State of California - Department of Fish and Wildlife

2024 ENVIRONMENTAL DOCUMENT FILING FEE CASH RECEIPT

DFW 753.5a (REV. 01/01/24) Previously DFG 753.5a

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RECEIPT NUMBER:
34 — 03/27/2024 — 122

STATE CLEARINGHOUSE NUMBER *(If applicable)*

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

LEAD AGENCY	LEAD AGENCY EMAIL	DATE
CITY OF FOLSOM		03/27/2024

COUNTY/STATE AGENCY OF FILING	DOCUMENT NUMBER
Sacramento	2024-0135

PROJECT TITLE

ITS Master Plan Implementation Project

PROJECT APPLICANT NAME	PROJECT APPLICANT EMAIL	PHONE NUMBER
CITY OF FOLSOM		(916) 461-6710

PROJECT APPLICANT ADDRESS	CITY	STATE	ZIP CODE
50 NATOMA ST	FOLSOM	CA	95630

PROJECT APPLICANT *(Check appropriate box)*

☑ Local Public Agency ☐ School District ☐ Other Special District ☐ State Agency ☐ Private Entity

CHECK APPLICABLE FEES:

☐ Environmental Impact Report (EIR)	$4,051.25	$	0.00
☐ Mitigated/Negative Declaration (MND)(ND)	$2,916.75	$	0.00
☐ Certified Regulatory Program (CRP) document - payment due directly to CDFW	$1,377.25	$	0.00

☑ Exempt from fee

- ☑ Notice of Exemption (attach)
- ☐ CDFW No Effect Determination (attach)

☐ Fee previously paid (attach previously issued cash receipt copy)

☐ Water Right Application or Petition Fee (State Water Resources Control Board only)	$850.00	$	0.00
☑ County documentary handling fee		$	50.00
☐ Other		$	

PAYMENT METHOD:

☐ Cash ☑ Credit ☐ Check ☐ Other **TOTAL RECEIVED** $ 50.00

SIGNATURE	AGENCY OF FILING PRINTED NAME AND TITLE
X	Sacramento County Clerk/Recorder-Jacob Hermanson-Deputy Clerk

ORIGINAL - PROJECT APPLICANT | COPY - CDFW/ASB | COPY - LEAD AGENCY | COPY - COUNTY CLERK | DFW 753.5a (Rev. 01012024)

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
555 Capital Mall, Suite 300
Sacramento, CA 95814

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

ENDORSED
SACRAMENTO COUNTY
MAR 27 2024
DONNA ALLRED, CLERK/RECORDER
BY _____ DEPUTY

Project Title: ITS Master Plan Implementation Project

Project Applicant: City of Folsom

Project Location - Specific:

City Wide - See Attachement

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

Description of Nature, Purpose and Beneficiaries of Project:

The Folsom Intelligent Transportation Systems (ITS) Master Plan Implementation Project (proposed project or project) would upgrade the Fiber Communications Network throughout the City of Folsom (City). The project would include signal improvements that are typically swift installs on existing communications infrastructure, with minimal disruption to the community, and near-term cost-effective traffic treatments to streets. Fiber optic improvements would include termination of existing fiber, upgrades of existing fiber, new fiber trunk and conduit installation to a depth of 36 inches, and new fiber installation in an existing conduit.

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.

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: _____ Date: 03/18/2024 Title: Senior Civil Engineer

▪ Signed by Lead Agency Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: _____

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

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RECEIPT NUMBER:
34 — 11/28/2023 — 532

STATE CLEARINGHOUSE NUMBER *(If applicable)*

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

LEAD AGENCY	LEAD AGENCY EMAIL	DATE
City of Folsom		11/28/2023

COUNTY/STATE AGENCY OF FILING	DOCUMENT NUMBER
Sacramento	2023-0620

PROJECT TITLE

Corporation Yard Fuel Station Aboveground Storage Tank Replacements

PROJECT APPLICANT NAME	PROJECT APPLICANT EMAIL	PHONE NUMBER
City of Folsom, Attn: Ryan Chance		(916)461-6713

PROJECT APPLICANT ADDRESS	CITY	STATE	ZIP CODE
1300 Leidesdorff Street	Folsom	CA	95630

PROJECT APPLICANT *(Check appropriate box)*

☑ Local Public Agency ☐ School District ☐ Other Special District ☐ State Agency ☐ Private Entity

CHECK APPLICABLE FEES:

☐ Environmental Impact Report (EIR)	$3,839.25	$	0.00
☐ Mitigated/Negative Declaration (MND)(ND)	$2,764.00	$	0.00
☐ 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)

☐ Water Right Application or Petition Fee (State Water Resources Control Board only)	$850.00	$	0.00
☑ County documentary handling fee		$	50.00
☐ Other		$	

PAYMENT METHOD:

☐ Cash ☑ Credit ☐ Check ☐ Other **TOTAL RECEIVED** $ 50.00

SIGNATURE	AGENCY OF FILING PRINTED NAME AND TITLE
X	Sacramento County Clerk/Recorder- Jenny Padierna -Deputy Clerk

ORIGINAL - PROJECT APPLICANT | COPY - CDFW/ASB | COPY - LEAD AGENCY | COPY - COUNTY CLERK | DFW 753.5a (Rev. 01/01/2023)

Attachment A

City of Folsom ITS Master Plan Implementation Project CEQA Exemption Information Form

City of Folsom

Project Overview

The Folsom Intelligent Transportation Systems (ITS) Master Plan Implementation Project (proposed project or project) would upgrade the Fiber Communications Network throughout the City of Folsom (City). The project would include signal improvements that are typically swift installs on existing communications infrastructure, with minimal disruption to the community, and near-term cost-effective traffic treatments to streets. Fiber optic improvements would include termination of existing fiber, upgrades of existing fiber, new fiber trunk and conduit installation to a depth of 36 inches, and new fiber installation in an existing conduit.

