Folsom/Placerville Rail Trail Project
Draft Initial Study and Mitigated Negative Declaration

Prepared for
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Appendices

1.0 INTRODUCTION

The City of Folsom (City), as the Lead Agency, has prepared this Initial Study for the Folsom/Placerville Rail Trail Project (proposed project) in compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines (Title 14, California Code of Regulations §15000 et. seq.) and the regulations and policies of the City of Folsom, California.

The proposed project provides Class I Trail improvements for bicycles and pedestrians. The project would provide a new linkage in the existing Folsom trail network from the existing Humbug-Willow Creek Trail near its existing terminus along Bidwell Street and Bluestone Cir., between Creekside Drive and Oak Avenue Parkway. The trail would be extended from the bridge over Willow Creek and along the Southern Pacific Placerville Branch Right-of-Way and extend approximately 2.0 miles to Iron Point Road to the southeast (1.25 miles of new trail that would tie into 0.75 miles of disconnected trail). The proposed improvements would increase the availability of safe and accessible trails for bicyclists and pedestrians. This Initial Study evaluates the environmental impacts that might reasonably be anticipated to result from implementation of the proposed project. Additional project details are provided further below.

1.1 Purpose and Scope of the Initial Study

The proposed project would provide increased bicycle and pedestrian connectivity within the City of Folsom. The project would be completing a segment of trail from the Humbug Willow Creek Trail to Iron Point Road and would create a new link within the trail system and increase connectivity to from the predominant residential uses to the west and the commercial centers to the east along Bidwell Street and Iron Point Road. The proposed project is identified in the City of Folsom Bicycle Master Plan which is a part of the City Active Transportation Plan (currently being updated). The project also is identified in the current Folsom Bicycle Master Plan (FBMP), which serves as the guiding document for trail improvements. As well as providing a vision for the overall trail plan and associated improvements, the FBMP is intended to improve safety, provide needed facilities and services, improve the quality of life, and maximize funding sources for implementation.

While the City has an extensive trail system, there are numerous sections of the overall trail that are not complete. In these areas cyclists and pedestrian are required to use on-street bike lanes or sidewalks, or ride through neighborhoods or commercial areas to reach a connection point. This is the case from the existing trail where cyclists and pedestrians must use the incomplete on street bike lanes and sidewalks on East Bidwell Street for east west access. In accordance with the intent of the JPA and the East Bidwell Street Complete Streets Corridor Plan, the project has been designed to account for these shortcomings. The proposed Class I Trail has been planned and designed to serve the following purposes.

1. Fulfill the vision of the City of Folsom Bikeway Master Plan;
2. Fulfill the vision of the East Bidwell Street Complete Streets Corridor Plan;
3. Fulfill the vision of the Sacramento-Placerville Transportation Joint Powers Authority (JPA) right-of-way (discussed in additional detail below);
4. Connect to existing Class I Trails within the City;
5. Improve safety by creating new grade separates Class I Trail within the existing trail system.
6. Ensure continued use of the rails for excursions and weekend use;
7. Increase multimodal transportation links within the City; and

8. Increase recreational opportunities within the City

1.2 Summary of Findings

This IS/MND concludes that the proposed project would have potentially significant but mitigable impacts on air quality, biological resources, cultural resources, greenhouse gas emissions and hazardous materials, as described in Section 4 (Environmental Analyses). This IS/MND identifies a variety of mitigation measures that the City would implement to avoid or minimize potentially significant impacts on sensitive environmental resources. Implementation of these measures, in addition to project BMPs identified in Section 2.5.1, would further reduce the potential impacts to a less-than-significant level.

1.3 Initial Study Public Review Process

An Initial Study (IS) is a preliminary analysis which is prepared to determine the relative environmental impacts associated with a proposed project. It is designed as a measuring mechanism to determine if a project would have a significant adverse effect on the environment, thereby triggering the need to prepare a full Environmental Impact Report (EIR). It also functions as an evidentiary document containing information which supports conclusions that the project would not have a significant environmental impact or that the impacts can be mitigated to a "Less Than Significant" or "No Impact" level. Accordingly, this Initial Study evaluates the environmental impacts that might reasonably be anticipated to result from implementation of the proposed project.

If there is no substantial evidence that the project may have a significant effect on the environment the agency shall prepare a Negative Declaration (ND). If the IS identifies potentially significant effects, but: (1) revisions in the project plans or proposals would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and (2) there is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment, then a Mitigated Negative Declaration (MND) shall be prepared.

1.4 Report Organization

This document has been organized into the following sections:

Section 1.0 – Introduction. This section provides an introduction and overview describing the conclusions of the Initial Study.

Section 2.0 – Project Description. This section identifies key project characteristics and includes a list of anticipated discretionary actions.

Section 3.0 – Initial Study Checklist. The Environmental Checklist Form provides an overview of the potential impacts that may or may not result from project implementation.

