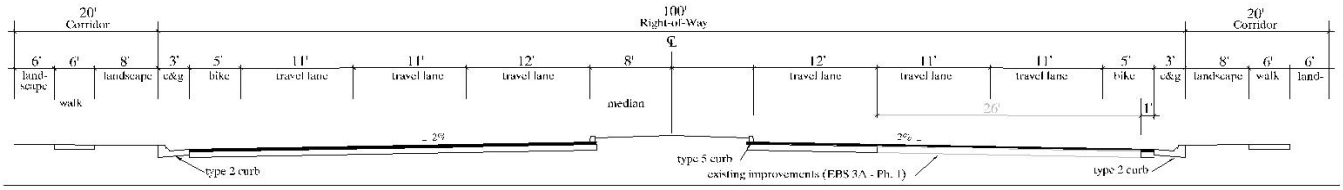


Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Cost Per Linear Foot
East Bidwell Street
EBS 3A (TI=10)
6-Lane Major Arterial

Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Subgrade Preparation	58	SF	$0.66	$38.10
2	3" Asphalt Concrete Overlay	26	SF	$2.90	$75.53
3	6" Asphalt Concrete over 13" Aggregate Base	52	SF	$9.23	$479.87
4	Curb & Gutter, Type 2 (Vertical Curb)	2	LF	$32.97	$65.94
5	Median Curb, Type 5 (Barrier Curb)	2	LF	$24.11	$48.22
6	Median Landscaping & Irrigation (CNL & Street Trees)	15	SF	$7.91	$118.71
7	PCC Sidewalk w/6" AB	12	SF	$9.23	$110.74
8	Signing & Striping (6-lanes)	6	LF	$1.98	$11.89
9	Street Lights (Type A, 220' spacing, both sides)	1	LF	$65.94	$65.94
			Subtotal		**$1,014.95**
			Use		**$1,015.00**

East Bidwell Street
6 Lane Major Arterial

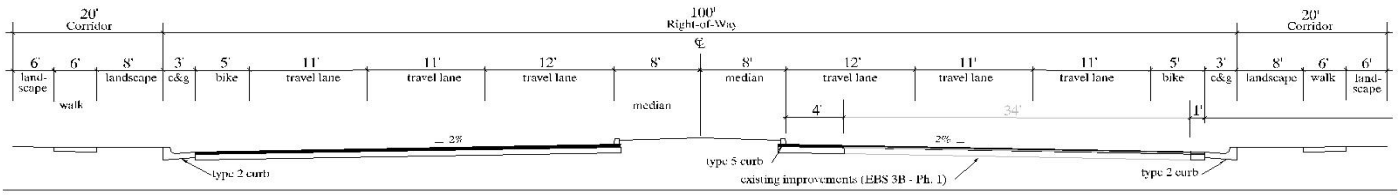


Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Cost Per Linear Foot
East Bidwell Street
EBS 3B (TI=10)
6-Lane Major Arterial

Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Subgrade Preparation	50	SF	$0.66	$32.85
2	3" Asphalt Concrete Overlay	34	SF	$2.90	$98.77
3	6" Asphalt Concrete over 13" Aggregate Base	44	SF	$9.23	$406.04
4	Curb & Gutter, Type 2 (Vertical Curb)	2	LF	$32.97	$65.94
5	Median Curb, Type 5 (Barrier Curb)	2	LF	$24.11	$48.22
6	Median Landscaping & Irrigation (CNL & Street Trees)	15	SF	$7.91	$118.71
7	PCC Sidewalk w/6" AB	12	SF	$9.23	$110.74
8	Signing & Striping (6-lanes)	6	LF	$1.98	$11.89
9	Street Lights (Type A, 220' spacing, both sides)	1	LF	$65.94	$65.94
			Subtotal		**$959.11**
			Use		**$960.00**

East Bidwell Street
6 Lane Major Arterial

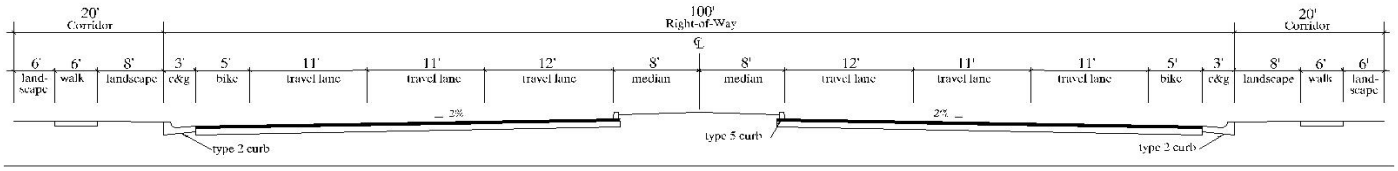


Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Cost Per Linear Foot
East Bidwell Street
EBS 4 (TI=10)
6-Lane Major Arterial

Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Subgrade Preparation	84	SF	$0.66	$55.18
2	6" Asphalt Concrete over 13" Aggregate Base	78	SF	$9.23	$719.80
3	Curb & Gutter, Type 2 (Vertical Curb)	2	LF	$32.97	$65.94
4	Median Curb, Type 5 (Barrier Curb)	2	LF	$24.11	$48.22
5	Median Landscaping & Irrigation (CNL & Street Trees)	15	SF	$7.91	$118.71
6	PCC Sidewalk w/6" AB	12	SF	$9.23	$110.74
7	Signing & Striping (6-lanes)	6	LF	$1.98	$11.89
8	Street Lights (Type A, 220' spacing, both sides)	1	LF	$65.94	$65.94
			Subtotal		**$1,196.44**
			Use		**$1,197.00**

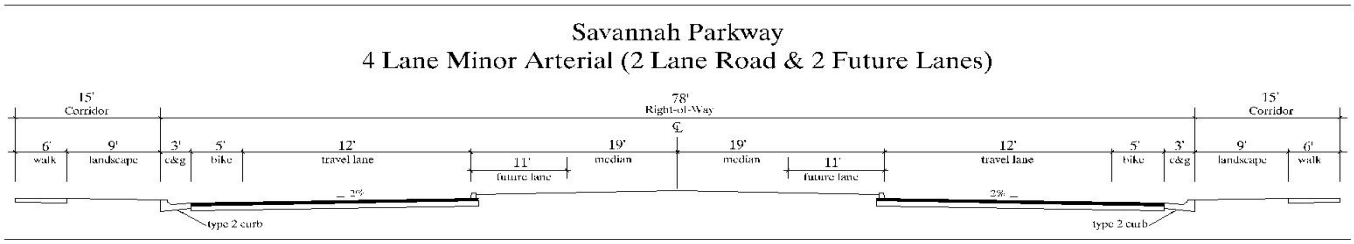
East Bidwell Street
6 Lane Major Arterial



Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Cost Per Linear Foot
Savannah Parkway
SP 1, SP 2, SP 3 (TI=9)
4-Lane Minor Arterial (2 Lane Road & 2 Future Lanes)

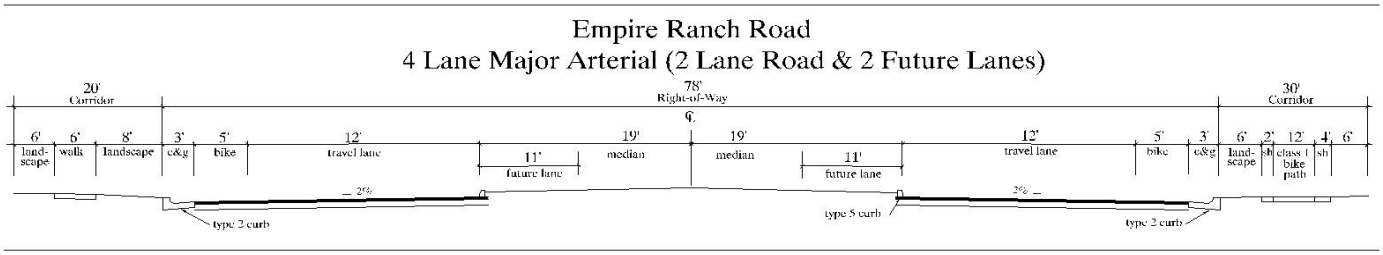
Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Subgrade Preparation	40	SF	$0.66	$26.28
2	5.5" Asphalt Concrete over 11" Aggregate Base	34	SF	$6.98	$237.33
3	Curb & Gutter, Type 2 (Vertical Curb)	2	LF	$32.97	$65.94
4	Median Curb, Type 5 (Barrier Curb)	2	LF	$24.11	$48.22
5	Median Landscaping & Irrigation (CNL & Street Trees)	15	SF	$7.91	$118.71
6	Median Landscaping & Irrigation (Future Travel Lanes)	22	SF	$5.28	$116.08
7	PCC Sidewalk w/6" AB	12	SF	$9.23	$110.74
8	Signing & Striping (2-lanes)	2	LF	$1.98	$3.96
9	Street Lights (Type A, 220' spacing, both sides)	1	LF	$65.94	$65.94
			Subtotal		**$793.21**
			Use		**$794.00**



Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Cost Per Linear Foot
Empire Ranch Road - Phase 1
ERR 1 thru ERR 3 (TI=10)
4 Lane Major Arterial (2 Lane Road & 2 Future Lanes)

Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Subgrade Preparation	40	SF	$0.66	$26.28
2	6" Asphalt Concrete over 13" Aggregate Base	34	SF	$9.23	$313.76
3	Curb & Gutter, Type 2 (Vertical Curb)	2	LF	$32.97	$65.94
4	Median Curb, Type 5 (Barrier Curb)	2	LF	$24.11	$48.22
5	Median Landscaping & Irrigation (CNL & Street Trees)	15	SF	$7.91	$118.71
6	Median Landscaping & Irrigation (Future Travel Lanes)	22	SF	$5.28	$116.08
7	PCC Sidewalk w/6" AB	6	SF	$9.23	$55.37
8	Signing & Striping (2-lanes)	2	LF	$1.98	$3.96
9	Street Lights (Type A, 220' spacing, both sides)	1	LF	$65.94	$65.94
			Subtotal		**$814.27**
			Use		**$815.00**

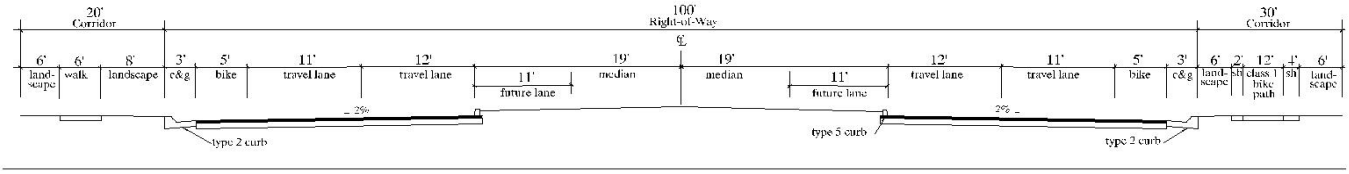


Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Cost Per Linear Foot
Empire Ranch Road - Phase 1
ERR 4, ERR 5 (TI=10)
6 Lane Major Arterial (4 Lane Road & 2 Future Lanes)

Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Subgrade Preparation	62	SF	$0.66	$40.73
2	6" Asphalt Concrete over 13" Aggregate Base	56	SF	$9.23	$516.78
3	Curb & Gutter, Type 2 (Vertical Curb)	2	LF	$32.97	$65.94
4	Median Curb, Type 5 (Barrier Curb)	2	LF	$24.11	$48.22
5	Median Landscaping & Irrigation (CNL & Street Trees)	15	SF	$7.91	$118.71
6	Median Landscaping & Irrigation (Future Travel Lanes)	22	SF	$5.28	$116.08
7	PCC Sidewalk w/6" AB	12	SF	$9.23	$110.74
8	Signing & Striping (4-lanes)	4	LF	$1.98	$7.92
9	Street Lights (Type A, 220' spacing, both sides)	1	LF	$65.94	$65.94
			Subtotal		**$1,091.08**
			Use		**$1,092.00**

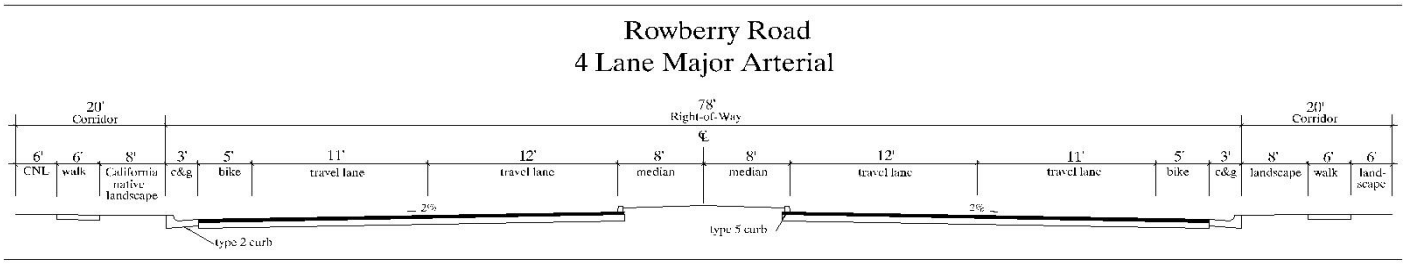
Empire Ranch Road
4 Lane Major Arterial (2 Lane Road & 2 Future Lanes)



Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Cost Per Linear Foot
Rowberry Drive
ROW 1- 2 (TI=9)
4-Lane Major Arterial

Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Subgrade Preparation	62	SF	$0.66	$40.73
2	5.5" Asphalt Concrete over 11" Aggregate Base	56	SF	$6.98	$390.89
3	Curb & Gutter, Type 2 (Vertical Curb)	2	LF	$32.97	$65.94
4	Median Curb, Type 5 (Barrier Curb)	2	LF	$24.11	$48.22
5	Median Landscaping & Irrigation (CNL & Street Trees)	15	SF	$7.91	$118.71
6	PCC Sidewalk w/6" AB	12	SF	$9.23	$110.74
7	Signing & Striping (4-lanes)	4	LF	$1.98	$7.92
8	Street Lights (Type A, 220' spacing, both sides)	1	LF	$65.94	$65.94
			Subtotal		**$849.11**
			Use		**$850.00**

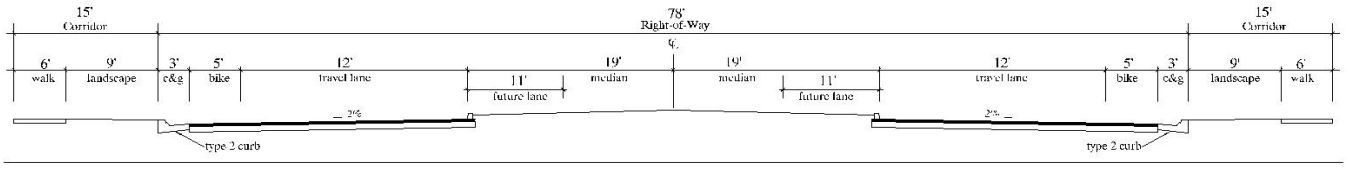


Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Cost Per Linear Foot
Westwood Drive
WWD 1 (TI=9)
4-Lane Minor Arterial (2 Lane Road & 2 Future Lanes)

Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Subgrade Preparation	40	SF	$0.66	$26.28
2	5.5" Asphalt Concrete over 11" Aggregate Base	34	SF	$9.23	$313.76
3	Curb & Gutter, Type 2 (Vertical Curb)	2	LF	$32.97	$65.94
4	Median Curb, Type 5 (Barrier Curb)	2	LF	$24.11	$48.22
5	Median Landscaping & Irrigation (CNL & Street Trees)	15	SF	$7.91	$118.71
6	Median Landscaping & Irrigation (Future Travel Lanes)	22	SF	$5.28	$116.08
7	PCC Sidewalk w/6" AB	12	SF	$9.23	$110.74
8	Signing & Striping (2-lanes)	2	LF	$1.98	$3.96
9	Street Lights (Type A, 220' spacing, both sides)	1	LF	$65.94	$65.94
			Subtotal		**$869.64**
			Use		**$870.00**

Westwood Drive
4 Lane Minor Arterial (2 Lane Road & 2 Future Lanes)

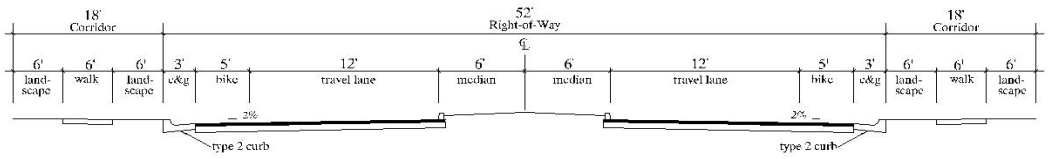


Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Cost Per Linear Foot
Westwood Drive
WWD 2 (TI=7)
2-Lane Collector

Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Subgrade Preparation	40	SF	$0.66	$26.28
2	4" Asphalt Concrete over 8.5" Aggregate Base	34	SF	$5.80	$197.19
3	Curb & Gutter, Type 2 (Vertical Curb)	2	LF	$32.97	$65.94
4	Median Curb, Type 5 (Barrier Curb)	2	LF	$24.11	$48.22
5	Median Landscaping & Irrigation (CNL & Street Trees)	11	SF	$7.91	$87.06
6	PCC Sidewalk w/6" AB	12	SF	$9.23	$110.74
7	Signing & Striping (2-lanes)	2	LF	$1.98	$3.96
8	Street Lights (Type A, 220' spacing, both sides)	1	LF	$65.94	$65.94
			Subtotal		**$605.34**
			Use		**$606.00**

Westwood Drive
2 Lane Collector

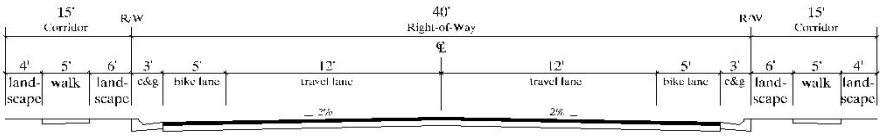


Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Cost Per Linear Foot
Westwood Drive
WWD 3 (TI=7)
2 Lane Collector

Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Subgrade Preparation	40	SF	$0.66	$26.28
2	4" Asphalt Concrete over 8.5" Aggregate Base	34	SF	$5.80	$197.19
3	Curb & Gutter, Type 2 (Vertical Curb)	2	LF	$32.97	$65.94
4	PCC Sidewalk w/6" AB	10	SF	$9.23	$92.28
5	Signing & Striping (2-lanes)	2	LF	$1.98	$3.96
6	Street Lights (Type A, 220' spacing, both sides)	1	LF	$65.94	$65.94
			Subtotal		**$451.60**
			Use		**$452.00**

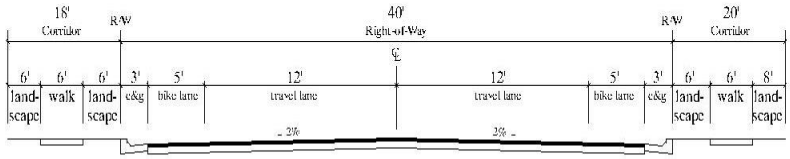
Westwood Drive
2 Lane Collector



Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Cost Per Linear Foot
Placerville Road
PR 4 (TI=7)
2 Lane Collector

Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Subgrade Preparation	40	SF	$0.66	$26.28
2	Demo Existing Roadway	22	SF	$1.31	$28.91
3	4" Asphalt Concrete over 8.5" Aggregate Base	34	SF	$5.80	$197.19
4	Curb & Gutter, Type 2 (Vertical Curb)	2	LF	$32.97	$65.94
5	PCC Sidewalk w/6" AB	12	SF	$9.23	$110.74
6	Signing & Striping (2-lanes)	2	LF	$1.98	$3.96
7	Street Lights (Type A, 220' spacing, both sides)	1	LF	$65.94	$65.94
			Subtotal		**$498.96**
			Use		**$499.00**

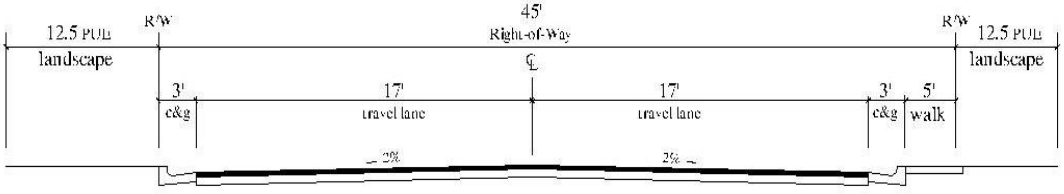


Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Cost Per Linear Foot
Russell Ranch Road
RRR 1B(TI=7)
2 Lane Collector

Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Subgrade Preparation	40	SF	$0.66	$26.28
2	4" Asphalt Concrete over 12" Aggregate Base (1)	34	SF	$6.86	$233.14
3	Curb & Gutter, Type 2 (Vertical Curb)	2	LF	$32.97	$65.94
4	PCC Sidewalk w/6" AB	5	SF	$9.23	$46.14
5	Signing & Striping (2-lanes)	2	LF	$1.98	$3.96
6	Street Lights (Type A, 220' spacing, both sides)	1	LF	$65.94	$65.94
			Subtotal		**$441.41**
			Use		**$442.00**

Russell Ranch Road
2 Lane Local Street

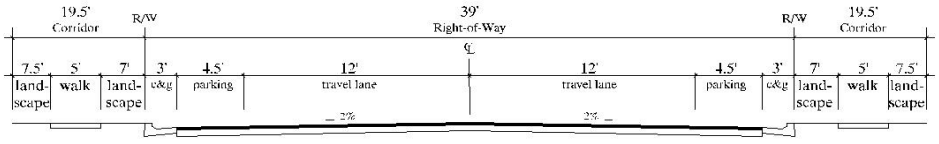


Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Cost Per Linear Foot
Scenic Vista Court
SVC 1 (TI=6)
2 Lane Residential Road

Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Subgrade Preparation	39	SF	$0.66	$25.62
2	3" Asphalt Concrete over 10.5" Aggregate Base (1)	35	SF	$5.01	$175.33
3	Curb & Gutter, Type 2 (Vertical Curb)	2	LF	$32.97	$65.94
4	Median Curb, Type 5 (Barrier Curb)	2	LF	$24.11	$48.22
5	PCC Sidewalk w/6" AB	10	SF	$9.23	$92.28
6	Signing & Striping (2-lanes)	2	LF	$1.98	$3.96
7	Street Lights (Type A, 220' spacing, both sides)	1	LF	$65.94	$65.94
			Subtotal		**$477.30**
			Use		**$478.00**

Scenic Vista Court
2 Lane Residential



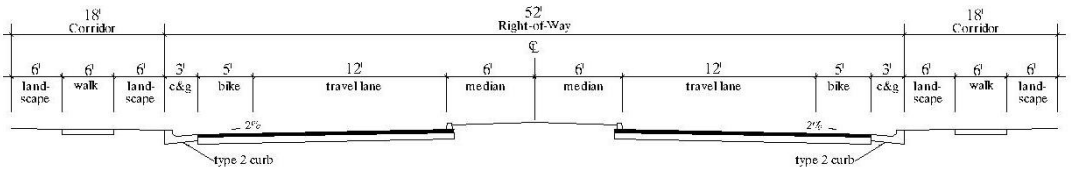
Note: (1) Pavement section is based on Geotechnical Engineering Study for Russell Ranch South Folsom California

Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Cost Per Linear Foot
Haven Parkway
STD 1 & 2
2-Lane Collector

Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Subgrade Preparation	40	SF	$0.66	$26.28
2	4" Asphalt Concrete over 8.5" Aggregate Base	34	SF	$5.80	$197.19
3	Curb & Gutter, Type 2 (Vertical Curb)	2	LF	$32.97	$65.94
4	Median Curb, Type 5 (Barrier Curb)	2	LF	$24.11	$48.22
5	Median Landscaping & Irrigation (CNL & Street Trees)	11	SF	$7.91	$87.06
6	PCC Sidewalk w/6" AB	12	SF	$9.23	$110.74
7	Signing & Striping (2-lanes)	2	LF	$1.98	$3.96
8	Street Lights (Type A, 220' spacing, both sides)	1	LF	$65.94	$65.94
			Subtotal		**$605.34**
			Use		**$606.00**

Haven Parkway
2 Lane Collector

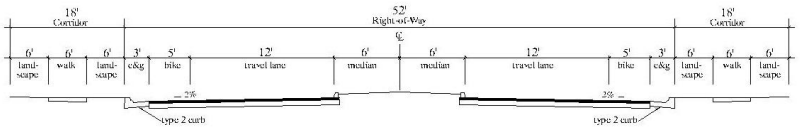


Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Cost Per Linear Foot
Sierra Parkway
SPW 1 & 2
2-Lane Collector

Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Subgrade Preparation	40	SF	$0.66	$26.28
2	4" Asphalt Concrete over 8.5" Aggregate Base	34	SF	$5.80	$197.19
3	Curb & Gutter, Type 2 (Vertical Curb)	2	LF	$32.97	$65.94
4	Median Curb, Type 5 (Barrier Curb)	2	LF	$24.11	$48.22
5	Median Landscaping & Irrigation (CNL & Street Trees)	11	SF	$7.91	$87.06
6	PCC Sidewalk w/6" AB	12	SF	$9.23	$110.74
7	Signing & Striping (2-lanes)	2	LF	$1.98	$3.96
8	Street Lights (Type A, 220' spacing, both sides)	1	LF	$65.94	$65.94
			Subtotal		**$605.34**
			Use		**$606.00**

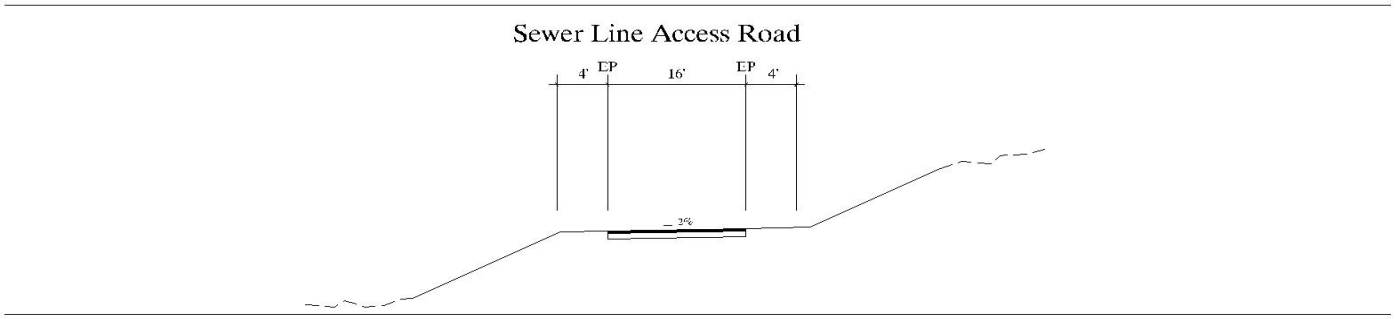
Sierra Parkway
2 Lane Collector



Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Cost Per Linear Foot
Sewer Pipe Line Access Road
ACP 1thru 6, OAP 2 thru4, MP 2-3, SS 1-2
1-Lane Access Road

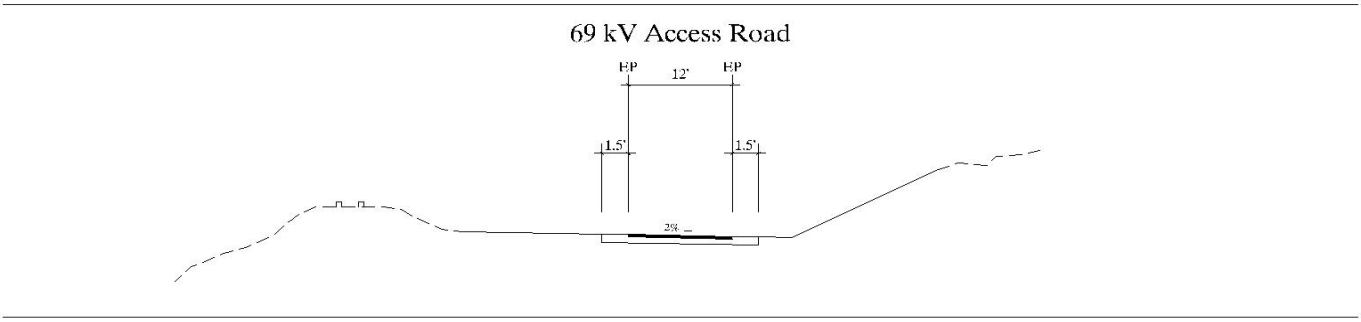
Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Subgrade Preparation	16	SF	$0.66	$10.51
2	3" Asphalt Concrete over 7.5" Aggregate Base	16	SF	$4.75	$76.04
			Subtotal		**$86.55**
			Use		**$87.00**



Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Cost Per Linear Foot
Placerville Road Utility Corridor
PRC 1-4
1-Lane 69kV Access Road

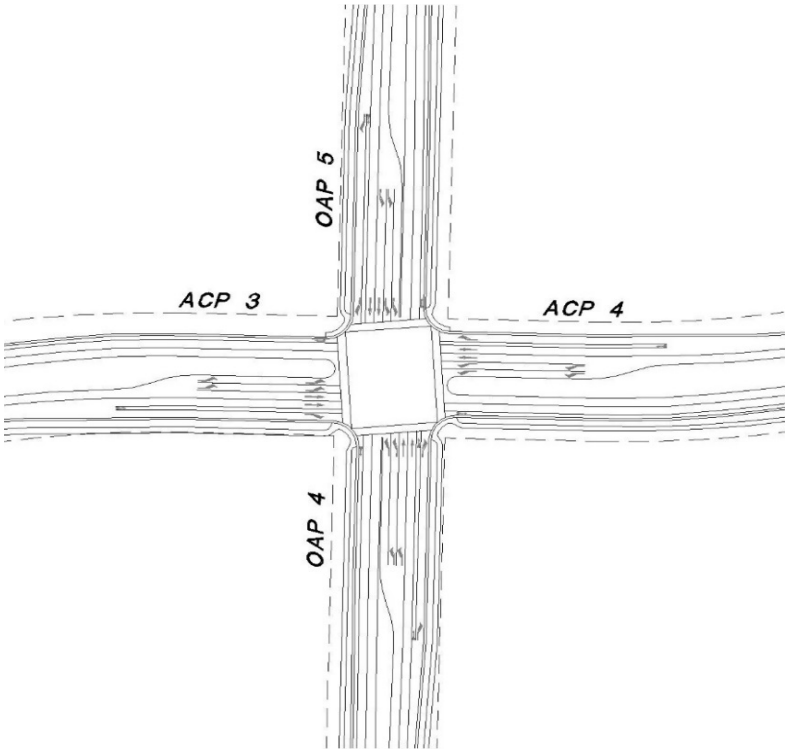
Item	Description	Qty.	Unit	Unit Cost	Per Foot Cost
1	Subgrade Preparation	15	SF	$0.66	$9.85
2	3" Asphalt Concrete over 8" Aggregate Base	12	SF	$4.75	$57.03
			Subtotal		**$66.89**
			Use		**$67.00**



Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Intersection No. 1
Alder Creek Parkway & Oak Avenue Parkway Intersection
ACP / OAP
6-Lane Ultimate (4 Lane Road & 2 Future) / 4 Lane Road

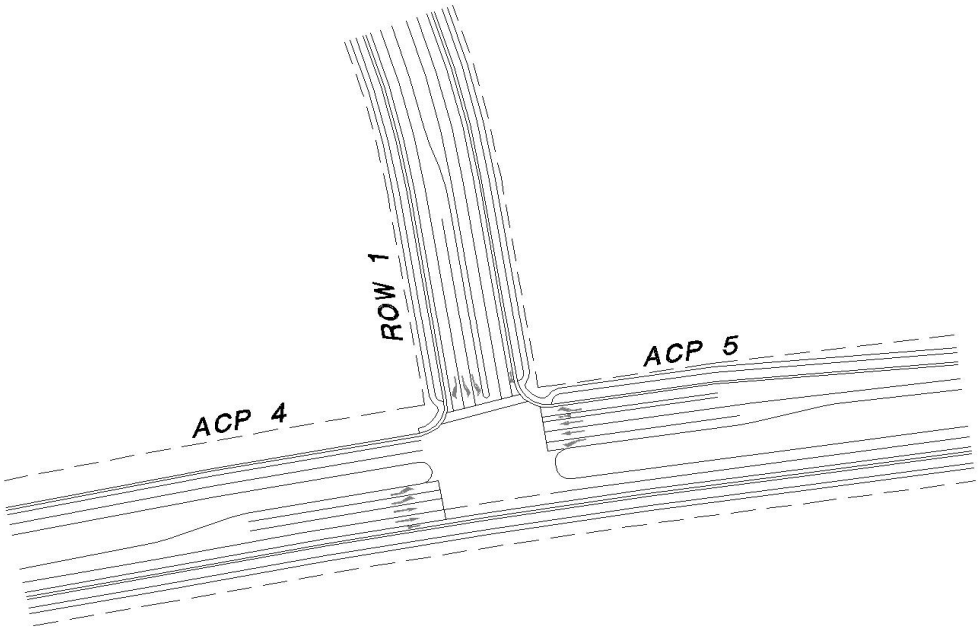
Item	Description	Qty.	Unit	Unit Cost	Total Cost
1	Subgrade Preparation	103,000	SF	$0.66	$67,666.88
2	6" Asphalt Concrete over 13" Aggregate Base	93,000	SF	$9.23	$858,225.86
3	Curb & Gutter, Type 2 (Vertical Curb)	3,200	LF	$32.97	$105,507.78
4	Median Curb, Type 5 (Barrier Curb)	3,200	LF	$24.11	$77,159.95
5	Median Landscaping & Irrigation (CNL & Street Trees)	14,000	SF	$7.91	$110,800.41
6	Median Landscaping & Irrigation (Future Travel Lanes)	18,000	SF	$5.28	$94,971.78
7	PCC Sidewalk w/6" AB	14,400	SF	$9.23	$132,886.58
8	Signing & Striping (4-lanes)	6,400	LF	$1.98	$12,679.33
9	Street Lights (Type A, 220' spacing, both sides)	1,600	LF	$65.94	$105,507.78
10	Traffic Signals	1	LF	$395,646	$395,646.42
			Total		**$1,961,053.00**



Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Intersection No. 2
Alder Creek Parkway & Rowberry Drive Intersection
ACP / ROW
6-Lane Ultimate (4 Lane Road & 2 Future) / 4 Lane Road

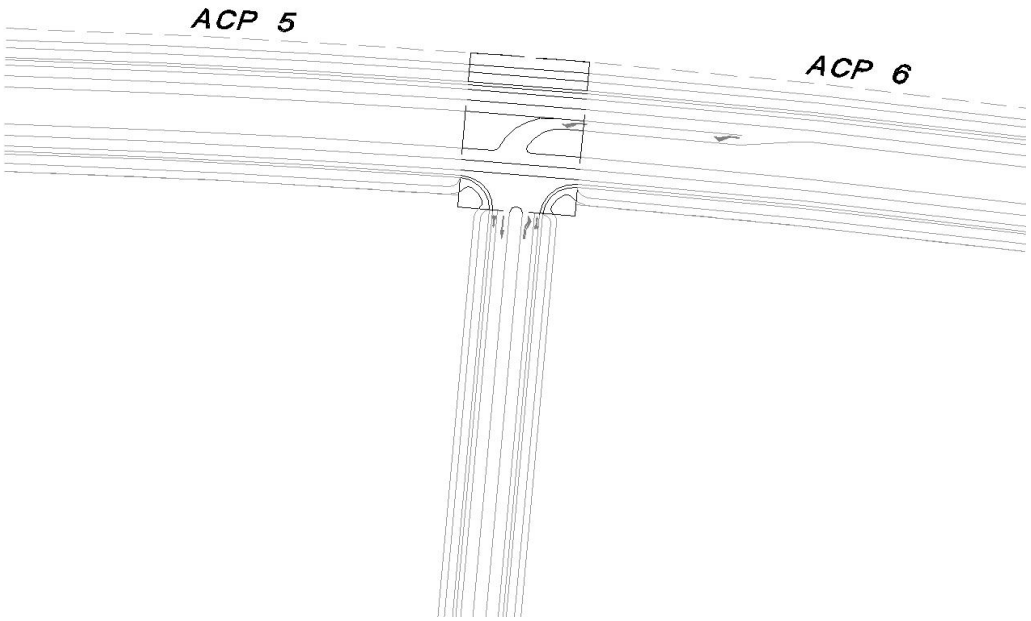
Item	Description	Qty.	Unit	Unit Cost	Total Cost
1	Subgrade Preparation	77,000	SF	$0.66	$50,585.92
2	6" Asphalt Concrete over 13" Aggregate Base	70,000	SF	$9.23	$645,976.45
3	Curb & Gutter, Type 2 (Vertical Curb)	2,500	LF	$32.97	$82,427.95
4	Median Curb, Type 5 (Barrier Curb)	2,400	LF	$24.11	$57,869.96
5	Median Landscaping & Irrigation (CNL & Street Trees)	11,000	SF	$7.91	$87,057.47
6	Median Landscaping & Irrigation (Future Travel Lanes)	18,000	SF	$5.28	$94,971.78
7	PCC Sidewalk w/6" AB	12,000	SF	$9.23	$110,738.82
8	Signing & Striping (4-lanes)	4,800	LF	$1.98	$9,509.50
9	Street Lights (Type A, 220' spacing, both sides)	1,200	LF	$65.94	$79,130.83
10	Traffic Signals	1	LF	$329,705	$329,705.35
			Total		**$1,547,975.00**



Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Intersection No. 3
Alder Creek Parkway / Residential Street
ACP at Residential Street
6-Lane Ultimate (4 Lane Road & 2 Future)

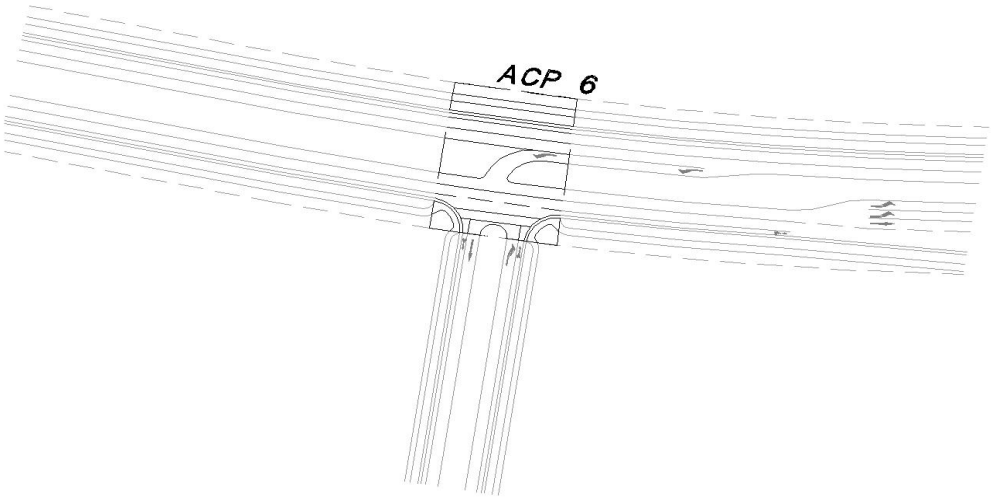
Item	Description	Qty.	Unit	Unit Cost	Total Cost
1	Subgrade Preparation	11,000	SF	$0.66	$7,226.56
2	6" Asphalt Concrete over 13" Aggregate Base	10,000	SF	$9.23	$92,282.35
3	Curb & Gutter, Type 2 (Vertical Curb)	300	LF	$32.97	$9,891.35
4	Median Curb, Type 5 (Barrier Curb)	350	LF	$24.11	$8,439.37
5	Median Landscaping & Irrigation (CNL & Street Trees)	1,100	SF	$7.91	$8,705.75
6	Median Landscaping & Irrigation (Future Travel Lanes)	2,100	SF	$5.28	$11,080.04
7	PCC Sidewalk w/6" AB	1,550	SF	$9.23	$14,303.76
8	Signing & Striping (4-lanes)	500	LF	$1.98	$990.57
9	Street Lights (Type A, 220' spacing, both sides)	120	LF	$65.94	$7,913.08
10	Traffic Signals	1	LF	$329,705	$329,705.35
			Total		**$490,539.00**



Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Intersection No. 4
Alder Creek Parkway
ACP / Collector Road (W. of East Bidwell St.)
6-Lane Ultimate (4 Lane Road & 2 Future)

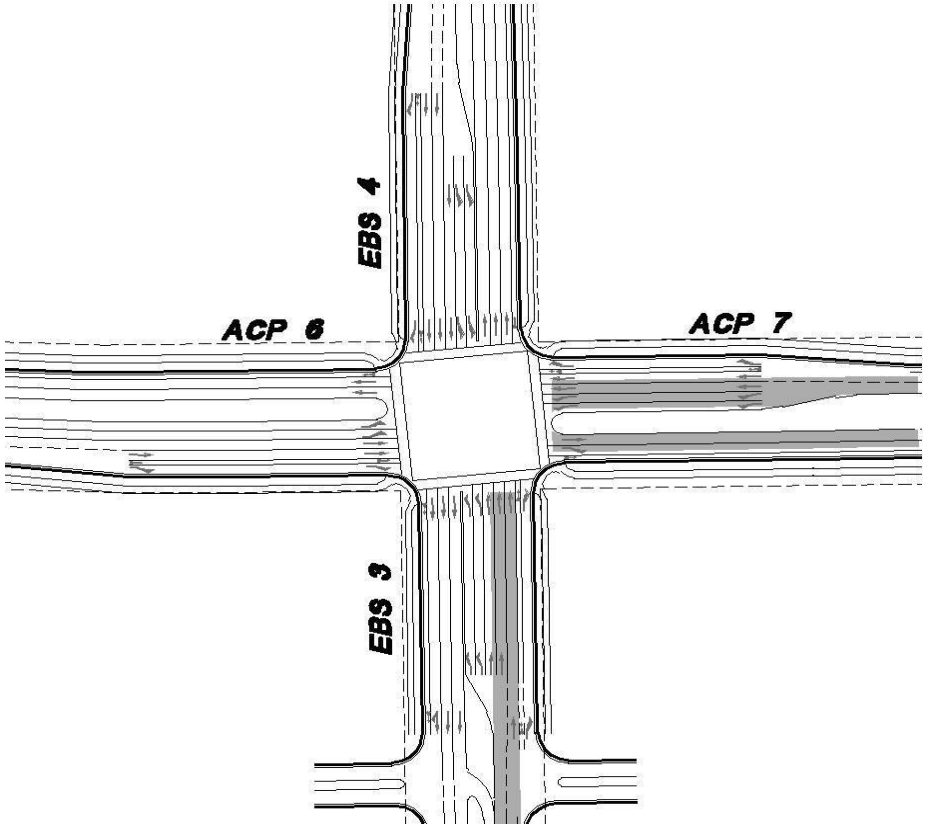
Item	Description	Qty.	Unit	Unit Cost	Total Cost
1	Subgrade Preparation	12,000	SF	$0.66	$7,883.52
2	6" Asphalt Concrete over 13" Aggregate Base	11,000	SF	$9.23	$101,510.59
3	Curb & Gutter, Type 2 (Vertical Curb)	300	LF	$32.97	$9,891.35
4	Median Curb, Type 5 (Barrier Curb)	350	LF	$24.11	$8,439.37
5	Median Landscaping & Irrigation (CNL & Street Trees)	1,600	SF	$7.91	$12,662.90
6	Median Landscaping & Irrigation (Future Travel Lanes)	2,400	SF	$5.28	$12,662.90
7	PCC Sidewalk w/6" AB	1,630	SF	$9.23	$15,042.02
8	Signing & Striping (4-lanes)	600	LF	$1.98	$1,188.69
9	Street Lights (Type A, 220' spacing, both sides)	130	LF	$65.94	$8,572.51
10	Traffic Signals	1	LF	$329,705	$329,705.35
			Total		**$507,560.00**



Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Intersection No. 5
Alder Creek Parkway & East Bidwell Street Intersection
ACP / EBS
6-Lane Ultimate (4 Lane Road & 2 Future) / 6-Lane Ultimate (4 Lane Road & 2 Future)

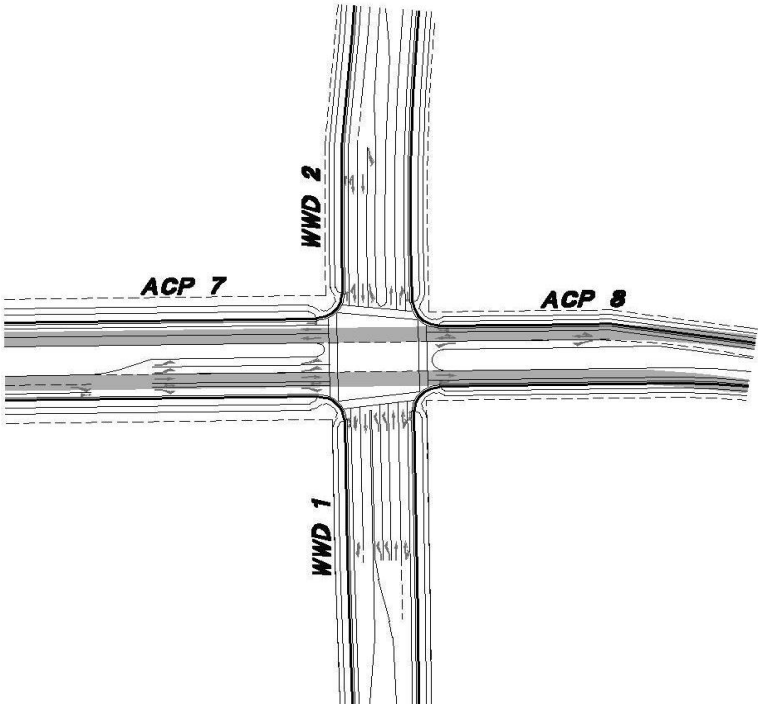
Item	Description	Qty.	Unit	Unit Cost	Total Cost
1	Subgrade Preparation	137,700	SF	$0.66	$90,463.39
2	2" Asphalt Concrete Paving Overlay	18,350	SF	$1.98	$36,354.01
3	3" Asphalt Concrete Paving Overlay	15,300	SF	$2.90	$44,446.42
4	6" Asphalt Concrete over 13" Aggregate Base	127,700	SF	$9.23	$1,178,445.61
5	Curb & Gutter, Type 2 (Vertical Curb)	3,200	LF	$32.97	$105,507.78
6	Median Curb, Type 5 (Barrier Curb)	2,300	LF	$24.11	$55,458.72
7	Median Landscaping & Irrigation (CNL & Street Trees)	8,820	SF	$7.91	$69,804.26
8	Median Landscaping & Irrigation (Future Travel Lanes)	16,170	SF	$5.28	$85,316.32
9	PCC Sidewalk w/6" AB	21,600	SF	$9.23	$199,329.88
10	Signing & Striping (4-lanes)	6,800	LF	$1.98	$13,471.79
11	Street Lights (Type A, 220' spacing, both sides)	1,700	LF	$65.94	$112,102.01
12	Traffic Signals	1	EA	$395,646.42	$395,646.42
Note:	Grey Hatch Area Represents Exisitng Improvements		**Total**		**$2,386,347.00**



Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Intersection No. 6
Alder Creek Parkway & Westwood Drive Intersection
ACP / WWD
6-Lane Ultimate (4 Lane Road & 2 Future) to 2 Lane Road / 4-Lane Ultimate (2 Lane Road & 2 Future)

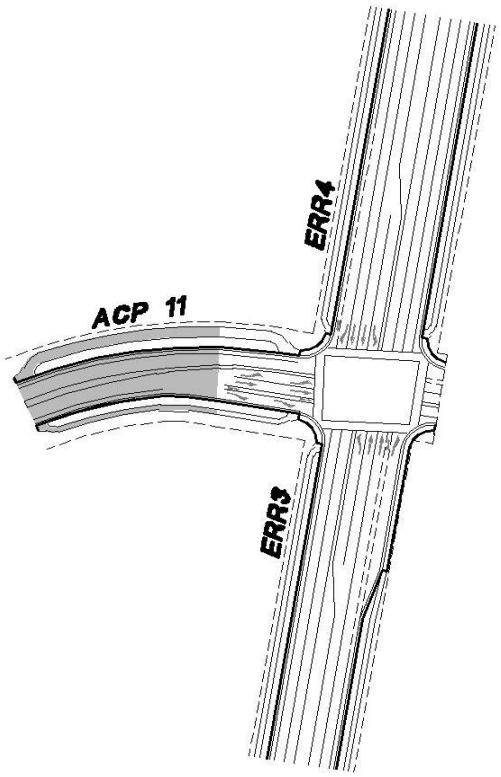
Item	Description	Qty.	Unit	Unit Cost	Total Cost
1	Subgrade Preparation	86,000	SF	$0.66	$56,498.56
2	2" Asphalt Concrete Paving Overlay	35,000	SF	$1.98	$69,340.08
3	4" Asphalt Concrete over 8.5" Aggregate Base	48,000	SF	$5.80	$278,386.80
4	6" Asphalt Concrete over 13" Aggregate Base	28,000	SF	$9.23	$258,390.58
5	Curb & Gutter, Type 2 (Vertical Curb)	3,300	LF	$32.97	$108,804.89
6	Median Curb, Type 5 (Barrier Curb)	2,300	LF	$24.11	$55,458.72
7	Median Landscaping & Irrigation (CNL & Street Trees)	21,200	SF	$7.91	$167,783.48
8	Median Landscaping & Irrigation (Future Travel Lanes)	7,700	SF	$5.28	$40,626.82
9	PCC Sidewalk w/6" AB	20,900	SF	$9.23	$192,870.11
10	Signing & Striping (4-lanes)	6,400	LF	$1.98	$12,679.33
11	Street Lights (Type A, 220' spacing, both sides)	1,600	LF	$65.94	$105,507.78
12	Traffic Signals	1	EA	$395,646	$395,646.42
Note:	Grey Hatch Area Represents Exisitng Improvements		**Total**		**$1,741,994.00**



Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Intersection No. 7
Alder Creek Parkway & Empire Ranch Road Intersection
ACP / ERR
2-Lane Collector / 2 Lane Major Arterial (Future 4 and 6-lane)

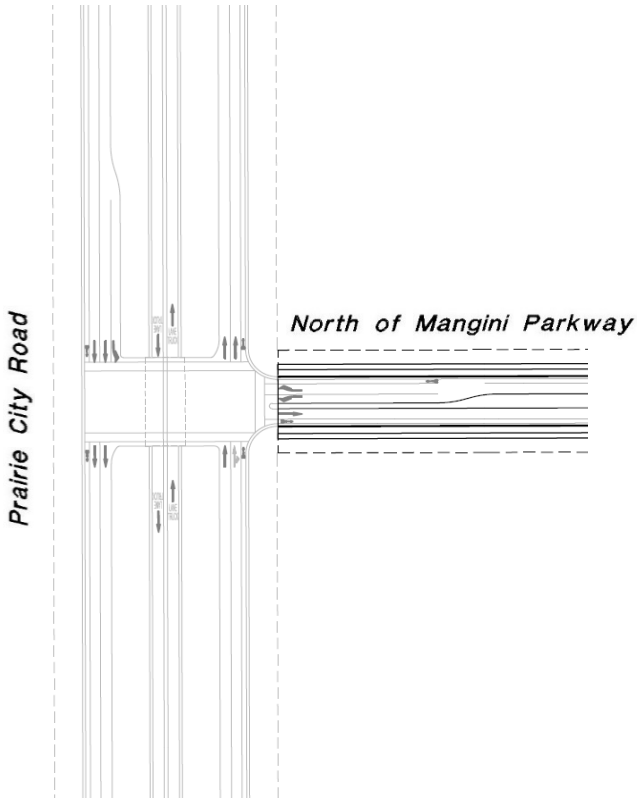
Item	Description	Qty.	Unit	Unit Cost	Total Cost
1	Subgrade Preparation	86,000	SF	$0.66	$56,498.56
2	4" Asphalt Concrete over 8.5" Aggregate Base	5,000	SF	$5.80	$28,998.63
3	6" Asphalt Concrete over 13" Aggregate Base	75,000	SF	$9.23	$692,117.63
4	Curb & Gutter, Type 2 (Vertical Curb)	1,920	LF	$32.97	$63,304.67
5	Median Curb, Type 5 (Barrier Curb)	1,880	LF	$24.11	$45,331.47
6	Median Landscaping & Irrigation (CNL & Street Trees)	1,920	SF	$7.91	$15,195.48
8	PCC Sidewalk w/6" AB	3,970	SF	$9.23	$36,636.09
9	Signing & Striping (2-lanes)	4,300	LF	$1.98	$8,518.92
10	Street Lights (Type A, 220' spacing, both sides)	1,100	LF	$65.94	$72,536.60
11	Traffic Signals	1	EA	$395,646	$395,646.42
Note:	Grey Hatch Area Represents Exisitng Improvements		**Total**		**$1,414,785.00**



Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Intersection No. 8
Collector Road North of Mangini Parkway
PCR Intersection
2 Lane Road

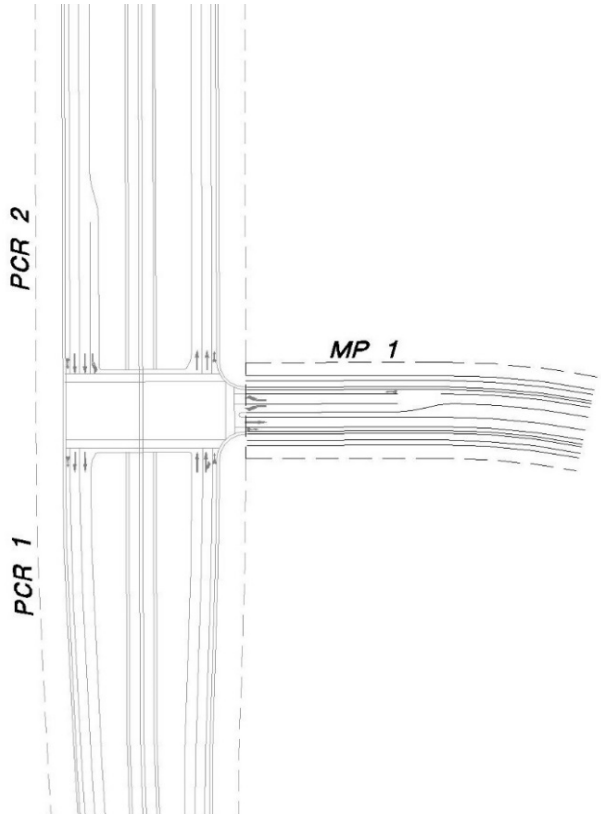
Item	Description	Qty.	Unit	Unit Cost	Total Cost
1	Subgrade Preparation	21,000	SF	$0.66	$13,796.16
2	4" Asphalt Concrete over 8.5" Aggregate Base	21,000	SF	$5.80	$121,794.23
3	Curb & Gutter, Type 2 (Vertical Curb)	800	LF	$32.97	$26,376.94
4	Median Curb, Type 5 (Barrier Curb)	800	LF	$24.11	$19,289.99
5	Median Landscaping & Irrigation (CNL & Street Trees)	4,500	SF	$7.91	$35,614.42
6	PCC Sidewalk w/6" AB	9,000	SF	$9.23	$83,054.12
7	Signing & Striping (2-lanes)	1,600	LF	$1.98	$3,169.83
8	Street Lights (Type A, 220' spacing, both sides)	400	LF	$65.94	$26,376.94
9	Traffic Signals	1	EA	$329,705	$329,705.35
			Total		**$659,178.00**



Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Intersection No. 9
Prairie City Road & Mangini Parkway
MP 1A
2 Lane Road

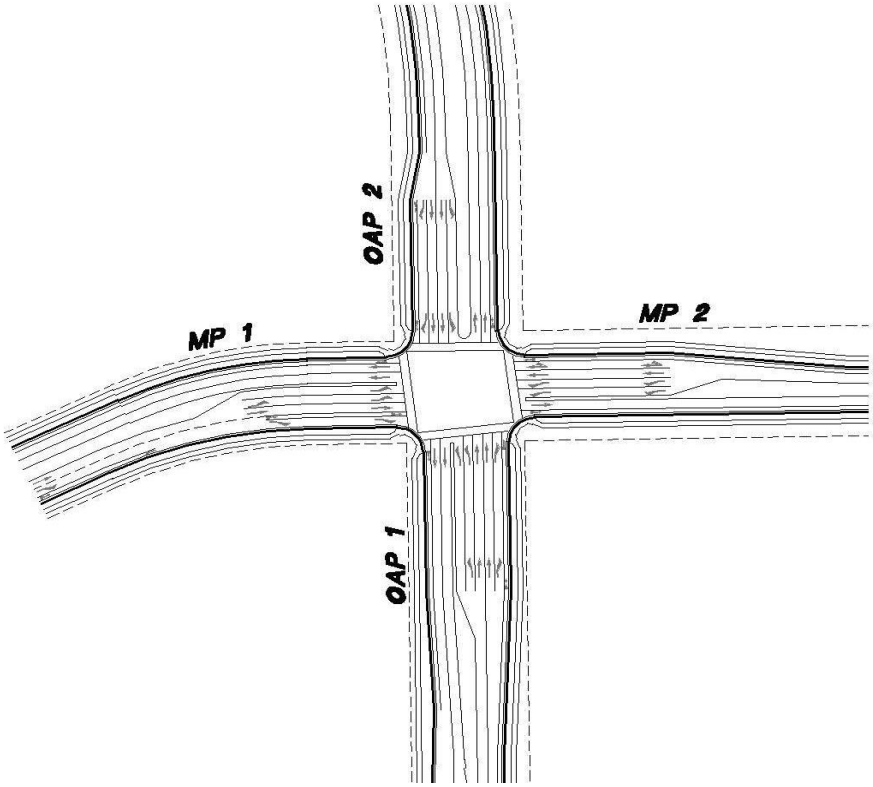
Item	Description	Qty.	Unit	Unit Cost	Total Cost
1	Subgrade Preparation	16,000	SF	$0.66	$10,511.36
2	4" Asphalt Concrete over 8.5" Aggregate Base	14,000	SF	$5.80	$81,196.15
3	Curb & Gutter, Type 2 (Vertical Curb)	800	LF	$32.97	$26,376.94
4	Median Curb, Type 5 (Barrier Curb)	800	LF	$24.11	$19,289.99
5	Median Landscaping & Irrigation (CNL & Street Trees)	9,000	SF	$7.91	$71,228.84
6	PCC Sidewalk w/6" AB	4,800	SF	$9.23	$44,295.53
7	Signing & Striping (2-lanes)	800	LF	$1.98	$1,584.92
8	Street Lights (Type A, 220' spacing, both sides)	800	LF	$65.94	$52,753.89
9	Traffic Signals	1	EA	$329,705	$329,705.35
			Total		**$636,943.00**



Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Intersection No. 10
Mangini Parkway & Oak Avenue Parkway Intersection
MP / OAP
2 Lane Road / 4 Lane Road

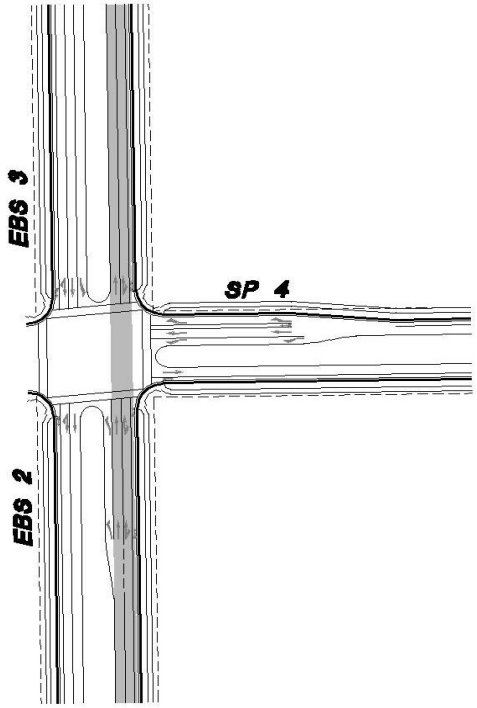
Item	Description	Qty.	Unit	Unit Cost	Total Cost
1	Subgrade Preparation	125,400	SF	$0.66	$82,382.78
2	4" Asphalt Concrete over 8.5" Aggregate Base Paving	17,000	SF	$5.80	$98,595.33
3	6" Asphalt Concrete over 13" Aggregate Base	98,200	SF	$9.23	$906,212.68
4	Curb & Gutter, Type 2 (Vertical Curb)	3,400	LF	$32.97	$112,102.01
5	Median Curb, Type 5 (Barrier Curb)	3,200	LF	$24.11	$77,159.95
6	Median Landscaping & Irrigation (CNL & Street Trees)	14,200	SF	$7.91	$112,383.27
7	PCC Sidewalk w/6" AB	19,200	SF	$9.23	$177,182.11
8	Signing & Striping (2-lanes)	4,800	LF	$1.98	$9,509.50
9	Street Lights (Type A, 220' spacing, both sides)	1,600	LF	$65.94	$105,507.78
10	Traffic Signals	1	EA	$395,646.42	$395,646.42
			Total		**$2,076,682.00**



Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Intersection No. 11
East Bidwell Street & Savannah Parkway Intersection
EB / SP
6-Lane Road / 4-Lane Ultimate (2 Lane Road & 2 Future)

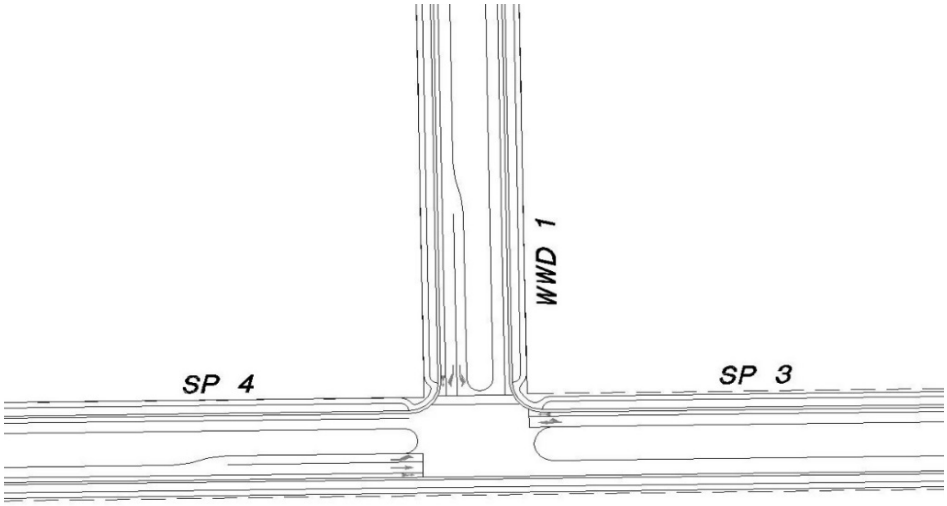
Item	Description	Qty.	Unit	Unit Cost	Total Cost
1	Subgrade Preparation	67,600	SF	$0.66	$44,410.50
2	3" Asphalt Concrete Overlay	23,400	SF	$2.90	$67,976.88
3	4" Asphalt Concrete over 8.5" Aggregate Base Paving	17,000	SF	$5.80	$98,595.33
4	6" Asphalt Concrete over 13" Aggregate Base	44,600	SF	$9.23	$411,579.28
5	Curb & Gutter, Type 2 (Vertical Curb)	2,400	LF	$32.97	$79,130.83
6	Median Curb, Type 5 (Barrier Curb)	2,400	LF	$24.11	$57,869.96
7	Median Landscaping & Irrigation (CNL & Street Trees)	16,900	SF	$7.91	$133,751.92
8	Median Landscaping & Irrigation (Future Travel Lanes)	18,400	SF	$5.28	$97,082.26
9	PCC Sidewalk w/6" AB	14,400	SF	$9.23	$132,886.58
10	Signing & Striping (6-lanes)	4,800	LF	$1.98	$9,509.50
11	Street Lights (Type A, 220' spacing, both sides)	1,200	LF	$65.94	$79,130.83
12	Traffic Signals	1	EA	$395,646.42	$395,646.42
Note:	Grey Hatch Area Represents Exisitng Improvements		**Total**		**$1,607,571.00**



Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Intersection No. 12
Savannah Parkway & Westwood Drive Intersection
SP / WWD
4-Lane Ultimate (2 Lane Road & 2 Future) / 4-Lane Ultimate (2 Lane Road & 2 Future)

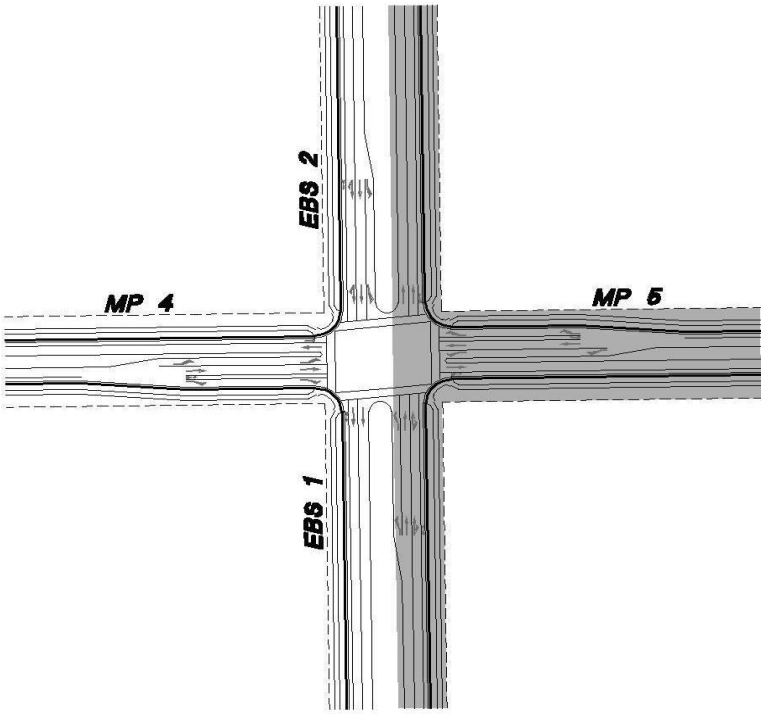
Item	Description	Qty.	Unit	Unit Cost	Total Cost
1	Subgrade Preparation	54,000	SF	$0.66	$35,475.84
2	4" Asphalt Concrete over 8.5" Aggregate Base Paving	47,000	SF	$5.80	$272,587.08
3	Curb & Gutter, Type 2 (Vertical Curb)	2,400	LF	$32.97	$79,130.83
4	Median Curb, Type 5 (Barrier Curb)	2,400	LF	$24.11	$57,869.96
5	Median Landscaping & Irrigation (CNL & Street Trees)	14,000	SF	$7.91	$110,800.41
6	Median Landscaping & Irrigation (Future Travel Lanes)	18,000	SF	$5.28	$94,971.78
7	PCC Sidewalk w/6" AB	14,400	SF	$9.23	$132,886.58
8	Signing & Striping (2-lanes)	2,400	LF	$1.98	$4,754.75
9	Street Lights (Type A, 220' spacing, both sides)	1,200	LF	$65.94	$79,130.83
10	Traffic Signals	1	EA	$329,705.35	$329,705.35
			Total		**$1,197,314.00**



Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Intersection No. 13
East Bidwell Street & Mangini Parkway Intersection
EBS / MP
4-Lane Road / 2 Lane Road

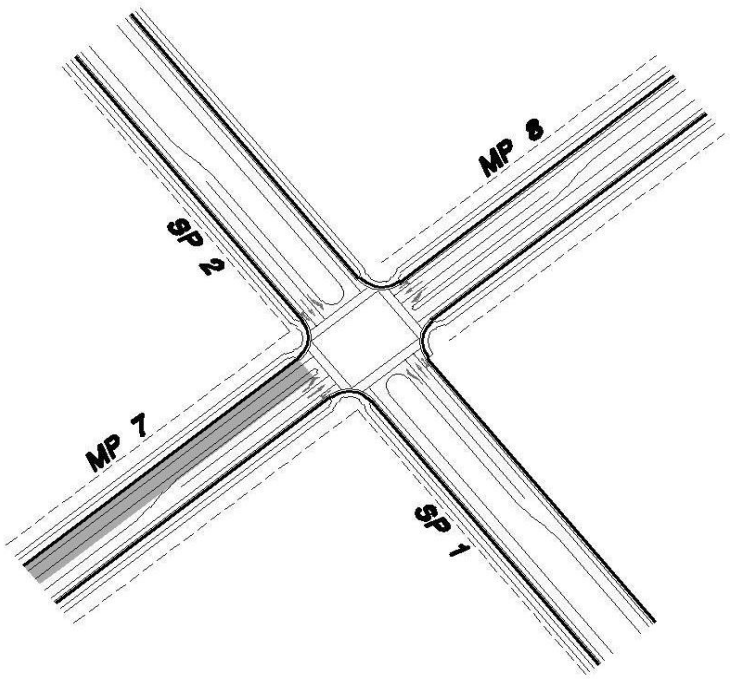
Item	Description	Qty.	Unit	Unit Cost	Total Cost
1	Subgrade Preparation	58,000	SF	$0.66	$38,103.68
2	4" Asphalt Concrete over 8.5" Aggregate Base Paving	18,000	SF	$5.80	$104,395.05
3	6" Asphalt Concrete over 13" Aggregate Base	34,000	SF	$9.23	$313,759.99
4	Curb & Gutter, Type 2 (Vertical Curb)	1,700	LF	$32.97	$56,051.01
5	Median Curb, Type 5 (Barrier Curb)	1,700	LF	$24.11	$40,991.22
6	Median Landscaping & Irrigation (CNL & Street Trees)	6,900	SF	$7.91	$54,608.77
7	Median Landscaping & Irrigation (Future Travel Lanes)	18,900	SF	$5.28	$99,720.37
8	PCC Sidewalk w/6" AB	9,800	SF	$9.23	$90,436.70
9	Signing & Striping (6-lanes)	2,400	LF	$1.98	$4,754.75
10	Street Lights (Type A, 220' spacing, both sides)	1,000	LF	$65.94	$65,942.36
11	Traffic Signals	1	EA	$395,646.42	$395,646.42
Note:	Grey Hatch Area Represents Exisitng Improvements		**Total**		**$1,264,411.00**



Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Intersection No. 14
Savannah Parkway & Mangini Parkway Intersection
SP / MP
4-Lane Ultimate (2 Lane Road & 2 Future)

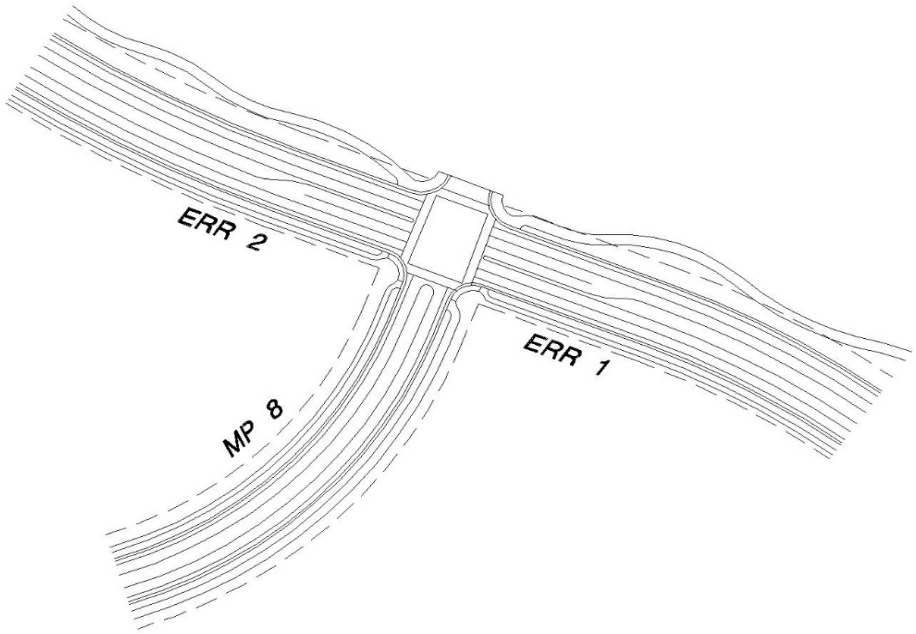
Item	Description	Qty.	Unit	Unit Cost	Total Cost
1	Subgrade Preparation	75,000	SF	$0.66	$49,272.00
2	4" Asphalt Concrete over 8.5" Aggregate Base Paving	66,000	SF	$5.80	$382,781.85
3	Curb & Gutter, Type 2 (Vertical Curb)	3,000	LF	$32.97	$98,913.54
4	Median Curb, Type 5 (Barrier Curb)	3,300	LF	$24.11	$79,571.20
5	Median Landscaping & Irrigation (CNL & Street Trees)	15,900	SF	$7.91	$125,837.61
6	Median Landscaping & Irrigation (Future Travel Lanes)	17,600	SF	$5.28	$92,861.30
7	PCC Sidewalk w/6" AB	3,000	SF	$9.23	$27,684.71
8	Signing & Striping (2-lanes)	3,200	LF	$1.98	$6,339.66
9	Street Lights (Type A, 220' spacing, both sides)	1,600	LF	$65.94	$105,507.78
10	Traffic Signals	1	EA	$395,646.42	$395,646.42
Note:	Grey Hatch Area Represents Exisitng Improvements		**Total**		**$1,364,417.00**



Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Intersection No. 15
Empire Ranch Road & Mangini Parkway Intersection
MP / ERR
4-Lane Ultimate (2-Lane Road & 2 Future)

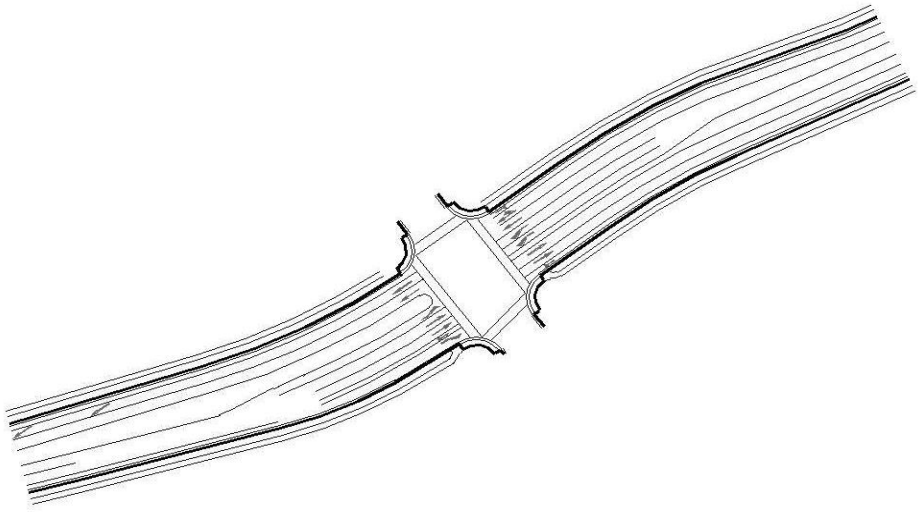
Item	Description	Qty.	Unit	Unit Cost	Total Cost
1	Subgrade Preparation	65,530	SF	$0.6570	$43,050.59
2	4" Asphalt Concrete over 8.5" Aggregate Base Paving	16,000	SF	$5.7997	$92,795.60
3	6" Asphalt Concrete over 13" Aggregate Base	42,000	SF	$9.2282	$387,585.87
4	Curb & Gutter, Type 2 (Vertical Curb)	2,510	LF	$32.9712	$82,757.66
5	Median Curb, Type 5 (Barrier Curb)	2,400	LF	$24.1125	$57,869.96
6	Median Landscaping & Irrigation (CNL & Street Trees)	13,200	SF	$7.9143	$104,468.96
7	Median Landscaping & Irrigation (Future Travel Lanes)	17,800	SF	$5.2762	$93,916.54
8	PCC Sidewalk w/6" AB	10,830	SF	$9.2282	$99,941.79
9	Signing & Striping (2-lanes)	2,400	LF	$1.9811	$4,754.75
10	Street Lights (Type A, 220' spacing, both sides)	1,200	LF	$65.9424	$79,130.83
11	Traffic Signals	1	EA	$395,646.4202	$395,646.42
			Total		**$1,441,919.00**



Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Intersection No. 16
Mangini Parkway & High School Access Intersection
MP 1B / High School Access
4-Lane Road