Project Location

The project is located in City of Folsom which is within the northeast portion of Sacramento County, California. Improvements associated with the project would be located throughout the City but can be broken down into nine (9) different corridors as follows, Blue Ravine Road Corridor, Broadstone Parkway Corridor, Riley Street/East Bidwell Street Corridors, Natoma Street Corridor, East Natoma Street Corridor, Folsom Auburn Road/Folsom Boulevard Corridors, Glen Drive/Prairie City Road/Sibley Street Corridors, Iron Point Road Corridors, and Oak Avenue Parkway Corridors. Specific improvements associated with these corridors are listed below in the project description. Project improvements would primarily be located within or on existing structures, with exception of four segments which would require trenching for a new fiber trunk and conduit. The areas surrounding the proposed project are highly urbanized and land uses are dominated by residential communities with interspersed industrial and commercial development that serve local residents.

Proposed Description

Project Elements

The project would include the following traffic signal treatments and fiber optic communications connection upgrades to enhance the City's traffic management system performance by improving the remote monitoring and control capabilities of traffic signals while allowing the transportation system to reliably function and reduce congestion and delays while increasing safety.

Traffic Signal Improvements

- **Controllers and Controller Cabinets** – The proposed project would have eighteen (18) traffic signal controller upgrades and five (5) controller cabinet upgrades in which the selected locations would be determined at a future time. Replacement of existing traffic signal controller cabinets and controllers would bring legacy traffic signal controller cabinets and controllers up to the current City standard, improve efficiency of traffic signal system operations and management,

improve travel time reliability, improve safety, and reduce fuel consumption and emissions compared to typical traffic operations.

- **Arterial Corridor Video/Radar Detection** – The installation of arterial corridor video or radar detection would replace existing in-pavement loops in order to improve vehicle and multi-modal (bicycle and pedestrian) detection and vehicle/user discrimination capabilities at signalized intersections.
- **CCTV Cameras** – The proposed project would have a total of eighty (80) CCTV cameras. The installation of pan-tilt-soom (PTZ) style CCTV cameras at traffic signal intersections would allow the City to control the camera to see any approach in real-rime, without having to install multiple cameras, in order to monitor real-time traffic conditions and make appropriate adjustments to traffic signal timing or coordination to react to non-recurring congestion. Installation of CCTV camera equipment and ethernet connection in the traffic signal controller cabinet as well as associated cabling would also be required to provide a fully functional CCTV system.

Fiber Optic Communications Connections

Upgraded fiber optic communications connections would improve the communications network by connecting all ITS field devices with enhanced network capacity in order to more effectively manage its overall transportation system. Communications improvements would include fiber optic connections at all seventy-six (76) project traffic signals. Existing multi-mode fiber optic cable would be upgraded to single-mode fiber optic cable where the existing infrastructure exists. Where possible along these locations, new fiber optic trunk cable would be installed in the existing conduit and pull boxes.

- **New Fiber Optic Conduit and Cable** – The installation of a new fiber optic conduit and cable would fill communication gaps on the Iron Point Road Corridor from Las Alhambras Road to Intel West Driveway, the East Bidwell Street Corridor from Placerville Road to the Highway 50 Westbound Ramps, the Folsom Lake Crossing Corridor from Natoma Street to Folsom Dam Road, and the Riley Street Corridor from Humbug Willow Creek Trail to Russi Road.
- **New Fiber in Existing Conduit** – The installation of a new fiber cable in an existing conduit would improve the communications network.
- **Pull Box Upgrades**
- **Wireless Connection Installations**
- **Cellular Connection Installations**

Project Improvement Locations

As noted above, project improvements would take place citywide, specifically within nine (9) corridors. See below for a breakdown of improvements within each corridor and ***Figure 1: Fiber Communications Network Upgrades Map*** and **Figures 2 through 10** for the proposed improvement locations.

Blue Ravine Road Corridor

Fiber Optic Corridor Infrastructure improvements would take place in the City of Folsom on Blue Ravine Road from Folsom Boulevard to East Natomas Street. Signal Improvements would take place from on Blue Ravine Road from Plaza Drive-Seaton Drive to Manseau Drive-Parkway Drive.

Broadstone Parkway Corridor

Fiber Optic Corridor Infrastructure improvements would take place in the City of Folsom on Broadstone Parkway from Iron Point Road to Empire Ranch Road. Signal improvements would take place on Broadstone Parkway from Clarksville Road-Palladio Parkway to VDLHS Talon Street-Stockman Circle.

Riley Street/East Bidwell Street Corridors
Fiber Optic Corridor Infrastructure improvements would take place in the City of Folsom on the East Bidwell Street Corridor from Wales Drive to Mangini Parkway. A new fiber trunk and conduit would be installed on the East Bidwell Street Corridor from Placerville Road to Highway 50 Westbound Ramps and on the Riley Street Corridor from Humbug Willow Creek Trail to Russi Road. Signal Improvements would take place from East Natoma Street on the Riley Street Corridor to Placerville Road on the East Bidwell Street.

Natoma Street Corridor
Signal improvements would take place in the City of Folsom on Natoma Street from Coloma Street to Folsom Prison Road.

East Natoma Street Corridor
Fiber Optic Corridor Infrastructure improvements would take place in the City of Folsom on the East Natoma Street Corridor from Riley Street to Empire Ranch Road. A new fiber trunk and conduit would be installed on the Folsom Lake Crossing Corridor from Natoma Street to Folsom Dam Road. Signal improvements would take place from the Folsom Lake Crossing Corridor at Folsom Dam Road (Spillway Gates Access Road) to the Golf Links Drive Corridor at Silberhorn Drive.

Folsom Auburn Road/Folsom Boulevard Corridors
Fiber Optic Corridor Infrastructure improvements would take place in the City of Folsom from the Folsom-Auburn Road Corridor at Pinebrook Drive to the Folsom Boulevard Corridor at Iron Point Road and from the Folsom Boulevard Corridor from Greenback Lane to Iron Point Drive. Signal Improvements would take place from the Folsom-Auburn Road Corridor at Pinebrook Drive to the Folsom Boulevard Corridor at Iron Point Road.

