



GOODWIN CONSULTING GROUP

**CITY OF FOLSOM
MUNICIPAL SERVICES REVIEW FOR THE
PROPOSED FOLSOM CORPORATION YARD
SPHERE OF INFLUENCE AMENDMENTS
(LAFC #01-17)**

FINAL

Prepared for:



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

May 1, 2018

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Proposed Folsom Corporation Yard Project Site Sphere of Influence Amendments Municipal Services Review

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CHAPTER 1: INTRODUCTION

INTRODUCTION

This Municipal Services Review (MSR) report seeks to provide the determinations required under Government Code Section 56430 when a local agency formation commission (LAFCo) prepares, updates, or amends a sphere of influence for an affected agency. It discusses how the City of Folsom (City) has the operational and financial ability, as well as the organizational framework, to successfully serve the proposed Corporation Yard project site (Project) if the proposed sphere of influence amendment is approved by the Sacramento Local Agency Formation Commission.

The MSR will be used to determine if municipal service providers can feasibly finance and extend infrastructure, services, and facilities in a timely manner, to the proposed Project with no adverse impact to existing development within the current Sphere of Influence (SOI).

PROJECT DESCRIPTION

The proposed Project is located outside of the current City limits and is needed to serve existing and future development in the City. The Project site encompasses approximately 57 acres and is planned to include 36 acres for the City's future corporation yard, 16 acres for the Capitol SouthEast Connector right-of-way, and 5 acres to realign Scott Road. Regional and site maps of the proposed Project are shown in Figures 1-1 and 1-2 at the end of this Chapter.

In 2008, the City evaluated existing corporation yard needs to determine whether existing facilities were adequate and, if not, what type of facilities would be needed to accommodate both the current city population and the City's projected build out population of approximately 110,000 residents pursuant to its general plan. Table 1-1 on the following page shows the anticipated corporation yard needs of the City at buildout (approximately the year 2050).

The City's corporation yard operations are currently split among multiple sites. The main corporation yard, located at the west end of Leidesdorff Street, is approximately 15 acres. Approximately 3 acres of the 30-acre water treatment plant site is also designated for corporation yard uses. Additional sites include a yard adjacent to the Folsom City Zoo Sanctuary and Rodeo Park on Stafford Street (0.6 acres), and a yard adjacent to the John Kemp Community Park and Folsom Sports Complex on Clarksville Road (1.6 acres). The main Leidesdorff Yard (5 acres of active use) is fully occupied and unable to support current requirements; thus, the City has developed the other smaller corporation yard sites to meet current needs. Approximately 10 acres of additional space is available on the site of the former landfill at the main yard for passive uses, but even with this available acreage, the existing sites cannot meet current and projected City corporation yard requirements.

The City currently has a wide variety of uses at the existing corporation yard locations. If approved, the City would move and consolidate current corporation yard operations to the Project site. The new yard is anticipated to house the following City departments: Parks and Recreation, Public Works, and Utilities.

Table 1-1: Facility Needs (Buildout – 2050)

Space Component	Staff	Enclosed Office/Shop/Warehouse SF	Exterior Covered SF	Exterior Open SF	Total SF
Parks and Recreation					
Park Maintenance	71	8,387	33,334	37,876	79,597
Public Works					
Street Maintenance	48	18,413	54,488	38,080	110,981
Transit	45	4,470	—	29,400	33,870
Utilities					
Administration	2	1,167	—	—	1,167
Fleet Management	24	31,717	1,190	16,940	49,847
Solid Waste					
Collections	59	4,100	—	319,902	324,002
Household Hazardous Waste (HHW)	—	4,500	2,240	8,935	15,675
Transfer Station	—	52,500	—	201,360	253,860
Wet Utilities					
Utility Maintenance	22	4,309	4,760	33,048	42,117
Wastewater	24	5,838	4,760	10,242	20,840
Water	14	3,187	—	8,534	11,721
Water Treatment Plan - Plant Maintenance	5	6,785	2,940	4,385	14,110
Common/Shared					
Office Support	—	7,920	560	111,818	120,298
Field/Shop Support	—	21,096	13,096	37,414	71,606
Subtotal	314	174,389	117,368	857,934	1,149,691
Gross Building Area (GSF) (NSF @ 87.5%)	—	199,301	—	—	199,301
Total Yard Area	—	—	117,368	857,935	975,303
Site Circulation, Landscaping, Setback (@35%, 25%, 25%)	—	69,755	29,342	214,484	313,581
Total	314	269,056	146,710	1,072,419	1,488,185

Source: City of Folsom 2008

Figure 1-1: Regional Map of the Project Area

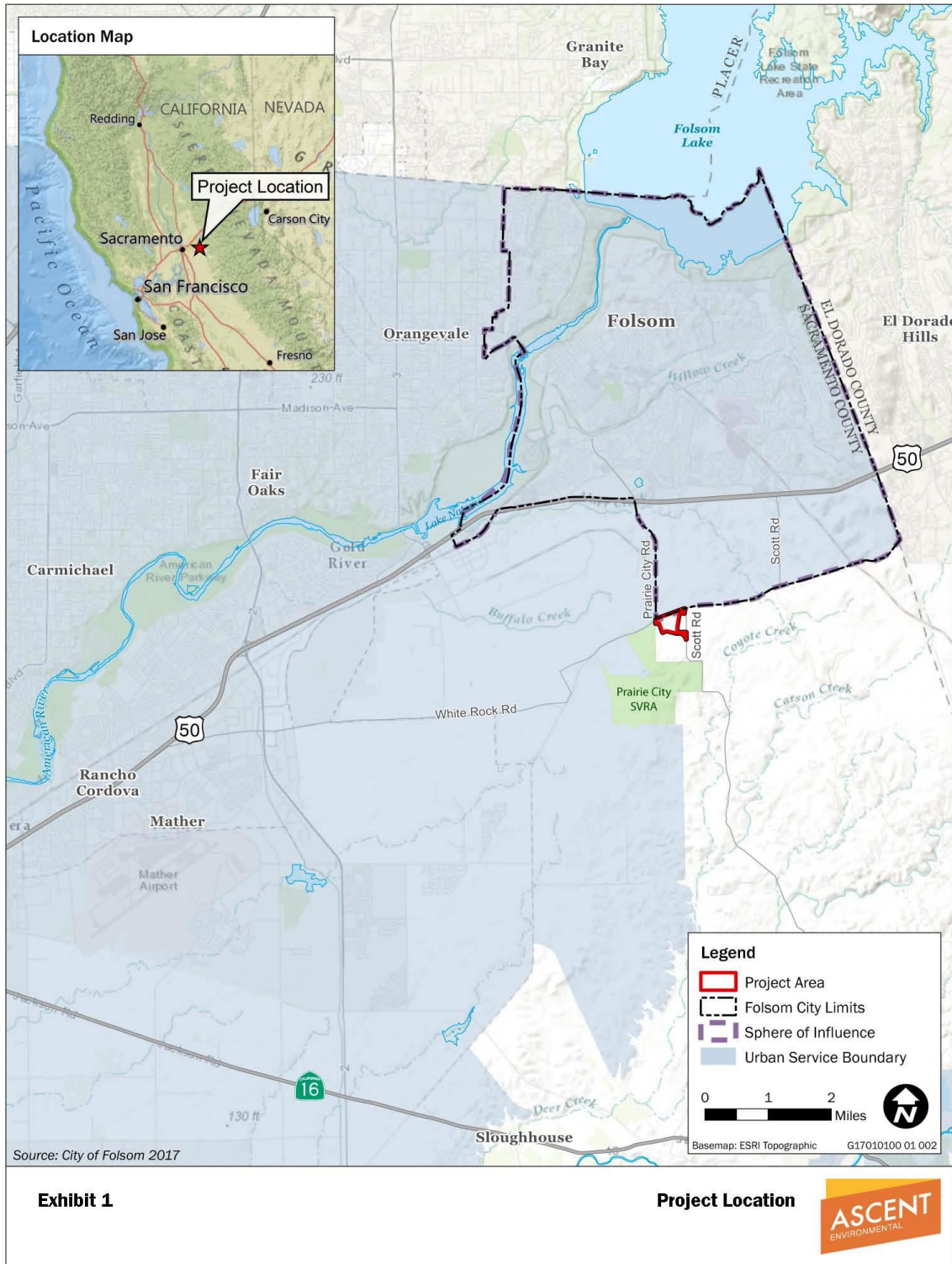
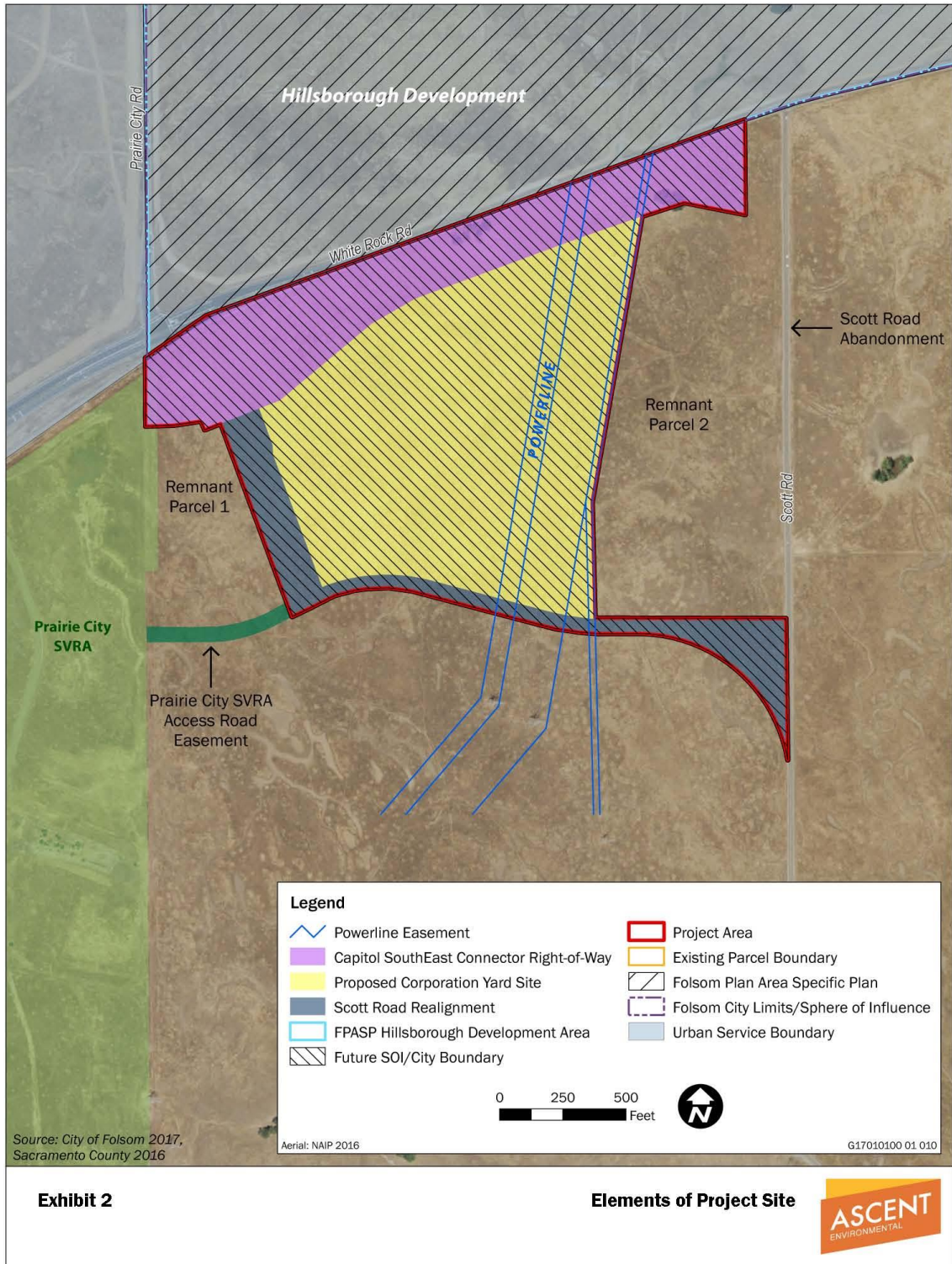