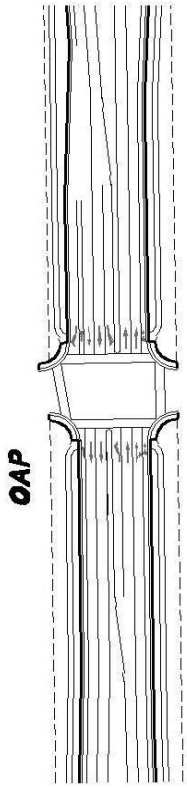
Item	Description	Qty.	Unit	Unit Cost	Total Cost
1	Subgrade Preparation	54,400	SF	$0.66	$35,738.62
2	5.5" Asphalt Concrete over 11" Aggregate Base Paving	49,000	SF	$6.98	$342,029.80
3	Curb & Gutter, Type 2 (Vertical Curb)	1,800	LF	$32.97	$59,348.12
4	Median Curb, Type 5 (Barrier Curb)	1,600	LF	$24.11	$38,579.98
5	Median Landscaping & Irrigation (CNL & Street Trees)	6,300	SF	$7.91	$49,860.18
6	PCC Sidewalk w/6" AB	10,800	SF	$9.23	$99,664.94
7	Signing & Striping (4-lanes)	3,200	LF	$1.98	$6,339.66
8	Street Lights (Type A, 220' spacing, both sides)	800	LF	$65.94	$52,753.89
9	Traffic Signals	1	EA	$395,646.42	$395,646.42
			Total		**$1,079,962.00**



Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Intersection No. 17
Oak Avenue Parkway & High School Access Intersection
OAP 1 / High School Access
4 Lane Major Arterial

Item	Description	Qty.	Unit	Unit Cost	Total Cost
1	Subgrade Preparation	62,000	SF	$0.66	$40,731.52
2	5.5" Asphalt Concrete over 11" Aggregate Base Paving	56,600	SF	$6.98	$395,079.32
3	Curb & Gutter, Type 2 (Vertical Curb)	1,800	LF	$32.97	$59,348.12
4	Median Curb, Type 5 (Barrier Curb)	1,600	LF	$24.11	$38,579.98
5	Median Landscaping & Irrigation (CNL & Street Trees)	6,300	SF	$7.91	$49,860.18
6	PCC Sidewalk w/6" AB	10,800	SF	$9.23	$99,664.94
7	Signing & Striping (4-lanes)	3,200	LF	$1.98	$6,339.66
8	Street Lights (Type A, 220' spacing, both sides)	800	LF	$65.94	$52,753.89
9	Traffic Signals	1	EA	$395,646.42	$395,646.42
			Total		**$1,138,005.00**



Economic & Planning Systems, Inc.
The Economics of Land Use

Appendix E:

Dry Utility Construction Cost Estimates

FOLSOM PLAN AREA
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Roadway	Total Remaining Construction Budget
Backbone Dry Utility System Summary	
Alder Creek Parkway	$4,321,471.39
Prairie City Road	$6,029,783.80
Oak Avenue Parkway	$2,955,604.15
Empire Ranch Road	$1,325,741.98
Rowberry Drive	$588,485.82
Mangini Parkway	$2,187,059.24
Savannah Parkway	$408,418.82
Haven Parkway	$1,624,923.53
Sierra Parkway	$1,884,032.96
Subtotal Backbone Roadways Dry Utility System Summary	$21,325,521.68
Electrical Transmission System - 69KV Pole Relocation	
Alder Creek Parkway	$1,736,855.82
Prairie City Road	$5,066,489.13
Subtotal Electrical Transmission System 69 KV Pole Relocation	$6,803,344.95
Total Backbone Dry Utility System	**$28,128,866.63**

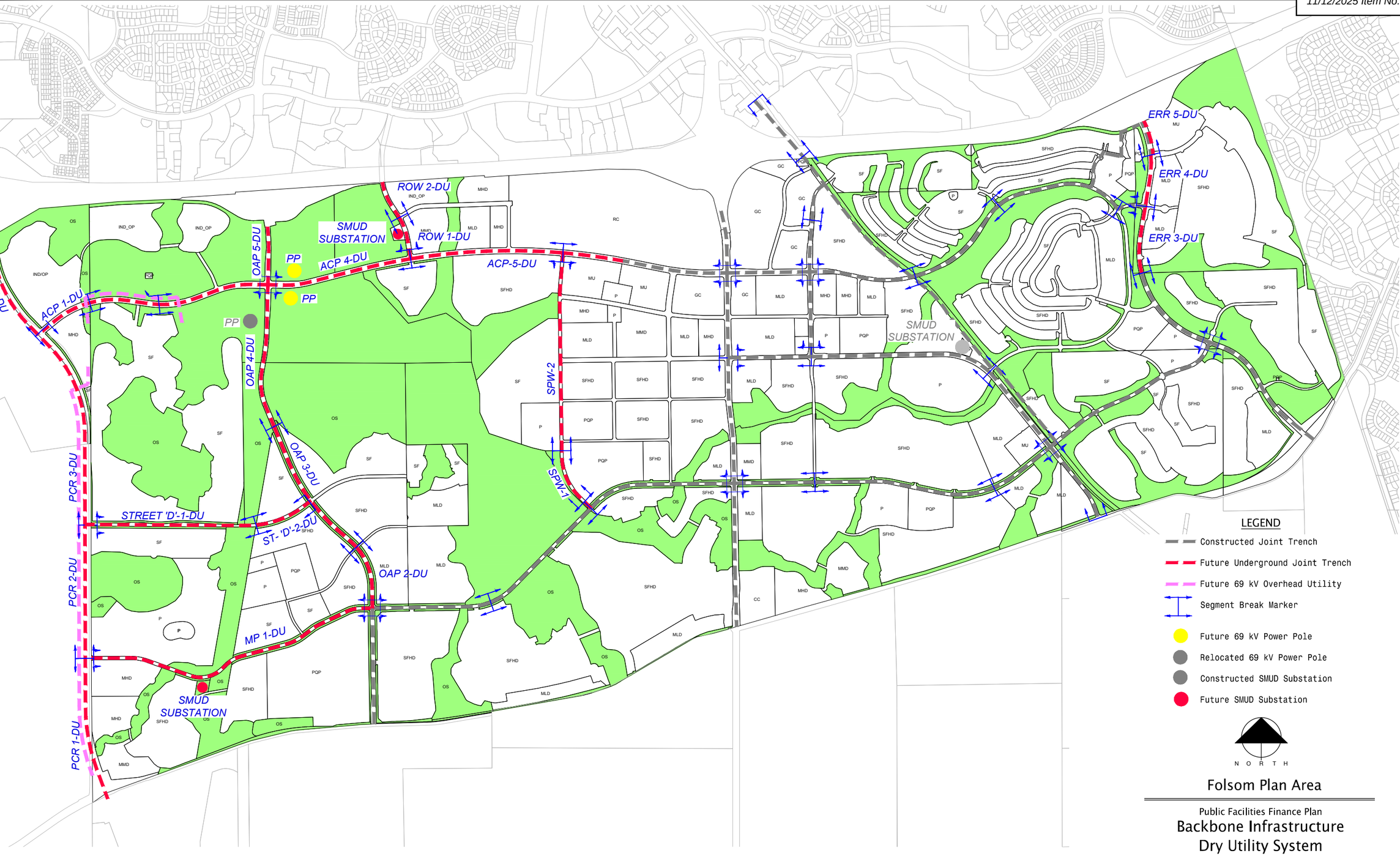
FOLSOM PLAN AREA
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Section	Description	Qty.	Unit	Unit Cost	Const. Cost	Percent Complete	SMUD Contract Costs (50%)	Soft Costs (15%)	Contingency (20%)	Total Remaining Construction Budget
Backbone Dry Utility System (Natural Gas, Electrical, Telecommunications & Broadband)										
Alder Creek Parkway										
ACP 1-DU	Alder Creek Parkway (Sta 379+00 to Sta 389+00)	1,000	LF	$237.39	$237,388	0.00%	$118,694	$35,608	$47,478	$439,169
ACP 2-DU	Alder Creek Parkway (Sta 389+00 to Sta 400+30)	1,130	LF	$237.39	$268,249	0.00%	$134,124	$40,237	$53,650	$496,260
ACP 3-DU	Alder Creek Parkway (Sta 400+30 to Sta 418+40)	1,810	LF	$237.39	$429,673	0.00%	$214,836	$64,451	$85,935	$794,895
ACP 4-DU	Alder Creek Parkway (Sta 418+40 to Sta 442+00)	2,360	LF	$237.39	$560,237	0.00%	$280,118	$84,035	$112,047	$1,036,438
ACP 5-DU	Alder Creek Parkway (Sta 442+00 to Sta 466+70)	2,480	LF	$237.39	$588,723	0.00%	$294,362	$88,308	$117,745	$1,089,138
ACP 6-DU	Alder Creek Parkway (Sta 466+70 to Sta 493+50)	2,690	LF	$237.39	$638,575	66.91%	$105,652	$31,696	$42,261	$390,913
ACP 11B-DU	Alder Creek Parkway (Sta 563+70 to Sta 568+20)	170	LF	$237.39	$40,356	0.00%	$20,178	$6,053	$8,071	$74,659
Prairie City Road										
PCR 1-DU	Prairie City Road (Sta 98+50 to Sta 121+80)	2,330	LF	$237.39	$553,115	0.00%	$276,557	$82,967	$110,623	$1,023,263
PCR 2-DU	Prairie City Road (Sta 121+80 to Sta 143+40)	2,170	LF	$237.39	$515,133	0.00%	$257,566	$77,270	$103,027	$952,996
PCR 3-DU	Prairie City Road (Sta 143+40 to Sta 176+30)	3,300	LF	$237.39	$783,382	0.00%	$391,691	$117,507	$156,676	$1,449,256
PCR 4-DU	Prairie City Road (Sta 176+30 to Sta 194+50)	1,820	LF	$237.39	$432,047	0.00%	$216,023	$64,807	$86,409	$799,287
PCR 5-DU	Prairie City Road (Sta 194+50 to Sta 235+50)	4,110	LF	$237.39	$975,666	0.00%	$487,833	$146,350	$195,133	$1,804,983
Oak Avenue Parkway										
OAP 2-DU	Oak Avenue Parkway (Sta 119+00 to Sta 129+50)	1,050	LF	$237.39	$249,258	0.00%	$124,629	$37,389	$49,852	$461,127
OAP 3-DU	Oak Avenue Parkway (Sta 129+50 to Sta 153+50)	2,400	LF	$237.39	$569,732	0.00%	$284,866	$85,460	$113,946	$1,054,004
OAP 4-DU	Oak Avenue Parkway (Sta 153+50 to Sta 176+90)	2,340	LF	$237.39	$555,489	0.00%	$277,744	$83,323	$111,098	$1,027,654
OAP 5-DU	Oak Avenue Parkway (Sta 176+90 to Sta 186+20)	940	LF	$237.39	$223,145	0.00%	$111,573	$33,472	$44,629	$412,818
Empire Ranch Road										
ERR 1-DU	Empire Ranch Road (Sta 105+70 to Sta 129+30)	2,370	LF	$237.39	$562,610	82.49%	$49,257	$60,348	$19,703	$227,821
ERR 3-DU	Empire Ranch Road (Sta 145+80 to Sta 156+70)	1,100	LF	$237.39	$261,127	0.00%	$130,564	$39,169	$52,225	$483,085
ERR 4-DU	Empire Ranch Road (Sta 156+70 to Sta 165+00)	840	LF	$237.39	$199,406	0.00%	$99,703	$29,911	$39,881	$368,902
ERR 5-DU	Empire Ranch Road (Sta 165+00 to Sta 170+60)	560	LF	$237.39	$132,937	0.00%	$66,469	$19,941	$26,587	$245,934

FOLSOM PLAN AREA
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Section	Description	Qty.	Unit	Unit Cost	Const. Cost	Percent Complete	SMUD Contract Costs (50%)	Soft Costs (15%)	Contingency (20%)	Total Remaining Construction Budget
Backbone Dry Utility System (Natural Gas, Electrical, Telecommunications & Broadband) (Continued)										
Rowberry Drive										
ROW 1-DU	Rowberry Drive (Sta 100+60 to Sta 107+50)	700	LF	$237.39	$166,172	0.00%	$83,086	$24,926	$33,234	$307,418
ROW 2-DU	Rowberry Drive (Sta 107+50 to Sta 113+90)	640	LF	$237.39	$151,929	0.00%	$75,964	$22,789	$30,386	$281,068
Mangini Parkway										
MP 1A-DU	Mangini Parkway (Sta 100+60 to Sta 129+70)	2,920	LF	$237.39	$693,174	0.00%	$346,587	$103,976	$138,635	$1,282,372
MP 1B-DU	Mangini Parkway (Sta 129+70 to Sta 150+20)	2,060	LF	$237.39	$489,020	0.00%	$244,510	$73,353	$97,804	$904,687
Savannah Parkway										
SP 1-DU	Savannah Parkway (Sta 170+20 to Sta 183+90)	1,380	LF	$237.39	$327,596	32.61%	$110,383	$33,115	$44,153	$408,419
Haven Parkway										
HP 1-DU	Haven Parkway (Sta 100+00 to Sta 127+00)	2,700	LF	$237.39	$640,949	0.00%	$320,474	$96,142	$128,190	$1,185,755
HP 2- DU	Haven Parkway (Sta 127+00 to Sta 137+00)	1,000	LF	$237.39	$237,388	0.00%	$118,694	$35,608	$47,478	$439,169
Sierra Parkway										
SPW 1-DU	Sierra Parkway (Sta 10+00 to Sta 21+00)	1,100	LF	$237.39	$261,127	0.00%	$130,564	$39,169	$52,225	$483,085
SPW 2-DU	Sierra Parkway (Sta 21+00 to Sta 52+90)	3,190	LF	$237.39	$757,269	0.00%	$378,634	$113,590	$151,454	$1,400,948
	Total Dry Utility System									**$21,325,522**
Backbone - Electrical Transmission System										
69 kV Pole Relocation										
69kV-1	Alder Creek Parkway (Sta 389+00 to Sta 405+00)*	2,200	LF	$379	$833,335	0.00%	$416,668	$125,000	$166,667	$1,541,670
69kV-2	Alder Creek Parkway (Sta 442+00)	2	EA	$52,753	$105,506	0.00%	$52,753	$15,826	$21,101	$195,186
69kV-3	Prairie City Road (Sta 100+60 to Sta 136+60)*	3,600	LF	$379	$1,363,640	0.00%	$681,820	$204,546	$272,728	$2,522,733
69kV-4	Prairie City Road (Sta 133+50 to Sta 167+40)*	3,630	LF	$379	$1,375,003	0.00%	$687,502	$206,250	$275,001	$2,543,756
	Total Electrical Transmission System									**$6,803,345**

* Actual relocation length exceeds roadway centerline stationing. Cost include relocation of 12 kV and non electrical facilities on existing poles



LEGEND

- Constructed Joint Trench
- Future Underground Joint Trench
- Future 69 kV Overhead Utility
- Segment Break Marker
- Future 69 kV Power Pole
- Relocated 69 kV Power Pole
- Constructed SMUD Substation
- Future SMUD Substation

N O R T H

Folsom Plan Area

Public Facilities Finance Plan

Backbone Infrastructure
Dry Utility System

MacKay & Somps
ENGINEERS PLANNERS SURVEYORS
1025 Creekside Ridge Drive, Suite 150, Roseville, CA 95678 (916) 773-1189

May 2025

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DRY UTILITY SYSTEM

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Economic & Planning Systems, Inc.
The Economics of Land Use

Appendix F:

On-Site Potable Water Construction Cost Estimates

FOLSOM PLAN AREA
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Item	Total Remaining Construction Budget
Potable Water Pipelines System Summary	
Pipelines	
Alder Creek Parkway	$5,747,791
Oak Avenue Parkway	$2,920,739
Empire Ranch Road	$1,582,542
Rowberry Drive	$302,440
Mangini Parkway	$2,147,323
Prairie City Road	$3,370,044
Haven Parkway	$1,598,611
Sierra Parkway	$1,853,524
Subtotal Potable Water Pipelines System	$19,523,014
Pressure Reducing Stations	
Zone 3 to Zone 2	$115,715
Subtotal Pressure Reducing Stations	$115,715
Storage Tanks	
Zone 3 Storage Tank - Phase 2	$6,302,995
Subtotal Storage Tanks	$6,302,995
Total Potable Water System	**$25,941,724**

FOLSOM PLAN AREA
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

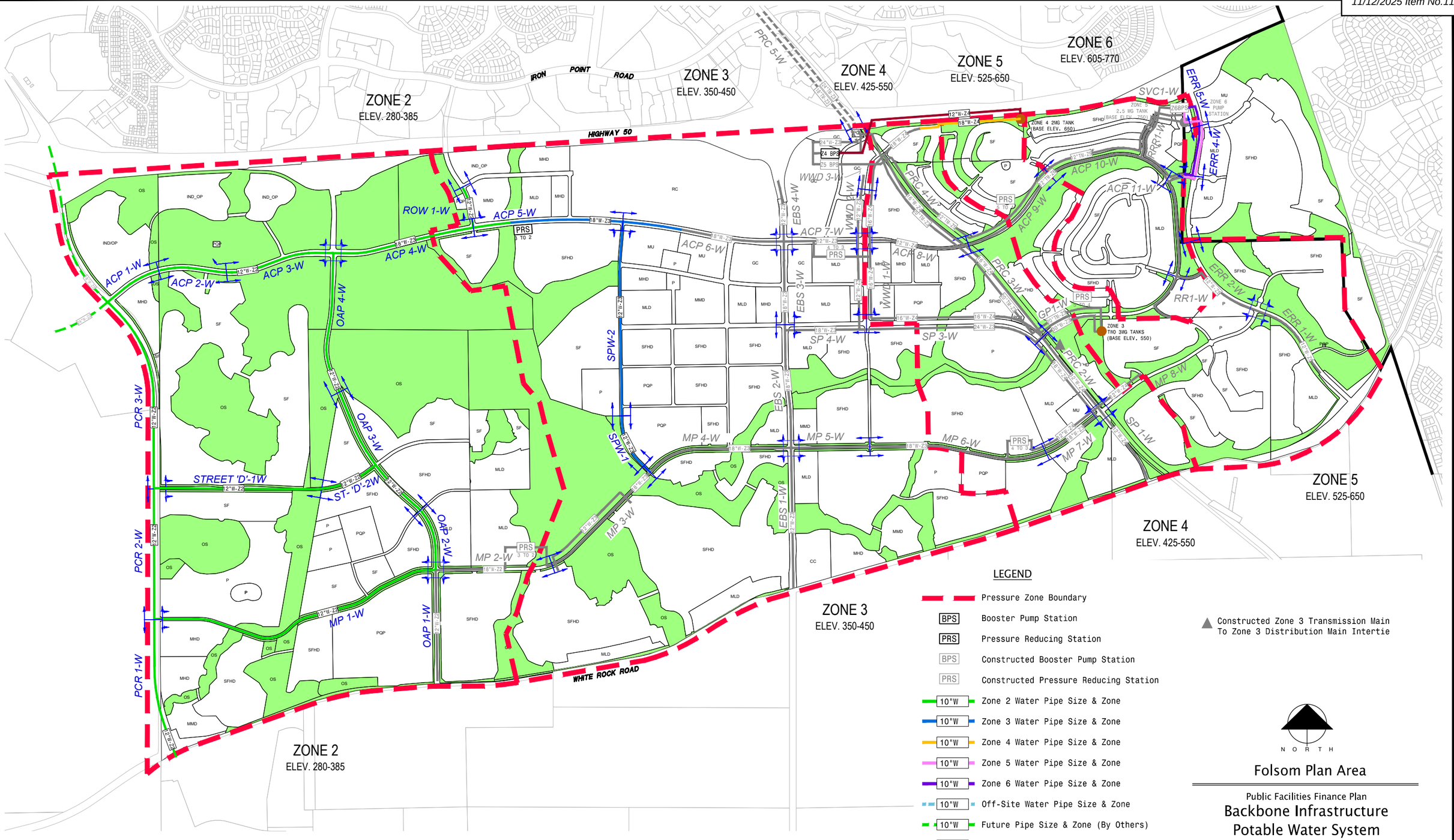
Section	Description	Pipe Size (in.)	Qty.	Unit	Zone	Unit Cost	Const. Costs	Percent Complete	Soft Costs (15%)	Coningency (20%)	Total Remaining Construction Budget
Potable Water Pipelines											
Alder Creek Parkway											
ACP 1-W	Alder Creek Parkway (Sta 379+00 to Sta 389+00)	12	1,000	LF	2	$320.04	$320,042.17	0.00%	$48,006.33	$64,008.43	$432,056.93
ACP 2-W	Alder Creek Parkway (Sta 389+00 to Sta 400+30)	12	1,130	LF	2	$320.04	$361,647.65	0.00%	$54,247.15	$72,329.53	$488,224.33
ACP 3-W	Alder Creek Parkway (Sta 400+30 to Sta 418+40)	12	1,810	LF	2	$320.04	$579,276.33	0.00%	$86,891.45	$115,855.27	$782,023.04
ACP 4-W	Alder Creek Parkway (Sta 418+40 to Sta 442+00)	18	2,360	LF	2	$493.35	$1,164,296.95	0.00%	$174,644.54	$232,859.39	$1,571,800.88
ACP 5-W	Alder Creek Parkway (Sta 442+00 to Sta 466+70)	18	630	LF	2	$493.35	$310,808.08	0.00%	$46,621.21	$62,161.62	$419,590.91
ACP 5-W	Alder Creek Parkway (Sta 442+00 to Sta 466+70)	18	1,850	LF	3	$493.35	$912,690.41	0.00%	$136,903.56	$182,538.08	$1,232,132.05
ACP 6-W	Alder Creek Parkway (Sta 466+70 to Sta 493+50)	18	2,680	LF	3	$493.35	$1,322,167.72	68.25%	$62,968.24	$83,957.65	$566,714.14
ACP 11-W	Alder Creek Parkway (Sta 563+70 to Sta 568+20)	16	200	LF	5	$472.68	$94,536.54	0.00%	$14,180.48	$18,907.31	$127,624.33
ACP 11-W	Alder Creek Parkway (Sta 563+70 to Sta 568+20)	16	200	LF	6	$472.68	$94,536.54	0.00%	$14,180.48	$18,907.31	$127,624.33
Oak Avenue Parkway											
OAP 1-W	Oak Avenue Parkway (Sta 100+30 to Sta 119+00)	12	1,880	LF	2	$320.04	$601,679.28	48.40%	$46,569.98	$62,093.30	$419,129.79
OAP 2-W	Oak Avenue Parkway (Sta 119+00 to Sta 129+50)	12	1,050	LF	2	$320.04	$336,044.28	0.00%	$50,406.64	$67,208.86	$453,659.78
OAP 3-W	Oak Avenue Parkway (Sta 129+50 to Sta 153+50)	12	2,400	LF	2	$320.04	$768,101.21	0.00%	$115,215.18	$153,620.24	$1,036,936.63
OAP 4-W	Oak Avenue Parkway (Sta 153+50 to Sta 176+90)	12	2,340	LF	2	$320.04	$748,898.68	0.00%	$112,334.80	$149,779.74	$1,011,013.22
Empire Ranch Road											
ERR 4-W	Empire Ranch Road (Sta 156+70 to Sta 165+00)	16	840	LF	5	$472.68	$397,053.48	0.00%	$59,558.02	$79,410.70	$536,022.20
ERR 4-W	Empire Ranch Road (Sta 156+70 to Sta 165+00)	16	840	LF	6	$472.68	$397,053.48	0.00%	$59,558.02	$79,410.70	$536,022.20
ERR 5-W	Empire Ranch Road (Sta 165+00 to Sta 170+60)	16	400	LF	6	$472.68	$189,073.09	0.00%	$28,360.96	$37,814.62	$255,248.67
ERR 5-W	Empire Ranch Road (Sta 165+00 to Sta 170+60)	16	400	LF	5	$472.68	$189,073.09	0.00%	$28,360.96	$37,814.62	$255,248.67
Rowberry Drive											
ROW 1-W	Rowberry Drive (Sta 100+60 to Sta 107+50)	12	700	LF	2	$320.04	$224,029.52	0.00%	$33,604.43	$44,805.90	$302,439.85

FOLSOM PLAN AREA
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Section	Description	Pipe Size (in.)	Qty.	Unit	Zone	Unit Cost	Const. Costs	Percent Complete	Soft Costs (15%)	Coningency (20%)	Total Remaining Construction Budget
Potable Water Pipelines (Continued)											
Mangini Parkway											
MP 1-W	Mangini Parkway (Sta 100+60 to Sta 150+20)	12	4,970	LF	2	$320.04	$1,590,609.58	0.00%	$238,591.44	$318,121.92	$2,147,322.94
Prairie City Road											
PCR 1-W	Prairie City Road (Sta 98+50 to Sta 121+80)	12	2,330	LF	2	$320.04	$745,698.26	0.00%	$111,854.74	$149,139.65	$1,006,692.65
PCR 2-W	Prairie City Road (Sta 121+80 to Sta 143+40)	12	2,170	LF	2	$320.04	$694,491.51	0.00%	$104,173.73	$138,898.30	$937,563.54
PCR 3-W	Prairie City Road (Sta 143+40 to Sta 176+30)	12	3,300	LF	2	$320.04	$1,056,139.16	0.00%	$158,420.87	$211,227.83	$1,425,787.87
Haven Parkway											
HP 1-W	Haven Parkway (Sta 100+00 to Sta 127+00)	12	2,700	LF	2	$320.04	$864,113.86	0.00%	$129,617.08	$172,822.77	$1,166,553.71
HP 2-W	Haven Parkway (Sta 127+00 to Sta 137+00)	12	1,000	LF	2	$320.04	$320,042.17	0.00%	$48,006.33	$64,008.43	$432,056.93
Sierra Parkway											
SPW 1-W	Sierra Parkway (Sta 10+00 to Sta 21+00)	12	1,100	LF	3	$320.04	$352,046.39	0.00%	$52,806.96	$70,409.28	$475,262.62
SPW 2-W	Sierra Parkway (Sta 21+00 to Sta 52+90)	12	3,190	LF	3	$320.04	$1,020,934.52	0.00%	$153,140.18	$204,186.90	$1,378,261.61
	Subtotal Potable Water Pipelines										**$19,523,013.81**
Potable Water Pressure Reducing Stations											
Pressure Reducing Station											
	Zone 3 to Zone 2		3	EA	3	$85,723	$257,170.18	66.67%	$12,857.22	$17,142.96	$115,715.01
	Subtotal Potable Water Pressure Reducing Stations										**$115,715.01**

FOLSOM PLAN AREA
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Section	Description	Pipe Size (in.)	Qty.	Unit	Zone	Unit Cost	Const. Costs	Percent Complete	Soft Costs (15%)	Coningency (20%)	Total Remaining Construction Budget
Potable Water Storage Tanks											
	Zone 3 Storage Tank - Phase 2										
	Tank Site Improvements										
	Site Mobilization/Demobilization		1	LS	3	$95,260.00	$95,260.00	0.00%	$14,289.00	$19,052.00	$128,601.00
	Rough Grade Excavation -Stockpile		30,000	CY	3	$7.62	$228,600.00	0.00%	$34,290.00	$45,720.00	$308,610.00
	Rock Excavation		2,000	CY	3	$13.06	$26,120.00	0.00%	$3,918.00	$5,224.00	$35,262.00
	Structural Backfill (Within 10-ft of Tank)		4,900	CY	3	$13.06	$63,994.00	0.00%	$9,599.10	$12,798.80	$86,391.90
	Site Grading (Slope Reconstruction)		33,000	CY	3	$5.12	$168,960.00	0.00%	$25,344.00	$33,792.00	$228,096.00
	Concrete Lined V-Ditch		500	LF	3	$17.96	$8,980.00	0.00%	$1,347.00	$1,796.00	$12,123.00
	Type 'F' Field Inlet		1	EA	3	$7,185.00	$7,185.00	0.00%	$1,077.75	$1,437.00	$9,699.75
	12-inch RCP CL III Drain Pipe		15	LF	3	$141.53	$2,122.95	0.00%	$318.44	$424.59	$2,865.98
	24-inch DIP CL 350 Tank Overflow Pipe		60	LF	3	$293.95	$17,637.00	0.00%	$2,645.55	$3,527.40	$23,809.95
	24-inch DIP CL 350 Transmission Main		180	LF	3	$348.38	$62,708.40	0.00%	$9,406.26	$12,541.68	$84,656.34
	30-inch DIP CL 350 Distribution Main		80	LF	3	$598.79	$47,903.20	0.00%	$7,185.48	$9,580.64	$64,669.32
	Site Paving (3" AC / 10.5" AB)		11,000	SF	3	$4.90	$53,900.00	0.00%	$8,085.00	$10,780.00	$72,765.00
	Site Ground Cover (4-inch Layer Crushed Gravel)		27,000	SF	3	$1.63	$44,010.00	0.00%	$6,601.50	$8,802.00	$59,413.50
	Site Lighting & Security		1	LS	3	$59,334.00	$59,334.00	0.00%	$8,900.10	$11,866.80	$80,100.90
	Tube Steel Perimeter Fencing		620	LF	3	$49.00	$30,380.00	0.00%	$4,557.00	$6,076.00	$41,013.00
	Reseeding (Hydro-Seeding)		85,000	SF	3	$0.08	$6,800.00	0.00%	$1,020.00	$1,360.00	$9,180.00
	Erosion Control (Construction SWPPP)		120,000	SF	3	$0.33	$39,600.00	0.00%	$5,940.00	$7,920.00	$53,460.00
	Tank Improvements										
	3.0 MG Prestressed Concrete Tank		1	LS	3	$3,483,840	$3,483,840.00	0.00%	$522,576.00	$696,768.00	$4,703,184.00
	Tank Appurtenances (mixing, sampling, hatches & instrumentation)		1	LS	3	$179,636	$179,636.00	0.00%	$26,945.40	$35,927.20	$242,508.60
	30-inch Check Valve (Tank Inlet)		1	LS	3	$41,915	$41,915.00	0.00%	$6,287.25	$8,383.00	$56,585.25
	Total Potable Water Zone 3 Storage Tank - Phase 2										**$6,302,995.49**
	Total Potable Water System										**$24,088,200.09**



Folsom Plan Area

Public Facilities Finance Plan

Backbone Infrastructure
Potable Water System

MacKay & Somps
ENGINEERS PLANNERS SURVEYORS
1025 Creekside Ridge Drive, Suite 150, Roseville, CA 95678 (916) 773-1189

May 2025
7919-00

POTABLE WATER SYSTEM

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Economic & Planning Systems, Inc.
The Economics of Land Use

Appendix G:

Recycled Water Construction Cost Estimates

FOLSOM PLAN AREA
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Item	Total Remaining Construction Budget
Non-Potable Water System Summary	
Non-Potable Water Pipelines	
Alder Creek Parkway	$8,047,042
Mangini Parkway	$1,716,798
Empire Ranch Road	$1,125,097
Rowberry Drive	$132,756
Prairie City Road	$2,694,371
Oak Avenue Parkway	$1,397,557
Haven Parkway	$893,085
Sierra Parkway	$1,481,904
Subtotal Non-Potable Water Pipelines	$17,488,609
Non-Potable Water Pressure Reducing Stations	
Pressure Reducing Stations	$810,086
Total Non-Potable Water System	**$18,298,695**

FOLSOM PLAN AREA
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Section	Description	Pipe Size (in.)	Qty.	Unit	Zone	Unit Cost	Const. Costs	Percent Complete	Soft Costs (15%)	Contingency (20%)	Total Remaining Construction Budget
Non-Potable Water System											
Non-Potable Water Pipelines											
Alder Creek Parkway											
ACP 1-NP	Alder Creek Parkway (Sta 379+00 to Sta 389+00)	12	1,000	LF	2	$255.88	$255,875.66	0.00%	$38,381.35	$51,175.13	$345,432.13
ACP 1-NP	Alder Creek Parkway (Sta 379+00 to Sta 389+00)	16	1,000	LF	5	$416.23	$416,225.22	0.00%	$62,433.78	$83,245.04	$561,904.05
ACP 2-NP	Alder Creek Parkway (Sta 389+00 to Sta 400+30)	12	1,130	LF	2	$255.88	$289,139.49	0.00%	$43,370.92	$57,827.90	$390,338.31
ACP 2-NP	Alder Creek Parkway (Sta 389+00 to Sta 400+30)	16	1,130	LF	5	$416.23	$470,334.50	0.00%	$70,550.17	$94,066.90	$634,951.57
ACP 3-NP	Alder Creek Parkway (Sta 400+30 to Sta 418+40)	12	1,810	LF	2	$255.88	$463,134.94	0.00%	$69,470.24	$92,626.99	$625,232.16
ACP 3-NP	Alder Creek Parkway (Sta 400+30 to Sta 418+40)	16	1,810	LF	5	$416.23	$753,367.65	0.00%	$113,005.15	$150,673.53	$1,017,046.33
ACP 4-NP	Alder Creek Parkway (Sta 418+40 to Sta 442+00)	16	2,360	LF	5	$416.23	$982,291.52	0.00%	$147,343.73	$196,458.30	$1,326,093.55
ACP 5-NP	Alder Creek Parkway (Sta 442+00 to Sta 466+70)	12	2,480	LF	3	$255.88	$634,571.62	0.00%	$95,185.74	$126,914.32	$856,671.69
ACP 5-NP	Alder Creek Parkway (Sta 442+00 to Sta 466+70)	16	2,480	LF	5	$416.23	$1,032,238.55	0.00%	$154,835.78	$206,447.71	$1,393,522.04
ACP 6-NP	Alder Creek Parkway (Sta 466+70 to Sta 493+50)	12	2,690	LF	3	$255.88	$688,305.51	67.98%	$33,059.31	$44,079.08	$297,533.82
ACP 6-NP	Alder Creek Parkway (Sta 466+70 to Sta 493+50)	16	2,690	LF	5	$416.23	$1,119,645.84	67.98%	$53,776.59	$71,702.12	$483,989.31
ACP 11B-NP	Alder Creek Parkway (Sta 566+70 to Sta 568+30)	12	170	LF	6	$255.88	$43,498.86	0.00%	$2,089.25	$2,785.67	$18,803.25
ACP 11B-NP	Alder Creek Parkway (Sta 566+70 to Sta 568+30)	16	170	LF	5	$416.23	$70,758.29	0.00%	$10,613.74	$14,151.66	$95,523.69
Mangini Parkway											
MP 1-NP	Mangini Parkway (Sta 100+60 to Sta 150+20)	12	4,970	LF	2	$255.88	$1,271,702.01	0.00%	$190,755.30	$254,340.40	$1,716,797.71
Empire Ranch Road											
ERR 4-NP	Empire Ranch Road (Sta 156+70 to Sta 165+00)	12	840	LF	6	$255.88	$214,935.55	0.00%	$32,240.33	$42,987.11	$290,162.99
ERR 4-NP	Empire Ranch Road (Sta 156+70 to Sta 165+00)	16	840	LF	5	$416.23	$349,629.18	0.00%	$52,444.38	$69,925.84	$471,999.40
ERR 5-NP	Empire Ranch Road (Sta 165+00 to Sta 170+60)	12	400	LF	6	$255.88	$102,350.26	0.00%	$15,352.54	$20,470.05	$138,172.85
ERR 5-NP	Empire Ranch Road (Sta 165+00 to Sta 170+60)	16	400	LF	5	$416.23	$166,490.09	0.00%	$24,973.51	$33,298.02	$224,761.62
Rowberry Drive											
ROW 1-NP	Rowberry Drive (Sta 100+00 to Sta 107+50)	8	550	LF	3	$178.80	$98,337.67	0.00%	$14,750.65	$19,667.53	$132,755.86
Prairie City Road											
PCR 1-NP	Prairie City Road (Sta 98+50 to Sta 121+80)	12	2,330	LF	2	$255.88	$596,190.28	0.00%	$89,428.54	$119,238.06	$804,856.87
PCR 2-NP	Prairie City Road (Sta 121+80 to Sta 143+40)	12	2,170	LF	2	$255.88	$555,250.17	0.00%	$83,287.53	$111,050.03	$749,587.73
PCR 3-NP	Prairie City Road (Sta 143+40 to Sta 176+30)	12	3,300	LF	2	$255.88	$844,389.66	0.00%	$126,658.45	$168,877.93	$1,139,926.04

Non-Potable Water System (Continued)

FOLSOM PLAN AREA
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Section	Description	Pipe Size (in.)	Qty.	Unit	Zone	Unit Cost	Const. Costs	Percent Complete	Soft Costs (15%)	Contingency (20%)	Total Remaining Construction Budget
Non-Potable Water Pipelines (Continued)											
Oak Avenue Parkway											
OAP 2-NP	Oak Avenue Parkway (Sta 119+00 to Sta 129+50)	8	1,050	LF	2	$178.80	$187,735.56	0.00%	$28,160.33	$37,547.11	$253,443.00
OAP 3-NP	Oak Avenue Parkway (Sta 129+50 to Sta 153+50)	8	2,400	LF	2	$178.80	$429,109.85	0.00%	$64,366.48	$85,821.97	$579,298.29
OAP 4-NP	Oak Avenue Parkway (Sta 153+50 to Sta 176+90)	8	2,340	LF	2	$178.80	$418,382.10	0.00%	$62,757.32	$83,676.42	$564,815.84
Haven Parkway											
HP-1 NP	Haven Parkway (Sta 100+00 tp Sta 127+00)	8	2,700	LF	2	$178.80	$482,748.58	0.00%	$72,412.29	$96,549.72	$651,710.58
HP-2 NP	Haven Parkway (Sta 127+00 tp Sta 137+00)	8	1,000	LF	2	$178.80	$178,795.77	0.00%	$26,819.37	$35,759.15	$241,374.29
Sierra Parkway											
SPW-NP-1	Sierra Parkway (Sta 10+00 to Sta 20+60)	12	1,060	LF	3	$255.88	$271,228.19	0.00%	$40,684.23	$54,245.64	$366,158.06
SPW-NP-2	Sierra Parkway (Sta 20+60 t0 Sta 28+95)	12	835	LF	3	$255.88	$213,656.17	0.00%	$32,048.43	$42,731.23	$288,435.83
SPW-NP-3	Sierra Parkway (Sta 28+95 t0 Sta 52+90)	12	2,395	LF	3	$255.88	$612,822.19	0.00%	$91,923.33	$122,564.44	$827,309.96
						Subtotal Non-Potable Water Pipelines					$17,488,608.85
Pressure Reducing Stations											
	Zone 3 to Zone 2	-	2	EA	3	$85,723	$171,446.79	50.00%	$12,858.51	$17,144.68	$115,726.58
	Zone 5 to Zone 3	-	2	EA	5	$85,723	$171,446.79	0.00%	$25,717.02	$34,289.36	$231,453.17
	Zone 5 to Zone 4	-	2	EA	5	$85,723	$171,446.79	0.00%	$25,717.02	$34,289.36	$231,453.17
	Zone 5 to Zone 2	-	2	EA	5	$85,723	$171,446.79	0.00%	$25,717.02	$34,289.36	$231,453.17
						Subtotal Pressure Reducing Stations					$810,086.08

ZONE 2
ELEV. 280-385

ZONE 3
ELEV. 350-450

ZONE 4
ELEV. 425-550

ZONE 5
ELEV. 525-650

ZONE 6
ELEV. 600-770

HIGHWAY 50

WHITE ROCK ROAD

BOOSTER PUMP STATION
ZONE 5 TO 6

ZONE 5 TANK
(NOT SIZED)

ACP 1-NP
ACP 2-NP
ACP 3-NP
ACP 4-NP
ACP 5-NP
ACP 6-NP
ACP 7-NP
ACP 8-NP
ROW 1-NP
PCR 1-NP
PCR 2-NP
PCR 3-NP
OAP 2-NP
OAP 3-NP
OAP 4-NP
STREET 'D' 1 NP
ST 'D' 2 NP
MP 1-NP
MP 2-NP
MP 3-NP
MP 4-NP
MP 7-NP
MP 8-NP
SP 2-NP
SP 3-NP
SP 4-NP
SP1-NP
SCOT 2B-NP
SCOT 3-NP
ORW 1
WWD 1-NP
WWD 2-NP
WWD 3-NP
ST 'B' 2-NP
ST 'B' 3-NP
ERR 1-NP
ERR 2-NP
ERR 4-NP
ERR 5-NP

PRS
BPS

LEGEND

- Parcels Irrigated With Non-Potable Water
- Pressure Zone Boundary
- 12"NP-Z2 — Zone 2 Non-Potable Water Pipe & Size
- 12"NP-Z3 — Zone 3 Non-Potable Water Pipe & Size
- 12"NP-Z4 — Zone 4 Non-Potable Water Pipe & Size
- 12"NP-Z5 — Zone 5 Non-Potable Water Pipe & Size
- 12"NP-Z6 — Zone 6 Non-Potable Water Pipe & Size
- 12"NP — Constructed Non-Potable Water Pipe & Size
- PRS — Non-Potable Water Pressure Reducing Station
- BPS — Non-Potable Water Booster Pump Station
- Non-Potable Water Storage Tank
- Segment Break Marker
- Constructed Potable/Non-Potable Water Interconnect

Note:
Booster Pump Stations And Water Storage Tank Are Not Included In The Public Facilities Finance Plan. These Facilities Are Shown For Illustrative Purpose Only.

N O R T H

Folsom Plan Area

Public Facilities Finance Plan
Backbone Infrastructure
Non-Potable Water System Exhibit

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NON-POTABLE WATER

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Economic & Planning Systems, Inc.
The Economics of Land Use

Appendix H:

Storm Drain Construction Cost Estimates

FOLSOM PLAN AREA
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Item	Total Remaining Construction Budget
Storm Drain System Summary	
Storm Drain Pipelines	
Alder Creek Parkway	$8,684,872.45
Oak Avenue Parkway	$4,297,732.28
Empire Ranch Road	$850,413.81
Rowberry Drive	$404,022.70
Mangini Parkway	$2,983,880.39
Prairie City Road	$5,518,283.40
Haven Parkway	$1,081,712.41
Sierra Parkway	$1,795,074.59
Miscellaneous Strom Drainage Improvements	$207,866.25
Subtotal Storm Drain Pipelines	**$25,823,858.28**
Detention Basins	
Combo #2	$2,224,054.80
Combo #3	$1,530,473.40
Combo #4	$664,648.20
Combo #5	$1,539,450.90
DB #1	$857,432.25
DB #2	$880,738.65
DB #3	$813,547.80
HMB #1	$763,515.45
HMB #2	$730,009.80
HMB #3	$822,224.25
HMB #4	$694,645.20
HMB #5	$710,714.25
HMB #6	$1,583,676.90
HMB #8	$1,151,416.35
HMB #9	$760,070.25
HMB #10	$1,096,483.50
HMB #11	$789,084.45
HMB #12	$1,196,622.45
HMB #13	$1,191,400.65
HMB #14	$1,106,743.50
HMB #15	$1,880,784.90
Subtotal Detention Basins	**$22,987,737.90**
Total Storm Drain System	**$48,811,596.18**

FOLSOM PLAN AREA
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Item	Total Construction Cost	Percent Complete	Soft Cost (15%)	Contingency (20%)	Total Remaining Construction Budget
Detention Basins					
Combo #2	$1,694,747.00	2.78%	$247,117.20	$329,489.60	$2,224,054.80
Combo #3	$1,133,684.00	0.00%	$170,052.60	$226,736.80	$1,530,473.40
Combo #4	$492,332.00	0.00%	$73,849.80	$98,466.40	$664,648.20
Combo #5	$1,140,334.00	48.06%	$171,050.10	$228,066.80	$1,539,450.90
DB #1	$635,135.00	0.00%	$95,270.25	$127,027.00	$857,432.25
DB #2	$652,399.00	0.00%	$97,859.85	$130,479.80	$880,738.65
DB #3	$602,628.00	0.00%	$90,394.20	$120,525.60	$813,547.80
HMB #1	$565,567.00	0.00%	$84,835.05	$113,113.40	$763,515.45
HMB #2	$540,748.00	0.00%	$81,112.20	$108,149.60	$730,009.80
HMB #3	$609,055.00	0.00%	$91,358.25	$121,811.00	$822,224.25
HMB #4	$514,552.00	0.00%	$77,182.80	$102,910.40	$694,645.20
HMB #5	$526,455.00	0.00%	$78,968.25	$105,291.00	$710,714.25
HMB #6	$1,173,094.00	0.00%	$175,964.10	$234,618.80	$1,583,676.90
HMB #8	$2,093,200.00	59.38%	$127,935.15	$170,580.20	$1,151,416.35
HMB #9	$563,015.00	0.00%	$84,452.25	$112,603.00	$760,070.25
HMB #10	$812,210.00	0.00%	$121,831.50	$162,442.00	$1,096,483.50
HMB #11	$584,507.00	0.00%	$87,676.05	$116,901.40	$789,084.45
HMB #12	$886,387.00	0.00%	$132,958.05	$177,277.40	$1,196,622.45
HMB #13	$882,519.00	0.00%	$132,377.85	$176,503.80	$1,191,400.65
HMB #14	$819,810.00	0.00%	$122,971.50	$163,962.00	$1,106,743.50
HMB #15	$1,393,174.00	51.43%	$208,976.10	$278,634.80	$1,880,784.90
Subtotal Detention Basins	$18,315,552.00		$2,554,193.10	$3,405,590.80	**$22,987,737.90**

FOLSOM PLAN AREA
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Section	Description	Pipe Size (in.)	Qty.	Unit	Unit Cost	Const. Costs	Percent Complete	Soft Costs (15%)	Contingency (20%)	Total Remaining Construction Budget
Storm Drain Pipelines										
Alder Creek Parkway										
ACP 1-SD	Alder Creek Parkway (Sta 379+00 to Sta 389+00)	15	540	LF	$265.54	$143,389	0.00%	$21,508.34	$28,677.78	$193,575.03
ACP 2-SD	Alder Creek Parkway (Sta 389+00 to Sta 400+30)	36	830	LF	$494.11	$410,108	0.00%	$61,516.17	$82,021.56	$553,645.52
ACP 2-SD	48" Storm Drain Outfall Structure to HMB #3	48	1	EA	$32,970.53	$32,971	0.00%	$4,945.58	$6,594.11	$44,510.22
ACP 2-SD	48" Storm Drain Pipe Extended to HMB #3	48	390	LF	$597.84	$233,159	0.00%	$34,973.87	$46,631.82	$314,764.79
ACP 3-SD	Alder Creek Parkway (Sta 400+30 to Sta 418+40)	24	1,480	LF	$308.84	$457,088	0.00%	$68,563.16	$91,417.54	$617,068.42
ACP 4-SD	Alder Creek Parkway (Sta 418+40 to Sta 442+00)	15	390	LF	$265.54	$103,559	0.00%	$15,533.80	$20,711.73	$139,804.19
ACP 4-SD	Alder Creek Parkway (Sta 418+40 to Sta 442+00)	18	400	LF	$278.72	$111,486	0.00%	$16,722.92	$22,297.22	$150,506.25
ACP 4-SD	Alder Creek Parkway (Sta 418+40 to Sta 442+00)	60	1,290	LF	$827.26	$1,067,161	0.00%	$160,074.10	$213,432.14	$1,440,666.93
ACP 4-SD	66" Storm Drain Outfall Structure to HMB #6	66	1	EA	$50,115.22	$50,115	0.00%	$7,517.28	$10,023.04	$67,655.54
ACP 4-SD	66" Storm Drain Pipe Extended to HMB #6	66	210	LF	$862.49	$181,122	0.00%	$27,168.30	$36,224.40	$244,514.73
ACP 5-SD	Alder Creek Parkway (Sta 442+00 to Sta 466+70)	36	510	LF	$494.11	$251,994	0.00%	$37,799.09	$50,398.79	$340,191.83
ACP 5-SD	Alder Creek Parkway (Sta 442+00 to Sta 466+70)	48	1,600	LF	$597.84	$956,550	0.00%	$143,482.53	$191,310.04	$1,291,342.75
ACP 6-SD	Alder Creek Parkway (Sta 466+70 to Sta 493+50)[1]	2-72	1,610	LF	$877.93	$1,413,475	17.24%	$175,468.76	$233,958.35	$1,579,218.85
ACP 6-SD	10'W x 6'H Box Culvert SD Outfall Struct. at HMB #8	-	1	EA	$151,664.46	$151,664	0.00%	$22,749.67	$30,332.89	$204,747.02
ACP 6-SD	10'W x 6'H Box Culvert Storm Drain Extending to HMB	Box	855	LF	$1,301.85	$1,113,082	0.00%	$166,962.26	$222,616.35	$1,502,660.36
(1.) Pipe lengths doubled to account for twin 72" storm drain pipe.										
Oak Avenue Parkway										
OAP 2-SD	Oak Avenue Parkway (Sta 119+00 to Sta 129+50)	36	740	LF	$494.11	$365,638	0.00%	$54,845.74	$73,127.65	$493,611.67
OAP 3-SD	Oak Avenue Parkway (Sta 129+50 to Sta 153+50)	48	1,060	LF	$597.84	$633,714	0.00%	$95,057.17	$126,742.90	$855,514.57
OAP 3-SD	Oak Avenue Parkway (Sta 129+50 to Sta 153+50)	60	1,350	LF	$827.26	$1,116,796	0.00%	$167,519.41	$223,359.21	$1,507,674.70
OAP 4-SD	Oak Avenue Parkway (Sta 153+50 to Sta 176+90)	24	1,860	LF	$308.84	$574,448	0.00%	$86,167.21	$114,889.62	$775,504.91
OAP 4-SD	60" Storm Drain Outfall Structure to HMB #12	60	1	EA	$39,564.65	$39,565	0.00%	$5,934.70	$7,912.93	$53,412.27
OAP 4-SD	60" Storm Drain Pipe Extended to HMB #12	60	150	LF	$827.26	$124,088	0.00%	$18,613.27	$24,817.69	$167,519.41
OAP 5-SD	Oak Avenue Parkway (Sta 176+90 to Sta 186+20)	36	410	LF	$494.11	$202,583	0.00%	$30,387.51	$40,516.67	$273,487.55
OAP 5-SD	36" Storm Drain Outfall Structure to HMB #5	36	1	EA	$22,909.79	$22,910	0.00%	$3,436.47	$4,581.96	$30,928.21
OAP 5-SD	36" Storm Drain Pipe Extended to HMB #5	36	210	LF	$494.11	$103,762	0.00%	$15,564.33	$20,752.44	$140,078.99

FOLSOM PLAN AREA
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Section	Description	Pipe Size (in.)	Qty.	Unit	Unit Cost	Const. Costs	Percent Complete	Soft Costs (15%)	Contingency (20%)	Total Remaining Construction Budget
Storm Drain Pipelines (Continued)										
Empire Ranch Road										
ERR 3-SD	Empire Ranch Road (Sta 145+80 to Sta 156+70)	36	260	LF	$494.11	$128,468	0.00%	$19,270.13	$25,693.50	$173,431.13
ERR 3-SD	Empire Ranch Road (Sta 145+80 to Sta 156+70)	24	840	LF	$308.84	$259,428	0.00%	$38,914.22	$51,885.63	$350,228.02
ERR 4-SD	Empire Ranch Road (Sta 156+70 to Sta 165+00)	15	840	LF	$265.54	$223,049	0.00%	$33,457.41	$44,609.88	$301,116.71
ERR 5-SD	Empire Ranch Road (Sta 165+00 to Sta 170+60)	12	80	LF	$237.39	$18,991	0.00%	$2,848.66	$3,798.21	$25,637.95
Rowberry Drive										
ROW 1-SD	Rowberry Drive (Sta 100+60 to Sta 107+50)	24	700	LF	$308.84	$216,190	0.00%	$32,428.52	$43,238.03	$291,856.69
ROW 2-SD	Rowberry Drive (Sta 107+50 to Sta 113+90)	12	350	LF	$237.39	$83,086	0.00%	$12,462.89	$16,617.19	$112,166.01
Mangini Parkway										
MP 1A-SD	Mangini Parkway (Sta 100+60 to Sta 126+00)	15	300	LF	$265.54	$79,661	0.00%	$11,949.08	$15,932.10	$107,541.68
MP 1A-SD	Mangini Parkway (Sta 100+60 to Sta 126+00)	24	1,200	LF	$308.84	$370,612	0.00%	$55,591.75	$74,122.33	$500,325.75
MP 1A-SD	Mangini Parkway (Sta 100+60 to Sta 126+00)	30	750	LF	$359.11	$269,333	0.00%	$40,399.96	$53,866.61	$363,599.64
MP 1B-SD	Mangini Parkway (Sta 126+00 to Sta 150+20)	15	280	LF	$265.54	$74,350	0.00%	$11,152.47	$14,869.96	$100,372.24
MP 1B-SD	Mangini Parkway (Sta 126+00 to Sta 150+20)	18	250	LF	$278.72	$69,679	0.00%	$10,451.82	$13,935.76	$94,066.41
MP 1B-SD	Mangini Parkway (Sta 126+00 to Sta 150+20)	36	850	LF	$494.11	$419,990	0.00%	$62,998.49	$83,997.98	$566,986.38
MP 1B-SD	Mangini Parkway (Sta 126+00 to Sta 150+20)	48	300	LF	$597.84	$179,353	0.00%	$26,902.97	$35,870.63	$242,126.77
MP 1B-SD	48" Storm Drain Pipe Extended to HMB #15	48	1,250	LF	$597.84	$747,305	0.00%	$112,095.72	$149,460.97	$1,008,861.52
Prairie City Road										
PCR 1-SD	Prairie City Road (Sta 98+50 to Sta 121+80)	15	260	LF	$265.54	$69,039	0.00%	$10,355.87	$13,807.82	$93,202.79
PCR 1-SD	Prairie City Road (Sta 98+50 to Sta 121+80)	18	240	LF	$278.72	$66,892	0.00%	$10,033.75	$13,378.33	$90,303.75
PCR 1-SD	Prairie City Road (Sta 98+50 to Sta 121+80)	30	400	LF	$359.11	$143,644	0.00%	$21,546.65	$28,728.86	$193,919.81
PCR 1-SD	Prairie City Road (Sta 98+50 to Sta 121+80)	36	660	LF	$494.11	$326,110	0.00%	$48,916.47	$65,221.96	$440,248.25
PCR 1-SD	Prairie City Road (Sta 98+50 to Sta 121+80)	48	620	LF	$597.84	$370,663	0.00%	$55,599.48	$74,132.64	$500,395.32
PCR 1-SD	60" Storm Drain Outfall Structure to Combo #2	60	1	EA	$39,564.65	$39,565	0.00%	$5,934.70	$7,912.93	$53,412.27
PCR 1-SD	60" Storm Drain Pipe Extended to Combo #2	60	230	LF	$605.72	$139,315	0.00%	$20,897.24	$27,862.99	$188,075.17
PCR 2-SD	Prairie City Road (Sta 121+80 to Sta 143+40)	18	300	LF	$278.72	$83,615	0.00%	$12,542.19	$16,722.92	$112,879.69
PCR 2-SD	Prairie City Road (Sta 121+80 to Sta 143+40)	24	400	LF	$308.84	$123,537	0.00%	$18,530.58	$24,707.44	$166,775.25
PCR 2-SD	Prairie City Road (Sta 121+80 to Sta 143+40)	36	500	LF	$494.11	$247,053	0.00%	$37,057.93	$49,410.58	$333,521.40
PCR 2-SD	Prairie City Road (Sta 121+80 to Sta 143+40)	48	640	LF	$597.84	$382,620	0.00%	$57,393.01	$76,524.01	$516,537.10

FOLSOM PLAN AREA
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Section	Description	Pipe Size (in.)	Qty.	Unit	Unit Cost	Const. Costs	Percent Complete	Soft Costs (15%)	Contingency (20%)	Total Remaining Construction Budget
Storm Drain Pipelines (Continued)										
Prairie City Road (Cont.)										
PCR 3-SD	Prairie City Road (Sta 143+40 to Sta 176+30)	18	460	LF	$278.72	$128,209	0.00%	$19,231.35	$25,641.81	$173,082.19
PCR 3-SD	Prairie City Road (Sta 143+40 to Sta 176+30)	24	600	LF	$308.84	$185,306	0.00%	$27,795.87	$37,061.17	$250,162.87
PCR 3-SD	Prairie City Road (Sta 143+40 to Sta 176+30)	30	900	LF	$359.11	$323,200	0.00%	$48,479.95	$64,639.94	$436,319.57
PCR 3-SD	Prairie City Road (Sta 143+40 to Sta 176+30)	36	830	LF	$494.11	$410,108	0.00%	$61,516.17	$82,021.56	$553,645.52
PCR 4-SD	Prairie City Road (Sta 176+30 to Sta 194+50)	48	1,010	LF	$597.84	$603,822	0.00%	$90,573.35	$120,764.46	$815,160.11
PCR 4-SD	Prairie City Road (Sta 176+30 to Sta 194+50)	60	300	LF	$827.26	$248,177	0.00%	$37,226.54	$49,635.38	$335,038.82
PCR 4-SD	60" Storm Drain Outfall Structure to HMB #1	60	1	EA	$39,564.65	$39,565	0.00%	$5,934.70	$7,912.93	$53,412.27
PCR 4-SD	60" Storm Drain Pipe Extended to HMB #1	60	190	LF	$827.26	$157,179	0.00%	$23,576.81	$31,435.74	$212,191.25
Haven Parkway										
HP SD-1	Haven Parkway (Sta 99+50 to Sta 127+00)	15	320	LF	$265.54	$84,971	0.00%	$12,745.68	$16,994.24	$114,711.13
HP SD-1	Haven Parkway (Sta 99+50 to Sta 127+00)	18	150	LF	$278.72	$41,807	0.00%	$6,271.09	$8,361.46	$56,439.84
HP SD-1	Haven Parkway (Sta 99+50 to Sta 127+00)	24	1,320	LF	$308.84	$407,673	0.00%	$61,150.92	$81,534.57	$550,358.32
HP SD-1	Haven Parkway (Sta 99+50 to Sta 127+00)	36	80	LF	$494.11	$39,528	0.00%	$5,929.27	$7,905.69	$53,363.42
HP SD-2	Haven Parkway (Sta 127+00 to Sta 137+00)	36	460	LF	$494.11	$227,289	0.00%	$34,093.30	$45,457.73	$306,839.69
Sierra Parkway										
SPW 1-SD	Sierra Parkway (Sta 10+00 to Sta 21+00)	15	25	LF	$265.54	$6,638	0.00%	$995.76	$1,327.68	$8,961.81
SPW 1-SD	Sierra Parkway (Sta 10+00 to Sta 21+00)	48	900	LF	$597.84	$538,059	0.00%	$80,708.92	$107,611.90	$726,380.30
SPW 1-SD	Sierra Parkway (Sta 10+00 to Sta 21+00)	72	30	LF	$877.93	$26,338	0.00%	$3,950.71	$5,267.61	$35,556.35
SPW 2-SD	Sierra Parkway (Sta 21+00 to Sta 52+90)	18	660	LF	$278.72	$183,952	0.00%	$27,592.81	$36,790.42	$248,335.31
SPW 2-SD	Sierra Parkway (Sta 21+00 to Sta 52+90)	48	560	LF	$597.84	$334,793	0.00%	$50,218.88	$66,958.51	$451,969.96
SPW 2-SD	Sierra Parkway (Sta 21+00 to Sta 52+90)	60	290	LF	$827.26	$239,904	0.00%	$35,985.65	$47,980.87	$323,870.86
					Total Storm Drain Pipelines					**$25,615,992.03**
Miscellaneous Strom Drainage Improvements										
	Southeast Connector Bike Trail Triple 60-inch Culvert Outfall Reconfiguration	N/A	1	EA	$153,975.00	$153,975	0.00%	$23,096.25	$30,795.00	$207,866.25
					Miscellaneous Strom Drainage Improvements					**$207,866.25**

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IRON POINT ROAD

HIGHWAY 50

WHITE ROCK ROAD

HMB # 1
HMB # 2
HMB # 3
HMB # 4
HMB # 5
HMB # 6
HMB # 7
HMB # 8
HMB # 9
HMB # 10
HMB # 11
HMB # 12
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HMB # 18
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HMB # 21
HMB # 22
HMB # 23
HMB # 24
HMB # 25
HMB # 26
HMB # 27

DB # 1
DB # 2
DB # 3
DB # 4
DB # 5
DB # 6
DB # 7
DB # 8
DB # 9
DB # 10
DB # 11

COMBO # 2
COMBO # 3
COMBO # 4
COMBO # 5

ROW 1-SD
ROW 2-SD
ACP 1-SD
ACP 2-SD
ACP 3-SD
ACP 4-SD
ACP 5-SD
ACP 6-SD
ACP 7-SD
ACP 8-SD
ACP 9-SD
ACP 10-SD
ACP 11-SD
PCR 1-SD
PCR 2-SD
PCR 3-SD
PCR 4-SD
OAP 1-SD
OAP 2-SD
OAP 3-SD
OAP 4-SD
OAP 5-SD
MP 1-SD
MP 2-SD
MP 3-SD
MP 4-SD
MP 5-SD
MP 6-SD
MP 7-SD
MP 8-SD
SP 1-SD
SP 2-SD
SP 3-SD
SP 4-SD
SPW-1
SPW-2
EBS 1-SD
EBS 2-SD
EBS 3-SD
WWD 1-SD
WWD 2-SD
WWD 3-SD
ERR 1-SD
ERR 2-SD
ERR 3-SD
ERR 4-SD
ERR 5-SD
SVC 1-SD

INFRASTRUCTURE ABBREVIATIONS

SD	Storm Drain
DB	Detention Basin
HMB	Hydro-modification Basin
COMBO	Combination Basin

LEGEND

- Constructed Storm Drain Pipeline
- PFFP Storm Drain Pipeline
- Non-PFFP Storm Drain Pipeline
- Water Quality/Hydromodification Basin (10 Year, 24 Hour Storms)
- Off-Stream Combination Basin (Quality/Hydromodification/Detention) (100 YEAR, 24 Hour Storms)
- In-Stream Detention Basin (Above 10 Year, 24 Hour Storms)
- In-Stream Detention Basin Storm Drain Culvert (Cost included in Detention Basin Cost Estimates)
- Segment Break Marker

N O R T H

Folsom Plan Area

Public Facilities Finance Plan

Backbone Infrastructure Storm Drainage System

MacKay & Somps
ENGINEERS PLANNERS SURVEYORS
1025 Creekside Ridge Drive, Suite 150, Roseville, CA 95678 (916) 773-1189

May 2025

7919-00

STORM DRAIN SYSTEM

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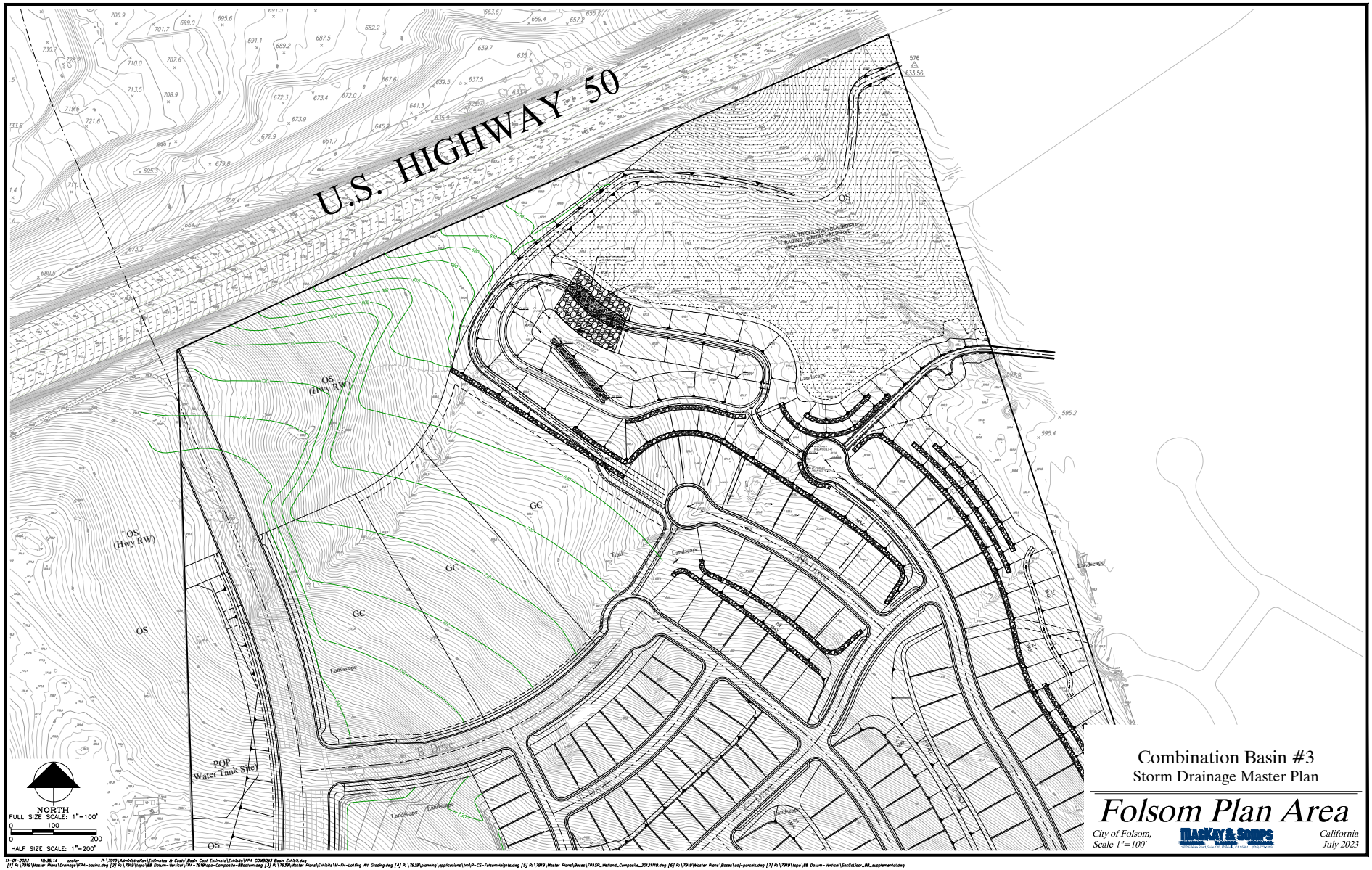
Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

	Description	Quantity	Unit	Unit Price	Total Cost	Percent Complete	Total Remaining Construction Budget
Combination Basin No. 2							
Earthwork & Site Preparation							
1	Clearing and Grubbing	356,000	SF	$0.08	$29,234.72	0.00%	$29,234.72
2	Import	45,000	CY	$5.28	$237,429.45	0.00%	$237,429.45
3	Basin Finish Grading	356,000	SF	$0.66	$233,877.76	0.00%	$233,877.76
Drainage Improvements							
4	48-inch RCP CL IV Storm Drain Pipe	265	LF	$411.26	$108,983.09	43.40%	$61,684.43
5	48-inch Storm Drain Erosion Control Outlet Structure	1	EA	$31,651.72	$31,651.72	0.00%	$31,651.72
6	7-ft x7-ft Concrete Junction Box	1	EA	$54,071.68	$54,071.68	0.00%	$54,071.68
7	Detention Basin Outlet Control Structure - Large	1	EA	$578,505.63	$578,505.63	0.00%	$578,505.63
8	Rock Rip Rap	300	CY	$65.94	$19,782.71	0.00%	$19,782.71
Detention Basin Improvements							
9	12-ft. Wide Concrete Access Ramp, Std. Dwg. SD-23	7,200	SF	$13.19	$94,971.78	0.00%	$94,971.78
10	Spillway, 6" Concrete w/#4 Bars 12" O.C. Each Way	1,800	SF	$13.19	$23,742.95	0.00%	$23,742.95
11	20-ft. Wide A-6 Driveway, Std. Dwg. RD-02	3	EA	$7,912.93	$23,738.79	0.00%	$23,738.79
12	20-ft. Wide Pipe Gate Std. Dwg. LS-43 (Single Gate)	3	EA	$7,912.93	$23,738.79	0.00%	$23,738.79
13	12-ft. Wide Basin Perimeter Road - 3" AC /7.5" AB	22,000	SF	$5.28	$116,076.62	0.00%	$116,076.62
Landscape Improvements							
14	Detention Basin Planting (Hydro-Seeding)	151,000	SF	$0.07	$10,850.11	0.00%	$10,850.11
15	Construction Area Seeding (Hydro-Seeding)	182,000	SF	$0.07	$13,077.61	0.00%	$13,077.61
16	Erosion Control (Construction SWPPP)	356,000	SF	$0.27	$95,012.84	0.00%	$95,012.84
	Total Construction Cost				**$1,694,747.00**		**$1,647,448.00**


PRAIRIE CITY ROAD
NORTH
FULL SIZE SCALE: 1"=60'
0 60
0 120
HALF SIZE SCALE: 1"=120'
Combination Basin #2
Storm Drainage Master Plan
Folsom Plan Area
City of Folsom,
Scale" 1"=60'
California
July, 2023

Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

	Description	Quantity	Unit	Unit Price	Total Cost	Percent Complete	Total Remaining Construction Budget
Combination Basin No. 3							
Earthwork & Site Preparation							
1	Clearing and Grubbing	160,000	SF	$0.08	$13,139.20	0.00%	$13,139.20
2	Excavation	15,000	CY	$9.23	$138,423.53	0.00%	$138,423.53
3	Basin Finish Grading	160,000	SF	$0.66	$105,113.60	0.00%	$105,113.60
Drainage Improvements							
4	60-inch RCP CL-IV Storm Drainage Pipeline	120	LF	$605.72	$72,686.05	0.00%	$72,686.05
5	60-inch Storm Drain Outfall Structure, Std. Dwg. SD-20	1	EA	$34,289.36	$34,289.36	0.00%	$34,289.36
6	Detention Basin Outlet Control Structure - Medium	1	EA	$462,804.51	$462,804.51	0.00%	$462,804.51
Detention Basin Improvements							
7	12-ft. Wide Concrete Access Ramp, Std. Dwg. SD-23	2,300	SF	$13.19	$30,338.21	0.00%	$30,338.21
8	Spillway, 6" Concrete w/#4 Bars 12" O.C. Each Way	5,000	SF	$13.19	$65,952.63	0.00%	$65,952.63
9	20-ft. Wide A-6 Driveway, Std. Dwg. RD-02	1	EA	$7,912.93	$7,912.93	0.00%	$7,912.93
10	Removable Bollards, Std. Dwg. LS-42	2	EA	$2,373.87	$4,747.75	0.00%	$4,747.75
11	Rock Rip Rap	670	CY	$65.94	$44,181.38	0.00%	$44,181.38
12	12-ft. Wide Basin Perimeter Road - 3" AC /7.5" AB	19,260	SF	$5.28	$101,619.80	0.00%	$101,619.80
Landscape Improvements							
13	Detention Basin Planting (Hydro-Seeding)	94,000	SF	$0.07	$6,754.37	0.00%	$6,754.37
14	Construction Area Seeding (Hydro-Seeding)	42,000	SF	$0.07	$3,017.91	0.00%	$3,017.91
15	Erosion Control (Construction SWPPP)	160,000	SF	$0.27	$42,702.40	0.00%	$42,702.40
	Total Construction Cost				**$1,133,684.00**		**$1,133,684.00**



Combination Basin #3
Storm Drainage Master Plan

Folsom Plan Area

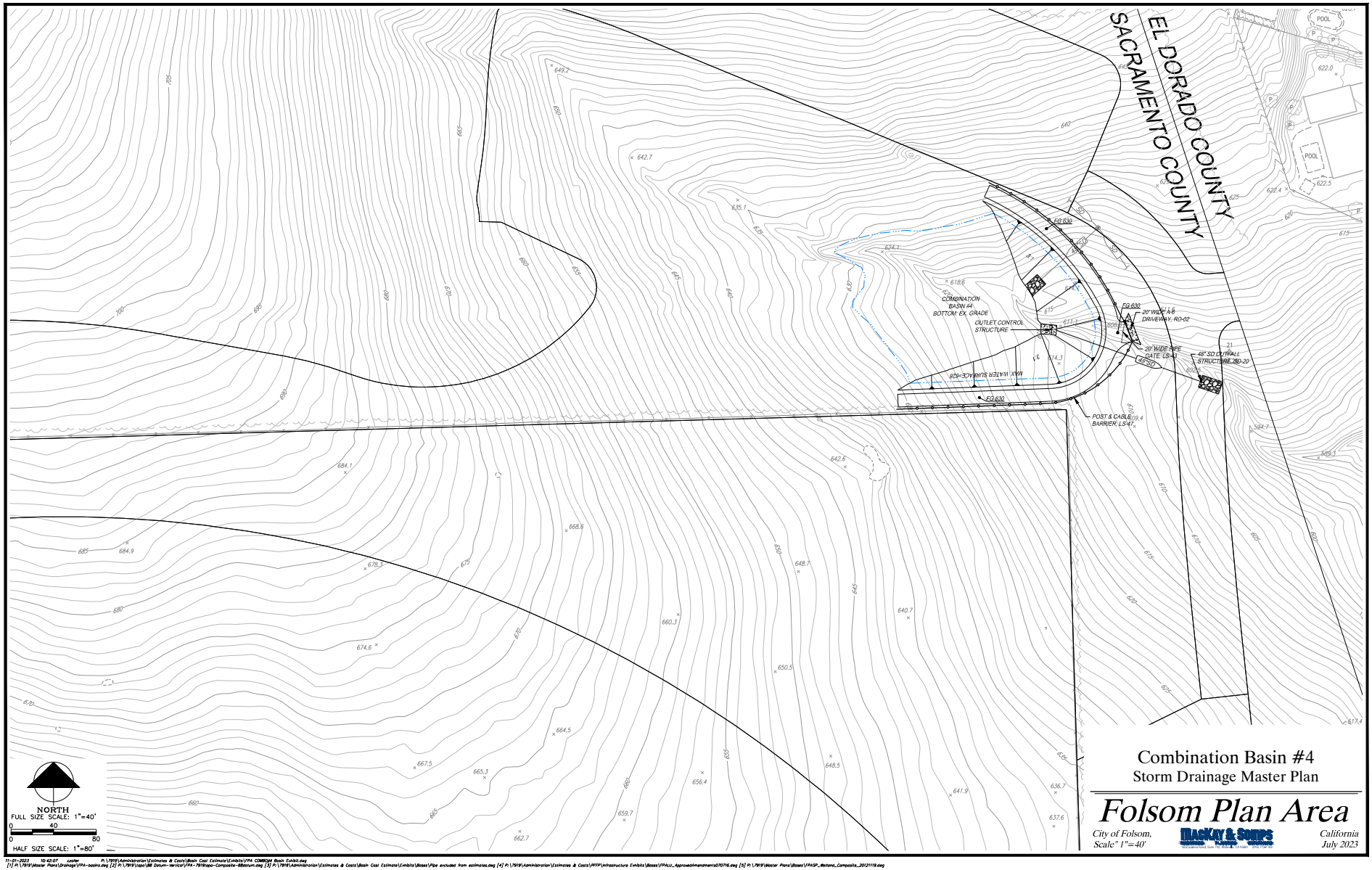
City of Folsom, Scale 1"=100'

MacKay & Somps

California July 2023

Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

	Description	Quantity	Unit	Unit Price	Total Cost	Percent Complete	Total Remaining Construction Budget
Combination Basin No. 4							
Earthwork & Site Preparation							
1	Clearing and Grubbing	50,000	SF	$0.08	$4,106.00	0.00%	$4,106.00
2	Import	5,000	CY	$5.28	$26,381.05	0.00%	$26,381.05
3	Basin Finish Grading	50,000	SF	$0.66	$32,848.00	0.00%	$32,848.00
Drainage Improvements							
4	48-inch RCP CL-IV Storm Drainage Pipeline	150	LF	$411.26	$61,688.54	0.00%	$61,688.54
5	48-inch Storm Drain Outfall Structure, Std. Dwg. SD-20	1	EA	$31,651.72	$31,651.72	0.00%	$31,651.72
6	Basin Outlet Control Structure - Small	1	EA	$263,764	$263,764.28	0.00%	$263,764.28
Detention Basin Improvements							
7	20-ft. Wide A-6 Driveway, Std. Dwg. RD-02	1	EA	$7,912.93	$7,912.93	0.00%	$7,912.93
8	Post & Cable Barrier, Std. Dwg. LS-47	430	EA	$23.73	$10,205.05	0.00%	$10,205.05
9	20-ft. wide Pipe Gate Std. Dwg. LS-43 (Single Gate)	1	LF	$7,912.93	$7,912.93	0.00%	$7,912.93
10	Rock Rip Rap	20	CY	$65.94	$1,318.85	0.00%	$1,318.85
11	12-ft. Wide Basin Perimeter Road - 3" AC /7.5" AB	5,300	SF	$5.28	$27,963.91	0.00%	$27,963.91
Landscape Improvements							
12	Detention Basin Planting (Hydro-Seeding)	33,000	SF	$0.07	$2,371.22	0.00%	$2,371.22
13	Construction Area Seeding (Hydro-Seeding)	12,000	SF	$0.07	$862.26	0.00%	$862.26
14	Erosion Control (Construction SWPPP)	50,000	SF	$0.27	$13,344.50	0.00%	$13,344.50
	Total Construction Cost				**$492,332.00**		**$492,332.00**