Glen Drive/Prairie City Road/Sibley Street Corridors
Fiber Optic Corridor Infrastructure improvements would take place in the City of Folsom from the Prairie City Road Corridor from Blue Ravine Road to vis-a-vis Mangini Parkway Signal Improvements would take place from the Glenn Drive Corridor at Sibley Street to the Sibley Street Corridor at Levy Road and ending at the Prairie City Road Corridor at the Intel-Folsom High School Entrance.

Iron Point Road Corridor
Fiber Optic Corridor Infrastructure improvements would take place in the City of Folsom from the Iron Point Road Corridor from the Folsom Boulevard to Empire Ranch Road. A new fiber trunk and conduit would be installed on the Iron Point Road Corridor from Las Alhambras Road to Intel West Driveway. Signal improvements would take place in the City of Folsom on Iron Point Road from Las Alhambras Road to Serpa Way.

Oak Avenue Parkway Corridors
Signal Improvements would take place in the City of Folsom from the Oak Avenue Parkway Corridor from Riley Street to North Lexington Drive-Creekside Drive.

Reasons Why Project is Exempt

The proposed project is categorically exempt from the provisions of CEQA pursuant to State CEQA Guidelines Section 15301, Existing Facilities, Section 15303, New Construction or Conversion of Small Structures, and Section 15304, Minor Alterations to Land.

Section 15301, Existing Facilities

Section 15301 is a Class 1 categorical exemption that consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features involving negligible or no expansion of existing or former use. Specifically, subsection (b) outlines that the project could include alterations to existing facilities of both investor and publicly owned utilities used to provide electric power, natural gas, sewerage, or other public utility services. Additionally, subsection (c) outlines that the project could include alterations to existing highways, streets, sidewalks, gutters, and similar facilities that do not create additional automobile lanes.

- The key consideration for this exemption is that any minor alteration to existing facilities would result in negligible or no expansion of use. Project improvements would replace or upgrade the City's existing traffic management system with new traffic signal treatments and fiber optic communications connection on or within existing facilities and/or within the existing roadway or ROW. The project would include traffic signal improvements that would be installed on existing communications infrastructure, and fiber optic improvements would include termination of existing fiber, upgrades of existing fiber, new fiber trunk and conduit installation, and new fiber installation in an existing conduit. Therefore, the project would take place either on or within existing facilities outlined in subsections (b) and (c) for a Section 15301 categorical exemption. Additionally, the proposed equipment would improve the remote monitoring and control capabilities of traffic signals to reduce traffic congestion and enhance safety. None of the project improvements would result in additional lanes or an expansion of use. Therefore, the proposed project is categorically exempt from the provisions of CEQA pursuant to State CEQA Guidelines Section 15301, Class 1.

Section 15303, New Construction or Conversion of Small Structures

Section 15303 is a Class 3 categorical exemption that consists of construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure. Specifically, subsection (d) outlines that project work could include water main, sewage, electrical, gas, and other utility extensions, including street improvements, of reasonable length to serve such construction.

- The key consideration for this exemption is that the proposed project would construct, convert, or install new equipment in small structures. As described above in the project description, traffic signal improvements would be installed on existing communications infrastructure and fiber optic improvements would include termination of existing fiber, upgrades of existing fiber, new fiber trunk and conduit installation, and new fiber installation in an existing conduit. The equipment proposed would be small in scale and as noted above, with the exception of the new fiber trunk and conduit, would be replacing or adding equipment on or within existing small structures. The new fiber trunk and conduit installation would take place at only four (4) locations and would require the construction of new small structures. Therefore, all proposed improvements would

all fall under new construction or conversion of small structures, specifically electrical and utility extensions, which is an outlined example in subsection (d) for a Section 15303 categorical exemption. The project would be considered categorically exempt from the provisions of CEQA pursuant to State CEQA Guidelines Section 15303, Class 3.

Section 15304, Minor Alterations to Land

Section 15304 is a Class 4 categorical exemption that consists of minor public or private alterations in the condition of land, water, and/or vegetation which do not involve removal of healthy, mature, scenic trees except for forestry or agricultural purposes. Specifically, subsection (f) outlines that project work could include minor trenching and backfilling where the surface is restored.

- The key consideration for this exemption is that the proposed project would only minorly alter land and would not involve the removal of scenic trees. Project improvements would replace or upgrade the City's existing traffic management system with new traffic signal treatments and fiber optic communications connection on or within existing structures and/or within the existing roadway or ROW. The installation of the new fiber trunk and conduit would require trenching within the existing roadway or ROW. The project would only minorly impact land by trenching, which is an identified example in subsection (f) for a Section 15304 categorical exemption. Additionally, as the proposed improvements would take place within the existing roadway or ROW and primarily on or within existing structures, there would be removal of scenic trees. Therefore, the project would be considered categorically exempt from the provisions of CEQA pursuant to State CEQA Guidelines Section 15304, Class 4.

Exceptions to Exemptions

CEQA Section 15300.2 (a through f) presents a list of exceptions to the use of an exemption. The proposed project does not meet any of the exceptions as discussed below:

a) 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.

- The proposed project does rely on a Class 3 and Class 4 exemption. However, project improvements would be located in a highly urbanized area and would not contain an environmental resource of hazardous or critical concern. Additionally, project improvements would be located on or within existing facilities or would require trenching within the existing roadway and/or right-of-way (ROW). Therefore, the project would not have an impact on an environmental resource of hazardous or critical concern.

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 properties, or result in a cumulative impact over time. Project improvements would be located on or within existing facilities or located with an existing roadway or ROW. As a result, the project

would not have an adverse cumulative environmental impact as improvements would be located in heavily urbanized areas and would primarily be upgrading or replacing existing equipment.