Exhibit 1

Project Location



Figure 1-2: Site Map of the Project Area



CHAPTER 2: LEGISLATIVE FRAMEWORK

The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 governs, among other things, the roles and responsibilities of LAFCOs. Pursuant to Section 56430(a) of the Government Code, “In order to prepare and to update spheres of influence in accordance with Section 56425, the commission shall conduct a service review of the municipal services provided in the county or other appropriate area designated by the commission.” From this language comes the more commonly known municipal services review, which is designed to inform the related LAFCo proceedings.

As part of its review, the commission is required to prepare a written statement of its determinations with respect to the following:

- (1) Growth and population projections for the affected area
- (2) Location and characteristics of any disadvantaged unincorporated communities within or contiguous to the sphere of influence
- (3) Present and planned capacity of public facilities and adequacy of public services, including infrastructure needs or deficiencies
- (4) Financial ability of agencies to provide services
- (5) Status of, and opportunities for, shared facilities
- (6) Accountability for community service needs, including governmental structure and operational efficiencies
- (7) Any other matter related to effective or efficient service delivery, as required by commission policy

These items are addressed in the subsequent chapters of this report for each of the municipal services anticipated within the Project area.

CHAPTER 3: GROWTH AND POPULATION PROJECTIONS

Incorporated in 1946, the City is located in the eastern portion of Sacramento County, approximately 25 miles east of Sacramento, 85 miles west of South Lake Tahoe, and 110 miles northeast of San Francisco. The City has a population of approximately 73,000 residents and an employment base of over 40,000 jobs. Folsom is a full-service city that provides its own police, fire, land use planning, community development, public works, utilities, library, refuse and hazardous waste collection, recycling, transit, and parks and recreation services.

In 2012, the City annexed over 3,600 acres of land south of Highway 50. This Folsom Plan Area is proposed to include 11,337 residential units as well as 2.8 million square feet of commercial development at buildout and is anticipated to add nearly 28,000 residents to the City.

The Project site is adjacent to the Folsom Plan Area and is planned solely for the City's future corporation yard, the Capitol SouthEast Connector right-of-way, and the Scott Road realignment. No residential or commercial development is planned within the proposed Project area.

Although no residents are anticipated within the proposed Project, the City is anticipated to experience significant growth based on projections developed by the Sacramento Area Council of Governments (SACOG). SACOG projections for the City range between 81,400 and 97,485 residents by 2035. A summary of historical household population estimates and growth projections through 2050 is presented in Table 3-1 below.

Table 3-1: Folsom Household Population Estimates and Growth Projections 1990-2050

	Census *	DOF **	SACOG
1990	23,118		
2000	44,940		
2005	--	59,209	
2010	72,203		
2017	--	73,105	
2035	--		81,400 to 97,485
2050	--		105,000 to 120,000

* Census figures include population of entire City, including prison population.

** DOF figures include population in households, not those within group quarters (i.e., prison).

Source: *City of Folsom General Plan, California Department of Finance*

CHAPTER 4: DISADVANTAGED UNINCORPORATED COMMUNITIES

Senate Bill 244 (SB 244) requires cities and counties to address the infrastructure needs of unincorporated disadvantaged communities in MSRs. Specifically, SB 244 prohibits LAFCo approval of city annexations greater than 10 acres that are contiguous to a disadvantaged unincorporated community unless the city applies to annex the disadvantaged unincorporated community as well. SB 244 defines a disadvantaged unincorporated community as any area with 10 or more dwelling units that is either within a city SOI, is an island within a city boundary, or is geographically isolated and has existed for more than 50 years, and where the median household income is less than 80 percent of the statewide annual median. Pursuant to this definition, there are no disadvantaged unincorporated communities contiguous to the Project area.

CHAPTER 5: PUBLIC FACILITIES AND SERVICES

Folsom is a full-service city that provides a variety of essential services to its residents and businesses, including fire, police, library, parks and recreation, solid waste, storm drainage, transit, street maintenance, wastewater collection, and water. This chapter describes the present and planned capacity of these public facilities and adequacy of public services, including infrastructure needs or deficiencies. As mentioned previously, the City plans to shift operations at its existing corporation yard locations to the proposed Project site and consolidate various city services to one central location.

FIRE PROTECTION

The Project site is currently served by the Sacramento Metropolitan Fire District (SMFD) at a rural response standard. This standard specifies that: 1) rural areas of less than 500 people per square mile should have first-due unit travel times of 14 minutes; 2) rural areas should receive the effective response force within 20 minutes travel time; 3) fires will be contained to the building of origin to prevent a wildland fire; and 4) medical patients salvageable upon arrival will receive appropriate care for their condition.

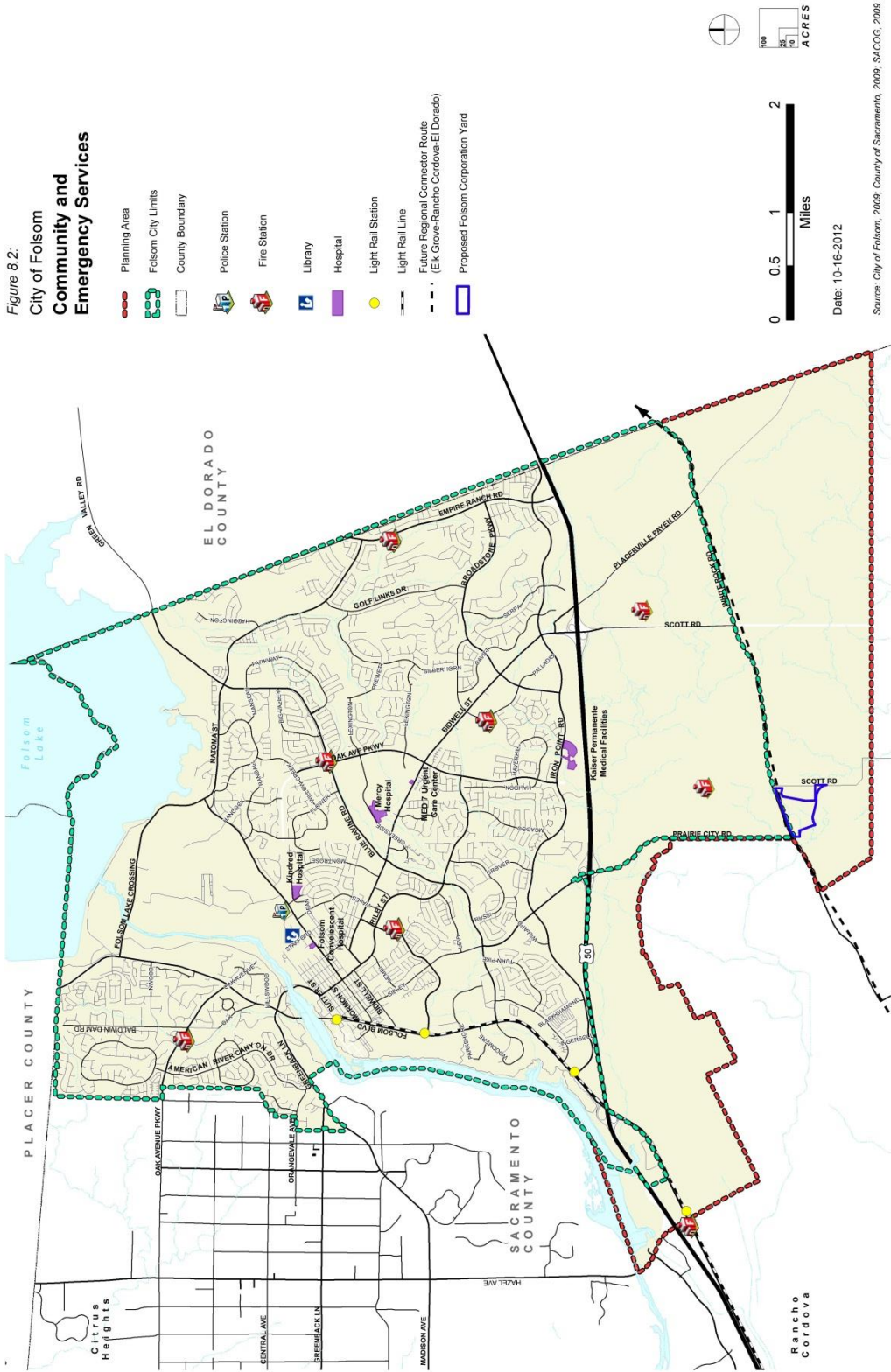
SMFD has an automatic aid agreement with the City which establishes that the closest and most appropriate unit will respond to an emergency. As such, SMFD will continue to respond to an incident regardless of the proposed sphere of influence amendment and is expected to provide a majority of fire protection services to the Project area until the City constructs the proposed fire stations within Folsom Plan Area. Consequently, the proposed Project sphere of influence amendment is not anticipated to impact SMFD's ongoing operations.

