

Folsom City Council Staff Report

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| MEETING DATE: | 7/25/2023 |
| AGENDA SECTION: | Consent Calendar |
| SUBJECT: | Resolution No. 11071 - A Resolution Authorizing the City Manager to Execute a Construction Agreement with Pacific Excavation, Inc for the Highway Safety Improvements Projects, Project PW2202, at Various Locations Throughout the City as Identified in the Local Road Safety Plan |
| FROM: | Public Works Department |

RECOMMENDATION / CITY COUNCIL ACTION

The Public Works Department recommends that the City Council pass and adopt Resolution No. 11071 – A Resolution Authorizing the City Manager to Execute a Construction Agreement with Pacific Excavation, Inc for the Highway Safety Improvements Projects, Project PW2202, at Various Locations Throughout the City as Identified in the Local Road Safety Plan.

BACKGROUND / ISSUE

The Public Works Department is responsible for the operation, safety, and maintenance of roadways throughout Folsom. In June 2021, a Local Road Safety Plan (LRSP) was developed, which is a data-driven report that systematically identifies and analyzes roadway safety issues and recommends improvements. The LRSP utilized accident data between 2015 and 2019 to determine locations and causes of traffic accidents, allowing engineers to implement specific countermeasures to address the causes of accidents, leading to a safer roadway network for vehicles, bicycles, and pedestrians.

The LRSP identified thirteen (13) specific signalized intersections to upgrade signal hardware and to update signal timing, a map of these locations is attached as Appendix A. Utilizing the data and recommendations from the LRSP, the city was successful in receiving Highway Safety Improvement Program (HSIP) funds for those improvements.

In February 2022, the city contracted with Kimley Horn and Associates to perform the project design and produce the plans, specifications, and estimate. The project components consist of the installation of Accessible Pedestrian Systems (APS), High Visibility signal head backplates, advanced dilemma zone detections, replacement of 8” signal heads with 12” signal heads and updating of signal timing and phasing.

The project is expected to begin in August 2023 and be completed by September 2023.

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 \$70,952 or greater shall be awarded by City Council.

ANALYSIS

Public Works staff prepared the bid package and publicly advertised the project on May 25, 2023. Bids were received on June 22, 2023.

The four bids received are as follows:

| | |
|-----------------------------|----------------|
| • Pacific Excavation, Inc. | \$1,280,683.00 |
| • Bear Electrical Solutions | \$1,336,500.00 |
| • M&M Electric | \$1,869,000.00 |
| • St. Francis Electric LLC | \$1,894,000.00 |

The Engineer’s Estimate for this project was \$1,320,770. The Public Works Department has found the bids to be in order and recommends that the contract be awarded to the low-bidder, Pacific Excavation, Inc. Staff will use the city’s standard agreement in a form acceptable to the City Attorney.

FINANCIAL IMPACT

The City was awarded State HSIP funds in the amount of \$1,584,600 for this project. The city’s match is reimbursed as a percentage of 50% or \$792,300. The design contract with Kimley-Horn and Associates, Inc. was approved in the amount of \$95,365, with \$1,489,235 remaining in the project budget for construction.

The contract with Pacific Excavation, Inc. would be authorized for \$1,280,683 with a total project budget of \$1,408,751, which includes a ten percent contingency amount of \$128,068. for potential change orders.

Funds in the amount of \$1,408,751 are budgeted and available in the Highway Safety Improvements Projects, Project PW2202, utilizing the Transportation Improvement Fund

(Fund 446) for Fiscal Year 2023-24. Reimbursements received through Caltrans invoicing will be credited to the Transportation Improvement Fund (Fund 446).

The construction agreement includes non-participation cost work in the amount of \$102,519, which is not eligible for reimbursement. This work includes installing video detection equipment at intersections included in the Street Overlay/Pavement Management Project, Project 8017 for Fiscal Year 2023-24. The scope of this portion of work was added to this contract due to the cost savings for similar nature of work and better pricing for materials required. The non-participation costs will be funded from the Street Overlay/Pavement Management Project, Project 8017 for Fiscal Year 2023-24 utilizing Transportation Improvement Fund (Fund 446).

ENVIRONMENTAL REVIEW

This project has been deemed Categorical Exempt from California Environmental Quality Act (CEQA) environmental review based on Class 1: Existing Facilities.