- The proposed project is consistent with the existing planning and intent of the City. The proposed improvements would enhance the City's traffic management system and therefore reduce congestion and delays and enhance safety. By complying with existing planning within the City's ITS Master Plan the proposed project would not result in any impacts to the environment and would not make a cumulative contribution to an environmental impact or loss of resources.

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 because the locations of the improvements are in a highly urbanized area within the existing roadway and/or ROW. The proposed project consists of traffic signal treatments and fiber optic communications connection upgrades to enhance the City's traffic management system performance. As stated above in the project description, these improvements include but are not limited to arterial corridor video/radar detection, CCTV camera, fiber optic conduit and cable, and pull box upgrades. None of the proposed project locations have any unusual environmental circumstances. Therefore, there is not, within a reasonable amount of possibility, an activity that would have a significant effect on the environment due to unusual circumstances.
- No native vegetation is present on the project site, and as such, does not provide habitat for federal or state listed species. The proposed project would not affect any historic, cultural, or tribal cultural resources. Therefore, there is not, within a reasonable amount of possibility, an activity that would have an effect on the environment due to unusual circumstances.

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 entirely within an area already developed on or within existing facilities and would not remove any trees, damage any historic structures or scenic resources. The project site is not located within or in proximity to a designated scenic highway. The nearest officially designated scenic highway is Route 50, which is approximately 16 miles to the east of the project area (Caltrans, 2018). The project site is not visible from where Route 50 becomes an officially designated scenic highway in Placerville, CA.

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.

- The proposed project does not occur within a hazardous waste site and the proposed project would not use, handle, store, or dispose of any acutely hazardous materials. Review of the State Water Resources Control Board Geotracker tool and the Department of Toxic Substances Control (DTSC) EnviroStor Database revealed no evidence of hazardous materials sites located within or immediately adjacent to where the project proposes improvements.

- However, there are two closed hazardous material sites nearby the project site located approximately 600 feet southeast and approximately 800 feet southeast of the project site listed as LUST Cleanup Site (Completed – Case Closed) at 560 East Natoma Street and Cleanup Program Site (Completed – Case Closed) at 600 East Natoma Street, respectively. Although, there are no known areas that have had hazardous materials incidents within the project alignment, nearby and adjacent areas do have recognized environmental conditions (REC's), which are upgradient of the project alignment. Based on the localized database research, construction activities are not anticipated to encounter any hazardous materials or result in upset conditions, the following state and federal regulations govern the protection of worker safety at potential hazardous materials sites. As applicable the project would be required to comply with the following regulations which would ensure implementation of the project would not impact hazardous waste sites in the surrounding area:

    - Worker education and training (Hazard Communication Standard) 29 CFR 1910.1200, 1915.1200, 1917.28, 1918.90, and 1926.59, 1910.1018 (inorganic arsenic)
    - Construction Safety Orders 8 CCR Division 1, Chapter 4
    - Lead in Construction 8 CCR 1532.1
    - General Industry Safety Orders8 CCR 5214. Inorganic Arsenic.
    - Environmental Health Standards for Management of Hazardous Waste 22 CCR Division 4.5

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. The proposed improvements to would not impact any buildings or structures that are older than 45 years.

- The project proposes improvements in an urban environment where improvements would take place within the existing roadway and ROW. The improvements would not impact any buildings or structures that are older than 45 years. No Historical resources would be affected.

Conclusion

The City of Folsom ITS Master Plan Implementation project would be considered categorically exempt from the provisions of CEQA pursuant to State CEQA Guidelines Section 15301, Class 1 Existing Facilities, Section 15303, Class 3 New Construction or Conversion of Small Structures, and Section 15304, Class 4 Minor Alterations to Land. As discussed above, no exceptions to either exemption detailed in §15300.2 would be applicable or occur.

The proposed project is not located in an area with sensitive resources; cumulative impacts would not occur; significant impacts would not occur; there are no scenic resources or scenic highway in proximity; the project is not on a hazardous waste site; and the project would not affect a historical resource.

The proposed project would not affect any agricultural land or forested land, biological, known cultural or tribal cultural resources, alter any existing hydrology, exacerbate any geologic hazard, generate substantial noise, reduce access to mineral resources, or substantially increase demand for recreational resources. The proposed project would not result in changes to any existing views or scenic resources, result in substantial population growth or divide any area, or be inconsistent with land use and planning documents. The proposed project would not generate substantial vehicle trips, or be located in an area susceptible to wildfires. The proposed project would not handle, store, or generate substantial amounts of hazardous materials or be located on a hazardous materials site. With the addition of standard permitting conditions and the applicant proposed design guidelines, the proposed project would not result in any substantial changes to the environment.

References

California Department of Transportation (Caltrans), 2018, *California State Scenic Highway System Map*, Available at https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa, Accessed February 20, 2024.

State of California Department of Toxic Substances Control. 2024. *EnviroStor*. Available at https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=Search. Accessed February 20, 2024.

State Water Resources Control Board. 2024. *GeoTracker*. State of California. Available at https://geotracker.waterboards.ca.gov/. February 20, 2024.