The Folsom Fire Department provides a wide range of emergency services to development within the City of Folsom and neighboring jurisdictions. A staff of 71 fire personnel provides fire suppression, rescue, prevention, public education, hazardous materials response and emergency medical services to the community. The Folsom Fire Department serves a population of approximately 78,000 in an area covering 30 square miles in eastern Sacramento County and is assigned a Class 2/9 ISO rating.

The Folsom Fire Department currently operates four strategically located fire stations within the City to serve its residents.

- Station #35 at 535 Glenn Drive, in the Central Business District
- Station #36 at 9700 Oak Avenue Parkway, in northwest Folsom
- Station #37 at 70 Clarksville Road, near Folsom Lake College
- Station #38 at 1300 Blue Ravine Road, in central Folsom near Oak Avenue Parkway

Figure 5-1: Map of Fire and Police Stations



The Fire Department is staffed by 65 sworn personnel and 6 support staff personnel. Each of the four stations is comprised of three engine companies (three-person), one truck company (four-person), two ambulances (two-person), and one duty chief officer (one-person). The Fire Department response time target is six minutes or less 90 percent of the time from dispatch to on-scene for structure fires. The Department has automatic aid agreements with neighboring jurisdictions in Sacramento, El Dorado, and Placer Counties which establish that the closest and most appropriate unit will respond to an emergency.

The most prominent gap in the Fire Department's coverage is the Empire Ranch area in eastern Folsom. This area is hard for existing fire stations to reach due to the lack of road connections. As a result, the Fire Department is in the process of constructing a fifth station, #39, which will serve the east and north areas of the City from its location on Empire Ranch Road at Ritchie Street. A sixth fire station is planned to be constructed upon completion of 1,500 residential occupancies within the Folsom Plan Area, which is directly north of the proposed Project site. Figure 5-1 on the previous page shows the location of the existing and proposed fire stations in the City.

Fire Station #37, located at 70 Clarksville Road, is the current closest City fire station to the proposed Project site. It is approximately 5.5 miles from the Project; however, the response time from Station #37 to the Project would exceed 8 minutes. As noted above, future fire station #39 is planned within the Folsom Plan Area and would serve the Project within the City's response time standard. Based on these determinations, the Fire Department can efficiently and effectively meet the long-term fire protection needs of the Project.

LAW ENFORCEMENT

The Folsom Police Department is located at 46 Natoma Street and is staffed with 103 police personnel. The Police Department is a full-service department and provides all law enforcement and public safety services to the City's residents from the initial acceptance of a 911 call through patrol response, criminal investigation, and other special duties, including motor officers, SWAT, an equine unit, evidence technicians, and crime scene investigators.

The Folsom Police Department currently operates one police station, which is staffed by 75 sworn officers and 28 support staff. This translates to a service standard of approximately 1.02 sworn officers per 1,000 residents. Discussions with Police staff suggest that the police station has reached maximum capacity. However, the Police Department anticipates adding a new police substation that could house 55 to 65 additional officers as the Folsom Plan Area is developed. The proposed substation will ensure that the Police Department could provide adequate service to the Folsom Plan Area as well as the proposed Project site.

The Police Department is comprised of three bureaus: the Field Operations Bureau, the Administration Bureau, and the Support Services Bureau. The Field Operations Bureau includes the Patrol Division and the Neighborhood Services Division. The Patrol Division houses the Traffic Section, Mounted Unit, K-9 Unit, Crime Scene Investigations Unit, and the Special Weapons and Tactics (SWAT) Team. The Neighborhood Services Division is comprised of the

Community Crime Suppression Unit, School Resource Officers, and Citizens Assisting Public Safety (CAPS) volunteers. The Administration Bureau includes the Investigations Division – which comprises General Investigations, Specialized Investigations Unit, Crime Analysis Unit, and Evidence Technicians – and the Administration Division – which includes Training, Professional Standards, and Budget. The Support Services Bureau is comprised of the Communication Center (911), Live Scan and Fingerprint Unit, and Records Division.

The Police Department is attuned to the needs of future development within the City, including the proposed Project. The Police Department anticipates the construction of a new substation on a parcel of land off of Scott Street (now renamed East Bidwell Street). Current estimates, as mentioned above, call for the addition of 55 to 65 Police Department personnel to provide the same level of service currently enjoyed by the City. Based on these determinations, the Police Department can efficiently and effectively meet the long term police needs of the Project.

LIBRARY

The City currently operates a single library branch – the 24,000-square foot Georgia Murray building, at 411 Stafford Street in the civic center adjacent to City Hall. The Folsom Public Library first opened in 1993 at 300 Persifer Street. The age, design, and limited space of the Persifer Street building led the Folsom City Council to approve the construction of two new libraries: the current main library and a joint-use branch library at the Vista del Lago High School. The Georgia Murray Building (main library) opened to the public in 2007, followed by the 9,000-square foot Norman R. Siefkin Public Library at the Vista del Lago High School (joint-use) in 2008. Due to budget constraints, the Siefkin branch is temporarily closed to the general public.

Since no residents are anticipated to be generated within the Project, City staff does not foresee any impact on library services from development of the Project. However, the City anticipates reserving a small portion of the proposed Municipal Services Center (approximately 15,000 square feet) within the Folsom Plan Area to house an express library where customers could pick up materials requested through the Sacramento Public Library system as well as browse through and check out collections including bestsellers, magazines, audio books, CDs, DVDs, and materials for children. Wireless network access as well as computer workstations may also be featured. Depending on customer demand and funding availability, the City could also consider reopening the Siefkin library to help meet total City needs. Based on these determinations, the Folsom Public Library can efficiently and effectively meet the long term library needs of the Project.

NATURAL GAS AND ELECTRIC

Natural gas and electricity to the City are currently provided by Pacific Gas and Electric Company (PG&E) and the Sacramento Municipal Utility District (SMUD), respectively. Both PG&E and SMUD have or will have sufficient capacity to extend service to the proposed Project area through future dry utility connections located north of the JPA Connector within Prairie City

Road, which are anticipated to be constructed to serve the Folsom Plan Area. Additionally, the City is planning to incorporate renewable technologies (e.g., solar, wind, geothermal, etc.) into the design and construction of the Project to reduce demand on infrastructure needs. Based on these determinations, PG&E and SMUD can efficiently and effectively meet the long term natural gas and electric needs of the Project.

PARKS AND RECREATION

The City's parks and recreation system includes developed parks, planned parks, active recreation facilities, bike and walking trails, and community centers that serve targeted populations. Figure 5-2 on the following page shows the locations of the City's existing and proposed parks, recreation facilities, and open space. The City's parks are administered by the Department of Parks and Recreation. The City has a Parks and Recreation Master Plan, most recently updated in 2015 and adopted by the City Council in December 2015. The Master Plan identifies a development program for all undeveloped parks, including undeveloped remaining phases of existing parks as well as parks planned within the Folsom Planning Area. In addition to the City's facilities, the State operates the Folsom Lake State Recreation Area within the city limits, and other State and regional parks are located within City limits. However, the City has no ownership or service connection to these State and County facilities.

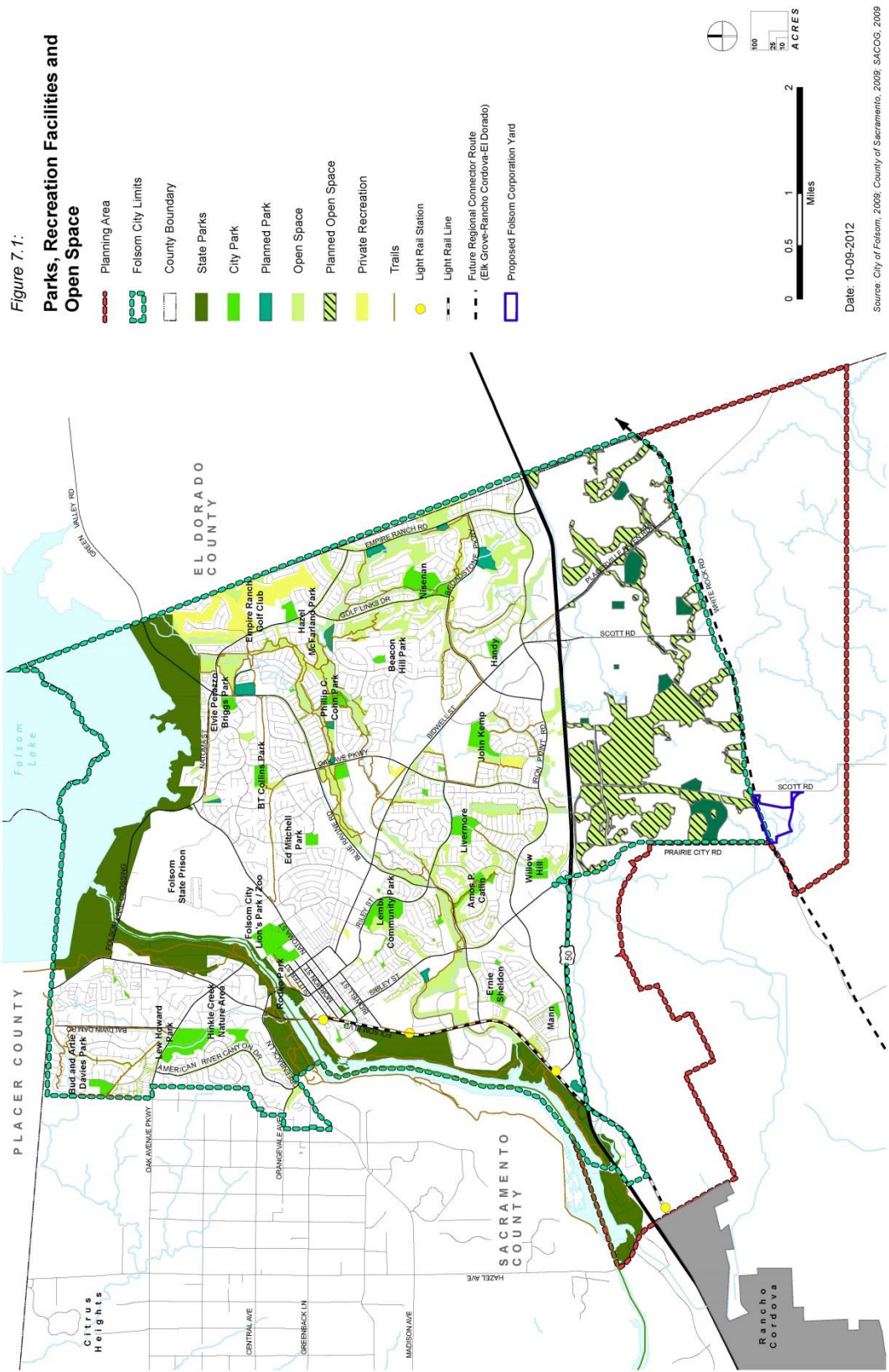
Since no residents are anticipated to be generated within the Project, City staff does not foresee any impact on parks and recreation services from development of the Project. Based on these determinations, the City can efficiently and effectively meet the long term parks and recreation needs of the Project.