Combination Basin #4
Storm Drainage Master Plan

Folsom Plan Area

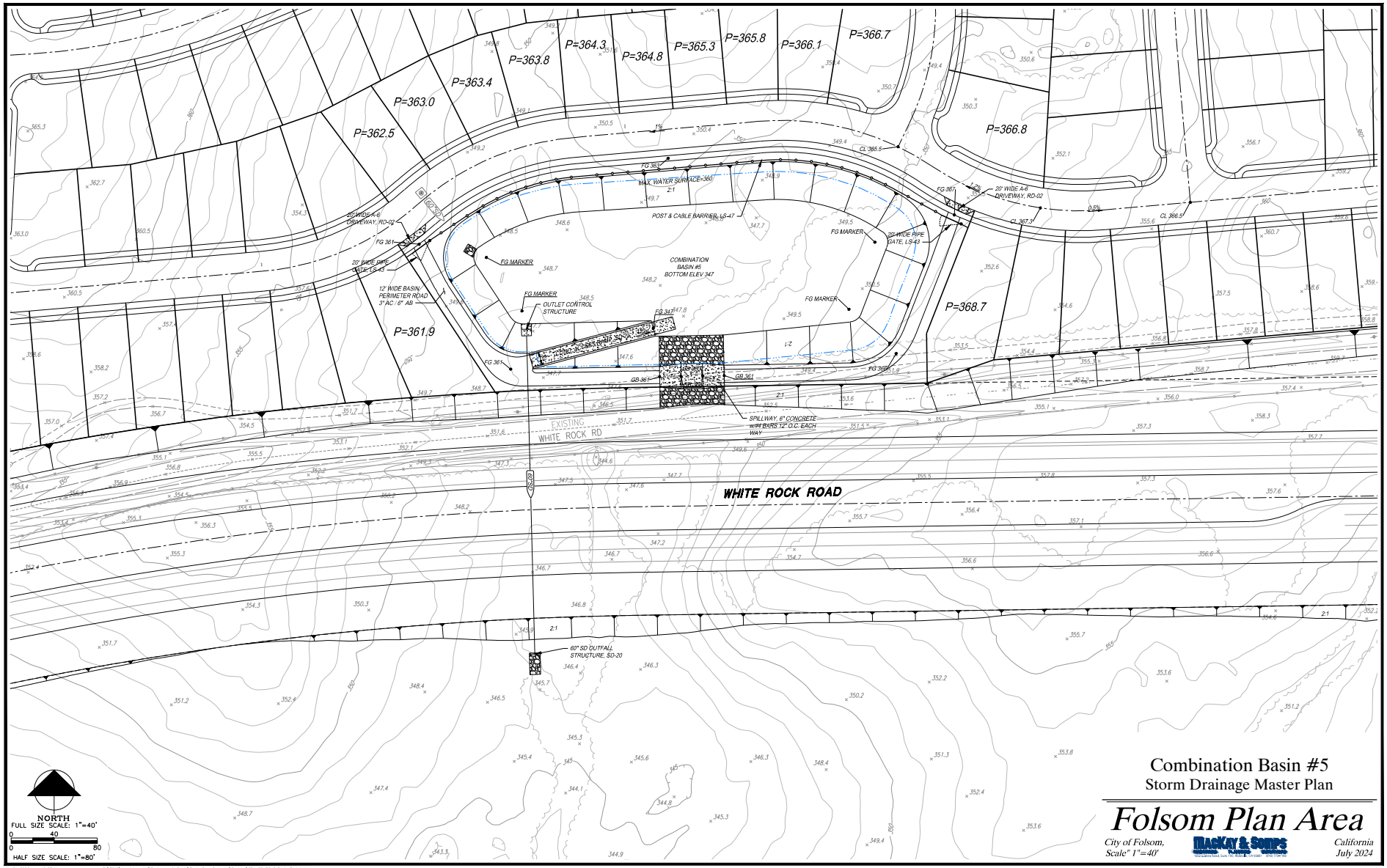
City of Folsom, Scale" 1"=40'

MacKay & Somps

California
July 2023

Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

	Description	Quantity	Unit	Unit Price	Total Cost	Percent Complete	Total Remaining Construction Budget
Combination Basin No. 5							
Earthwork & Site Preparation							
1	Clearing and Grubbing	249,600	SF	$0.08	$20,497.15	0.00%	$20,497.15
2	Import	11,000	CY	$5.28	$58,038.31	0.00%	$58,038.31
3	Basin Finish Grading	249,600	SF	$0.66	$163,977.22	0.00%	$163,977.22
Drainage Improvements							
4	48-inch RCP CL-IV Storm Drainage Pipeline	188	LF	$411.26	$77,316.31	0.00%	$77,316.31
5	48-inch Storm Drain Outfall Structure, Std. Dwg. SD-	1	EA	$31,651.72	$31,651.72	0.00%	$31,651.72
6	Detention Basin Outlet Control Structure - Medium	1	EA	$462,804.51	$462,804.51	0.00%	$462,804.51
7	Rock Rip Rap	100	CY	$65.94	$6,594.24	0.00%	$6,594.24
Detention Basin Improvements							
8	12-ft. Wide Concrete Access Ramp, Std. Dwg. SD-23	2,040	SF	$13.19	$26,908.67	0.00%	$26,908.67
9	Spillway, 6" Concrete w/#4 Bars 12" O.C. Each Way	1,400	SF	$13.19	$18,466.74	0.00%	$18,466.74
10	20-ft. Wide A-6 Driveway, Std. Dwg. RD-02	2	EA	$7,912.93	$15,825.86	0.00%	$15,825.86
11	Post & Cable Barrier, Std. Dwg. LS-47	520	LF	$23.73	$12,340.99	0.00%	$12,340.99
12	20-ft. Wide Pipe Gate Std. Dwg. LS-43 (Single Gate)	2	EA	$7,912.93	$15,825.86	0.00%	$15,825.86
13	12-ft. Wide Basin Perimeter Road - 3" AC /7.5" AB	28,000	SF	$5.28	$147,733.88	0.00%	$147,733.88
Landscape Improvements							
14	Detention Basin Planting (Hydro-Seeding)	188,000	SF	$0.07	$13,508.74	0.00%	$13,508.74
15	Construction Area Seeding (Hydro-Seeding)	31,000	SF	$0.07	$2,227.51	0.00%	$2,227.51
16	Erosion Control (Construction SWPPP)	249,600	SF	$0.27	$66,615.74	0.00%	$66,615.74
	Total Construction Cost				**$1,140,334.00**		**$1,140,334.00**



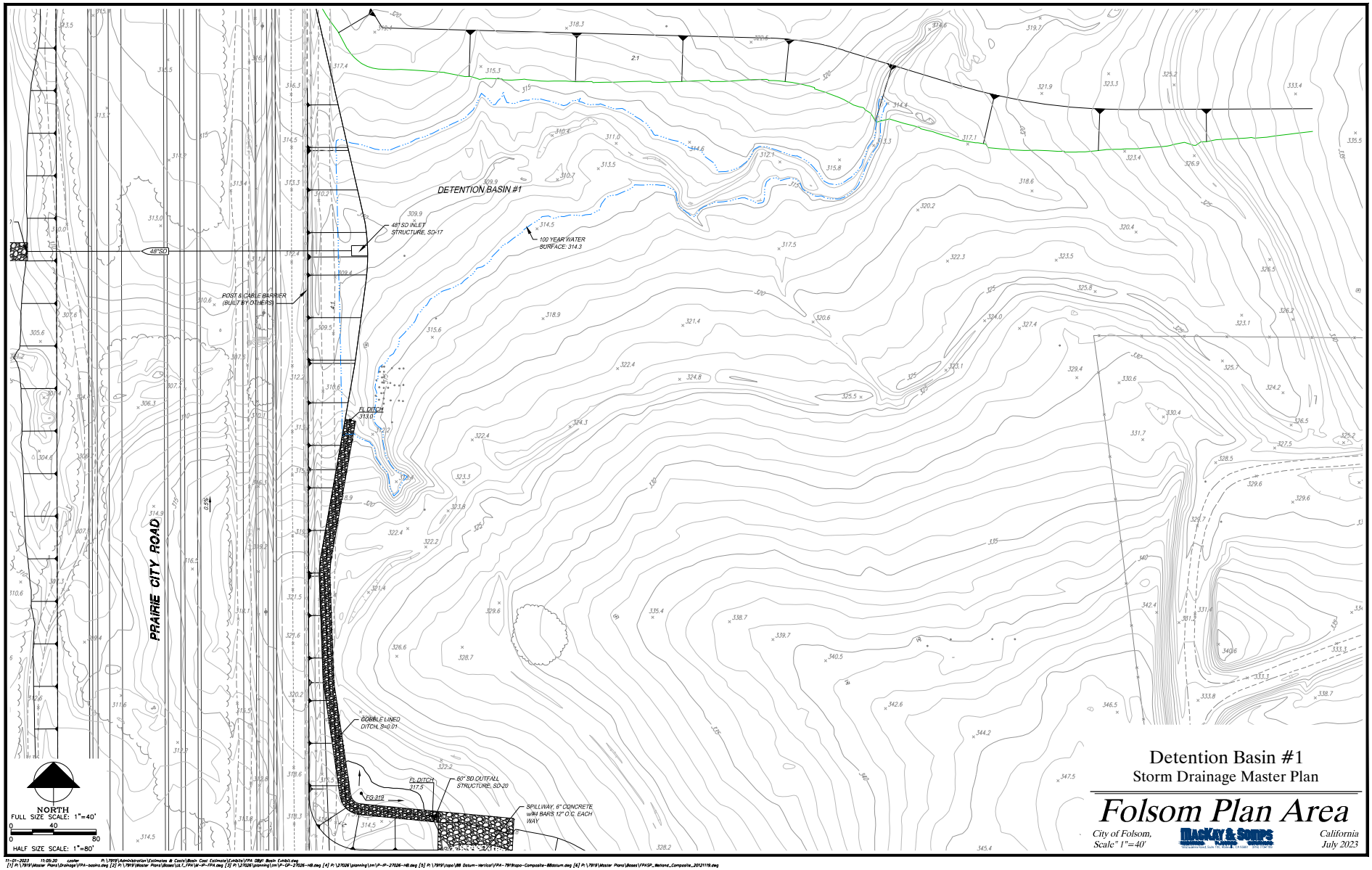
Combination Basin #5
Storm Drainage Master Plan

Folsom Plan Area

City of Folsom, California
Scale" 1"=40' July 2024

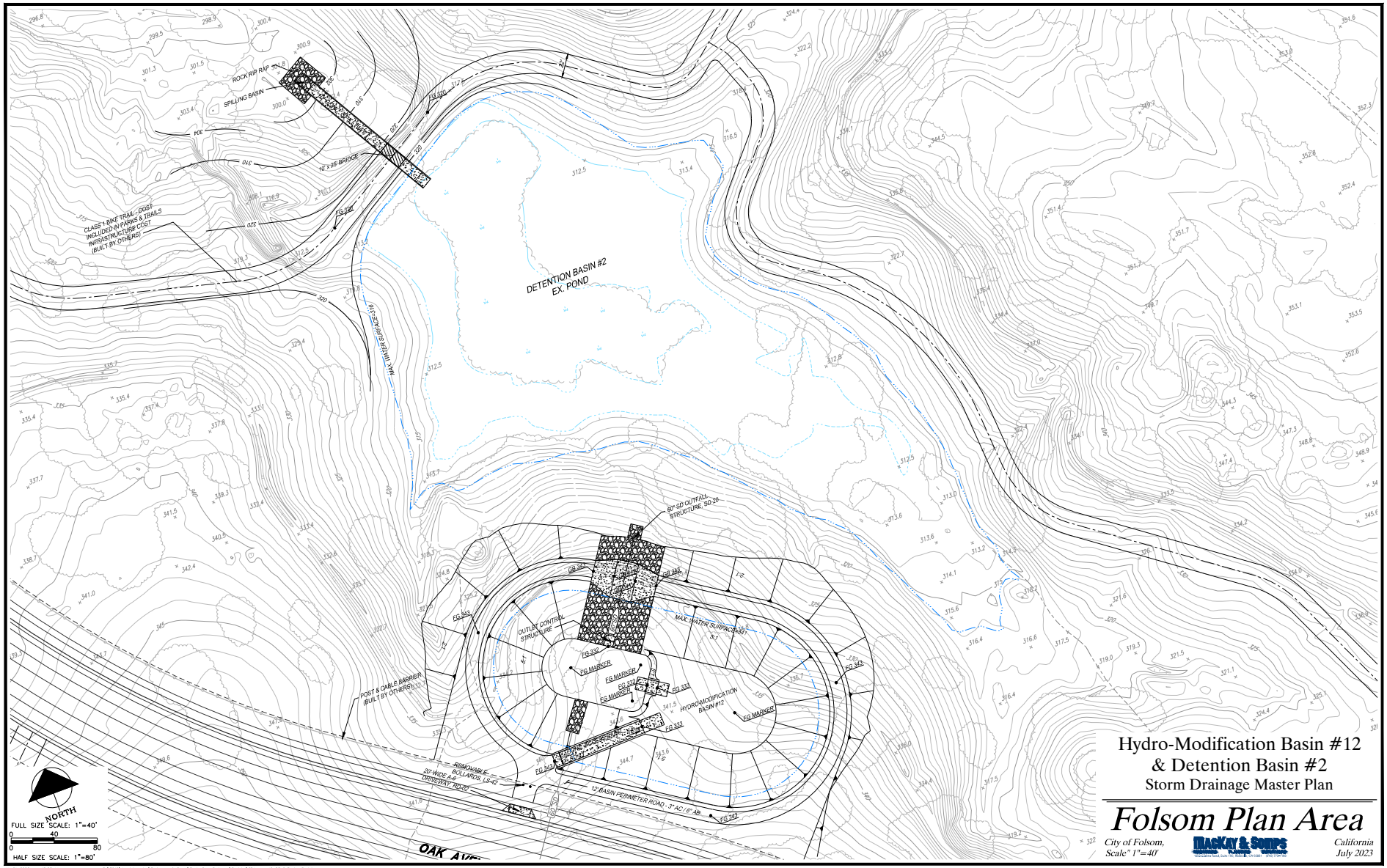
Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

	Description	Quantity	Unit	Unit Price	Total Cost	Percent Complete	Total Remaining Construction Budget
Detention Basin No. 1							
Drainage Improvements							
1	48-inch RCP CL-IV Storm Drainage Pipeline	310	LF	$411.26	$127,489.66	0.00%	$127,489.66
2	48-inch Storm Drain Outfall Structure, Std. Dwg. SD-20	1	EA	$31,651.72	$31,651.72	0.00%	$31,651.72
3	Detention Basin Outlet Control Structure - Medium	1	EA	$462,804.51	$462,804.51	0.00%	$462,804.51
4	Rock Rip Rap	200	CY	$65.94	$13,188.47	0.00%	$13,188.47
	Total Construction Cost				**$635,135.00**		**$635,135.00**


DETENTION BASIN #1
PRAIRIE CITY ROAD
48" SD INLET STRUCTURE, SD-17
100 YEAR WATER SURFACE: 314.3
POST & CABLE BARRIER (BUILT BY OTHERS)
FL DITCH 313.0
COBBLE LINED DITCH, S=0.01
FL DITCH 317.5
60" SD OUTFALL STRUCTURE, SD-20
FG 312
SPILLWAY, 6" CONCRETE w/#4 BARS 12" O.C. EACH WAY
NORTH
FULL SIZE SCALE: 1"=40'
HALF SIZE SCALE: 1"=80'
Detention Basin #1
Storm Drainage Master Plan
Folsom Plan Area
City of Folsom,
Scale" 1"=40'
California
July 2023

Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

	Description	Quantity	Unit	Unit Price	Total Cost	Percent Complete	Total Remaining Construction Budget
Detention Basin No. 2							
	Earthwork & Site Preparation						
1	Clearing and Grubbing	90,000	SF	$0.08	$7,390.80	0.00%	$7,390.80
2	Import	10,000	CY	$5.28	$52,762.10	0.00%	$52,762.10
3	Basin Finish Grading	90,000	SF	$0.66	$59,126.40	0.00%	$59,126.40
4	Dewater Existing Pond	1	LS	$6,594.10	$6,594.10	0.00%	$6,594.10
	Drainage Improvements						
4	Concrete Spillway & Energy Dissipater	1	LS	$131,882.14	$131,882.14	0.00%	$131,882.14
5	Rock Rip Rap	50	CY	$65.94	$3,297.12	0.00%	$3,297.12
	Detention Basin Improvements						
6	12-ft. Wide Basin Perimeter Road - 3" AC /7.5" AB	5,000	SF	$5.28	$26,381.05	0.00%	$26,381.05
7	12' Wide x 15' Long Spillway Bridge	1	LS	$71,216.35	$71,216.35	0.00%	$71,216.35
8	Detention Basin Outlet Control Structure - Small	1	EA	$263,764.28	$263,764.28	0.00%	$263,764.28
	Landscape Improvements						
9	Detention Basin Planting (Hydro-Seeding)	23,000	SF	$0.07	$1,652.67	0.00%	$1,652.67
10	Construction Area Seeding (Hydro-Seeding)	60,000	SF	$0.07	$4,311.30	0.00%	$4,311.30
11	Erosion Control (Construction SWPPP)	90,000	SF	$0.27	$24,020.10	0.00%	$24,020.10
	Total Construction Cost				**$652,399.00**		**$652,399.00**



Hydro-Modification Basin #12
& Detention Basin #2
Storm Drainage Master Plan

Folsom Plan Area

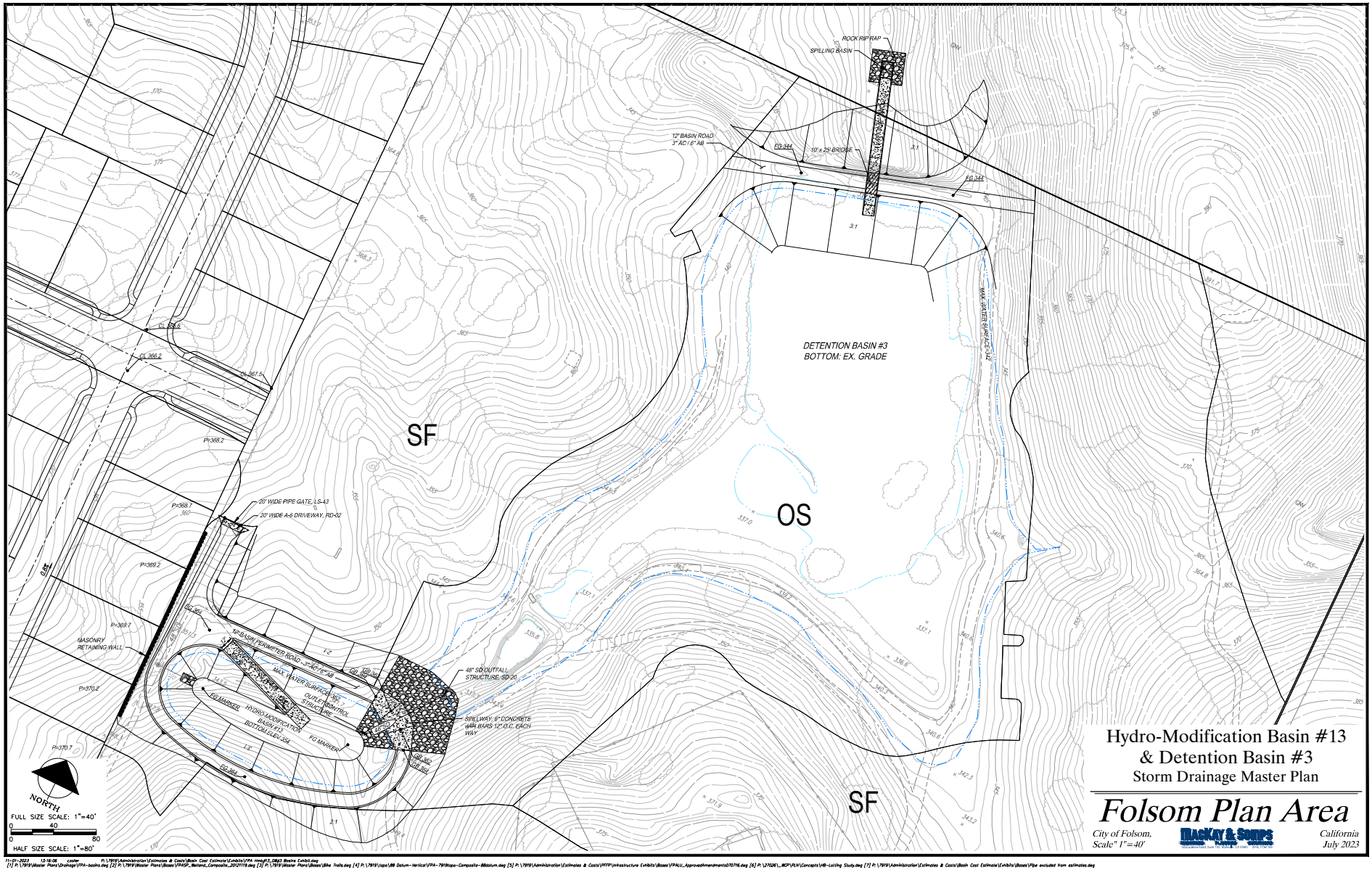
City of Folsom, Scale" 1"=40'

MacKay & Somps

California July 2023

Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

	Description	Quantity	Unit	Unit Price	Total Cost	Percent Complete	Total Remaining Construction Budget
Detention Basin No. 3							
	Earthwork & Site Preparation						
1	Clearing and Grubbing	60,000	SF	$0.08	$4,927.20	0.00%	$4,927.20
2	Import	10,000	CY	$5.28	$52,762.10	0.00%	$52,762.10
3	Basin Finish Grading	60,000	SF	$0.66	$39,417.60	0.00%	$39,417.60
4	Dewater Existing Pond	1	LS	$6,594.10	$6,594.10	0.00%	$6,594.10
	Drainage Improvements						
5	Concrete Spillway & Energy Dissipater	1	LS	$131,882.14	$131,882.14	0.00%	$131,882.14
6	Rock Rip Rap	50	CY	$65.94	$3,297.12	0.00%	$3,297.12
	Detention Basin Improvements						
7	12-ft. Wide Basin Perimeter Road - 3" AC /7.5" AB	1,600	SF	$5.28	$8,441.94	0.00%	$8,441.94
8	12' Wide x 15' Long Spillway Bridge	1	LS	$71,216.35	$71,216.35	0.00%	$71,216.35
9	Detention Basin Outlet Control Structure - Small	1	EA	$263,764.28	$263,764.28	0.00%	$263,764.28
	Landscape Improvements						
10	Detention Basin Planting (Hydro-Seeding)	25,000	SF	$0.07	$1,796.38	0.00%	$1,796.38
11	Construction Area Seeding (Hydro-Seeding)	35,000	SF	$0.07	$2,514.93	0.00%	$2,514.93
12	Erosion Control (Construction SWPPP)	60,000	SF	$0.27	$16,013.40	0.00%	$16,013.40
	Total Construction Cost				**$602,628.00**		**$602,628.00**



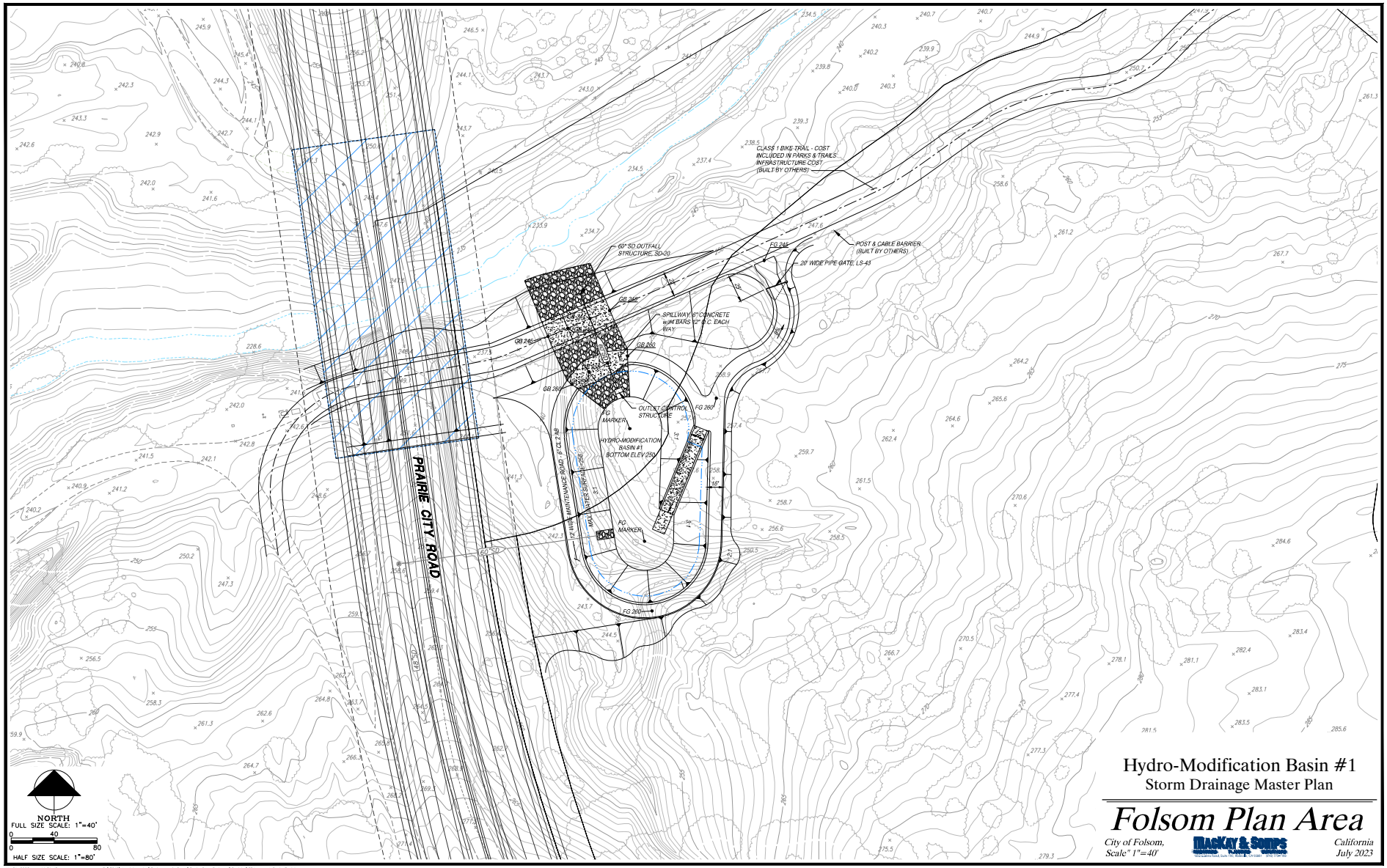
Hydro-Modification Basin #13
& Detention Basin #3
Storm Drainage Master Plan

Folsom Plan Area

City of Folsom, Scale" 1"=40' — MacKay & Somps — *California July 2023*

Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

	Description	Quantity	Unit	Unit Price	Total Cost	Percent Complete	Total Remaining Construction Budget
Hydro-Modification Basin No. 1							
Earthwork & Site Preparation							
1	Clearing and Grubbing	64,000	SF	$0.08	$5,255.68	0.00%	$5,255.68
2	Import	3,000	CY	$5.28	$15,828.63	0.00%	$15,828.63
3	Basin Finish Grading	64,000	SF	$0.66	$42,045.44	0.00%	$42,045.44
Drainage Improvements							
4	48-inch RCP CL-IV Storm Drainage Pipeline	150	LF	$411.26	$61,688.54	0.00%	$61,688.54
5	48-inch Storm Drain Outfall Structure, Std. Dwg. SD-20	1	EA	$31,651.72	$31,651.72	0.00%	$31,651.72
6	Detention Basin Outlet Control Structure - Small	1	EA	$263,764.28	$263,764.28	0.00%	$263,764.28
7	Rock Rip Rap	200	CY	$65.94	$13,188.47	0.00%	$13,188.47
Detention Basin Improvements							
8	12-ft. Wide Concrete Access Ramp, Std. Dwg. SD-23	1,300	SF	$13.19	$17,147.68	0.00%	$17,147.68
9	Spillway, 6" Concrete w/#4 Bars 12" O.C. Each Way	2,900	SF	$13.19	$38,252.52	0.00%	$38,252.52
10	20-ft. Wide Pipe Gate Std. Dwg. LS-43 (Single Gate)	1	EA	$7,912.93	$7,912.93	0.00%	$7,912.93
11	12-ft. Wide Basin Perimeter Road - 3" AC /7.5" AB	9,100	SF	$5.28	$48,013.51	0.00%	$48,013.51
Landscape Improvements							
12	Detention Basin Planting (Hydro-Seeding)	25,000	SF	$0.07	$1,796.38	0.00%	$1,796.38
13	Construction Area Seeding (Hydro-Seeding)	27,000	SF	$0.07	$1,940.09	0.00%	$1,940.09
14	Erosion Control (Construction SWPPP)	64,000	SF	$0.27	$17,080.96	0.00%	$17,080.96
	Total Construction Cost				**$565,567.00**		**$565,567.00**



Hydro-Modification Basin #1
Storm Drainage Master Plan

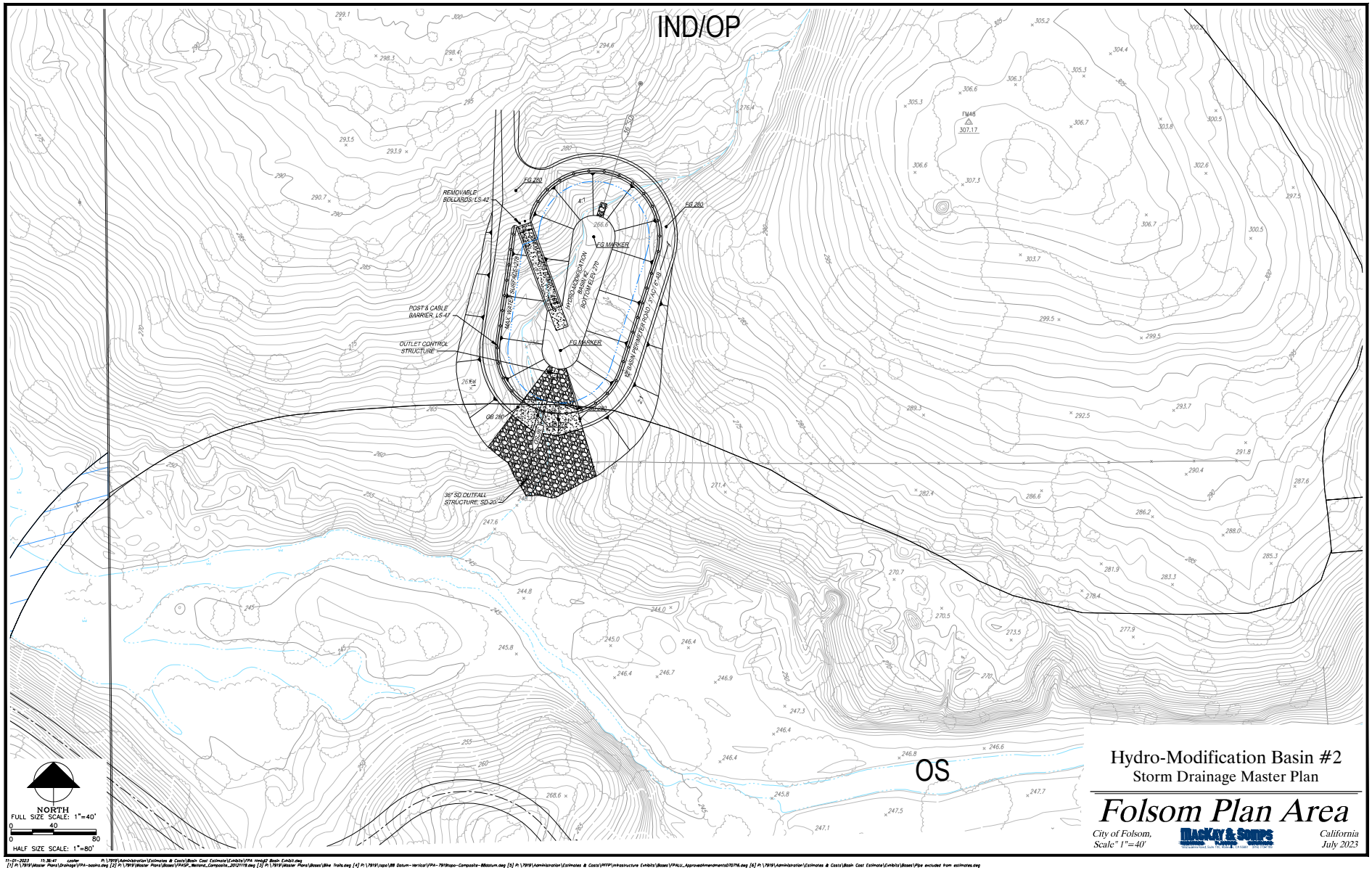
Folsom Plan Area

City of Folsom, California
Scale" 1"=40' *July 2023*

MacKay & Somps

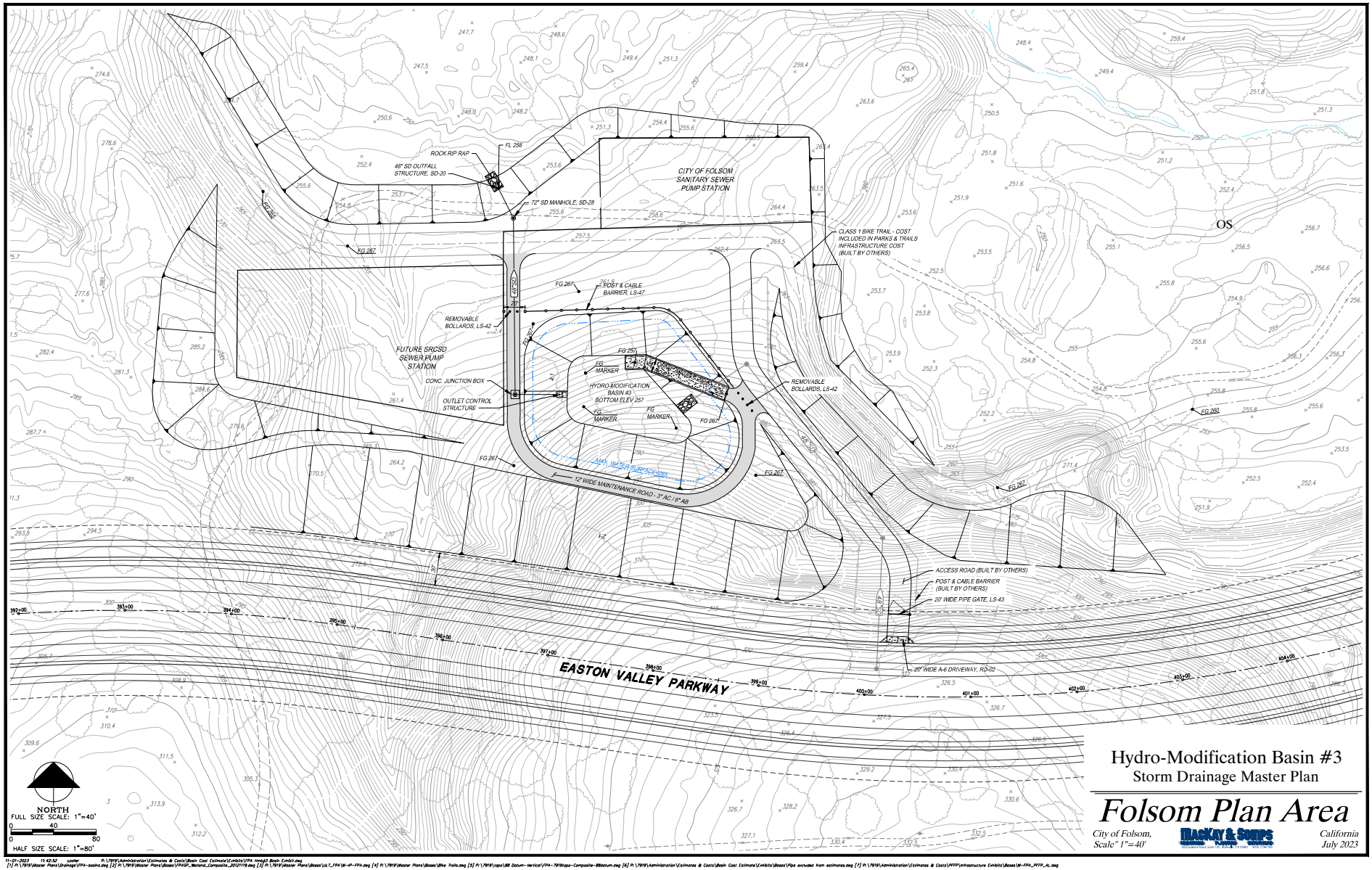
Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

	Description	Quantity	Unit	Unit Price	Total Cost	Percent Complete	Total Remaining Construction Budget
Hydro-Modification Basin No. 2							
Earthwork & Site Preparation							
1	Clearing and Grubbing	48,000	SF	$0.08	$3,941.76	0.00%	$3,941.76
2	Import	10,000	CY	$5.28	$52,762.10	0.00%	$52,762.10
3	Basin Finish Grading	48,000	SF	$0.66	$31,534.08	0.00%	$31,534.08
Drainage Improvements							
4	36-inch RCP CL-IV Storm Drainage Pipeline	100	LF	$283.86	$28,385.80	0.00%	$28,385.80
5	36-inch Storm Drain Outfall Structure, Std. Dwg. SD-20	1	EA	$26,376.43	$26,376.43	0.00%	$26,376.43
6	Detention Basin Outlet Control Structure - Small	1	EA	$263,764.28	$263,764.28	0.00%	$263,764.28
7	Rock Rip Rap	200	CY	$65.94	$13,188.47	0.00%	$13,188.47
Detention Basin Improvements							
8	12-ft. Wide Concrete Access Ramp, Std. Dwg. SD-23	1,300	SF	$13.19	$17,147.68	0.00%	$17,147.68
9	Spillway, 6" Concrete w/#4 Bars 12" O.C. Each Way	1,600	SF	$13.19	$21,104.84	0.00%	$21,104.84
10	Removable Bollards, Std. Dwg. LS-42	2	EA	$2,373.87	$4,747.75	0.00%	$4,747.75
11	Post & Cable Barrier, Std. Dwg. LS-47	600	LF	$23.73	$14,239.61	0.00%	$14,239.61
12	12-ft. Wide Basin Perimeter Road - 3" AC /7.5" AB	9,100	SF	$5.28	$48,013.51	0.00%	$48,013.51
Landscape Improvements							
13	Detention Basin Planting (Hydro-Seeding)	24,000	SF	$0.07	$1,724.52	0.00%	$1,724.52
14	Construction Area Seeding (Hydro-Seeding)	14,000	SF	$0.07	$1,005.97	0.00%	$1,005.97
15	Erosion Control (Construction SWPPP)	48,000	SF	$0.27	$12,810.72	0.00%	$12,810.72
	Total Construction Cost				**$540,748.00**		**$540,748.00**


IND/OP
OS
REMOVABLE BOLLARDS; LS-42
POST & CABLE BARRIER, LS-41
OUTLET CONTROL STRUCTURE
36" SD OUTFALL STRUCTURE; SD-20
MAJOR SWIRL SHAPE; SD-19
PERMANENT POOL BOTTOM ELEV. 271'
EMERGENCY SPILLWAY ELEV. 280'
PERMANENT POOL BOTTOM WIDTH 20'
PERMANENT POOL BOTTOM LENGTH 40'
PERMANENT POOL BOTTOM WIDTH 20'
EMERGENCY SPILLWAY ELEV. 280'
PERIMETER ROAD 20' TYP.
FG MARKER
FG MARKER
FG 280
FG 280
GB 280
GB 280
NORTH
FULL SIZE SCALE: 1"=40'
0 40
0 80
HALF SIZE SCALE: 1"=80'
Hydro-Modification Basin #2
Storm Drainage Master Plan
Folsom Plan Area
City of Folsom,
Scale" 1"=40'
California
July 2023

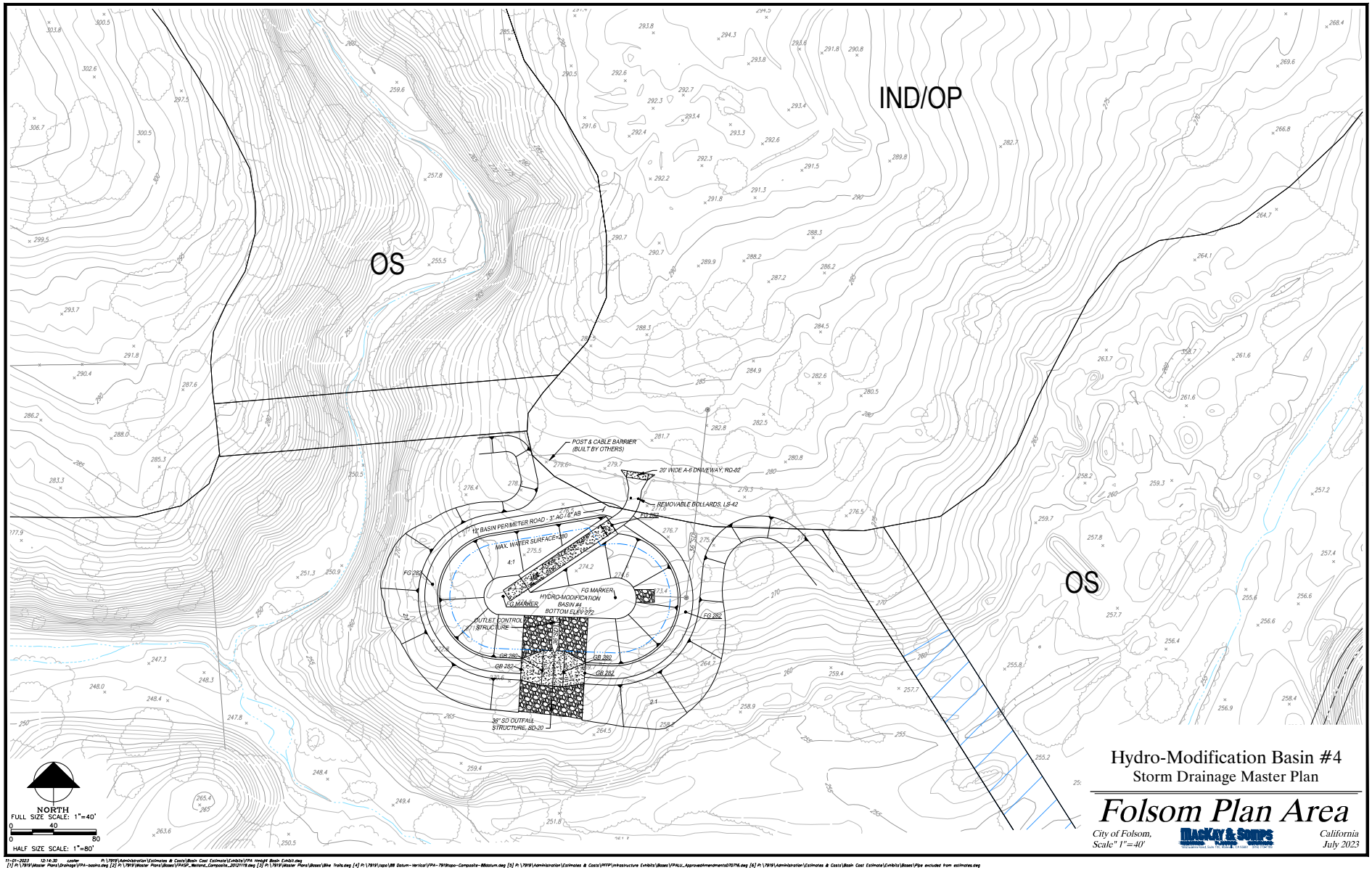
Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

	Description	Quantity	Unit	Unit Price	Total Cost	Percent Complete	Total Remaining Construction Budget
Hydro-Modification Basin No. 3							
Earthwork & Site Preparation							
1	Clearing and Grubbing	46,000	SF	$0.08	$3,777.52	0.00%	$3,777.52
2	Excavation	16,000	CY	$10.00	$159,969.76	0.00%	$159,969.76
3	Basin Finish Grading	31,000	SF	$0.66	$20,365.76	0.00%	$20,365.76
Drainage Improvements							
4	48-inch RCP CL-IV Storm Drainage Pipeline	240	LF	$411.26	$98,701.67	0.00%	$98,701.67
5	48-inch Storm Drain Outfall Structure, Std. Dwg. SD-20	1	EA	$31,651.72	$31,651.72	0.00%	$31,651.72
6	6' x 6' Storm Drain Junction Box	2	EA	$46,158.75	$92,317.50	0.00%	$92,317.50
7	Detention Basin Outlet Control Structure - Small	1	EA	$263,764.28	$263,764.28	0.00%	$263,764.28
8	Rock Rip Rap	10	CY	$65.94	$659.42	0.00%	$659.42
Detention Basin Improvements							
9	12-ft. Wide Concrete Access Ramp, Std. Dwg. SD-23	1,300	SF	$13.19	$17,147.68	0.00%	$17,147.68
10	20-ft. Wide A-6 Driveway, Std. Dwg. RD-02	1	EA	$7,912.93	$7,912.93	0.00%	$7,912.93
11	Removable Bollards, Std. Dwg. LS-42	6	EA	$2,373.87	$14,243.24	0.00%	$14,243.24
12	Post & Cable Barrier, Std. Dwg. LS-47	230	LF	$23.73	$5,458.52	0.00%	$5,458.52
13	20-ft. Wide Pipe Gate Std. Dwg. LS-43 (Single Gate)	1	EA	$7,912.93	$7,912.93	0.00%	$7,912.93
14	12-ft. Wide Basin Perimeter Road - 3" AC /7.5" AB	6,400	SF	$5.28	$33,767.74	0.00%	$33,767.74
Landscape Improvements							
15	Detention Basin Planting (Hydro-Seeding)	27,000	SF	$0.07	$1,940.09	0.00%	$1,940.09
16	Construction Area Seeding (Hydro-Seeding)	13,000	SF	$0.07	$934.12	0.00%	$934.12
17	Erosion Control (Construction SWPPP)	46,000	SF	$0.27	$12,276.94	0.00%	$12,276.94
	Total Construction Cost				**$609,055.00**		**$772,802.00**


ROCK RIP RAP
48" SD OUTFALL STRUCTURE, SD-20
FL 256
72" SD MANHOLE, SD-28
CITY OF FOLSOM SANITARY SEWER PUMP STATION
CLASS 1 BIKE TRAIL - COST INCLUDED IN PARKS & TRAILS INFRASTRUCTURE COST (BUILT BY OTHERS)
OS
FG 267
POST & CABLE BARRIER, LS-47
REMOVABLE BOLLARDS, LS-42
FUTURE SRCSD SEWER PUMP STATION
CONC. JUNCTION BOX
OUTLET CONTROL STRUCTURE
FG MARKER
HYDRO-MODIFICATION BASIN #3 BOTTOM ELEV 257
MAX. WATER SURFACE ELEV 268
12' WIDE MAINTENANCE ROAD - 3" AC / 8" AB
ACCESS ROAD (BUILT BY OTHERS)
POST & CABLE BARRIER (BUILT BY OTHERS)
20' WIDE PIPE GATE, LS-43
20' WIDE A-6 DRIVEWAY, RD-02
EASTON VALLEY PARKWAY
NORTH
FULL SIZE SCALE: 1"=40'
HALF SIZE SCALE: 1"=80'
Hydro-Modification Basin #3
Storm Drainage Master Plan
Folsom Plan Area
City of Folsom, Scale" 1"=40'
California
July 2023

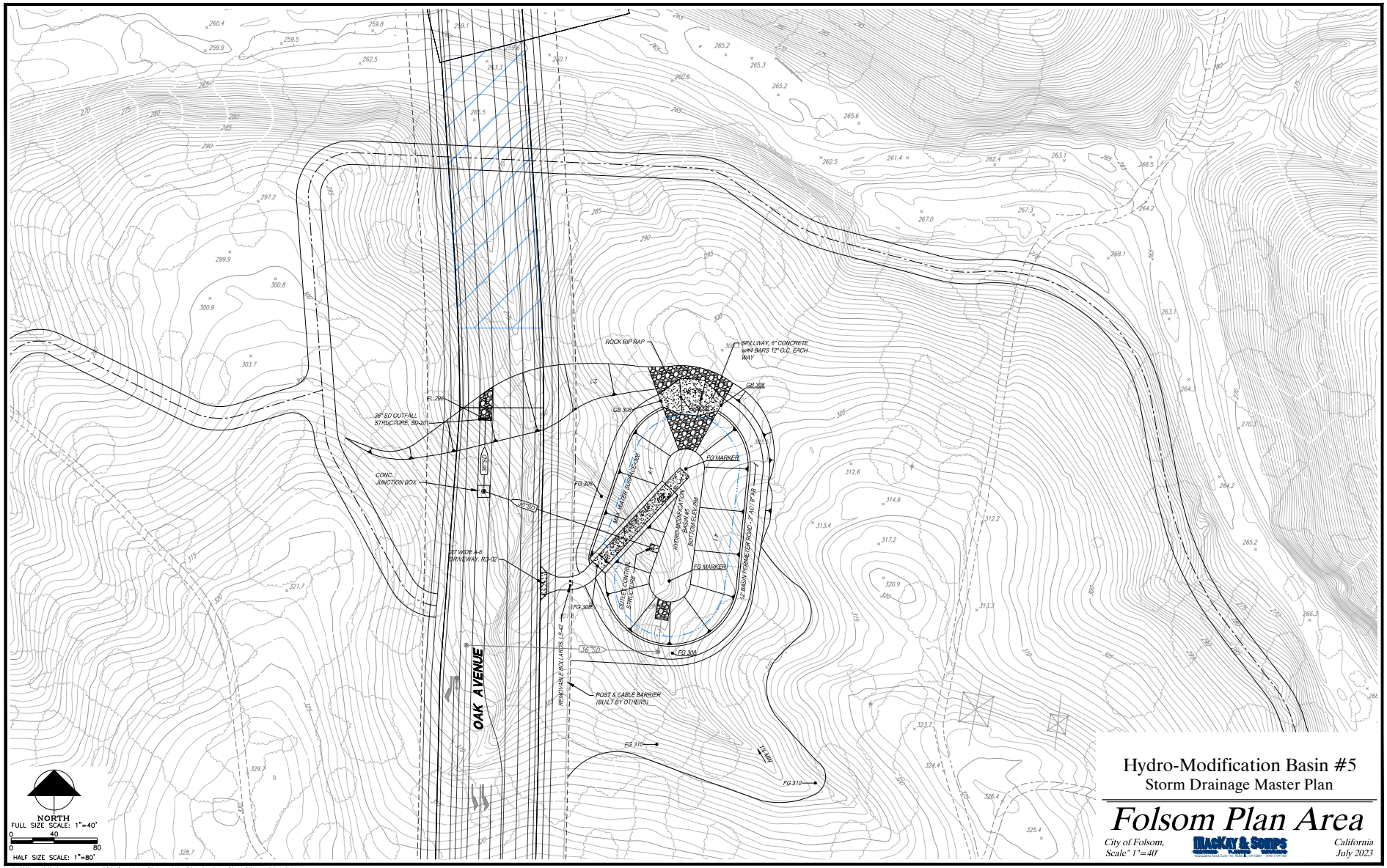
Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

	Description	Quantity	Unit	Unit Price	Total Cost	Percent Complete	Total Remaining Construction Budget
Hydro-Modification Basin No. 4							
Earthwork & Site Preparation							
1	Clearing and Grubbing	70,000	SF	$0.08	$5,748.40	0.00%	$5,748.40
2	Import	4,000	CY	$5.28	$21,104.84	0.00%	$21,104.84
3	Basin Finish Grading	70,000	SF	$0.66	$45,987.20	0.00%	$45,987.20
Drainage Improvements							
4	36-inch RCP CL-IV Storm Drainage Pipeline	80	LF	$283.86	$22,708.64	0.00%	$22,708.64
5	36-inch Storm Drain Outfall Structure, Std. Dwg. SD-20	1	EA	$26,376.43	$26,376.43	0.00%	$26,376.43
6	Detention Basin Outlet Control Structure - Small	1	EA	$263,764.28	$263,764.28	0.00%	$263,764.28
7	Rock Rip Rap	150	CY	$65.94	$9,891.35	0.00%	$9,891.35
Detention Basin Improvements							
8	12-ft. Wide Concrete Access Ramp, Std. Dwg. SD-23	1,500	SF	$13.19	$19,785.79	0.00%	$19,785.79
9	Spillway, 6" Concrete w/#4 Bars 12" O.C. Each Way	1,800	SF	$13.19	$23,742.95	0.00%	$23,742.95
10	20-ft. Wide A-6 Driveway, Std. Dwg. RD-02	1	EA	$7,912.93	$7,912.93	0.00%	$7,912.93
11	Removable Bollards, Std. Dwg. LS-42	2	EA	$2,373.87	$4,747.75	0.00%	$4,747.75
12	12-ft. Wide Basin Perimeter Road - 3" AC /7.5" AB	7,500	SF	$5.28	$39,571.58	0.00%	$39,571.58
Landscape Improvements							
13	Detention Basin Planting (Hydro-Seeding)	28,000	SF	$0.07	$2,011.94	0.00%	$2,011.94
14	Construction Area Seeding (Hydro-Seeding)	35,000	SF	$0.07	$2,514.93	0.00%	$2,514.93
15	Erosion Control (Construction SWPPP)	70,000	SF	$0.27	$18,682.30	0.00%	$18,682.30
	Total Construction Cost				**$514,552.00**		**$514,552.00**


IND/OP
OS
OS
POST & CABLE BARRIER (BUILT BY OTHERS)
20' WIDE A-6 DRIVEWAY, RD-02
REMOVABLE BOLLARDS, LS-42
12' BASIN PERIMETER ROAD - 3" AC / 8" AB
MAX. WATER SURFACE=280
4:1
FG MARKER
HYDRO-MODIFICATION BASIN #4 BOTTOM ELEV=272
FG MARKER
FG 282
FG 280
OUTLET CONTROL STRUCTURE
GB 280
GB 282
GB 282
GB 282
36" SD OUTFALL STRUCTURE, SD-20
NORTH
FULL SIZE SCALE: 1"=40'
0 40
0 80
HALF SIZE SCALE: 1"=80'
Hydro-Modification Basin #4
Storm Drainage Master Plan
Folsom Plan Area
City of Folsom,
Scale" 1"=40'
California
July 2023

Folsom Plan Area
Backbone Infrastructure
2025 Remainiing Work
Construction Cost Estimate

	Description	Quantity	Unit	Unit Price	Total Cost	Percent Complete	Total Remaining Construction Budget
Hydro-Modification Basin No. 5							
Earthwork & Site Preparation							
1	Clearing and Grubbing	57,000	SF	$0.08	$4,680.84	0.00%	$4,680.84
2	Import	6,000	CY	$5.28	$31,657.26	0.00%	$31,657.26
3	Basin Finish Grading	23,000	SF	$0.66	$15,110.08	0.00%	$15,110.08
Drainage Improvements							
4	36-inch RCP CL-IV Storm Drainage Pipeline	230	LF	$283.86	$65,287.35	0.00%	$65,287.35
5	36-inch Storm Drain Outfall Structure, Std. Dwg. SD-20	1	EA	$26,376.43	$26,376.43	0.00%	$26,376.43
6	Detention Basin Outlet Control Structure - Small	1	EA	$263,764.28	$263,764.28	0.00%	$263,764.28
7	Rock Rip Rap	100	CY	$65.94	$6,594.24	0.00%	$6,594.24
Detention Basin Improvements							
8	12-ft. Wide Concrete Access Ramp, Std. Dwg. SD-23	1,500	SF	$13.19	$19,785.79	0.00%	$19,785.79
9	Spillway, 6" Concrete w/#4 Bars 12" O.C. Each Way	1,600	SF	$13.19	$21,104.84	0.00%	$21,104.84
10	20-ft. Wide A-6 Driveway, Std. Dwg. RD-02	1	EA	$7,912.93	$7,912.93	0.00%	$7,912.93
11	Removable Bollards, Std. Dwg. LS-42	2	EA	$2,373.87	$4,747.75	0.00%	$4,747.75
12	12-ft. Wide Basin Perimeter Road - 3" AC /7.5" AB	7,700	SF	$5.28	$40,626.82	0.00%	$40,626.82
Landscape Improvements							
13	Detention Basin Planting (Hydro-Seeding)	24,000	SF	$0.07	$1,724.52	0.00%	$1,724.52
14	Construction Area Seeding (Hydro-Seeding)	26,000	SF	$0.07	$1,868.23	0.00%	$1,868.23
15	Erosion Control (Construction SWPPP)	57,000	SF	$0.27	$15,212.73	0.00%	$15,212.73
	Total Construction Cost				**$526,455.00**		**$526,455.00**



Hydro-Modification Basin #5
Storm Drainage Master Plan

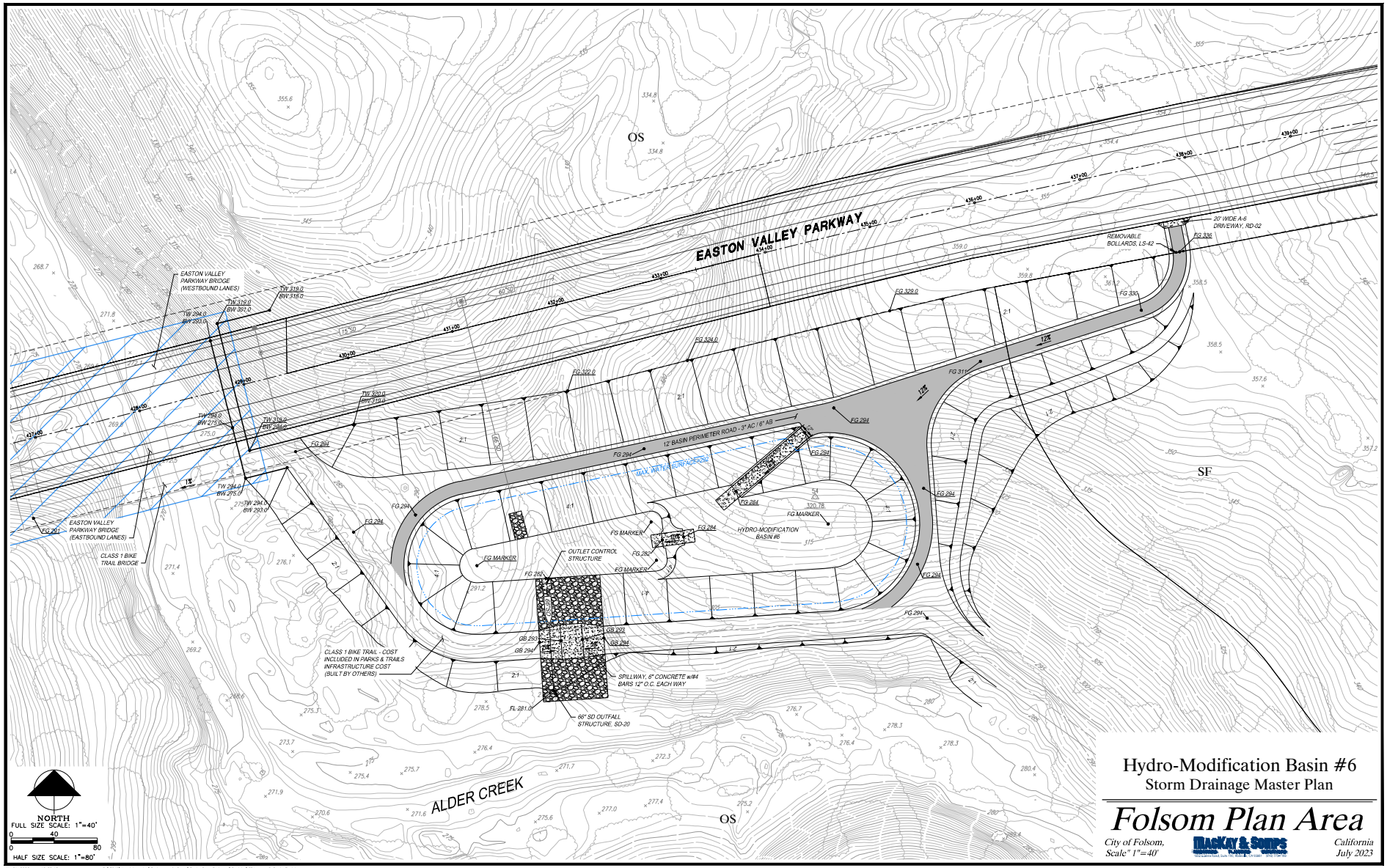
Folsom Plan Area

City of Folsom, California
Scale" 1"=40' *July 2023*

MacKay & Somps

Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

	Description	Quantity	Unit	Unit Price	Total Cost	Percent Complete	Total Remaining Construction Budget
Hydro-Modification Basin No. 6							
Earthwork & Site Preparation							
1	Clearing and Grubbing	174,000	SF	$0.08	$14,288.88	0.00%	$14,288.88
2	Excavation	46,000	CY	$10.00	$459,913.06	0.00%	$459,913.06
3	Basin Finish Grading	174,000	SF	$0.66	$114,311.04	0.00%	$114,311.04
Drainage Improvements							
4	60-inch RCP CL-IV Storm Drainage Pipeline	100	LF	$605.72	$60,571.71	0.00%	$60,571.71
5	60-inch Storm Drain Outfall Structure, Std. Dwg. SD-20	1	EA	$34,289.36	$34,289.36	0.00%	$34,289.36
6	Detention Basin Outlet Control Structure - Small	1	EA	$263,764.28	$263,764.28	0.00%	$263,764.28
7	Rock Rip Rap	200	CY	$65.94	$13,188.47	0.00%	$13,188.47
Detention Basin Improvements							
8	12-ft. Wide Concrete Access Ramp, Std. Dwg. SD-23	1,800	SF	$13.19	$23,742.95	0.00%	$23,742.95
9	Spillway, 6" Concrete w/#4 Bars 12" O.C. Each Way	1,800	SF	$13.19	$23,742.95	0.00%	$23,742.95
10	20-ft. Wide A-6 Driveway, Std. Dwg. RD-02	1	EA	$7,912.93	$7,912.93	0.00%	$7,912.93
11	Removable Bollards, Std. Dwg. LS-42	2	EA	$2,373.87	$4,747.75	0.00%	$4,747.75
12	12-ft. Wide Basin Perimeter Road - 3" AC /7.5" AB	18,000	SF	$5.28	$94,971.78	0.00%	$94,971.78
Landscape Improvements							
13	Detention Basin Planting (Hydro-Seeding)	60,000	SF	$0.07	$4,311.30	0.00%	$4,311.30
14	Construction Area Seeding (Hydro-Seeding)	96,000	SF	$0.07	$6,898.08	0.00%	$6,898.08
15	Erosion Control (Construction SWPPP)	174,000	SF	$0.27	$46,438.86	0.00%	$46,438.86
	Total Construction Cost				**$1,173,094.00**		**$1,173,094.00**



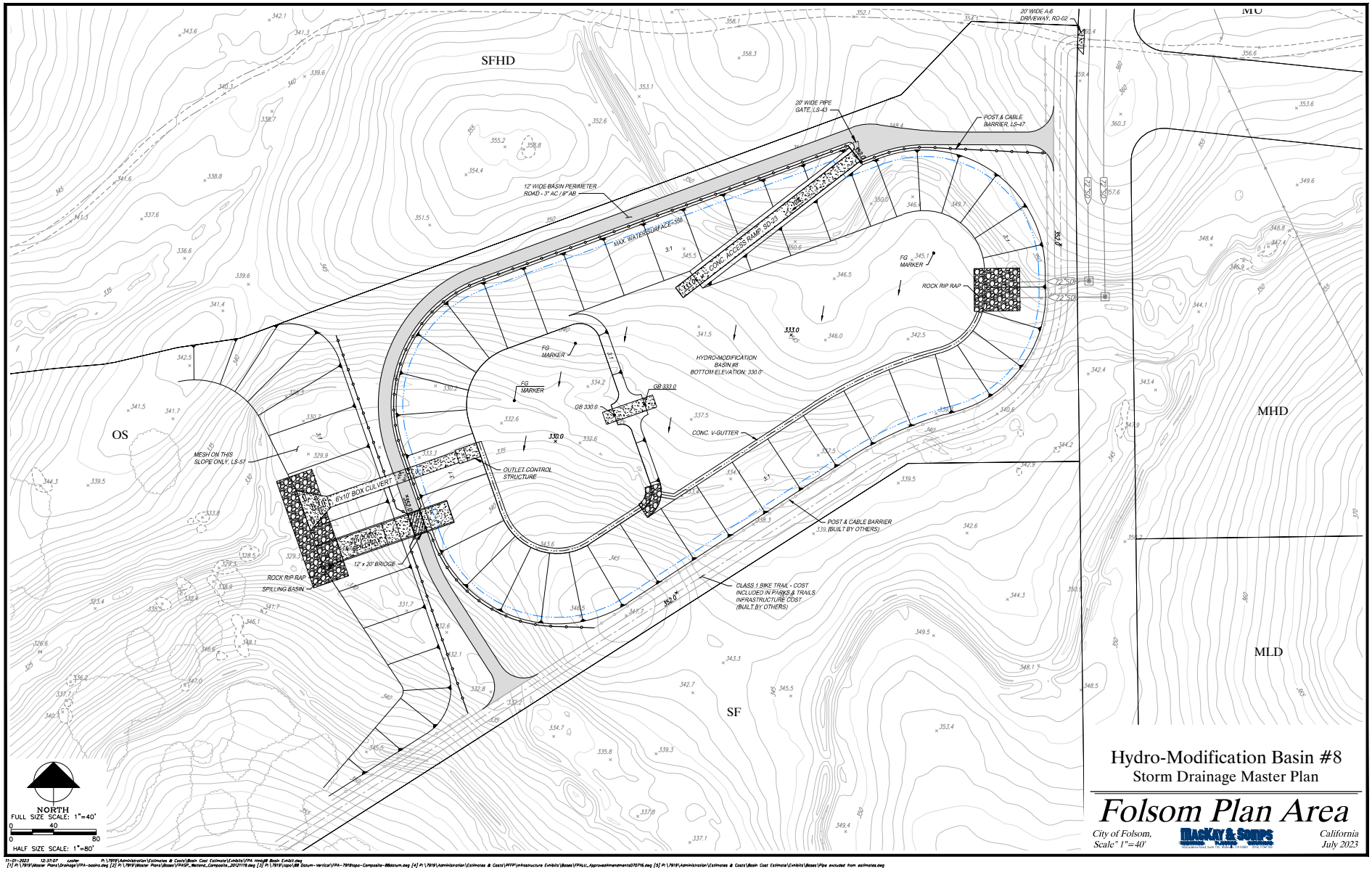
Hydro-Modification Basin #6
Storm Drainage Master Plan

Folsom Plan Area

City of Folsom, Scale" 1"=40' — *California July 2023*

Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

	Description	Quantity	Unit	Unit Price	Total Cost	Percent Complete	Total Remaining Construction Budget
Hydro-Modification Basin No. 8							
	Earthwork & Site Preparation						
1	Clearing and Grubbing	400,000	SF	$0.08	$32,848.00	0.00%	$32,848.00
2	Import	48,000	CY	$5.28	$253,258.08	0.00%	$253,258.08
3	Basin Finish Grading	400,000	SF	$0.66	$262,784.00	0.00%	$262,784.00
	Drainage Improvements						
4	6-ft. High x 10-ft. Wide Concrete Box Culvert	145	LF	$435.21	$63,104.75	100.00%	$0.00
5	Detention Basin Outlet Control Structure - Extra Extra Large	1	EA	$913,429.95	$913,429.95	100.00%	$0.00
6	Box Culvert Outfall Structure	1	EA	$118,693.93	$118,693.93	100.00%	$0.00
7	Concrete Spillway Spilling Basin	1	LS	$131,882.14	$131,882.14	100.00%	$0.00
8	Rock Rip Rap	200	CY	$65.94	$13,188.47	100.00%	$0.00
	Detention Basin Improvements						
9	12-ft. Wide Concrete Access Ramp, Std. Dwg. SD-23	3,120	SF	$13.19	$41,154.44	0.00%	$41,154.44
10	20-ft. Wide A-6 Driveway, Std. Dwg. RD-02	1	EA	$7,912.93	$7,912.93	0.00%	$7,912.93
11	Post & Cable Barrier, Std. Dwg. LS-47	1,400	LF	$23.73	$33,225.75	0.00%	$33,225.75
12	20-ft. wide Pipe Gate Std. Dwg. LS-43 (Single Gate)	1	EA	$7,912.93	$7,912.93	0.00%	$7,912.93
13	12-ft. Wide Basin Perimeter Road - 3" AC /7.5" AB	13,300	SF	$5.28	$70,173.59	0.00%	$70,173.59
14	5-ft. Wide Concrete V-Gutter	580	LF	$3.95	$2,292.17	0.00%	$2,292.17
	Landscape Improvements						
15	Detention Basin Planting (Hydro-Seeding)	212,000	SF	$0.07	$15,233.26	0.00%	$15,233.26
16	Side Slope Jute Mesh, Std. Dwg. LS-57	20,000	SF	$0.34	$6,774.90	0.00%	$6,774.90
17	Construction Area Seeding (Hydro-Seeding)	175,000	SF	$0.07	$12,574.63	0.00%	$12,574.63
18	Erosion Control (Construction SWPPP)	400,000	SF	$0.27	$106,756.00	0.00%	$106,756.00
	Total Construction Cost				**$2,093,200.00**		**$852,901.00**



Hydro-Modification Basin #8
Storm Drainage Master Plan

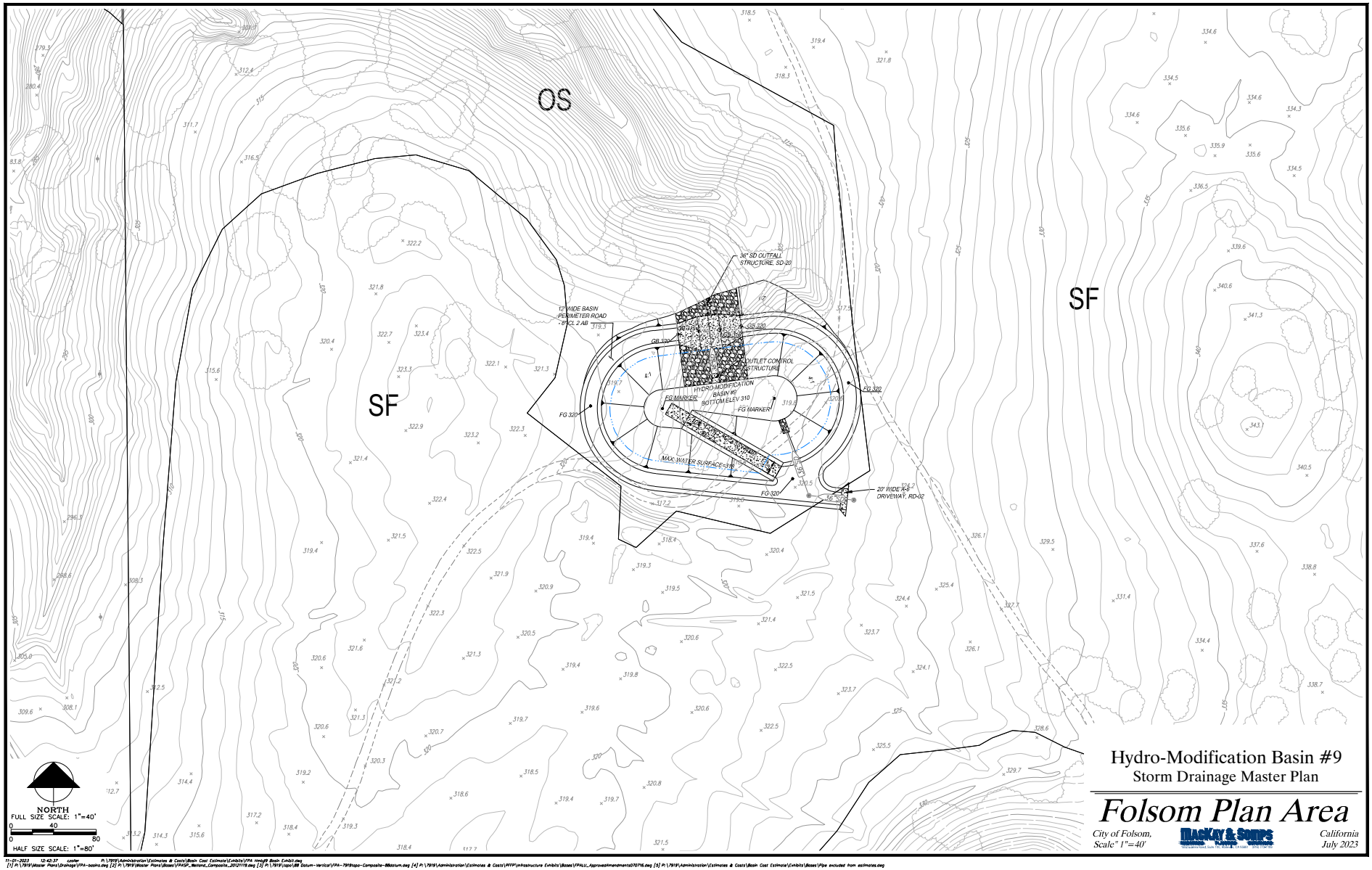
Folsom Plan Area

City of Folsom, California
Scale" 1"=40' July 2023

MacKay & Somps

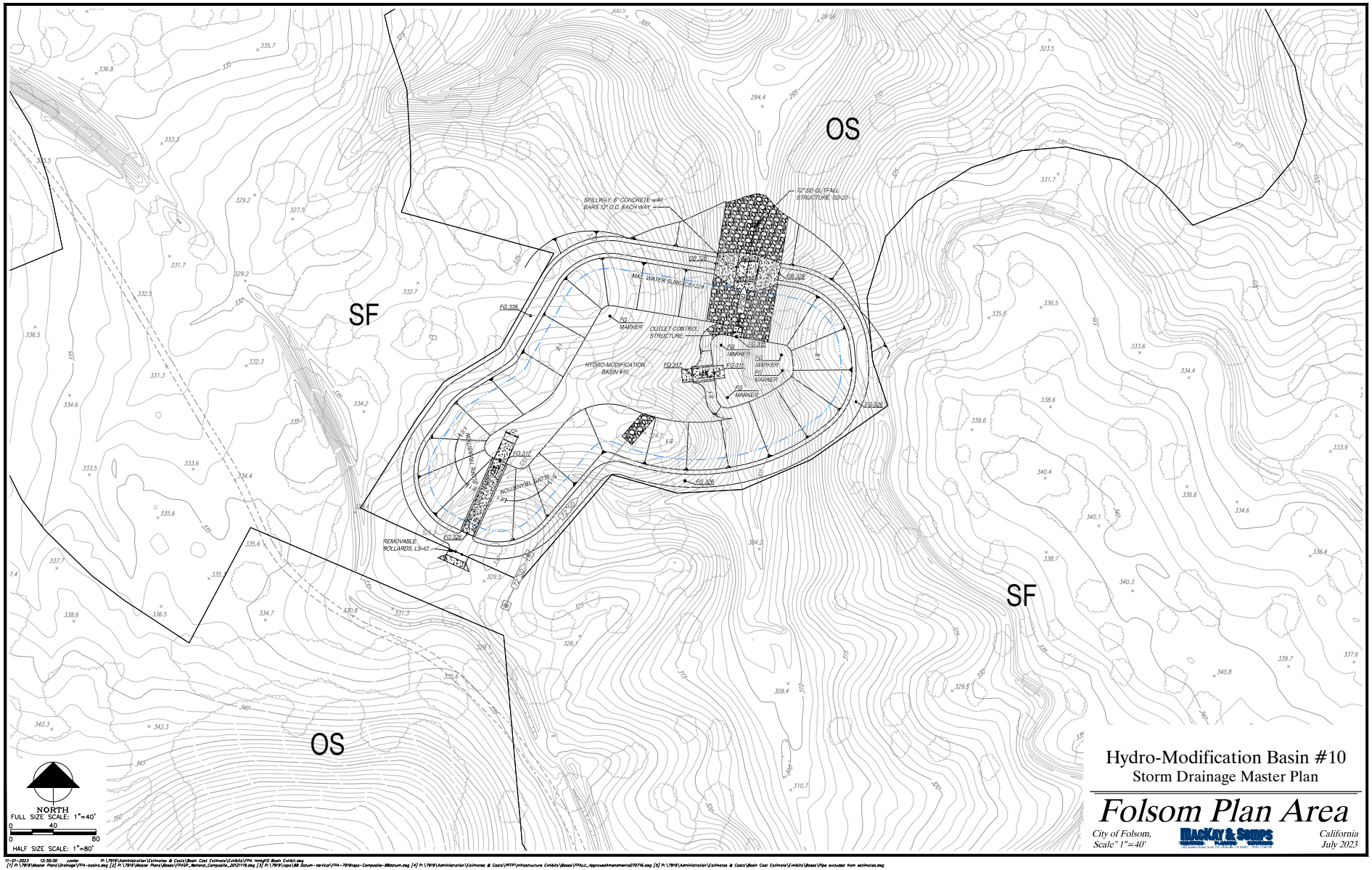
Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