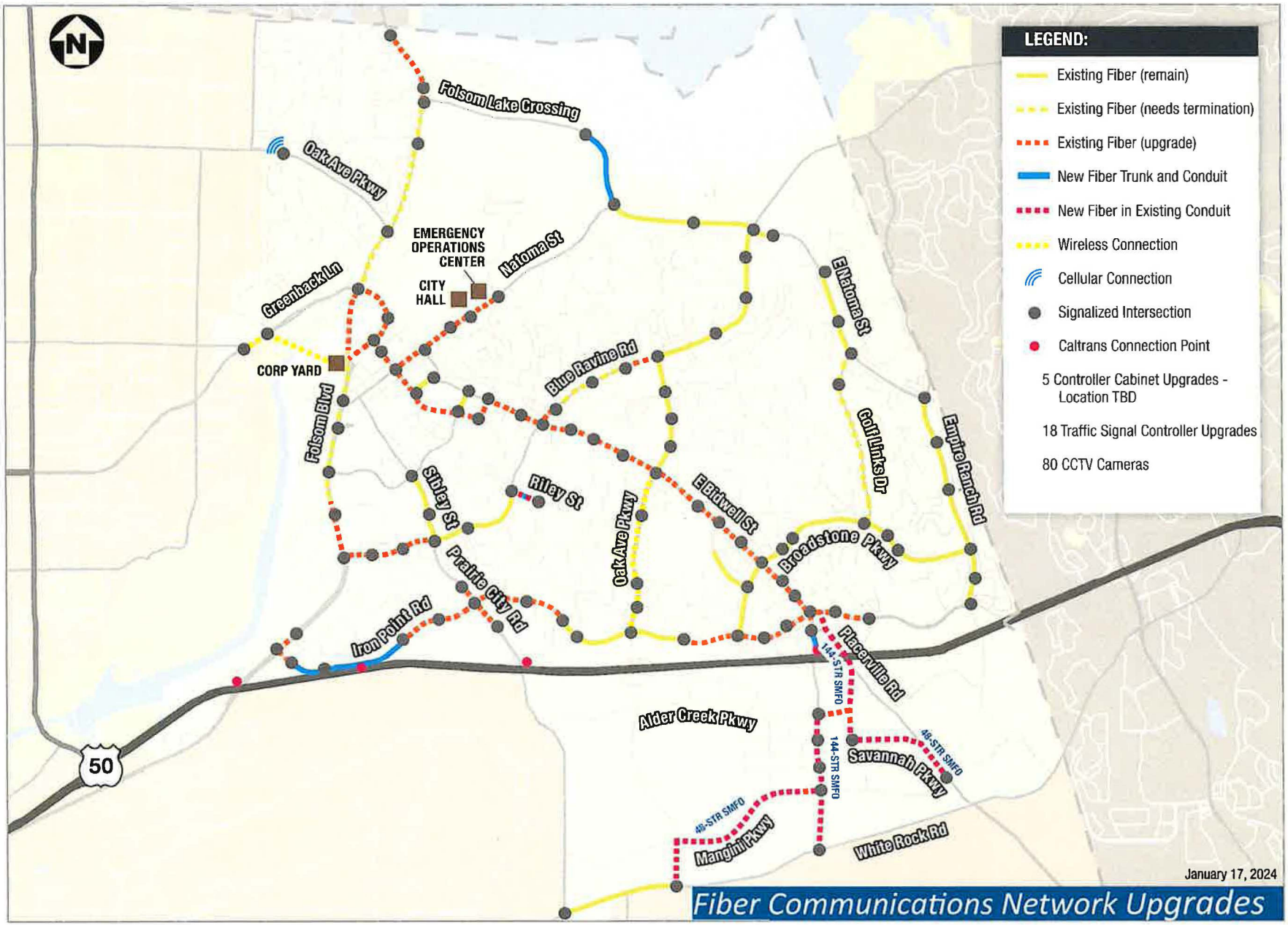

Figure 1: Fiber Communications Network Upgrades Map

Folsom ITS Master Plan Project

Attachment A, Folsom ITS Master Plan Project Description

Not to scale

Kimley»Horn

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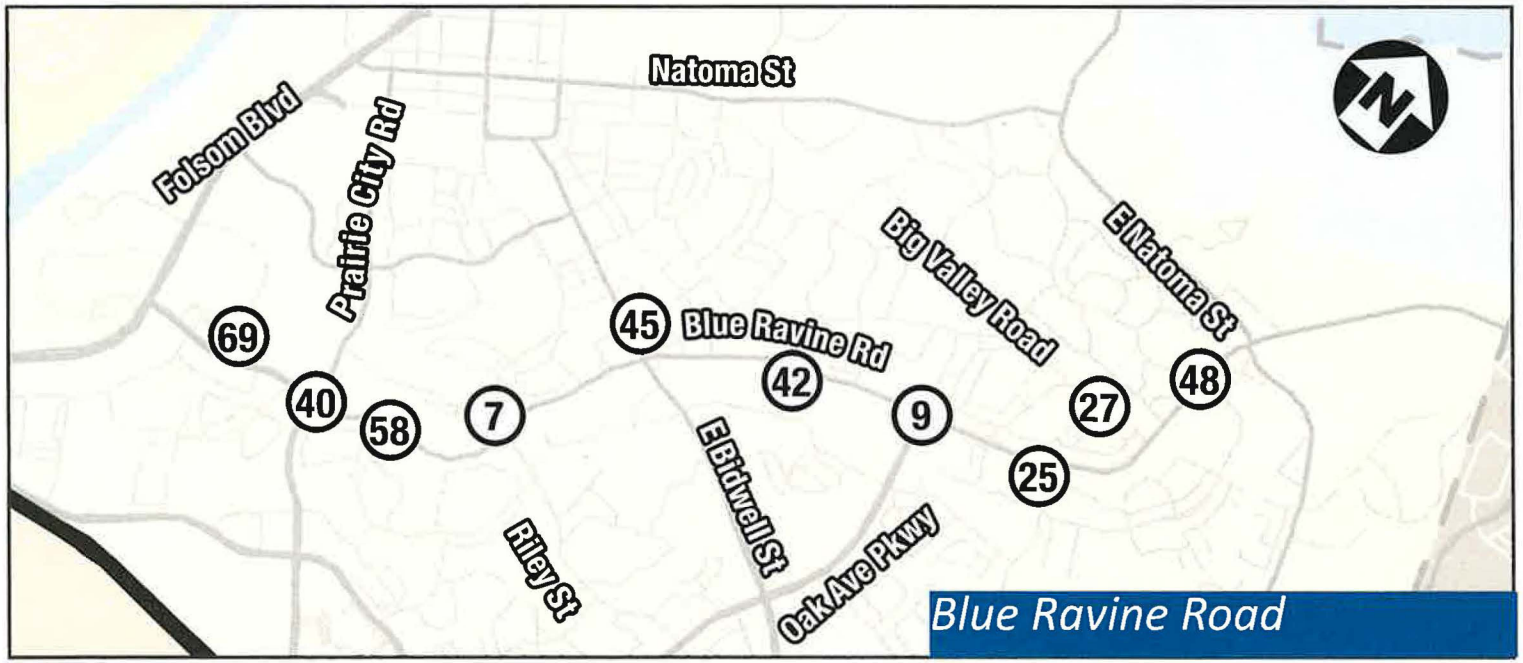