SOLID WASTE

The Solid Waste Division provides collection, recycling, and disposal of solid waste, green waste, universal waste, household hazardous waste (e.g., paint, toxics, and batteries) and bulky items to homes and businesses throughout the Folsom community. Garbage, recycling, and green waste are collected through a fleet of collection vehicles, while hazardous waste is collected through individual appointments. The City diverts more than 50% of its solid waste through recycling annually pursuant to a mandate under the Integrated Waste Management Act (AB 939).

Most refuse from Folsom is sent to Keifer Landfill, a Class III landfill located at 12701 Kiefer Boulevard in Sloughhouse, about 11 miles south of Highway 50. Keifer Landfill is the primary solid waste disposal facility in Sacramento County and is operated by the County. The landfill is permitted to receive a maximum of 10,815 tons per day. As of 2005, it had a remaining capacity of 112,900,000 cubic yards and is anticipated to close in 2064.

Figure 5-2: Map of Parks, Recreation Facilities, and Open Space



As mentioned previously, the City plans to consolidate existing corporation yard operations at multiple facilities throughout the City to one centralized location at the Project site, including City utilities. The expanded facility will help the City better serve its current and future residents. Based on these determinations, the Solid Waste Division can efficiently and effectively meet the long term solid waste needs of future development in the City, including the proposed Project site.

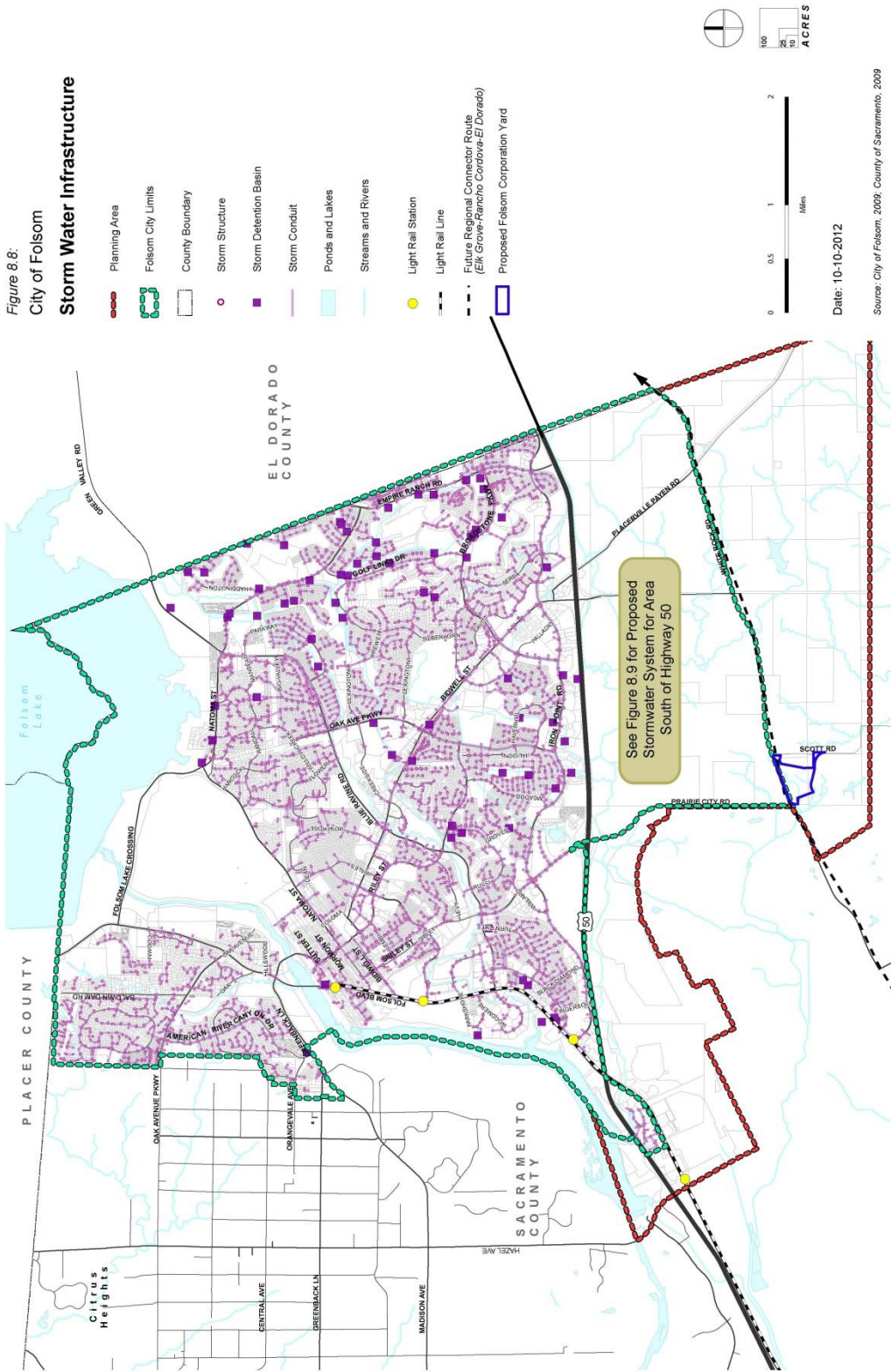
STORM DRAINAGE

The City's Public Works Department is responsible for all stormwater management issues for the City, including design and construction of the storm drain system, operation and maintenance, and urban runoff pollution prevention. The City operates and maintains an extensive storm drainage system, including about 200 miles of pipe, 23 miles of natural drainage channels/creeks, 60 flood control and/or water quality detention basins, and over 200 outfalls to creeks/rivers. The map of the City's storm drain system is shown in Figure 5-3 on the following page.

The City's storm drainage system primarily discharges to local streams and the American River. Some stormwater discharges are treated by either onsite treatment controls, such as water quality swales or proprietary treatment devices, while discharges from other development areas are either untreated or directed to regional water quality/detention basins before discharging to a local stream. Most development projects in the City are required to install post construction stormwater controls such as detention basins or treatment vaults in order to reduce the volume and improve the quality of runoff.

Since the Project site naturally slopes from the northeast towards the southwest, a pipeline collection system will convey storm runoff to a hydro-modification/detention basin located near the southwest corner of the Project site. The hydro-modification/detention basin will provide water quality treatment and hydro-modification for storm runoff up to the 10-year 24-hour storm and detention up to the 100-year 24-hour storm. The hydro-modification/detention basin would discharge through a culvert into an existing water course at the project boundary. The discharge will be limited to pre-development conditions. Although there is no existing stormwater infrastructure within the area of Folsom south of Highway 50, the storm drainage system anticipated within the Folsom Plan Area will provide capacity to the Project area. Based on these determinations, the City can efficiently and effectively meet the long term storm drainage needs of the Project.

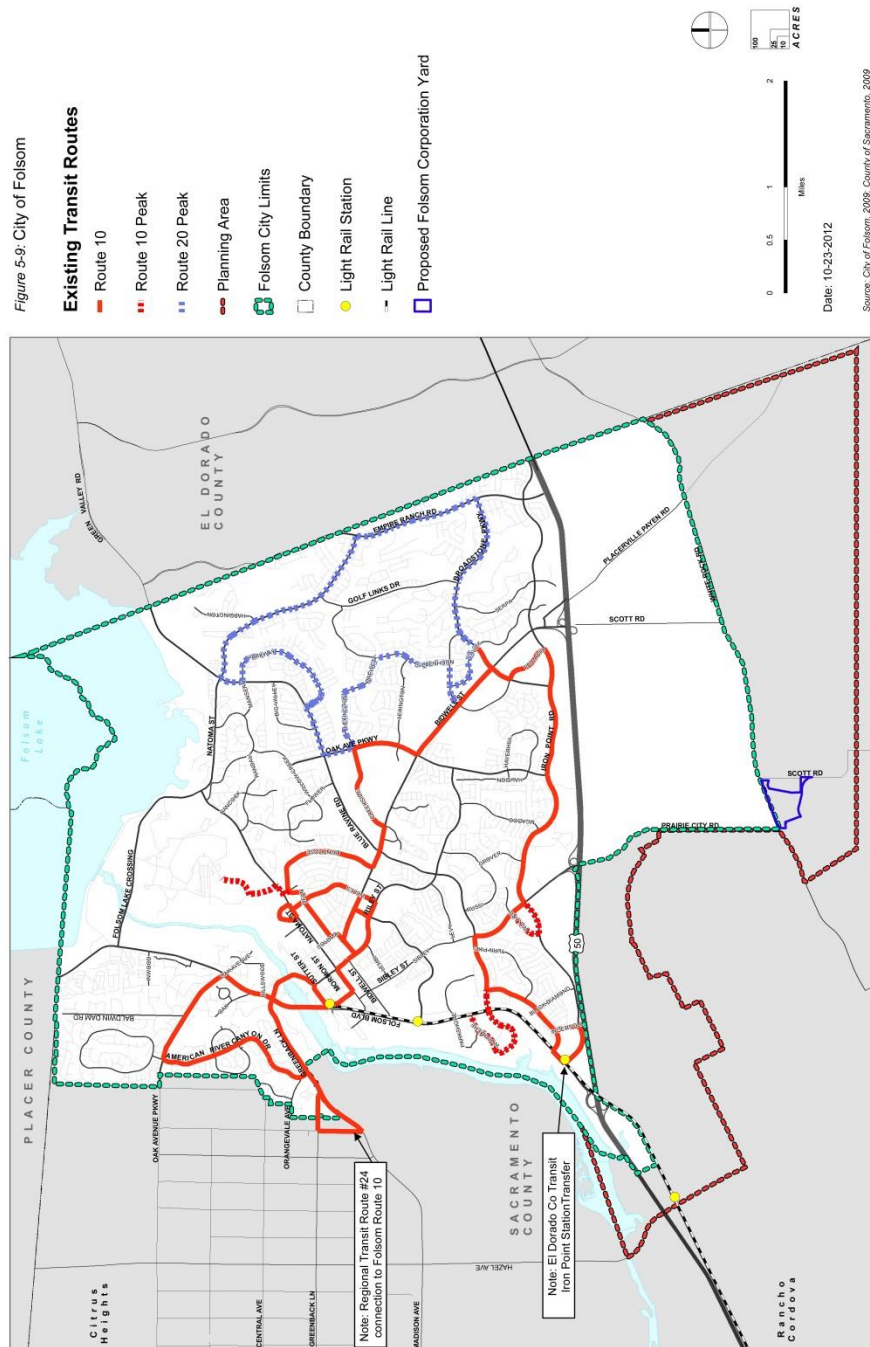
Figure 5-3: Storm Water Infrastructure



TRANSIT

Transit service in the City is offered by the City's Folsom Stage Line buses and by Sacramento Regional Transit. Specifically, bus service is provided by the City and light rail service is provided by Sacramento Regional Transit. Existing transit routes are shown in Figure 5-4 below.