ATTACHMENTS

1. Resolution No. 11071 – A Resolution Authorizing the City Manager to Execute a Construction Agreement with Pacific Excavation, Inc. for the Highway Safety Improvements Projects, Project PW2202, at Various Locations Throughout the City as Identified in the Local Road Safety Plan
2. Exhibit A - Project Map
3. Notice of Exemption, California Environmental Quality Act

Submitted,

Mark Rackovan, PUBLIC WORKS DIRECTOR

Attachment 1

Resolution No. 11071

RESOLUTION NO. 11071

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A CONSTRUCTION AGREEMENT WITH PACIFIC EXCAVATION, INC., FOR THE HIGHWAY SAFETY IMPROVEMENTS PROJECTS, PROJECT PW2202, AT VARIOUS LOCATIONS THROUGHOUT THE CITY AS IDENTIFIED IN THE LOCAL ROAD SAFETY PLAN

WHEREAS, the Public Works Department desires to install traffic safety improvements to thirteen intersections throughout the City of Folsom; and

WHEREAS, this project consists of engineering countermeasures identified by the Local Road Safety Plan; and

WHEREAS, the City was successful in receiving Highway Safety Improvement Program funds for these improvements; and

WHEREAS, Public Works staff prepared the bid package, publicly advertised the project, and received bids on June 22, 2023, with Pacific Excavation, Inc., being the lowest responsive and responsible bidder; and

WHEREAS, funds in the amount of \$1,408,751 are budgeted and available in the Highway Safety Improvements Projects, Project PW2202, utilizing the Transportation Improvement Fund (Fund 446) for Fiscal Year 2023-24; and

WHEREAS, reimbursements received through Caltrans invoicing will be credited to the Transportation Improvement Fund (Fund 446); and

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

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom authorizes the City Manager to execute a Construction Agreement with Pacific Excavation, Inc., for the Highway Safety Improvements Projects, Project PW2202, at various locations throughout the city as identified in the Local Road Safety Plan, in the amount of \$1,280,683, with a total not-to-exceed project budget of \$1,408,751, which includes a ten percent contingency amount of \$128,068.

PASSED AND ADOPTED this 25th day of July 2023, by the following roll-call vote:

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

Rosario Rodriguez, MAYOR

ATTEST:

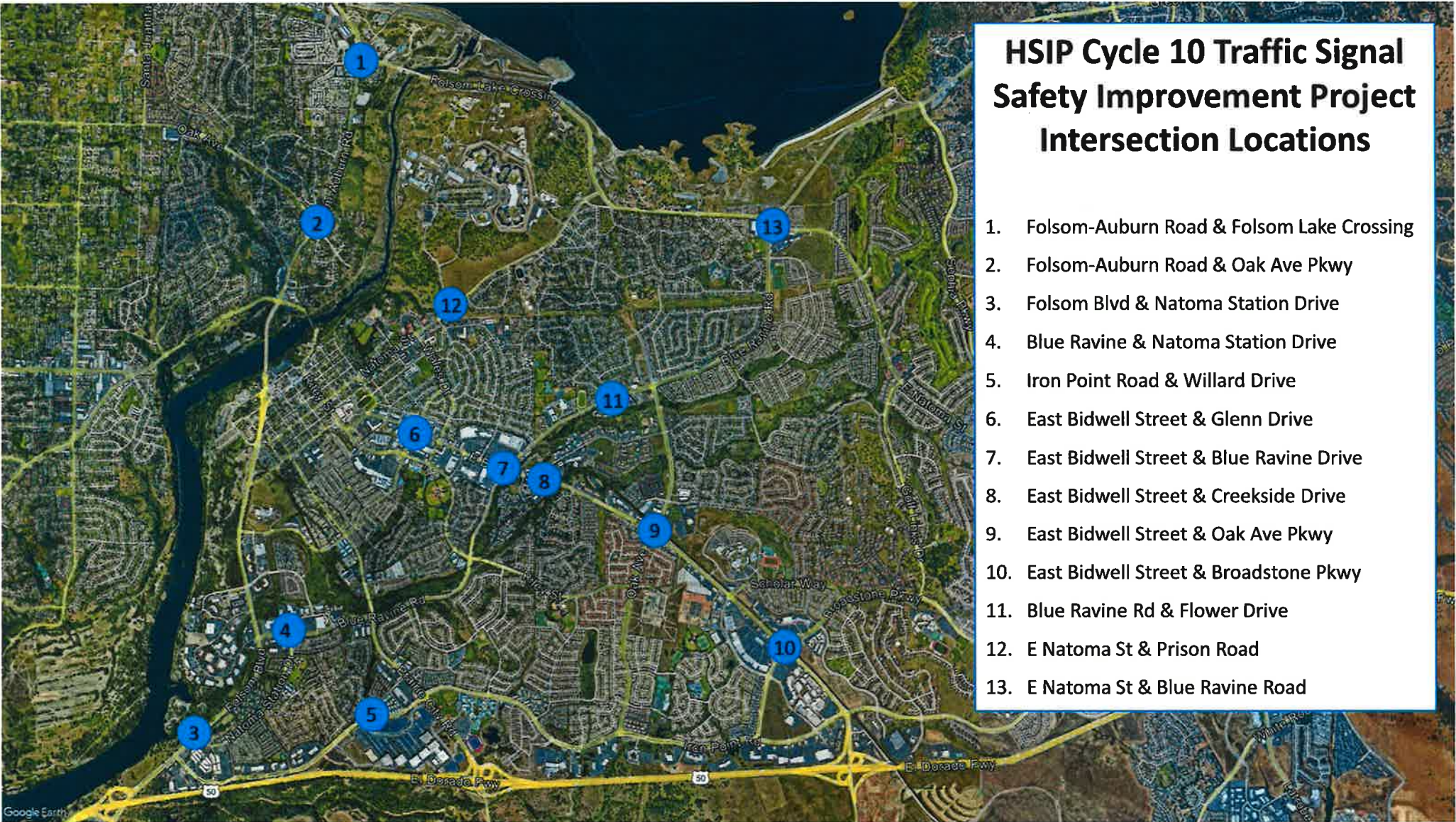
Christa Freemantle, CITY CLERK

Attachment 2

Exhibit A – Project Map

HSIP Cycle 10 Traffic Signal Safety Improvement Project Intersection Locations

1. Folsom-Auburn Road & Folsom Lake Crossing
2. Folsom-Auburn Road & Oak Ave Pkwy
3. Folsom Blvd & Natoma Station Drive
4. Blue Ravine & Natoma Station Drive
5. Iron Point Road & Willard Drive
6. East Bidwell Street & Glenn Drive
7. East Bidwell Street & Blue Ravine Drive
8. East Bidwell Street & Creekside Drive
9. East Bidwell Street & Oak Ave Pkwy
10. East Bidwell Street & Broadstone Pkwy
11. Blue Ravine Rd & Flower Drive
12. E Natoma St & Prison Road
13. E Natoma St & Blue Ravine Road



Attachment 3

Notice of Exemption California Environmental Quality Act

2023 - 0093



Print Form

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044
County Clerk
County of: Sacramento
600 8th Street
Sacramento, CA 95824

From: (Public Agency): City of Folsom
50 Natoma St
Folsom, CA 95630

(Address)

FILED
SACRAMENTO COUNTY

FEB 24 2023

DONNA ALFRED, CLERK/RECORDER
BY [Signature] DEPUTY

Project Title: HSIP Cycle 10 Traffic Safety Project

Project Applicant: City of Folsom

Project Location - Specific:

Signal Improvements at 13 intersections (see Project Description)

Project Location - City: Folsom Project Location - County: Sacramento

Description of Nature, Purpose and Beneficiaries of Project:

The project would benefit the City of Folsom and (pedestrians, cyclists, motorists) with minor improvements at 13 intersections including: 1) Folsom Boulevard at Natoma Station Drive; 2) Blue Ravine Road at Flower Drive; 3) Blue Ravine Road at Natoma Station; 4) Blue Ravine Road at East Bidwell Street; 5) East Bidwell Street at Oak Avenue Parkway; 6) East Bidwell at Broadstone Parkway; 7) East Bidwell Street at Broadstone Parkway; 8) East Bidwell Street and Glenn Drive; 9) Folsom Auburn Road at Oak Avenue Parkway; 10) Folsom Auburn Road at Folsom Lake Crossing; 11) East Natoma Street at Prison Road; 12) East Natoma Street at Green Valley Road; 13) Iron Point Road at Willard Drive; Improvements include installation of traffic signals and/or hardware designed to maximize intersection operation efficiency and improve pedestrian and vehicle safety by reducing vehicle conflicts. All work would occur within existing right-of-way and in previously disturbed areas. (See Attachment A).