Figure 2: Blue Ravine Road Signal Improvements Location Map

Folsom ITS Master Plan Project

Attachment A, Folsom ITS Master Plan Project Description

Not to scale

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Figure 3: Broadstone Parkway Signal Improvements Location Map

Folsom ITS Master Plan Project

Attachment A, Folsom ITS Master Plan Project Description

Not to scale

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Figure 4: Riley Street/East Bidwell Signal Improvements Location Map

Folsom ITS Master Plan Project

Attachment A, Folsom ITS Master Plan Project Description

Not to scale

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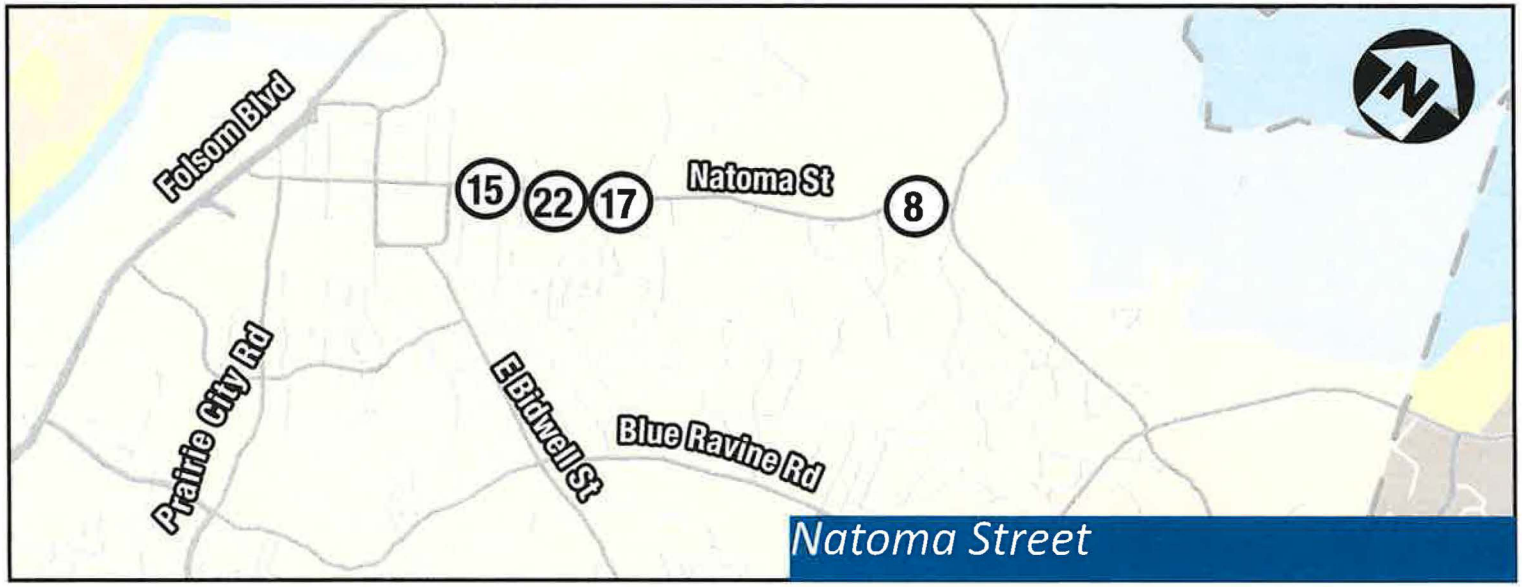

Figure 5: Natoma Street Corridor Signal Improvements Location Map

Folsom ITS Master Plan Project

Attachment A, Folsom ITS Master Plan Project Description

Not to scale

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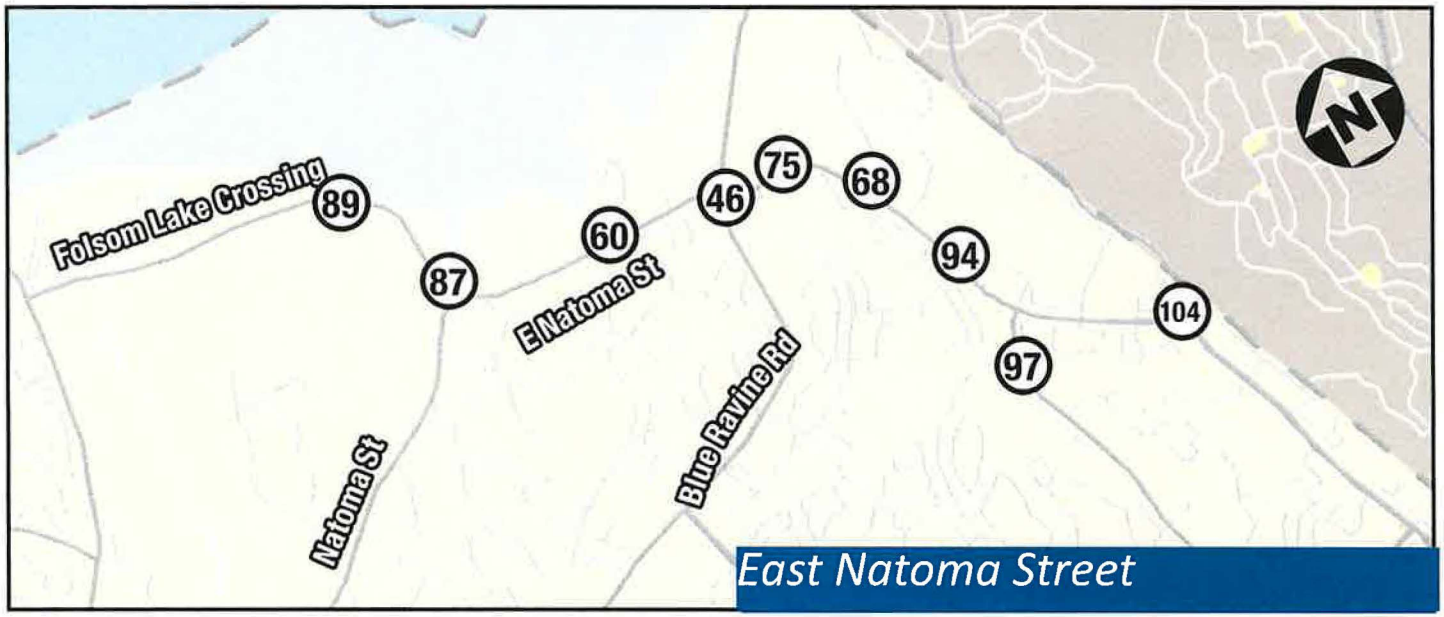