Figure 5-4: Existing Transit Routes



Since no residents are anticipated to be generated within the Project, City staff does not foresee any impact on transit services from development of the Project. However, bus connections between north and south of Highway 50 will be included with the development of the Folsom Plan Area. The expanded connections could also serve employees commuting to the Project area. Based on these determinations, the City can efficiently and effectively meet the long term transit needs of the Project.

TRANSPORTATION

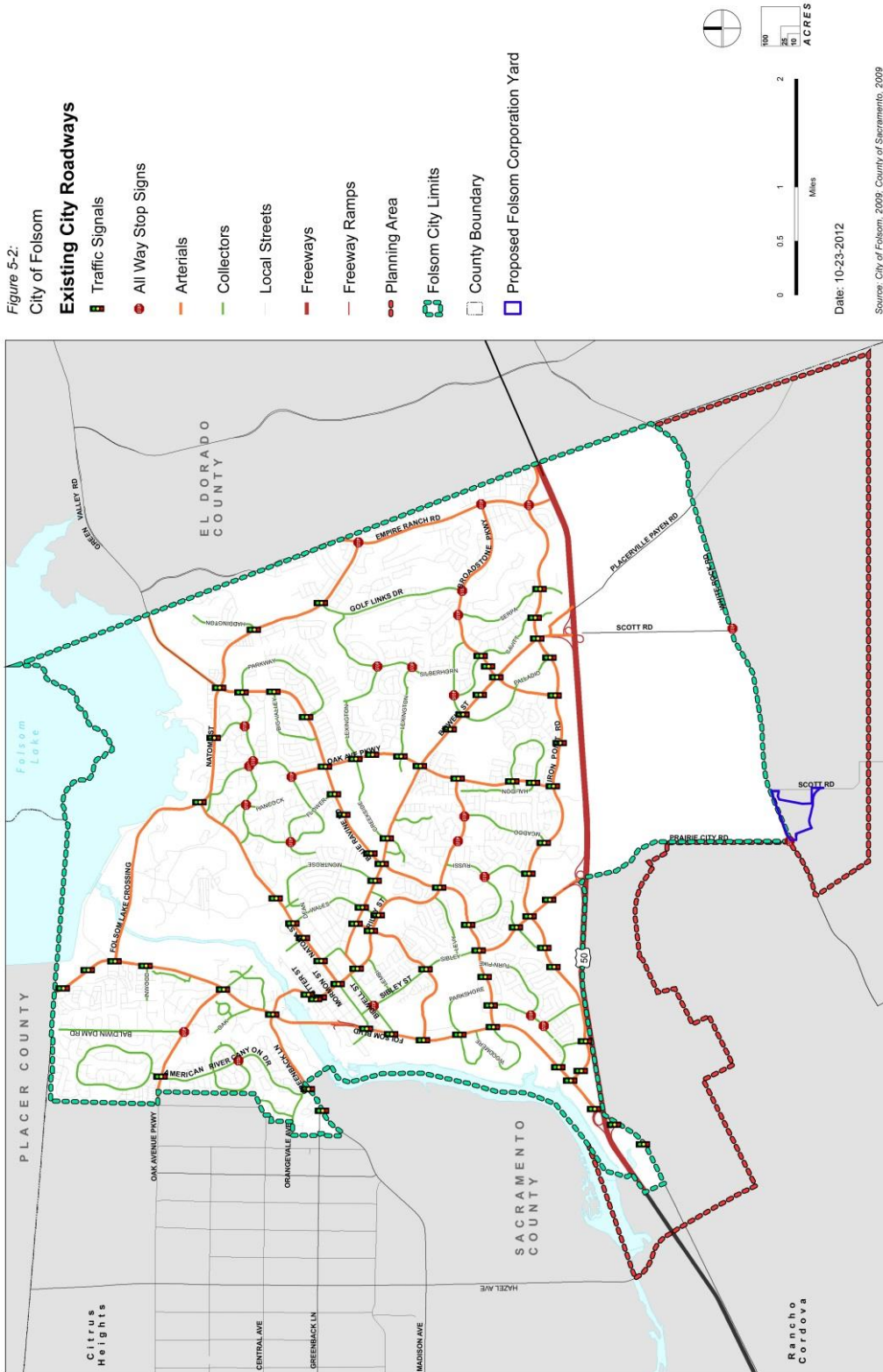
The City's existing roadway system includes a variety of local roadways and facilities, as shown in Figure 5-5 on the following page. However, sufficient transportation infrastructure does not currently exist south of Highway 50 due to its undeveloped nature. In order to serve development south of Highway 50, including the proposed Project site, the Folsom Plan Area proposes a detailed roadway circulation plan that includes extending the existing north-south routes on Prairie City Road and Scott Road. The Folsom Plan Area proposes turning these existing roadways into major north/south "complete streets" with features such as wide shaded sidewalks, bike lanes, and transit routes. It also proposes adding two more north/south routes that will connect with Oak Avenue Parkway and Empire Ranch Road north of Highway 50.

The circulation plan for the Folsom Plan Area also includes portions of the Capital Southeast Connector project, a 35-mile-long multimodal, limited access transportation facility that will link communities in Sacramento and El Dorado Counties, including Elk Grove, Rancho Cordova, Folsom, and El Dorado Hills. A Joint Powers Authority (JPA) has been formed for the project that consists of the Cities of Elk Grove, Rancho Cordova, and Folsom, and Sacramento and El Dorado Counties. Specifically, the Capital Southeast Connector project is anticipated to widen White Rock Road to a 4-lane expressway and will require the re-alignment of Scott Road to the south.

The Streets Maintenance Division of the Public Works Department is responsible for maintenance of a majority of the City's roadways, bridges, storm drainage systems and sidewalk infrastructure. However, the City does have multiple maintenance agreements with Sacramento County, which include intersection maintenance, street lights operation, and roadway maintenance at the following locations: 1) Madison Avenue at Greenback Lane; 2) Folsom Boulevard between Highway 50 and Aerojet Road; and 3) American River Canyon Drive at Greenback Lane. The City also has an agreement with El Dorado County for maintenance along Sophia Parkway.

This division is also responsible for compliance with current National Pollutant Discharge Elimination System (NPDES) regulations, including street sweeping. In addition, maintenance of creeks and City-owned street trees, and weed abatement, are the responsibility of the Street Maintenance Division. The City's pavement management system is updated and implemented through the Street Maintenance Division. The Traffic Maintenance Division is responsible for the operation and maintenance of traffic signals and City-owned street lights within the City limits.

Figure 5-5: Transportation Infrastructure



In addition, the Traffic Division maintains traffic signs and pavement markings throughout the City, assures Geographic Information System (GIS) and database tracking of all related assets, facilitates fiber optic interconnects in the City, and installs and monitors traffic flow and related equipment.

It should be noted that the Sacramento County Department of Transportation has previously commented on the draft MSR to express concerns regarding the geometric configuration of the realignment of Scott Road. Sacramento County's comments are included in Appendix A. The City will enter into a separate agreement (e.g., MOU) with Sacramento County to address the County's concerns related to this issue. Based on these determinations, the City can efficiently and effectively meet the long term transportation needs of the Project.