Name of Public Agency Approving Project: City of Folsom

Name of Person or Agency Carrying Out Project: City of Folsom

Exempt Status: (check one):

- Ministerial (Sec. 21080(b)(1); 15268);
Declared Emergency (Sec. 21080(b)(3); 15269(a));
Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
Categorical Exemption. State type and section number: Section (§) 15301
Statutory Exemptions. State code number:

Reasons why project is exempt:

The proposed project is consistent with State CEQA Exemptions Class 1 - Existing Facilities 15301, in accordance with Cal. Code Regs., tit. 14, § 15300 et seq. The proposed project would reduce collisions and improve safety by installing cost effective signal improvements to improve pedestrian and vehicle and reduce conflicts. Safety would be improved with with new signal hardware such as video detection radar, replacement of signal heads, and flashing beacons to provide advance warning to motorists. (See attachment A).

Lead Agency
Contact Person: Zach Bosch Area Code/Telephone/Extension: 916-461-6710

If filed by applicant:

- 1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? Yes No

Signature: [Signature] Date: 02/23/23 Title: Senior Civil Engineer

Signed by Lead Agency Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code. Date Received for filing at OPR:
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

POSTED BY SACRAMENTO CO. CLERK-RECORDER
FROM: 2/25/23 TO: 3/26/23

Revised 2011

Attachment A – CEQA Exemption Information Form

City of Folsom Highway Safety Improvement Program (HSIP) Cycle 10)

Project Location

The City of Folsom Highway Safety Improvement Project (HSIP) (proposed project) is located in the City of Folsom (City) at 13 intersections (project sites). The projects proposed improvements would occur within the following intersections: 1) Folsom Boulevard at Natoma Station Drive; 2) Blue Ravine Road at Flower Drive; 3) Blue Ravine Road at Natoma Station; 4) Blue Ravine Road at East Bidwell Street; 5) East Bidwell Street at Oak Avenue Parkway ; 6) East Bidwell at Broadstone Parkway 7) East Bidwell Street at Broadstone Parkway; 8) East Bidwell Street and Glenn Drive; 9) Folsom Auburn Road at Oak Avenue Parkway; 10) Folsom Auburn Road at Folsom Lake Crossing; 11) East Natoma Street at Prison Road; 12) East Natoma Street at Green Valley Road; and 13) Iron Point Road at Willard Drive.

The project sites have been improved with existing roadways, sidewalks, and infrastructure, and have been completely modified from the native environment. No work would occur in or directly disturb any natural habitats. The project sites are surrounded by urbanized land uses including residential, commercial, public facilities, recreational areas (trails) and transportation routes.

Proposed Improvements/Description

The purpose of the project is consistent with the City's efforts to improve both vehicle and pedestrian safety at the thirteen signalized intersections listed above. The proposed project would enhance the multi-modal transportation network. The proposed treatments at each of these locations are anticipated to improve intersection safety and increase signal visibility for drivers. The project would modify traffic control signal timing, updated signal timing technology, video detection systems, upgraded intersection striping and markings, accessible pedestrian signals (APS), countdown pedestrian signals, upgraded signal heads, and retroreflective borders on signal backplates. The improvements are based on an analysis of city-wide crash data that included intersections that were not previously funded for improvements.

Additionally, the installation of upgraded video detection will provide dilemma zone detection capabilities and includes hi-resolution data collection for automated traffic signaling performance. The described minor improvements would minimize pedestrian/vehicle conflicts. As discussed, improvements are based on evaluation of the existing roadway and intersection configurations and reviewed safety data.

The proposed project does not include any roadway improvements such as additional lanes or alignment changes. The proposed improvements would not require removals of existing hardscape or soil removal as all improvements would occur above ground. Accordingly, no underground utility relocations would be needed.

Specific improvements at the intersection are provided immediately below.