Figure 6: East Natoma Street Corridor Signal Improvements Location Map

Folsom ITS Master Plan Project

Attachment A, Folsom ITS Master Plan Project Description

Not to scale

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Figure 7: Folsom Auburn Road/Folsom Boulevard Corridors Signal Improvements Location Map

Folsom ITS Master Plan Project

Attachment A, Folsom ITS Master Plan Project Description

Not to scale

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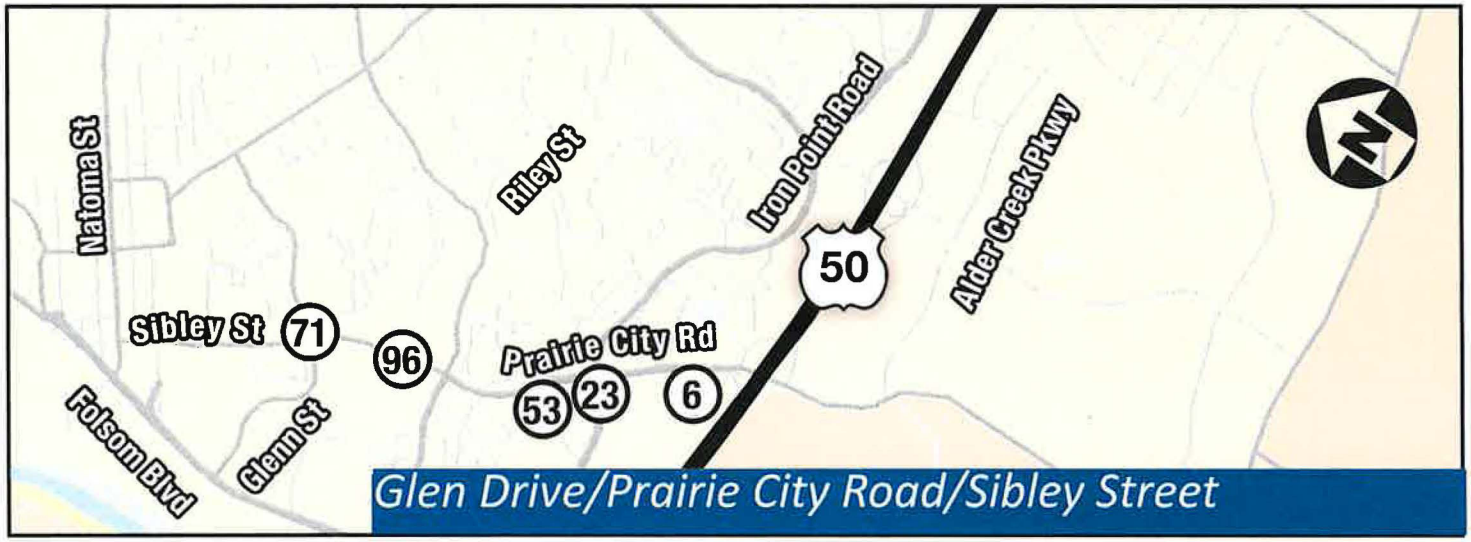

Figure 8: Glen Drive/Prairie City Road/Sibley Street Corridor Signal Improvements Location Map