WASTEWATER

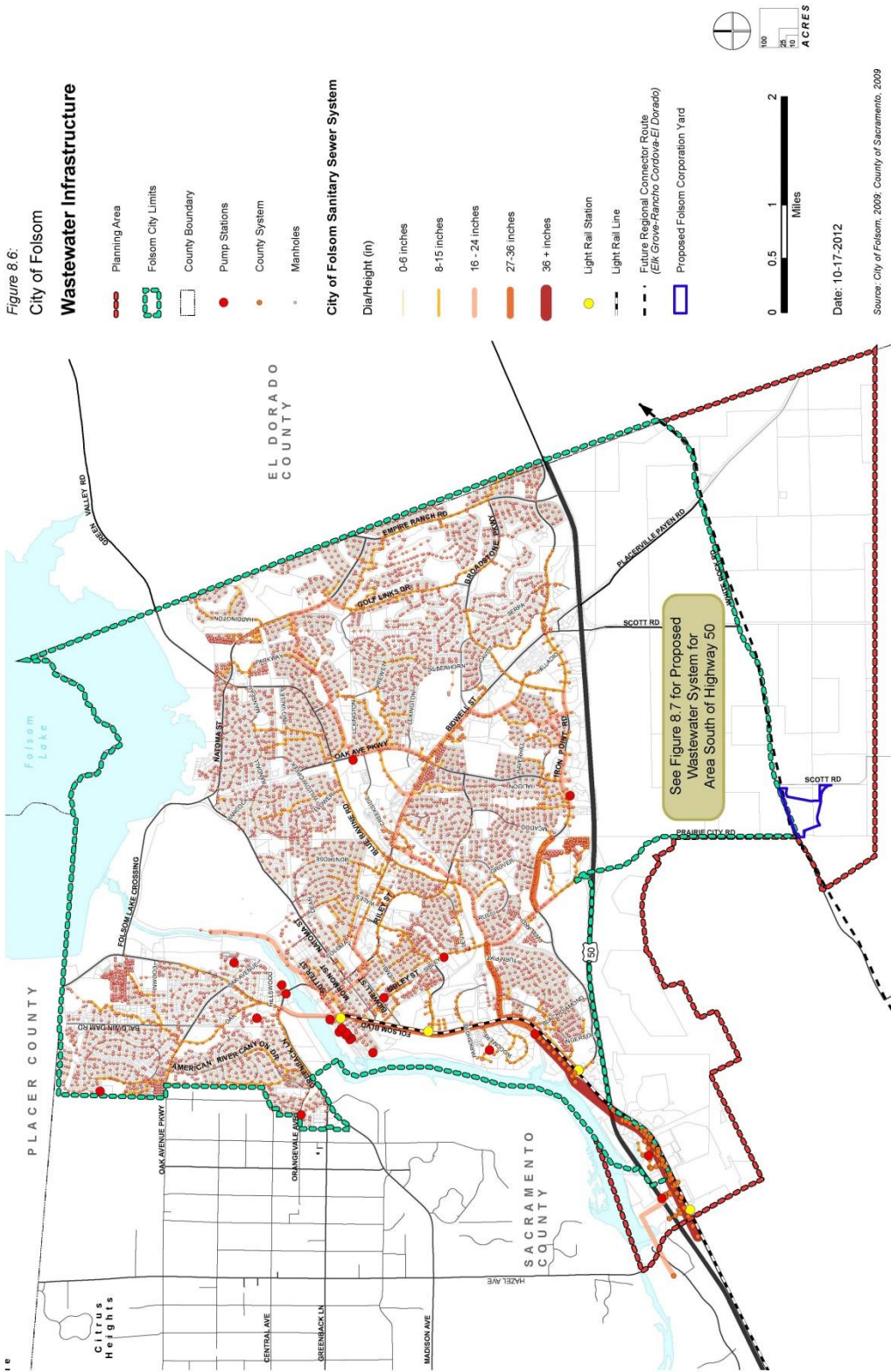
The City's Environmental and Water Resources Department is in charge of the sanitary sewer system for the City. The City collects sewage within the city limits, which is routed through interceptors owned by the Sacramento Regional County Sanitation District (SRCSD) to be treated at the Sacramento Regional Wastewater Treatment Plant (SRWTP) located just north of Elk Grove. The City does not currently have any compliance matters or issues.

Folsom's sewer collection system consists of over 264 miles of sanitary sewer pipe and 9 pump stations. SRCSD has two interceptors and one pump station that serve the City of Folsom – the Folsom East Interceptor, the Folsom Interceptor, and the Iron Point Pump station. A map of the City's wastewater system is shown in Figure 5-6 on the following page.

Wastewater service is not currently available in the area of Folsom south of Highway 50 due to its undeveloped nature; however, the Folsom Plan Area calls for the majority of the area to have a wastewater system similar to that north of Highway 50, with collectors and mains conveying wastewater to the SRCSD system for treatment. The existing Folsom East Interceptor is designed to serve buildout of the Folsom Plan Area, including the Project area.

Specifically, sanitary sewer service for the Project area will be provided by constructing a small sanitary sewer lift station near the southwestern corner of the project. The sewer lift station will connect to a future 15-inch sanitary sewer located north of the JPA Connector (White Rock Road) within Prairie City Road via a small force main pipeline. The future 12-inch Prairie City Road sanitary sewer flows north to Alder Creek Parkway and then to the Alder Creek Parkway Sanitary Sewer Lift Station. The Alder Creek Parkway Sanitary Sewer Lift Station pumps into the SRCSD system. SRCSD has indicated that the SRWTP has sufficient capacity to accept and treat the effluent anticipated from the Project. Based on these determinations, the City and SRCSD can efficiently and effectively meet the long term wastewater needs of the Project.

Figure 5-6: Wastewater Infrastructure



WATER

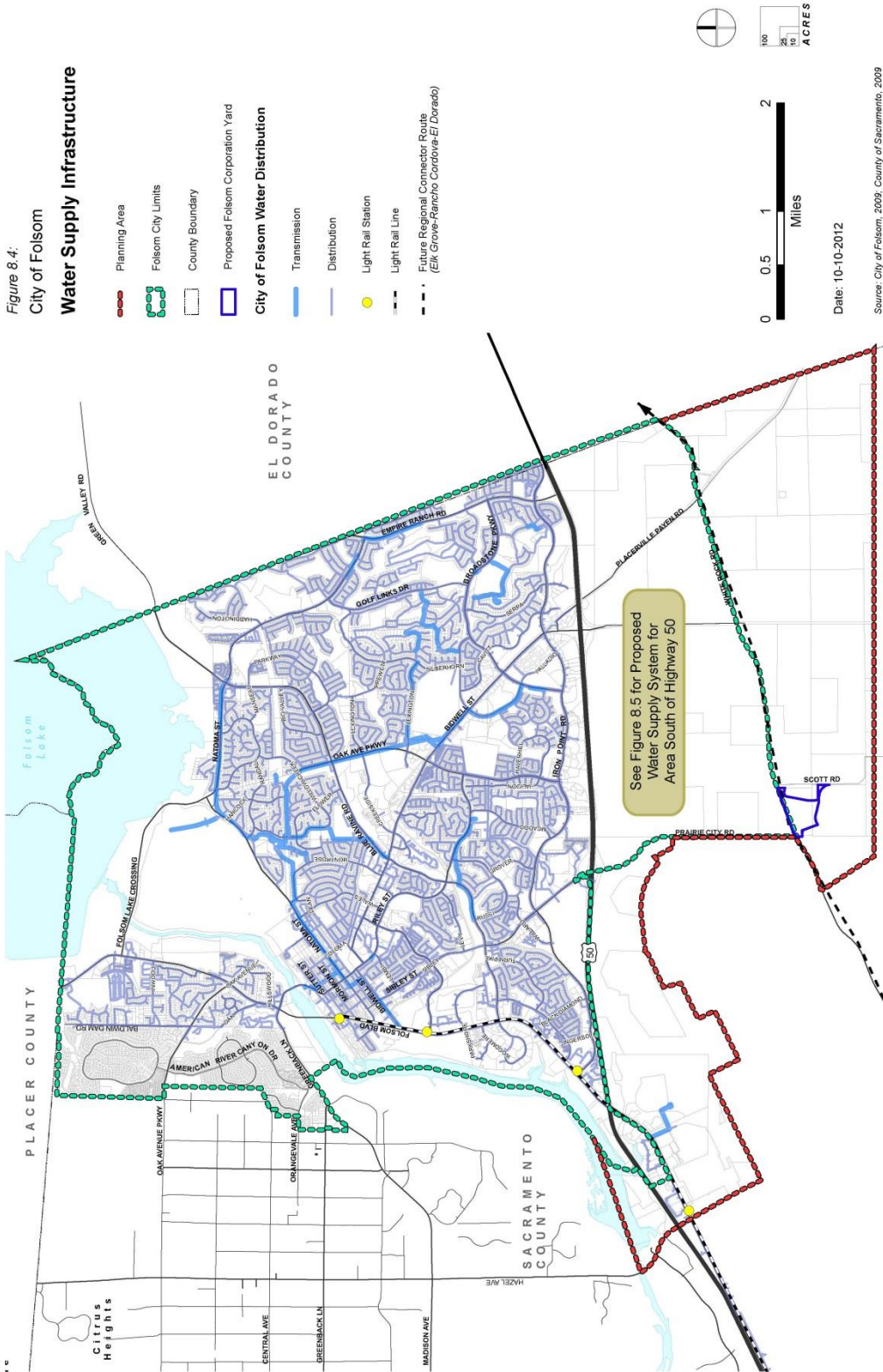
A variety of service providers deliver potable water to the City, including the City and the San Juan Water District (Community Services District). The City provides potable water to the Folsom Service Area, which includes the area south of the American River within the city limits and the Aerojet properties that generally lie north of Old White Rock Road, west of Prairie City Road, and east of Folsom South Canal. The San Juan Water District supplies wholesale and retail water to the area north of the American River, but the City is the retail water provider to customers within the Ashland Water Service Area, which is located east of Baldwin Dam Road and Oak Avenue. Finally, Folsom State Prison has its own water supply and an on-site 3.5 million gallon per day water treatment plant which receives water directly from the Folsom Reservoir.

The City obtains all of its potable water supply from the Folsom Reservoir. The City's current water rights amount to 34,000 acre-feet of raw water per year. Raw water from the Folsom Reservoir is treated at the City treatment plant located on East Natoma Street and Randall Drive. The treatment plant has a nominal capacity of 50 million gallons per day (mgd). Treated water is stored in two water storage reservoirs at the water treatment plant and 10 treated water storage tanks/reservoirs located throughout the water distribution system, which are operated in parallel and serve different zones. The water distribution system is made up of distribution mains, storage tanks, and booster pump stations, which are shown in Figure 5-7 on the following page.

Although the Folsom Plan Area currently does not have any water supply infrastructure, it is primarily within the City's water service area. The City plans to divert water from the Folsom Reservoir and use the same conveyance and treatment facilities used for the Folsom Service Area north of Highway 50 to serve the Folsom Plan Area. The proposed water supply for the Folsom Plan Area is consistent with Measure W.

Proposed water infrastructure to the Folsom Plan Area will also provide water service to the Project. Potable water to the Project is anticipated to come from a future 12-inch potable water main located north of the JPA Connector within Prairie City Road and another future 12-inch potable water main located north of the JPA Connector within a single-family development. These two potable water pipelines in the Folsom Plan Area will provide the Project with a looped system. Non-Potable water, or "purple pipe", service for the Project is anticipated to be provided by a non-potable water main located north of the JPA Connector within Prairie City Road when a future non-potable supply is identified by the City, and a connection will be made to bring non-potable water to the Project area. Based on these determinations, the City can efficiently and effectively meet the long term water needs of the Project.