1. Intersection of Folsom Boulevard and Natoma Station Drive – Improvements include installation retroflected borders on signal head plates, replacement of signal hardware (signal heads, countdown ped heads, and APS), and vehicle detection upgrades.
2. Intersection of Blue Ravine Road and Flower Drive – Improvements include installation of additional and supplemental signal heads, retroreflective borders on signal head backplates, replacement of signal hardware (signal heads, countdown ped heads, and APS), vehicle detection upgrades, and new or replaced cross walk striping and markings.
3. Blue Ravine Road and Natoma Station Drive – Improvements include installation of additional and supplemental signal heads, retroreflective borders on signal head backplates, replacement of signal hardware (signal heads, countdown ped heads, and APS), and vehicle detection upgrades.
4. Intersection of Blue Ravine Road and East Bidwell Street – Improvements include installation of additional and supplemental signal heads, retroreflective borders on signal head backplates, vehicle detection upgrades, and new or replaced cross walk striping and markings.
5. Intersection of East Bidwell Street and Oak Avenue Parkway – Improvements include replacement of 8-inch signal heads with 12-inch heads, installation of additional and supplemental signal heads, retroreflective borders on signal head backplates, and replacement of signal hardware (signal heads, countdown ped heads, and APS).
6. Intersection of East Bidwell Street and Broadstone Parkway – Improvements include installation of additional and supplemental signal heads, installation of retroreflective borders on signal head backplates, and replacement of signal hardware (signal, heads countdown ped heads, and APS).
7. Intersection of East Bidwell Street and Glenn Drive – Improvements include installation of retroreflective borders on signal head backplates, replacement of signal hardware (signal, heads countdown ped heads, and APS), vehicle detection upgrades, and signal timing improvements.
8. Intersection of East Bidwell Street and Creekside Drive– Improvements include installation of additional and supplemental signal heads, installation of retroreflective borders on signal head backplates, and vehicle detection upgrades.
9. Intersection of Folsom-Auburn Road and Folsom Lake Crossing- Improvements include replacement of 8-inch signal heads with 12-inch heads, installation of additional and supplemental signal heads, retroreflective borders on signal head backplates, installation of retroreflective borders on signal head backplates, replacement of signal hardware (signal, heads countdown ped heads, and APS), vehicle detection upgrades, and new or replaced crosswalk striping and markings.
10. Intersection of Folsom-Auburn Road and Folsom Lake Crossing– Improvements include installation of additional and supplemental signal heads, retroreflective borders on signal head backplates, replacement of signal hardware (signal heads, countdown ped heads, and APS), and vehicle detection upgrades.

11. Intersection of East Natoma Street and Folsom Prison Road – Improvements include installation of retroreflective borders on signal head backplates, replacement of signal hardware (signal heads, countdown ped heads, and APS), vehicle detection upgrades, and new or replaced crosswalk striping and markings.
12. Intersection of East Natoma Street and Blue Ravine and Green Valley Road – Improvements include installation of additional and supplemental signal heads, retroreflective borders on signal head backplates, replacement of signal hardware (signal heads, countdown ped heads, and APS), and vehicle detection upgrades.
13. Intersection of Iron Point Road and Willard Drive – Improvements include installation of retroreflective borders on signal head backplates, replacement of signal hardware (signal heads, countdown ped heads, and APS), and vehicle detection upgrades.

Project Site Access

Primary access to the project site is via the existing listed roadways and minor access via adjacent sidewalks would be needed to install the accessible pedestrian signals (APS).

Land Uses

The proposed project would occur entirely within existing roadways and sidewalks with existing signalization and traffic control devices. No improvements would occur within previously undisturbed areas or sites with native vegetation. The City of Folsom General Plan land use map shows the project areas as existing roadway corridors. Surrounding and adjacent land uses include SFHD – (Single Family High Density), SF – (Single Family), MLD – (Multi Family Low Density), MMD – (Multi Family Medium Density), MHD – (Multi Family High Density), GC – (General Commercial), CC – (Community Commercial), RCC – (Regional Commercial Center), PQP – (Public and Quasi-Public Facility), P – (Parks), and OS – (Open Space).

Reasons Why Project is Exempt

The proposed project is categorically exempt from the provisions of CEQA pursuant to State CEQA Guidelines Section 15301 (Class 1).