	Description	Quantity	Unit	Unit Price	Total Cost	Percent Complete	Total Remaining Construction Budget
Hydro-Modification Basin No. 9							
Earthwork & Site Preparation							
1	Clearing and Grubbing	50,000	SF	$0.08	$4,106.00	0.00%	$4,106.00
2	Import	10,000	CY	$10.00	$99,981.10	0.00%	$99,981.10
3	Basin Finish Grading	50,000	SF	$0.66	$32,848.00	0.00%	$32,848.00
Drainage Improvements							
4	36-inch RCP CL-IV Storm Drainage Pipeline	70	LF	$283.86	$19,870.06	0.00%	$19,870.06
5	36-inch Storm Drain Outfall Structure, Std. Dwg. SD-20	1	EA	$26,376.43	$26,376.43	0.00%	$26,376.43
6	Detention Basin Outlet Control Structure - Small	1	EA	$263,764.28	$263,764.28	0.00%	$263,764.28
7	Rock Rip Rap	100	CY	$65.94	$6,594.24	0.00%	$6,594.24
Detention Basin Improvements							
8	12-ft. Wide Concrete Access Ramp, Std. Dwg. SD-23	1,450	SF	$13.19	$19,126.26	0.00%	$19,126.26
9	Spillway, 6" Concrete w/#4 Bars 12" O.C. Each Way	1,700	SF	$13.19	$22,423.89	0.00%	$22,423.89
10	20-ft. Wide A-6 Driveway, Std. Dwg. RD-02	1	EA	$7,912.93	$7,912.93	0.00%	$7,912.93
11	12-ft. Wide Basin Perimeter Road - 3" AC /7.5" AB	8,300	SF	$5.28	$43,792.54	0.00%	$43,792.54
Landscape Improvements							
12	Detention Basin Planting (Hydro-Seeding)	24,000	SF	$0.07	$1,724.52	0.00%	$1,724.52
13	Construction Area Seeding (Hydro-Seeding)	16,000	SF	$0.07	$1,149.68	0.00%	$1,149.68
14	Erosion Control (Construction SWPPP)	50,000	SF	$0.27	$13,344.50	0.00%	$13,344.50
	Total Construction Cost				**$563,015.00**		**$563,015.00**


OS
SF
SF
36" SD OUTFALL STRUCTURE, SD-20
12' WIDE BASIN PERIMETER ROAD PER CL 2 AB
GB 320
GB 320
OUTLET CONTROL STRUCTURE
HYDRO-MODIFICATION BASIN #9 BOTTOM ELEV 310
FG MARKER
FG MARKER
FG 320
FG 320
FG 320
MAX WATER SURFACE=318
20' WIDE A-8 DRIVEWAY, RD-02
NORTH
FULL SIZE SCALE: 1"=40'
0 40
0 80
HALF SIZE SCALE: 1"=80'
Hydro-Modification Basin #9
Storm Drainage Master Plan
Folsom Plan Area
City of Folsom,
Scale" 1"=40'
California
July 2023

Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

	Description	Quantity	Unit	Unit Price	Total Cost	Percent Complete	Total Remaining Construction Budget
Hydro-Modification Basin No. 10							
Earthwork & Site Preparation							
1	Clearing and Grubbing	100,000	SF	$0.08	$8,212.00	0.00%	$8,212.00
2	Import	10,000	CY	$5.28	$52,762.10	0.00%	$52,762.10
3	Basin Finish Grading	100,000	SF	$0.66	$65,696.00	0.00%	$65,696.00
Drainage Improvements							
4	36-inch RCP CL-IV Storm Drainage Pipeline	100	LF	$283.86	$28,385.80	0.00%	$28,385.80
5	36-inch Storm Drain Outfall Structure, Std. Dwg. SD-20	1	EA	$26,376.43	$26,376.43	0.00%	$26,376.43
6	Detention Basin Outlet Control Structure - Medium	1	EA	$462,804.51	$462,804.51	0.00%	$462,804.51
7	Rock Rip Rap	250	CY	$65.94	$16,485.59	0.00%	$16,485.59
Detention Basin Improvements							
8	12-ft. Wide Concrete Access Ramp, Std. Dwg. SD-23	1,650	SF	$13.19	$21,764.37	0.00%	$21,764.37
9	Spillway, 6" Concrete w/#4 Bars 12" O.C. Each Way	1,800	SF	$13.19	$23,742.95	0.00%	$23,742.95
9	20-ft. Wide A-6 Driveway, Std. Dwg. RD-02	1	EA	$7,912.93	$7,912.93	0.00%	$7,912.93
10	Removable Bollards, Std. Dwg. LS-42	2	EA	$2,373.87	$4,747.75	0.00%	$4,747.75
11	12-ft. Wide Basin Perimeter Road - 3" AC /7.5" AB	13,000	SF	$5.28	$68,590.73	0.00%	$68,590.73
Landscape Improvements							
12	Detention Basin Planting (Hydro-Seeding)	64,000	SF	$0.07	$4,598.72	0.00%	$4,598.72
13	Construction Area Seeding (Hydro-Seeding)	23,000	SF	$0.07	$1,652.67	0.00%	$1,652.67
14	Erosion Control (Construction SWPPP)	100,000	SF	$0.27	$26,689.00	0.00%	$26,689.00
	Total Construction Cost				**$812,210.00**		**$820,422.00**



Hydro-Modification Basin #10
Storm Drainage Master Plan

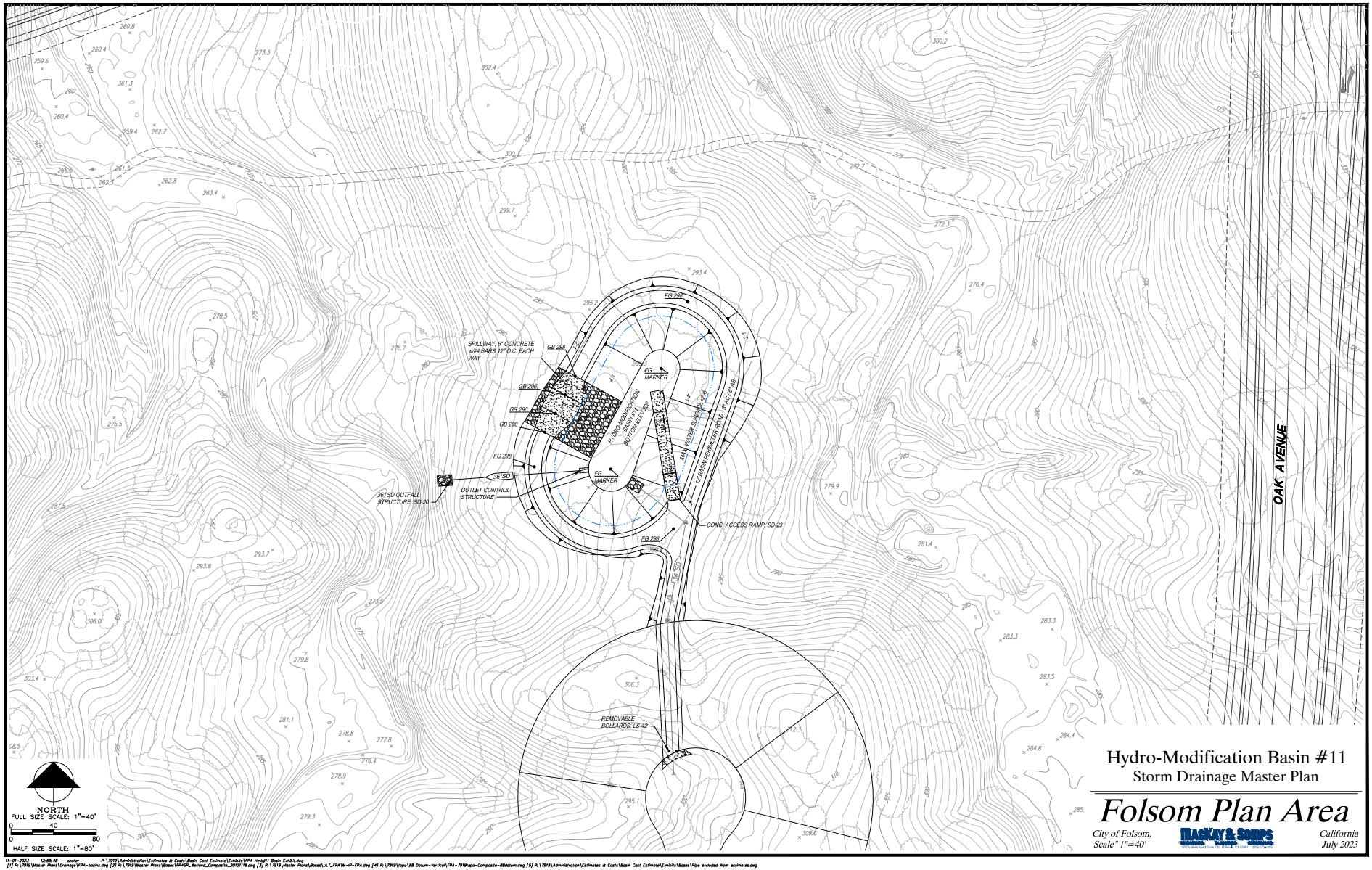
Folsom Plan Area

City of Folsom, Scale" 1"=40'

California July 2023

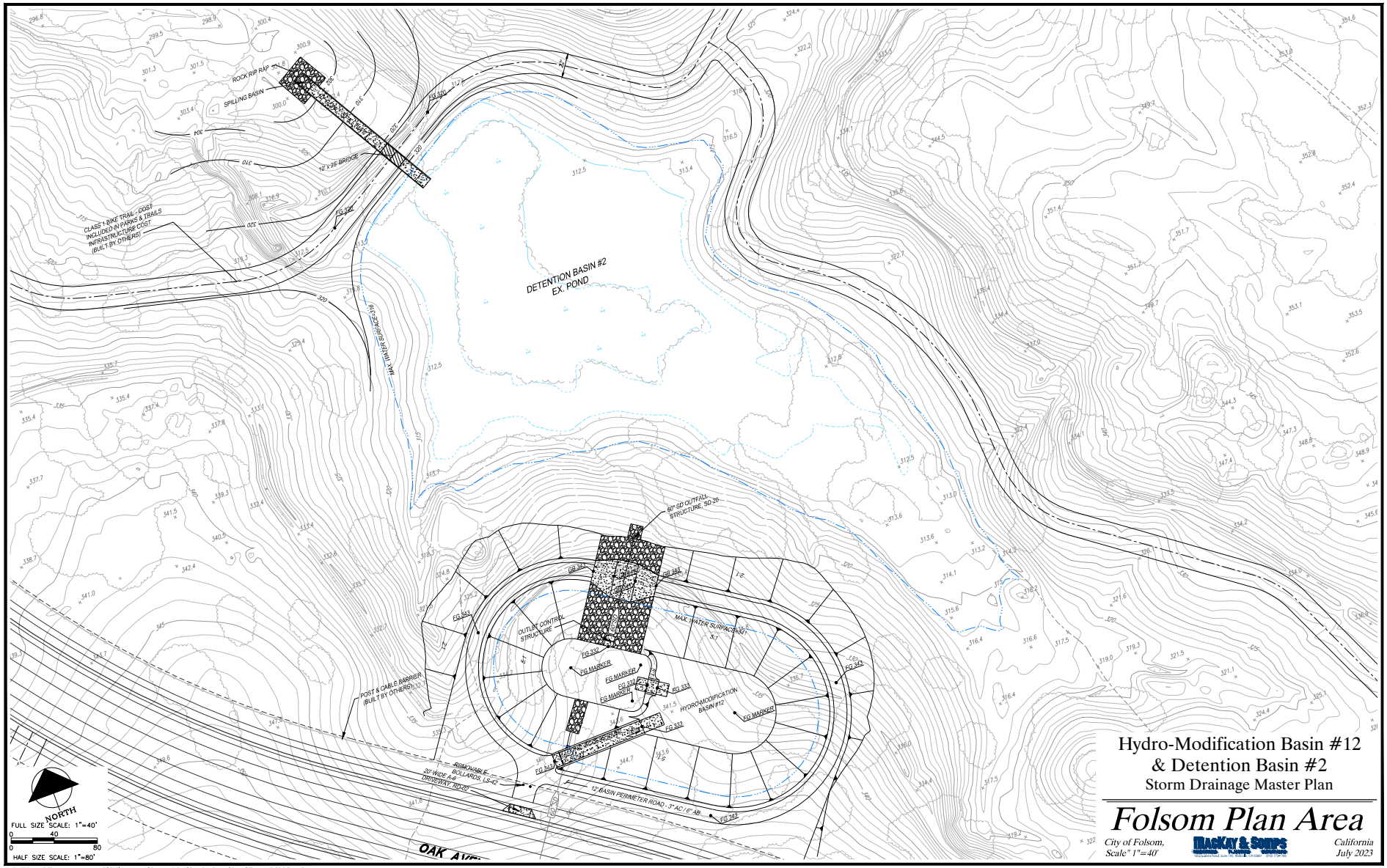
Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

	Description	Quantity	Unit	Unit Price	Total Cost	Percent Complete	Total Remaining Construction Budget
Hydro-Modification Basin No. 11							
Earthwork & Site Preparation							
1	Clearing and Grubbing	54,000	SF	$0.08	$4,434.48	0.00%	$4,434.48
2	Excavation	9,000	CY	$10.00	$89,982.99	0.00%	$89,982.99
3	Basin Finish Grading	54,000	SF	$0.66	$35,475.84	0.00%	$35,475.84
Drainage Improvements							
4	36-inch RCP CL-IV Storm Drainage Pipeline	120	LF	$283.86	$34,062.97	0.00%	$34,062.97
5	36-inch Storm Drain Outfall Structure, Std. Dwg. SD-20	1	EA	$26,376.43	$26,376.43	0.00%	$26,376.43
6	Detention Basin Outlet Control Structure - Small	1	EA	$263,764.28	$263,764.28	0.00%	$263,764.28
7	Rock Rip Rap	50	CY	$65.94	$3,297.12	0.00%	$3,297.12
Detention Basin Improvements							
8	12-ft. Wide Concrete Access Ramp, Std. Dwg. SD-23	1,250	SF	$13.19	$16,488.16	0.00%	$16,488.16
9	Spillway, 6" Concrete w/#4 Bars 12" O.C. Each Way	1,700	SF	$13.19	$22,423.89	0.00%	$22,423.89
10	Removable Bollards, Std. Dwg. LS-42	2	EA	$2,373.87	$4,747.75	0.00%	$4,747.75
11	20-ft. Wide A-6 Driveway, Std. Dwg. RD-02	1	EA	$7,912.93	$7,912.93	0.00%	$7,912.93
12	12-ft. Wide Basin Perimeter Road - 3" AC /7.5" AB	11,000	SF	$5.28	$58,038.31	0.00%	$58,038.31
Landscape Improvements							
13	Detention Basin Planting (Hydro-Seeding)	23,000	SF	$0.07	$1,652.67	0.00%	$1,652.67
14	Construction Area Seeding (Hydro-Seeding)	20,000	SF	$0.07	$1,437.10	0.00%	$1,437.10
15	Erosion Control (Construction SWPPP)	54,000	SF	$0.27	$14,412.06	0.00%	$14,412.06
	Total Construction Cost				**$584,507.00**		**$584,507.00**


SPILLWAY, 6' CONCRETE w/#4 BARS 12" O.C. EACH WAY
GB 298
GB 296
GB 296
GB 296
FG 296
36"SD
OUTLET CONTROL STRUCTURE
36" SD OUTFALL STRUCTURE, SD-20
FG 295
FG MARKER
FG 298
HYDRO-MODIFICATION BASIN #11 BOTTOM ELEV. 288
18" WATER SUPPLY
12' BASIN PERIMETER ROAD, 3.7 AC @ 4%
CONC. ACCESS RAMP, SD-23
REMOVABLE BOLLARDS, LS-42
OAK AVENUE
NORTH
FULL SIZE SCALE: 1"=40'
0 40
0 80
HALF SIZE SCALE: 1"=80'
Hydro-Modification Basin #11
Storm Drainage Master Plan
Folsom Plan Area
City of Folsom,
Scale" 1"=40'
California
July 2023

Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

	Description	Quantity	Unit	Unit Price	Total Cost	Percent Complete	Total Remaining Construction Budget
Hydro-Modification Basin No. 12							
Earthwork & Site Preparation							
1	Clearing and Grubbing	110,000	SF	$0.08	$9,033.20	0.00%	$9,033.20
2	Excavation	8,000	CY	$10.00	$79,984.88	0.00%	$79,984.88
3	Basin Finish Grading	110,000	SF	$0.66	$72,265.60	0.00%	$72,265.60
Drainage Improvements							
4	60-inch RCP CL-IV Storm Drainage Pipeline	100	LF	$605.72	$60,571.71	0.00%	$60,571.71
5	60-inch Storm Drain Outfall Structure, Std. Dwg. SD-20	1	EA	$34,289.36	$34,289.36	0.00%	$34,289.36
6	Detention Basin Outlet Control Structure - Medium	1	EA	$462,804.51	$462,804.51	0.00%	$462,804.51
Detention Basin Improvements							
7	12-ft. Wide Concrete Access Ramp, Std. Dwg. SD-23	1,650	SF	$13.19	$21,764.37	0.00%	$21,764.37
8	Spillway, 6" Concrete w/#4 Bars 12" O.C. Each Way	1,850	SF	$13.19	$24,402.47	0.00%	$24,402.47
9	20-ft. Wide A-6 Driveway, Std. Dwg. RD-02	1	EA	$7,912.93	$7,912.93	0.00%	$7,912.93
10	Removable Bollards, Std. Dwg. LS-42	2	EA	$2,373.87	$4,747.75	0.00%	$4,747.75
11	Rock Rip Rap	200	CY	$65.94	$13,188.47	0.00%	$13,188.47
12	12-ft. Wide Basin Perimeter Road - 3" AC /7.5" AB	11,200	SF	$5.28	$59,093.55	0.00%	$59,093.55
Landscape Improvements							
13	Detention Basin Planting (Hydro-Seeding)	50,000	SF	$0.07	$3,592.75	0.00%	$3,592.75
14	Construction Area Seeding (Hydro-Seeding)	47,000	SF	$0.07	$3,377.19	0.00%	$3,377.19
15	Erosion Control (Construction SWPPP)	110,000	SF	$0.27	$29,357.90	0.00%	$29,357.90
	Total Construction Cost				**$886,387.00**		**$886,387.00**



Hydro-Modification Basin #12
& Detention Basin #2
Storm Drainage Master Plan

Folsom Plan Area

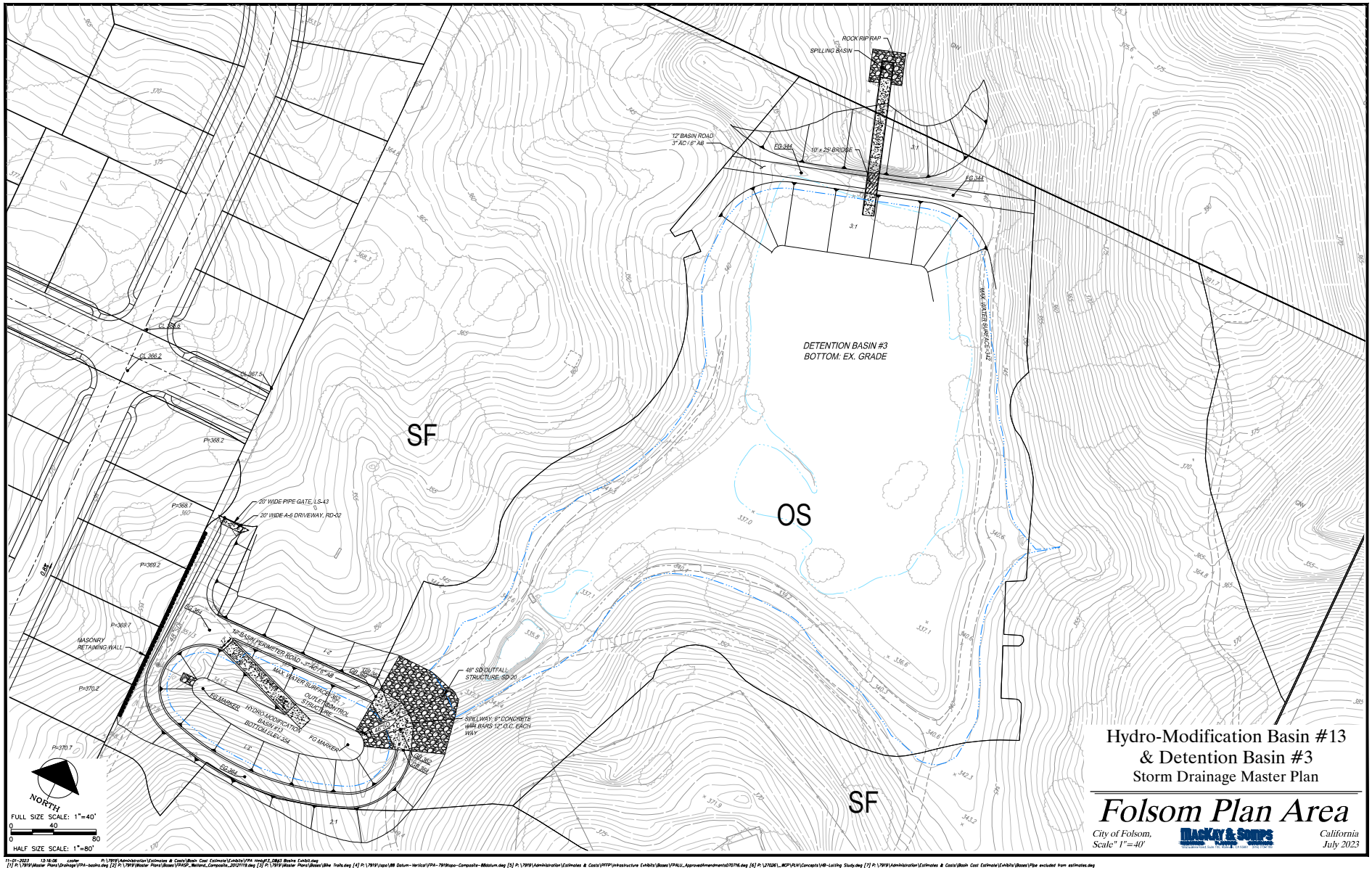
City of Folsom, Scale" 1"=40'

MacKay & Somps

California
July 2023

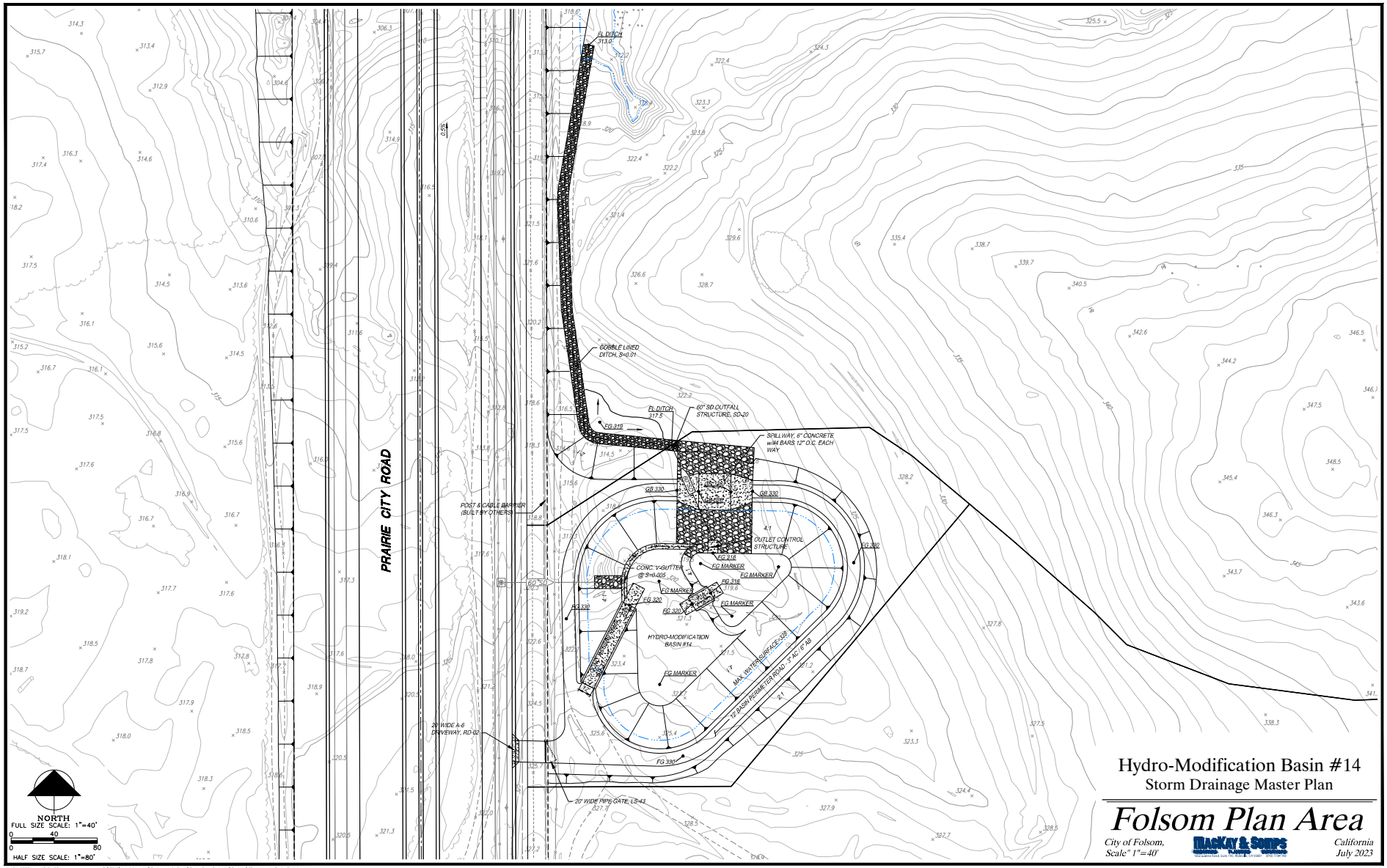
Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

	Description	Quantity	Unit	Unit Price	Total Cost	Percent Complete	Total Remaining Construction Budget
Hydro-Modification Basin No. 13							
Earthwork & Site Preparation							
1	Clearing and Grubbing	60,000	SF	$0.08	$4,927.20	0.00%	$4,927.20
2	Excavation	9,000	CY	$10.00	$89,982.99	0.00%	$89,982.99
3	Basin Finish Grading	60,000	SF	$0.66	$39,417.60	0.00%	$39,417.60
Drainage Improvements							
4	36-inch RCP CL-IV Storm Drainage Pipeline	80	LF	$283.86	$22,708.64	0.00%	$22,708.64
5	36-inch Storm Drain Outfall Structure, Std. Dwg. SD-20	1	EA	$26,376.43	$26,376.43	0.00%	$26,376.43
6	Detention Basin Outlet Control Structure - Medium	1	EA	$462,804.51	$462,804.51	0.00%	$462,804.51
7	Rock Rip Rap	200	CY	$65.94	$13,188.47	0.00%	$13,188.47
Detention Basin Improvements							
8	12-ft. Wide Concrete Access Ramp, Std. Dwg. SD-23	1,250	SF	$13.19	$16,488.16	0.00%	$16,488.16
9	Spillway, 6" Concrete w/#4 Bars 12" O.C. Each Way	1,300	SF	$13.19	$17,147.68	0.00%	$17,147.68
10	20-ft. Wide A-6 Driveway, Std. Dwg. RD-02	1	EA	$7,912.93	$7,912.93	0.00%	$7,912.93
11	20-ft. Wide Pipe Gate Std. Dwg. LS-43 (Single Gate)	1	EA	$7,912.93	$7,912.93	0.00%	$7,912.93
12	12-ft. Wide Basin Perimeter Road - 3" AC /7.5" AB	9,200	SF	$5.28	$48,541.13	0.00%	$48,541.13
13	Masonry Retaining Wall	1,000	SF	$105.50	$105,503.67	0.00%	$105,503.67
Landscape Improvements							
13	Detention Basin Planting (Hydro-Seeding)	20,000	SF	$0.07	$1,437.10	0.00%	$1,437.10
14	Construction Area Seeding (Hydro-Seeding)	30,000	SF	$0.07	$2,155.65	0.00%	$2,155.65
15	Erosion Control (Construction SWPPP)	60,000	SF	$0.27	$16,013.40	0.00%	$16,013.40
	Total Construction Cost				**$882,519.00**		**$882,519.00**


ROCK RIP RAP
SPILLING BASIN
12' BASIN ROAD
3" AC / 6" AB
FG 344
10' x 25' BRIDGE
FG 341
3:1
DETENTION BASIN #3
BOTTOM: EX. GRADE
MAX. WATER SURFACE EL 342
SF
OS
SF
20' WIDE PIPE GATE, LS-43
20' WIDE A-6 DRIVEWAY, RD-02
MASONRY RETAINING WALL
48" SD OUTFALL STRUCTURE, SD-20
SPILLWAY, 6' CONCRETE with BARS 12" O.C. EACH WAY
HYDRO-MODIFICATION BASIN FG BOTTOM ELEV. 334
FG MARKER
NORTH
FULL SIZE SCALE: 1"=40'
0 40
0 80
HALF SIZE SCALE: 1"=80'
Hydro-Modification Basin #13
& Detention Basin #3
Storm Drainage Master Plan
Folsom Plan Area
City of Folsom,
Scale" 1"=40'
California
July 2023

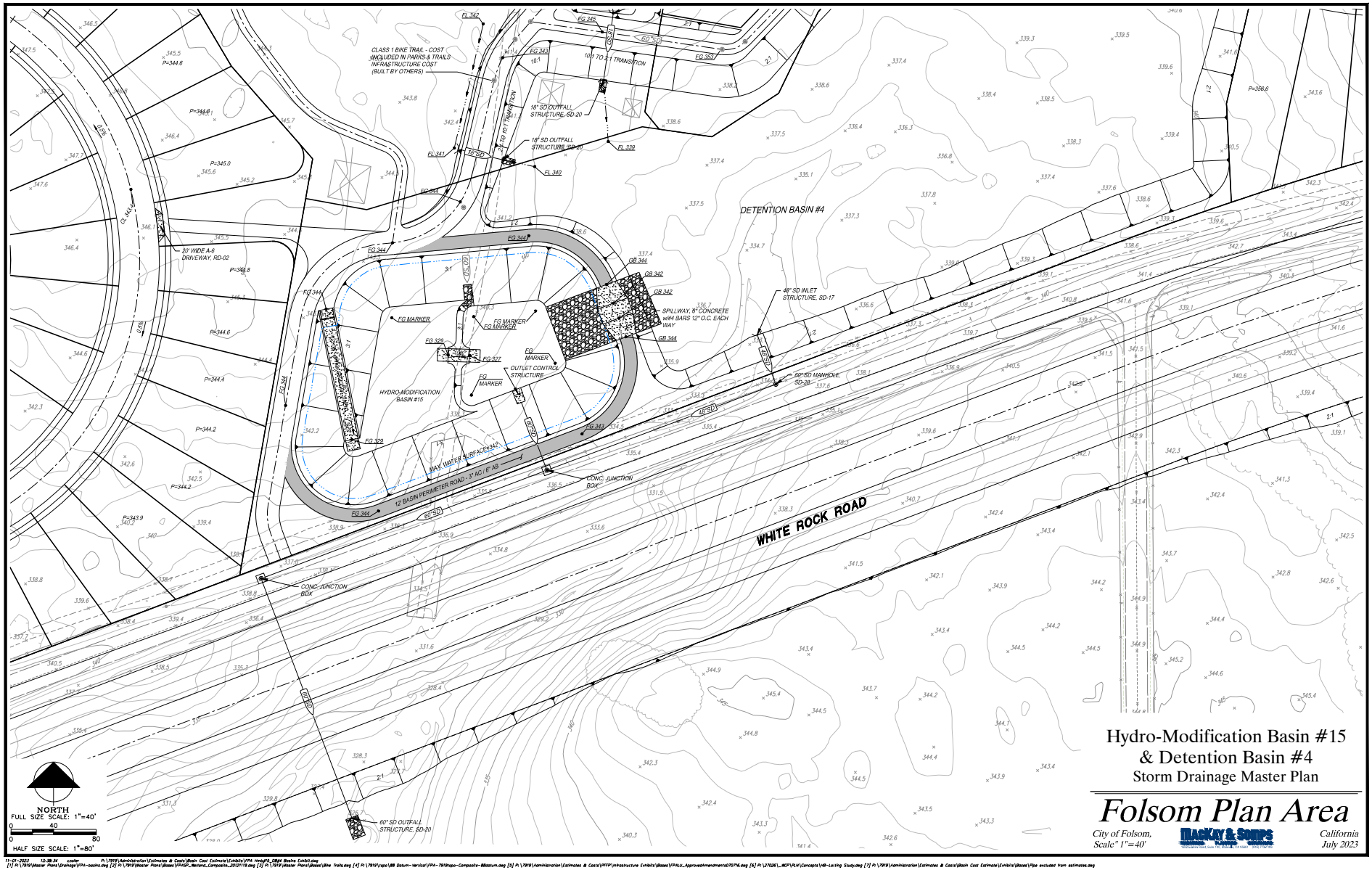
Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

	Description	Quantity	Unit	Unit Price	Total Cost	Percent Complete	Total Remaining Construction Budget
Hydro-Modification Basin No. 14							
Earthwork & Site Preparation							
1	Clearing and Grubbing	90,000	SF	$0.08	$7,390.80	0.00%	$7,390.80
2	Import	5,000	CY	$5.28	$26,381.05	0.00%	$26,381.05
3	Basin Finish Grading	90,000	SF	$0.66	$59,126.40	0.00%	$59,126.40
Drainage Improvements							
4	60-inch RCP CL-IV Storm Drainage Pipeline	90	LF	$605.72	$54,514.54	0.00%	$54,514.54
5	60-inch Storm Drain Outfall Structure, Std. Dwg. SD-20	1	EA	$34,289.36	$34,289.36	0.00%	$34,289.36
6	Detention Basin Outlet Control Structure - Medium	1	EA	$462,804.51	$462,804.51	0.00%	$462,804.51
Detention Basin Improvements							
7	12-ft. Wide Concrete Access Ramp, Std. Dwg. SD-23	1,750	SF	$13.19	$23,083.42	0.00%	$23,083.42
8	Spillway, 6" Concrete w/#4 Bars 12" O.C. Each Way	2,100	SF	$13.19	$27,700.10	0.00%	$27,700.10
9	20-ft. Wide A-6 Driveway, Std. Dwg. RD-02	1	EA	$7,912.93	$7,912.93	0.00%	$7,912.93
10	20-ft. wide Pipe Gate Std. Dwg. LS-43 (Single Gate)	1	EA	$7,912.93	$7,912.93	0.00%	$7,912.93
11	Rock Rip Rap	200	CY	$65.94	$13,188.47	0.00%	$13,188.47
12	12-ft. Wide Basin Perimeter Road - 3" AC /7.5" AB	11,600	SF	$5.28	$61,204.04	0.00%	$61,204.04
13	5-ft. Wide Concrete V-Gutter	100	LF	$47.48	$4,747.56	0.00%	$4,747.56
Landscape Improvements							
14	Detention Basin Planting (Hydro-Seeding)	42,000	SF	$0.07	$3,017.91	0.00%	$3,017.91
15	Construction Area Seeding (Hydro-Seeding)	35,000	SF	$0.07	$2,514.93	0.00%	$2,514.93
16	Erosion Control (Construction SWPPP)	90,000	SF	$0.27	$24,020.10	0.00%	$24,020.10
	Total Construction Cost				**$819,810.00**		**$819,810.00**


PRAIRIE CITY ROAD
FL DITCH
313.0
COBBLE LINED
DITCH, S=0.01
FL DITCH
317.5
60" SD OUTFALL
STRUCTURE, SD-20
FG 319
SPILLWAY, 6" CONCRETE
w/#4 BARS 12" O.C. EACH
WAY
GB 330
GB 330
POST & CABLE BARRIER
(BUILT BY OTHERS)
4:1
OUTLET CONTROL
STRUCTURE
FG 318
FG MARKER
CONC. V-GUTTER
@ S=0.005
FG MARKER
FG 316
319.6
FG MARKER
FG 320
FG 320
FG 330
FG 332
HYDRO-MODIFICATION
BASIN #14
FG MARKER
MAX. WATER SURFACE = 326
10' BASIN PERIMETER ROAD - 3" AC / 6" AB
20' WIDE A-6
DRIVEWAY, RD-102
FG 330
20' WIDE PIPE GATE, LS-43
NORTH
FULL SIZE SCALE: 1"=40'
0 40
0 80
HALF SIZE SCALE: 1"=80'
Hydro-Modification Basin #14
Storm Drainage Master Plan
Folsom Plan Area
City of Folsom,
Scale" 1"=40'
California
July 2023

Folsom Plan Area
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

	Description	Quantity	Unit	Unit Price	Total Cost	Percent Complete	Total Remaining Construction Budget
Hydro-Modification Basin No. 15							
Earthwork & Site Preparation							
1	Clearing and Grubbing	350,000	SF	$0.08	$28,742.00	0.00%	$28,742.00
2	Excavation	20,000	CY	$10.00	$199,962.20	0.00%	$199,962.20
3	Basin Finish Grading	304,000	SF	$0.66	$199,715.84	0.00%	$199,715.84
Drainage Improvements							
4	36-inch RCP CL-IV Storm Drainage Pipeline	211	LF	$283.86	$59,894.05	0.00%	$59,894.05
5	36-inch Storm Drain Outfall Structure, Std. Dwg. SD-20	1	EA	$26,376.43	$26,376.43	0.00%	$26,376.43
6	Detention Basin Outlet Control Structure - Large	1	EA	$578,505.63	$578,505.63	0.00%	$578,505.63
Detention Basin Improvements							
7	12-ft. Wide Concrete Access Ramp, Std. Dwg. SD-23	2,100	SF	$13.19	$27,700.10	0.00%	$27,700.10
8	Spillway, 6" Concrete w/#4 Bars 12" O.C. Each Way	1,400	SF	$13.19	$18,466.74	0.00%	$18,466.74
9	20-ft. Wide A-6 Driveway, Std. Dwg. RD-02	1	EA	$7,912.93	$7,912.93	0.00%	$7,912.93
10	Rock Rip Rap	150	CY	$65.94	$9,891.35	0.00%	$9,891.35
11	12-ft. Wide Basin Perimeter Road - 3" AC /7.5" AB	23,240	SF	$5.28	$122,619.12	0.00%	$122,619.12
Landscape Improvements							
12	Detention Basin Planting (Hydro-Seeding)	80,000	SF	$0.07	$5,748.40	0.00%	$5,748.40
13	Construction Area Seeding (Hydro-Seeding)	198,000	SF	$0.07	$14,227.29	0.00%	$14,227.29
14	Erosion Control (Construction SWPPP)	350,000	SF	$0.27	$93,411.50	0.00%	$93,411.50
	Total Construction Cost				**$1,393,174.00**		**$1,393,174.00**



Hydro-Modification Basin #15
& Detention Basin #4
Storm Drainage Master Plan

Folsom Plan Area

City of Folsom, Scale" 1"=40' — *California July 2023*

Economic & Planning Systems, Inc.
The Economics of Land Use

Appendix I:

Sanitary Sewer Construction Cost Estimates

FOLSOM PLAN AREA
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

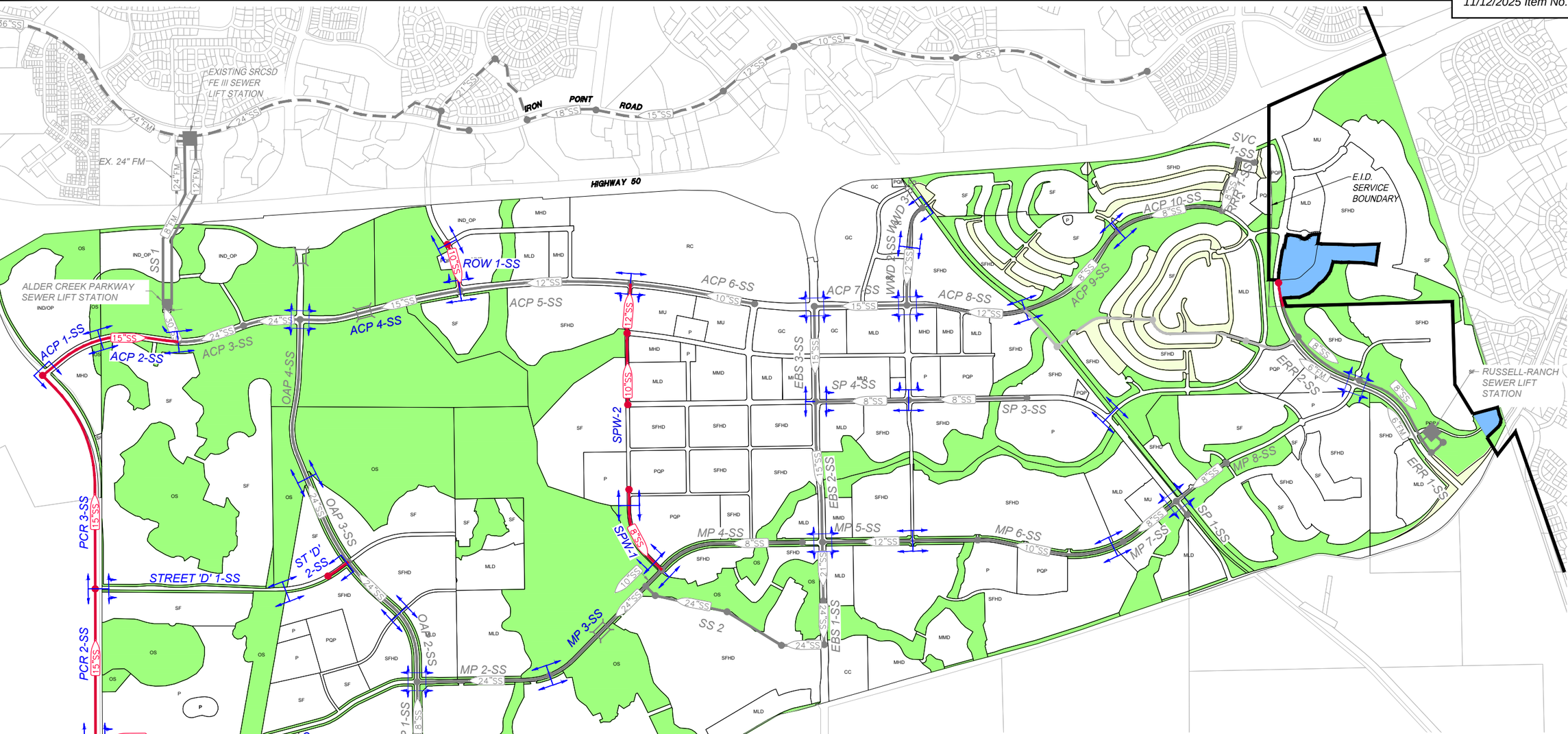
Item	Total Remaining Construction Budget
Sanitary Sewer Pipelines Summary	
Alder Creek Parkway	$1,261,055
Rowberry Drive	$302,508
Mangini Parkway	$360,895
Prairie City Road	$4,125,303
Empire Ranch Road	$89,331
Haven Parkway	$171,515
Sierra Parkway	$1,198,394
Sewer Odor Control System	$493,252
Subtotal Sanitary Sewer Pipelines	$8,002,253
Sanitary Sewer Pump Stations & Force Mains	
Alder Creek Sewer Lift Station - Phase 2	$180,859
Subtotal Pump Stations & Force Mains	$180,859
Total Sanitary Sewer System	**$8,183,112**

FOLSOM PLAN AREA
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Section	Description	Pipe Size (in.)	Qty.	Unit	Unit Cost	Const. Costs	Percent Complete	Soft Costs (15%)	Contingency (20%)	Total Remaining Construction Budget
Sanitary Sewer System										
Alder Creek Parkway										
ACP 1-SS	Alder Creek Parkway (Sta 379+00 to Sta 389+00)	15	1,000	LF	$438.55	$438,551.60	0.00%	$65,782.74	$87,710.32	$592,044.65
ACP 2-SS	Alder Creek Parkway (Sta 389+00 to Sta 400+30)	15	1,130	LF	$438.55	$495,563.30	0.00%	$74,334.50	$99,112.66	$669,010.46
Rowberry Drive										
ROW 1-SS	Rowberry Drive (Sta 100+60 to Sta 107+50)	10	700	LF	$320.11	$224,079.82	0.00%	$33,611.97	$44,815.96	$302,507.75
Mangini Parkway										
MP 1-SS	Mangini Parkway (Sta 100+60 to Sta 150+20)	8	1,010	LF	$264.68	$267,329.86	0.00%	$40,099.48	$53,465.97	$360,895.30
Prairie City Road										
PCR 1-SS	Prairie City Road (Sta 98+50 to Sta 121+80)	12	1640	LF	$400.55	$656,902.93	0.00%	$98,535.44	$131,380.59	$886,818.95
PCR 2-SS	Prairie City Road (Sta 121+80 to Sta 143+40)	15	2170	LF	$438.55	$951,656.96	0.00%	$142,748.54	$190,331.39	$1,284,736.90
PCR 3-SS	Prairie City Road (Sta 143+40 to Sta 176+30)	15	3300	LF	$438.55	$1,447,220.26	0.00%	$217,083.04	$289,444.05	$1,953,747.36
Empire Ranch Road										
ERR-3	Empire Ranch Road (Sta145+80 to Sta 148+30)	8	250	LF	$264.68	$66,170.76	0.00%	$9,925.61	$13,234.15	$89,330.52
Haven Parkway										
HP 2-SS	Haven Parkway (Sta 127+00 to Sta 137+00)	8	480	LF	$264.68	$127,047.85	0.00%	$19,057.18	$25,409.57	$171,514.60
Sierra Parkway										
SPW-SS-1	Sierra Parkway (Sta 10+00 to Sta 21+00)	8	1,045	LF	$264.68	$276,593.76	0.00%	$41,489.06	$55,318.75	$373,401.58
SPW-SS-2	Sierra Parkway (Sta 21+00 to Sta 52+90)	8	560	LF	$264.68	$148,222.49	0.00%	$22,233.37	$29,644.50	$200,100.37
SPW-SS-2	Sierra Parkway (Sta 21+00 to Sta 52+90)	10	470	LF	$320.11	$150,453.59	0.00%	$22,568.04	$30,090.72	$203,112.35
SPW-SS-2	Sierra Parkway (Sta 21+00 to Sta 52+90)	12	780	LF	$400.55	$312,429.44	0.00%	$46,864.42	$62,485.89	$421,779.74

FOLSOM PLAN AREA
Backbone Infrastructure
2025 Remaining Work
Construction Cost Estimate

Section	Description	Pipe Size (in.)	Qty.	Unit	Unit Cost	Const. Costs	Percent Complete	Soft Costs (15%)	Contingency (20%)	Total Remaining Construction Budget
Sanitary Sewer System (Continued)										
Sewer Odor Control System										
MP 2	Deep Sewer Odor Control System	-	1	EA	$365,371.98	$365,371.98	0.00%	$54,805.80	$73,074.40	$493,252.17
		Total Sanitary Sewer Pipelines								**$8,002,252.70**
Alder Creek Sanitary Sewer Lift Station - Phase 2										
	Piping Valves, Fittings & Appurtenances	-	1	LS	$12,179.06	$12,179.06	0.00%	$1,826.86	$2,435.81	$16,441.74
	Major Equipment	-	1	LS	$103,522.06	$103,522.06	0.00%	$15,528.31	$20,704.41	$139,754.79
	Major Electrical	-	1	LS	$18,268.60	$18,268.60	0.00%	$2,740.29	$3,653.72	$24,662.61
		Total Alder Creek Sanitary Sewer Lift Station - Phase 2								**$180,859.13**
		Total Sanitary Sewer System								**$8,183,111.84**



LEGEND

- Constructed Sewer
- 12"FM — Constructed Force Main
- 8"SS — Constructed Sewer
- 6"FM — Proposed Force Main
- 8"SS — Proposed Sewer
- Pump Station
- Manhole
- E.I.D. Service Area Boundary
- Segment Break Marker
- E.I.D. SERVICE AREA THAT FLOWS TO CITY OF FOLSOM

N O R T H

Folsom Plan Area

Public Facilities Finance Plan

Backbone Infrastructure Sanitary Sewer Exhibit

MACKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS
1025 Creekside Ridge Drive, Suite 150, Roseville, CA 95678 (916) 773-1189

May 2025

7919-00

SANITARY SEWER SYSTEM

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CITY OF
FOLSOM
DISTINCTIVE BY NATURE

Folsom City Council
Staff Report

MEETING DATE:	11/12/2025
AGENDA SECTION:	New Business
SUBJECT:	Folsom Kids Play Park – Play Structure Replacement Project (PK2501) i. Resolution No. 11497 - A Resolution Approving the Name of Castle Park, Formerly Known as Folsom Kids Play Park ii. Resolution No. 11498 - A Resolution Authorizing the City Manager to Execute a Sole Source Procurement from Leathers & Associates for Materials for the Folsom Kids Play Park – Play Structure Replacement Project (PK2501) Community-Build for a Not-to-Exceed Amount of $110,870 from the Parks & Recreation Equipment/Capital Fund (Fund 609) iii. Resolution No. 11499 - A Resolution Authorizing the City Manager to Execute a Sole Source Procurement from Playground Plastics for Materials for the Folsom Kids Play Park – Play Structure Replacement Project (PK2501) Community-Build for a Not-to-Exceed Amount of $322,594 from the Parks & Recreation Equipment/Capital Fund (Fund 609)
FROM:	Parks and Recreation Department

RECOMMENDATION / COUNCIL ACTION

The Parks & Recreation Department recommends that the City Council pass and adopt the following resolutions:

Folsom Kids Play Park – Play Structure Replacement Project (PK2501)

i. Resolution No. 11497 - A Resolution Approving the Name of Castle Park, Formerly Known as Folsom Kids Play Park

ii. Resolution No. 11498 - A Resolution Authorizing the City Manager to Execute a Sole Source Procurement from Leathers & Associates for Materials for the Folsom Kids Play Park – Play Structure Replacement Project (PK2501) Community-Build for a Not-to-Exceed Amount of $110,870 from the Parks & Recreation Equipment/Capital Fund (Fund 609)

iii. Resolution No. 11499 - A Resolution Authorizing the City Manager to Execute a Sole Source Procurement from Playground Plastics for Materials for the Folsom Kids Play Park – Play Structure Replacement Project (PK2501) Community-Build for a Not-to-Exceed Amount of $322,594 from the Parks & Recreation Equipment/Capital Fund (Fund 609)

BACKGROUND

Folsom Kids Play Park is located at 201 Prewett Drive, south of Oak Chan Elementary School in the Willow Creek Estates South neighborhood. The park is 2.1 acres and is home to a beloved castle-themed wooden playground designed by Robert Leathers and built by the community in 1996. The park was named after the community-led group that organized and led its initial construction, known as “Folsom Kids Play”.

The wooden play structures are almost 30 years old and have reached the end of their useful life. With replacement parts no longer available, the City has decided to completely replace the wooden play structures while staying within the original 13,000 square foot footprint.

The Folsom Kids Play Park - Play Structure Replacement Project includes community engagement, the creation of a new custom playground design, preparation of construction documents and specifications for the site improvements, and the construction phase. The construction phase includes site work such as pavement replacement, a new subsurface drainage system under the play structures, and a donor brick wall. The project includes a community-build of the new play structure.

POLICY / RULE

The Park Naming Policy, as adopted by Resolution No. 10696 – A Resolution to Rescind and Replace Resolution No. 5177 and Resolution No. 3951 to Create a New Park and Facility Naming Policy.

In accordance with Chapter 2.36.120 of the Folsom Municipal Code, contracts for supplies, equipment, services, and construction with an estimated value of $75,049 or greater shall be awarded by the City Council.

ANALYSIS

Renaming the Park

Although the park's official name is Folsom Kids Play Park, for years, the community has affectionately called it "Castle Park," a nod to its iconic wooden castle-themed playground.

As part of the design process, two community workshops were held in June and July of this year, providing residents with the opportunity to share their ideas, priorities, and feedback on the future of the playground. During these workshops, participants were also invited to weigh in on the park's name and consider whether it should be formally renamed "Folsom Castle Park." Feedback was overwhelmingly supportive of the change, with a strong community consensus to officially adopt the name "Folsom Castle Park."

Staff brought the recommendation to rename the park "Folsom Castle Park" to the Parks & Recreation Commission on October 7, 2025. At that meeting, a community member requested that the name be changed to simply "Castle Park." A motion was made to change the recommendation from "Folsom Castle Park" to "Castle Park" and to forward the recommendation on to City Council for approval. The motion was passed unanimously.

Changing the name to "Castle Park" will align with the community's long-standing nickname, honor its history, and celebrate its future. This moment offers an opportunity to reinvigorate community pride and strengthen the sense of ownership residents feel for this beloved destination, ensuring the park continues to be a source of connection and identity for generations to come.

Purchase of Play Structure Materials

The final play structure design was approved by city staff on October 7, 2025. Upon notification of the final design approval, the play structure designer, Leathers & Associates (L&A), sent the final materials list for the city to begin the material procurement process. Of that final materials list, there are specifically identified materials that will be sole-sourced with L&A and Playground Plastics.

A. Sole Source with Leathers & Associates

The playground equipment items that must be purchased directly through L&A as a sole source procurement are due to the proprietary nature of the design and fabrication process. These playground equipment items—such as custom slides, inclusive swing components, activity panels, and climbing structures—are manufactured exclusively for L&A by their designated production partners. The equipment is designed to integrate seamlessly with the custom play structures and layout developed by L&A. Substituting alternate components from other manufacturers would compromise the structural compatibility, safety compliance, and aesthetic consistency of the final playground build.

Purchasing directly through L&A ensures that all equipment meets the precise specifications established in the approved design drawings, maintains warranty eligibility, and complies with national playground safety and accessibility standards, including those established by the American Society for Testing Materials (ASTM) , the Consumer Product Safety Commission (CPSC), and the American with Disabilities Act (ADA). Leathers & Associates' quote for these materials is $100,790.87 (**Attachment 4**). Staff recommend including a 10% contingency to account for any increases in freight from

when the quote was received to when the materials are ordered for a total not-to-exceed cost of $110,870.

B. Sole Source with Playground Plastics

The purchase of materials and hardware from Playground Plastics is required as a sole source procurement to maintain compatibility with the final playground design prepared by L&A. The design specifies proprietary structural plastic lumber (PolyForce and TanDeck), ADA rail components, color-core pickets, and specialized fasteners that are custom-manufactured and supplied exclusively by Playground Plastics.

While there are many different types of plastics out there, few are considered to have structural integrity. For the use on playgrounds and in the manner in which Leathers & Associates playgrounds are designed and built, Playground Plastics is currently the only vendor with a product that meets the structural specifications required. Playground Plastics' product has an external layer that encases the core and is comprised of the highest quality resins, pigments and UV-resistant additives, creating a durable, superior external finish with no compromises to beauty. It requires no waterproofing, staining or painting.

Because Playground Plastics' components are designed to meet Leather & Associates' exact structural, color, and safety standards integral to the final playground design, alternate products would be incompatible, potentially compromising both the aesthetic intent and ASTM/CPSC safety compliance. Substitutions would compromise fit, appearance, and performance, and may void the designer's warranty.

For these reasons, sole sourcing through Playground Plastics is necessary to maintain design integrity, ensure safety compliance, and meet the construction schedule for the Folsom Kids Play Park – Play Structure Replacement Project. Playground Plastics' quote for these materials is $293,266.49 (**Attachment 5**). Staff recommend including a 10% contingency to account for any increase in freight from when the quote was received to when the materials are ordered for a total not-to-exceed cost of $322,594.

C. Budget

The total cost of the park is estimated at $1,067,230. The cost of the project is funded by three sources: Parks & Recreation Equipment/Capital Fund (Fund 609), Measure A Fund (Fund 276), and In-kind services and donations.

Castle Park Estimated Costs		
Parks & Recreation Equipment/Capital Fund (Fund 609)	$	778,688
Measure A Fund (Fund 276)	$	135,000
In-Kind Services and Donations	$	153,542
	$	**1,067,230**

The portion of the project being charged to Measure A includes ADA, and bike and pedestrian trailway system improvements. A future resolution will accompany the site work contract and request appropriation of Measure A Funds (Fund 276) for that portion of work.

The current project budget detail is summarized as follows:

Materials & Services by Funding Source			
Funding Source	**Item**	**Cost**	**Notes**
Parks & Recreation Equipment/Capital Fund (Fund 609)	Site Design & Engineering	$164,835	Playground design, sitework design, topo survey
	Play Structure Materials Sole Sourced from Leathers	$110,870	Components: slides, swings
	Play Structure Materials Sole Sourced from Playground Plastics	$322,594	Composite lumber, hardware
	Site/Landscape Materials	$7,576	Sand, Concrete for Footings, Geotextile fabric
	Additional Site Work	$23,000	Subsurface drainage, donor brick wall, misc. electrical
	Safety surfacing	$66,750	Engineered wood fiber
	Subtotal	**$695,625**	
	Contingency	**$83,063**	
	Total (Fund 609)	**$778,688**	
Measure A Fund (Fund 276)	Concrete Pavement	$135,000	ADA Requirement
	Total (Fund 276)	**$135,000**	
Materials & Services Provided by Others			
Parks & Recreation	In-House Resources & Surplus Site Furnishing	$43,000	Benches, drinking fountain, trash receptacles
Folsom Rotary/CSD	Demolition	$20,000	
Public Works/Solid Waste	Waste & Recycling Services During Demo	$20,527	
Folsom Kids Play - For Generations, Inc.	Agreed Upon Items	$70,015	Poured in place resilient surfacing, concrete containment curb
	Total In-Kind	**$153,542**	
	Project Total	**$ 1,067,230**	

FINANCIAL IMPACT

The Folsom Kids Play Park – Play Structure Replacement Project (PK2501) is included in the Fiscal Year 2025-26 Capital Improvement Plan with a project budget of $800,000 in the Parks & Recreation Equipment/Capital Fund (Fund 609).

Sufficient funds are budgeted and available for these costs in the Parks & Recreation Equipment/Capital Fund (Fund 609).

A future resolution will accompany the site work contract and request appropriation of Measure A Funds (Fund 276) for that portion of work.

ENVIRONMENTAL REVIEW

Per California Environmental Quality Act (CEQA) guidelines, replacing an existing playground is exempt from environmental review since the project involves minor alterations to an existing public facility with negligible or no expansion of use.

ATTACHMENTS

1. Resolution No. 11497 - A Resolution Approving the Name of Castle Park, Formerly Known as Folsom Kids Play Park

2. Resolution No. 11498 - A Resolution Authorizing the City Manager to Execute a Sole Source Procurement from Leathers & Associates for Materials for the Folsom Kids Play Park – Play Structure Replacement Project (PK2501) Community-Build for a Not-to-Exceed Amount of $110,870 from the Parks & Recreation Equipment/Capital Fund (Fund 609)

3. Resolution No. 11499 - A Resolution Authorizing the City Manager to Execute a Sole Source Procurement from Playground Plastics for Materials for the Folsom Kids Play Park – Play Structure Replacement Project (PK2501) Community-Build for a Not-to-Exceed Amount of $322,594 from the Parks & Recreation Equipment/Capital Fund (Fund 609)

4. Leathers & Associates Cost Estimate

5. Playground Plastics Cost Estimate

Respectfully Submitted,

Kelly Gonzalez, Parks & Recreation Director

Attachment 1

RESOLUTION NO. 11497

A RESOLUTION APPROVING THE NAME OF CASTLE PARK, FORMERLY KNOWN AS FOLSOM KIDS PLAY PARK

WHEREAS, Folsom Kids Play Park was originally named after the community-led group Folsom Kids Play, that organized and led its initial construction in 1996; and

WHEREAS, the community has for years affectionately called it "Castle Park," a nod to its iconic wooden castle-themed playground; and

WHEREAS, Resolution No. 10696 created a new policy for how parks and facilities are to be named; and

WHEREAS, the Parks & Recreation Department held two community outreach workshops in June and July 2025 and participants were invited to weigh in on the park's name; and

WHEREAS, the feedback from these workshops was overwhelmingly supportive of the change, with a strong community consensus to officially adopt the name "Folsom Castle Park"; and

WHEREAS, the recommendation was brought to the Parks & Recreation Commission on October 7, and the motion was unanimously passed to change the recommendation to "Castle Park" and forward the recommendation on to the City Council for approval; and

WHEREAS, renaming the park to "Castle Park" will align with the community's long-standing nickname, honor its history, and celebrate its future while fostering renewed pride, ownership, and connection for generations to come:

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom hereby approves the name of Folsom Kids Play Park to Castle Park.

PASSED AND ADOPTED this 12th day of November 2025, by the following roll-call vote:

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

_____
Sarah Aquino, MAYOR

ATTEST:

_____
Christa Freemantle, CITY CLERK

Attachment 2

RESOLUTION NO. 11498

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A SOLE SOURCE PROCUREMENT FROM LEATHERS & ASSOCIATES FOR MATERIALS FOR THE FOLSOM KIDS PLAY PARK – PLAY STRUCTURE REPLACEMENT PROJECT (PK2501) COMMUNITY-BUILD FOR A NOT-TO-EXCEED AMOUNT OF $110,870 FROM THE PARKS & RECREATION EQUIPMENT/CAPITAL FUND (FUND 609)

WHEREAS, the playground equipment items purchased would be proprietary, such as custom slides, inclusive swing components, activity panels, and climbing structures; and

WHEREAS, purchasing directly through Leathers & Associates ensures that all equipment meets the precise specifications established in the approved design drawings, maintains warranty eligibility, and complies with national playground safety and accessibility standards (ASTM, CPSC, and ADA); and

WHEREAS, the procurement would be authorized for a total not-to-exceed cost of $110,870 from the Parks & Recreation Equipment/Capital Fund (Fund 609); and

WHEREAS, sufficient funds are budgeted and available for these costs in the Parks & Recreation Equipment/Capital Fund (Fund 609):

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom authorizes the City Manager to Execute a Sole Source Procurement from Leathers & Associates for Materials for the Folsom Kids Play Park – Play Structure Replacement Project (PK2501) Community-Build for a Not-to-Exceed Amount of $110,870 from the Parks & Recreation Equipment/Capital Fund (Fund 609).

PASSED AND ADOPTED this 12th day of November 2025, by the following roll-call vote:

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

_____
Sarah Aquino, MAYOR

ATTEST:

_____
Christa Freemantle, CITY CLERK

Attachment 3

RESOLUTION NO. 11499

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A SOLE SOURCE PROCUREMENT FROM PLAYGROUND PLASTICS FOR MATERIALS FOR THE FOLSOM KIDS PLAY PARK – PLAY STRUCTURE REPLACEMENT PROJECT (PK2501) COMMUNITY-BUILD FOR A NOT-TO-EXCEED AMOUNT OF $322,594 FROM THE PARKS & RECREATION EQUIPMENT/CAPITAL FUND (FUND 609)

WHEREAS, the design specifies proprietary structural plastic lumber (PolyForce and TanDeck), ADA rail components, color-core pickets, and specialized fasteners that are custom-manufactured and supplied exclusively by Playground Plastics; and

WHEREAS, these materials are engineered to meet the dimensional, structural, and color requirements of the approved design and are essential to ensuring safety compliance and design integrity; and

WHEREAS, any substitutions would compromise fit, appearance, and performance, and may void the designer's warranty; and

WHEREAS, the procurement would be authorized for a total not-to-exceed cost of $322,594 from the Parks & Recreation Equipment/Capital Fund (Fund 609); and

WHEREAS, sufficient funds are budgeted and available for these costs in the Parks & Recreation Equipment/Capital Fund (Fund 609):

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom authorizes the City Manager to Execute a Sole Source Procurement from Playground Plastics for Materials for the Folsom Kids Play Park – Play Structure Replacement Project (PK2501) Community-Build for a Not-to-Exceed Amount of $322,594 from the Parks & Recreation Equipment/Capital Fund (Fund 609).

PASSED AND ADOPTED this 12th day of November, 2025, by the following roll-call vote:

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

_____
Sarah Aquino, MAYOR

ATTEST:

_____
Christa Freemantle, CITY CLERK

Attachment 4

Playgrounds by LEATHERS
Dream. Build. Play!

PO Box 3364
Jupiter, FL 33469-9998

Leathers Factory Direct Equipment - ESTIMATE

The following items must be purchased through our office, as we work directly with a manufacturer to supply the appropriate equipment. No substitutions are allowed. We will send you an invoice for the equipment and place the order for you with enough lead time to allow for delivery prior to construction. In order to ensure that delivery is made in time for construction, payment must be made by the date stated on the invoice. Prices are subject to change. We will send an invoice approximately 16 weeks before your construction is scheduled.

Group: A **Items:** 29 Estimate **FDE** .1225-2371.617

Folsom, CA #5895.1225 | 10/16/2025 | Rep: Chris

Shipping Estimate:	$ 38,897.86

Due to todays shipping volatility, shipping estimates will be requoted at time of delivery.

Bill To: Hannah Perez
City of Folsom
50 Natoma Street
Folsom
CA 95630

Ship To: Hannah Perez
916-461-6634
Folsom Kids' Castle Park
201 Prewett Dr
Folsom
CA 95630

Group	Category	Item #	Description	Color	Qty	Unit Price	Line Total	Notes
A	Play Equipment	524RJSP-1801-002	steering wheels	Green	1	$121.65	$121.65	
A	Overheads	830MKDS-1901-001	Horizontal Ladder Full-Diag	Green	1	$1,988.65	$1,988.65	
A	Overheads	830MKDS-1901-004	Ring Trek Full-Diag	Green	2	$1,948.35	$3,896.70	
A	Overheads	830MKDS-1901-008	Horizontal Ladder-Half-Diag	Green	1	$1,737.55	$1,737.55	
A	Swing parts	860MSRP-2301-002	5" Swing - 2 Bay	Green	2	$9,044.00	$18,088.00	
A	Swing parts	860MSRP-2301-006	5" Tire Swing - 1 Bay	Green	1	$5,826.73	$5,826.73	
A	Swing parts	860VJSP-1900-004	Wood beam swing hangers		4	$20.93	$83.70	
A	Swing parts	860VJSP-1900-005	360 tot bucket swing seat	Green	2	$144.90	$289.80	
A	Swing parts	860VJSP-1900-006	Strap swing seat	Green	2	$58.43	$116.85	
A	Swing parts	860MSRP-2101-011	Small 2-5 Inclusive swing seat	Gr w/T Harn	1	$978.46	$978.46	
A	Swing parts	860VJSP-1900-007	Plastic molded tire swing seat	Green	1	$211.50	$211.50	
A	Swing parts	860VJSP-1900-001	H-Shackle Double clevis		6	$15.23	$91.35	
A	Swing parts	860VJSP-1900-002	Shackle w/Bolt		71	$7.35	$521.85	
A	Swing parts	860VJSP-1900-003	Allen wrench for shackles		2	$5.34	$10.68	
A	Slides	850VSRP-2101-002	Slide Foot - SPI0117		1	$143.85	$143.85	
A	Slides	850MSRP-2101-004	Slide Foot Hardware - SPI0120		1	$17.96	$17.96	
A	Slides	850MSRP-2201-008	Deck Mounting Kit - SPI0129		1	$79.80	$79.80	
A	Slides	850VSRP-2301-015	4' straight double	Green	1	$985.95	$985.95	
A	Slides	850MRTS-1801-019	3' straight tube	Green 2900	1	$3,877.25	$3,877.25	
A	Slides	850MRTS-1801-020	5' straight tube	Green 2900	1	$4,093.80	$4,093.80	
A	Slides	850MRTS-1902-022	5' turn-left tube	Green 2900	1	$5,591.89	$5,591.89	
A	Slides	850MRTS-1802-017	6' veer-right spiral tube	Green 2900	1	$6,734.08	$6,734.08	
A	Play Equipment	524VJSP-1801-001	Climbing rock holds 12/set	Green	5	$52.08	$260.40	
A	Activity Panels	662MFHR-1901-001	31.5"x23.5" Cat, Dog,and Rabbit Touch Panel		1	$168.00	$168.00	
A	Activity Panels	662MFHR-1901-006	31.5"x23.5" Clockworks Panel		1	$905.27	$905.27	
A	Activity Panels	662MFHR-1901-008	31.5"x23.5" Ball Maze Panel		1	$480.11	$480.11	
A	Activity Panels	622MFHR-2500-025	Sensory Fidget Totem		1	$0.00	$0.00	
A	Activity Panels	622MFHR-2500-026	Inclusive Communication Totem		1	$0.00	$0.00	
A	Steping Forms	815MSRP-2101-001	Mushroom step 11.5" 18" dia	red/green	3	$709.80	$2,129.40	
				Tax:	7.75%	$58,994.69	$4,572.09	

Notes: ALL prices quoted do not include sales tax, customs, fees or duties. These may be billed separately.	**Group Total:**	**$61,893.01**
	Freight Cost:	**$38,897.86**
	Total:	**$100,790.87**

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Leathers Associates, Inc.
PO Box 3364
Jupiter, FL 33469-9998

Thank You!