Folsom ITS Master Plan Project

Attachment A, Folsom ITS Master Plan Project Description

Not to scale

Kimley»Horn

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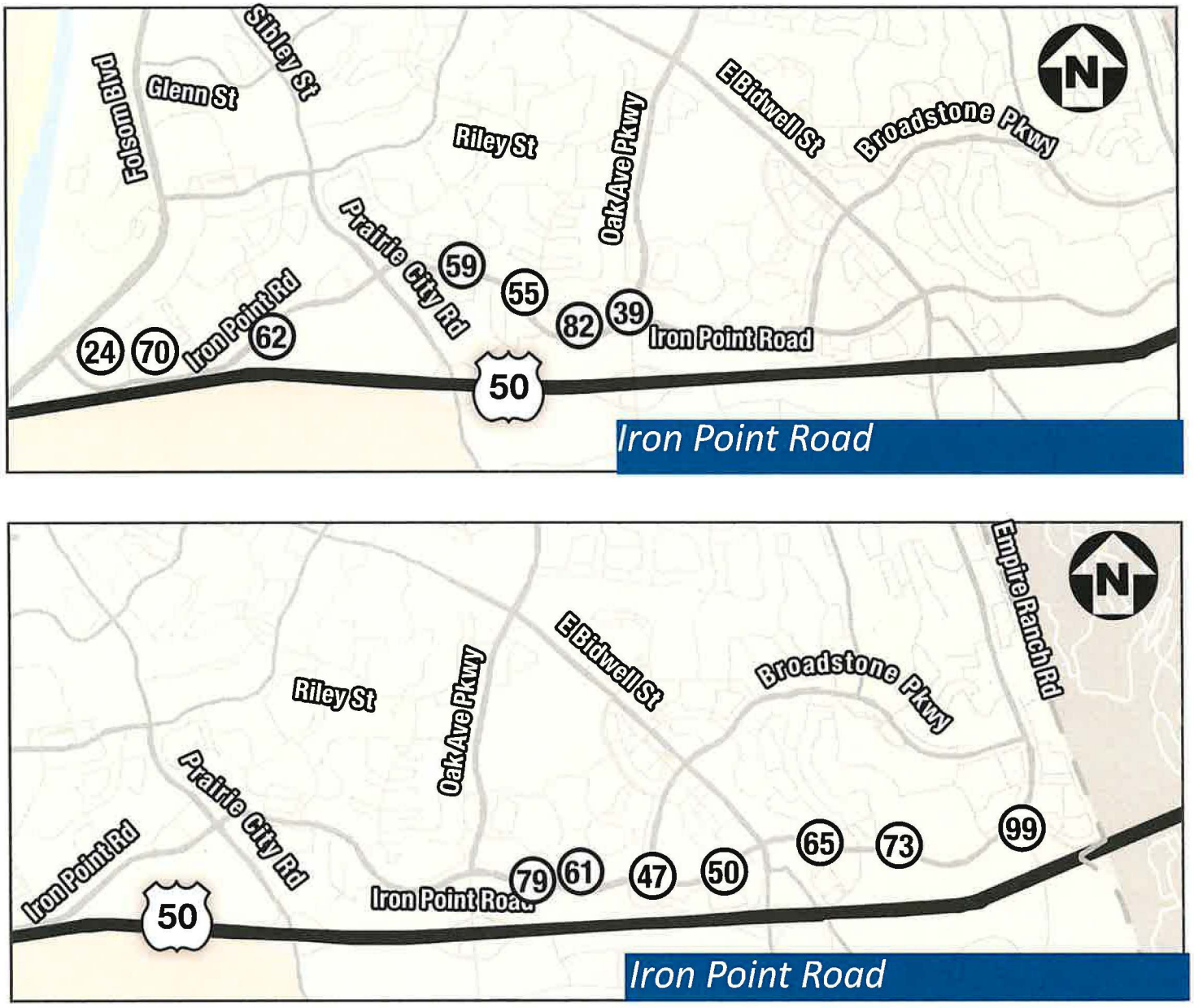

Figure 9: Iron Point Road Corridor Signal Improvements Location Map

Folsom ITS Master Plan Project

Attachment A, Folsom ITS Master Plan Project Description

Not to scale

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Expect More. Experience Better.

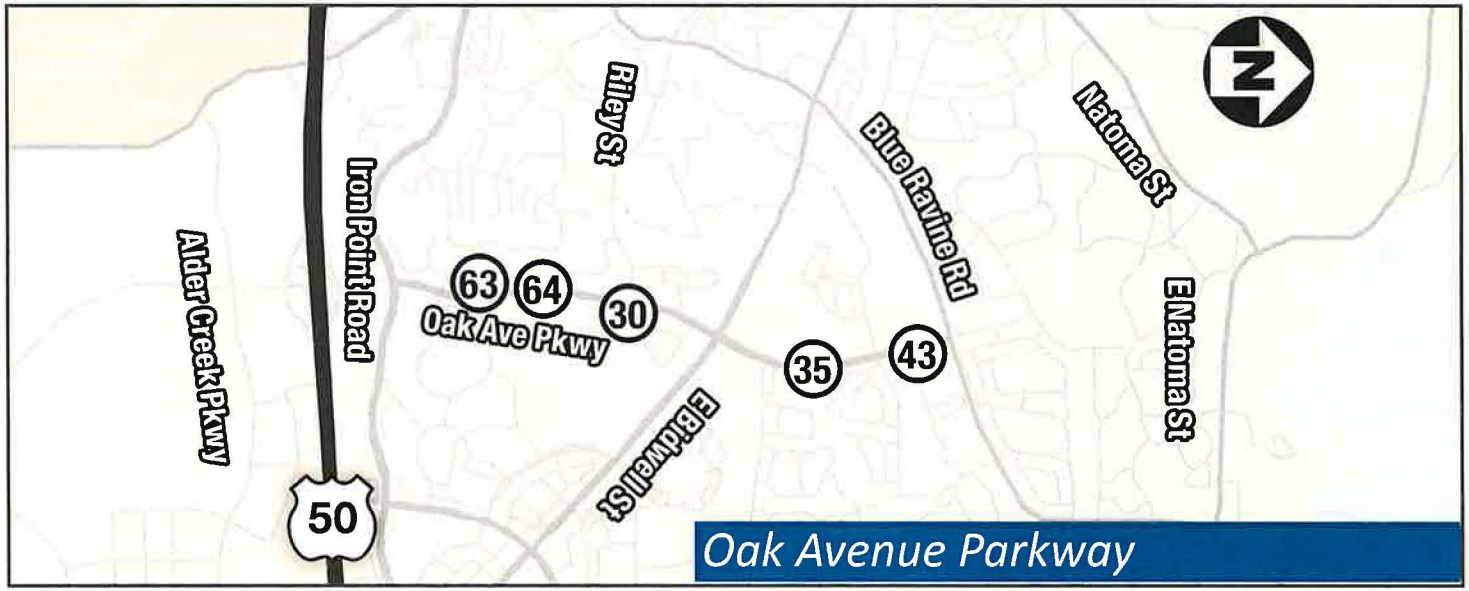

Figure 10: Oak Avenue Parkway Corridor Signal Improvements Location Map

Folsom ITS Master Plan Project

Attachment A, Folsom ITS Master Plan Project Description

Not to scale

Kimley»Horn

Expect More. Experience Better.