Figure 5-7: Water Infrastructure

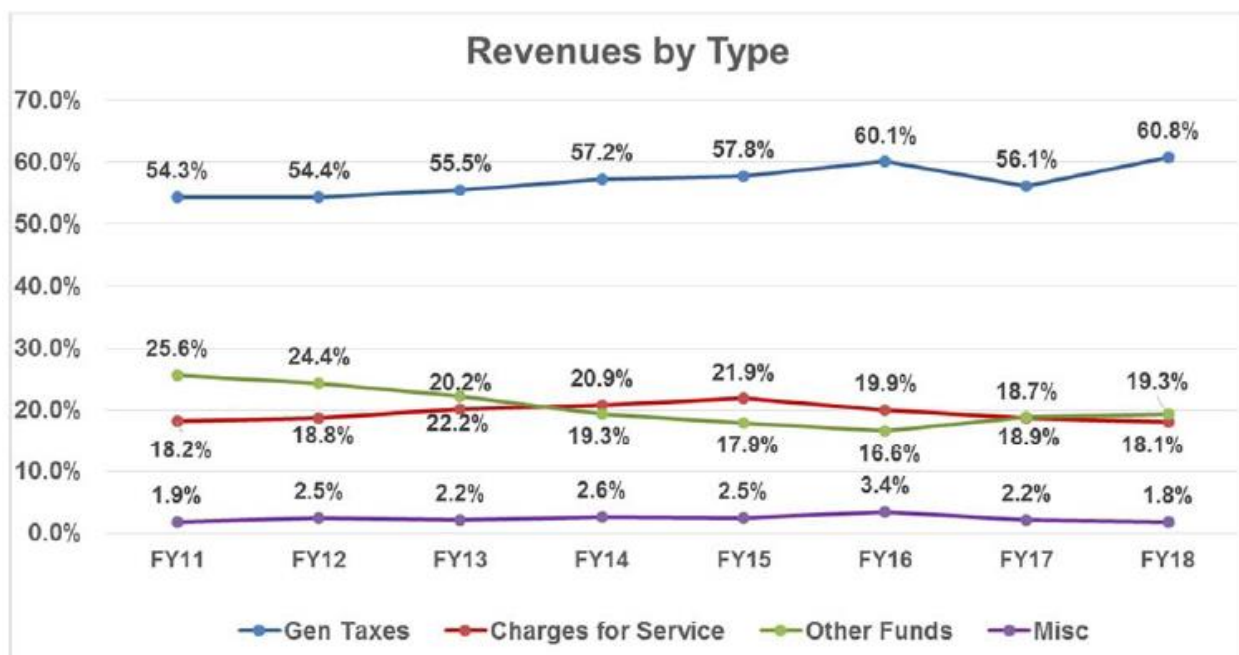


CHAPTER 6: FINANCIAL ABILITY TO PROVIDE SERVICES

Services provided by the City are funded by several sources, including but not limited to the City's General Fund and various enterprise funds. As the City grows and new development occurs, additional municipal services, including those located at the proposed Corporation Yard site, will be required to serve that development. However, new development will also generate revenue to the City and affected agencies to offset the costs of those services. In addition, future development is required to pay its fair share to upgrade and expand municipal utilities to adequately serve new development, resulting in no negative financial impacts to current residents regarding the expansion of new infrastructure. The City has established comprehensive finance programs to allow the City to collect sufficient funds on time in order to allow major new projects to develop. As the City is currently financially stable, and has experienced significant growth in the past, it is anticipated that the City will remain financially stable as new growth occurs.

GENERAL FUND

The City's General Fund is the primary operating fund of the City and accounts for most of the financial resources of the City, except those required to be accounted for in another fund. The General Fund includes revenue from property taxes, sales tax, charges for service, intergovernmental revenue, and transfers in from other funds. A historical breakdown of each revenue type is presented below.



In FY 2017-18, the City's budget anticipates approximately \$82.0 million in General Fund revenues and \$82.0 million in overall General Fund expenses, including debt service. The City

is anticipated to have a \$14.3 million balance in the General Fund at the end of fiscal year 2017-18. In addition to the City’s General Fund obligations, the City’s FY 2017-18 budget includes approximately \$77.6 million in Capital Improvement Plan obligations.

The General Fund supports general government, police, fire, community services, culture and recreation, debt service, and other services. Table 6-1 below shows the allocation of the General Fund to each of these services.

Table 6-1: General Fund Appropriations – FY 2017-18 Budget

Appropriation Category	Proposed Budget	% of GF Expenses
Fire	\$17.8M	21.7%
Police	\$21.4M	26.1%
Community Service	\$11.7M	14.3%
General Government	\$9.0M	10.9%
Culture & Recreation	\$13.8M	16.8%
Debt Service	\$2.2M	2.7%
Other	\$6.1M	7.5%

Source: City of Folsom FY 2017-18 Budget

ENTERPRISE FUNDS

Enterprise funds are used to account for self-supporting activities that provide services on a user charge basis. For example, the City provides water treatment, water distribution, wastewater collection, and solid waste services to its residents; users of these services pay utility fees, which the City deposits in an enterprise fund.

The City has four enterprise service funds that provide services financed by user charges, including transit, solid waste, wastewater, and water. These are considered proprietary funds because they are financed and operated in a manner similar to a private business enterprise. User fees for each enterprise are set at a rate to ensure that sufficient revenues to fund operations, maintenance, and capital improvement costs are collected. All four of the City’s enterprise funds are operating at a sufficient level with no deficit and are expected to continue to operate at a sufficient level without a deficit after the Project is developed.

CHAPTER 7: SHARED FACILITIES STATUS AND OPPORTUNITIES

This chapter presents opportunities for the City to share facilities or programs with other neighboring local agencies. Sharing facilities can lead to cost savings and a more efficient delivery system. Although the proposed Project will not be shared with another agency, it is an example of shared facilities between various City departments. The City currently has a wide variety of uses at multiple corporation yard locations. If approved, the City would move and consolidate current corporation yard operations to the Project site. The new yard is anticipated to house the following City departments: Parks and Recreation, Public Works, and Utilities.

Fire Protection

Fire protection service is often described as a network, as multiple service providers partner together to ensure appropriate coverage and support. The Fire Department has automatic aid agreements with neighboring jurisdictions in Sacramento, El Dorado, and Placer Counties which establish that the closest and most appropriate unit will respond to an emergency. However, the City Fire Department is the primary fire and emergency services provider for the area. As such, there are currently no opportunities for the Fire Department to share facilities with another agency. Nonetheless, the Fire Department and Police Department are planning to provide services to the Project as well as to the Folsom Plan Area from a co-located fire station and police station satellite site, up to and including a joint public safety training center. However, the City is uncertain about the timing of the joint training center at this time.

Law Enforcement

The Police Department does not share facilities with other city departments or outside agencies due to state and federal mandates related to information security. However, the Police Department actively works with other law enforcement agencies in the Sacramento region and participates in various interagency programs, including the Sacramento Valley Regional Hi-Tech Crimes Task Force, and Project Lifesaver. Furthermore, as noted above, the Police Department and Fire Department are planning to provide services to the Project as well as to the Folsom Plan Area from a co-located fire station and police station satellite location.

Library

The City operated a joint-use branch library, the Norman R. Siefkin Library, at the Vista del Lago High School in Empire Ranch; however, the Siefkin public library access ceased in 2011 due to budget constraints. Public library access at the Siefkin Library could be restored in the future if sufficient customer demand and funding exist.

Although the City has one main library, library card holders from Sacramento County, Sutter County, Woodland, and Colusa Public Libraries and their branches may access the Folsom Public Library catalog and amenities. Furthermore, materials borrowed at these other libraries may be returned to the Folsom Public Library, and vice versa.

Natural Gas and Electric

Both SMUD and PG&E are regional service providers. SMUD provides electric service throughout the Sacramento region, while PG&E provides gas service for most of northern California. Consequently, both SMUD and PG&E are able to make investments in regional-type infrastructure within their respective service areas.

Parks and Recreation

Recreation opportunities for Folsom residents are enhanced by the open space provided by the Folsom Cordova Unified School District and nearby State and regional parks. City polices exist to optimize the City's park planning by coordinating with other public entities on the provision of park and recreation facilities. Specifically, the City strives to maintain a joint use arrangement of park and school facilities with the Folsom Cordova Unified School District. The City also cooperates with the County Department of Regional Parks, State Department of Parks and Recreation, State Department of Corrections and Rehabilitation, and State Department of Fish and Wildlife on facility development and program offerings.

Solid Waste

As the City is the primary service provider for the area, there are currently no opportunities for the Solid Waste Division to share facilities with another agency. However, most refuse from Folsom is sent to the Keifer Landfill, which is the primary solid waste disposal facility in Sacramento County and is operated by the County.

Storm Drainage

The City operates and maintains an extensive storm drainage system, including about 200 miles of pipe, 23 miles of natural drainage channels/creeks, 60 flood control and/or water quality detention basins, and over 200 outfalls to creeks/rivers. However, the City has been a partner in the Sacramento Stormwater Quality Partnership along with the County of Sacramento and the Cities of Sacramento, Citrus Heights, Elk Grove, Galt and Rancho Cordova. Together, Sacramento Stormwater Quality Partnership entities provide a comprehensive program involving public outreach, construction and industrial controls, water quality monitoring and other activities designed to protect the health of creeks and rivers throughout the region.

Transit

Transit service in the City is offered by the City and by Sacramento Regional Transit. Specifically, bus services are provided by the City and light rail services are provided by Sacramento Regional Transit. Both agencies coordinate operations to serve Folsom residents in an efficient manner. Furthermore, the City's transit system is really part of a larger network, which allows residents and employees to use public transportation to maneuver around the Capital region. To that end, there is much cooperation and coordination between transit providers. Buses and other long term assets, however, do not necessarily lend themselves to

sharing. Consequently, the Transit Division has not identified any other potential opportunities for shared facilities with other agencies at this time.

Transportation

Transportation facilities are inherently different from those facilities that accommodate service providers (e.g., police and fire stations). While the latter may lend themselves to potential facility sharing, the entire transportation network is effectively shared since all facilities are open to residents, visitors, commuters, etc. However, the City does have multiple maintenance agreements with Sacramento County, which include intersection maintenance, street lights operation, and roadway maintenance at the following locations: 1) Madison Avenue at Greenback Lane; 2) Folsom Boulevard between Highway 50 and Aerojet Road; and 3) American River Canyon Drive at Greenback Lane. The City will also enter into a new maintenance agreement for those segments of the realigned Scott Road that are shared between the City and Sacramento County. In addition, the City has an agreement with El Dorado County for maintenance along Sophia Parkway.

Wastewater

Sewer service involves the collection, transmission, treatment, and disposal of effluent waste. Service in the City is provided by two agencies: the City of Folsom and the Sacramento Regional County Sanitation District. The City collects sewage within the city limits, which is routed through interceptors owned by the Sacramento Regional County Sanitation District (SRCSD) to be treated at the Sacramento Regional Wastewater Treatment Plant (SRWTP) located in Elk Grove. In addition to the City of Folsom, SRCSD serves the cities of Elk Grove, Rancho Cordova, Citrus Heights, and Sacramento.