Attachment 5

playground plastics
1471 W 110th St.
Cleveland, OH 44102

Name/Address
City of Folsom 50 Natoma St Folsom, CA 95630 Hanna Perez 916-461-6634

Date	Estimate No.	Project
10/23/25	1744	

Item	Description	Quantity	Cost	Total
PF HW 2x10x14'	Tudor Brown	54	179.08796	9,670.75
PF HW 2x8x14'	Tudor Brown	53	142.40943	7,547.70
PF HW 2x6x14'	Tudor Brown	668	94.1934	62,921.19
PF HW 2x6x14'	Cedar	42	94.19333	3,956.12
PF HW 2x6x14'	Turf Green	9	94.19333	847.74
PF HW 2x6x14'	Cedar	3	94.19333	282.58
PF HW 2x6x14'	Red	13	94.19308	1,224.51
PF Max 2x6x14'	Tudor Brown	124	111.06903	13,772.56
PF HW 2x4x14'	Tudor Brown	349	62.6808	21,875.60
PF HW 2x4x14'	Cedar	178	62.68079	11,157.18
PF HW 2x4x14'	Turf Green	8	62.68125	501.45
PF 1x6x16' no emboss	Turf Green	95	67.30558	6,394.03
PF 1x6x16' no emboss	Tropical LIme Green	6	67.305	403.83
PF Plus 6x6x19'	Tudor Brown with black core and rebar	12	392.85	4,714.20
PF Plus 6x6x18'	Tudor Brown with black core and rebar	1	372.17	372.17
PF Plus 6x6x17'	Tudor Brown with black core and rebar	4	351.4975	1,405.99
PF Plus 6x6x16'	Tudor Brown with black core and rebar	6	330.82	1,984.92
PF Plus 6x6x15'	Tudor Brown with black core and rebar	10	310.145	3,101.45
PF Plus 6x6x14'	Tudor Brown with black core and rebar	8	289.46875	2,315.75
PF Plus 6x6x13'	Tudor Brown with black core and rebar	7	268.79143	1,881.54
PF Plus 6x6x12'	Tudor Brown with black core and rebar	30	248.11567	7,443.47
PF 6x6x10'	Tudor Brown with black core	21	192.49524	4,042.40
PF 6x6x9'	Tudor Brown with black core	15	173.24533	2,598.68
PF 6x6x8'	Tudor Brown with black core	7	153.99571	1,077.97
			Total	

playground plastics
1471 W 110th St.
Cleveland, OH 44102

Name/Address
City of Folsom 50 Natoma St Folsom, CA 95630 Hanna Perez 916-461-6634

Date	Estimate No.	Project
10/23/25	1744	

Item	Description	Quantity	Cost	Total
PF 6x6x7'	Tudor Brown with black core	7	134.74714	943.23
PF 6x6x5'	Tudor Brown with black core	7	96.24714	673.73
PF 6x6x4'	Tudor Brown with black core	7	76.99857	538.99
PF Plus 4x4x9'	Tudor Brown with black core and rebar	106	83.68925	8,871.06
PF 2x2x4'	Cedar	894	7.42919	6,641.70
PT 5/4x4x57 color core picket	PT 5/4x4x57 cedar with green core	961	10.209	9,810.85
picket routing 100+	Routing of names in playground fence pickets. cost is per picket.	924	6.00	5,544.00
PT 2x8x14' ADA Rail TG	ADA Rails Cedar	13	113.49231	1,475.40
PT Grab handle	Cedar	8	25.00	200.00
PF 1x6x16' em as	Cedar	489	67.3056	32,912.44
PF 1x6x65.875" em as	Ramp Boards Cedar	64	23.13625	1,480.72
Moisture Shied 2x6x16' unit	Bridle Vantage Collection unit price 48 pieces 2602 unit CWT	1	2,869.15	2,869.15
Moisture Shield 2x6x16' single	Bridle Vantage Collection 55 lbs per board	16	86.19	1,379.04
Fire Pole	fire pole		700.00	700.00
freight	F.O.B. Origin freight quotes are good for one week must requote at time of delivery.		21,000.00	21,000.00
			Total	$266,534.09

playground plastics
1471 W 110th St.
Cleveland, OH 44102

Name/Address
City of Folsom 50 Natoma St Folsom, CA 95630 Hanna Perez 916-461-6634

Date	Estimate No.	Project
10/23/25	1761	

Item	Description	Quantity	Cost	Total
Stainless Steel phone screen	3x3 stainless steel phone screen	2	3.80	7.60
Aluminum Post Caps 6"	Aluminum Post Cap powder coated green 6"	153	15.00	2,295.00
Aluminum Post Caps 4"	Aluminum post caps powder coated green 4"	93	8.75	813.75
Fire Pole	fire pole	1	700.00	700.00
Playground sign set	2 signs: L&A, 2-12	1	150.00	150.00
Warning sticker set	Strangulation (5), hot surface (5), hard surface (5), tot seat (2)	1	102.00	102.00
Conveyor belt 3 ply RT 22"x20	rough top coveyorbelt material 22" x 20'	1	415.80	415.80
Conveyor belt bumper 3' x 16"	conveyor belt bumber 3' x 16"	8	28.80	230.40
Conveyor belt 3 ply RT 18"x 8'	Rough Top Rubber Conveyor Belt Material 18"x8'	2	112.32	224.64
Playdale Team Swing		1	2,457.16	2,457.16
PPF 1401-001	Cargo Net 6'8" 5 level diff	1	1,202.40	1,202.40
PPF Triangle Net	Triangle net 3/8" 6-3	1	705.60	705.60
PPF 1401-007	Square Net Half Diagonal One Deck	3	723.60	2,170.80
PPF 1401-014	Cable Bridge	1	356.40	356.40
freight	F.O.B. Origin freight quotes are good for one week must requote at time of delivery.		1,100.00	1,100.00
			Total	$12,931.55

playground plastics
1471 W 110th St.
Cleveland, OH 44102

Name/Address
City of Folsom 50 Natoma St Folsom, CA 95630 Hanna Perez 916-461-6634

Date	Estimate No.	Project
10/23/25	1762	

Item	Description	Quantity	Cost	Total
Pan head torx #8x1	Pan head torx #8x1	536	0.30	160.80
Structural Screw 5/16"x6"	Structural Screw 5/16"x6' T40 washer head 250 per bucket 0366249	2	344.12	688.24
Structural Screw 5/16"x5"	Structural Screw 5/16"x5" T40 washer head 250 per bucket 0366229	10	270.52	2,705.20
Structural Screw 1/4x6 single		27	0.95	25.65
Structural Screw 1/4x5 single		29	0.82517	23.93
Structural Screw 1/4x4 single	single	5	0.726	3.63
Structural Screw 1/4x3.5 single	single	218	0.65	141.70
Camo 3.5"	3.5" x #10 Bugle head star drive tan 1350 count pail	6	136.81833	820.91
Camo 3"	3" x #9 Bugle head star drive tan 1750 count pail	5	118.156	590.78
Camo 2.5"	2.5" x #9 Bugle head star drive tan 1750 count bucket	14	94.14714	1,318.06
Camo 2"	2" x #8 Bugle head star drive tan 1750 count bucket	4	70.185	280.74
Carriage Bolt HDG 3/8 x 6	Carriage Bolt HDG 3/8 x 6	3	1.59667	4.79
Carriage Bolt HDG 3/8 x 4 1/2	Carriage Bolt HDG 3/8 x 4 1/2	39	1.15513	45.05
			Total	

playground plastics
1471 W 110th St.
Cleveland, OH 44102

Name/Address
City of Folsom 50 Natoma St Folsom, CA 95630 Hanna Perez 916-461-6634

Date	Estimate No.	Project
10/23/25	1762	

Item	Description	Quantity	Cost	Total
Carriage Bolt HDG 3/8 x 3	Carriage Bolt HDG 3/8 x 3	15	0.81933	12.29
Carriage Bolt HDG 5/8 x 6	Carriage Bolt HDG 5/8 x 6 for steering wheel	1	5.33	5.33
Machine Bolt HDG 3/8 x 6	Machine Bolt HDG 3/8 x6	5	1.66	8.30
Machine Bolt HDG 1/4 x 2 1/2	Machine Bolt HDG 1/4 x 2 1/2	72	0.29403	21.17
Nuts HDG 5/8	Nuts HDG 5/8	29	0.79793	23.14
Nuts HDG 3/8	Nuts HDG 3/8	101	0.21	21.21
Nuts HDG 1/2	Nuts HDG 1/2	69	0.37797	26.08
Nuts HDG 1/4	Nuts HDG 1/4	863	0.084	72.49
Washers HDG 5/8	Washers HDG 5/8	66	1.38606	91.48
Washers HDG 3/8	Washers HDG 3/8	44	0.12591	5.54
Torque Washer 3/8		4	0.42	1.68
Washers HDG 1/2	Washers HDG 1/2	36	0.35694	12.85
Washers HDG 1/4	Washers HDG 1/4	488	0.06299	30.74
Threaded Rod 5/8"x36"	Threaded Rod 5/8"x36"	6	20.25	121.50
threaded rod 12" x3/8"	threaded rod 12" x3/8"	5	3.90	19.50
			Total	

playground plastics
1471 W 110th St.
Cleveland, OH 44102

Name/Address
City of Folsom 50 Natoma St Folsom, CA 95630 Hanna Perez 916-461-6634

Date	Estimate No.	Project
10/23/25	1762	

Item	Description	Quantity	Cost	Total
Eyebolt 1/2x8 HDG	1/2x8" eyebolt HDG	25	21.7352	543.38
Eyebolt 1/2x4 HDG	1/2"x4" eyebolt HDG	14	12.74	178.36
Eybolt 1/2x3 HDG	Eyebolt 1/2x3 HDG	4	10.50	42.00
chain 1/4" proof coil	1/4 proof coil chain zinc	20	1.684	33.68
4/0 (3/16th LL chain)	3/16 long Link	320	1.44	460.80
rubber hose	1" ID red rubber hose use for chain covers.	156	9.1875	1,433.25
drill bit 1/8" 3" long	drill bit 1/8" 3" long	78	0.84	65.52
drill bit 3/16 3" long	drill bit 3/16 3" long	4	1.18	4.72
6" long 3/16 drill bit	6" long 3/16 drill bit	3	3.58	10.74
drill bit 1/4" 3" long	drill bit 1/4" 3" long	20	1.58	31.60
drill bit 3/8" 3" long	drill bit 3/8" 3" long	5	4.72	23.60
spade bit 1/4"	spade bit 1/4"	8	3.06	24.48
spade bit 5/16"	spade bit 5/16"	10	3.24	32.40
spade bit 3/8"	spade bit 3/8"	8	3.30	26.40
Spade Bit 1/2"		10	3.48	34.80
spade bit 1"	spade bit 1"	10	4.80	48.00
			Total	

playground plastics
1471 W 110th St.
Cleveland, OH 44102

Name/Address
City of Folsom 50 Natoma St Folsom, CA 95630 Hanna Perez 916-461-6634

Date	Estimate No.	Project
10/23/25	1762	

Item	Description	Quantity	Cost	Total
spade bit 1 1/16"	spade bit 1 1/16"	2	5.10	10.20
spade bit 1 1/4"	spade bit 1 1/4"	2	5.70	11.40
spade bit 1 1/2"	spade bit 1 1/2"	1	6.54	6.54
auger bit 18" long 1/2"	auger bit 18" long 1/2"	1	10.86	10.86
Fortsner bit 1 3/4"	Fortsner bit 1 3/4"	1	18.00	18.00
depthstop for CS		13	7.84	101.92
countersink		50	20.32	1,016.00
router bit 3/8 roundover	router bit 3/8 roundover	9	29.80222	268.22
router bit 1/2" straight / dado	router bit 1/2 straight / dado	3	19.84	59.52
router bit 1/4 straight / dado	router bit 1/4 straight / dado	1	16.92	16.92
jig saw blade 4"	jig saw blade 4"	89	0.94	83.66
T20 Bit	T20 Driver bit	29	0.75	21.75
T25 Bit	T25 Driver bit	139	0.75	104.25
T30 torx bit	2 inch long T30 torx bit	6	1.00	6.00
t40 1/2" socket		6	5.25	31.50
saw blade 7 1/4"	saw blade 7 1/4" contractor	30	5.98	179.40
saw blade 12"	saw blade 12"	4	59.76	239.04
saw blade 10"	saw blade 10"	2	53.56	107.12
			Total	

playground plastics
1471 W 110th St.
Cleveland, OH 44102

Name/Address
City of Folsom 50 Natoma St Folsom, CA 95630 Hanna Perez 916-461-6634

Date	Estimate No.	Project
10/23/25	1762	

Item	Description	Quantity	Cost	Total
Treadlocker HD 10ml bottle	Treadlocker HD 10ml bottle	10	9.20	92.00
Flap Disc 40 grit	Flap Disc 40 grit	7	4.60	32.20
Cut Off Wheel	Cut Off Wheel	4	1.96	7.84
freight	F.O.B. Origin freight quotes are good for one week must requote at time of delivery.		1,100.00	1,100.00
			Total	$13,800.85

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CITY OF
FOLSOM
DISTINCTIVE BY NATURE

Folsom City Council
Staff Report

MEETING DATE:	11/12/2025
AGENDA SECTION:	New Business
SUBJECT:	Resolution No. 11506 – A Resolution of the City of Folsom Declaring its Intention to Modify the Assessment Rate of the Folsom Tourism Business Improvement District, Fixing the Time and Place of a Public Meeting and Public Hearing Thereon, and Giving Notice Thereof
FROM:	Finance Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff Recommends the City Council pass and adopt Resolution No. 11506 – A Resolution of the City of Folsom Declaring its Intention to Modify the Assessment Rate of the Folsom Tourism Business Improvement District, Fixing the Time and Place of a Public Meeting and Public Hearing Thereon, and Giving Notice Thereof

BACKGROUND / ISSUE

The City of Folsom established the FTBID in 2012 via the adoption of Resolution No. 9071, pursuant to the Parking and Business Improvement Area Law of 1989 (California Streets and Highway Code § 36500 et seq.) (the "89 Law") and Ordinance No. 1171 (which codified Folsom Municipal Code Chapter 3.100). The FTBID is a benefit assessment district that provides specific benefit directly *to the* Folsom *lodging* businesses that are assessed that is not provided to those not paying the assessment. The boundaries of the FTBID are the boundaries of the City of Folsom. Benefit assessment districts have been used successfully in Folsom as well as other destination areas throughout the state to improve tourism and drive additional room nights to assessed businesses. The FTBID includes all lodging businesses with twenty or more rooms, existing and in the future, within the boundaries of the City of Folsom.

Resolution No. 9071 established the FTBID with an assessment rate of 4% to be levied for a term of 20 years, commencing on January 1, 2013 and ending on December 13, 2032. Assessments are levied on lodging businesses on the basis of benefit.

Folsom Tourism and Economic Development Corporation (TEDCorp), serving as the Owners' Association for FTBID, has recommended to the lodging business owners to pursue modification of the FTBID in order to expand a revenue source devoted to marketing Folsom as a tourist, meeting, and event destination.

The 89 Law and Ordinance No. 1171 allow the Folsom City Council (Council) to modify the FTBID in accordance with Section 36540 of the 89 Law. To initiate the modification process, TEDCorp has requested that Council increase the FTBID assessment rates. The proposed modified assessment rate is eight percent (8%) of gross room rental revenue, increasing the current rate of four percent (4%) of gross room rental revenue. The additional 4% assessment will be dedicated to improvements (as defined in the 89 Law), including but not limited to development of facilities that attract overnight visitation to businesses paying the TBID assessment, infrastructure improvements, and marketing and development efforts directly related to the facilities and associated visitor growth. The increased assessments will provide specific benefit to the Folsom lodging businesses that are assessed that it does not provide to those not charged. To continue the modification process, Council must adopt a Resolution of Intention to Modify the FTBID.

Assuming no majority protest at the Public Hearing scheduled for January 27, 2026, the Council could adopt a resolution of modification on the same night. The increased rate and list of authorized expenditures of the FTBID would be effective as soon as practicable following the modification proceedings for the FTBID, which effective date is estimated for April 1, 2026.

TEDCorp staff evaluated lodging assessments (both through TBIDs and Transient Occupancy Tax) in nearby jurisdictions. This information is included in Attachment A, and indicates that an increase of 4% will not affect the competitiveness of Folsom lodging against other lodging choices in the region. Representatives from TEDCorp will be present at the City Council meeting to make a brief presentation and answer questions.

POLICY / RULE

City of Folsom Ordinance No. 1171 establishes procedures for forming parking and business improvement areas supplemental to the 1989 Law.

ANALYSIS

TOURISM BUSINESS IMPROVEMENT DISTRICTS

Tourism Business Improvement Districts (TBIDs) utilize the efficiencies of private sector operation in the market-based promotion of tourism. These special assessment districts allow assessed business owners to organize their efforts to increase tourism. Business owners within the TBID fund the TBID, and those funds are used to provide services and facilities that are desired by and benefit the assessed businesses within the TBID.

TBID benefits:

- Funds cannot be diverted for other government programs;

- They are customized to fit the needs of each destination;
- They allow for a wide range of services and improvements, including, but not limited to, destination marketing, tourism promotion, and sales lead generation;
- They are designed, created, and governed by those who will pay the assessment with oversight by the city; and
- They provide a stable funding source for tourism promotion.

FTBID MODIFICATION PROCESS

Adoption of this Resolution will result in a public meeting on January 13, 2026 and a public hearing on January 27, 2026 on the modification of the Folsom Tourism Business Improvement District (FTBID). There would be no actual adjustment to the FTBID assessment rates until completion of the proposed modification process. The businesses within the FTBID shall be specifically benefitted by the activities and improvements funded by the assessments.

November 12, 2025 RESOLUTION OF INTENTION TO MODIFY FTBID

Upon the written request of the Owners' Association, the City may propose to modify the FTBID.

Written Request: The TEDCorp, serving as Owners' Association, has provided a letter requesting modification of the FTBID. This written request allows the Council to initiate proceedings for FTBID modification at the November 12, 2025 meeting.

NOTICE

A copy of the Notice and Resolution of Intention to modify shall be mailed by first class mail to the owners of all lodging businesses within the FTBID. Mailing the notice begins a mandatory forty-five (45) day period in which owners may protest FTBID modification.

January 13, 2026 PUBLIC MEETING

Allow public testimony on the modification of the FTBID. No Council action required.

January 27, 2026 PUBLIC HEARING

Hold a public hearing on the proposed modification to the FTBID.

If written protests are received from the owners of businesses in the modified FTBID which will pay fifty percent (50%) or more of the assessments proposed to be levied, and protests are not withdrawn so as to reduce the protests to less than fifty percent (50%), no further proceedings to modify the proposed assessment against such businesses shall be taken.

If the Council, following the public hearing, decides to modify the FTBID as described in the Resolution of Intention to Modify, the Council shall adopt a resolution of modification.

April 1, 2026 Target date for FTBID assessment modifications to take effect.

FINANCIAL IMPACT

None immediately. In FY24/25, the FTBID assessments generated approximately $1,248,000 in revenue. The proposed modifications would increase the assessment rate from 4% of gross room rental revenue to 8% of gross room rental revenue. In addition, because the FTBID assessments levied on lodging businesses are intended to increase room rentals on lodging business being assessed within the City, there may be an increase in transient occupancy tax and sales tax collections.

ENVIRONMENTAL REVIEW

This action is not considered a project under the California Environmental Quality Act (CEQA) and is therefore exempt from further environmental review pursuant to CEQA Guidelines Section 15378(b)(5).

ATTACHMENTS

1. Resolution No. 11506 – A Resolution of the City of Folsom Declaring its Intention to Modify the Assessment Rate of the Folsom Tourism Business Improvement District, Fixing the Time and Place of a Public Meeting and Public Hearing Thereon, and Giving Notice Thereof

2. TEDCorp Lodging Assessment Evaluation

Submitted,

Stacey Tamagni
Chief Financial Officer

Attachment 1

RESOLUTION NO. 11506

A RESOLUTION OF THE CITY OF FOLSOM DECLARING ITS INTENTION TO MODIFY THE ASSESSMENT RATE OF THE FOLSOM TOURISM BUSINESS IMPROVEMENT DISTRICT, FIXING THE TIME AND PLACE OF A PUBLIC MEETING AND PUBLIC HEARING THEREON, AND GIVING NOTICE THEREOF

WHEREAS, the Parking and Business Improvement Area Law of 1989, Streets and Highways Code §36500 et seq., (1989 Law) authorizes cities and counties to establish parking and business improvement areas for the purpose of promoting tourism; and

WHEREAS, the City of Folsom (City) adopted Ordinance No. 1171, which establishes procedures for forming parking and business improvement areas supplemental to the 1989 Law; and

WHEREAS, pursuant to Ordinance No. 1171, the City Council established the Folsom Tourism Business Improvement District (FTBID) on October 23, 2012, by Resolution No. 9071; and

WHEREAS, the FTBID includes all lodging businesses with twenty or more rooms, existing and in the future, within the boundaries of the City; and

WHEREAS, Ordinance No. 1171 authorizes the District Owners' Association at any time to recommend the City modify the assessment rate of the FTBID; and

WHEREAS, the Folsom Tourism and Economic Development Corporation (TEDCorp) has facilitated the request to modify the FTBID; and

WHEREAS, modifications to the FTBID are limited to those described in this Resolution of Intention as set forth below.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Folsom as follows:

1. The recitals set forth herein are true and correct.

2. The City Council declares its intention to modify the FTBID assessment rate pursuant to the Parking and Business Improvement Area Law of 1989, Streets and Highways Code §36500 et seq. and Folsom Municipal Code section 3.100.010 et seq. The current assessment rate is four percent (4%) of gross room rental revenue. The modified assessment rate is eight percent (8%) of gross room rental revenue. The additional 4% assessment will be dedicated to improvements and activities related to improvements, including but not limited to development of facilities that attract overnight visitation to businesses paying the FTBID assessment, infrastructure improvements, and marketing and development efforts directly related to the facilities and associated visitor growth.

3. New lodging businesses with twenty or more rooms within the FTBID boundaries will be

subject to the levy of assessment as authorized by Streets and Highways Code §36531.

4. The time and place for a public meeting for comments on the proposed FTBID and the levy of assessments are set for 6:30 PM on January 13, 2026 at 50 Natoma Street, Folsom, CA 95630.

5. The time and place for the public hearing to modify the FTBID and levy assessments are set for 6:30 PM on January 27, 2026 at 50 Natoma Street, Folsom, CA 95630.

6. At the public meeting and public hearing, the testimony of all interested persons for or against modifying the FTBID will be heard.

7. A protest against modifying the FTBID, the extent of the FTBID, or the furnishing of a specified type of improvement or activity, as provided in Streets and Highways Code §36524, may be made in writing. To count as a protest against the FTBID, a protest must be made in writing. A written protest may be withdrawn, in writing, at any time before the conclusion of the public hearing. Each written protest shall contain a description of the business in which the person signing the protest is interested, sufficient to identify the business and its address. If the person signing the protest is not shown on the official records of the City as the owner of the business, then the protest shall contain or be accompanied by written evidence that the person is the owner of the business, or the authorized representative. Any protest as to the regularity or evidence of the proceedings shall be in writing and clearly state the irregularity or defect to which objection is made. Written protests must be received by the Clerk of the City of Folsom before the close of the public hearing scheduled herein, and may be delivered or mailed to the City Clerk at 50 Natoma Street, Folsom, CA 95630.

8. If, at the conclusion of the public hearing, there are of record written protests by the owners of businesses within the FTBID that will collectively pay fifty percent or more of the total FTBID assessment, no further proceedings to modify the FTBID shall occur. If the majority of written protest is only as to a proposed improvement or activity, then that type of improvement or activity shall not be included in the FTBID. The FTBID shall be effective on April 1, 2026 or as soon as possible thereafter.

9. Further information regarding the proposed FTBID may be obtained from the City Clerk, at 50 Natoma Street, Folsom, CA 95630.

10. The City Clerk is instructed to provide notice of the public meeting and public hearing as follows:

    a. Mail a complete copy of this Resolution of Intention to each and every business owner proposed to be assessed in the FTBID within seven days of the adoption of this Resolution; and
    b. Provide notice of the Public Meeting and the Public Hearing on the Resolution of Modification as provided in Folsom Municipal Code Section 3.100.090 and pursuant to Gov. Code § 54954.6.

11. This resolution shall take effect immediately upon its adoption, and the City Clerk shall certify

the vote adopting this resolution.

I HEREBY CERTIFY that the foregoing Resolution of Intention was introduced and adopted at a regular meeting of the City Council on the 12th day of November 2025, by the following vote**:**

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

_____
Sarah Aquino, MAYOR

ATTEST:

_____
Christa Freemantle, CITY CLERK

Attachment 2

Current Regional TBID Rates

Jurisdiction	TOT Rate	TBID Assessment	TOTAL		CA State Tourism Assessment
Rancho Cordova	12%	4.50%	16.50%	+	0.195%
Placer Valley (Roseveille, Rocklin, Lincoln)	10%	$6.50 per room nt (4.55% at $143 ADR)	14.55%	+	0.195%
City of Sacramento	12%	3.45%, 2.875%, 2.3%, 1.15% by zone +1% STID)	15.45%	+	0.195%
Elk Grove	12%	4% City; 1% County	17%	+	0.195%
Folsom	8%	4%	12%	+	0.195%

Proposed TBID Rates

- Increase TBID to 8% combine with TOT at 8%
- Total of 16% puts Folsom on par with surrounding cities

Folsom City Council
Staff Report

MEETING DATE:	11/12/2025
AGENDA SECTION:	Old Business
SUBJECT:	Objective Development and Design Standards for Multi-Unit and Mixed-Use Residential Development for General Plan Mixed-Use and Residential Overlay Areas (continued from October 28, 2025) i. Resolution No. 11464 – A Resolution Determining that the Proposed Project is Exempt from CEQA, Adopting Proposed Objective Development and Design Standards for General Plan Mixed-Use and Residential Overlay Areas, and Repealing the City of Folsom Design Guidelines for Multifamily Developments ii. Ordinance No. 1357 – An Ordinance of the City of Folsom Amending Section 17.06.030 and Adding Section 17.06.045 to Chapter 17.06, "Design Review," of the Folsom Municipal Code Regarding Objective Development and Design Standards and Establishing a Ministerial Review Process (Introduction and First Reading)
FROM:	Community Development Department

RECOMMENDATION / CITY COUNCIL ACTION

Adopt Resolution No. 11464 - A Resolution Determining that the Proposed Project is Exempt from CEQA, Adopting Proposed Objective Development and Design Standards for General Plan Mixed-Use and Residential Overlay Areas, and Repealing the City of Folsom Design Guidelines for Multifamily Developments.

Conduct the first reading of Ordinance No. 1357 – An Ordinance of the City of Folsom Amending Section 17.06.030 and Adding Section 17.06.045 to Chapter 17.06, "Design Review," of the Folsom Municipal Code Regarding Objective Development and Design Standards and Establishing a Ministerial Review Process (Introduction and First Reading).

BACKGROUND / ISSUE

On October 28, 2025, staff presented the Objective Development and Design Standards (ODDS) to the City Council along with the proposed changes to the design review section of the Folsom Municipal Code (FMC). While the Council was supportive of the ODDS, there was a desire to see more detailed objective standards for any proposed reductions in required parking. In addition, some Councilmembers expressed concerns over the changes to the FMC that would allow for ministerial review (i.e., director-level review) for all projects that complied with the ODDS. Even though it was acknowledged that ministerial review is required for certain types of multi-family projects (e.g., those that meet SB 35, SB 423, etc.) and that projects subject to discretionary review require the Council to make significant adverse health and safety findings in order to deny a multi-family project, there was concern that a ministerial process would not allow for public awareness and discussion of a proposed multi-family or mixed-use project. As a result of these concerns, the Council voted to continue the item the Council meeting to November 12th.

Staff continues to recommend that Council adopt Ordinance No. 1357, which amends FMC Chapter 17.06 (Design Review) to establish a ministerial (i.e., staff-level) process for projects that comply with the ODDS. There are several reasons for this. First, ministerial review encourages projects to use and comply with the ODDS in order to shorten the review and approval process; otherwise, there is little incentive to use the ODDS. Second, State law already prevents the City Council and Commissions from denying a multi-family project unless it can make a finding that approval of the project would result in a significant adverse health and safety condition. Third, over the past five years due to the housing crisis, the State has increasingly taken away local authority and discretion when it comes to the review and approval of multi-family housing and has increasingly required ministerial review particularly when these are affordable multi-family projects that are built by developers paying prevailing wage and the requirements for more ministerial review for housing are expected to continue. Fourth, as a result of the *Robert Delp v. City of Folsom et al.* decision, all development projects must go to both the Commission and the City Council for review and approval, which will significantly increase the amount of time it will take to process these applications as well as the amount of staff time involved. However, if the Council wishes to continue to require the discretionary review of multi-family projects except where ministerial review is required by State law, staff has prepared an alternative ordinance in Attachment 4, which would allow that.

The 2035 General Plan and the 2021-2029 Housing Element focus Folsom's future growth in three key areas of the city: along the East Bidwell Corridor, in areas around the Glenn and Iron Point light rail stations, and in the Folsom Plan Area. To identify strategies to increase development capacity in these key areas to meet the City's share of the Regional Housing Needs Allocation (RHNA), while at the same time promoting attractive, well-designed development, the City hired Opticos Design. Opticos is an architecture and urban planning firm with extensive experience advising cities on housing design and development standards.

Beginning in late 2021, City staff in conjunction with Opticos sought input from the community on the appropriate design, size, scale, massing and height for higher density multi-family development. City staff conducted a design survey, which received approximately 400 responses, and held two community workshops. The result of this work was a set of design recommendations included as part of the Targeted Mixed-Use an Multi-Family Housing Study that was presented to Planning Commission and then to the City Council on July 26, 2022. This was then followed by amendments to the General Plan and Folsom Plan Area Specific Plan to allow for greater density and floor-area-ratios in the targeted areas discussed earlier. These amendments along with an environmental impact report (EIR) were approved by the City Council in August 2024.

City staff and the Opticos team worked to develop a draft set of Objective Development and Design Standards (ODDS) over a period of 12 months. Opticos completed a Public Review Draft, which they provided to the City in September of 2024. City staff then embarked on an outreach effort in late fall 2024/early winter 2025. In general, feedback focused on the scope and detail of standards included in the Public Review Draft. Opticos submitted a second, more streamlined, Public Review Draft of the ODDS in July of 2025, which was taken to the Planning Commission for a workshop on September 17, 2025. Commissioners were complimentary of the ODDS and supportive of the proposed ministerial process for review. Some minor modifications and clarifications were requested by the Commission at the workshop, which were incorporated into the Final Draft ODDS document. The Final Draft ODDS were taken to the Planning Commission for consideration on October 15, 2025, and received a unanimous recommendation for approval by the City Council.

No public comment was received prior to the Planning Commission workshop or consideration dates. But a set of public comments were received by staff leading up to the City Council hearing date due to some erroneous information posted on social media sites indicating that a high-density residential project would be approved with the ODDS, which is not the case. Staff responded to the public commenters with correct information, and the comment letters received as of the writing of this report are included as Attachment 5 to this report.

POLICY / RULE

Under Section 2.12 of the City Charter, amendments to the Folsom Municipal Code (FMC) require review and approval by the City Council. Further, FMC Chapter 17.68 – Amendments governs the process for the City to amend FMC Title 17 – Zoning. The Planning Commission must hold public hearings on proposed amendments and make a recommendation to the City Council. The City Council then may consider the amendments at a public hearing.

ANALYSIS

Increasingly, State laws are aimed at reducing the extent of discretionary review of multi-family and mixed-use housing projects. Recently adopted Senate Bill 330 (2019) and Senate Bill 8 (2021) require that jurisdictions conduct design review for all residential projects using only objective design standards. These housing laws define an “objective” standard as one that involves no personal or subjective judgement by a public official and that is uniformly verifiable by reference

to an external and uniform benchmark or criterion available and knowable by both the development applicant and the public official prior to submittal.

Since design is so critical to whether a project enhances an area or detracts from it, developing quality objective development and design standards is important to ensuring appropriate design of new projects. Thus, staff developed the ODDS to ensure that quality design remains central to new residential and mixed-use development within the Regulated Area. Applicants whose projects are within the Regulated Area but do not comply with the ODDS can choose to go through a discretionary review process to the Planning Commission, such as the Planned Development Permit. Projects requesting Density Bonus incentives or waivers per FMC Chapter 17.102 may also deviate from the ODDS.

Overview

The Objective Development and Design Standards (ODDS) would regulate the physical form and character of multi-unit residential and residential mixed-use development so that new development advances in a manner compatible with existing community character while enhancing walkability and human-scaled urban design. The ODDS address building form, the relationship between buildings and the public realm, the scale and mass of buildings in relation to one another, and—for larger sites —the scale and character of streets and blocks.

Applicability

The ODDS would only be applicable to sites within a designated "Regulated Area," which corresponds to three General Plan Overlay Designations approved by the City Council in 2024: the East Bidwell Corridor (EBC) Overlay, Folsom Boulevard Transit-Oriented Development (TOD) Overlay, and the Folsom Plan Area Specific Plan Town Center (TC) Overlay Combining District. This is for two reasons. First, when adopting these overlay areas that permitted higher densities than elsewhere in the city, the City Council directed staff to follow up with design standards that would ensure quality design and integration of new projects into surrounding communities even with increased density. Second, these overlay areas are the most likely to see high-density residential development or redevelopment and so are most in need of a defensible set of design standards. Should these ODDS be successfully implemented in the Regulated Area, staff may request that the Planning Commission and City Council consider city-wide ODDS for residential and mixed-use development in the future.

Objective Development and Design Standards Organization

The ODDS are divided into seven chapters as follows:

- Chapter 1 - Introduction. This chapter outlines the purpose and applicability of the ODDS, their relationship with existing regulatory documents, and procedures for review.
- Chapter 2 - Development Standards. This chapter includes site development standards and general development standards for projects subject to the ODDS.
- Chapter 3 – Massing and Articulation. This chapter provides additional standards for building massing and articulation that further refine the building design requirements of Chapter 2.

- Chapter 4 – Large Site Standards. This chapter provides additional standards for large development sites to create a pattern of walkable development.
- Chapter 5 – Exceptions to Standards. This chapter establishes criteria for allowing deviations from standards for specific situations without discretionary review.
- Chapter 6 – Definitions. This chapter provides definitions for specialized terms and phrases used in the ODDS.
- Chapter 7 – Measurement Methods. This chapter describes the measurement methods that should be used for site and building elements to ensure compliance with the ODDS.

A more detailed overview of the ODDS was provided to support a workshop held with the City Planning Commission on September 17, 2025. Materials from that session can be found at this link: https://www.folsom.ca.us/government/community-development/planning-services/planning-commission .

As a result of Councilmember feedback regarding parking reductions at the October 28th meeting, staff have amended Chapter 2 (Development Standards) of the ODDS to provide more detail on what type of alternative measures and the amount of those that qualify a project for a parking reduction from 1.5 spaces per unit to 1 space per unit for residential projects or from 1 space per 250 square feet to 1 space per 1,000 square feet for the commercial portion of mixed use project. Section 2.04 (M)(3) has been modified as follows:

(a) Shared parking agreement with an adjacent property owner or with the owner of a property located within one block of the project site that provides parking for at least 0.5 spaces per unit in the project that are available after 5:00 pm;

(b) Provision of Sacramento Regional Transit passes for residents for the duration of the lease if project is located within ¼-mile of a transit station with at least 30-minute service;

(c) Provision of 1.5 times the amount of bicycle parking spaces and facilities required under FMC Section 17.57.090 (Bicycle Parking Facilities); or

(d) Provision of a parking study demonstrating that one parking space per unit or one parking space per 1,000 square feet of commercial space is sufficient to meet anticipated parking demand.

Proposed FMC Title 17 Amendments

Staff propose adopting the ODDS as a stand-alone document, outside of the Folsom Municipal Code (FMC), both to allow it to include explanatory graphics and to allow for more streamlined amendments when advisable. Staff propose amending FMC Chapter 17.06 (Design Review) and adding an additional section, Section 17.06.045 (Objective Development and Design Standards), to reference the ODDS and provide guidance on the applicability of the ODDS and the process for project review. Of note, proposed Section 17.06.045 specifies that multi-family and residential mixed-use project within the Regulated Area would be subject to a Director-level Ministerial Design Review. This is consistent with State policy direction to move residential project reviews

to ministerial or nondiscretionary processes to streamline review. An underline/strikeout version of the changes made to FMC Chapter 17.06 (Design Review) is include in Attachment 3.

Staff do not propose to modify Zoning Districts as part of this effort, instead utilizing the General Plan Land Use Overlay Designation approved by the City Council in 2024 to delineate the areas in which the ODDS are applicable.

Based on input from some Councilmembers at the October 28th meeting and as noted earlier in this report, staff has provided an alternative ordinance that amends Section 17.06 (Design Review) to continue to allow for discretionary review for multi-family and mixed-use projects so long as that review is not preempted by State law. That alternative ordinance is shown in Attachment 4.

Repeal City of Folsom Design Guidelines for Multifamily Developments

Staff propose repealing the City of Folsom Design Guidelines for Multifamily Developments, adopted by the City Council on May 26, 1998 (Resolution No. 5734) and revised in April 2004 (Resolution No. 7275). The existing document includes subjective, general guidelines that leave room for interpretation and so can no longer be used to review residential development, given changes to state law aimed at addressing the housing crisis in California. The document also includes guidelines that contradict development standards for multifamily development in FMC Title 17.

FINANCIAL IMPACT

Staff anticipate that adoption of the ODDS will lead to fewer residential projects in the Regulated Area going through discretionary entitlement process that requires review by the City's Planning Commission. This will reduce staff processing time as well as review costs for development applicants. As part of a processing fee update package being brought forward later this year, a reduced fee will be proposed that will align with the cost for processing a ministerial design review at the Director level. Should the proposed fee be adopted, adoption of the ODDS is expected to have a neutral financial impact on City funds and positive financial impact for development applicants.

ENVIRONMENTAL REVIEW

Under Section 15061(b)(3) "Review for Exemption" of the California Environmental Quality Act (CEQA) Guidelines, the proposed code amendment is process related and administrative in nature and therefore will not have a significant effect on the environment. As a result, the project is exempt from environmental review under CEQA.

ATTACHMENTS

1. Resolution No. 11464 – A Resolution Determining that the Proposed Project is Exempt from CEQA, Adopting Proposed Objective Development and Design Standards for General Plan Mixed-Use and Residential Overlay Areas, and Repealing the City of Folsom Design Guidelines for Multifamily Developments
    - Exhibit A – Final Draft Objective Development and Design Standards, dated

October 8, 2025

- Exhibit B – City of Folsom Design Guidelines for Multifamily Developments, dated April 2004

2. Ordinance No. 1357 – An Ordinance of The City of Folsom Amending Section 17.06.030 and Adding Section 17.06.045 to Chapter 17.06, "Design Review," of the Folsom Municipal Code Regarding Objective Development and Design Standards and Establishing a Ministerial Review Process (Introduction and First Reading)
3. Folsom Municipal Code Chapter 17.06 "Design Review" – Strikethrough
4. Alternative Ordinance Requiring Discretionary Review Unless Ministerial Review Is Required by State Law
5. Public Comments Received

Submitted,

PAM JOHNS
Community Development Director

Attachment 1

RESOLUTION NO. 11464

A RESOLUTION DETERMINING THAT THE PROPOSED PROJECT IS EXEMPT FROM CEQA, ADOPTING PROPOSED OBJECTIVE DEVELOPMENT AND DESIGN STANDARDS FOR GENERAL PLAN MIXED-USE AND RESIDENTIAL OVERLAY AREAS, AND REPEALING THE CITY OF FOLSOM DESIGN GUIDELINES FOR MULTIFAMILY DEVELOPMENTS

WHEREAS, recent changes in California State law require jurisdictions to consider only objective criteria for streamlined review of certain types of housing and mixed-use projects; and

WHEREAS, on August 27, 2024, the City Council adopted a set of General Plan land use amendments that, among other policy changes, established minimum densities and maximum floor area ratios in newly established overlay areas to assist with meeting the City's Regional Housing Needs Allocation (RHNA) requirements; and

WHEREAS, adoption of Objective Development and Design Standards would benefit the City by providing clarity, consistency, and improved design for multifamily and residential mixed-use developments in certain designated areas of the City; and

WHEREAS, the current *City of Folsom Design Guidelines for Multifamily Development*, adopted by the City Council on May 26, 1998, is subjective in nature and contradicts Folsom Municipal Code Title 17 residential development standards; and

WHEREAS, notice has been given at the time and in the manner required by State Law and City Code.

NOW, THEREFORE, BE IT RESOLVED that the adoption of the proposed Objective Development and Design Standards and repealing of the City of Folsom Design Guidelines for Multifamily Developments are exempt from further environmental review under Section 15061(b)(3) "Review for Exemption" of the CEQA Guidelines.

BE IT FURTHER RESOLVED that the proposed Objective Development and Design Standards, as shown in Exhibit "A," are hereby approved.

BE IT FURTHER RESOLVED that the City of Folsom Design Guidelines for Multifamily Developments, as shown in Exhibit "B," are hereby repealed.

PASSED AND ADOPTED this 12th day of November 2025, by the following roll-call vote:

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

_____
Sarah Aquino, MAYOR

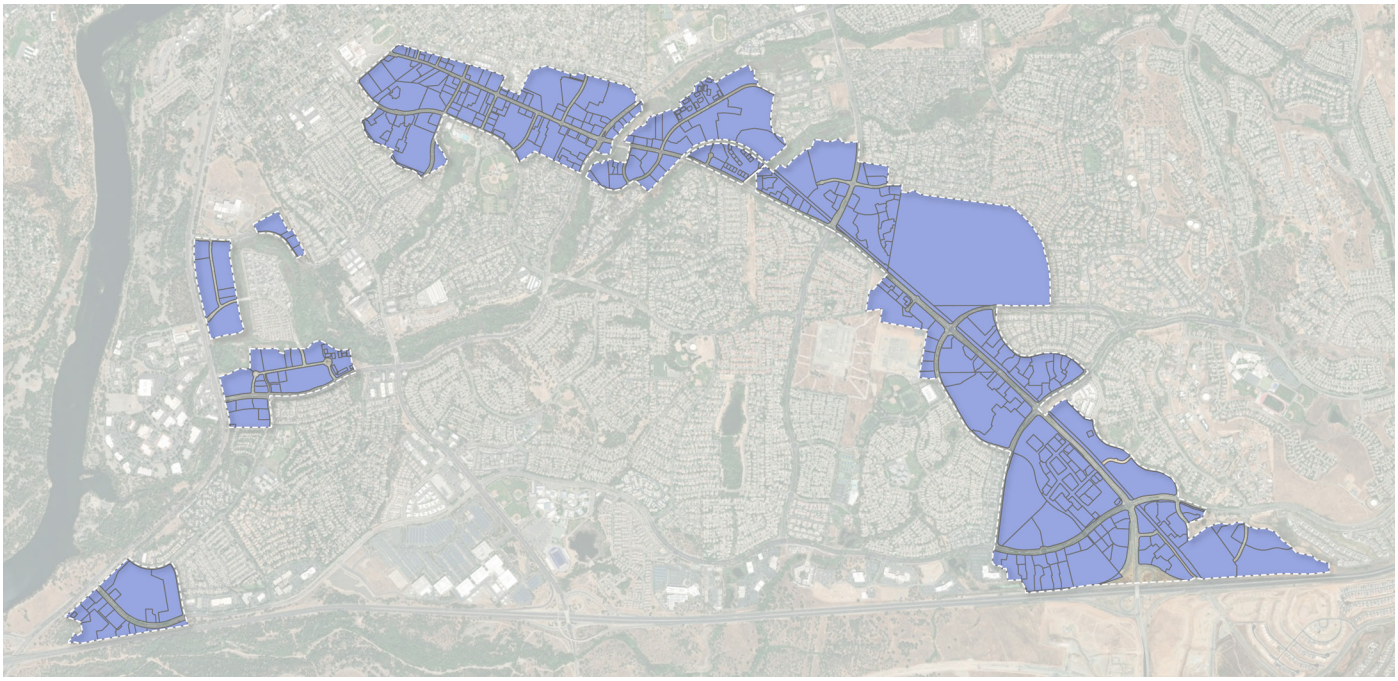
ATTEST:

_____
Christa Freemantle, CITY CLERK

EXHIBIT ‘A’ – OBJECTIVE DEVELOPMENT AND DESIGN STANDARDS







Objective Development and Design Standards

For the East Bidwell Corridor Mixed-Use Overlay, Folsom Boulevard Transit-Oriented Development Overlay, and Folsom Town Center Overlay Areas

Public Review Draft

Prepared for
Folsom, California

October 2025

OPTICOS

CITY OF FOLSOM
DISTINCTIVE BY NATURE

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Chapter 1 Introduction

Sections:

1.01 Purpose and Applicability
1.02 Relationship to State Housing Law
1.03 Relationship to the 2035 General Plan
1.04 Relationship to Title 17 Zoning
1.05 Regulated Area
1.06 Quick Code Guide
1.07 Procedures for Review and Approval
1.08 Severability

1.01 Purpose and Applicability

A. **Purpose.** The Objective Development and Design Standards (ODDS) regulate the physical form and character of development so that new development develops in a manner compatible with existing community character while enhancing walkability and human-scaled urban design. The ODDS address building form, the relationship between buildings and the public realm, the scale and mass of buildings in relation to one another, and—for larger sites—the scale and character of streets and blocks. The creation of these ODDS has been guided by the following goals:

1. **Increase predictability and transparency** in the development process with consistent expectations for intended results.
2. **Promote a livable city** by supporting diverse housing types that engage the streetscape to create vibrant and walkable environments.
3. **Respect the context** of Folsom's existing built and natural environment through development that is sensitive to and complements adjacent land uses and development.
4. **Convey intent through visual guidance** to better communicate the standards with photographs, diagrams, and tables.

B. **Applicability.** The ODDS apply to all new multi-unit and mixed-use residential development for certain Overlay areas in the City of Folsom as identified in the 2035 General Plan. These areas are identified in Figure 1.05.1 (Regulated Area) and include the East Bidwell Corridor (EBC) Mixed-Use Overlay, the Folsom Boulevard Transit Oriented Development (TOD) Overlay, and Folsom Plan Area Specific Plan (FPASP) Town Center Overlay areas.

1.02 Relationship to State Housing Law

Recent changes in California State law require jurisdictions to only consider objective criteria for streamlined review of certain types of housing and mixed-use projects. In response to these changes, these ODDS have been developed to meet the requirements of "objective standards" and to produce high quality residential multi-unit and mixed-use development in compliance with State law.

1.03 Relationship to the 2035 General Plan

The ODDS implement the following Guiding Principles of Folsom's 2035 General Plan:

A. **Guiding Principle #3: Promote town centers as social gathering places**. Promote mixed-use, walkable districts that serve as social gathering places for the community. Ensure that all residents have convenient access to town centers by establishing several throughout Folsom.

B. **Guiding Principle #4: Promote the revitalization of aging commercial corridors**. Encourage pedestrian-oriented infill and redevelopment of Folsom's aging commercial corridors. Create mixed-use developments that take advantage of alternative transportation modes, where people can live, work, and shop.

C. **Guiding Principle #9: Provide all residents with opportunities to live an active, healthy, and green lifestyle**. Promote healthy lifestyles by enhancing opportunities for physical activity, healthy eating, and sustainable living.

D. **Guiding Principle #10: Provide for a range of attractive and viable transportation options, such as bicycling, walking, rail, and transit**. Support higher-density, mixed-use, transit-oriented development near light rail stations and in core areas where alternative transportation modes are planned. Support transportation improvements that allow and encourage more residents, workers, and visitors to walk, bike, or use transit.

E. **Guiding Principle #11: Provide a range of housing choices for all generations**. Provide for a range of housing choices to ensure Folsom is a community for all generations, where children can grow, raise families, and age in place.

F. **Guiding Principle #14: Commit to high-quality design**. Promote development that strengthens the physical form of the city, enhances livability, incorporates sustainable design practices, and fosters a unique sense of place through context-sensitive design and commitment to high-quality execution.

G. **Guiding Principle #16: Integrate the "old" and the "new" areas of the city**. Promote an integrated, cohesive city by connecting new development areas with the existing city fabric through pedestrian, bicycle, and transit linkages; harmonious design; and shared gathering places.

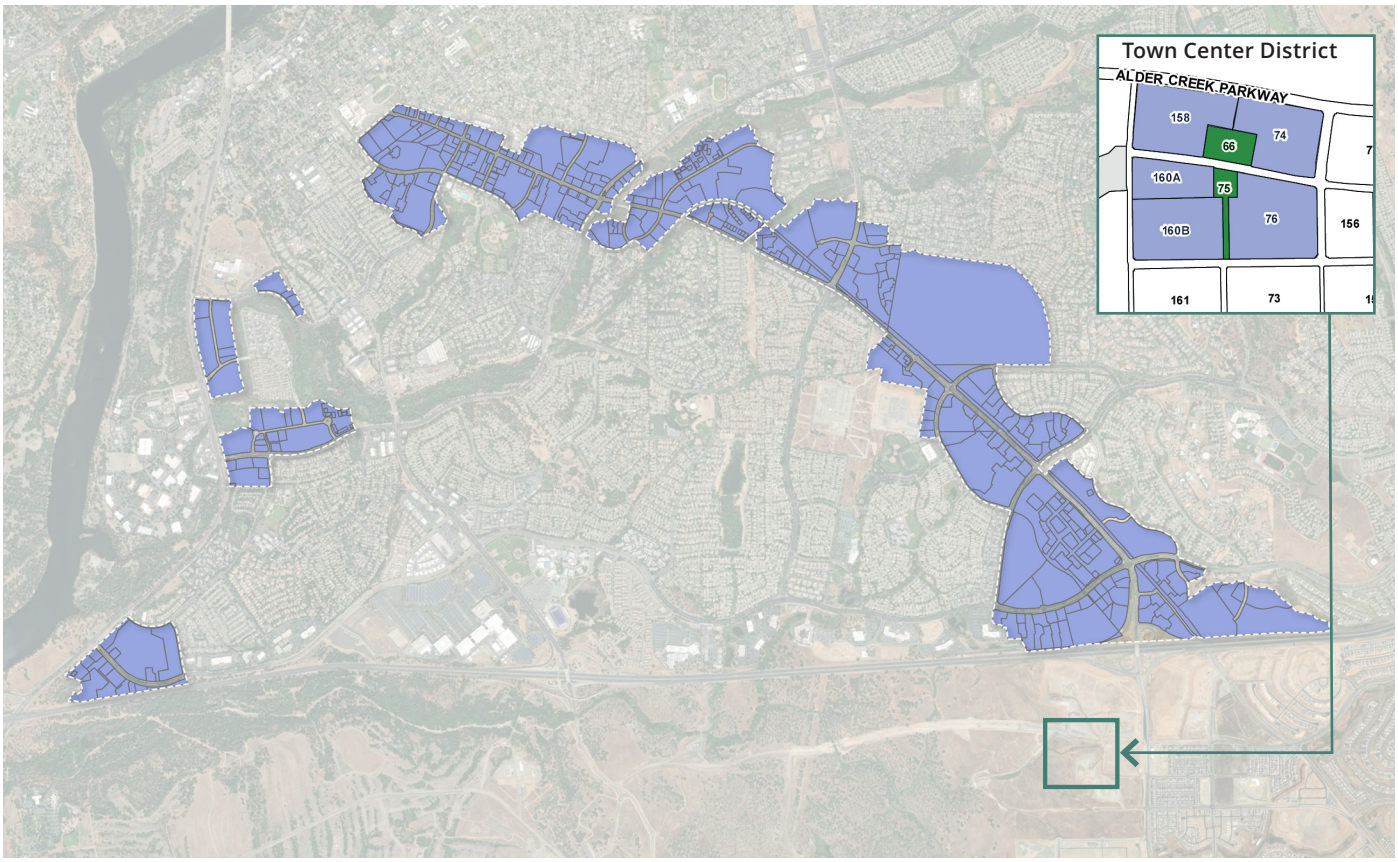
1.04 Relationship to Title 17 Zoning

The ODDS are adopted as an appendix to the Folsom Municipal Code (FMC) Title 17 (Zoning) and serve as the regulating document for development and design standards applicable to areas identified in Figure 1.05.1 (Regulated Area). Properties retain their base zoning, with requirements for site design and building form provided by the ODDS. Should the ODDS be silent on regulations, processes, or applications, Title 17 (Zoning)shall apply. Where conflict occurs between the regulations of the ODDS and those of Title 17 (Zoning), the more restrictive of any such regulations shall apply. Administrative exceptions are listed in Chapter 5 (Exceptions to Standards).

1.05 Regulated Area

Figure 1.05.1 (Regulated Area) identifies the parcels where these Development Standards apply. The Development Standards, which are provided in Chapter 2 (Development Standards), are intended to create walkable neighborhoods of medium-to-large building footprint, moderate-intensity mixed-use buildings and housing choices, supporting and within short walking distance of existing and new neighborhood-serving retail, food and service uses, in the Regulated Area.

Figure 1.05.1 Regulated Area



Key

Project Boundary

Regulated Area

1.06 Quick Code Guide

The Quick Code Guide is intended as a guide only and shall not be construed to represent the actual development and design process.

1 Confirm Applicability

Determine ODDS Applicability	a. Confirm your parcel is in one of the following Overlay Land Use Designations: EBC Mixed-Use Overlay, Folsom Boulevard TOD Overlay, FPASP Town Center Overlay	General Plan Land Use Diagram
	b. Confirm your development site is within the Regulated Area	Figure 1.05.1 (Regulated Area)
Determine Large Site Standards Applicability	c. Confirm your development site is more than three acres	Section 4.01 (Purpose and Applicability)

2 Design Large Sites (if not applicable, go to Step 3)

Create new blocks	a. Apply new thoroughfare and new block standards	Section 4.02 (Private Thoroughfares); Section 4.03 (New Blocks)
Place civic open space(s) and design sites	b. Apply new civic open space standards	Section 4.04 (Civic Open Spaces)
	c. Determine placement and orientation of design sites for proposed primary building(s)	Section 4.05 (Design Sites)

3 Design Your Building

Determine building placement and form	a. Identify the buildable area of the site by applying building setbacks, building setback area, and parking setbacks	Section 2.03 (Site Development Standards) Subsections A (Building Placement) and B (Parking Placement)
	b. Apply building form standards for building footprint, building height, and ground floor occupiable space	Section 2.03 (Site Development Standards) Subsection C (Building Form)
Design your building front façade	c. Apply façade transparency standards	Section 2.03 (Site Development Standards) Subsection D (Façade Design)
Apply required site features	d. Apply general development standards, as applicable	Section 2.04 (General Development Standards)

4 Complete the Design of Your Building

Fully develop your building design	a. Determine the applicable massing and articulation standards	Table 3.01.A (Massing and Articulation Standards Applicability)
	b. Apply standards for top, middle, and base of your building (where applicable)	Section 3.02 (Top, Middle, and Base Façade Design)
	c. Apply massing features to your building (where applicable)	Section 3.03 (Massing Features)
	d. Apply standards for façade composition	Section 3.04 (Façade Composition)
	e. Apply standards for fenestration	Section 3.05 (Fenestration)
	f. Apply standards for exterior materials and finishes	Section 3.06 (Exterior Finishes and Materials)
	g. Apply standards for balconies and decks (where applicable)	Section 3.07 (Balconies and Decks)
	h. Apply standards for blank wall treatment (where applicable)	Section 3.08 (Blank Wall Treatment)

5 Prepare Application for Approval

Identify applicable administrative relief	Determine eligible adjustments to the standards applicable to your project	Section 5.02 (Procedures and Findings)
Proceed with review and approval process	Submit application to the Community Development Director for review and approval	FMC § 17.06 (Design Review)

1.07 Procedures for Review and Approval

Applications for development are to be processed in compliance with the City's common procedures for reviewing all applications and processing permits and approvals identified in FMC § 17.06 (Design Review), consistent with State law. By-right relief from certain standards for specific situations shall be granted in compliance with the required findings in Chapter 5 (Exceptions to Standards) of these ODDS.

1.08 Severability

The provisions of these ODDS are severable; if a court of competent jurisdiction holds a provision or part of a provision unconstitutional, that decision will not automatically invalidate the remainder of a provision or any other provisions or part thereof.

Chapter 2 Development Standards

Sections:

2.01 Purpose and Applicability
2.02 Development Standards Overview
2.03 Site Development Standards
2.04 General Development Standards

2.01 Purpose and Applicability

A. **Purpose**. This Chapter provides the development standards in coordination with Figure 1.05.1 (Regulated Area). The standards of this Chapter are intended to ensure that proposed development is compatible with future development on neighboring properties and produces an environment that generates and supports the variety and physical character of existing and new pedestrian-oriented, walkable environments. Walkable environments are those that have interconnected streets and blocks with sidewalks, a variety of housing choices, and proximity to services, shopping, and/or transit.

B. **Applicability**. The standards of this Chapter apply to all new multi-unit and mixed-use residential development and to modifications where 70 percent or more of the surface area of a street-facing façade is modified. Modifications include changes to the exterior of a building, including additions or demolition, except as applied to routine maintenance and in-kind replacement of materials, façade renovations, or exterior renovations.

The standards of this Chapter shall be considered in combination with the standards in Chapter 3 (Massing and Articulation), Chapter 4 (Large Site Standards), and applicable sections of Title 17 (Zoning) of the Folsom Municipal Code (FMC). Where conflict occurs between the regulations of this Chapter and those of other Chapters in the ODDS or Title 17 (Zoning), the more restrictive of any such regulations shall apply, unless specified otherwise. For standards regarding accessory dwelling units, see FMC § 17.105 (Accessory Dwelling Units).

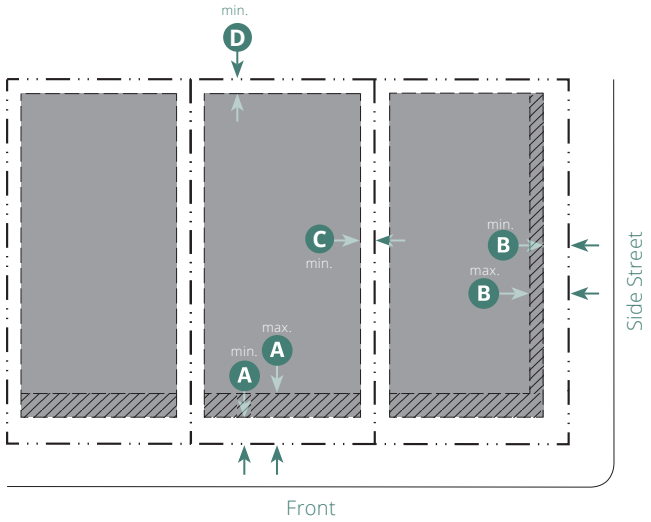
2.02 Development Standards Overview

A. Section 2.03 (Site Development Standards) provide development standards for the following topics:

1. **Building Placement:** the requirements for building setbacks and required façade buildout;
2. **Parking Placement**: the required location for vehicle access and parking;
3. **Building Form:** the standards for building height, building footprint, and ground floor occupiable space; and
4. **Façade Design:** the required façade transparency and limitations on blank walls.

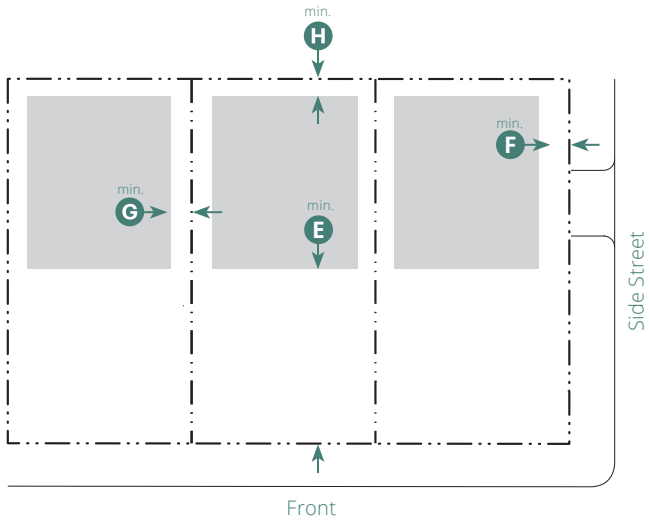
B. Section 2.04 (General Development Standards) provides general standards regarding building design, adjacency, façade transparency, open space, landscaping, hardscape surfaces, lighting, privacy, rooftop decks, screening and walls, on-site parking, and parking techniques.

2.03 Site Development Standards



Key

- Design Site/Lot Line
- Building Setback Line
- Buildable Area
- Building Setback Area



Key

- Design Site/Lot Line
- Parking Area

A. Building Placement		
Primary Building Setbacks		
Front (Building Setback Area)[1]	10' min.; 20' max.	A
Side Street (Building Setback Area)	5' min.; 10' max.	B
Side	5' min.	C
Rear	5' min.	D
Façade Buildout[2]	**Front**	**Side St**
Total length of façade required within or abutting the Building Setback Area	80% min.	60% min.

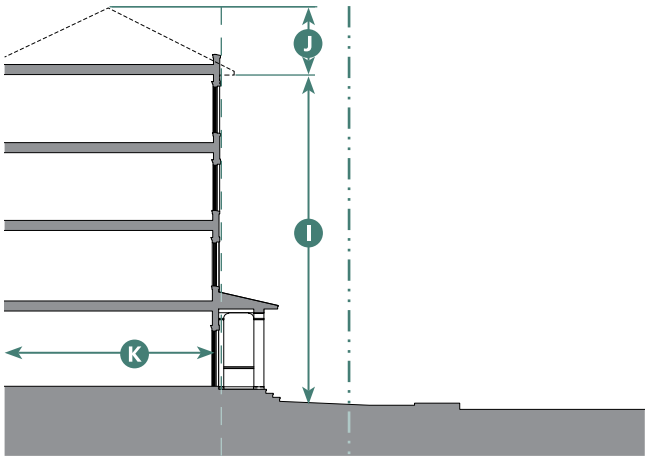
[1] Properties abutting a six-lane thoroughfare require 15' min.; 25' max. front setback.

[2] See Section 7.02 (Façade Buildout) for measurement method.

B. Parking Placement				
Minimum Setback	**E**	**F**	**G**	**H**
	Front	**Side St.**	**Side[1]**	**Rear**
Surface Parking[2]	40'	10'	5'	5'
Structured Parking	30'	10'	5'	5'
Town Center Overlay	0'	0'	0'	
Driveways				
Where an alley is present, all vehicular access shall be provided via the alley. Front street access shall only be provided in compliance with Chapter 5 (Exceptions to Standards).				

[1] Side setbacks for parking do not apply when parking is grouped across multiple design sites/lots.

[2] Surface parking, covered or uncovered, is prohibited between the primary building and front, side street, or civic open space, with the exception of a shared parking court in compliance with Subsection 7 (Shared Parking Court).





Key

Design Site/Lot Line

Building Setback Line

Key

Façade Surface Area

Glazing

C. Building Form		
Primary Building Footprint		**Town Center Overlay**
Main Body Width	120' max.	No max.
Main Body Depth	160' max.	No max.
Primary Building Height		**Town Center Overlay**
Stories	4 max.	5 max.
To Highest Top Plate [1]	45' max.	55' max. (I)
Height above Top Plate to Top of Roof Slope	10' max.	(J)
Ground Floor Occupiable Space[2] (along Façade Buildout)		
Depth, Clear		(K)
Residential	20' min.	
Nonresidential	30' min.	

[1] Tower elements may exceed the height of the top plate of the building by 10 feet, not including the height of the pitched roof of the tower. See Section 3.03 (Massing Features) Subsection F (Standards for Tower Elements).

[2] Exceptions to the minimum required depth of ground floor occupiable space is allowed where necessary to comply with California Building Code or California Fire Code.

D. Façade Design		
Façade Transparency[1]	**Front**	**Side St.**
Ground Floor		(L)
Residential	15% min.	
Nonresidential	50% percent min.	
Upper Floor	15% min. (M)	
	50% max.	
Ground floor blank wall length	See Section 3.08 (Blank Wall Treatment)	

[1] See Section 7.04 (Façade Transparency) for measurement method.

2.04 General Development Standards

A. Building Design

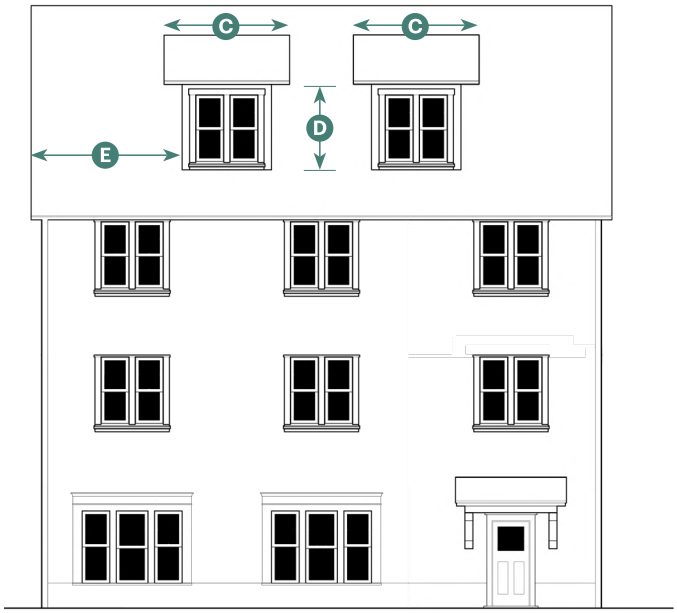
1. The façade buildout standards in Section 2.03 (Site Development Standards) apply to new primary buildings and their additions along the front and side streets.
2. All building façades shall be designed in compliance with Chapter 3 (Massing & Articulation).
3. Space between the highest top plate and the top of a sloped roof is allowed to be occupied in compliance with the standards of Figure 2.04.1 (Pitched Roofs).
4. Where flat roofs are provided, a parapet is required to conceal all roof areas/equipment. The parapet shall match the materials and finish used on the building walls. See Subsection L (Screening and Walls).
5. Structures and rooftop equipment that do not provide additional floor space shall be allowed to exceed the overall height limit in accordance with FMC § 17.58.080 (Height Exceptions).

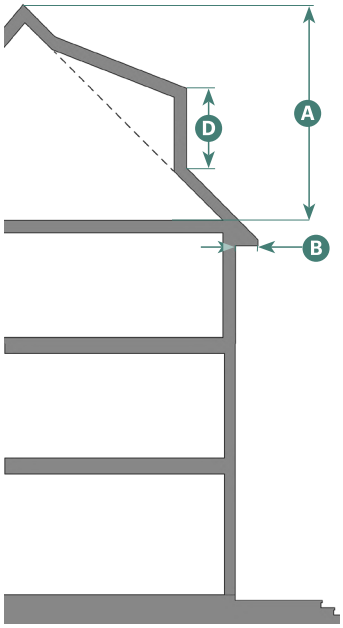
B. Adjacency Massing Requirements

1. Building façades within 50 feet of property zoned for single family residential development shall apply one of the following massing methods.
   (a) The top plate of the highest allowed story is lowered by a minimum of 10 feet and the uppermost floor is stepped back a minimum of 10 feet;
   (b) The top plate of the highest allowed story is lowered by a minimum of 10 feet and a pitched roof is designed in compliance with Table 2.04.A (Pitched Roof Standards). See also Figure 2.04.1 (Pitched Roofs); or
   (c) One or more wings are allowed to be added to the main body of the building.
      (1) Each building wing shall be one story less than the main body and offset from the main body façade by a minimum of three feet.
      (2) Building wing shall be in compliance with building setback standards in Section 2.03 (Site Development Standards).
      (3) Where a wing is added, the adjacent façade from which the wing is offset may not be counted as a projecting volume. See Figure 2.04.2 (Building Wing).
      (4) Wings shall be separated from other wings by at least 15 feet.

Table 2.04.A Pitched Roof Standards		
Height above Top Plate to Top of Roof Slope	10' max.	A
Eave	8" min. projection	B
Roof Pitch	Between 9:12 and 12:12	
Dormer Window(s) Length (Total Width)	50% max. of associated roof length	C
Dormer Window Height	6' max.	D
Dormer Window Separation from Edge of Roof	2' min.	E

Figure 2.04.1 Pitched Roofs

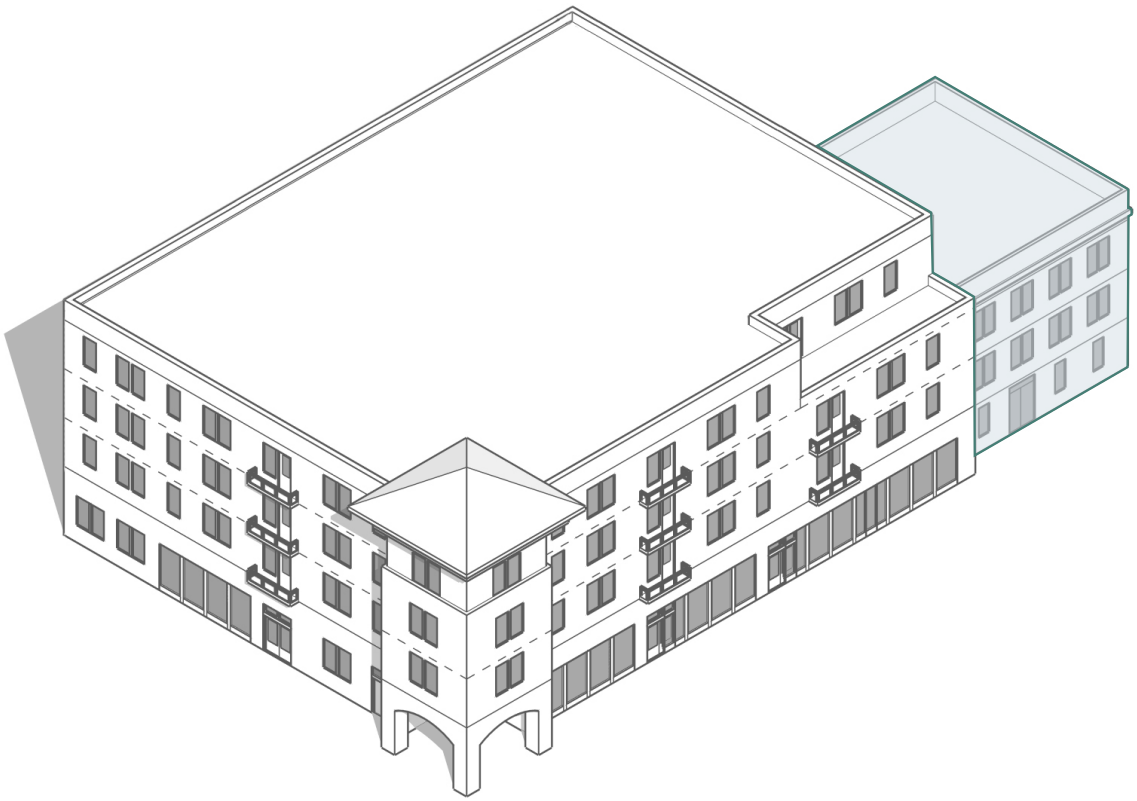




Key

See Table 2.04.A (Pitched Roof Standards)

Figure 2.04.2 Building Wing



C. **Façade Transparency**

1. The façade transparency standards in Section 2.03 (Site Development Standards) apply to all façades within the building setback area.
2. The following elements apply to the transparency requirement.
   (a) **Nonresidential Ground Floor.** Glazings with visibility of a minimum of four feet in depth
   (b) **All Floors.** Window frames, mullions, and clear, untinted glass

D. **Encroachments**

1. Encroachments into setback areas are allowed in compliance with Table 2.04.B (Allowed Encroachments); encroachment types not listed shall not be allowed.
2. Encroachments into public ROW are not allowed unless approved by a separate encroachment permit in compliance with FMC § 12.20.040 (Encroachment Permit Required).
3. Encroachments across a design site/lot line are not allowed.

Table 2.04.B Allowed Encroachments

Encroachment Type	Front	Side St.	Side	Rear
Architectural Features	2' max.	2' max.	--	5' max.
Steps to Building Entrance	4' max.	4' max.	4' max.	5' max.
Fences & Walls	●	●	●	●
Balconies & Exterior Stairs	5' max.	5' max.	4' max.	4' max.
Awnings	4' max.	4' max.	4' max.	4' max.
Signage	●	●	--	--
Ground-Mounted Equipment	--	--	●	●
Satellite Antennas	--	--	●	●

Key ● Allowed -- Not Allowed

E. **On-Site Parking**

1. FMC § 17.57 (Parking Requirements) shall be applied to calculate minimum parking requirements.
2. Parking spaces are not required to be located on design sites. Parking spaces may be grouped with those serving other design sites within the same block.
3. Fully subterranean parking may extend to property lines, subject to Community Development Department approval.
4. Semi-subterranean parking may be exposed up to four feet above the adjacent sidewalk grade. Semi-subterranean parking setbacks shall be the same as the primary building setbacks.
5. Driveways may be shared among adjacent design sites on the same development site but shall not exceed the maximum allowed width in compliance with Section 2.03 (Site Development Standards) Subsection B (Parking Placement).
6. The parking area landscape shall be in compliance with Subsection G (Landscaping) and FMC § 17.57.070 (Development and Maintenance of Off-Street Parking Facilities). Where in conflict, the ODDS shall prevail.
7. Bicycle parking may be located anywhere on a design site/lot or common area. Bicycle parking facilities shall comply with FMC § 17.57.090 (Bicycle Parking Facilities).

F. **Open Space**

1. Residential development is required to provide a minimum 50 square feet of open space per residential unit. The required open space may be provided as a single type or a combination of types in compliance with Table 2.04.C (Allowed Open Space Types).

Table 2.04.C Allowed Open Space Types	
On-Site Private Open Space	**Standards (W x D)**
Yard/Green	50 sf min.
Balcony	6' x 4' min.
Patio	15' x 10' min.
Porch	12' x 6' min.
Dooryard	10' x 5' min.
Rooftop Deck	10' x 15' min.; See Subsection K (Rooftop Decks)
Shared Open Space	**Standards (W x D)**
Common Yard/Green	20' x 30' min.
Forecourt/Court	15' x 15' min.
Common Terrace	Building length x 8' min.
Common Rooftop Deck	20' x 30' min.; See Subsection K (Rooftop Decks)
Civic Open Space	**Standards**
Park	5,000 sf min.; See Section 4.04 (Civic Open Spaces)
Plaza	5,000 sf min.; See Section 4.04 (Civic Open Spaces)
Passage	20' min. width; See Section 4.04 (Civic Open Spaces)

G. **Landscaping**

1. **Intent.** These standards for landscaping are intended to protect and enhance the environmental and visual quality of the community, enhance privacy, and control dust.

2. **Required Landscape Area.** Minimum 15% of the development site.

   (a) Required landscape areas shall be provided on the ground level and be open, unenclosed, and unobstructed by structures.

   (b) Each development site shall provide landscaping from the public sidewalk to the edge of the building along the front and side street, except where used for exit, entry, and frontages. The landscape area(s) shall count toward the minimum required landscape area.

   (c) Any landscaping measuring less than two feet in any direction shall not count towards the minimum required landscape area.

   (d) The minimum area of a development site to be landscaped may be combined with the minimum area of open space provided in compliance with Subsection F (Open Space).

   (e) On-site drainage basins count towards the minimum required landscape area if landscaped.

3. **Landscape Design Standards**

   (a) Landscapes may consist of any combination of living groundcovers, shrubs, vines, and trees. The use of indoor/outdoor carpeting, synthetic turf, or artificial shrubs, flowers, trees, or vines instead of living plants is prohibited.

(1) Plant size and spacing shall be based on the species selected and shall be installed to achieve the intended coverage of the landscaped area within three years.

(b) Trees protected by FMC § 12.16 (Tree Preservation) shall not be removed or adversely affected without a permit. Trees allowed to be removed with a permit must be replaced on-site at a minimum one-to-one basis.

(c) Landscapes may include benches and sculptures placed within the landscaped setting.

(d) Landscape areas may include hardscape, which, if composed of pervious paver stones, gravel, sand, wood, and decomposed granite, can satisfy up to 50 percent of the required landscape area.

4. **Landscape and Irrigation Plans.** Landscape and irrigation plans must be prepared in compliance with the City's Water Efficient Landscape Standards and submitted with each development application.

5. **Storm Water Management.** Landscape may be used for storm water Best Management Practices (BMPs) using biofiltration and retention and detention areas in compliance with FMC § 8.70 (Storm Water Management and Discharge Control).

H. **Hardscaped Surfaces**

1. **Intent.** These standards are to ensure that ground surfaces and paving contribute to the intended physical character as well as provide for pedestrian and vehicular access.

2. All hardscaped surfaces used for non-vehicular access and circulation, including but not limited to forecourts and pedestrian pathways, shall be articulated with pavers made of textured or scored concrete, brick, or decorative tile that are arranged in geometric patterns.

3. **Allowed Materials.** Brick, stone, concrete, terra-cotta tile, buff-colored permeable pavers, and/or stamped concrete.

4. **Prohibited Materials.** Asphalt.

I. **Lighting**

1. **Intent.** These standards are intended to promote high quality lighting, efficient use of energy, and reduce light pollution, glare, and light trespass.

2. All exterior lighting shall be designed, located, and lamped with downward light.

(a) Exterior building light fixtures shall use refractors, louvers, patterned, or translucent glass to obscure view of the lamp.

(b) Uplighting of the building façade, internally illuminated fascia, wall, roof, awning or other building parts is prohibited.

(c) Spotlighting and broadcast lighting are prohibited.

(d) All parking lot lights shall be full cutoff luminaires, as certified by the manufacturer, with the light source directed downward and away from adjacent residences.

(e) Bollard lighting is allowed to light sidewalks and other landscape features if the light is cast downward.

3. All exterior lighting shall use lower color temperature light sources of no more than 3000 Kelvin to minimize blue light emissions.

J. **Privacy**

1. **Intent.** These standards are designed to locate upper-story windows, balconies, and decks to minimize loss of privacy for existing neighboring properties.

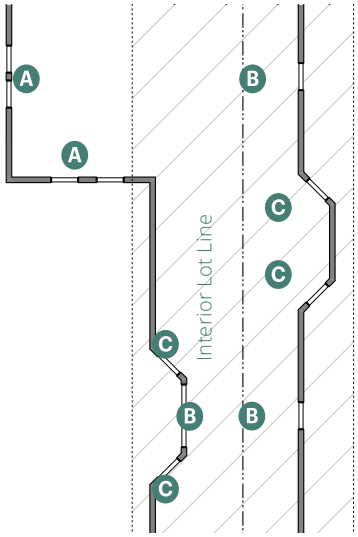
2. Development of a residential or mixed-use building where any portion of the proposed construction is either 2 or more stories tall or 18 feet or more in height shall comply with these standards. These standards do not apply to buildings within the same development project.

3. **Windows/Glazed Openings**

   (a) Residential structures adjoining an interior setback shall orient upper-story windows toward the front and rear of the building so that they do not directly align with windows on the adjoining property; or

   (b) Upper story windows within 15 feet of, and oriented to face or overlook, an interior design site/ lot line shall have a minimum sill height of 42 inches unless the window is placed at an angle of at least 30 degrees, measured perpendicular to the adjacent interior property line. See Figure 2.04.2 (Privacy).

Figure 2.04.2 Privacy



Key

- Design Site/Lot Line
- Interior Setback Line (Side or Rear)
- Area Within 15' of Design Site/Lot Line
- A — Principal Window
- B — 42" min. Sill Height
- C — No Limitation on Sill Heights

4. **Landings, Decks, and Balconies**

   (a) Upper-story unenclosed landings, decks, and balconies greater than 20 square feet that face or overlook the adjoining property shall be located a minimum of 15 feet from the interior design site/lot lines.

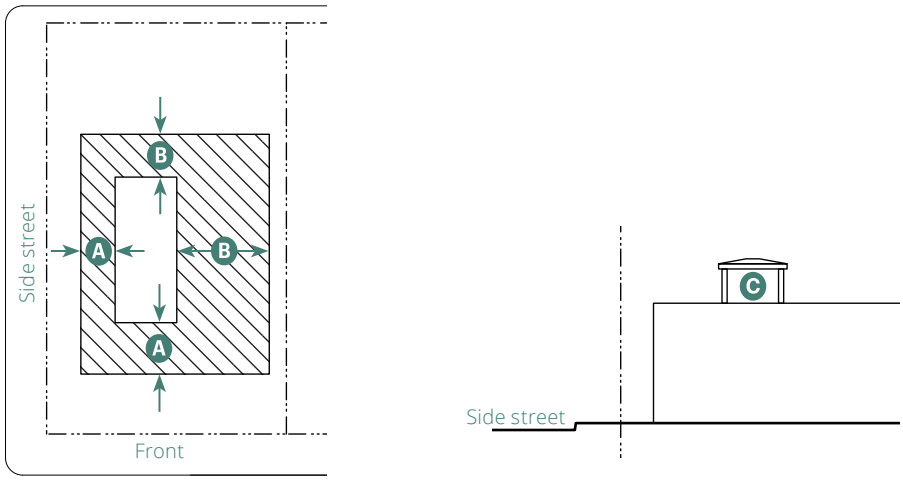
   (b) Upper-story unenclosed landings, decks, and balconies that do not face or overlook the adjoining property due to orientation or topography may be located at the minimum interior setback line if an architectural screening element such as enclosing walls, trellises, awnings, or perimeter planters with a five-foot minimum height is incorporated into the unenclosed landing, deck, or balcony.

K. **Rooftop Decks**

1. **Intent.** These standards are designed to allow functional outdoor space on top of a building while minimizing visual, noise, and privacy impacts to surrounding properties and rights-of-way.

2. Rooftop deck(s) shall be located on the roof of the primary building in compliance with the following:
   (a) Exterior Setback: 15' min. from the building edge along any front, side street, or civic open space
   (b) Interior Setback: 10' min. from the building edge
   (c) Deck Footprint: 25% max. of total roof area at the level of rooftop deck
   (d) Pergola Height: 12' max.
   (e) Stair Penthouse Height: 10' max.
3. Rooftop deck(s) shall not be enclosed or covered, except by a trellis and/or pergola.
4. Materials for trellis, pergola, and lighting shall match those used for the primary building.
5. All rooftop decks shall be designed in compliance with Building Code and Fire Code standards.
6. Stair penthouse(s), including roof hatches, shall be designed in compliance with the standards of the Building Code and located within the allowed area for the rooftop deck.
7. **Allowed Elements**
   (a) Furnishings (e.g., chairs, tables, stoves, barbecues, swimming pools, hot tubs) are allowed only within the delineated area for the rooftop deck.
   (b) Pergola, trellis, permanent shade device, and/or swimming pool are allowed.
   (c) Temporary fabric awnings and shade devices are not allowed.
   (d) Windscreens are allowed only within or along the edges of the maximum allowed area for the rooftop deck. Windscreens shall be transparent or designed in the same style, materials, and finishes as the primary building.