Section 15301, Class 1, is a categorical exemption and as it pertains to the proposed project and consists of maintenance, permitting, licensing, or minor alteration of existing public or private structures, facilities, involving negligible or no expansion of existing or former use. In regard to the proposed project, subsection c) would be directly applicable as it states as follows:

- c) Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety), and other alterations such as the addition of bicycle facilities, including but not limited to bicycle parking, bicycle-share facilities and bicycle lanes, transit improvements such as bus lanes, pedestrian crossings, street trees, and other similar alterations that do not create additional automobile lanes);

The proposed project would be permitted by the City for the minor improvements. Issuance of the permit(s) would be consistent with all applicable land use policy and guidance documents including the City Zoning Ordinance and General Plan. The proposed project would occur entirely within existing

disturbed and improved areas within the existing roadways and right-of-way. The proposed project consists of improvements to enhance vehicular, pedestrian, and bicycle safety and is consistent with this exemption.

Exceptions to Exemptions

The proposed project does not meet any of the exceptions to use of an exemption listed in CEQA Section 15300.2 per the following:

Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the proposed project is to be located – a project that is ordinarily insignificant in its impact on the environment may be in a particularly sensitive environment be significant. Therefore, these classes are considered to apply in all instances, except where the project may impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

- a) The proposed project does not occur within a hazardous waste site. Review of the State Water Resources Control Board (SWRCB) Geotracker tool and the Department of Toxic Substances Control (DTSC) EnviroStor Database revealed no evidence of hazardous materials sites on the project site. In addition, none of the project sites are on the DTSC as CORTESE List. The proposed project would not use, handle, store, or dispose of substantial volumes of any acutely hazardous materials. All construction activities that would require the handling of potentially hazardous materials (i.e. fuels, solvents, paints, lubricants, etc), are commonly used for these types of work efforts and would be in conformance with all applicable regulations. The nearest sites listed in the SWRCB and DTSC databases to the project intersections include:
- Chevron (Concophillips) Station #2611170 - 1024 East Bidwell Street – This site is approximately 100-feet northeast of the Blue Ravine and East Bidwell Street intersection and would not be affected by or have an affect the proposed project. This record listed a leaking underground storage tank (LUST) (diesel fuel) The case was closed/completed in 2009. This site has a current permitted underground storage tank that would not affect the proposed project.
 - Chevron Station #209216 - 1024 East Bidwell Street – This site is approximately 485-feet northeast of the Glenn Drive East Bidwell Street Intersection. This site has a permitted underground storage tank that would not affect the proposed project.
 - Bank of America - 521 East Bidwell Street – This site is approximately 50 feet from the intersection of E. Bidwell Street and Glenn Drive. Dry cleaning solvents were detected in groundwater samples in 1994 from a former gas station that was upgradient. This site was listed as a gasoline LUST cleanup site and has been closed/completed as of 1996. This site would not affect the proposed project.
 - Folsom Dam Market - 7620 Folsom Auburn Road – This site has a permitted underground storage tank at, approximately 180-feet northeast of the intersection of Folsom-Auburn Road and Folsom Lake Crossing. This site would not affect the proposed project.
 - Aisle 1 #2450 - 25045 Blue Ravine Road – This site has a permitted underground storage tank approximately 350-feet northeast of the intersection of East Natoma Street and Blue Ravine and Green Valley Road. This site would not affect the proposed project.

As discussed above, the project site and its vicinity were evaluated for the presence of hazardous materials, the potential presence of hazardous materials in soil underlying areas, and for permitted underground storage tanks. No presence of hazardous materials was found at the intersections of the project site. Additionally, the project would not result in any removals of hardscape or underlying soils that have the potential to result in upset.