Water

The City coordinated with Sacramento County, the US Bureau of Reclamation, and San Juan Water District to prepare its most recent Urban Water Management Plan (UWMP) pursuant to the Urban Water Management Planning Act. The UWMP documents the City's water management planning efforts to ensure adequate water supply to meet demands over the next 25 years. The City also co-developed the Sacramento Groundwater Authority in 1998 as a collaborative and inclusive approach to sustainable groundwater management. The Sacramento Groundwater Authority is a joint powers authority created to collectively manage groundwater resources in the North Area Groundwater Basin, which includes areas of Sacramento County north of the American River. The City is also a member of the Central Sacramento County Groundwater Management Plan and Regional Water Authority and is a signatory to the Water Forum. In addition, the City coordinates with neighboring entities, including the San Juan Water District, El Dorado Irrigation District, Golden State Water Company, and Sacramento County, as a result of shared water interests related to water supply agreements and interconnections.

CHAPTER 8: GOVERNMENT STRUCTURE AND ACCOUNTABILITY

The City of Folsom was founded in 1856, incorporated in 1946, and chartered in 1990. Folsom is a “full service” charter City, serving a population of over 72,000. The City is located along the eastern end of the Highway 50 corridor in the Sacramento foothills. On January 19, 2012, the Sacramento Local Agency Formation Commission approved the annexation of 3,585 acres into the City’s boundaries. Known as the Folsom Plan Area, it is proposed to include 11,337 residential units as well as 2.8 million square feet of commercial development at buildout and is anticipated to add nearly 28,000 residents to the City.

Each City department operates within a Council-Manager form of government. The City Council, the legislative and policy-making body, exists to provide responsible leadership to an empowered and accountable City Manager by establishing policy direction and financial oversight required for long term viability, and to residents and businesses of Folsom through sound decision-making in the quest to provide for public health, safety, and quality of life. The Council consists of five members who are elected at large and who serve staggered four-year terms. The council members annually select a mayor and vice mayor from among their members. Current City Council members include:

- Mayor Steve Miklos
- Vice Mayor Ernie Sheldon
- Roger Gaylord III
- Kerri Howell
- Andy Morin

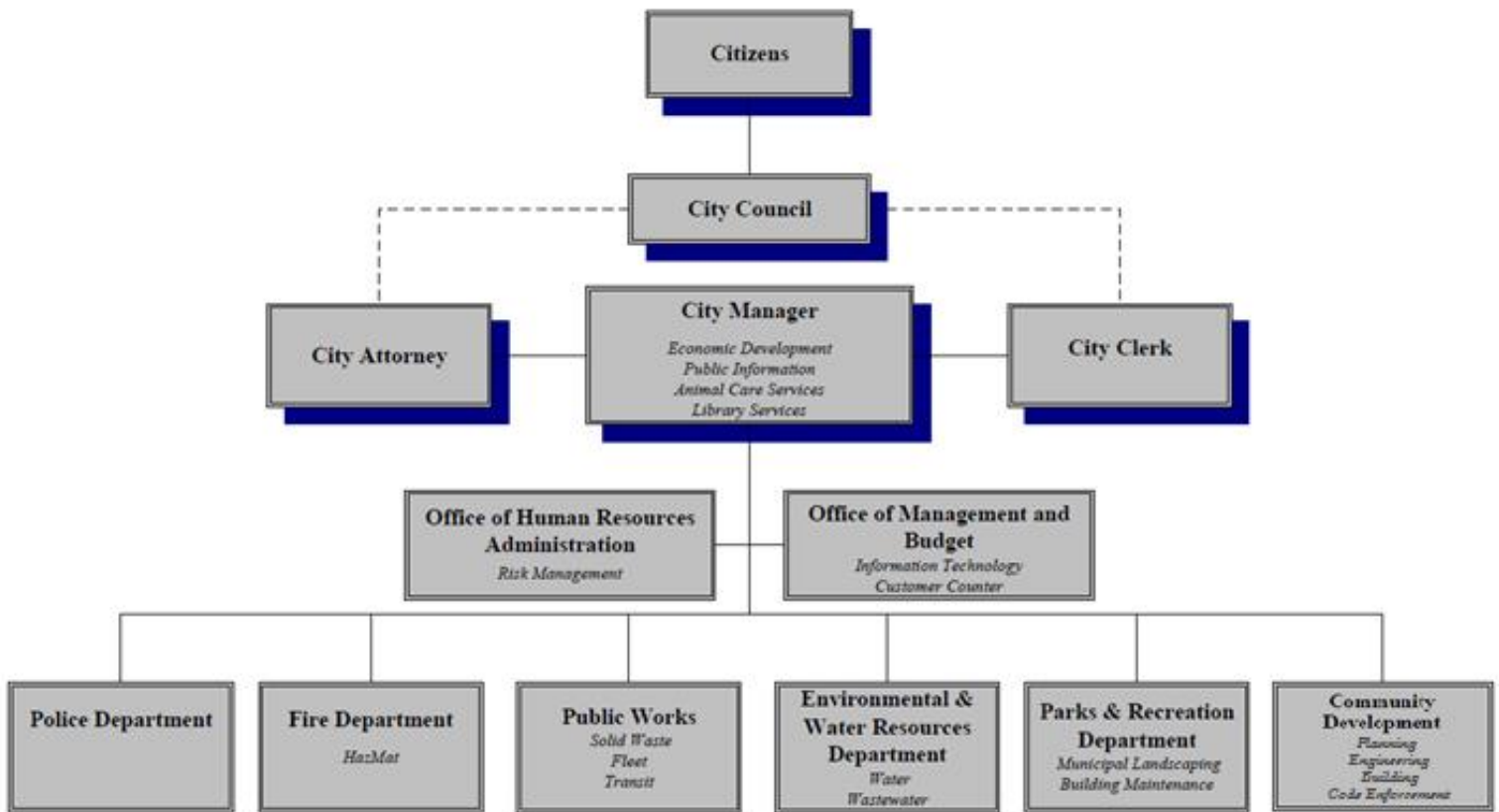
Folsom City Council regular meetings are held on the second and fourth Tuesdays of each month at 6:30 p.m. in the Council Chambers, City Hall, 50 Natoma Street, Folsom, CA 95630. All meetings are noticed according to the Ralph M. Brown Act, and meeting agendas are posted on the City website and at City Hall and the Folsom Public Library. Meetings are televised on local cable television. Residents may watch live or archived broadcasts of City Council meetings online at the City’s website.

The City has long benefited from the active involvement of residents in many civic activities. One of the many ways that Folsom residents can be involved is by serving on one of the City’s commissions and committees. There are a variety of opportunities available, serving different areas of interest, and residents are encouraged to take part in helping develop city programs.

The City Manager is responsible for daily administration of City affairs. The Folsom City Council appointed Evert Palmer as City Manager in October 2011. The City Manager’s Office implements City Council policies, develops and maintains responsive City programs and services within approved budgetary guidelines, provides leadership and motivation to City staff,

maintains and plans for fiscal integrity, promotes good customer service, initiates and continues strong relationships with local and regional businesses and governmental agencies, and ensures City operations are managed transparently and efficiently. The City’s organization chart is presented in Figure 8-1.

Figure 8-1: City Organization Chart



APPENDIX A

MSR COMMENTS

County Executive
Navdeep S. Gill



County of Sacramento

Board of Supervisors
Phillip R. Serna, District 1
Patrick Kennedy, District 2
Susan Peters, District 3
Sue Frost, District 4
Don Nottoli, District 5



April 20, 2018

Mr. Don Lockhart
Sacramento Local Agency Formation Commission
1112 I Street, Suite 100
Sacramento, CA 95814

SUBJECT: CITY OF FOLSOM MUNICIPAL SERVICES REVIEW FOR THE PROPOSED FOLSOM CORPORATION YARD SPHERE OF INFLUENCE AMENDMENT REPORT DATED MARCH 21, 2018 (LAFCo 01-17)

Mr. Lockhart:

We have received the City of Folsom Municipal Services Review for the Proposed Folsom Corporation Yard Sphere of Influence Amendment (LAFC #01-17) date March 21, 2018. Please see the attached comments from the Sacramento County Department of Transportation. Sacramento County Water Agency and Planning and Environmental Review have no comment.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jeff King".

Jeff King
CEO Management Analyst

Attachments:

Sacramento County Department of Transportation data April 20, 2018

COUNTY OF SACRAMENTO

PUBLIC WORKS & INFRASTRUCTURE AGENCY

Inter-Departmental Correspondence

April 20, 2018

To: Jeff King, County Executive Office

From: Dean Blank, Department of Transportation

Subject: City of Folsom SOI (Folsom Corporation Yard) Municipal Services Review
LAFC 01-17

The Sacramento County Department of Transportation has reviewed the Municipal Services Review (MSR) for the proposed City of Folsom sphere of influence (SOI) amendment to accommodate a City of Folsom corporation yard and offers the following comments.

1. The Department has expressed concerns regarding the geometric configuration of the realignment of Scott Road and suggests that the City of Folsom and Sacramento County meet to discuss and resolve the Department's concerns. The concerns are re-iterated below.
 - a. The roadway alignment for the extension of Prairie City Road south of White Rock Road to its intersection with the realigned segment of Scott Road is currently proposed as a T-intersection with the through movement being Scott Road to a new Prairie City OHV park access. This roadway alignment should be revised so that the through movement is Prairie City Road to Scott Road with the OHV park access connecting as a "T" connection. Horizontal roadway curves on Scott Road should not be greater than an 800 foot radius curve so as to not encourage excessive speeds.
 - b. How will the realignment of Scott Road and the subsequent abandonment of the northerly segment of Scott Road affect access to the parcels both east and west of the abandoned Scott Road segment. Note that the Capital SouthEast Connector roadway on this portion of White Rock Road is intended to be access controlled (access will be prohibited from White Rock Road).

2. While there are existing maintenance agreements between the City and County for the maintenance of roadways that are shared by each jurisdiction, the City and County will need to enter into a new maintenance agreement for those segments of the realigned Scott Road that are shared between the City and the County.

If you have any questions, please feel free to contact me at 874-6121.

DAB:dab

c: Michael Penrose, Deputy County Executive
Ron Vicari, Department of Transportation
Dan Shoeman, Department of Transportation