Figure 2.04.3 Rooftop Deck



Key

Building Roof
Deck Footprint
A Exterior Setback
B Interior Setback
C Pergola

L. Screening and Walls

1. **Intent.** These standards are intended to support pedestrian-oriented development, protect property, enhance privacy, attenuate noise, and improve the visual environment.

2. **Screening and Wall Height.** Table 2.04.D (Screening and Wall Height Standards) sets forth the maximum height limits for fences, walls, and landscaping. Screening within any building setback area shall not exceed a height that blocks the line of sight between any point at the front entrance measured five feet above the finished floor and any point measured five feet above the sidewalk.

   (a) Walls of three-and-a-half feet shall have a half-foot footing underground with a three-foot wall above; walls of six feet shall have one-foot footing underground with five-foot wall above.

   (b) Surcharge not allowed behind a free standing wall/retaining wall.

   (c) Retaining walls, including any open fences on top of the retaining wall, shall be in compliance with the height limits in Table 2.04.D (Screening and Wall Height Standards)

   (d) Any retaining wall greater than three feet in height within a building setback area shall include a planter on the cut side that is at least two feet in depth, as measured perpendicular to the retaining wall.

   (e) Multiple terraced retaining walls shall have a minimum horizontal distance between them that is at least equal to the average height of the vertical walls and landscaped.

Table 2.04.D Screening and Wall Height Standards

Screening Type	Front	Side Street	Side	Rear
Fence	3.5' max.	3.5' max.	6' max.	6' max.
Free Standing Wall[1]	3.5' max.	3.5' max.	6' max.	6' max.
Landscaping[2]	3.5' max.	3.5' max.	No max.	No max.

[1] Includes retaining walls

[2] Excludes trees

3. **Screen and Wall Materials**

   (a) **Allowed Materials.** Metal, wood fence, stucco wall with the same finish as the primary building wall, and sandstone.

   (b) **Prohibited Materials.** Chain-link, vinyl, barbed wire, razor wire, unfinished concrete block, hollow tubular steel, plastic, faux materials, such as manufactured stone, and electric fences.

4. **Screening of Mechanical Equipment.** Screening shall be provided for all new or relocated ground- or roof-mounted equipment that is visible from the public realm.

   (a) Screening shall match materials used on the street facing façade(s), including matching paint, finish, and trim cap of the building.

   (b) Buildings shall be designed to provide a parapet or other architectural element as tall as or taller than the highest point on any new roof-mounted equipment.

   (c) Screening of ground-mounted equipment shall be as high as the highest point of the equipment being screened.

      (1) Ground-mounted equipment shall be located in compliance with Subsection 2.04.D (Encroachments).

(d) Free-standing or roof-mounted solar energy systems and EV charging equipment are exempt from screening.

5. **Temporary Fencing.** Temporary fencing may be used to provide security for approved special events, construction sites, or vacant structures and land which cannot otherwise be secured.

M. **Parking Techniques and Allowed Reductions**

1. **Intent.** This section provides standards for functional parking techniques to enhance pedestrian-oriented development and minimize the visual impact of automobiles and parking structures.

2. The parking techniques included in this section may be applied individually or in combination in compliance with Subsection 2.03.B (Parking Placement).

3. The standards in this section supplement FMC § 17.57 (Parking Requirements), which provide the standards for the number of parking spaces required for each use, the dimensional standards for parking areas, and parking lot development and maintenance. The required number of spaces may be reduced pursuant to Table 2.04.E if one or more of the following is provided:

(a) Shared parking agreement with an adjacent property owner or with the owner of a property located within one block of the project site that provides parking for at least 0.5 spaces per unit in the project that are available after 5:00 pm;

(b) Provision of Sacramento Regional Transit passes for all residents for the duration of their leases if project is located within ¼-mile of a transit station with at least 30-minute service;

(c) Provision of 1.5 times the amount of bicycle parking spaces and facilities required under FMC Section 17.57.090 (Bicycle Parking Facilities); or

(d) Provision of a parking study demonstrating that one parking space per unit or one parking space per 1,000 square feet of commercial space is sufficient to meet anticipated parking demand.

Table 2.04.E Allowed Parking Reductions

Use	Parking Required	Reduced Parking Allowances
Residential	1.5 spaces per unit	1 space per unit
Commercial / Retail	1 space per 250 sf	1 space per 1,000 sf

4. **Surface Parking.** Surface parking, covered or uncovered, is prohibited between the primary building and front, side street, or civic open space, with the exception of a shared parking court in compliance with Subsection 7 (Shared Parking Court).

5. **Garages, including Tuck-Under Parking.** The opening to garages, including tuck-under parking, shall not be publicly visible along the front, side street, or civic open space.

6. **Structured Parking**

(a) Any portion of a parking facility exceeding eight feet in length that is within 15 feet of the building façade along the front, side street, or civic open space, including individual garages and carports, shall be designed with the allowed materials of the primary building in compliance with Chapter 3 (Massing and Articulation).

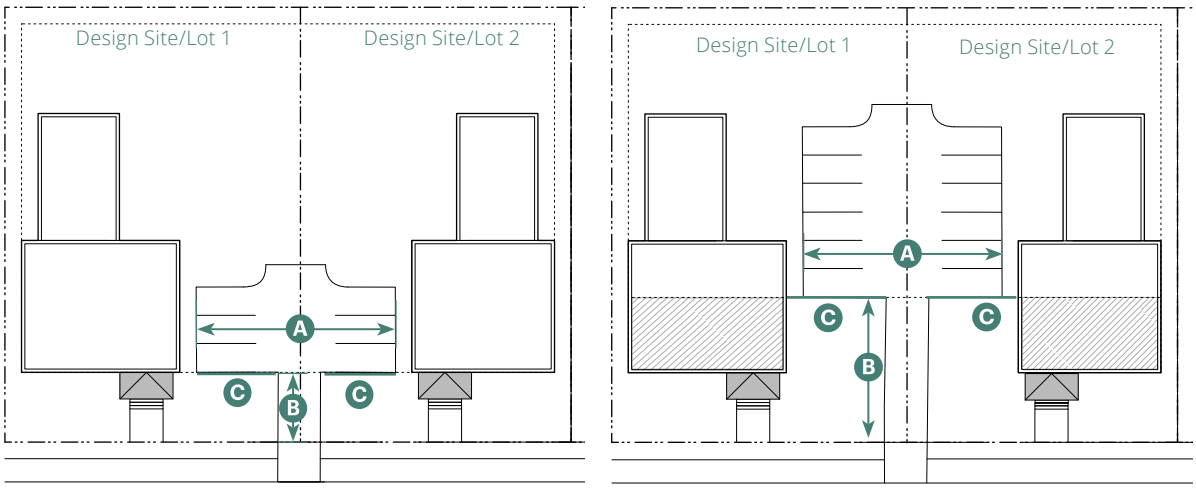
(b) Garage openings for ventilation shall be designed in compliance with Section 3.04 (Façade Composition).

(c) Stacked and tandem parking is allowed in within a podium and subterranean parking structure.

7. Shared Parking Court

(a) Shared parking courts shall be allowed across design sites/lots between primary buildings and accessed from the front or side street.

Figure 2.04.4 Shared Parking Court



Key

– –	Design Site/Lot Line		
----	Setback Lines		
	Required Occupiable Ground Floor Space. See Subsection C (Building Form)		
A	Maximum Width of the Shared Parking Court, measured parallel to the adjacent street/ROW: 65'		
B	Minimum Shared Parking Court Setback:	Small Parking Court (6 or fewer spaces)	10' min.
		Large Shared Parking Court (7 spaces or more)	Behind line of required ground floor occupiable space in Subsection C (Building Form)
C	A landscape buffer shall be provided in compliance with one of the following methods along the front property line for the length of the shared parking court.	Location: Not closer than the required minimum building setback. a. A landscaped buffer with a minimum inside width of five feet and a fence or hedge 42 inches in height, or b. A landscaped buffer with a minimum inside width of eight feet.	

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Chapter 3 Massing and Articulation

Sections:

3.01 Purpose and Applicability
3.02 Top, Middle, and Base Façade Design
3.03 Massing Features
3.04 Façade Composition
3.05 Fenestration
3.06 Exterior Finishes and Materials
3.07 Balconies and Decks
3.08 Blank Wall Treatment

3.01 Purpose and Applicability

A. **Purpose.** This Chapter provides design standards for building massing and articulation which shall be applied in combination with the standards in Chapter 2 (Development Standards) to refine further the building design and physical character of new development.

B. **Applicability.** The standards of this Chapter apply to all new development and to modifications where 70 percent or more of the surface area of a street-facing façade is modified. Modifications include changes to the exterior of a building, including additions or demolition, except as applied to routine maintenance and in-kind replacement of materials, façade renovations, or exterior renovations. See Table 3.01.A (Massing and Articulation Standards Applicability) for applicability of specific sections to specific conditions.

Table 3.01.A Massing and Articulation Standards Applicability

Applicable Section		Façade(s) in the Building Setback Are			Adjacency Massing[1]
		of a building < 3 stories	of a building ≥ 3 stories	≥ 80 linear feet	
3.02	Top, Middle, and Base Façade Design	--	●	--	--
3.03	Massing Features	--	--	●	--
3.04	Façade Composition	●	●	●	●
3.05	Fenestration	●	●	●	●
3.06	Exterior Finishes and Materials	●	●	●	●
3.07	Balconies and Decks	Wherever occurs			
3.08	Blank Wall Treatment	Wherever occurs			

Key: ● Standards apply -- Standards do not apply

[1] See Subsection 2.04.B (Adjacency Massing Requirements) for additional standards.

3.02 Top, Middle, and Base Façade Design





A. Intent

To define the horizontal articulation of a building and affect its perceived height and massing and thus its visual impact on the public realm.

General Note: Photos on this page are illustrative, not regulatory.

B. Top, Middle, and Base Façade Design Standards

1. General Standards

(a) Building façades shall be designed to visually display three distinct sections: a base, a middle, and a top.

(b) Boundaries between the base, middle, and top shall be articulated by a cornice, projecting profile/string course, or other horizontal element.

(c) Elements defining the base, middle, and top shall be consistent across the length of the module or building.

2. Standards for Top

(a) The top shall include at least one of the following:

(1) A parapet with a cap that projects at least two inches;

(2) Pitched roof with projecting eave or rake; or

(3) Cornice (may be used in combination with a parapet or pitched roof).

(b) The top may include the uppermost story, provided that a cornice or projecting profile/string course, and change of material or color are expressed on the façade at the floor level of the uppermost story.

(c) The height of the top, not including the height of any pitched roof above the eave, shall not exceed the height of the base.

(d) Upper stories that are stepped back 10 feet or more from the primary façade do not constitute the top; the portion of the façade that is not stepped back shall include its own top in compliance with this section.

3. Standards for Middle

(a) The middle shall incorporate the building's primary wall color and finish, or material.

(b) If the building is more than three stories, the middle shall comprise at least half of the building's stories, not counting any half story or basement.

4. Standards for Base

(a) The base shall comprise the lowest story/stories of the building or module and be defined by a horizontal expression line.

Figure 3.02.1 Base, Middle, and Top Design



3.03 Massing Features





A. Intent

To contribute to the aesthetic quality of the public realm by integrating massing features into the architecture of large buildings, along front or side streets, or buildings at corners.

General Note: Photos on this page are illustrative, not regulatory.

B. Massing Features Standards			
Building Length (along Front or Side Street)		**Features Required**	**Allowable Features**[1]
A	≤ 80 feet	None	• Projecting Volumes • Architectural Recessions • Upper Story Stepbacks • Wings • Bay Windows • Corner and Tower Elements
B	80 feet - 120 feet	1	
C	120 feet - 160 feet	2	
D	> 160 feet	3	

[1] The same massing feature may be used more than once on the same façade.

Figure 3.03.1 Massing Features



Key

1. First Massing Feature: Tower Element example
2. Second Massing Feature: Architectural Recession example
3. Third Massing Feature: Upper Story Stepback example

C. Standards for Projecting Volumes and Architectural Recessions

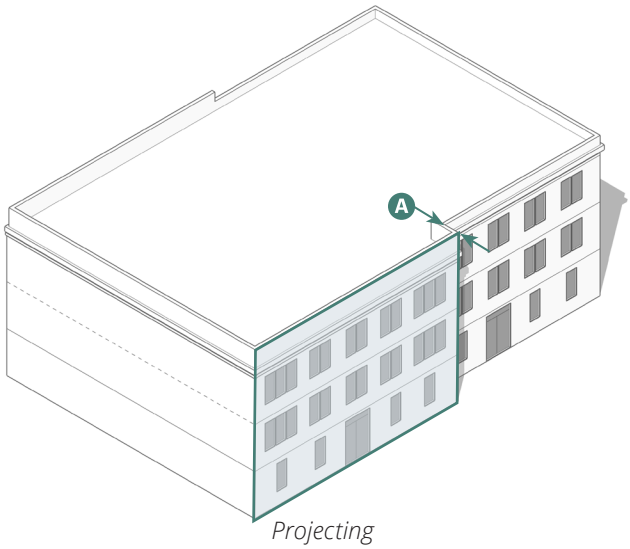
A Projecting Volumes

1. A projecting volume shall project from the adjacent façade by at least two feet. Adjacent façade(s) shall not be counted as an architectural recession.
2. A projecting volume shall be between two and five bays wide. Bays are required to be between 4 and 30 feet wide.
3. A projecting volume shall extend vertically throughout the building or module's middle and may also extend through the top and/or base.

B Architectural Recessions

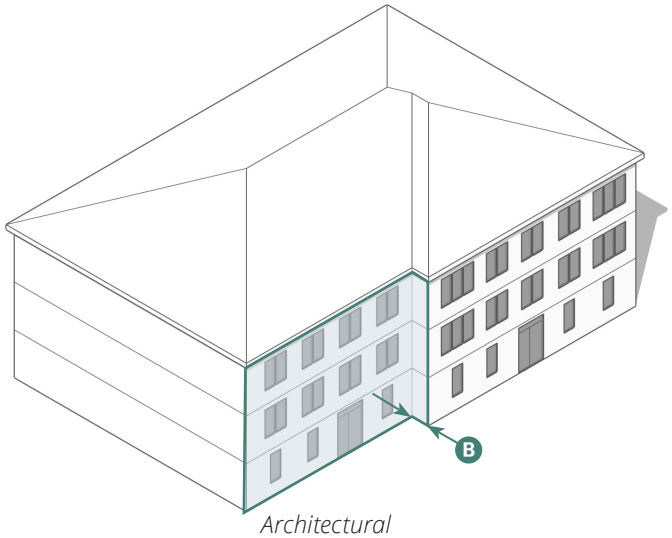
1. Where included, a wall inset shall recede from the adjacent façade by at least two feet. Adjacent façade(s) shall not be counted as a projecting volume.
2. A wall inset shall be between two and five bays wide. Bays are required to be between 4 and 30 feet wide.
3. A wall inset shall extend vertically throughout the building or module's middle and top and may also extend through the base.
4. Gable or hipped roof forms shall break at a wall inset and maintain the same eave height on all sides of the wall inset where eaves occur.

Figure 3.03.2 Projecting Volumes



Projecting Volume

Figure 3.03.3 Architectural Recessions

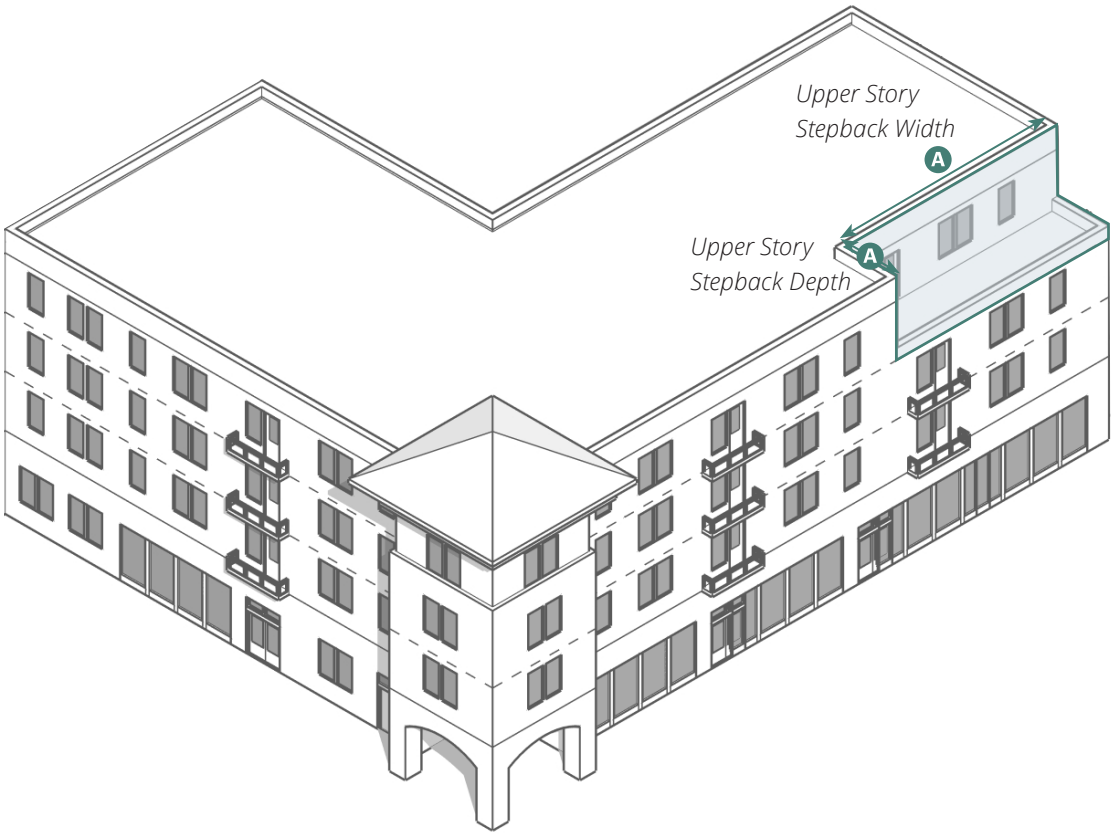


Architectural Recession

D. Standards for Upper Story Stepbacks

Ⓐ	**Upper Story Stepbacks**	1. Stepback depth: 10' min. 2. Stepback width: 30' min.; 80' max.

Figure 3.03.4 Upper Story Stepbacks and Wings



E. Standards for Bay Windows

1. Applicable to All

Bay windows shall not exceed the height of façade to which they are attached.

2. Specific to Round Bay Windows

(a) Depth: 1' min.; 3' max.

(b) Width: 6' min.; 10' max.

(c) Must be vertically proportioned.

(d) Ganged windows are not allowed.

3. Specific to Chamfered Bay Windows

(a) Depth: 1'min.; 3' max.

(b) Width: 6'min.; 10' max.

(c) Interior angle: 135° or 150°

(d) Number of faces: 3 to 5

(e) Ganged windows are allowed on faces that are parallel to the façade.

(f) Ganged windows are not allowed on corner bay windows.

4. Specific to Square Bay Windows

(a) Depth: 1' min.; 3' max.

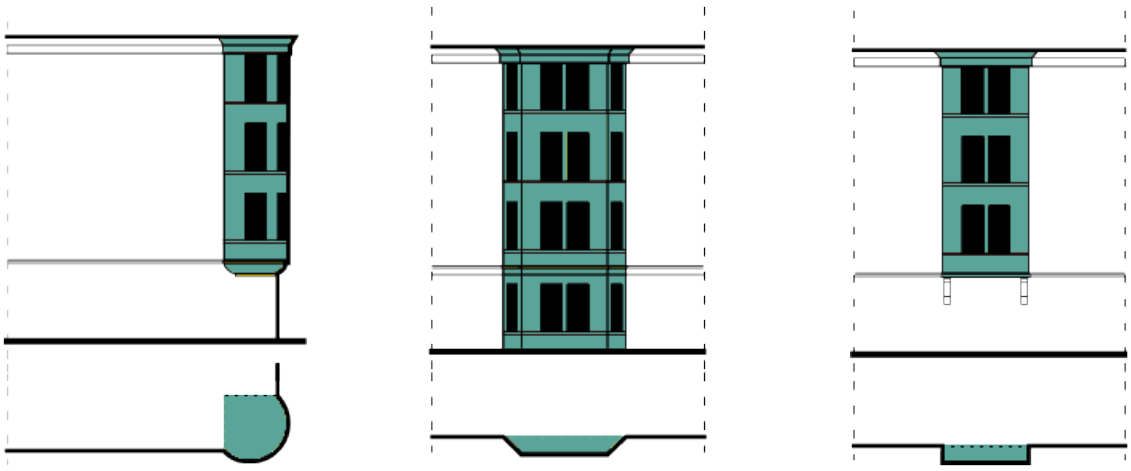
(b) Width: 6' min.; 9' max.

(c) All windows must be taller than they are wide.

(d) Widest face shall accommodate window grouping.

Figure 3.03.5 Bay Windows

Round Bay Window | Chamfered Bay Window | Square Bay Window



F. Standards for Tower Elements

1. General Standards

(a) The footprint of a tower element shall be between 10 by 10 feet and 30 by 30 feet.

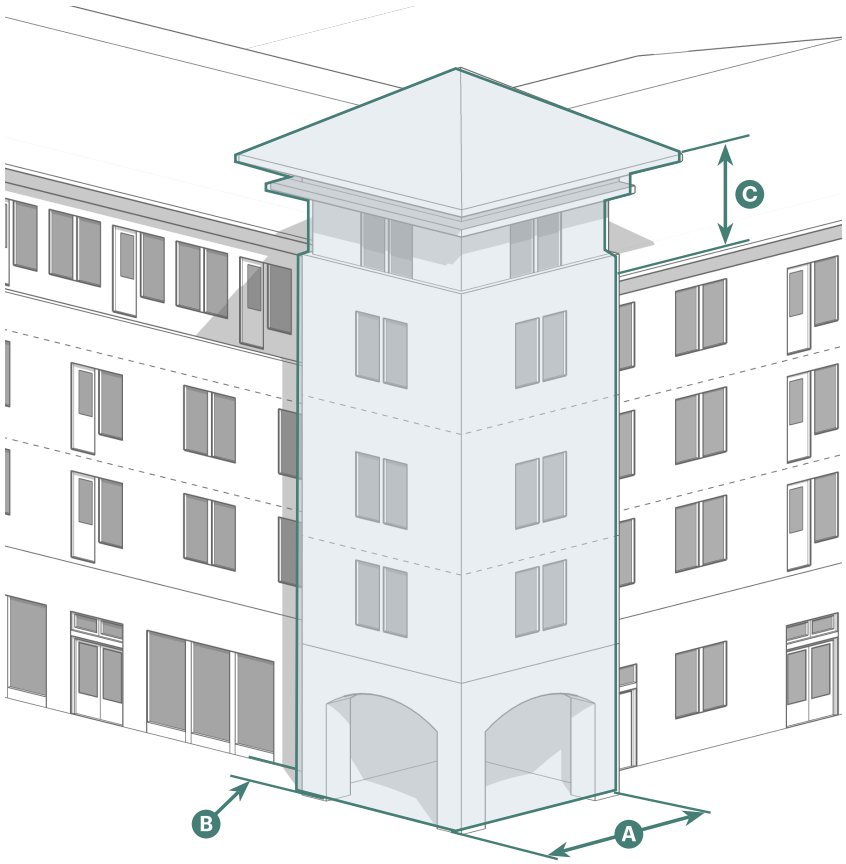
(b) Tower elements shall not include blank walls: the transparency requirements of Section 2.03 (Site Development Standards) Subsection D (Façade Design) shall apply.

(c) Where a tower element is identified, adjacent façade(s) shall not be counted as a projecting volume or architectural recession.

(d) Towers element may exceed the height of the top plate of the building by 10 feet, not including the height of the pitched roof.

(e) Tower elements shall project or recess from adjacent façade by three to four feet, not including eaves.

Figure 3.03.6 Example of Tower Element at Corner

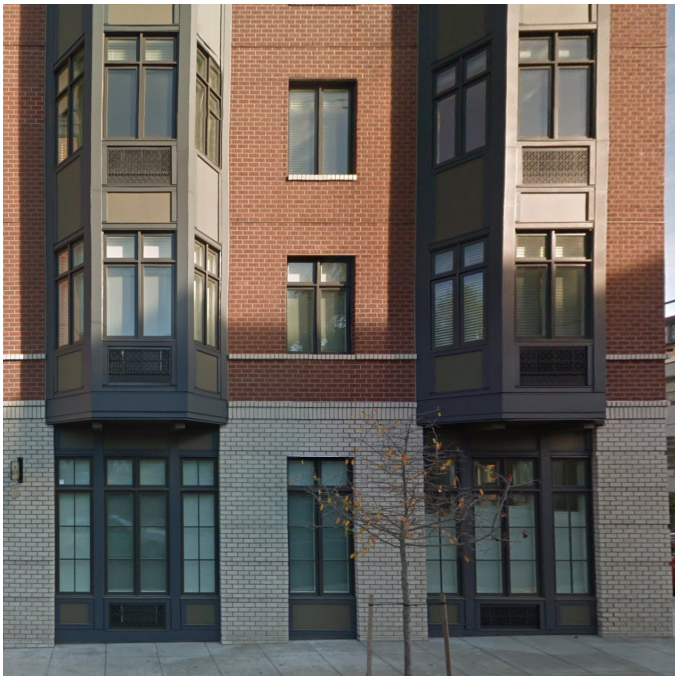


Key

- A Tower Element Footprint
- B Tower Element Projection
- C Additional Tower Height

3.04 Façade Composition





A. Intent

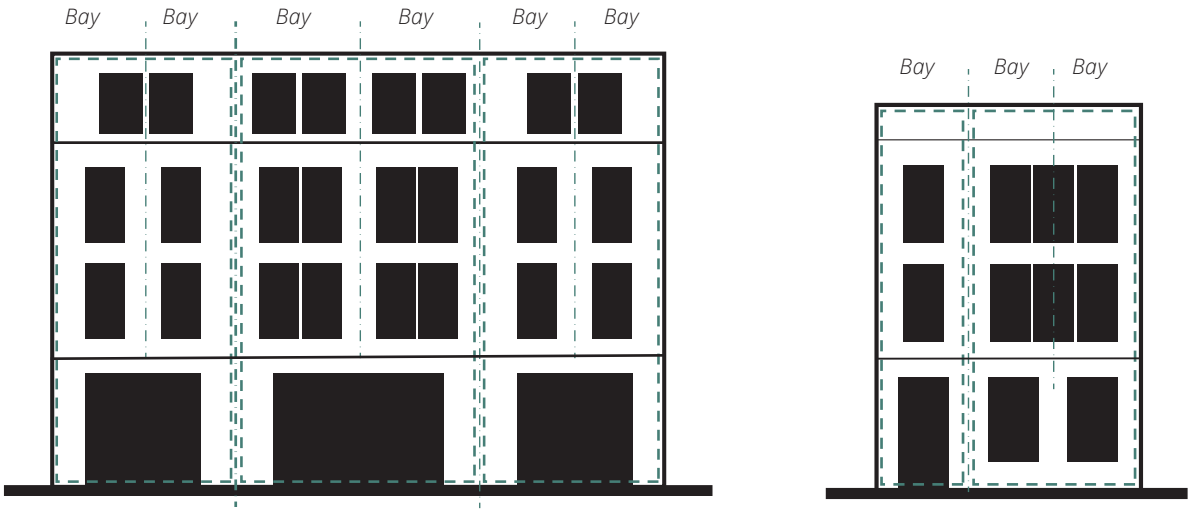
To affect a building's perceived size and massing and contribute to the visual appeal of the public realm through a system of symmetry and arrangement of façade elements.

General Note: Photos on this page are illustrative, not regulatory.

B. Façade Composition Standards

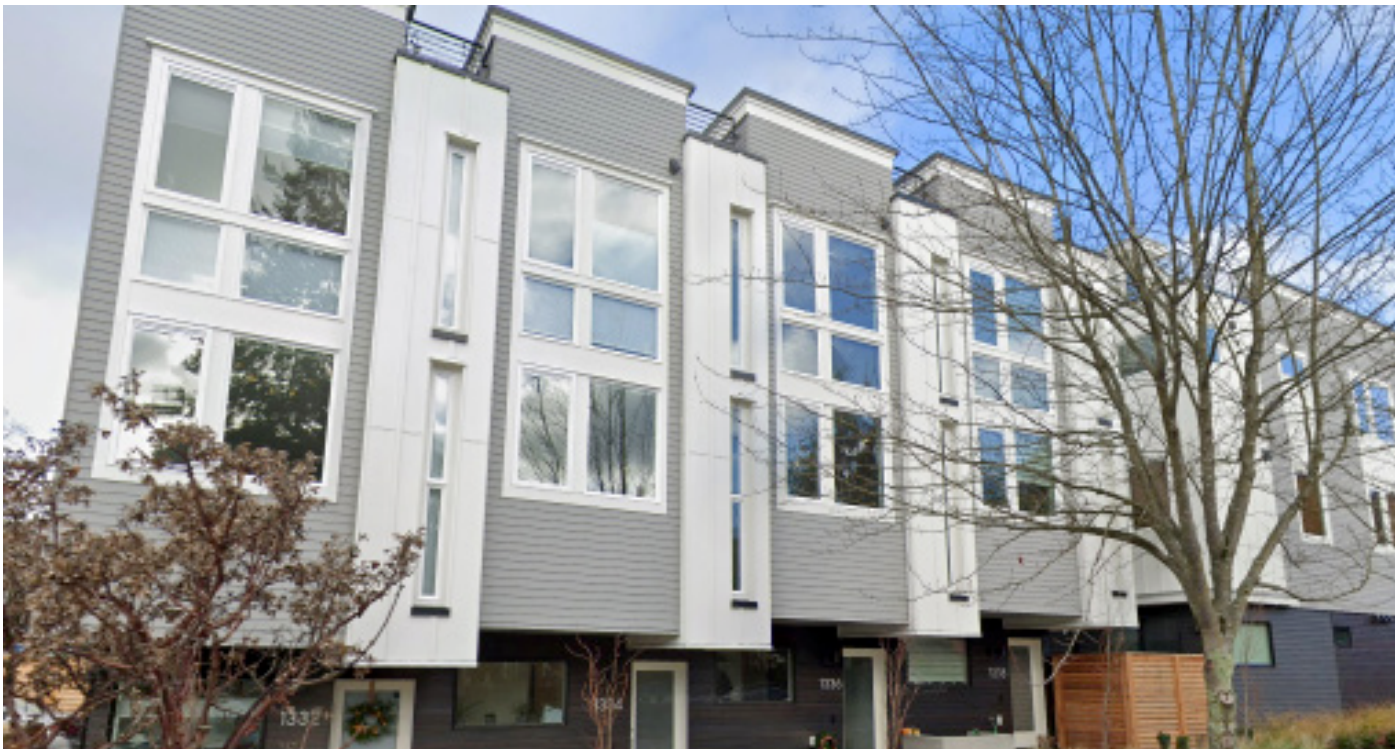
1. Each façade within a Building Setback Area is required to be arranged according to a pattern of bays that extend from top to bottom indicating the alignment of façade openings, such as windows and doors. See Section 2.03 (Site Development Standards) Subsection A (Building Placement) for Building Setback Area standards.
2. Bays are required to align throughout the base, middle, and top, but the number of bays may differ between the base, middle, and/or top.
3. Bays are required to be between 4 and 30 feet wide; bays are not required to be equal in width.
4. On façades that exceed 80 feet in length, bays are required be grouped into segments of 40 feet or less in width.

Figure 3.04.1 Façade Composition



Key Bay Vertical Division Line Bay Grouping

3.05 Fenestration





A. Intent

The design of windows and openings promotes cohesion with surrounding architectural context and reinforces the overall architectural character of the building.

General Note: Photos on this page are illustrative, not regulatory.

B. Fenestration Standards

1. Applicable to All

(a) When placed within punched openings, all windows or window groupings shall include a sill.

(b) Permanent or retractable security gates, grill or bars are prohibited.

2. Specific to Window Openings

(a) At least 75 percent of individual windows on each façade shall be oriented vertically (height greater than width). Where used, horizontally oriented windows shall be ganged with vertically-oriented windows or doors to form a grouping.

(b) Ganged windows shall be separated by visible mullions or jambs; continuous ("ribbon") windows are not allowed.

3. Specific to Ventilation Openings

(a) All ventilation openings (such as for a parking garage) shall be screened.

(b) Screening material shall be consistent with other materials on façade in terms of color, texture, and/or material.

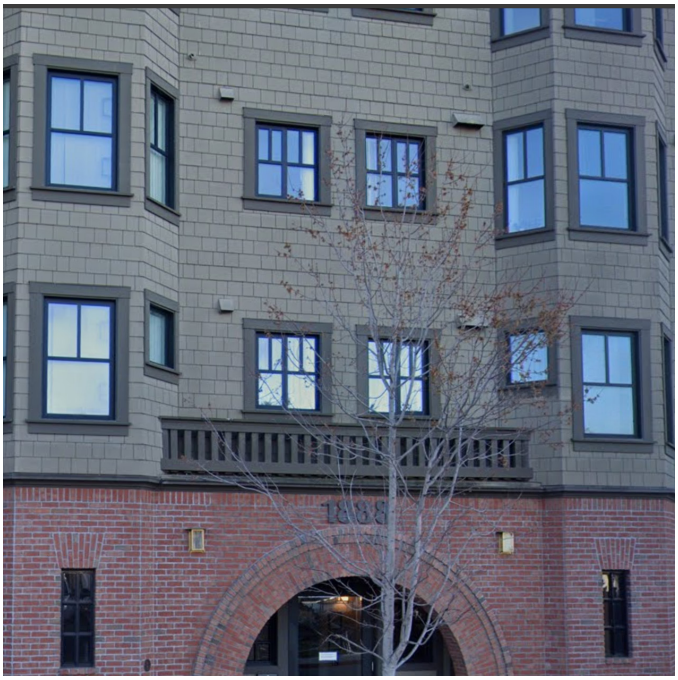
(c) Ventilation openings shall be aligned with window openings on the same façade.

(d) Ventilation openings shall be of consistent scale and proportion to window openings on the same façade.

(e) Ventilation openings shall include a sill and lintel consistent with those for window openings on the same façade.

3.06 Exterior Finishes and Materials





A. Intent

To improve sustainability and durability of the building and respond to existing architectural context through appropriate material selection and application.

General Note: Photos on this page are illustrative, not regulatory.

B. Exterior Finishes and Materials Standards

1. Exterior Finishes and Materials

Element	Allowed Materials
(a) Exterior Wall Cladding	Wood, fiber cement, brick
(b) Base or Foundation (where applicable)	Brick, cast stone, wood, fiber cement, treated concrete
(c) Roofs	
(1) Roofing, mansard	Slate shingles or metal (natural or synthetic)
(2) Roofing, sloped	Asphalt, slate shingles (natural or synthetic), or standing seam metal
(d) Windows, Bay Windows, and Entry Doors	
(1) Trim or Surround	Cast Iron, composite wood, wood, fiber cement
(2) Entry Door	Wood, fiberglass, composite wood, wood-clad aluminum
(3) Window Frames	Wood, fiberglass, vinyl, powdercoated aluminum
(4) Window Sill	Wood, composite wood, fiber cement, cast stone
(5) Glazing	Clear glass; shall not be tinted, mirrored, or colored
(e) Balconies	
(1) Guard/Railing	Metal, glass
(2) Fascia	Metal, wood, composite wood
(f) Porches and Galleries	
(1) Columns	Wood, composite wood, fiberglass, cast stone
(2) Guard/Railing	Metal, wood, composite wood, metal, glass
(g) Storefronts	
(1) Storefront	Brick, wood, composite wood, metal
(2) Columns	Wood, composite wood, fiberglass, metal
(3) Storefront Base/Bulkhead	Wood panels, brick, stone, cast stone, tile, fiber cement, stucco

2. Change in Façade Color and/or Material

(a) Color and/or material change on a façade shall occur only at the following locations:

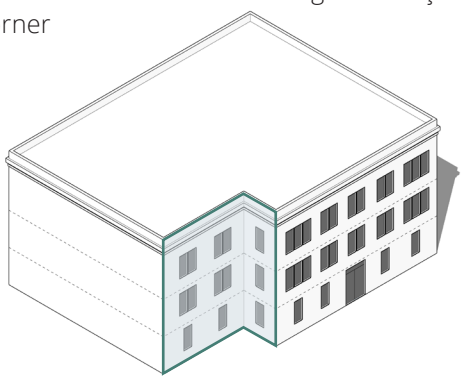
(1) At inside corners rather than outside corners.

(2) At a horizontal articulation (e.g., string course).

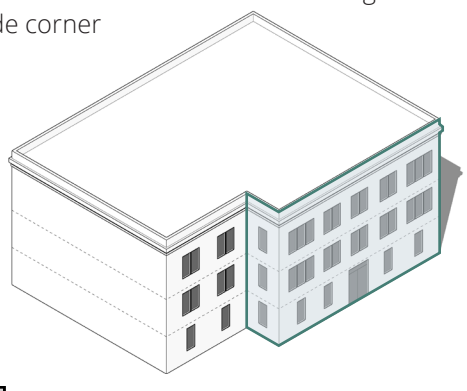
(3) At the boundaries between bays/bay groupings (see Section 3.04).

Figure 3.06.1 Change in Façade Color and/or Material

Allowed: Color and/or material change on a façade at inside corner



Not Allowed: Color and/or material change on a façade at outside corner



3.07 Balconies and Decks





A. Intent

Balconies provide an option for façade articulation and/or usable outdoor space.

General Note: Photos on this page are illustrative, not regulatory.

B. Balcony and Deck Standards

Where balconies are included, their design shall comply with the following.

1. Specific to Juliet Balconies

(a) Shall be placed in front of inward-swinging door(s) with full glazing.

(b) Shall include a base. Base shall project at least four inches from the wall finish surface and shall be a height at least three inches.

(c) Shall include a guard/railing in compliance with building code requirements.

(d) At least two brackets are required if balcony projects at least six inches from the wall finish surface and is not part of a porch or gallery.

2. Specific to Occupiable Balconies

(a) Occupiable area shall be at least 4 feet deep and 48 square feet in area.

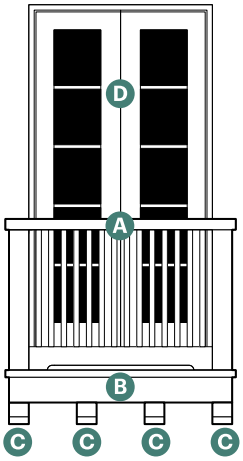
(b) Occupiable area may be recessed into building façade.

(c) Shall include a guard/railing in compliance with building code requirements.

(d) At least two brackets are required if balcony projects at least six inches from the wall finish surface and is not part of a porch or gallery.

Figure 3.07.1 Balconies

Juliet Balcony



Key

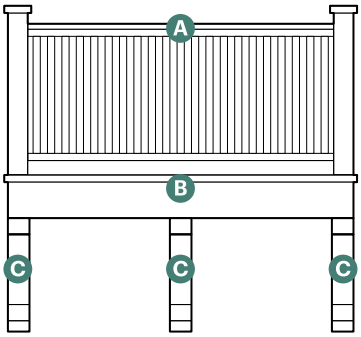
A Guard/Railing

B Base

C Brackets

D Inward-Swinging Doors

Occupiable Balcony



Key

A Guard/Railing

B Base

C Brackets

3.08 Blank Wall Treatment





A. Intent

A blank wall is a ground-floor wall, or portion of ground floor wall, where no transparent materials or entrances are provided adjacent to the public realm for a continuous length of at least 8 feet and a height of at least 10 feet. Blank wall treatment standards apply to enhance the character and quality of public streetscapes along the ground level.

General Note: Photos on this page are illustrative, not regulatory.

B. Blank Wall Treatment Standards

1. At least 50 percent of the area of the blank wall must be covered by one or more of the following:
   (a) Mural and/or other art installation.
   (b) Protruding/recessed brickwork and tile.
   (c) Living plant material, including, but not limited to, green/living wall, and/or plants of sufficient height to screen the blank wall that are rooted in the ground or in planters.
2. The following treatments may be used in combination with any of the above treatments:
   (a) Benches or other outdoor seating. Benches may be freestanding or integrated into the articulation of the façade.
   (b) Bicycle racks. May be freestanding or integrated into the articulation of the façade.

Figure 3.08.1 Blank Wall Treatment Area



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Chapter 4 Large Site Standards

Sections:

4.01 Purpose and Applicability
4.02 Private Thoroughfares
4.03 New Blocks
4.04 Civic Open Spaces
4.05 Design Sites

4.01 Purpose and Applicability

A. **Purpose.** This Chapter sets forth standards for large development sites to create a pattern of walkable development.

B. **Applicability**. The standards of this Chapter apply to all new development sites over 10 acres. The development site may include one or more parcels.

4.02 Private Thoroughfares

A. New private thoroughfares shall be designed in compliance with city standards.

B. Existing and new thoroughfares, together with civic open spaces (Section 4.04), shall comprise a contiguous pedestrian network throughout the development site and adjacent public ROW.

C. Alleys and driveways are not considered thoroughfares or components of the public realm for the purpose of these standards and shall only be used along the rear or side of design sites (Section 4.05). Where an alley or driveway intersects the public realm, the pavement of the public realm shall prevail.

D. The thoroughfare network within the development site may be privately owned but shall be accessible by the general public.

1. Private thoroughfares shall not be gated.

4.03 New Blocks

A. New blocks, including half-blocks, shall be created using thoroughfares in compliance with city standards and Section 4.02 (Private Thoroughfares) or civic open space types in Section 4.04 (Civic Open Spaces).

1. New thoroughfares shall be designed in compliance with city standards and Section 4.02 (Private Thoroughfares). Passages shall not be more than 50 feet from the center of the block.
2. New civic open spaces shall be designed in compliance with Section 4.04 (Civic Open Spaces)

B. Individual block lengths and the total block perimeter shall be in compliance with the standards in Table 4.03.A (Block Size Standards).

1. New thoroughfares, not including alleys or driveways, shall align with the centerline of existing thoroughfares adjacent to the development site.
2. Right-of-way stubs, where used, shall be identified and include a notation that all stubs are to connect with future thoroughfares on adjoining property and be designed to transition in compliance with city standards.
3. New dead-end streets and cul-de-sacs are not allowed unless used to divide half-blocks.
4. Where an alley is included, the maximum block perimeter is allowed to be exceeded by the width of the alley.

C. A half-block is allowed to adjoin an existing half-block in compliance with Table 4.03.A (Block Size Standards).

D. Blocks may be uniquely shaped in compliance with the standards in Table 4.03.A (Block Size Standards).

Table 4.03.A Block Size Standards

	Block Length	Block Perimeter	Depth of Half-Block(s)
Passage not included	500' max. (A)	1,800' max.	250' max. (C)
Passage included	600' max. (B)	2,000' max.	

Figure 4.03.1 Maximum Block Size without Passage

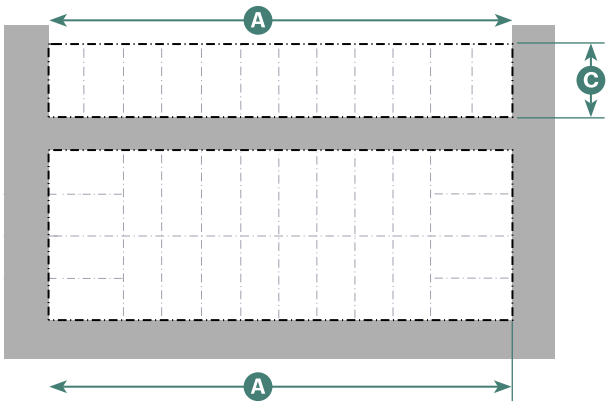
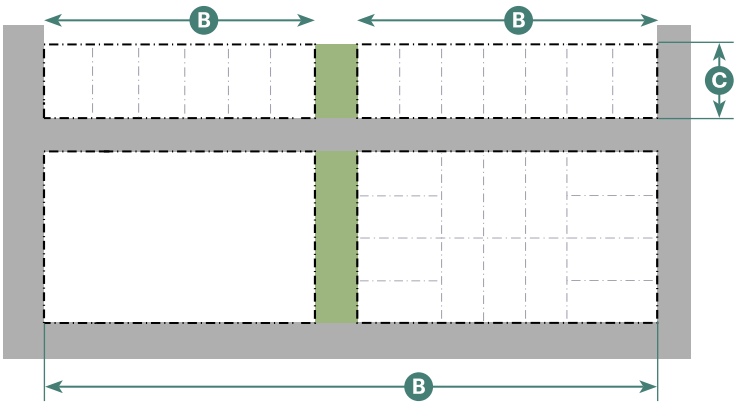


Figure 4.03.2 Maximum Block Size with Passage



4.04 Civic Open Spaces

A. The total amount of civic open space required is a minimum of five percent of the development site's gross area (minus existing easements).

1. The civic open space(s) shall be located within the development site.
2. The civic open space(s) shall be designed and built in compliance with the allowed civic open space types in Table 4.04.A (Civic Open Space Types).
3. The civic open space(s) shall be privately owned and maintained.

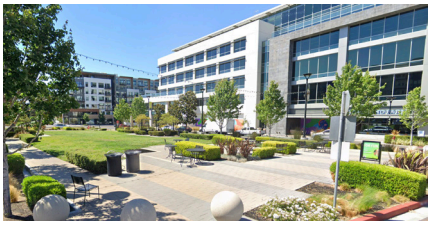
B. Each civic open space shall abut and be accessible from existing or new thoroughfares for a minimum of 50 feet.

C. Fences and landscaping up to 42 inches tall are allowed to be installed along the perimeter of civic open spaces. Freestanding walls are not allowed.

D. Asphalt surfaces are prohibited unless stamped.

E. Building façades that abut or are across a street from a civic open space shall be designed as the front of the building in compliance with the standards of Chapter 2 (Development Standards).

Table 4.04.A Civic Open Space Types

Type	Standards
Park. A landscaped open space for passive recreation or programmed use.	
	(1) Minimum of 5,000 square feet in size. (2) No side narrower than 50 feet. (3) At least one side of the green or plaza space shall abut and be accessible from the street or sidewalk network. (4) Minimum 60 percent landscaped.
Plaza. A hardscaped open space used primarily for civic purposes and commercial activities.	
	(1) Minimum of 5,000 square feet in size. (2) No side narrower than 50 feet. (3) At least one side of the green or plaza space shall abut and be accessible from the street or sidewalk network. (4) Minimum 60 percent hardscaped.
Passage. A private thoroughfare that provides access into or through a block.	
	(1) Minimum total width of 20 feet, including walkway and parkway. (2) Minimum walkway width of 8 feet. (3) Minimum parkway width of 6 feet each on both sides of the walkway. (4) Parkway shall be designed with non-continuous planting strips or tree wells located between walkway and building.

4.05 Design Sites

A. A design site is a portion of land within a parcel, delineated from other design sites or parcels, to accommodate no more than one primary building. The main purpose of a design site is to allow a parcel to contain multiple buildings while not requiring the legal subdivision of the parcel.

B. **Development Standards.** The following standards apply to all design sites. See Figure 4.05.1 (Examples of Multiple Design Sites) and Figure 4.05.2 (Example Application of Large Site Standards).

1. The front of all design sites shall abut the public realm along existing and new thoroughfares and civic open spaces. Alleys/driveways are not considered part of the public realm;
2. The side of all design sites shall abut the public realm along existing and new thoroughfares and civic open spaces, the side or rear of another design site, or an alley/driveway; and
3. The rear of all design sites shall abut the side or rear of another design site or an alley/driveway.
4. Design sites shall comply with FMC Chapter 8.36 (Folsom Fire Code).
5. Development standards apply to each individual design site, with the exception of the following, which are applied to the entire development site:
   (a) Number of units per General Plan maximum density and FAR; and
   (b) Public improvements, including private thoroughfare(s) and civic open space(s).
6. Each design site shall have a maximum width of 200 feet and maximum depth of 250 feet, unless approved as an adjustment due to site conditions per Chapter 5 (Exceptions to Standards).
7. Parking, driveways, pedestrian pathways, trash enclosures, and stormwater detention areas may be shared with adjacent design sites within the same parcel.
8. Where new primary buildings are proposed within a development site and have no existing public realm to abut, the public realm shall be extended into the site in the form of a new thoroughfare(s) and/or civic open space(s).
   (a) New thoroughfares within the development site shall be designed in compliance with Section 4.02 (Private Thoroughfares), connect to existing abutting public ROW and be contiguous.
   (b) New civic open space(s) shall be designed in compliance with Section 4.04 (Civic Open Spaces), be located adjacent to the existing street, or be connected to the existing street through new thoroughfares.

Figure 4.05.1 Examples of Multiple Design Sites

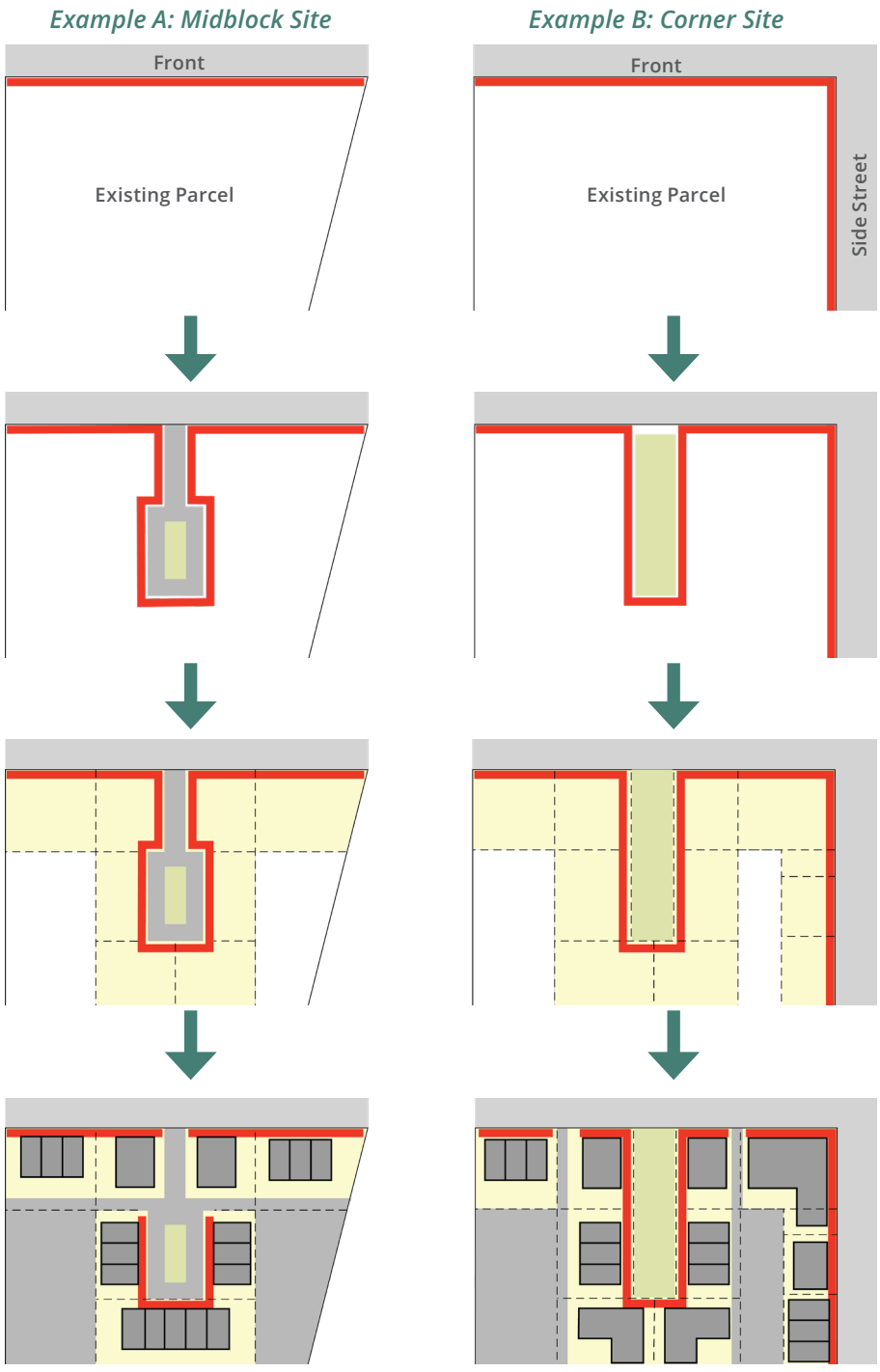
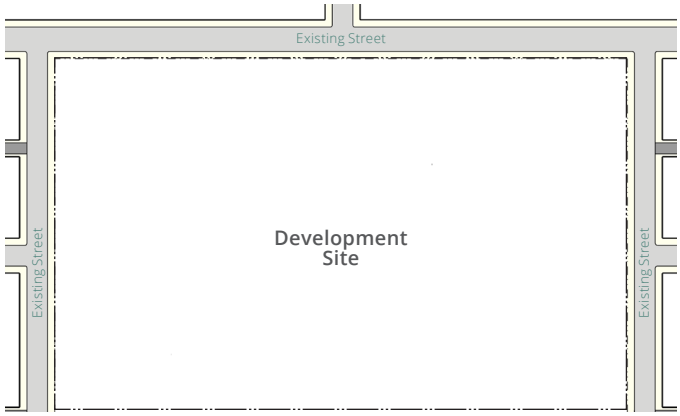


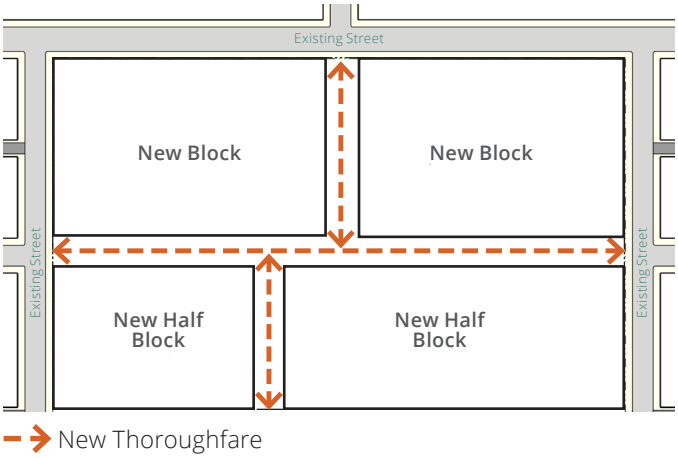
Figure 4.05.2 Example Application of Large Site Standards

The following four steps summarize the process of applying the standards of this Chapter. In this example, new thoroughfares and civic open spaces create an interconnected network of new blocks within the development site. See also Section 4.05 (Design Sites).



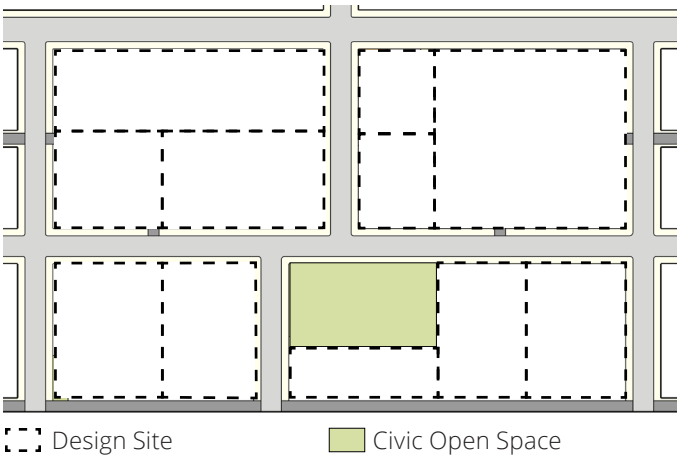
Step 1: Identify the Development Site

The development site is the entire site within the scope of the project, which may include one or more parcels.



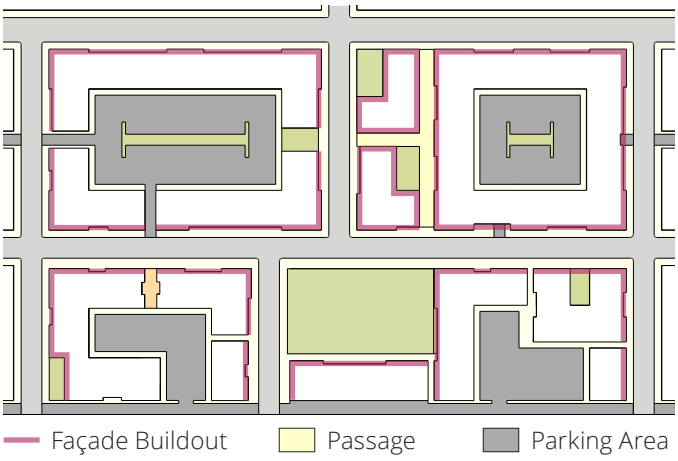
Step 2: Introduce New Private Thoroughfares to Create New Blocks

Introduce new private thoroughfares (Section 4.02) to create new blocks (Section 4.03) and extend the public realm into the development site.



Step 3: Place Civic Open Space(s) and Design Sites

Locate and design civic open space(s) in compliance with the standards in Section 4.03 (Civic Open Spaces). Place design sites (Section 4.05) to front the public realm along existing and new thoroughfares and civic open spaces.



Step 4: Place Buildings on Design Sites

Locate buildings and parking in compliance with standards in Chapter 2 (Development Standards).

Chapter 5 Exceptions to Standards

Sections:

5.01 Purpose and Applicability
5.02 Procedures and Findings
5.03 Alternate Discretionary Design Review Process

5.01 Purpose and Applicability

A. **Purpose.** This Chapter establishes criteria for allowing deviations from certain standards for specific situations without discretionary review because of the prescriptive nature of the standards, as allowed by State law.

B. **Applicability**. This Chapter applies to all developments proposed under these Objective Development and Design Standards (ODDS). The Review Authority is allowed to grant exceptions for only the standards identified in this Chapter. Adjustment of the identified standards in Tables 5.030.A and B shall be only to the extent necessary to achieve compliance with the ODDS.

1. Exceptions are applied separately for design sites with an average slope of 10 percent or less and an average slope over 10 percent. The average slope for a lot is based on existing topography and calculated using the methodology in Section 7.05 (Average Slope).

   (a) Lots with an average slope of 10 percent or less may request an exception in Table 5.03.A (Exceptions to Standards for Design Sites with 10% or Less Average Slope).

   (b) Lots with an average slope over 10 percent may request an exception in Table 5.03.B (Exceptions to Standards for Design Sites with Over 10% Average Slope).

5.02 Procedures and Findings

A. **Review Procedure and Authority**

1. Exception request(s) shall be submitted to the Planning Division of the Community Development Department and reviewed together with the project plans.
2. The Community Development Director shall be the Review Authority, except for standards that affect visibility at driveways and intersections, or standards in the right-of-way, which shall be reviewed by the Community Development Director.

B. **Application Requirements.** Exception requests shall be reviewed and processed as follows:

1. Exception requests shall be accompanied by a written request by the applicant explaining the need for the exception and identifying all existing site conditions or features that prevent compliance with the specific standard(s).
2. Granting an exception does not eliminate other standards not specified in Table 5.03.A (Exceptions to Standards for Design Sites with 10% or Less Average Slope) or Table 5.03.B (Exceptions to Standards for Design Sites with Over 10% Average Slope).

C. **Findings.** For the Review Authority to grant an exception, findings/criteria in Table 5.03.A (Exceptions to Standards for Design Sites with 10% or Less Average Slope) or Table 5.03.B (Exceptions to Standards for Design Sites with Over 10% Average Slope) are required for the exception.

D. **Existing Site Condition.** An existing site condition is a legally permitted building or structure constructed on the site with a final inspection or certificate of occupancy or a natural feature that exists as of the date of initial application submittal.

1. For purposes of this Chapter, existing site conditions that prevent compliance with a standard include, but are not limited to, the following:
   (a) A protected tree or Landmark Tree per FMC § 12.16 (Tree Preservation).
   (b) Utility infrastructure that is not required to be removed, relocated, or installed underground.
   (c) A retaining wall necessary to retain or support soil.
   (d) A watercourse, including wetlands and vernal pools, identified by the City, or any other map as may be adopted or established by ordinance.
   (e) Easements on record at the Sacramento County Recorder's Office.
2. The existing site condition used as a basis for requesting an exception shall not be removed or altered in their footprint.

5.03 Alternate Discretionary Design Review Process

A. Applicants wishing to deviate from these standards beyond the allowed exceptions outlined in this Chapter must apply for a Planned Development Permit which involves discretionary design review and Planning Commission action. For information on Planned Development Permit process please refer to FMC Chapter 17.38.

Table 5.03.A Exceptions to Standards for Design Sites with 10 % or Less Average Slope

Administrative Relief Type	Required Findings	Allowed Administrative Relief & Conditions	Reference to Standard
1. Building Placement Standards			
(a) **Primary Building Setbacks** Increase or decrease in the minimum to maximum required setback for a primary building.	i. Existing site conditions prevent compliance with the setback standard.	Front or Side Street Setback: Deviation of up to 25 percent of the standard. Side or Rear Setback: Standard reduced to three feet minimum.	Section 2.03.A (Building Placement)
(b) **Building Setback Area** Reduce the minimum length of façade required within or abutting the building setback area.	i. Existing site conditions prevent compliance with the setback standard.	Reduction by up to 10 percent of the standard. The horizontal unbuilt area resulting from this exception shall be landscaped in compliance with the State's Model Water Efficient Landscape Ordinance (MWELO).	
2. Parking Placement Standards			
(a) **Front or Side Street Minimum Setback** Reduce the minimum parking setback.	i. Existing site conditions prevent compliance with the parking minimum setback standard.	Reduction by up to 25 percent of the standard. The setback reduction maintains visibility at driveways and intersections and does not affect standards for the right-of-way.	Section 2.03.B (Parking Placement)
(b) **Front Vehicle Access** Allow vehicle access from front on design sites/lots.	i. Existing site conditions prevent compliance with the driveways standard; or ii. Alley does not meet vehicle access requirements.	Vehicular access from the front. The driveway is in compliance with the Development Standards; and The ground floor space remains occupiable in compliance with the Development Standards, as allowed to be adjusted by this section; and The existing lot is at least 50 feet wide; and The proposed driveway is not aligned with any driveway on the opposite side of the street.	

Table 5.03.A Exceptions to Standards for Design Sites with 10 % or Less Average Slope			
Administrative Relief Type	**Required Findings**	**Allowed Administrative Relief & Conditions**	**Reference to Standard**
3. Building Form			
(a) **Building Footprint Depth or Width** Increase in the maximum allowed.	i. Existing site conditions prevent compliance with the standard.	Increase of up to 10 percent of the standard.	Section 2.03.C (Building Form)
(b) **Ground Floor Occupiable Space** Decrease in the minimum depth required.	i. If existing parcel is less than 100 feet in depth.	20 feet minimum.	Section 2.03.C (Building Form)
4. Open Space			
(a) **Private or Common Open Space** Reduction in the required minimum open space.	i. Existing site conditions prevent compliance with the open space standard.	Up to 5' of the dimensional standard or up to 10 percent of the required area.	Section 2.04.F (Open Space)
5. Block Size Standards			
(a) **Block Length or Perimeter**	i. Preservation of existing building or buildings, constructed prior to the adoption of these ODDS.	Maximum block length and perimeter standards to be increased to encompass the building(s) and all setbacks required by the applicable zone(s).	Table 4.03.A (Block Size Standards)
6. Design Site Dimensions			
(a) **Depth or Width** Increase in the maximum allowed.	i. Existing site conditions prevent compliance with the standard.	Reduction by up to 10 percent of the standard.	Section 4.05 (Design Sites)

Table 5.03.B Exceptions to Standards for Design Sites with Over 10% Average Slope

Administrative Relief Type	Required Findings	Allowed Administrative Relief & Conditions	Reference to Standard
1. Building Placement Standards			
(a) **Front or Side Building Setback** Increase or decrease in minimum to maximum required setback for a primary building.	i. Existing site conditions prevent compliance with the setback standard.	Deviation of up to 50 percent of the standard.	Section 2.03.A (Building Placement)
2. Parking Placement Standards			
(a) **Front or Side Street Minimum Setback** Reduce the minimum parking setback.	i. Existing site conditions prevent compliance with the parking minimum setback standard; or	Reduction by up to 10 percent of the standard. The setback reduction maintains visibility at driveways and intersections and does not affect standards for the right-of-way.	Section 2.03.B (Parking Placement)
	ii. The parcel exceeds an average slope of 20 percent.	Required parking is allowed to be located between the ROW and the building for a max 50 percent of front lot width. The driveway is in compliance with the Development Standards; and The ground floor space remains occupiable in compliance with the Development Standards, as allowed to be adjusted by this section.	
(b) **Front Vehicle Access** Allow vehicle access from front on design sites/lots.	i. Existing site conditions prevent compliance with the driveways standard.	Vehicular access from the front. The driveway is in compliance with the Development Standards; and The ground floor space remains occupiable in compliance with the Development Standards, as allowed to be adjusted by this section; and The existing lot is at least 50 feet wide; and The proposed driveway is not aligned with any driveway on the opposite side of the street; and The design site/lot average slope along the side street exceeds 15 percent.	

Table 5.03.B Exceptions to Standards for Design Sites with Over 10% Average Slope

3. Building Form				
(a) **Building Footprint Depth or Width** Increase in the maximum allowed.	i.	Existing site conditions prevent compliance with the standard.	Increase of up to 10 percent of the standard.	Section 2.03.C (Building Form)
(b) **Ground Floor Occupiable Space** Decrease in the minimum depth required.	i.	Existing site conditions prevent compliance with the ground floor occupiable space standard.	15 feet minimum.	Section 2.03.C (Building Form)
4. Open Space				
(a) **Private or Common Open Space** Reduction in the required minimum open space.	i.	Existing site conditions prevent compliance with the open space standard.	Up to 5' of the dimensional standard or up to 10 percent of the required area.	Section 2.04.F (Open Space)
5. Site Grading				
(a) **Retaining Wall (Height)** Increase in maximum retaining wall height.	i.	Existing slopes average 20 percent slope; and	Increase in retaining wall height up to 10 feet along interior design site/lot line(s); Increase in retaining wall height up to 12 feet within the building footprint if primary building height is in compliance with Development Standards.	Section 2.04.L (Screening and Walls)
	ii.	The retaining wall(s) is necessary to accommodate the building(s) and required site access and parking.		
6. Design Site Dimensions				
(a) **Depth or Width** Increase in the maximum allowed.	i.	Existing site conditions prevent compliance with the standard.	Reduction by up to 10 percent of the standard.	Section 4.05 (Design Sites)

Chapter 6 Definitions

Sections:

6.01 Purpose
6.02 Definitions

6.01 Purpose

This Chapter provides definitions for specialized terms and phrases used in the Objective Design and Development Standards (ODDS). All other applicable definitions in the Folsom Municipal Code (FMC) Section 17.02 (Definitions) apply. In the event of a conflict between the ODDS and FMC definitions, that the ODDS definitions shall apply to projects subject to these standards.

6.02 Definitions

A. Definitions

Abutting. Having a common boundary either directly sharing a border or separated by an alley. Lots/design sites having no common boundary other than a common corner shall not be considered abutting.

Alley. A public or private way that is primarily used for vehicular access to the back or side of design sites. Alleys are not considered thoroughfares.

Applicant. Any person, firm, partnership, association, joint venture, corporation, or any other entity or combination of entities, or state or local government agency applying for a permit.

Architectural Feature. An exterior building element that contributes to its overall appearance or functionality, including, but not limited to, eaves, rakes, cornices, bay windows, window and door surrounds, chimneys, light fixtures, and oriels.

Awning (syn. Canopy). A covering that extends from the wall of a building typically used to shade or cover a window, door, or entry.

B. Definitions

Balcony. A projecting or recessed platform on a building, partially enclosed with a railing, wall, or balustrade.

Base (of Building). The lowest story or stories adjacent to the ground, occupying at least an entire floor. See Section 3.02 (Top, Middle, and Base Façade Design).

Bay. A division of a building between vertical lines or planes that run entirely through solid components of the building, including the entire space between consecutive structural supports.

Bay Window. An architectural projection that is either attached to the ground or projects from the building façade, consisting of one or more stories in height and contains at least 60 percent glass area.

Block. An area of land separated from other areas by an adjacent thoroughfare(s) or civic open space(s). For the purposes of these ODDS, a block is defined by design site/lot lines. See Section 4.03 (New Blocks).

Block Length. The horizontal distance from the design site/lot line on one end of the block to the design site/lot line on the other end along the same street. See Figures 4.03.2 (Maximum Block Size without Passage) and 4.03.1 (Maximum Block Size with Passage).

Block Perimeter. The aggregate of all sides of a block as defined by design site/lot lines.

Bracket. Structural and/or ornamental elements are designed to strengthen the connection between components of a structure that meet at an angle.

Buildable Area. The horizontal area in which a building is allowed to be constructed.

Building, Primary. The building that serves as the focal point for all activities related to the principal use of the parcel.

Building Elevation. See "Building Façade."

Building Entrance. See "Entry."

Building Façade. The exterior walls of a building.

1. **Building Façade, Front.** The exterior wall of a building facing a front design site/lot line.
2. **Building Façade, Side Street.** The exterior wall of a building facing a side street design site/lot line.
3. **Building Façade, Interior Side.** The exterior wall of a building facing a side design site/lot line(s).
4. **Building Façade, Rear.** The exterior wall of a building opposite the front design site/lot line.

Building Form. The overall shape and dimensions of a building.

Building Setback. See "Setback."

Building Setback Area. The area between the minimum and maximum setback lines along the front of a design site/lot and along the side street of a corner design site/lot where the building façade is required to be placed. Chapter 2 (Development Standards) Subsection A (Building Placement) identify the minimum amount of façade to abut and/or be placed in the building setback area.

Bulkhead (syn. Shopfront Base). The area of the storefront between the sidewalk and the display window.

By-Right Relief. Allowed deviations from certain standards for specific situations without discretionary review because of the prescriptive nature of the standards, as allowed by State law. See Chapter 5 (Exceptions to Standards).

C. Definitions

Canopy. See "Awning."

Civic Open Space. An outdoor area dedicated for public gathering and civic activities. See Section 4.04 (Civic Open Spaces).

Column. A vertical shaft extending from the ground or from one part of the structure to another.

Commercial. Pertaining to any business, trade, industry, or other activity engaged in an exchange of goods, services, rights or interests in property, or any other valuable consideration.

Common Area. A portion of a development held in common and/or single ownership that is not reserved for the exclusive use or benefit of an individual tenant or owner and is available for use by all persons who reside or work in the building or on the design site/lot.

Cornice. A horizontal projection traditionally used to join a roof to the wall below and protect the wall from rainwater. The cornice forms the uppermost part of an entablature and may appear secondarily in locations other than at the building's eave or parapet, such as the upper boundary of a base story.

Cul-de-sac. A street that connects to another public street only at one end and is not planned for future extension.

D. Definitions

Dedication. The transfer by a subdivider to a public entity of title to real property or an interest therein, or of an easement or right in real property, the transfer of facilities, the installation of improvements, or any combination of these. See FMC § 16.32.010 (Dedication of Street, Alleys, and Other Public Right-of-Way or Easements).

Design Site. A parcel or portion of land within a parcel, delineated from other design sites and/or parcels, to accommodate one primary building. Design sites are treated like parcels for the purpose of applying development standards but are not required to be legally subdivided. See Section 4.05 (Design Sites).

Design Site Depth. The horizontal distance between the front design site line and the rear design site line of a design site measured perpendicular to the front design site line.

Design Site Line. The perimeter and geometry of a design site demarcating one design site from another.

1. **Design Site Line, Front.** The design site line abutting a thoroughfare or civic open space where the building front will be placed.
2. **Design Site Line, Side Street.** The design site line that abuts a thoroughfare or civic open space and is not the front design site line.
3. **Design Site Line, Side.** The design site line not abutting a thoroughfare or civic open space and is not the rear design site line.
4. **Design Site Line, Rear.** The design site line opposite the front design site line.

Design Site Width. The horizontal distance between the design site lines perpendicular to the front design site line.

Development Site (syn. Project Site). A parcel, group of parcels, or portion(s) of parcels on which proposed structures and improvements are to be constructed.

Driveway (syn. Drive Aisle). An accessway that provides vehicular access between a street or alley and the parking or loading facilities of an adjacent property.

E. Definitions

Eave. The junction of the lower edge of a sloped roof and the wall of a building, running parallel to grade.

Elevated Ground Floor. A ground floor that is situated above the grade plane of the adjacent sidewalk.

Encroachment. Any architectural feature, structure, or structural element that breaks the plane of a vertical or horizontal regulatory limit by extending into a setback, forecourt, or required open space.

Entry, Building. An opening, including, but not limited to, a door, gateway, or gate, that allows access to a building.

Expression Line. A horizontal molding, projection, or other boundary articulating one portion of a façade from the portion above.

F. Definitions

Façade. See "Building Façade."

Façade Transparency. Related to the requirement for fenestration along the front of a building. See Chapter 2 (Development Standards) Subsection D (Façade Design).

Fence. A structure made of wood, metal, masonry, or other material typically used to screen or enclose, an open space.

Finish Level, Ground Floor. The height difference between the finished floor on the ground floor and the adjacent sidewalk.

Footprint, Building. The outline of the area of ground covered by the foundations of a building or structure.

G. Definitions

Gable. A vertical wall in the shape of a triangle formed between the cornice or eave and the ridge of the roof.

Ganged Windows (syn. Grouped Windows). Multiple windows separated by a mullion (structural divisions).

Garage. See "Parking, Covered."

Glazing. Openings in a building in which glass is installed.

Grade. The finished ground level at any point along the exterior walls of a structure. Where walls are parallel with and within five feet of a sidewalk, alley, or other public way, the level above ground shall be measured at the elevation of the sidewalk, alley, or public way. Also see "Grade, Finished."

Grade, Finished (syn. Proposed Grade). The final ground surface elevation after the completion of grading or other site preparation related to a proposed development that conforms to an approved Grading Permit or Building Permit. See also "Grade."

Grading. Any excavating or filling or combination thereof.

Ground Floor. See "Story, First."

Ground Floor, Finish Level. The height of the finished level of the ground floor above the adjacent sidewalk. In the case of a terrace frontage type, the ground floor finish level is the height of the walk above the adjacent street. Regulations for ground floor finish level for residential uses do not apply to ground floor lobbies and common areas in buildings.

Grouped Windows. See "Ganged Windows."

H. Definitions

Hardscape. Paving, decks, patios, and other hard, non-porous surfaces.

Height

1. **Height, Above Grade.** The vertical distance from a point on the ground below a structure to a point directly above.
2. **Height, Highest Top Plate.** The vertical distance between the adjacent finished grade and the highest top plate of the building.

3. **Height, Number of Stories.** The number of stories in a structure allowed above the adjacent finished grade. See "Stories."

4. **Height, Overall.** The vertical distance between the adjacent existing or finished grade, whichever is lower, and the highest part of the structure directly above.

I. Definitions

Impervious. A hard surface area which either prevents or retards the entry of water into soil, as would occur under natural conditions, or which causes water to run off the surface in greater quantities or at an increased rate of flow than would occur under natural conditions.

Infill. Refers to building within unused and underutilized lands within existing development patterns. Infill development is critical to accommodating growth and redesigning cities to be environmentally- and socially sustainable.

J. Definitions

No specialized terms beginning with the letter J are defined at this time.

K. Definitions

No specialized terms beginning with the letter K are defined at this time.

L. Definitions

Landing. An unenclosed, unroofed platform attached to a building and serving as a required means of egress from the first floor of a building or a level area at the top or bottom of a staircase or between one flight of stairs and another.

Lintel. Horizontal support for a door or window below.

Lot (syn. Parcel). A parcel, tract, or area of land whose boundaries have been established by a legal instrument such as a deed or map recorded with the County of Sacramento and that is recognized as a separate legal entity for purposes of transfer of title, except public easements or rights-of-way. For the purposes of these ODDS, lot line, parcel line, and design site line shall be considered synonymous.

M. Definitions

Main Body. The primary massing of a primary building.

Massing. The overall shape or arrangement of the bulk or volume of a building and structures.

Median. A planted or paved area that separates two roadways or divides a portion of a road into two or more lanes.

Mixed-Use. The combination of residential and nonresidential uses within the same building or the same general area.

1. **Mixed-Use Building.** A single building that contains both nonresidential and residential uses.

2. **Mixed-Use Development.** A development site that contains both nonresidential and residential uses on the same design site/lot, whether or not they are located within the same structure.