- b) **Cumulative Impact.** All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.
- The proposed project would not have an impact on surrounding areas, adjoining sites, or combine with other past, present, or reasonably foreseeable project to result in a cumulative impact over time. No additional lanes or increased vehicle trips would occur. The proposed project consists of intersection pedestrian and traffic safety improvements and is consistent with the existing planning efforts of the City to improve safety of intersections with pedestrian/bicycle corridors and associated roadways. The proposed project would not result in any impacts to the environment and would not make a cumulative contribution to any environmental impact.
- c) **Significant Effect.** A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.
- The proposed project would not have a significant effect on the environment. The proposed project would occur within areas with existing hardscape including roadways and adjacent pedestrian and bicycle facilities, and minor areas with decorative non-native ground level landscaping (i.e. grass) abutting sidewalks. The project site does not contain any sensitive habitat for federal or state listed species, and would not affect any historic, cultural, or tribal cultural resources. There are no unusual circumstances related to the project sites or surrounding areas that would result in the potential for impacts.
- d) **Scenic Highways.** A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway.
- The proposed project would occur within an roadways, adjacent pedestrian and bicycle facilities and areas with decorative non-native ground level landscaping (i.e. grass). There are no scenic highways within any of the project site or adjacent to the project site. The nearest state scenic highway is Route 49, approximately 17 miles northwest of the City. The proposed area of disturbance does not contain any trees, historic buildings, rock outcroppings, or similar resources and there is no potential for significant impacts to occur.
- e) **Hazardous Waste Sites.** A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.
- See response to (a) above.

- f) **Historical Resources.** A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.
- **No Historical resources would be affected.** The proposed project includes removals and improvements to existing hardscape that overlay previously disturbed areas that have been filled and compacted as part of previous construction activities. The proposed project would not result in excavations that would result in disturbance of historical or archeological resources.

Conclusion

The proposed project is consistent with State CEQA Exemptions Class 1 - Existing Facilities in accordance with Cal. Code Regs., tit. 14, § 15300 et seq. No exceptions to either Exemption detailed in §15300.2 would be applicable.



State of California - Department of Fish and Wildlife
2023 ENVIRONMENTAL DOCUMENT FILING FEE
CASH RECEIPT
 DFW 753.5a (REV. 01/01/23) Previously DFG 753.5a

Print **Start Over** **Save**

RECEIPT NUMBER:
 34 — 02/24/2023 — 080
 STATE CLEARINGHOUSE NUMBER (If applicable)

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

| | | |
|---|------------------------------|--------------------|
| LEAD AGENCY City of Folsom | LEAD AGENCY EMAIL | DATE 02/24/2023 |
| COUNTY/STATE AGENCY OF FILING Sacramento | DOCUMENT NUMBER 2023-0093 | |

PROJECT TITLE

HSIP Cycle 10 Traffic Safety Project

| | | |
|---|-------------------------|--------------------------------|
| PROJECT APPLICANT NAME City of Folsom | PROJECT APPLICANT EMAIL | PHONE NUMBER (916) 461-6710 |
| PROJECT APPLICANT ADDRESS 50 Natoma Street | CITY Folsom | STATE CA |
| | | ZIP CODE 95630 |

PROJECT APPLICANT (Check appropriate box)

- Local Public Agency School District Other Special District State Agency Private Entity

CHECK APPLICABLE FEES:

- | | | | |
|---|------------|----|------|
| <input type="checkbox"/> Environmental Impact Report (EIR) | \$3,839.25 | \$ | 0.00 |
| <input type="checkbox"/> Mitigated/Negative Declaration (MND)(ND) | \$2,764.00 | \$ | 0.00 |
| <input type="checkbox"/> Certified Regulatory Program (CRP) document - payment due directly to CDFW | \$1,305.25 | \$ | 0.00 |

- Exempt from fee
 Notice of Exemption (attach)
 CDFW No Effect Determination (attach)
 Fee previously paid (attach previously issued cash receipt copy)

- | | | | |
|---|----------|----|-------|
| <input type="checkbox"/> Water Right Application or Petition Fee (State Water Resources Control Board only) | \$850.00 | \$ | 0.00 |
| <input checked="" type="checkbox"/> County documentary handling fee | | \$ | 50.00 |
| <input type="checkbox"/> Other | | \$ | |

PAYMENT METHOD:

- Cash Credit Check Other

TOTAL RECEIVED \$ 50.00

| | |
|-----------------------|---|
| SIGNATURE X | AGENCY OF FILING PRINTED NAME AND TITLE Sacramento County Clerk/Recorder-Jessica Jensen-Deputy Clerk |
|-----------------------|---|

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CITY OF
FOLSOM
DISTINCTIVE BY NATURE