Mullion. Vertical bar providing structural support between windows.

N. Definitions

No specialized terms beginning with the letter N are defined at this time.

O. Definitions

Occupiable Space. The portion of the building between the street-facing façade and the rear interior wall of the ground-floor space available for permitted uses. This space is designed and intended for human occupancy and active use, such as residential units, offices, retail, lobbies, and amenity areas, as opposed to space used for storage, parking, utilities, or circulation only.

Open Space, Civic. An outdoor area dedicated for public gathering and civic activities.

Open Space, Private. The area required for each residential unit in some building types provided as outdoor yard areas, patios, decks, or balconies.

Open Space, Shared. An entry court, forecourt, courtyard, or other on-site open space shared by multiple residential units or non-residential units.

P. Definitions

Panels. Solid raised or recessed parts of a door, surrounded by stiles, rails, and mullions.

Parapet. A low wall along the edge of a roof or the portion of a wall that extends above the roof line.

Parcel. See "Lot."

Parking

1. **Parking, Covered.** An accessory building, such as a carport or garage, accessible to vehicles that completely covers the parking spaces.
    a. **Carport.** A structure, or portion of a structure, accessible to vehicles, with a solid weatherproof roof that is permanently open on at least two sides, used as parking or storage of one or more motor vehicles.
    b. **Garage.** An enclosed building or portion of a building accessible to vehicles, used as parking or storage of one or more motor vehicles.
    c. **Garage, Private.** A building or portion of a building in which only motor vehicles used by the tenants of the building or buildings on the premises are stored or kept.
    d. **Garage, Public.** A structure or portion thereof offering parking to the public with or without a fee.
    e. **Parking, Tuck-Under.** Parking spaces located in an at-grade garage or accessed by an open driveway under the rear or interior side of the building or under all of the building except for the required ground floor habitable space. Tuck-under parking has occupiable space above the garage level.
2. **Parking, Shared Court.** A small grouping of covered or uncovered parking spaces. See Subsection 2.04.M.7 (Shared Parking Court).
3. **Parking, Structured.** A structure, or portion of a structure, comprised of one or more levels or floors used predominately for parking motor vehicles, including underground parking and parking at grade within a building or structure.
    a. **Parking, Podium.** Parking spaces located in an at-grade garage with shared ingress/egress and maneuvering areas located under the rear or interior side of the building or under all of the building except for the required ground floor occupiable space. The podium parking garage has occupiable space above the garage level.

b. **Parking, Stacked.** Parking spaces arranged in a system that provides two to three spaces in the horizontal area of one space. This type of system is within a podium and subterranean parking structure.

c. **Parking, Subterranean.** Parking spaces located below the finished grade of the building.

4. **Parking, Surface.** A ground level parking lot used exclusively for parking motor vehicles. Parking spaces may be uncovered or covered as a carport.

5. **Parking, Tandem.** A parking space deep enough to allow a maximum of two cars to park, one behind the other

6. **Parking, Uncovered.** Parking spaces that are completely or partially open to the sky.

Parking Driveway Width. The horizontal measurement of an access driveway to a parking area, measured perpendicular to the direction of travel.

Parkway. That portion of a public ROW, typically landscaped, located between the outermost edge of the sidewalk and the curb.

Parkway Tree. See "Street Tree."

Passage. A pedestrian pathway that extends from a sidewalk or civic open space to enhance bike and pedestrian connectivity and provide frontage opportunities.

Patio Cover. A one-story, roofed structure used only for recreational and/or outdoor living purposes that may be attached or detached as an accessory structure to the primary building.

Podium. A continuous projecting base or pedestal under a building often occupied by parking.

Porch. A covered shelter projecting in front of the entrance of a building.

Primary Building. See "Building, Primary."

Private Open Space. See "Open Space, Private."

Public Realm. The outdoor space (horizontally and vertically) accessible to the public, including the setbacks, sidewalks, landscaping, and street between buildings, consisting of new and existing thoroughfares and civic open spaces. For the purpose of the ODDS, the public realm may be privately owned.

Punched Opening. A window opening on an exterior wall where the glass is inset at least three inches from the primary plane of the façade.

Q. Definitions

No specialized terms beginning with the letter Q are defined at this time.

R. Definitions

Renovation (syn. Remodel**)**

1. A structural change to the foundation, roof, floor, or exterior of load-bearing walls of a facility or the extension of an existing facility to increase its floor area.

2. Alteration of an existing facility including, but not limited to, significantly changing its function, even if such renovation does not include any structural change to the facility.

3. Remodeling of the building's interior or exterior.

Residential. Lands, buildings, or structures or portions thereof used, or designed for use, as a home or residence of one or more individuals.

Right-of-Way (ROW). A strip of land acquired by reservation, easement, dedication, forced dedication, prescription, or condemnation and intended to be occupied or occupied by a street, railroad, electric transmission lines, oil or gas pipeline, water line, sanitary storm sewer, or other similar use.

S. Definitions

Setback. The distance by which a structure, parking area, or other development feature is separated from a design site/lot line.

1. **Setback, Front (syn. Building Setback Area, Front).** An area extending across the full width of the design site/lot parallel to the front design site/lot line, extending between the side design site/lot lines.
2. **Setback, Parking.** The mandatory clear distance between a design site/lot line and parking area.
3. **Setback, Rear.** An area extending the full width of the design site/lot between a rear design site/lot line, parallel to the rear design site/lot line, extending between the side design site/lot lines.
4. **Setback, Side.** An area between a side design site/lot line, parallel to the side design site/lot line, extending between the front and rear design site/lot lines.
5. **Setback, Side Street (syn. Building Setback Area, Side Street).** Setback adjacent to side street design site/lot.

Shopfront Base. See "Bulkhead."

Sidewalk. A paved, surfaced, or leveled area, paralleling and usually separated from the street, used as a pedestrian walkway.

Sill. The horizontal bottom member of a window frame.

Stair Penthouse. An enclosed rooftop space for the housing of a stairway and containing no habitable or storage space.

Storefront. The majority portion of a shopfront frontage that consists of the display window and/or entrance and its components, including windows, doors, transoms, and sill pane.

Story. That portion of a building included between the surface of any floor and the surface of the floor next above it, except that the topmost story shall be that portion of a building included between the surface of the topmost floor and the surface of the roof above.

1. **Story, First (syn. Ground Floor).** The lowest story, or the ground story of any building, that is closest to the finished grade. The story above is the Second Floor or Second Story.
2. **Story, Half (syn. Attic Story).** A conditioned space that rests primarily underneath the slope of the roof, usually having dormer windows. The half-story is identified by the ".5" in the description of maximum height (e.g., 2.5). A half-story is considered a story when its top wall plates, on at least two opposite exterior walls, are four feet or more above the floor of such story.

Street. A public or private way constructed for the primary purpose of vehicular travel. The term “street” describes the entire legal ROW or easement (public or private), including, but not limited to, the traffic lanes, bike lanes, curbs, gutters, sidewalks, whether paved or unpaved, parkways, and any other grounds found within the legal ROW. The name given to the ROW (avenue, court, road, etc.) is not determinative of whether the ROW is a street.

1. **Street, Front.** Street located along the front design site/lot line.
2. **Street, Private.** Any street, not a public street.
3. **Street, Public.** A street for which the ROW is owned by or offered for dedication to the public and accepted by the City. A public street will be shown on the official dedicated street map of the City of Folsom.
4. **Street, Side.** Street located along a lot line/design site/lot line that is not the front design site/lot line.

Street Tree (syn. Parkway Tree). A tree planted in public areas, tree wells, parkways, sidewalk areas, street easements, streets, and rights-of-way.

String Course. A continuous horizontal band on the exterior wall of a building providing visual definition between floors.

T. Definitions

Thoroughfare. A way for use by vehicular, pedestrian, and/or bicycle traffic that provides access to design sites and civic open spaces. Thoroughfares include both private and public streets, but not alleys or driveways.

Transom. Glazed lite or window set above a door that is the same width or no wider than the door frame, including sidelights if present.

Trim. A narrow strip of wood, molding, or other material as surface decoration and/or the covering for joints and seams between the building structure and window and door openings or at wall edges.

U. Definitions

Upper Floor. A floor in a building that is located above the first floor.

V. Definitions

No specialized terms beginning with the letter V are defined at this time.

W. Definitions

Walkway. A paved way used for pedestrian traffic. See also "Sidewalk."

Window. An opening in an exterior wall, that allows light into the interior, but is not designed as an entry.

Window, Dormer. A vertical window opening with surrounding wall and roof construction projecting from a sloping roof.

Wing. A structure of at least five feet in depth physically attached to, and secondary to, the main body of a primary building.

X. Definitions

No specialized terms beginning with the letter X are defined at this time.

Y. Definitions

No specialized terms beginning with the letter Y are defined at this time.

Z. Definitions

Zoning Code. The Zoning Code of the City of Folsom specified in Title 17 (Zoning).

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Chapter 7 Measurement Methods

Sections:

7.01 Purpose
7.02 Façade Buildout
7.03 Building Form
7.04 Façade Transparency
7.05 Average Slope

7.01 Purpose

This Chapter describes the measurement methods and calculations of site and building elements to ensure compliance with the Objective Development and Design Standards (ODDS).

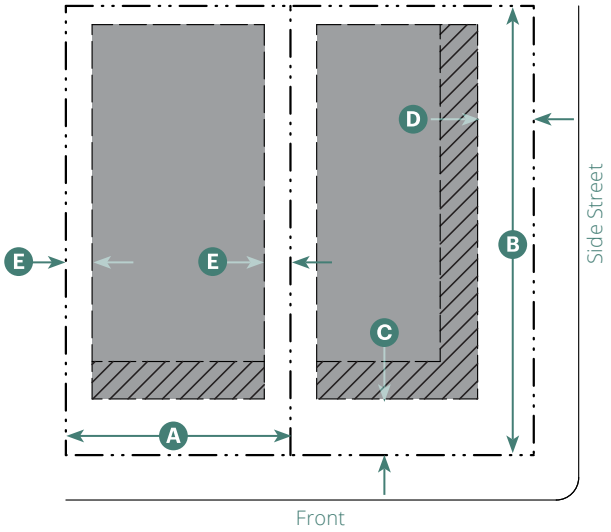
7.02 Façade Buildout

A. The required amount of building façade in the building setback area is expressed in the Development Standards as a percentage, which is calculated as follows:

1. Identify the width and depth of the design site/lot and required setbacks for the primary building. See Section 2.03.A (Building Placement).
2. Calculate the net buildable width of the design site/lot as follows:
   (a) **Front building setback area of an interior design site/lot:** Subtract the horizontal length of each side setback from the total width of the design site/lot.
   (b) **Front building setback area of a corner design site/lot:** Subtract the horizontal length of the side and side street setback from the total width of the design site/lot.
   (c) **Side street building setback area:** Subtract the horizontal length of the front and rear setback from the total depth of the design site/lot.
3. Multiply the net buildable width of the design site/lot by the façade buildout requirement for front or side street. See Section 2.03.A (Building Placement).
4. The result is the minimum length of building façade required within or abutting the building setback area. See Figure 7.02.1 (Example Calculations of Required Façade Buildout) for an example of requirements calculations for the front building setback area of an interior design site/lot and the side street building setback area of a corner design site/lot. See also Figure 7.02.2 (Examples of Façade Buildout Compliance).

B. The building façade is allowed in any configuration (e.g., curved, rectilinear).

Figure 7.02.1 Example Calculations of Required Façade Buildout



Key

	Building Setback Area	C	Front Setback
A	Design Site/Lot Width	D	Side Street Setback
B	Design Site/Lot Depth	E	Side Setback

Front Building Setback Area for Interior Design Site/Lot

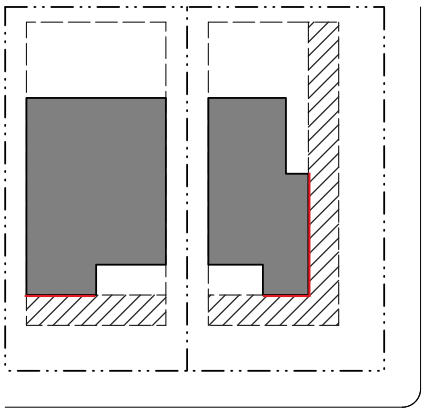
	50 ft	Design Site/Lot Width
-	5 ft	Side Setback
-	5 ft	Side Setback
=	40 ft	Net Buildable Width
X	70%	Min. percentage of Façade Buildout for Front
=	28 ft	Min. required length of façade required within or abutting Front building setback area

Side Street Building Setback Area for Corner Design Site/ Lot

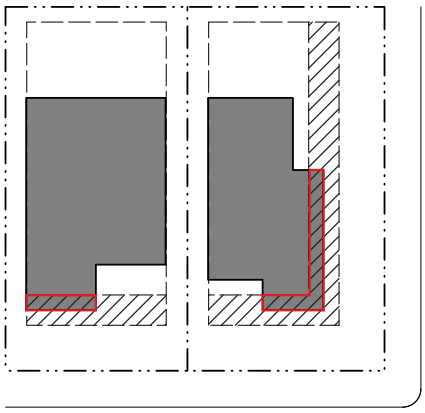
	50 ft	Design Site/Lot Width
-	5 ft	Side Setback
-	10 ft	Side Street Setback
=	35 ft	Net Buildable Width
X	60%	Min. percentage of Façade Buildout for Side Street
=	21 ft	Min. required length of façade required within or abutting Side Street building setback area

Figure 7.02.2 Examples of Façade Buildout Compliance

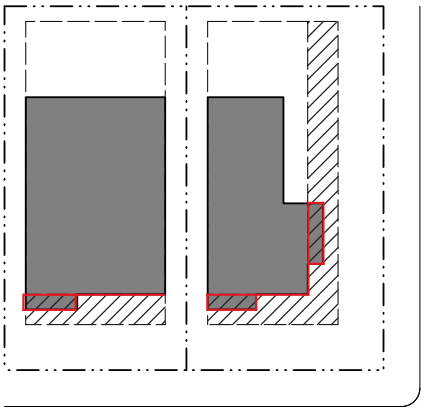
A. Abutting Building Setback Area Only



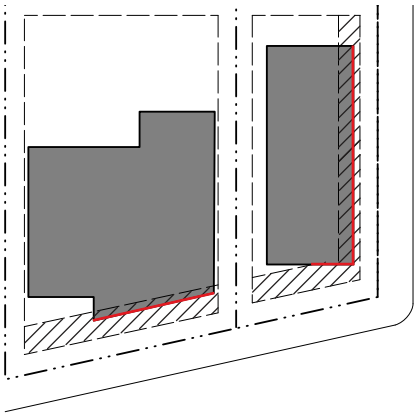
B. Within Building Setback Area Only



C. Abutting and Within Building Setback Area



D. Abutting and Within Building Setback Area on Non-rectilinear Parcels



Key

Building Setback Area — Façade within or abutting Building Setback Area

7.03 Building Form

A. **Building Height.** The height of a building is measured in the following ways. Where height varies on different sides of a building, the tallest height shall be the building's height.

1. **Height, Highest Top Plate.** The vertical distance between the adjacent finished grade and the top of the highest top plate of the primary building. See Figure 7.03.1 (Height, Highest Top Plate).

2. **Height, Above Top Plate to Top of Roof Slope.** The vertical distance between the highest top plate and the top of the roof slope of the primary building. See Figure 7.03.2 (Height, Above Top Plate to Top of Roof Slope).

B. **Building Width.** The width shall be the widest length parallel to the front. See Figure 7.03.3 (Building Width and Depth).

C. **Building Depth.** The depth shall be the deepest length perpendicular to the front. See Figure 7.03.3 (Building Width and Depth).

Figure 7.03.1 Height, Highest Top Plate

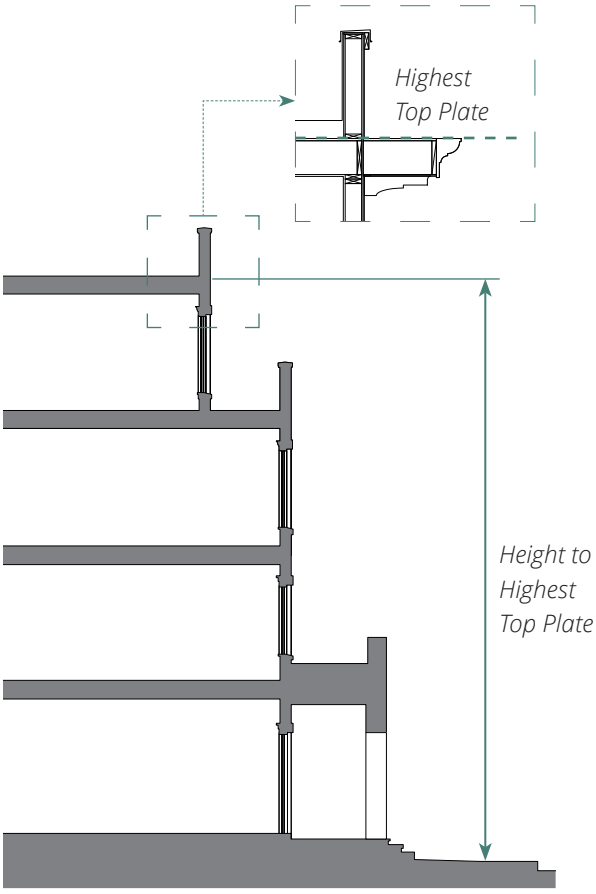


Figure 7.03.2 Height, Above Top Plate to Top of Roof Slope

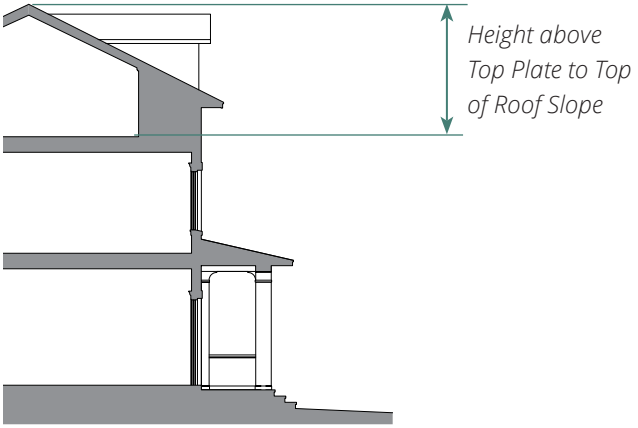
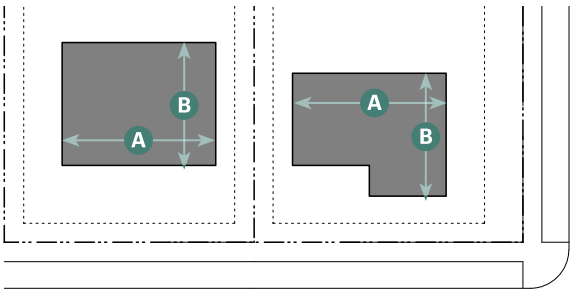


Figure 7.03.3 Building Width and Depth



Key

A Building Width

B Building Depth

7.04 Façade Transparency

A. The required amount of transparency on a building façade is stated in the Development Standards as a percentage, which is calculated as follows:

1. Identify the applicable façade surface area and proposed transparency area. See Figure 7.04.1 (Measuring Façade Transparency).

   (a) The ground floor façade surface area is from two feet above the ground floor finish level to the ceiling of the ground floor.

   (b) The façade surface area of the upper stories is from the top of the floor plate above the ground floor to the ceiling of the top floor.

   (c) For façades that include a pitched roof, the roof area shall be excluded from the façade surface area.

2. Divide the proposed transparency area by the applicable façade surface area and multiply by 100.

3. The result is the proposed façade transparency percentage. Check for compliance with the transparency requirement in Section 2.03.D (Façade Design).

Figure 7.04.1 Measuring Façade Transparency



Key					
A	Façade Height	C	Transparency Height		Façade Surface Area
B	Façade Width	D	Transparency Width		Transparency Area

7.05 Average Slope

A. The slope is measured by taking the vertical distance, or "rise," over the horizontal distance, or "run." The resulting fraction, or percentage, is the "average slope" of the land. For purposes of the ODDS, the average slope is based on existing topography and calculated as follows:

B. **Design Sites/Lots with Even Slope.** The average slope for design sites/lots with relatively even slope across the site is determined by the following formula: S = ((T - B) ÷ run) × 100.

1. S = average slope
2. T = elevation at the top of the slope
3. B = elevation at the bottom of the slope
4. Run = horizontal distance between the top and bottom elevations

C. **Design Sites/Lots with Uneven Slope.** The average slope of design sites/lots with an uneven slope across the site before grading is determined by the following formula: S = (1.0029 × I × L) ÷ A.

1. S = average slope
2. I = contour interval in feet
3. L = summation of the length of the contour lines in scale feet
4. A = area of the design site/lot in acres

D. **Sloping Design Site/Lot Height.** Design sites/lots with slopes of more than 10 percent shall measure the maximum height of structures as set forth in the Development Standards and measured vertically from ground level at the front setback line or, if no setback is required, at the center of the design site/lot.

Figure 7.05.1 Average Slope

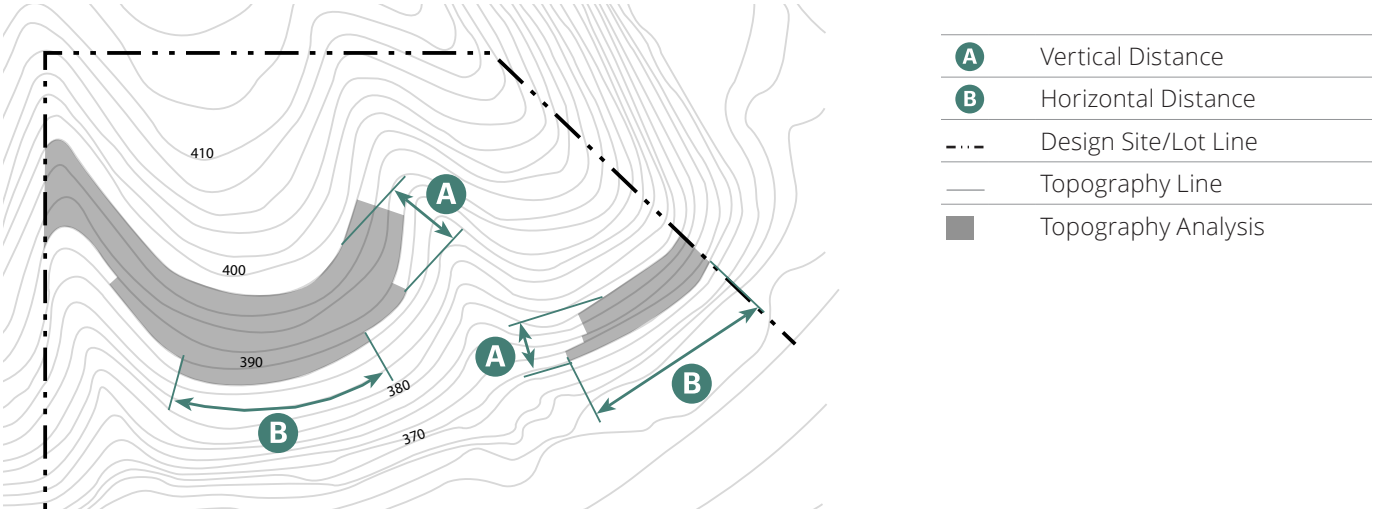


EXHIBIT ‘B’ - CITY OF FOLSOM DESIGN GUIDELINES FOR MULTIFAMILY DEVELOPMENTS, DATED APRIL 2004

CITY OF FOLSOM

DESIGN GUIDELINES FOR MULTIFAMILY DEVELOPMENTS

Revised

April 2004

City Council Resolution No. 7275

CITY OF FOLSOM
DESIGN GUIDELINES FOR MULTIFAMILY DEVELOPMENTS

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CITY OF FOLSOM
DESIGN GUIDELINES FOR MULTIFAMILY DEVELOPMENTS

A. PURPOSE

The purpose of this document is to establish specific design guidelines for the development of multifamily residential units that are necessary to promote and protect the public health, safety, and general welfare of the community by:

1. Ensuring compatibility between multifamily land use and the surrounding developments and adjacent properties.
2. Promoting and protecting the long-term economic viability and property values in the vicinity of multifamily uses.
3. Ensuring multifamily units will not conflict with accepted traffic safety standards.

This document is not intended to limit innovative design but rather to provide clear direction and design criteria.

B. APPLICABILITY

These design guidelines shall be applied consistent with existing Development Agreements and other vested entitlements, including, but not limited to, the *Folsom General Plan* and *Folsom Municipal Code*.

1. These guidelines shall apply to the development and construction of multifamily units whether 100% multifamily or in a mixed-use development.
2. These Guidelines shall be used in conjunction with the regulations and development standards included in City's Zoning Ordinance and shall not be used to limit the discretion of the approving authority to exceed or vary from the standards contained in these Guidelines or from other regulations as permitted by City Code.
3. In approving these Design Guidelines, the *Folsom City Council* strongly encourages applicants for multifamily developments to exceed these standards.
4. For the purposes of this document, the phrase "multifamily unit" shall mean three or more dwelling units in a single structure, including, but not limited to, developments commonly referred to as apartments, townhouses, and condominiums. "Dwelling Unit" is defined as a building or part of a building designed for one family containing one kitchen.

5. By definition, the word "shall" is synonymous with the word " implies a mandatory or imperative requirement.
6. By definition, the word "should" is synonymous with the word "may" and "might". For the purposes of this document, "should" has the significance of establishing a goal and providing an expectation for development.

C. GENERAL

In accordance with the *Folsom General Plan* all multifamily developments shall be required to obtain a Planned Development Permit in accordance with the *Folsom Municipal Code*.

Other citywide regulations that have not been incorporated into this document shall be applicable to the development of a particular multifamily site.

D. DESIGN GUIDELINE GOALS

1. Support the preservation of existing neighborhood character and community value.
2. Promote the provision of suitable housing types for all residents including new standards for developments with higher densities and usage mix.
3. Encourage the formulation of regulations that reflect the direction of the *Folsom General Plan* and add a qualitative direction for new developments in support of general plan policies.
4. Provide guidance for increasing density with greater attention paid to amenities.
5. Creation of a community of interconnected and livable neighborhoods.
6. Minimize the impact of parking within existing or planned neighborhoods.

E. SITE PLANNING PRINCIPLES

Because of higher densities, multifamily developments shall be designed to maximize open space and to provide an attractive environment.

1. Site Layout

   a. The minimum front yard setback for the main living quarters of multifamily developments shall be 20 feet.

   b. The street setback for all accessory structures, carports, parking areas, fences, patios, enclosed storage areas, swimming pools, spas, walls, and similar development features shall be 25 feet as measured from the rights-of-way or private streets, whichever is greater, along the perimeter of the multifamily site.

c. The area between the street improvements and street set shall be landscaped.

d. The setback for all structures greater than two stories abutting one-family and two-family land uses shall be 100 feet minimum as measured from the property line.

e. Parking spaces, carports, and internal access drives abutting one-family and two-family land uses shall be 25 feet minimum from the property line.

f. An effort shall be made to reduce barrier walls along street frontages. However, a 6-foot high masonry wall with a 10-foot wide landscaped planter may be provided in lieu of the 25-foot setback. Wall height may be increased to address site-specific conditions.

g. All multifamily developments not adjacent to other multifamily developments shall have a 6-foot high masonry wall at the abutment.

h. There shall be no more than eight dwelling units in each group of attached dwellings when any portion of such building is located within 100 feet of any property zoned for single family residential use.

2. Space Delineation

It is important to clearly delineate public space, common space, and private space.

a. Locate common facilities such as laundries and play areas so they are clearly intended for the residents and are not public amenities.

b. Provide a visual buffer in the form of landscaping, privacy walls, or semi-private patios between the interior of dwellings and sidewalks and common open spaces.

3. Crime Prevention Through Environmental Design (CPTED)

Multifamily development site planning shall integrate the principles of Crime Prevention through Environmental Design (CPTED) to the maximum extent practicable. Applicants shall consult with the *Folsom Police Department* and *Folsom Community Development Department* regarding implementation of CPTED principles into multifamily developments.

Multifamily developments shall integrate site planning principles, such as easy surveillance of common areas and walkways by residents, into the design to lessen the likelihood of crime within the development. These principles shall include, but not be limited to:

a. Territoriality. Space within the development and along the edges shall be well defined and delineated to create a sense of ownership such that intruders and strangers stand out. This may be accomplished through the use of pavement treatments, landscaping, art, signage, screening, fencing, and similar techniques.

b. Natural Surveillance. Create an environment where it is pos people engaged in their normal behavior to observe the spaces around them. Maximize a space's visibility through thoughtful design of building orientation, window placement, entrances and exits, landscaping of trees and shrubs, and other physical obstructions. Utilize nighttime illumination of parking lots, walkways, entrances, stairwells, and related areas that promote an environment in which natural surveillance is possible.

c. Access Control. Plan and implement access control to restrict criminal intrusion, especially in areas where criminal activity cannot be easily observed. Access control may include, but is not limited to, use of fences, walls, landscaping, and lighting to prevent or discourage public access to or from dark or unmonitored areas. In addition, sidewalks, pavement, lighting, and landscaping areas should be used to guide the public to and from the primary development entrances and exits.

d. Activity Support. Create activity support by placing new or existing activities in an area so individuals engaged in a particular activity become part of the natural surveillance of other areas. For example, picnic areas shall be located next to tot lots, not away from such areas, to assist in observation of children at play.

4. Development Entries & Informational Signage

The entries of multifamily developments shall be designed to provide a welcoming effect, complete with landscaping, and conveniently located building directories.

a. Each driveway entrance shall include an illuminated informational directory constructed of vandal-resistant material. The lettering, numbering, and diagrams shall be large enough so that the driver of a vehicle can read the directory from the driver's seat. Additionally, there shall be a pullout from which to view the directory so as to not obstruct the traffic flow.

b. Monument signage shall include illuminated street number identifiers of at least 6" in height. Individual units shall include unit number identifiers. Illuminated signage identifying the range of addresses shall be posted on each building and shall be visible from all vehicle approach ways.

c. All monument signage, unit identifiers, and addresses shall be illuminated and designed to *Folsom Fire Department* standards.

5. Parking Requirements

The following parking ratios shall be used to determine the ~~minimum~~ on-site parking standards for each development.

1 bedroom	1.5 spaces/unit
2 bedroom	1.75 spaces
3 bedroom	2.0 spaces
Guest parking	1 space/5 units
Club House/Rec Room	1 space/30 sf
Management Office	1 space/200 sf

a. On-site parking spaces shall not be used for recreational vehicles, boat parking, or storage unless specifically provided onsite above the minimum parking requirements for tenants and guests.

b. Bicycle racks shall be provided for all multifamily developments in sufficient quantities to accommodate anticipated levels of bicycle traffic as required by *Folsom Municipal Code,* but no less than one bicycle parking space for every 5 dwelling units. Bicycle racks and lockers shall be located in highly visible and convenient areas to residential units and common areas, but shall not obstruct pedestrian walkways.

c. Multifamily buildings adjacent to a public street shall be designed to minimize the likelihood of on-street parking by development residents and guests. For example, physical barriers such as landscaping, berming, or other design elements shall be incorporated into the development design.

6. Parking Layout

a. To avoid long, unbroken drive aisles and parking areas, parking areas shall be designed with no more than ten uninterrupted parking spaces in any single parking row. A walkway, finger planter, or landscape area shall separate every ten parking spaces.

b. Perimeter parking aisles that surround a complex and isolate the residences from the parking areas are not permitted.

c. Special consideration shall be given to age-restricted communities to allow for improved access and mobility within the project site.

d. For multi-unit buildings, the majority of parking, whether garages, covered parking, or open parking areas, shall be located behind the building that is not adjacent to the street.

e. Parking areas and drive aisles shall be screened from all publi of-way with mounds, berms, other design elements, or a combination thereof, to achieve a minimum screening of 3-feet above the finished grade of the parking lot or drive aisle.

f. Parking spaces shall be located within convenient and reasonable walking distance to the dwelling units and serve to maximize the security of the residents.

g. Parking areas shall be illuminated and located in a manner to maximize the safety of the tenants and the security of the vehicles.

h. Parking courts shall consist of no more than two double-loaded parking aisles. Dwelling units or landscaping shall separate individual parking courts. Trees, shrubs, and ground covers shall be required in landscaped areas to enhance the aesthetics and shading of all parking areas.

i. Enclosed garages shall be designed in a manner compatible with the design of the primary residential structures. Enclosed garages shall be broken up by setbacks or offset planes of garages to avoid "corridors" of garage walls.

j. Enclosed parking shall be used for automobile parking rather than storage.

7. Storage

Outdoor storage shall be provided so that items do not fill up balconies and patio areas.

a. Sixty cubic feet of outdoor storage per dwelling unit shall be viewed as a minimum.

b. The storage areas shall be covered and able to be locked.

c. The storage unit shall be designed and constructed of similar materials to the dwelling units.

8. Pedestrian and Vehicular Circulation

a. Circulation patterns shall be as obvious and simple as possible. All likely pedestrian and bicycle routes shall be considered in the design phase to eliminate "short cuts".

b. Pedestrian and bicycle connections shall be provided to any adjacent public sidewalks, trail systems, public property, or commercial parcels.

c. Trellises, trees, or other landscaping shall be placed along pedestrian walkways.

d. All site facilities and amenities shall be accessible to people with disabilities in accordance with provisions of State and Federal regulations.

e. Circulation systems shall be designed to avoid conflicts betwe vehicular, bicycle, and pedestrian traffic.

f. Development driveways shall be situated away from or immediately opposite street intersections. The number of driveways shall be consistent with the direction of the *Folsom Community Development Department* for purposes of traffic safety.

g. The width of curb cuts shall be minimized, but shall always meet the requirements of emergency and service vehicles. A wider curb cut may be required on a higher speed street that may include the addition of acceleration and/or deceleration lanes as deemed necessary by the *Folsom Community Development Department.*

h. Where pedestrian circulation crosses vehicular routes, a change in grade, materials, textures, or colors shall be provided to emphasize potential points of conflict and improve visibility and safety.

i. Circulation routes shall focus upon main entries and also identify secondary access points to concentrate or disperse traffic on adjacent streets to minimize traffic impacts from the development.

j. All elements of the site design shall accommodate access requirements of emergency vehicles and site services.

k. Service functions shall be integrated into the circulation pattern in a manner that minimizes conflicts with vehicles and pedestrians.

l. Redundant circulation that unnecessarily reduces the amount of land available for landscaped areas shall be minimized.

m. Speed bumps or undulations are encouraged to increase safety.

9. Traffic

Each multifamily development proposal shall be considered for submission to the *Folsom Traffic Safety Committee* for review and evaluation.

10. Noise

a. Developments located directly adjacent to arterial roadways, rail corridors, and any other uses identified in the *Folsom General Plan* as possibly exceeding noise standards at the property line shall be designed to minimize noise impacts and as part of the environmental review process, may be required to be reviewed and evaluated by a Folsom city approved noise consultant to determine any noise mitigation necessary to ensure compliance with the *Folsom Noise Ordinance*. Appropriate mitigation measures shall be incorporated into development conditions of approval.

b. For purposes of noise attenuation, early acoustical site planning shall be incorporated into the design. Use the design of the complex to

shelter private yards from noise. Use the building exterior to r noise within the units to acceptable levels.

c. Sound walls shall only be considered if all other options have been exhausted. When sound walls are found to be necessary, the sound wall shall be set back a minimum of 25 feet from the public right of way. The setback area shall be planted with dense landscaping. Earth berms are encouraged to minimize the perceived height of the sound wall.

11. Grading

The overall development shall be in scale with its surroundings.

a. To the extent practical, site grading for multifamily developments shall retain the natural topography of the land and preserve natural features such as protected trees, riparian habitat, wetlands, rock outcroppings, and other natural features.

b. Slope conditions can exaggerate height, bulk, and mass. Special attention shall be given to minimize the height, bulk, and mass on steep sites. Multifamily developments constructed on sloping land should be designed to relate to the existing landforms in order to minimize the building's mass and bulk and integrate the development with the site and adjoining sites (for example, step with the slope). Excessively steep roads or parking facilities are to be avoided.

c. Refer to the *Folsom Municipal Code* for grading permit requirements.

12. Lighting

Site lighting shall be carefully designed to accent building and landscape features. Appropriate night lighting shall be provided for security and safety.

a. Both construction and permanent exterior lighting shall be designed to conserve energy and to minimize glare and fugitive light upon adjacent properties or public areas.

b. Primary light sources shall be shielded and directed downward. Lamps shall be of a minimal wattage and have a warm light color. Lighting from concealed sources is encouraged. The use of colored bulbs or lenses is prohibited.

c. Security and safety lighting shall be architecturally integrated into the development. The use of motion detection devices for security lighting is recommended.

d. Overhead sports court lighting shall be limited and designed to illuminate only the court area. Spillover light onto neighboring properties and uses shall be prohibited.

e. Parking areas and entry drives shall have an illumination of 1.0 foot-candles as a maintained minimum at the pavement surface. Parking

area pole mounted lighting shall be spaced for maximum energy efficiency and shall be no more than 16 feet in height.

f. Pedestrian walks shall have illumination levels of 0.5 foot-candles as a maintained minimum at the walking surface to identify any level changes or changes in walking conditions. Pedestrian walk lighting shall be of an appropriate scale and style such as, but not limited to, bollard-type lighting, step lighting, and/or pole-mounted lighting not exceeding 10 feet in height.

g. All lights shall be placed on an automatic device capable of turning the lights OFF one-half hour prior to dawn and ON one-half hour past dusk.

13. Open Space/Recreational Amenities

Creating open space areas that are easily accessible by residents provides focal points for community recreation and interaction while adding to the overall quality of life for residents. Given the environmental and recreational benefits of open space, it shall be integrated purposefully into the overall design of the development, not merely be residual areas left over after buildings and parking lots are situated.

a. Multifamily developments that are greater than 10 acres in size shall contain a minimum of 30 percent of the land in natural or improved open space, exclusive of roadways and parking lots.

b. The following areas shall not be included in calculating Open Space requirements:

   i. Private lots, yards, balconies, and patios dedicated for use by a specific unit.

   ii. Public rights-of-way, private streets, and private drives.

   iii. Open parking areas and driveways.

   iv. Land covered by structures, except for ancillary structures associated with the use of the open space such as gazebos and picnic shelters.

   v. Designated outdoor storage and trash collection areas.

   vi. Land areas of less than 25 feet between buildings and/or parking lots or driveways.

c. Buildings, roofed areas, hardscape areas, and parking facilities, including drives, shall not cover more than 70% of the site.

d. Onsite open space areas shall be located where residents of the development receive maximum benefit.

e. Recreational amenities shall be required in all multifamily developments and shall include one or more of the following facilities

as may be determined by the *Folsom Planning Commission* or *City Council*:

> Swimming pools, recreation buildings, tennis courts, children's play areas, passive and active recreation areas, or such other amenities which in the opinion of the *Folsom Planning Commission* or *City Council* are appropriate to serve the needs of the residents.

This requirement for recreational amenities will vary and be reflective of the number of units and types of units within the multifamily development proposed.

f. If a planned development is not age-restricted for senior housing there shall be a children's active play area. Such area(s) shall be determined by the type of planned developments and shall be programmed for the security of the children with minimal disturbance of nearby residents.

g. Active and passive recreation areas shall be located within the view shed of as many units as possible to provide casual supervision. Separate the recreation areas from traffic, trash dumpsters, or on otherwise unsuitable areas of the development.

h. Provide recreation areas with shaded benches or picnic tables for adults that are accompanying younger children.

14. Drainage

All onsite drainage shall be collected and conveyed to an approved existing underground storm drainage system when available. All onsite drainage patterns shall occur on or through areas that are designed to serve this function.

a. Drainage shall not be conveyed within the drip line of any oak tree to be retained on the site.

b. Drainage from landscape areas shall be properly conveyed and contained and not allowed to drain freely across sidewalks, roadways, parking areas, and other hardscape features.

F. ARCHITECTURE

Multifamily structures shall be designed in a manner that compliments the surrounding environment.

1. Scale

The scale of multifamily developments shall be considered in the context of surrounding developments. There shall be a scale transition between multi-story developments and adjoining single-family neighborhoods.

2. Structure Design

Variety and distinctiveness in design is desirable. The goal is for functional design solutions that are compatible with the surrounding natural and man-made features. All elevations shall be designed in a manner consistent with the design used for the front elevation of the buildings (i.e., the same design theme used on the front/entry of the building shall be used on the side and rear elevations).

3. Design Compatibility

The design of multifamily residences shall compliment surrounding developments, but shall not replicate adjacent residential designs. Designs within the development area need to be consistent in scale and character, but not to the point of being identical or repetitious. The residential design shall respect the predominant characteristics of height, massing, setbacks, and materials of the existing developments in the development area. Windows, balconies, or openings shall not provide for visual intrusion into adjacent residential properties.

4. Building Articulation

Expanses of uninterrupted wall area, unbroken roof forms, and box-like structures shall be prohibited. Balconies, porches, bay windows, chimneys, and other design elements with projections and varied setbacks shall be used to break up the physical characteristics of structures. Units clustered into one structure shall have varying front setbacks, staggered roof planes, and variety in orientation.

5. Façade and Roof Articulation

Separations and changes in the height of roof planes shall be used to visually separate the units. Articulation such as roof dormers, hips, gables, balconies, wall projections, and porches shall be used to break up the visual massing of building facades. End units shall have articulation such as windows and doors opening onto the sidewalks.

a. Flat and Mansard roofs are discouraged.

b. Roof overhangs of 12-inch minimum shall be required.

6. Building Materials

The use of a variety and combination of building materials is encouraged. It is generally preferred however that the number of materials used on the exterior be such that a clean, uncluttered design statement is the result. Building materials selected for multifamily developments shall be very durable and require low maintenance including, but not limited to, stucco, stone, and brick. Overuse of pre-fabricated, less durable materials, including wood siding, is discouraged. Building materials shall integrate

quality design elements consistent with the design of the develop the surrounding neighborhood.

7. Roofing Materials

   Predominant roof materials shall be of high quality, durable material such as, but not limited to, clay or concrete tiles and asphalt shingles. Other materials will be considered on a case-by-case basis.

   a. All roofs shall consist of non-combustible, non-reflective materials chosen to be compatible with the surroundings.

   b. All roof penetrations and roof-mounted equipment shall be compatible with the roof color.

8. Building Colors

   Exterior building colors shall be compatible with the surrounding neighborhood setting and shall not be out of character or in visual competition with the existing surrounding design elements. The goal is not to create bland, monochromatic neighborhoods, but rather to provide a complementary range of colors from residence to residence.

   a. Unfinished galvanized metals such as flashing, gutters, down spouts, roof vents, vent stacks and pipes, etc., shall be painted or finished to compliment adjacent building surfaces.

9. Carports, Garages, and Accessory Structures

   All accessory structures, including carports, garages, and solid waste receptacle enclosures, shall be designed with materials and in a manner consistent with the architectural design characteristics of the development. These accessory structures shall utilize colors and materials similar to the residential structures.

   a. If carport roofs are flat or vary from the design of adjacent buildings, they shall be located within the interior of the site, away from street views.

   b. A minimum of 50 percent of the development's parking shall provide some type of overhead protective covering such as carports, garages, or other solid structures.

10. Mechanical Equipment Screening

    Mechanical equipment shall be located and operated in a manner as unobtrusively as possible for both sound and appearance for adjacent residents. All mechanical equipment shall be screened from public view with either a solid barrier or landscaping. If a solid barrier is used, the construction materials shall be compatible with the materials and finish colors of the primary structures on site.

    a. All mechanical equipment including, but not limited to, compressors, air conditioners, antennas, pumps, heating ventilating and air conditioning

equipment, emergency generators, elevator penthouses, and communications equipment shall be concealed from view from public streets, neighboring properties, and nearby higher buildings.

b. Mechanical equipment shall not be located on the roof of a structure unless the equipment can be concealed from view and designed as an integral part of the building.

11. Utility Equipment

a. Utility equipment such as transformers, electric and gas meters, electrical panels, and junction boxes shall be screened by walls and/or landscaping.

b. Utility transformers shall not be the dominant visual element of the front landscape area. For areas outside of the front yard setback, utility transformers shall be completely screened by walls and/or landscaping, and shall not obstruct views of monument signs and driveways.

c. All utility lines from the service drop to the site shall be placed underground.

12. Trash/Recycling Enclosures

Provisions shall be made for placing an appropriate number of garbage/trash receptacles for the development in a manner that does not adversely impact adjacent properties.

a. All trash and recycling containers shall be stored in an approved enclosure. The *Folsom Community Development Department* shall approve the sizes and quantity.

b. Trash enclosures shall be designed to allow convenient access for each tenant. Enclosure locations shall not be blocked by parking spaces.

c. Trash enclosures shall be located away from existing surrounding residential uses and shall not create a nuisance for the adjacent residents.

d. Lighting shall be provided at trash enclosures for nighttime security.

e. Trash enclosures shall be constructed with masonry walls and heavy wood and/or metal doors. No cyclone fencing with redwood/plastic slats shall be permitted.

f. Trash enclosures shall be designed in a manner to be architecturally compatible with the design of the primary structures on the development site.

13. Windows and Skylights

Windows shall be located to maximize the possibility of occupant surveillance of entryways, recreation areas, and laundry areas.

a. Bay windows shall extend a minimum of 3' beyond the main façade area and a minimum of 8' in width.

b. Garden windows are encouraged, but shall be incorporated with other design elements so as to avoid creating a visual effect similar to rows of window air units.

14. Exterior Stairways

Exterior stairways that can be viewed from the public streets shall be enclosed or screened from public view.

15. Fire Resistance

Buildings shall be designed to be fire defensive. Designs shall minimize risk of fire by a combination of both architectural and landscape attributes including, but not limited to, the use of fire resistive building materials, fire sprinklers, non-combustible roofing, and defensible landscaping space.

16. Energy Conservation

Buildings shall be designed to meet or exceed the current *California Energy Commission* standards. The use of methods to reduce energy consumption is encouraged. Design and location of solar panels should be consistent with other design considerations.

G. LANDSCAPING

Landscaping can be used to complement buildings and to make a positive contribution to the aesthetics and function of the specific site and the area. Planted areas shall be used to enhance the appearance of structures, define site functions, and screen undesirable views. Provisions for ongoing maintenance shall be identified to ensure the timely replacement of any dead or diseased vegetation.

1. Planning

A preliminary landscape plan shall be included as part of the development submittal requirements. The landscape plan shall address the following items:

a. All areas not covered by structures, service yards, walkways, recreational facilities, driveways, and parking spaces shall be landscaped, unless inappropriate (i.e. planting under the drip line of native oak trees).

b. The principle element of landscaping shall consist of living plan various heights and textures. Spaces between vegetation may be dressed with bark or other natural materials.

c. Unity of design is to be achieved by repetition of certain plant varieties and other materials, as well as through the coordination with adjacent landscaping, where appropriate.

d. Existing mature trees, rock outcroppings, and riparian corridors shall be preserved and incorporated into landscape plans where feasible.

e. Landscaping incorporated into building design is encouraged. Trellises, arbors, cascading landscaping, vines, and perimeter garden walls are encouraged.

f. Planting of shade trees along the south and west side of structures is desirable to ensure adequate shading during the summer months.

g. Drought-tolerant plants and water conservation measures are required to be in accordance with *Folsom Municipal Code Water Conservation* regulations.

h. Selected landscaping shall be in a scale with the development and adjacent land uses. Security issues shall be addressed in the landscape planning of the site.

i. Landscaping shall be used around the base of structures to soften the transition from hardscape or parking areas to the structure. Landscaping shall also be used to accentuate entrances to structures.

j. Trees shall be located throughout the parking lot, as well as at the ends of the parking aisles. Placement of trees within the parking area shall comply with the requirements of the *Folsom Municipal Code*, to ensure compliance with the city's parking lot shade requirements so that in 15 years, 50 percent of the parking lot will receive shade at high noon.

k. Landscaping shall be protected from vehicular and pedestrian encroachment through the use of raised planters, curbs, or depressed walkways.

2. Maintenance

The intent is to maintain the original appearance of the landscaping over the long term, to ensure the health of the introduced plant materials so they reach their natural maturity, and to preserve the visual image of the community.

a. All required landscaping improvements shall be continually preserved and maintained to professional maintenance industry standards through routine, scheduled care including, but not limited to, watering, weeding, mowing, fertilizing, pruning, spraying, root aeration, and irrigation repair.

b. Plant materials that have died or are in a visible state of declin be replaced to meet the requirements of the original landscape plan approval.

c. All proposed work on or near native oak trees that are considered to be a regulated activity under the *Folsom Tree Preservation Ordinance* shall require approval with tree permit.

3. Fencing and Walls

Where proposed, fencing and walls shall be of high quality and design, shall be consistent with the design theme of the development, and shall be constructed to discourage graffiti in accordance with the *Folsom Graffiti Ordinance.*

Attachment 2

ORDINANCE NO. 1357

AN ORDINANCE OF THE CITY OF FOLSOM AMENDING SECTION 17.06.030 AND ADDING SECTION 17.06.045 TO CHAPTER 17.06, "DESIGN REVIEW," OF THE FOLSOM MUNICIPAL CODE REGARDING OBJECTIVE DEVELOPMENT AND DESIGN STANDARDS AND ESTABLISHING A MINISTERIAL REVIEW PROCESS

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

SECTION 1 PURPOSE

The purpose of this ordinance is to amend Section 17.06.030 and add Section 17.06.045 to Chapter 17.06 of the Folsom Municipal Code to reference the Objective Development and Design Standards and to establish a ministerial review process for certain residential and mixed-use projects.

SECTION 2 AMENDMENT TO CODE

Section 17.06.030 of the Folsom Municipal Code is hereby amended to read as follows:

17.06.030 Application review – Planning commission

A. The design and architecture of the following projects must be submitted to the planning commission for review and approval under the provisions of this chapter:

1. Office, industrial, and commercial development of one thousand square feet or greater in size;

2. Significant exterior modifications to existing office, industrial, and commercial structures including but not limited to:
    a. Design changes to building facades (cornices, parapets, trellises, etc.).
    b. Structural modifications to buildings.
    c. Introduction of new building materials (veneer, wainscoting, brick, siding, etc.).
    d. Alteration or relocation of building entryways.
    e. Changes in roof design and materials;

3. Multifamily and residential mixed-use projects containing more than two units, except for projects located in the Regulated Area as described in Section 17.06.045;

4. Single-family residential projects which are a part of a planned development or a tentative subdivision map;

5. Proposed project design guidelines and standards and revisions to existing design guidelines and standards.

B. The determination by the planning commission may be appealed to the city council pursuant to Section 17.06.110(B).

SECTION 3 ADDITION TO CODE

Section 17.06.045 is added to the Folsom Municipal Code to read as follows:

17.06.045 Objective Development and Design Standards

A. The City's *Objective Development and Design Standards* (*ODDS*) shall apply to design and development of residential multi-unit (i.e., two or more units) and mixed-use residential development within the East Bidwell Corridor Overlay, the Folsom Boulevard Transit-Oriented Development Overlay, and the Folsom Plan Area Specific Plan Town Center Overlay areas, (collectively, the Regulated Areas), as delineated on the General Plan Land Use Diagram and shown in the Regulating Plan of the *ODDS*.

B. Where the *ODDS* are silent on a standard or process, applicable provisions in Title 17 shall apply. Where a conflict exists between the standards of the *ODDS* and those of Title 17, the standards of the ODDS shall apply.

C. Ministerial Design Review.

1. The design and architecture of projects governed by this Section shall be submitted to the Community Development Director for ministerial review and approval.

2. Applications and supporting materials shall be submitted pursuant to Section 17.06.060.

3. Ministerial design review shall be limited to review of the project's compliance with the ODDS and any other applicable objective standards adopted by the city.

4. Ministerial design review determinations are not subject to public notice, site posting, or appeal.

5. A ministerial design review approval shall be null and void unless the applicant submits a complete application for a building permit within two years of approval.

D. Projects within the Regulated Area that do not comply with the ODDS may proceed through a discretionary entitlement process that requires review by the Planning Commission, such as the Planned Development Permit.

E. Projects requesting Density Bonus incentives or waivers per FMC Chapter 17.102 may deviate from the ODDS to the extent permitted by State law.

SECTION 4 SCOPE

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

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 NO MANDATORY DUTY

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 7 EFFECTIVE DATE

This ordinance shall become effective January 8, 2026.

This ordinance was introduced and the title thereof read at the special meeting of the City Council on November 12, 2025 and the second reading occurred at the regular meeting of the City Council on December 9, 2025.

On a motion by Councilmember _____ seconded by Councilmember _____, the foregoing ordinance was passed and adopted by the City Council of the City of Folsom, State of California, this 9th Day of December 2025, by the following roll-call vote:

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

_____
Sarah Aquino, MAYOR

ATTEST:

_____
Christa Freemantle, CITY CLERK

Attachment 3

Modifications to FMC Chapter 17.06 "Design Review" (Strikethrough/Underline Version)

Section 17.06.030 of the Folsom Municipal Code is amended to read as follows:

17.06.030 Application review – Planning commission

A. The design and architecture of the following projects must be submitted to the planning commission for review and approval under the provisions of this chapter:
   1. Office, industrial, and commercial development of one thousand square feet or greater in size;
   2. Significant exterior modifications to existing office, industrial, and commercial structures including but not limited to:
      a. Design changes to building facades (cornices, parapets, trellises, etc.).
      b. Structural modifications to buildings.
      c. Introduction of new building materials (veneer, wainscoting, brick, siding, etc.).
      d. Alteration or relocation of building entryways.
      e. Changes in roof design and materials;
   3. Multifamily and residential mixed-use projects containing more than two units, except for projects located in the Regulated Area as described in Section 17.06.045;
   4. Single-family residential projects which are a part of a planned development or a tentative subdivision map;
   5. Proposed project design guidelines and standards and revisions to existing design guidelines and standards.
B. The determination by the planning commission may be appealed to the city council pursuant to Section 17.06.110(B).

Section 17.06.045 is added to the Folsom Municipal Code as follows:

17.06.045 Objective Development and Design Standards

A. The City's *Objective Development and Design Standards* (*ODDS*) shall apply to design and development of residential multi-unit (i.e., two or more units) and mixed-use residential development within the East Bidwell Corridor Overlay, the Folsom Boulevard Transit-Oriented Development Overlay, and the Folsom Plan Area Specific Plan Town Center Overlay areas (collectively, the Regulated Areas), as delineated on the General Plan Land Use Diagram and shown in the Regulating Plan of the *ODDS*.

B. Where the *ODDS* are silent on a standard or process, applicable provisions in Title 17 shall apply. Where a conflict occurs between the standards of the *ODDS* and those of Title 17, the standards of the ODDS shall apply.

C. Ministerial Design Review.

1. The design and architecture of projects governed by this Section shall be submitted to the Community Development Director for ministerial review and approval.

2. Applications and supporting materials shall be submitted pursuant to Section 17.06.060.

3. Ministerial design review shall be limited to review of the project's compliance with the ODDS and any other applicable objective standards adopted by the city.

4. Ministerial design review determinations are not subject to public notice, site posting, or appeal.

5. A ministerial design review approval shall be null and void unless the applicant submits a complete application for a building permit within two years of approval.

D. Projects within the Regulated Area that do not comply with the ODDS may proceed through a discretionary entitlement process that requires review by the Planning Commission, such as the Planned Development Permit.

E. Projects requesting Density Bonus incentives or waivers per FMC Chapter 17.102 may deviate from the ODDS to the extent permitted by State law.

Attachment 4
Alternative Ordinance Requiring Discretionary Review Unless Ministerial Review Is Required by State Law

ORDINANCE NO. 1357

AN ORDINANCE OF THE CITY OF FOLSOM AMENDING SECTION 17.06.030 AND ADDING SECTION 17.06.045 TO CHAPTER 17.06, "DESIGN REVIEW," OF THE FOLSOM MUNICIPAL CODE REGARDING OBJECTIVE DEVELOPMENT AND DESIGN STANDARDS AND ESTABLISHING A MINISTERIAL REVIEW PROCESS

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

SECTION 1 PURPOSE

The purpose of this ordinance is to amend Section 17.06.030, 17.06.080, and add Section 17.06.045 to Chapter 17.06 of the Folsom Municipal Code to reference the Objective Development and Design Standards for certain residential and mixed-use projects located in the Regulated Area.

SECTION 2 AMENDMENT TO CODE

Section 17.06.030 of the Folsom Municipal Code is hereby amended to read as follows:

17.06.030 Application review – Planning commission

A. The design and architecture of the following projects must be submitted to the planning commission for review and approval under the provisions of this chapter:

1. Office, industrial, and commercial development of one thousand square feet or greater in size;

2. Significant exterior modifications to existing office, industrial, and commercial structures including but not limited to:
    a. Design changes to building facades (cornices, parapets, trellises, etc.).
    b. Structural modifications to buildings.
    c. Introduction of new building materials (veneer, wainscoting, brick, siding, etc.).
    d. Alteration or relocation of building entryways.
    e. Changes in roof design and materials;

3. Multifamily and residential mixed-use projects containing more than two units;

4. Single-family residential projects which are a part of a planned development or a tentative subdivision map;

5. Proposed project design guidelines and standards and revisions to existing design guidelines and standards.

B. The determination by the planning commission may be appealed to the city council pursuant to Section 17.06.110(B).

SECTION 3 ADDITION TO CODE

Section 17.06.045 is added to the Folsom Municipal Code to read as follows:

17.06.045 Objective Development and Design Standards

A. The City's *Objective Development and Design Standards* (*ODDS*) shall apply to design and development of residential multi-unit (i.e., two or more units) and mixed-use residential development within the East Bidwell Corridor Overlay, the Folsom Boulevard Transit-Oriented Development Overlay, and the Folsom Plan Area Specific Plan Town Center Overlay areas, (collectively, the Regulated Areas), as delineated on the General Plan Land Use Diagram and shown in the Regulating Plan of the *ODDS*.

B. Where the *ODDS* are silent on a standard or process, applicable provisions in Title 17 shall apply. Where a conflict exists between the standards of the *ODDS* and those of Title 17, the standards of the ODDS shall apply.

C. Ministerial Design Review.

1. If a residential multi-unit or residential mixed-use project meets the requirements of State law for ministerial review, the design and architecture of projects governed by this Section shall be submitted to the Community Development Director for ministerial review and approval.

2. Applications and supporting materials shall be submitted pursuant to Section 17.06.060.

3. Ministerial design review shall be limited to review of the project's compliance with the ODDS and any other applicable objective standards adopted by the city.

4. Ministerial design review determinations are not subject to public notice, site posting, or appeal.

5. A ministerial design review approval shall be null and void unless the applicant submits a complete application for a building permit within two years of approval.

D. All other residential multi-unit and residential mixed-use projects including those located within the Regulated Area must proceed through a discretionary entitlement process that requires review by the Planning Commission.

E. Projects requesting Density Bonus incentives or waivers per FMC Chapter 17.102 may deviate from the ODDS to the extent permitted by State law.

SECTION 4 AMENDMENT TO CODE

Section 17.06.080 of the Folsom Municipal Code is amended to read as follows:

17.06.080 Plan evaluation.

B. In approving, conditionally approving, or denying an application for design review under this chapter, the community development director or the planning commission shall make the following findings:

1. Project compliance with the general plan and any applicable specific plans and zoning ordinances;
2. For non-residential projects, conformance with any adopted city-wide design guidelines,
3. In the case of multifamily and residential mixed-use projects in the Regulated Area the adopted objective development and design standards;
4. Conformance with any project-specific design and development standards approved through the planned development permit process or similar review process;
5. For developments other than multifamily and residential mixed-use projects, compatibility of building materials, textures and colors with surrounding development and consistency with the general design theme of the neighborhood.

SECTION 4 SCOPE

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

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 NO MANDATORY DUTY

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 7 EFFECTIVE DATE

This ordinance shall become effective January 8, 2026.

This ordinance was introduced and the title thereof read at the special meeting of the City Council on November 12, 2025 and the second reading occurred at the regular meeting of the City Council on December 9, 2025.

On a motion by Councilmember _____ seconded by Councilmember _____, the foregoing ordinance was passed and adopted by the City Council of the City of Folsom, State of California, this 9th Day of December 2025, by the following roll-call vote:

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

_____
Sarah Aquino, MAYOR

ATTEST:

_____
Christa Freemantle, CITY CLERK

Attachment 5

Jessica Brandt

From: [redacted]>
Sent: Tuesday, October 21, 2025 2:33 PM
To: Desmond Parrington
Cc: Jessica Brandt
Subject: Re: Apartment Building Proposed for Oak Ave

You don't often get email from [redacted]. Learn why this is important

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Desmond,

Thank you for clarifying the intent and current status of the Objective Development and Design Standards. I appreciate the additional context and understand that the example site at Oak Avenue and E. Bidwell Street is not tied to any active proposal at this time.

That said, I do want to express my concern about this intersection being used as a future example site for potential redevelopment. As a Folsom resident who lives on Thorndike Way, I experience firsthand how congested this area already is, particularly during peak hours and when events occur at nearby churches.

When I am traveling eastbound on E. Bidwell to turn left onto Oak Avenue, merging traffic often backs up due to the heavy flow of vehicles making right turns from E. Bidwell onto Oak. This congestion worsens when event parking from Lakeside Church exits onto Oak Avenue. In addition, the overflow from the Muslim Community church parking lot regularly spills onto South Lexington, extending through nearby residential streets such as Duxbury Way and up to Cannington Lane; during these times, the area becomes especially congested and unsafe, with many pedestrians at the same time walking throughout the neighborhood streets to get to/from their parked vehicles.

Additionally, traffic from surrounding neighborhoods, such as those traveling from Empire Ranch via Silberhorn or from El Dorado Hills through Green Valley and Blue Ravine, often funnels through this corridor, creating a sustained level of density that already strains the area.

Given these conditions, I strongly urge the City to carefully evaluate traffic impact, access points, and parking requirements for any future high-density development in this vicinity. Solutions such as improved ingress and egress design, dedicated event traffic routes, or required structured parking for large facilities could help alleviate pressure on the surrounding neighborhoods.

I appreciate your time and transparency on this issue.

Thanks!

[redacted]

On Tue, Oct 21, 2025 at 12:07 PM Desmond Parrington <dparrington@folsom.ca.us> wrote:

Hi [redacted]:

The information posted on Folsom Chat on Facebook and on Next Door is not correct. There is no development proposal associated with the Objective Development and Design Standards. Under state law, the City can only use objective development and design standards to evaluate multi-family projects (i.e., apartments and condominiums). The examples shown in the document are just that. They are examples. At this time, there is no project located at the corner of E. Bidwell and Oak Avenue Parkway. That was just an example site in the document that showed how that site could be redeveloped in the future. We are adopting the ODDS so that we have something that we can use to evaluate multi-family projects and hopefully get better designed projects. If we don't adopt these then developers do not have to follow any design rules.

Back in August 2024, the City Council approved amendments to the City's General Plan and the Folsom Plan Area Specific Plan to increase heights and densities in certain areas of Folsom to meet the requirements of the City's Housing Element, which is another State Mandate. Under that mandate, the City has to identify sites for approximately 3,500 units of housing affordable to lower-income households. The East Bidwell Corridor, the areas around the Iron Point and Glenn stations, and the Folsom Town Center area were the areas chosen to have the increased heights and higher densities so that existing established residential neighborhoods would not be rezoned or impacted. Staff has also worked with the landowners south of Highway 50 to restrict parcels down there to accommodate almost 900 units of affordable housing. While that has not yet been built those units will eventually be built there.

These issues are being driven by changes in State law that the City has to comply with or we risk losing State funding and failure to comply would expose Folsom to potential lawsuits from the State and others. If you would like to learn more about the proposed objectives design standards you can visit:

https://www.folsom.ca.us/government/community-development/planning-services/objective-development-and-design-standards

If you have any other questions or concerns and would still like to voice your opposition to this, please let me know and we can include your comments along with our staff report to the City Council.

-Desmond

Desmond Parrington, AICP
Planning Manager

City of Folsom
50 Natoma Street, Folsom, CA 95630
dparrington@folsom.ca.us
o:916-461-6233 c:916-216-2813

www.folsom.ca.us

ATTENTION: Starting October 20, 2025, all NEW permits will be reviewed through eTRAKiT and not through ProjectDox.

From: [redacted]>
Sent: Tuesday, October 21, 2025 11:57 AM
To: Desmond Parrington <dparrington@folsom.ca.us>; Jessica Brandt <jbrandt@folsom.ca.us>
Subject: Apartment Building Proposed for Oak Ave

You don't often get email from [redacted] Learn why this is important

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I grabbed both of your emails from a Facebook Folsom Chat post about the high-density apartment building initiative. I live on Thorndike Way with my husband and five-year-old daughter. I have some concerns with the idea of building an apartment complex on the corner of Oak and E. Bidwell. What is the best way for me to communicate my concerns for a project like this? I have anxiety issues, so unfortunately, I do not typically attend in-person commission meetings. Is there another preferred way other than in-person for me to send you feedback? Do you have a feedback form of some kind, a direct email for this, or is an email to both of you the best way to go?

Thanks,

Jessica Brandt

From: Desmond Parrington
Sent: Tuesday, October 21, 2025 2:58 PM
To: Jessica Brandt
Subject: FW: Proposed housing development

Desmond Parrington, AICP
Planning Manager

City of Folsom
50 Natoma Street, Folsom, CA 95630
dparrington@folsom.ca.us
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www.folsom.ca.us

ATTENTION: Starting October 20, 2025, all NEW permits will be reviewed through eTRAKiT and not through ProjectDox.

From: Desmond Parrington
Sent: Tuesday, October 21, 2025 8:40 AM
To: 'Amy Dreher' <amydreher916@gmail.com>
Subject: RE: Proposed housing development

Hi Mr. and Mrs. Dreher:

The information posted on Next Door is incorrect. There is no development proposal associated with the Objective Development and Design Standards. Under state law, the City can only use objective development and design standards to evaluate multi-family projects (i.e., apartments and condominiums). The examples shown in the document are just that. They are examples. At this time, there is no project located at the corner of E. Bidwell and Oak Avenue Parkway. That was just an example site in the document that showed how that site could be redeveloped in the future. We are adopting the ODDS so that we have something that we can use to evaluate multi-family projects and hopefully get better designed projects. If we don't adopt these then developers do not have to follow any design rules.

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If you have any other questions or concerns, please let me know.

-Desmond

Desmond Parrington, AICP
Planning Manager

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50 Natoma Street, Folsom, CA 95630
dparrington@folsom.ca.us
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www.folsom.ca.us

ATTENTION: Starting October 20, 2025, all NEW permits will be reviewed through eTRAKiT and not through ProjectDox.

From: Amy Dreher <amydreher916@gmail.com>
Sent: Tuesday, October 21, 2025 8:27 AM
To: Desmond Parrington <dparrington@folsom.ca.us>
Subject: Proposed housing development

You don't often get email from amydreher916@gmail.com. Learn why this is important

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I am writing as an extremely concerned resident to formally object to the proposed housing development **Site 4. East Bidwell and Oak Ave Pkwy (T4N.L)** currently under review. This project raises significant concerns regarding infrastructure, congestion, **and the overall quality of life for current and future residents.**

Our city is already experiencing substantial strain on its existing infrastructure. Roads are increasingly congested, particularly during peak hours, and the proposed development would only intensify traffic without any clear plan for road widening, new access points, or improved public transportation. The area's current roadways are simply not equipped to handle the additional volume that this development would generate.

Furthermore, our local schools are already operating at or near capacity. Folsom Middle School has almost **2,000** students and not enough staff members. It is complete and total chaos at that school. Neighboring Oak Chan Elementary where my Son is a 5th grader has almost 30 kids in each class already! Adding hundreds of new residents without a comprehensive plan to expand educational

facilities will only exacerbate overcrowding and diminish the quality of education for our
Essential public services such as emergency response, and recreational spaces are also stretched thin.

Responsible development should balance housing needs with the capacity of public systems to support new residents safely and effectively. I will be attending the town hall meeting to urge the Planning Commission to **reject** or postpone approval of this project!

Thank you for listening to my concerns. I appreciate your attention to maintaining the **livability, safety, and character of our city.**

Sincerely,

Amy and Jeff Dreher

Jessica Brandt

From: Stephanie Trumm <nurssteff@yahoo.com>
Sent: Monday, October 20, 2025 6:04 PM
To: Desmond Parrington
Cc: Jessica Brandt
Subject: Re: Proposed Building

[You don't often get email from nurssteff@yahoo.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

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Thank you for your information!

> On Oct 20, 2025, at 5:39 PM, Desmond Parrington <dparrington@folsom.ca.us> wrote:
>
> Hi Stephanie:
>
> The information posted on Next Door is incorrect. There is no development proposal associated with the Objective Development and Design Standards. Under state law, the City can only use objective development and design standards to evaluate multi-family projects (i.e., apartments and condominiums). The examples shown in the document are just that. They are examples. At this time, there is no project located at the corner of E. Bidwell and Oak Avenue Parkway. That was just an example site in the document that showed how that site could be redeveloped in the future. We are adopting the ODDS so that we have something that we can use to evaluate multi-family projects and hopefully get better designed projects. If we don’t adopt these then developers do not have to follow any design rules.
>
> Back in August 2024, the City Council approved amendments to the City’s General Plan and the Folsom Plan Area Specific Plan to increase heights and densities in certain areas of Folsom to meet the requirements of the City’s Housing Element, which is another State Mandate. Under that mandate, the City has to identify sites for approximately 3,500 units of housing affordable to lower-income households. The East Bidwell Corridor, the areas around the Iron Point and Glenn stations, and the Folsom Town Center area were the areas chosen to have the increased heights and higher densities so that existing established residential neighborhoods would not be rezoned or impacted. Staff has also worked with the landowners south of Highway 50 to restrict parcels down there to accommodate almost 900 units of affordable housing. While that has not yet been built those units will eventually be built there.
>
> These issues are being driven by changes in State law that the City has to comply with or we risk losing State funding and failure to comply would expose Folsom to potential lawsuits from the State and others.
>
> If you have any other questions or concerns, please let me know.
>
> -Desmond
>
> Desmond Parrington, AICP
> Planning Manager
> City of Folsom
> 50 Natoma Street, Folsom, CA 95630
> dparrington@folsom.ca.us

> o:916-461-6233 c:916-216-2813
>
https://gcc02.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.folsom.ca.us%2F&data=05%7C02%7Cjbrandt%40folsom.ca.us%7C8056175b296e4b41954d08de103dcc76%7C1cfb4b4a254c47b48448af71335fd6c0%7C0%7C0%7C638966054773760849%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMCIsIlAiOiJXaW4zMiIsIkFOIjoiTWFpbCIsIldUIjoyfQ%3D%3D%7C0%7C%7C%7C&sdata=cR76yaJ0zad0jW5%2FYDHM2DvvO3Tt0q1dz0u35FhTsQw%3D&reserved=0
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> ATTENTION: Starting October 20, 2025, all NEW permits will be reviewed through eTRAKiT and not through ProjectDox.
>
> -----Original Message-----
> From: Stephanie Trumm <nurssteff@yahoo.com>
> Sent: Monday, October 20, 2025 5:06 PM
> To: Desmond Parrington <dparrington@folsom.ca.us>
> Cc: Jessica Brandt <jbrandt@folsom.ca.us>
> Subject: Re: Proposed Building
>
> [You don't often get email from nurssteff@yahoo.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]
>
> CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.
>
>
> Thank you for your response. I suggest that you consider building these apartments on the south side of Highway 50 so that we can have a fully integrated community.
>
> Respectfully,
> Stephanie
>
>> On Oct 20, 2025, at 4:43 PM, Desmond Parrington <dparrington@folsom.ca.us> wrote:
>>
>> Thank you for letting me know, Ms. Trumm. The reason staff is recommending adoption of these is because under new State laws if the City of Folsom does not adopt objective design standards when new multi-family projects like apartments come in for review then the City will not be able to require design changes. Under State law, City staff can no longer use design guidelines or any other subjective criteria to review these types of projects.
>>
>> -Desmond
>>
>> Desmond Parrington, AICP
>> Planning Manager
>> City of Folsom
>> 50 Natoma Street, Folsom, CA 95630

>> dparrington@folsom.ca.us
>> o:916-461-6233 c:916-216-2813
>>
https://gcc02.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.folsom.ca.us%2F&data=05%7C02%7Cjbrandt%40folsom.ca.us%7C8056175b296e4b41954d08de103dcc76%7C1cfb4b4a254c47b48448af71335fd6c0%7C0%7C0%7C638966054773780679%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMCIsIlAiOiJXaW4zMiIsIkFOIjoiTWFpbCIsIldUIjoyfQ%3D%3D%7C0%7C%7C%7C&sdata=Y2udI2xKQChiIyUYCrsPgSESf5X3JLquvGrSoPAKlxc%3D&reserved=0
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>> ATTENTION: Starting October 20, 2025, all NEW permits will be reviewed through eTRAKiT and not through ProjectDox.
>>
>> -----Original Message-----
>> From: Stephanie Trumm <nurssteff@yahoo.com>
>> Sent: Monday, October 20, 2025 3:36 PM
>> To: Desmond Parrington <dparrington@folsom.ca.us>
>> Subject: Proposed Building
>>
>> [You don't often get email from nurssteff@yahoo.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]
>>
>> CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.
>>
>>
>> Hello,
>>
>> My name is Stephanie Trumm, and I live on Diamond Peak Drive here in Folsom.
>>
>> I am opposed to adopting Objective Development and Design building north of highway 50 here in Folsom.
>>
>> Respectfully,
>>
>> Stephanie Trumm
>> 103 Diamond Peak Drive
>> Folsom, CA 95630
>

Jessica Brandt

From: Romo, Celeste W <celeste.w.romo@intel.com>
Sent: Tuesday, October 21, 2025 8:40 AM
To: Desmond Parrington
Cc: Jessica Brandt
Subject: RE: Strong Opposition to Proposed High-Density Development at Oak Avenue and East Bidwell

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Oh awesome thank you!

From: Desmond Parrington <dparrington@folsom.ca.us>
Sent: Tuesday, October 21, 2025 8:38 AM
To: Romo, Celeste W <celeste.w.romo@intel.com>
Cc: Jessica Brandt <jbrandt@folsom.ca.us>
Subject: RE: Strong Opposition to Proposed High-Density Development at Oak Avenue and East Bidwell

That is correct. The City has not received any development plans for that site.

-Desmond

Desmond Parrington, AICP
Planning Manager

City of Folsom
50 Natoma Street, Folsom, CA 95630
dparrington@folsom.ca.us
o:916-461-6233 c:916-216-2813

www.folsom.ca.us

ATTENTION: Starting October 20, 2025, all NEW permits will be reviewed through eTRAKiT and not through ProjectDox.

From: Romo, Celeste W <celeste.w.romo@intel.com>
Sent: Monday, October 20, 2025 9:06 PM
To: Desmond Parrington <dparrington@folsom.ca.us>
Cc: Jessica Brandt <jbrandt@folsom.ca.us>
Subject: Re: Strong Opposition to Proposed High-Density Development at Oak Avenue and East Bidwell

You don't often get email from celeste.w.romo@intel.com. Learn why this is important

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you for your response.

So am I reading correctly that no development plans are currently being evaluated for th
Celeste

From: Desmond Parrington <dparrington@folsom.ca.us>
Sent: Monday, October 20, 2025 5:39:01 PM
To: Romo, Celeste W <celeste.w.romo@intel.com>
Cc: Jessica Brandt <jbrandt@folsom.ca.us>
Subject: RE: Strong Opposition to Proposed High-Density Development at Oak Avenue and East Bidwell

Hi Celeste:

The information posted on Next Door is incorrect. There is no development proposal associated with the Objective Development and Design Standards. Under state law, the City can only use objective development and design standards to evaluate multi-family projects (i.e., apartments and condominiums). The examples shown in the document are just that. They are examples. At this time, there is no project located at the corner of E. Bidwell and Oak Avenue Parkway. That was just an example site in the document that showed how that site could be redeveloped in the future. We are adopting the ODDS so that we have something that we can use to evaluate multi-family projects and hopefully get better designed projects. If we don't adopt these then developers do not have to follow any design rules.

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These issues are being driven by changes in State law that the City has to comply with or we risk losing State funding and failure to comply would expose Folsom to potential lawsuits from the State and others.

If you have any other questions or concerns, please let me know.

-Desmond

CITY OF FOLSOM
DISTINCTIVE BY NATURE

Desmond Parrington, AICP
Planning Manager
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dparrington@folsom.ca.us
o:916-461-6233 c:916-216-2813
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ATTENTION: Starting October 20, 2025, all NEW permits will be reviewed through eTRAKiT and not through ProjectDox.

From: Romo, Celeste W <celeste.w.romo@intel.com>
Sent: Monday, October 20, 2025 5:00 PM
To: Desmond Parrington <dparrington@folsom.ca.us>; Jessica Brandt <jbrandt@folsom.ca.us>
Subject: Strong Opposition to Proposed High-Density Development at Oak Avenue and East Bidwell

Some people who received this message don't often get email from celeste.w.romo@intel.com. Learn why this is important

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Parrington, Ms. Brandt and Folsom City Council Members,
I am writing to express my strong opposition to the proposed high-density apartment project at Oak Avenue Parkway and East Bidwell Street. While I understand the need for growth, this particular development raises serious concerns about traffic congestion and school capacity that cannot be ignored.

Traffic along East Bidwell and Oak Avenue Pkwy is already at a breaking point during peak hours. Adding hundreds of residents and vehicles from a 248-unit complex will only worsen congestion and safety risks for nearby neighborhoods, pedestrians, and cyclists.

Equally pressing is the issue of school capacity. Our local schools are already full and this level of new housing will add even more strain without any clear plan to expand facilities or resources. It's simply not sustainable to continue approving large developments without addressing this impact head-on.

I urge the Council to pause or reconsider this project until a comprehensive infrastructure and school capacity plan is in place. Folsom's growth should be balanced and thoughtful — not at the expense of the quality of life for current residents.

Thank you for your attention to this important matter.

Sincerely,

Celeste Romo
Folsom Resident

Jessica Brandt

From: Desmond Parrington
Sent: Monday, October 20, 2025 9:40 AM
To: judyqt@sbcglobal.net
Cc: Jessica Brandt
Subject: RE: The City of Folsom is considering the adoption of Objective Development and Design Standards for areas north of Highway 50. — Nextdoor

Hi Judy:

The information posted on Next Door is incorrect. There is no development proposal associated with the Objective Development and Design Standards. Under state law, the City can only use objective development and design standards to evaluate multi-family projects (i.e., apartments and condominiums). The examples shown in the document are just that. They are examples. At this time, there is no project located at the corner of E. Bidwell and Oak Avenue Parkway. That was just an example site in the document that showed how that site could be redeveloped in the future. We are adopting the ODDS so that we have something that we can use to evaluate multi-family projects and hopefully get better designed projects. If we don't adopt these then developers do not have to follow any design rules.

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If you have any other questions or concerns, please let me know.

-Desmond

CITY OF FOLSOM
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Desmond Parrington, AICP
Planning Manager

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o:916-461-6233 c:916-216-2813

www.folsom.ca.us

ATTENTION: Starting October 20, 2025, all NEW permits will be reviewed through eTRAKiT and not through ProjectDox.

From: Judy Otis <judyqt@sbcglobal.net>
Sent: Monday, October 20, 2025 8:55 AM
To: Jessica Brandt <jbrandt@folsom.ca.us>
Subject: Fwd: The City of Folsom is considering the adoption of Objective Development and Design Standards for areas north of Highway 50. — Nextdoor

You don't often get email from judyqt@sbcglobal.net. Learn why this is important

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From: Judy Otis <judyqt@sbcglobal.net>
Date: October 20, 2025 at 8:53:42 AM PDT
To: jbrandt@folsom.ca.gov
Subject: The City of Folsom is considering the adoption of Objective Development and Design Standards for areas north of Highway 50. — Nextdoor

More housing stuffed into Folsom? You've got to be kidding. South of 50 has the space so build it there. Why doesn't the City get the traffic situation resolved before even considering building more apartments/condos?

Check out this post on Nextdoor: https://nextdoor.com/p/mczsB7-mFN2L?utm_source=share&extras=MTYwNTcyNjQ%3D&ne_link_preview_links=&utm_campaign=1760975326077

Sent from my iPad

Jessica Brandt

From: Crystal Gorton <write2me@msn.com>
Sent: Monday, October 20, 2025 3:17 PM
To: Desmond Parrington
Cc: Jessica Brandt; Bryan Whitemyer
Subject: Re: Urban Planning Updates

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Seriously?

"...successful *cities have congestion and dying ones do not."*

Being in the thick of if it all, I'm not sure I agree with that statement, Desmond, but it did put smile on my face and raise an eyebrow. Congestion forces the taxpayer to buy from Amazon.

Still didn't get an answer to my question though. How many of the 900 units will be like Mercy House or Bidwell Studios?

From: Desmond Parrington <dparrington@folsom.ca.us>
Sent: Monday, October 20, 2025 2:22:57 PM
To: Crystal Gorton <write2me@msn.com>
Cc: Jessica Brandt <jbrandt@folsom.ca.us>; Bryan Whitemyer <bwhitemyer@folsom.ca.us>
Subject: RE: Urban Planning Updates

Hi Crystal:

The 900 units south of highway 50 in the Folsom Plan Area would be deed-restricted affordable housing units affordable to household with incomes below 80% of area median income, which is currently about $100,000 for a family of four. These would be folks with jobs that work in the area but cannot afford the current market-rate rent levels. There is already one project like that in the Folsom Plan Area. It's called Mangini Place Apartments and it has approximately 150 deed-restricted affordable units. There would be 900 additional units over the life of the plan south of Highway 50.

By law, we now have to put higher density housing near transit, which is why those locations were chosen. East Bidwell was selected because it has transit service, jobs and services nearby. Staff wanted to avoid a situation where we had to rezone land near existing single-family neighborhoods, which is what happened when the City lost a lawsuit filed by Legal Services of Northern California around 2000.

Staff is well aware of the traffic challenges on East Bidwell and our Public Works Department has been trying to secure funding from Caltrans so that we can complete the Empire Ranch Interchange and fund the Oak Avenue Overcrossing. Those along with the extension of Alder Creek Parkway to Prairie City Road should help improve the situation on East Bidwell especially near US 50 and Iron Point Road. Unfortunately, successful cities have congestion and dying ones do not. While staff would prefer that the funding for major infrastructure projects came

first, typically development happens first and then larger infrastructure projects follow once fun
from development and state and federal sources.

-Desmond

Desmond Parrington, AICP
Planning Manager
City of Folsom
50 Natoma Street, Folsom, CA 95630
dparrington@folsom.ca.us
o:916-461-6233 c:916-216-2813
www.folsom.ca.us

ATTENTION: Starting October 20, 2025, all NEW permits will be reviewed through eTRAKiT and not through ProjectDox.

From: Crystal Gorton <write2me@msn.com>
Sent: Monday, October 20, 2025 1:55 PM
To: Bryan Whitemyer <bwhitemyer@folsom.ca.us>; Desmond Parrington <dparrington@folsom.ca.us>
Cc: Jessica Brandt <jbrandt@folsom.ca.us>
Subject: Re: Urban Planning Updates

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

This may not directly relate to the Objective Development and Design Standards (ODDS), but I do have a broader question: Of the 900 units being discussed, how many are what I would call subsidized housing—such as Section 8, Mercy Housing-style units, or Bidwell Studios-type developments?

When I look at the South of 50 plan, I don't see any of that type of housing planned there. Meanwhile, nearly all of it appears concentrated in the Central District. That kind of imbalance is a major reason the crime rate is higher in that area.

The frustration many residents feel—especially those who push back—comes from having lived with this for so long. It's not just about affordable housing; it's about how it's been clustered in one part of the city. Over time, that concentration has had real, visible consequences. A big part of the problem seems to stem from former city staff who have since moved into the housing development industry and are now profiting from state-funded projects, with the help of Council friends and insider knowledge. That's my opinion—but it's based on what I see happening on the ground.

If you receive pushback from the community, it's not aimed at you or city staff. It reflects long-standing frustration over bias toward certain groups who have had complete control over city government for decades and a lack of power by the community to influence decisions that impact real lives. Simply put: The community is frustrated. Plain and simple.

From: Crystal Gorton <write2me@msn.com>
Sent: Monday, October 20, 2025 1:10 PM
To: Bryan Whitemyer <bwhitemyer@folsom.ca.us>; Desmond Parrington <dparrington@folsom.ca.us>
Cc: Jessica Brandt <jbrandt@folsom.ca.us>
Subject: Re: Urban Planning Updates

Let me clarify something, Desmond—I'm not your enemy. I'm not a city planner, and I don't claim to be. But what I do know is that this city has, over time, taken advantage of certain areas in Folsom, and that authority has felt misused and abused.

I can't say whether that responsibility falls on the City Council or staff, but the signs are clearly visible. Just take a walk down East Bidwell—it speaks for itself. This pattern of neglect and questionable decision-making has been happening for over 15 years. Naturally, people are wary.

There's a deep lack of trust in the city's motives, and that trust doesn't rebuild easily—especially when the head of the Planning Commission is a lobbyist for the Association of Realtors. When someone in that role appears to be using South of 50 as a revenue stream for her industry ties, it's hard not to be skeptical.

Folsom is our home—not a business opportunity for every realtor looking to exploit the market.

From: Crystal Gorton <write2me@msn.com>
Sent: Monday, October 20, 2025 12:35:21 PM
To: Bryan Whitemyer <bwhitemyer@folsom.ca.us>; Desmond Parrington <dparrington@folsom.ca.us>
Cc: Jessica Brandt <jbrandt@folsom.ca.us>
Subject: Re: Urban Planning Updates

Then that means a developer can take that property and put a four-story apartment there if they choose to.

Choose another location for your proposal, Desmond. East Bidwell and Oak Avenue can't handle any more traffic, apartment buildings or Section 8. We're running out of land mass over here.

I meant what I said about your talent. I've seen your work. Which is why I'm struggling to understand your motives for turning north of 50, Lexington in particular, into the dumping ground for every Section 8, low-barrier housing project, or Mercy House-type building. It's exclusionary zoning and discriminatory, opening the City to disparate impact claims. South of 50 is wide open. Use it. Plenty of room over there.

From: Bryan Whitemyer <bwhitemyer@folsom.ca.us>
Sent: Monday, October 20, 2025 11:53:45 AM

To: Desmond Parrington <dparrington@folsom.ca.us>
Cc: Crystal Gorton <write2me@msn.com>; Jessica Brandt <jbrandt@folsom.ca.us>
Subject: Re: Urban Planning Updates

Thanks for the info Desmond.

Bryan

Bryan Whitemyer
City Manager
City of Folsom
50 Natoma Street, Folsom, CA 95630
bwhitemyer@folsom.ca.us
o: (916) 461-6010
www.folsom.ca.us

On Oct 20, 2025, at 11:46 AM, Desmond Parrington <dparrington@folsom.ca.us> wrote:

No. The General Plan mixed-use overlay designation gives property owners the option to do housing or mixed-use development there, but they can always do development under the base land use designation. In the case of the corner of Oak Avenue and E. Bidwell that base land use designation is Professional Office so an office building or similar commercial use is still allowed.

-Desmond

<image001.png> <image002.png> <image003.png> <image004.png> <image005.png>

Desmond Parrington, AICP
Planning Manager
City of Folsom
50 Natoma Street, Folsom, CA 95630
dparrington@folsom.ca.us
o:916-461-6233 c:916-216-2813
www.folsom.ca.us

ATTENTION: Starting October 20, 2025, all NEW permits will be reviewed through eTRAKiT and not through ProjectDox.

From: Crystal Gorton <write2me@msn.com>
Sent: Monday, October 20, 2025 9:49 AM
To: Desmond Parrington <dparrington@folsom.ca.us>
Cc: Jessica Brandt <jbrandt@folsom.ca.us>; Bryan Whitemyer <bwhitemyer@folsom.ca.us>
Subject: Re: Urban Planning Updates

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If the City adopts this proposal, does that mean the land on the corner of East Bidwell and Oak would be zoned only for four-story apartments to be built at that location?

From: Desmond Parrington <dparrington@folsom.ca.us>
Sent: Monday, October 20, 2025 9:36:25 AM
To: Crystal Gorton <write2me@msn.com>
Cc: Jessica Brandt <jbrandt@folsom.ca.us>; Bryan Whitemyer <bwhitemyer@folsom.ca.us>
Subject: RE: Urban Planning Updates

Hi Crystal:

There is no development proposal associated with the Objective Development and Design Standards. Under state law, the City can only use objective development and design standards to evaluate multi-family projects (i.e., apartments and condominiums). The examples shown in the document are just that. They are examples. At this time, there is no project located at the corner of E. Bidwell and Oak Avenue Parkway. That was just an example site in the document that showed how that site could be redeveloped in the future. We are adopting the ODDS so that we have something that we can use to evaluate multi-family projects and hopefully get better designed projects. If we don't adopt these then developers do not have to follow any design rules.

Back in August 2024, the City Council approved amendments to the City's General Plan and the Folsom Plan Area Specific Plan to increase heights and densities in certain areas of Folsom to meet the requirements of the City's Housing Element, which is another State Mandate. Under that mandate, the City has to identify sites for approximately 3,500 units of housing affordable to lower-income households. The East Bidwell Corridor, the areas around the Iron Point and Glenn stations, and the Folsom Town Center area were the areas chosen to have the increased heights and higher densities so that existing established residential neighborhoods would not be rezoned or impacted. Staff has also worked with the landowners south of Highway 50 to restricted parcels down there to accommodate almost 900 units of affordable housing. While that has not yet been built those units will eventually be built there.

These issues are being driven by changes in State law that the City has to comply with or we risk losing State funding and failure to comply would expose Folsom to potential lawsuits from the State and others.

-Desmond

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Desmond Parrington, AICP
Planning Manager
City of Folsom
50 Natoma Street, Folsom, CA 95630
dparrington@folsom.ca.us
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www.folsom.ca.us

ATTENTION: Starting October 20, 2025, all NEW permits will be reviewed through eTRAKiT and not through ProjectDox.

From: Crystal Gorton <write2me@msn.com>
Sent: Monday, October 20, 2025 6:11 AM
To: Desmond Parrington <dparrington@folsom.ca.us>

Cc: Jessica Brandt <jbrandt@folsom.ca.us>; Bryan Whitemyer <bwhitemyer@folsom.ca.us>
Subject: Re: Urban Planning Updates

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Desmond, why is **EVERYTHING** north of 50? Why are you planning this city so badly? You have such talent. I'm struggling to understand why your planning of Folsom is so bad. North of 50 is so crowded. There's barely enough room to drive down the road. South of 50, on the other hand, **is wide open.**

Send me the name of the person or persons who will be building the project located at E. Bidwell and Oak Avenue. I would rather not do a PRR when the information can be sent from you directly.

<image006.jpg>

From: Crystal Gorton <write2me@msn.com>
Sent: Thursday, October 16, 2025 9:08:49 PM
To: Desmond Parrington <dparrington@folsom.ca.us>
Cc: Jessica Brandt <jbrandt@folsom.ca.us>
Subject: Re: Urban Planning Updates

I meant to say "north of 50," not "south of 50." I've yet to master autocorrect. It's a love/hate relationship.

From: Crystal Gorton <write2me@msn.com>
Sent: Thursday, October 16, 2025 6:52:04 PM
To: Desmond Parrington <dparrington@folsom.ca.us>
Cc: Jessica Brandt <jbrandt@folsom.ca.us>
Subject: Re: Urban Planning Updates

If I'm reading this correctly, the urban planning seems to apply mostly to the density of housing, and that density is tied to SACOG money. If that's the case, why did you take the money in the first place? The City could have simply said "no thanks."

The planning updates also seem to apply to south of 50 or the Bidwell Corridor only. Why? More dense housing in an already-crowded area is going to be a traffic nightmare.

In my opinion, the majority of pushback and animosity city staff has experienced last decade is because of the "dumping" on south of 50. Perhaps a lobbyist for the Association of Realtors sitting at the head of the Planning Commission may not have been such a good idea after all.

You know you're going to get a lot of push back on this, right?

From: Crystal Gorton <write2me@msn.com>
Sent: Thursday, October 16, 2025 11:01:41 AM
To: Desmond Parrington <dparrington@folsom.ca.us>
Cc: Jessica Brandt <jbrandt@folsom.ca.us>
Subject: Re: Urban Planning Updates

Thank you!

From: Desmond Parrington <dparrington@folsom.ca.us>
Sent: Thursday, October 16, 2025 8:54:44 AM
To: Crystal Gorton <write2me@msn.com>
Cc: Jessica Brandt <jbrandt@folsom.ca.us>
Subject: RE: Urban Planning Updates

Hi Crystal:

Below is a link to the webpage for objective development and design standards where you can download the full document. They will be presented to the City Council for consideration on October 28th.

https://www.folsom.ca.us/government/community-development/planning-services/objective-development-and-design-standards

-Desmond

<image001.png> <image002.png> <image003.png> <image004.png> <image005.png>

Desmond Parrington, AICP
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50 Natoma Street, Folsom, CA 95630
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o:916-461-6233 c:916-216-2813
www.folsom.ca.us

ATTENTION: Starting October 20, 2025, all NEW permits will be reviewed through eTRAKiT and not through ProjectDox.

From: Crystal Gorton <write2me@msn.com>
Sent: Wednesday, October 15, 2025 4:32 PM
To: Desmond Parrington <dparrington@folsom.ca.us>; Jessica Brandt <jbrandt@folsom.ca.us>
Subject: Re: Urban Planning Updates

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Why would you not send this? I would have liked to known more about it.

The article stated to contact Desmond or Jessica "...anyone looking to probe further into how these standards will impact their slice of Folsom, there are knowledgeable individuals available. Planning Manager Desmond Parrington and Principal Planner Jessica Brandt are the go-to contacts. They can be reached at dparrington@folsom.ca.us or 916-461-6233, and jbrandt@folsom.ca.us or 916-461-6207."

From: Crystal Gorton <write2me@msn.com>
Sent: Tuesday, October 14, 2025 3:40:09 PM
To: Desmond Parrington <dparrington@folsom.ca.us>;
jbrandt@folsom.ca.us <jbrandt@folsom.ca.us>
Subject: Urban Planning Updates

Can you send me an easy-to-understand version of this and how it affects each area of Folsom...something that someone who knows nothing about City Planning can understand?

https://hoodline.com/2025/10/folsom-advances-modern-urban-planning-with-upcoming-review-of-new-development-standards/

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CITY OF
FOLSOM
DISTINCTIVE BY NATURE

Folsom City Council
Staff Report

MEETING DATE:	11/12/2025
AGENDA SECTION:	Old Business
SUBJECT:	Resolution No. 11500 - A Resolution Authorizing the City Manager to Execute Amendment No. 4 in the Amount of $64,168 to the Contract with Kimley-Horn and Associates, Inc. for Mangini Ranch Trails Project Design and Engineering (Contract No. 173-21 17-054) to Include Additional Trail Design for the Community Park East Site at Savannah Parkway, West of Grand Prairie Road, and Trail Improvements Along Mangini Parkway, Westwood Drive, and East Bidwell Street, in the Folsom Plan Area Capital Improvement Fund (Fund 472)
FROM:	Parks and Recreation Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends the City Council approve Resolution No. 11500 - A Resolution Authorizing the City Manager to Execute Amendment No. 4 in the Amount of $64,168 to the Contract with Kimley-Horn and Associates, Inc. for Mangini Ranch Trails Project Design and Engineering (Contract No. 173-21 17-054) to Include Additional Trail Design for the Community Park East Site at Savannah Parkway, West of Grand Prairie Road, and Trail Improvements Along Mangini Parkway, Westwood Drive, and East Bidwell Street, in the Folsom Plan Area Capital Improvement Fund (Fund 472).

BACKGROUND / ISSUE

The Mangini Ranch Trails Project is located within the Folsom Plan Area Specific Plan (FPASP), specifically in the Mangini Ranch area bounded by Alder Creek Parkway to the north, Old Placerville Road to the east, East Bidwell Street to the west, and White Rock Road to the south. The FPASP includes over 30 miles of planned trails. Currently, there are approximately ten miles of trails already constructed in the Folsom Plan Area (FPA). With the recent construction of two phases of the Mangini Ranch development and future phases underway, staff have commenced the process of designing and engineering additional trail segments within the Mangini Ranch development to connect to parks, schools, and other

FPA neighborhoods. The trail alignments through this new residential development were approved as part of the FPASP and the Mangini Ranch development project approvals.

In September 2021, the City Council awarded a contract to Kimley-Horn and Associates to prepare the design/engineering plans for the Folsom Plan Area Mangini Ranch Trails project. The original contract was to procure specialized professional services to design and engineer the proposed trails. After completing the design of the trails, a separate process was initiated to solicit bids from licensed contractors to construct the Mangini Ranch Trails Project.

In July 2024, the City Council approved Contract Amendment No. 1, which added two additional Class I trail improvement areas to the Mangini Ranch Trails project that were outside of the original contract scope of services with Kimley-Horn and Associates. One of the areas will continue the Class I trail constructed by a developer north of the SMUD substation to connect to the existing Class I trail to the east, crossing the former Old Placerville Road and existing Sacramento Placerville Transportation Corridor (SPTC) Joint Powers Authority (JPA) railroad tracks. The other area will continue the Class I trail on the east side parallel to the railroad tracks from the existing Class I trail south of Grand Prairie to White Rock Road (approximately 2,400 feet in length).

In January 2025, the City Council approved Contract Amendment No. 2, which included conducting a feasibility analysis for a grade-separated pedestrian and bicycle crossing of East Bidwell Street between Savannah Parkway and Mangini Parkway to increase safety for Class I trail users. The Folsom Plan Area Specific Plan (FPASP) included an at-grade crossing bicycle/pedestrian-activated traffic signal on East Bidwell Street. Prior to advertising the project for construction, staff had internal discussions about switching from an at-grade East Bidwell Street crossing (traffic signal) for bicycles and pedestrians to a grade-separated crossing (overcrossing/undercrossing), between Savannah Parkway and Mangini Parkway. These discussions included issues such as safety, visibility, and connectivity of an at-grade crossing versus a grade-separated crossing of East Bidwell Street. Ultimately, the grade separation did not prove feasible for both cost and constructability purposes and was not added to the project. The bicycle/pedestrian-activated mid-block crossing on East Bidwell Street was also removed due to safety concerns, given the high volumes and speeds of vehicular traffic; however, staff have continued to investigate other options for expanded connectivity and safe routes for bicyclists and pedestrians.

In July 2025, the City Council approved the construction contract with Consolidated Engineering, Inc., as well as Contract Amendment No. 3 with Kimley-Horn for construction engineering support services as part of the Mangini Ranch trails construction.

As noted above, based on the analysis and conclusions from the feasibility study completed with Amendment No. 2, staff rejected both the undercrossing and overcrossing East Bidwell Street crossing alternatives due to constructability, right-of-way impacts, utility conflicts, visual/aesthetic considerations, and estimated costs. With the at-grade and grade-separated East Bidwell Street crossing options rejected, staff from both Parks and Recreation and Public Works met onsite to investigate safer options for crossing East Bidwell.

Improvements to Westwood Drive and Mangini Parkway, consisting of safety features to the existing Class II bike lanes, were deemed the most feasible crossing option for trail users to access either side of East Bidwell Street (**Attachment 2**).

Additionally, the current trail construction project includes the southern Class I trail segment around Community Park East, including the pedestrian-activated Savannah Pkwy traffic light crossing; however, the 1,700-foot northern segment around Community Park East was originally planned to be only a 6' sidewalk and was slated for construction as part of the Community Park East development in approximately 5-7 years. The community has advocated for the City to construct the sidewalk ahead of the Community Park East construction to improve pedestrian circulation around the adjacent neighborhoods and Alder Creek Elementary School (**Attachment 2**). Staff met internally and agreed that adding the northerly segment to this current Mangini Ranch Trails project and expanding it to a full 12' Class 1 trail would be consistent with the rest of the Class I trail segments is appropriate and warranted.

POLICY / RULE

In accordance with Sections 2.36.090(A)(1) and 2.36.120 of the Folsom Municipal Code, professional services are not subject to competitive sealed bidding requirements, and those costing $75,049 or greater shall be awarded by the City Council.

ANALYSIS

The City Council approved Resolution No. 10681 at the September 14, 2021, City Council meeting, authorizing the City Manager to execute an agreement with Kimley-Horn and Associates for planning and design services for the Folsom Plan Area Mangini Ranch Trails Project (Project PK2201) in the amount of $180,239.50. The City Council approved Resolution No. 11229 at the July 9, 2024, City Council meeting, authorizing the City Manager to execute Contract Amendment No. 1 to include two additional Class I trail improvement areas to the project in the amount of $31,734. The City Council approved Resolution No. 11291 at the November 12, 2024, City Council meeting, authorizing the City Manager to execute Contract Amendment No. 2 to conduct feasibility analysis for a grade-separated pedestrian and bicycle crossing of East Bidwell Street in the amount of $143,944.50. The City Council approved Resolution No. 11433 at the July 8, 2025, City Council meeting, authorizing the City Manager to execute Contract Amendment No. 3 for construction design and engineering support services in the amount of $29,640.

Staff coordinated with Kimley-Horn and requested an updated scope and fee to add improvements to Westwood Drive and Mangini Parkway, as well as adding the northernly trail around Community Park East. Staff reviewed the scope and fee to provide the additional services and concurs with the level of effort required to add the design and plans sheets to the project.

Contract Amendment No. 4 would include design and engineering services for additional trail segments around the perimeter of the future Community Park East (**Attachment 3**), located on the south side of Savannah Parkway, east of Timberline Meadow Way, connecting

to the trails already under construction as part of the Mangini Ranch Trails project. The segment along Savannah Pkwy is approximately 1,700 feet, and the southern segment is approximately 3,000 feet. The City desires a separated, Class IV bicycle facility on Westwood Drive between Emerald Knoll Drive and Mangini Parkway (**Attachment 4**), and along Mangini Parkway from Westwood Drive to East Bidwell Street.

Staff estimate the construction cost of these additional improvements would be approximately $400,000. Staff recently moved a segment from the Mangini Ranch Trails construction project, referred to as the N6 line, to the Regency trail construction project at a saving cost of approximately $540,000 for the Mangini Ranch Trails construction contract. The savings are more than enough to cover the cost of Contract Amendment No 4 and the estimated construction cost of the proposed improvements, adding value to the overall project. The current project budget is summarized as follows:

Design		
Original Contract	$	180,239.50
Amendments 1-3	$	205,318.50
Proposed Amendment 4	$	64,168.00
Design Subtotal	$	449,726.00
Construction and CM		
Construction Contract	$	2,774,608.00
Construction Contingency	$	277,461.00
Construction Management	$	99,000.00
Staff Time (Construction)	$	40,000.00
Environmental Monitoring	$	25,500.00
Geotechnical Testing	$	59,685.00
Construction Contract Deduction (estimated)	$	(540,000.00)
CCO from Proposed Amendment 4 Work (estimated)	$	400,000.00
Construction Subtotal	$	3,136,254.00
Project Total	$	3,585,980.00

Currently there are approximately 15 miles of Class I trails completed or under construction in the FPA. At complete buildout of the FPA, there will be approximately 30 miles of Class I trails. At completion of construction of the Mangini Ranch and Regency Class I trails, including Kimley-Horn Contract Amendment No 4, the City will have spent approximately $7,900,000 in Folsom Plan Area Specific Plan Impact Fees related to trails. The FPA (PFFP) Appendix M: Trails estimated FPA buildout would generate $13,257,000 in trail impact fees in 2013 dollars. Buildout of all 30 miles of FPA trails was estimated to cost $18,026,000 in

2013 dollars with a funding gap of approximately $4,769,000. The funding gap would be addressed through seeking grant funding for the remainder of the Class I trails to be built.

FINANCIAL IMPACT

The Parks & Recreation Department recommends that Contract Amendment No. 4, which provides design and engineering services, be executed with Kimley-Horn for $64,168 for a new contract total amount not to exceed $449,726. Construction funding for the Savannah Parkway trail segment and the Westwood Drive and Mangini Parkway improvements will be funded from the Folsom Plan Area Capital Improvement Fund (Fund 472)

The current approved project budget for the Mangini Ranch Trails project is $3,669,275. With the recent movement of the "N6 line" segment from the Mangini Ranch Trails project at a cost savings of approximately $540,000, funding for this amendment is appropriated and available within the Folsom Plan Area Capital Improvement Fund (Fund 472)

ENVIRONMENTAL REVIEW

The city, as the lead agency, previously certified an EIR/EIS for the Folsom Plan Area Specific Plan (FPASP). Subsequently, the city determined that the Mangini Ranch Subdivision project, including the future Mangini Ranch Trails, was consistent with the FPASP. In reviewing this project, staff has determined that none of the events specified in Public Resources Code Section 21166 has occurred. Therefore, the proposed project is exempt from CEQA as previously determined per Government Code Section 65457 and CEQA Guidelines Section 15182.

ATTACHMENT

1. Resolution No. 11500 - A Resolution Authorizing the City Manager to Execute Amendment No. 4 in the Amount of $64,168 to the Contract with Kimley-Horn and Associates, Inc. for Mangini Ranch Trails Project Design and Engineering (Contract No. 173-21 17-054) to Include Additional Trail Design for the Community Park East Site at Savannah Parkway, West of Grand Prairie Road, and Trail Improvements Along Mangini Parkway, Westwood Drive, and East Bidwell Street, in the Folsom Plan Area Capital Improvement Fund (Fund 472)
2. Location Maps for Trail Design
3. Savannah Pkwy / Community Park East Existing Conditions Photos
4. Westwood Drive and Mangini Pkwy Existing Conditions Photos
5. Previous Resolution-Resolution No. 10681
6. Previous Resolution-Resolution No. 11229
7. Previous Resolution-Resolution No. 11291
8. Previous Resolution-Resolution No. 11433
9. Proposed Contract Amendment No. 4

Submitted,

Kelly Gonzalez,
Parks & Recreation Director

Attachment 1

RESOLUTION NO. 11500

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AMENDMENT NO. 4 IN THE AMOUNT OF $64,168 TO THE CONTRACT WITH KIMLEY-HORN AND ASSOCIATES, INC. FOR MANGINI RANCH TRAILS PROJECT DESIGN AND ENGINEERING (CONTRACT NO. 173-21 17-054) TO INCLUDE ADDITIONAL TRAIL DESIGN FOR THE COMMUNITY PARK EAST SITE AT SAVANNAH PARKWAY, WEST OF GRAND PRAIRIE ROAD, TRAIL IMPROVEMENTS ALONG MANGINI PARKWAY, WESTWOOD DRIVE, AND EAST BIDWELL STREET, IN THE FOLSOM PLAN AREA CAPITAL IMPROVEMENT FUND (FUND 472)

WHEREAS, the City Council approved Resolution No. 10681 at the September 14, 2021, City Council meeting, authorizing the City Manager to execute an agreement with Kimley-Horn for design and engineering services for the Mangini Ranch Trails Project (Project PK2201); and

WHEREAS, in order to provide connectivity for safe routes of travel around the future Community Park East Site, trail design is necessary; and

WHEREAS, it was determined that a contract amendment is necessary for design and engineering services for a new Class I trail segment and improvements to Westwood Drive and Mangini Parkway for bicycle and pedestrian crossing of East Bidwell Street in the Folsom Plan Area; and

WHEREAS, there are sufficient funds budgeted and available in the Folsom Plan Area Mangini Ranch Trails Project (Project PK2201) in the Folsom Plan Area Capital Improvement Fund (Fund 472) for the additional amount of $64,168 for an updated contract amount not-to-exceed $449,726.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom authorizes the City Manager to execute Contract Amendment No. 4 in the amount of $64,168 to the contract with Kimley-Horn and Associates for the new contract total amount not to exceed $449,726 for additional consultant services for the Folsom Plan Area Mangini Ranch Trails Project (Project PK2201).

PASSED AND ADOPTED this 12th day of November 2025, by the following roll-call vote:

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

_____
Sarah Aquino, MAYOR

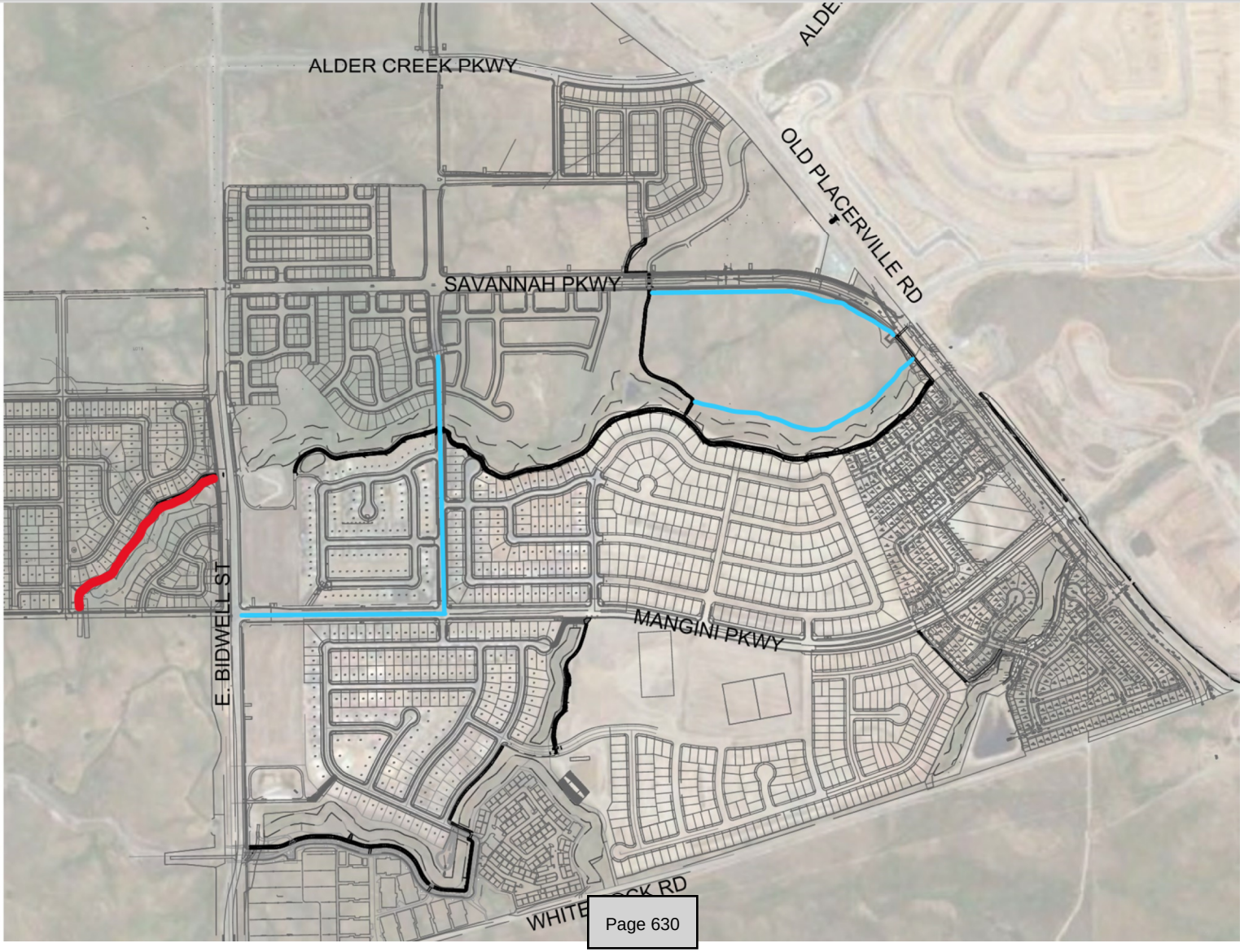
ATTEST:

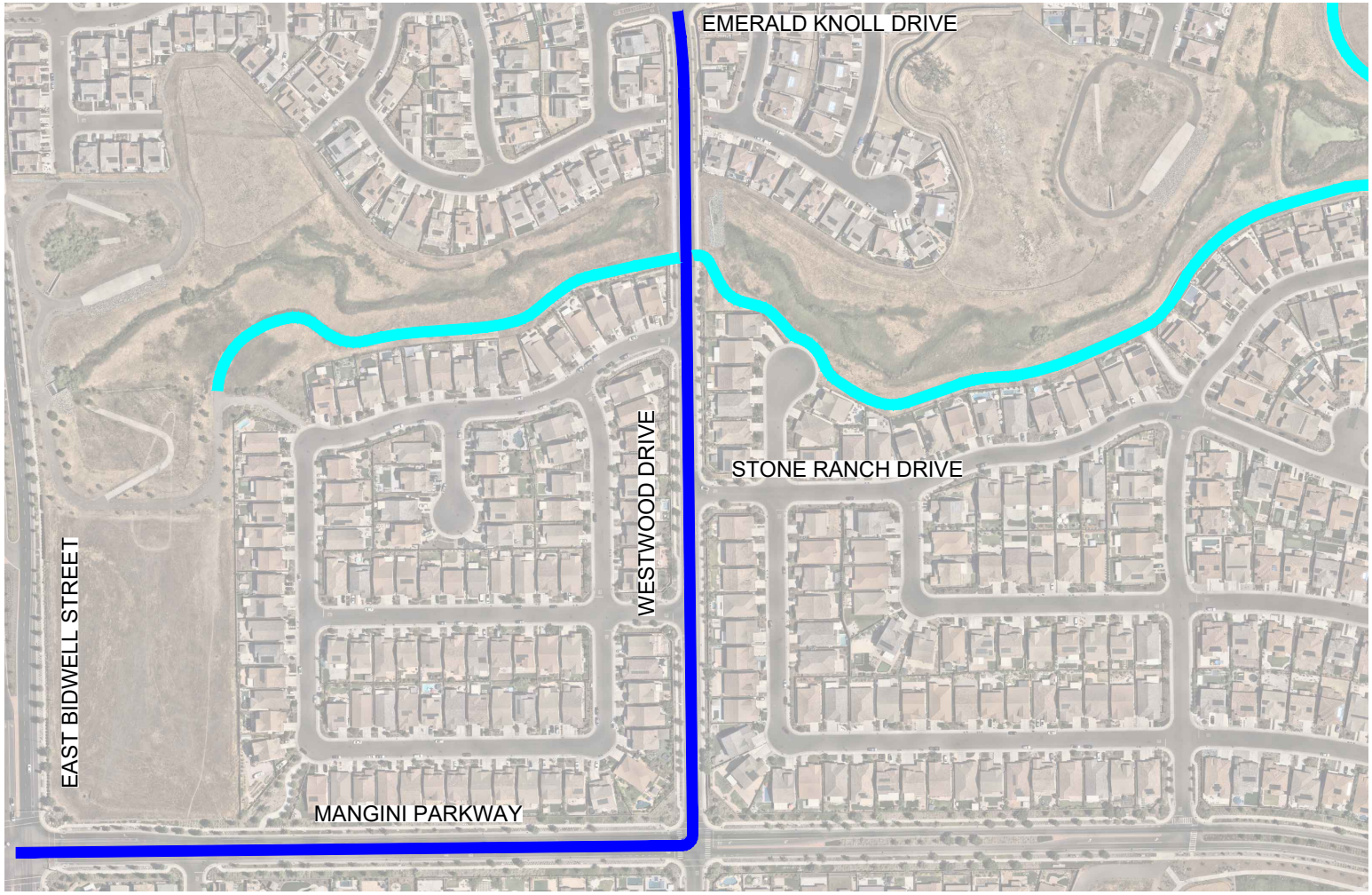
_____
Christa Freemantle, CITY CLERK

Attachment 2

Mangini Ranch Trails - Overview

- Current contract – under construction
- Proposed Trail & Bike Lane Improvements
- Deducted from current contract





NORTH

LEGEND

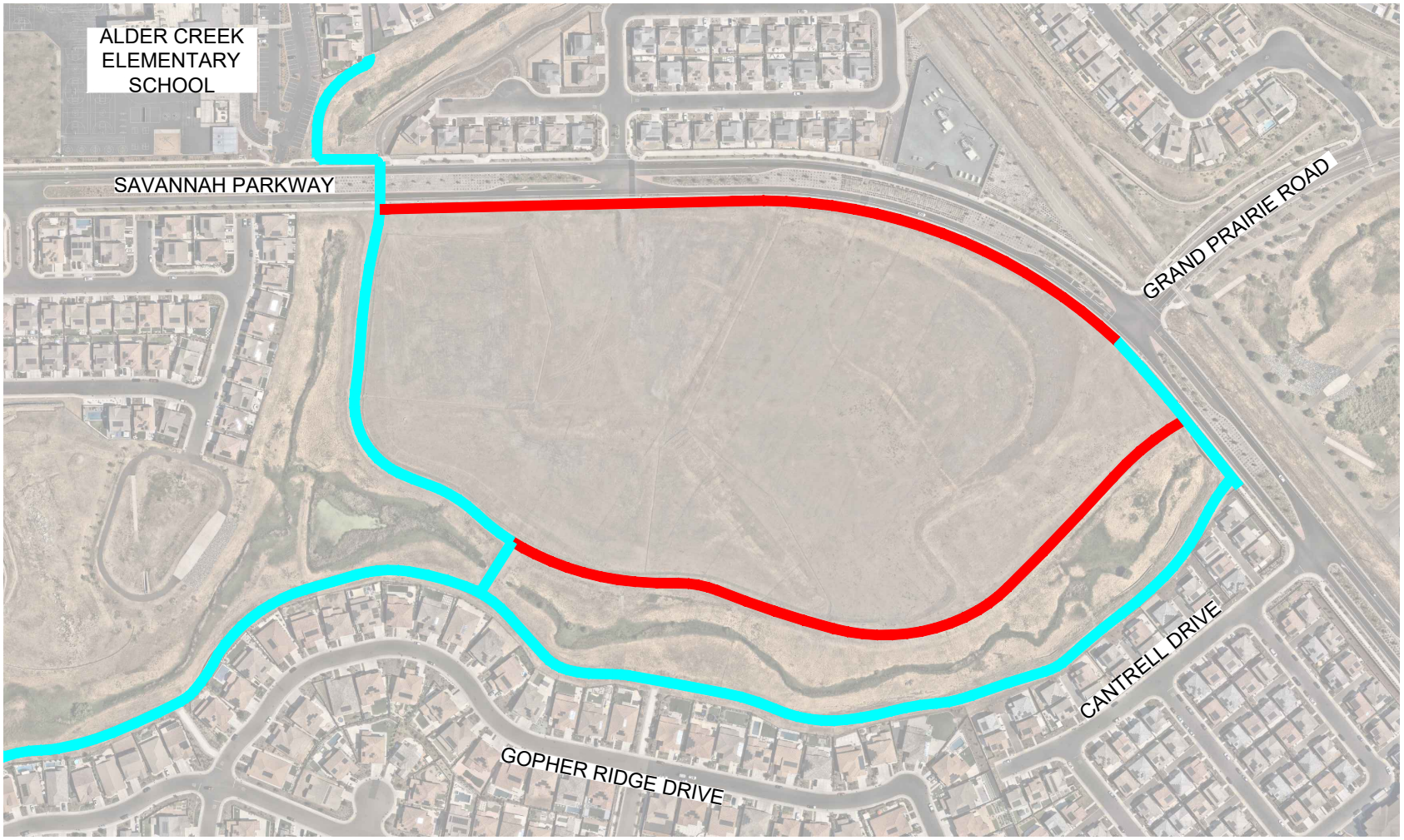
TRAILS CURRENTLY UNDER CONSTRUCTION

PROPOSED CLASS IV BICYCLE FACILITIES

REVISIONS NO.	DESCRIPTION	DATE	BY	FIELD BOOK / SCALE HORIZ. / VERT.	CITY OF FOLSOM	Kimley»Horn	MANGINI RANCH DEVELOPMENT CLASS I TRAILS	SHEET
						© 2025 KIMLEY-HORN AND ASSOCIATES, INC. 555 CAPITOL MALL, SUITE 300, SACRAMENTO, CA 95814 PHONE: 916-858-5800 FAX: 916-608-0885 WWW.KIMLEY-HORN.COM		1 of 2

C:\Users\hunter.young\OneDrive - KH\Marketing Items\Public Sector Clients\Folsom\3 - East Bidwell at Iron Point\CADD\xAE.dwg Oct 24, 2025 Hunter.Young

Attachment 2



LEGEND

- TRAILS CURRENTLY UNDER CONSTRUCTION
- PROPOSED TRAILS (AMENDMENT NO. 4)

REVISIONS NO.	DESCRIPTION	DATE	BY

FIELD BOOK

SCALE
HORIZ. ____
VERT. ____

CITY OF FOLSOM

Kimley»Horn

© 2025 KIMLEY-HORN AND ASSOCIATES, INC.
555 CAPITOL MALL, SUITE 300, SACRAMENTO, CA 95814
PHONE: 916-858-5800 FAX: 916-608-0885
WWW.KIMLEY-HORN.COM

MANGINI RANCH DEVELOPMENT CLASS I TRAILS

SHEET 2 of 2

C:\Users\hunter.young\OneDrive - KH\Marketing Items\Public Sector Clients\Folsom\3 - East Bidwell at Iron Point\CADD\xAE.dwg Oct 24, 2025 Hunter.Young

Attachment 3

Attachment 3: Savannah Pkwy &Community Park East Existing Conditions

Photo 1: Savannah Parkway / Community Park East looking east



Photo 2: Savannah Pkwy / Community Park East looking south toward Grand Prairie intersection



Attachment 4

Attachment 4: Westwood Drive & Mangini Parkway Existing Conditions

Photo 3: Westwood Drive looking south from future Class I trail street crossing



Photo 4: Westwood Drive looking north from Mangini Parkway intersection



Photo 5: Westwood Drive looking west toward East Bidwell Street intersection

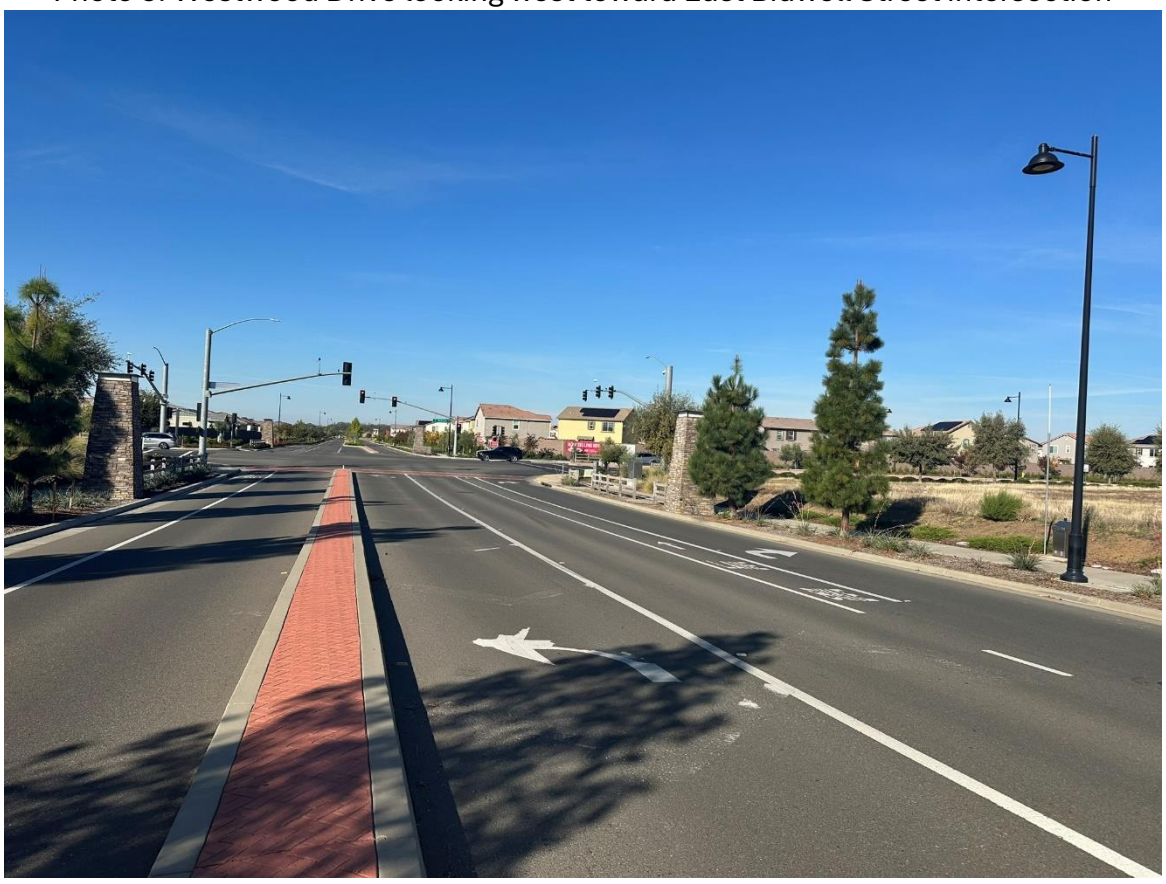


Photo 6: Westwood Drive looking west toward East Bidwell Street intersection



Attachment 5

Folsom City Council
Staff Report

MEETING DATE:	9/14/2021
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10681 – A Resolution Authorizing the City Manager to Execute a Professional Services Agreement with Kimley-Horn and Associates for Design and Engineering of the Future Mangini Ranch Trails Project in the Folsom Plan Area
FROM:	Parks and Recreation Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends the City Council approve Resolution No. 10681 – A Resolution Authorizing the City Manager to Execute a Professional Services Agreement with Kimley-Horn and Associates for Design and Engineering of the Future Mangini Ranch Trails Project in the Folsom Plan Area.

BACKGROUND / ISSUE

The future Mangini Ranch Trails Project is located within the Folsom Plan Area Specific Plan (FPASP), specifically in the Mangini Ranch area bounded by Alder Creek Parkway to the north, Old Placerville Road to the east, East Bidwell Street to the west, and White Rock Road to the south. The FPASP includes over 30 miles of planned trails. Currently, there are approximately 5 miles of trails already constructed in the FPA. With recent construction of two phases of the Mangini Ranch development, along with future phases underway, staff commenced with process to design and engineer additional trail segments within the Mangini Ranch development to connect to parks, schools, and other FPA neighborhoods. It is anticipated that approximately 3 miles of trails will be designed and engineered at this time. The trail alignments through this new residential development were approved as part of the FPASP and the Mangini Ranch development project approvals.

This current step is to procure specialized professional services to design and engineer the proposed trails, and hence the selection process is governed by section in Section 2.36.120 (Contracting for Designated Professional Services) of the Folsom Municipal Code. After completing the design of the trails, a separate process will be initiated to solicit bids from licensed contractors to construct the Mangini Ranch Trails Project.

POLICY / RULE

In accordance with Sections 2.36.090(A)(1) and 2.36.120 of the Folsom Municipal Code, professional services are not subject to competitive sealed bidding requirements, and those costing $62,657 or greater shall be awarded by the City Council.

ANALYSIS

On June 11, 2021, the Parks and Recreation Department issued a Request for Proposal (RFP) for professional design services for a portion of future Mangini Ranch Trails in the Mangini Ranch development area. The RFP was distributed to qualified design consultants and advertised on CIPlist.com. The due date for the proposals was July 9, 2021, and four proposals were received. A full review of these proposals was performed by city staff from both the Public Works and Parks and Recreation departments.

Four criteria were used to evaluate the proposals: (1) Understanding of Work; (2) Potential Project Issues; (3) Consultant Scope of Work, and (4) Cost. After reviewing the proposals, three of the firms demonstrated the professional abilities to perform the design services and were invited for an interview. In the end, the interview team deemed Kimley-Horn and Associates best qualified to provide design and engineering services for the proposed trail segments. Kimley-Horn and Associates demonstrated the expertise, capacity, and ability to complete the scope of services which entails completion of construction documents, preparation of technical specifications, preparation of construction cost estimates and quantity calculations, and design details for trail connections to streets, sidewalks, on-street bicycle facilities, schools, and parks.

The cost proposal from Kimley-Horn and Associates is $180,239.50, and this amount is within the approved FY 2021-22 Capital Improvement Plan budget.

FINANCIAL IMPACT

The cost of the design and engineering work for the future Mangini Ranch Trails Project is included in the Fiscal Year 2021-22 Capital Improvement Plan in the Folsom Plan Area Capital Fund (Fund 472) utilizing impact fees. The current project budget for this project is $920,000.

ENVIRONMENTAL REVIEW

The City, as lead agency, previously certified an EIR/EIS for the Folsom Plan Area Specific Plan (FPASP). Subsequently, the City determined that the Mangini Ranch Subdivision project, including the future Mangini Ranch Trails, was entirely consistent with the FPASP. In reviewing this project, staff has determined that none of the events specified in Public Resources Code section 21166 has occurred. Therefore, the proposed project is exempt from CEQA as previously determined per Government Code section 65457 and CEQA Guidelines section 15182.

ATTACHMENT

1. Resolution No. 10681 – A Resolution Authorizing the City Manager to Execute a Professional Services Agreement with Kimley-Horn and Associates for Design and Engineering of the Future Mangini Ranch Trails Project in the Folsom Plan Area

Submitted,

Lorraine Poggione,
Parks and Recreation Department Director

RESOLUTION NO. 10681

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A PROFESSIONAL SERVICES AGREEMENT WITH KIMLEY-HORN AND ASSOCIATES FOR DESIGN AND ENGINEERING OF THE FUTURE MANGINI RANCH TRAILS PROJECT IN THE FOLSOM PLAN AREA

WHEREAS, the Folsom Plan Area Specific Plan includes over 30 miles of planned trails, including the future Mangini Ranch Trails bounded by Alder Creek Parkway to the north, Old Placerville Road to the east, East Bidwell Street to the west, and White Rock Road to the south; and

WHEREAS, the future Mangini Ranch Trails will connect residents in the Mangini Ranch residential community to parks, schools, and other neighborhoods in the Folsom Plan Area; and

WHEREAS, the City is in the process of initiating the design of approximately 3 miles of the future Mangini Ranch Trails Project; and

WHEREAS, the design of the future Mangini Ranch Trails Project requires specialized professional services of an engineering and design consultant; and

WHEREAS, staff issued a Request for Proposal to qualified consultants for design services for the future Mangini Ranch Trails Project, and received four proposals; and

WHEREAS, Kimley-Horn and Associates is most qualified to provide specialized professional services for the design and engineering of the future Mangini Ranch Trails Project contemplated and planned for in the Folsom Plan Area Specific Plan; and

WHEREAS, the cost of the design and engineering work for the future Mangini Ranch Trails Project is included in the Fiscal Year 2021-22 Capital Improvement Plan (CIP) Budget with a project budget of $920,000.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Folsom that the City Manager is authorized to execute a design and engineering Professional Services Agreement with Kimley-Horn and Associates, in a form acceptable to the City Attorney, for design and engineering services for the future Mangini Ranch Trails Project for a total not-to-exceed amount of $180,239.50.

PASSED AND ADOPTED this 14th day of September 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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Attachment 6

Folsom City Council
Staff Report

MEETING DATE:	7/9/2024
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 11229 - A Resolution Authorizing the City Manager to Execute Amendment No. 1 to the Contract with Kimley-Horn and Associates, Inc. for Mangini Ranch Trails Project Design and Engineering (Contract No. 173-21 17-054)
FROM:	Parks and Recreation Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends the City Council approve Resolution No. 11229 - A Resolution Authorizing the City Manager to Execute Amendment No. 1 to the Contract with Kimley-Horn and Associates, Inc. for Mangini Ranch Trails Project Design and Engineering (Contract No. 173-21 17-054).

BACKGROUND / ISSUE

The Mangini Ranch Trails Project is located within the Folsom Plan Area Specific Plan (FPASP), specifically in the Mangini Ranch area bounded by Alder Creek Parkway to the north, Old Placerville Road to the east, East Bidwell Street to the west, and White Rock Road to the south. The FPASP includes over 30 miles of planned trails. Currently, there are approximately 5 miles of trails already constructed in the FPA. With the recent construction of two phases of the Mangini Ranch development and future phases underway, staff has commenced with process to design and engineer additional trail segments within the Mangini Ranch development to connect to parks, schools, and other FPA neighborhoods. It is anticipated that approximately 3 miles of trails will be designed and engineered at this time. The trail alignments through this new residential development were approved as part of the FPASP and the Mangini Ranch development project approvals.

In September 2021, the City Council awarded a contract to Kimley-Horn and Associates to prepare the design/engineering plans for the Folsom Plan Area Mangini Ranch Trails project. The original contract was to procure specialized professional services to design and engineer the proposed trails. After completing the design of the trails, a separate process will be

initiated to solicit bids from licensed contractors to construct the Mangini Ranch Trails Project.

Contract Amendment No. 1 would include two additional Class I trail improvement areas to the Mangini Ranch Trails project that were outside of the original contract scope of services with Kimley-Horn and Associates. One of the new areas will continue the Class I trail constructed by a developer north of the SMUD substation to connect to the existing Class I trail to the east, crossing the former Old Placerville Road and existing Sacramento Placerville Transportation Corridor (SPTC) Joint Powers Authority (JPA) railroad tracks. The other area will continue the Class I trail on the east side parallel to the railroad tracks from the existing Class I trail south of Grand Prairie to White Rock Road (approximately 2,400 feet in length).

POLICY / RULE

In accordance with Sections 2.36.090(A)(1) and 2.36.120 of the Folsom Municipal Code, professional services are not subject to competitive sealed bidding requirements, and those costing $73,209 or greater shall be awarded by the City Council.

ANALYSIS

A topographic survey is necessary to complete the design of the Class I trail crossing of the railroad tracks, while the extension of the Class I trail south to White Rock Road will be completed using scaled aerial imagery. The developer provided horizontal and vertical as-built plans were incomplete when the project topographic survey was conducted in 2022, therefore, requiring additional topographic survey for the two Class I trail segment areas.

Due to changes in design direction and work completed by developers that was not fully known at the time of the original contract, the project did not require nor complete the structural and geotechnical scope of services in the original contract. This contract amendment is intended to document these scope reductions. The budget for these tasks in the original contract (Task 2.2 and Subtask 2.2.1, respectively) was agreed to be reallocated to other design tasks and has been expanded.

The original contract with Kimley-Horn and Associates was $180,240, and this amount is included within the FY 2024-25 Capital Improvement Plan budget. The contract amendment for the two new Class I trail segments is $31,734, for an updated total contract amount not-to-exceed $211,974

FINANCIAL IMPACT

The City Council approved Resolution No. 10681 at the September 14, 2021 City Council meeting authorizing the City Manager to execute an agreement with Kimley-Horn and Associates for planning and design services for the Folsom Plan Area Mangini Ranch Trails Project (Project PK2201). The project is included in the Capital Improvement Plan with a Fiscal Year 2024-25 total project budget of $3,380,240.

The Parks and Recreation Department recommends that Contract Amendment No. 1, which provides project design and engineering services, be executed with Kimley-Horn for $31,734

for a new contract total amount not-to-exceed $211,974. Sufficient funds are budgeted and available in the Folsom Plan Area Mangini Ranch Trails Project (Project PK2201) budget for the cost of the amendment.

ENVIRONMENTAL REVIEW

The City, as lead agency, previously certified an EIR/EIS for the Folsom Plan Area Specific Plan (FPASP). Subsequently, the City determined that the Mangini Ranch Subdivision project, including the future Mangini Ranch Trails, was entirely consistent with the FPASP. In reviewing this project, staff has determined that none of the events specified in Public Resources Code section 21166 has occurred. Therefore, the proposed project is exempt from CEQA as previously determined per Government Code section 65457 and CEQA Guidelines section 15182.

ATTACHMENT

1. Resolution No. 11229 - A Resolution Authorizing the City Manager to Execute Amendment No. 1 to the Contract with Kimley-Horn and Associates, Inc. for Mangini Ranch Trails Project Design and Engineering (Contract No. 173-21 17-054)

Submitted,

Kelly Gonzalez,
Parks and Recreation Department Director

RESOLUTION NO. 11229

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AMENDMENT NO. 1 TO THE CONTRACT WITH KIMLEY-HORN AND ASSOCIATES, INC. FOR MANGINI RANCH TRAILS PROJECT DESIGN AND ENGINEERING (CONTRACT NO. 173-21 17-054)

WHEREAS, on September 14, 2021, Kimley-Horn and Associates was selected based on their qualifications and experience in engineering design services; and

WHEREAS, it was determined that additional design and engineering services are necessary to complete additional Class I trail segment design/engineering for the Mangini Ranch Class I trails; and

WHEREAS, the Parks and Recreation Department recommends that Contract Amendment No. 1, which provides project design and engineering services, be executed with Kimley-Horn for $31,734 for a new contract total amount not-to-exceed $211,974; and

WHEREAS, sufficient funds are budgeted and available in the Folsom Plan Area Mangini Ranch Trails Project (Project PK2201) budget for the cost of the amendment.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom authorizes the City Manager to execute Contract Amendment No. 1 in the amount of $31,734 to the contract with Kimley-Horn and Associates for additional consultant services for the Folsom Plan Area Mangini Ranch Trails Project (Project PK2201).

PASSED AND ADOPTED this 9th day of July 2024, by the following roll-call vote:

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

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

Attachment 7

Folsom City Council
Staff Report

MEETING DATE:	11/12/2024
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 11291- A Resolution Authorizing the City Manager to Execute Amendment No. 2 to the Contract with Kimley-Horn and Associates, Inc. for Mangini Ranch Trails Project (Project PK2201) Design and Engineering (Contract No. 173-21 17-054)
FROM:	Parks and Recreation Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends the City Council approve Resolution No. 11291 - A Resolution Authorizing the City Manager to Execute Amendment No. 2 to the Contract with Kimley-Horn and Associates, Inc. for Mangini Ranch Trails Project (Project PK2201) Design and Engineering (Contract No. 173-21 17-054).

BACKGROUND / ISSUE

The Mangini Ranch Trails Project is located within the Folsom Plan Area Specific Plan (FPASP), specifically in the Mangini Ranch area bounded by Alder Creek Parkway to the north, Old Placerville Road to the east, East Bidwell Street to the west, and White Rock Road to the south. The FPASP includes over 30 miles of planned trails. Currently, there are approximately 9 miles of trails already constructed in the FPA. With the recent construction of two phases of the Mangini Ranch development and future phases underway, staff has commenced the process of designing and engineering additional trail segments within the Mangini Ranch development to connect to parks, schools, and other FPA neighborhoods. The trail alignments through this new residential development were approved as part of the FPASP and the Mangini Ranch development project approvals.

In September 2021, the City Council awarded a contract to Kimley-Horn and Associates to prepare the design/engineering plans for the Folsom Plan Area Mangini Ranch Trails project. The original contract was to procure specialized professional services to design and engineer the proposed trails. After completing the design of the trails, a separate process will be

initiated to solicit bids from licensed contractors to construct the Mangini Ranch Trails Project.

In July 2024, the City Council approved Contract Amendment No. 1 which added two additional Class I trail improvement areas to the Mangini Ranch Trails project that were outside of the original contract scope of services with Kimley-Horn and Associates. One of the areas will continue the Class I trail constructed by a developer north of the SMUD substation to connect to the existing Class I trail to the east, crossing the former Old Placerville Road and existing Sacramento Placerville Transportation Corridor (SPTC) Joint Powers Authority (JPA) railroad tracks. The other area will continue the Class I trail on the east side parallel to the railroad tracks from the existing Class I trail south of Grand Prairie to White Rock Road (approximately 2,400 feet in length).

Contract Amendment No. 2 would include conducting a feasibility analysis for a grade-separated pedestrian and bicycle crossing of East Bidwell Street between Savannah Parkway and Mangini Parkway to increase safety for Class I trail users. The Folsom Plan Area Specific Plan (FPASP) included an at-grade crossing bicycle/pedestrian-activated traffic signal of East Bidwell Street. Over the last couple of months, staff have had internal discussions about switching from an at-grade East Bidwell Street crossing (traffic signal) for bicycles and pedestrians to a grade-separated crossing (overcrossing/undercrossing), between Savannah Parkway and Mangini Parkway. These discussions included issues such as safety, visibility, and connectivity of an at-grade crossing versus a grade-separated crossing of East Bidwell Street.

POLICY / RULE

In accordance with Sections 2.36.090(A)(1) and 2.36.120 of the Folsom Municipal Code, professional services are not subject to competitive sealed bidding requirements, and those costing $73,209 or greater shall be awarded by the City Council.

ANALYSIS

The existing built environment around the proposed East Bidwell Street grade-separated crossing is complex and includes an existing drainage culvert, floodway, sound/privacy walls, retaining walls, underground utilities, and under-construction residential housing that will need to be considered with the construction of a grade-separated crossing.

The analysis will determine the feasibility of a grade-separated crossing and document the anticipated constructability challenges of an undercrossing and overcrossing. The feasibility analysis will consider known surrounding improvements that will affect the geometry of the proposed grade-separated crossing options including, but not limited to, the following:

- The existing channel box culvert that flows under East Bidwell Street;
- The high water elevation of the channel/existing FEMA floodplain mapping;
- Any available geotechnical reports from previous work in the area;
- Any available environmental documents, technical studies, etc.;

- As-built plans for East Bidwell Street and the detention basin located north of the channel and its inflow and outflow piping, including wet and dry utilities within the roadway; and
- Existing sound/privacy walls and retaining walls.

The original contract with Kimley-Horn and Associates was $180,240, and this amount is included in the FY 2024-25 Capital Improvement Plan budget. Contract Amendment 1 for the two new Class I trail segments was $31,734, for a total contract amount of $211,974. The proposed Contract Amendment 2 for the grade-separated crossing feasibility analysis is $143,944.50, for an updated total contract amount not-to-exceed $355,918.50.

FINANCIAL IMPACT

The City Council approved Resolution No. 10681 at the September 14, 2021, City Council meeting authorizing the City Manager to execute an agreement with Kimley-Horn and Associates for planning and design services for the Folsom Plan Area Mangini Ranch Trails Project (Project PK2201). The City Council approved Resolution No. 11229 at the July 9, 2024, City Council meeting authorizing the City Manager to execute Contract Amendment No. 1 to include two additional Class I trail improvement areas to the project. The project is included in the Capital Improvement Plan with a Fiscal Year 2024-25 total project budget of $3,380,240.

The Parks and Recreation Department recommends that Contract Amendment No. 2, which provides East Bidwell Street bicycle and pedestrian crossing grade-separated feasibility analysis, be executed with Kimley-Horn for $143,944.50 for a new contract total amount not-to-exceed $355,918.50. Sufficient funds are budgeted and available in the Folsom Plan Area Mangini Ranch Trails Project (Project PK2201) budget for the cost of the amendment.

ENVIRONMENTAL REVIEW

The city, as the lead agency, previously certified an EIR/EIS for the Folsom Plan Area Specific Plan (FPASP). Subsequently, the City determined that the Mangini Ranch Subdivision project, including the future Mangini Ranch Trails, was entirely consistent with the FPASP. In reviewing this project, staff has determined that none of the events specified in Public Resources Code section 21166 has occurred. Therefore, the proposed project is exempt from CEQA as previously determined per Government Code section 65457 and CEQA Guidelines section 15182.

ATTACHMENT

1. Resolution No. 11291 - A Resolution Authorizing the City Manager to Execute Amendment No. 2 to the Contract with Kimley-Horn and Associates, Inc. for Mangini Ranch Trails Project (Project PK2201) Design and Engineering (Contract No. 173-21 17-054)

Submitted,

Kelly Gonzalez,
Parks and Recreation Director

RESOLUTION NO. 11291

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AMENDMENT NO. 2 TO THE CONTRACT WITH KIMLEY-HORN AND ASSOCIATES, INC. FOR MANGINI RANCH TRAILS PROJECT (PROJECT PK2201) DESIGN AND ENGINEERING (CONTRACT NO. 173-21 17-054)

WHEREAS, the City Council approved Resolution No. 10681 at the September 14, 2021, City Council meeting authorizing the City Manager to execute an agreement with Kimley-Horn for design services for the Mangini Ranch Trails Project (Project PK2201); and

WHEREAS, it was determined that additional funding is necessary to conduct additional analysis for the feasibility of a grade-separated bicycle and pedestrian crossing of East Bidwell Street in the Folsom Plan Area; and

WHEREAS, there are sufficient funds budgeted and available in the Folsom Plan Area Mangini Ranch Trails Project (Project PK2201) budget for the additional amount of $143,944.50 for an updated contract amount not-to-exceed $355,918.50.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom authorizes the City Manager to execute Contract Amendment No. 2 in the amount of $143,944.50 to the contract with Kimley-Horn and Associates for the new contract total amount not to exceed $355,918.50 for additional consultant services for the Folsom Plan Area Mangini Ranch Trails Project (Project PK2201).

PASSED AND ADOPTED this 12th day of November 2024, by the following roll-call vote:

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

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

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CITY OF
FOLSOM
DISTINCTIVE BY NATURE

Attachment 8

RESOLUTION NO. 11433

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A PROFESSIONAL SERVICES AGREEMENT WITH KIMLEY-HORN AND ASSOCIATES IN THE AMOUNT OF $29,640 FOR CONSTRUCTION ENGINEERING SUPPORT SERVICES, TO BE FUNDED BY FUND 472 – FOLSOM PLAN AREA CAPITAL FUND

WHEREAS, the Folsom Plan Area Specific Plan includes over 30 miles of planned trails, including the future Mangini Ranch Trails bounded by Alder Creek Parkway to the north, Savannah Parkway to the east, East Bidwell Street to the west, and White Rock Road to the south; and

WHEREAS, the future Mangini Ranch Trails will connect residents in the Mangini Ranch residential community to parks, schools, and other neighborhoods in the Folsom Plan Area; and

WHEREAS, Kimley-Horn and Associates is most qualified to provide specialized construction design services due to the engineering and design work completed for the Mangini Ranch Trails project; and

WHEREAS, sufficient funds are budgeted and available in the Folsom Plan Area Mangini Ranch Trails Project (PK2201) for the cost of the construction design services.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Folsom that the City Manager is authorized to execute a Professional Services Agreement with Kimley-Horn and Associates, in a form acceptable to the City Attorney, for construction design services for the Folsom Plan Area Mangini Ranch Trails Project (PK2201) for a total not-to-exceed amount of $29,640.

PASSED AND ADOPTED this 8th day of July 2025, by the following roll-call vote:

AYES: Councilmember(s):

NOES: Councilmember(s):

ABSENT: Councilmember(s):

ABSTAIN: Councilmember(s):

_____

Sarah Aquino, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

Attachment 9

CITY OF FOLSOM
AMENDMENT NO. 4
TO
CONSULTANT AND PROFESSIONAL SERVICES AGREEMENT

The Agreement for Consulting Services with **Kimley-Horn and Associates,** dated **September 14, 2021**, for reference, is amended as set forth on Exhibit A – Scope of Services. (Exhibit A is attached hereto and incorporated herein.)

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be duly executed.

Date:_____ **City of Folsom**,
a Municipal Corporation

_____
By: Bryan Whitemyer, City Manager

Date:_____ **Kimley-Horn and Associates Inc.**,
a North Carolina Corporation

_____
By: _____

_____
By: _____

Approved As To Content:

_____
Kelly Gonzalez, Parks and Recreation Director Date

Approved As To Form:

_____
Steven Wang, City Attorney Date

Attests: Funding Available:

_____ _____
Christa Freemantle, City Clerk Stacey Tamagni, Finance Director Date

NOTICE: SIGNATURE(S) ON BEHALF OF CONSULTANT MUST BE NOTARIZED.
A certificate of acknowledgment in accordance with the provisions of civil code section 1189 must be attached for each person executing this agreement on behalf of consultant. California Civil Section provides, at part (b): "Any certificate of acknowledgment taken in another place shall be sufficient in this state if it is taken in accordance with the laws of the place where the acknowledgment is made."

Kimley»Horn

October 9, 2025

Mr. Brett Bollinger
Senior Trails Planner
City of Folsom Parks and Recreation Department
50 Natoma Street
Folsom, California 95630

Re: Mangini Ranch Trails – Amendment No. 4 – Additional Design Services
Additional Trail Segments and On-Street Bicycle Facilities (Westwood Dr and Mangini Ranch Pkwy)
Scope of Services and Fee Proposal

Dear Brett:

This letter proposal was prepared based on our discussions with the City of Folsom (City) on October 1, 2025 requesting Kimley-Horn provide design services for additional trail segments around the City's future park parcel, as well as on-street separated bicycle facilities on Westwood Dr and Mangini Pkwy. This letter constitutes a proposal setting forth our proposed amended Scope of Services and Fee. The City and Kimley-Horn entered into an agreement for design consulting services on September 10, 2021, the terms and conditions of which are incorporated herein by reference. Our Project Understanding, Scope of Services, Schedule, and Fee Proposal are as follows.

Project Understanding

Kimley-Horn understands the City intends to design additional trail segments around the perimeter of the City's future park on the south side of Savannah Pkwy east of Timberline Meadow Wy, connecting to the trails already under construction with the Mangini Ranch Trails project. The segment along Savannah Pkwy is approximately 1,700 feet, and the southern segment is approximately 1,600 feet. Supplemental topographic survey will need to be collected for these new segments.

The City also desires a separated, Class IV bicycle facility on Westbrook Dr between Emerald Knoll and Mangini Pkwy, and along the north side of Mangini Pkwy from Westwood Dr to East Bidwell St. The City anticipates installation of raised islands along these segments to separate bicycles and vehicles. Additionally, Kimley-Horn will evaluate other potential design solutions. Topographic survey is not required for the Class IV bicycle facility and is therefore not included in this proposal.

We understand that Kimley-Horn will develop a standalone plan set for the proposed trail work included in this proposal and that the City intends to issue a contract change order to its construction contractor responsible for constructing the original Mangini Ranch Trails project.

Scope of Services

Task 1: Project Management and Coordination

Kimley-Horn will provide additional project management and coordination services for the Project. Kimley-Horn anticipates the duration of this task to be up to 3 months, and will consist of coordination with the City, invoicing, monitoring progress against budget and overall Quality Assurance (QA). We anticipate one (1) field meeting with City staff, with the remaining coordination on the Project to be via virtual meetings and email.

Task 2: Plans and Estimate
Kimley-Horn will team with MacKay & Somps (M&S) to provide supplemental topographic survey to support the design of the additional trail segments around the City's park parcel.

We anticipate preparing one (1) concept-level exhibit for the on-street bicycle improvements on Westwood Dr and Mangini Pkwy prior to advancing to construction drawings. This exhibit is intended to confirm the design and proposed improvements for the separated Class IV bikeway. These improvements will be developed using the design linework provided by the City under the previous task. One (1) exhibit revision is included in this Scope of Services.

Based on discussions with the City, the Draft 90% plans and opinion of probable construction costs (OPCC) will be prepared and submitted to the City. The following plan sheets will be prepared:

Cover sheet	1 sheet
Horizontal Control	1 sheet
Layout (Class IV)	4 sheets
Plan and Profile/Layout (Trails)	4 sheets
Total	10 sheets

Assumptions:
- We do not anticipate drainage, ADA curb ramps, or traffic signal modifications improvements, therefore, these design elements are not included in the Scope of Services.
- We anticipate the contractor will provide erosion control based on the Mangini Ranch Trails SWPPP; no erosion control plans are included in this Scope of Services.
- Preparation of traffic control and pedestrian access routes during construction will be the responsibility of the contractor.
- Technical specifications for the Project are assumed to be covered by the City Standard Specifications or the specifications for the Mangini Ranch Trails Project currently under construction. Therefore, technical specifications are not included in this Scope of Services.

Upon receipt of one set of consolidated, non-conflicting City comments, Kimley-Horn will prepare the Final 100% plans signed by the Engineer in Responsible Charge along with an updated OPCC.

Task 3: Additional DSDC
For the additional trail connection areas and on-street Class IV bicycle facility, Kimley-Horn will provide support to the City during the construction phase by responding to bidder inquiries, requests for information (RFIs), and limited material submittals. Meeting attendance and field visits, if requested by the City, may be provided up to the total budget assumed for this task. We assume the total effort of this additional task to be ten (10) hours. If additional support is requested, this can be provided for additional scope and fee.

Kimley-Horn assumes record drawings will be provided by the contractor to the City upon completion of construction. Therefore, record drawings are not included in this scope of services.

Schedule

Kimley-Horn will provide our services as noted in the Scope of Services as expeditiously as practicable to meet the mutually agreed upon schedule.

Fee and Billing

Kimley-Horn will provide the above Scope of Services on a labor fee plus expense basis. The scope will be performed for the additional not to exceed amount of $64,168.00. Labor fee will be billed according to our then-current rates. Direct reimbursable expenses such as express delivery services, fees, and other direct expenses will be billed at 1.15 times cost. An allocation charge of 5.0 percent will be added to the labor fee to cover certain other expenses as to these tasks such as telecommunications, in-house reproduction, postage, supplies, project related computer time, and local mileage. Administrative time related to the project may be billed hourly. All permitting, application, and similar project fees will be paid directly by the City.

We appreciate the opportunity to provide these services to you. Please contact Hunter at (916) 573-7285 if you have any questions or require additional information.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Hunter Young, PE
Project Manager
PE No. C76228

Daniel Carley, PE
Project Engineer
PE No. C76304