Section 4.0 – Environmental Analysis. This section contains an analysis of environmental impacts identified in the environmental checklist.

2.0 DESCRIPTION OF PROPOSED PROJECT

2.1 Project Location

The project area is located within the City of Folsom (City) in Sacramento County, California. The proposed trail alignment is approximately 1.25 miles long and is located on the east side of East Bidwell Street. The proposed trial would extend from Iron Point Road on the south to the existing Humbug-Willow Creek Trail, located approximately 0.5-mile north of Oak Avenue Parkway. The project location is shown in ***Figure 1: Regional Map*** and ***Figure 2: Project Location Map***.

Project Setting

The project site lies entirely within an urban setting adjacent to a major, heavily trafficked Bidwell Street, which consists of several high and medium density suburban neighborhoods. Bidwell Street is the main thoroughfare/roadway through the City and provides direct access to US-50 to the east and other portion of the City to the west. The westerly end of the project site is surrounded by open space and the Humbug Trail. Just east of this area the project is adjacent to residential and commercial office uses (single story) and the California Fitness Building adjacent to Oak Avenue. From Oak Avenue to the east, the project site is adjacent to the northern right-of-way of Bidwell Street for the balance of the alignment and uses accessed by the roadway consist primarily of residential, strip malls, offices use, Folsom Lake College, and large commercial centers.

Historically, the Folsom/Placerville railroad (which stretched 22.9 miles) was built in 1856 and provided transport for commerce between El Dorado County and the City of Folsom. The railroad was abandoned in the 1970's with the tracks being left intact. The railroad is no longer used for transport of people and goods but is used for slow moving recreational excursions within the City.

Vegetation along the trail alignment consists of annual grassland, ruderal, fresh emergent wetlands, valley foothill riparian, and urban. The vegetation communities are shown in ***Figures 3a through 3e*****. Figures 3.f and 3g** show the locations of wetland areas within the project site and the surrounding area.

2.2 Project Description

The proposed project would complete segments of Class I Trail within the existing City trail system between the Willow Creek Humbug Trail on the west to Iron Point Road on the east. The proposed project would complete segments of Class I Trail between Iron Point Road to Broadstone Parkway (approximately 0.5 miles), and from Scholar way to the north where the trail will connect with the existing Humbug-Willow Creek Trail (approximately 1.0 mile). The alignment of the proposed trail is shown in ***Figures 4a through 4k*****.**

Because sections of the trail are not complete within the project area, cyclists are required to use the bike lanes on East Bidwell Street and pedestrians must use the sidewalk on the south side of East Bidwell Street. The proposed project would fill this substantial gap in the existing City of Folsom Trail network and provide enhanced bicycle and pedestrian access within the City. The trail would link residential areas to numerous established commercial centers, local and regional recreational resources areas, and entertainment. These uses are prevalent along East Bidwell Street, Oak Avenue, and Blue Ravine that are adjacent to or provide direct access to the Humbug Trail. The trail, currently, ends at East Bidwell near

Bluestone Cir., and does not provide access to the easterly end of E. Bidwell Street and uses in the centers at the Highway 50 interchange.

The northern end of the proposed trail would connect to the existing trail on the southerly side of the existing railroad. At this point, the existing trail crosses the railroad and then crosses Willow Creek using an existing bridge. This westerly segment of trail provides access to residential areas that are the primary land uses in that direction. From the existing rail crossing, the proposed trail extension would parallel the railroad track maintaining a distance of approximately 8-12 feet. Installation of the trail would not interfere with continued operation and use of the railroad for any uses including the excursion train.

From the connection point near Willow Creek, the trail would be extended along the southerly side of the railroad for approximately 700 feet. At this point the trail would cross to the northerly side of the railroad and would slightly ramp on either side of the rails to enable safe crossings. From this point, the trail would extend easterly for approximately 1,250 feet to the intersection of within Oak Avenue Parkway. The crossing at Oak Avenue Parkway would include Intersection Safety Concepts (e.g., ramps, visibility improvements, etc.). These elements and other safety measures are discussed in additional detail further below.

From Oak Avenue Parkway, the trail would be extended approximately 1,800 feet to the intersection with College Parkway. After this crossing, the trail would continue for approximately 900 feet to Scholar Way. Both crossings would have similar safety elements as discussed above. On the easterly side of Scholar Way, the trail would connect to an existing trail segment that extends approximately 1,200 feet to Power Center Drive. This trail segment continues for approximately 1,100 feet to Broadstone Parkway. There are no improvements along these existing trail segments proposed but crossing improvements at Scholar Way and Broadstone Parkway would be installed. From the easterly side of Broadstone Parkway, the last approximate 2,600 feet of trail would be installed to the project terminus at Iron Point Road. Additional crossing improvements would be made at the Iron Point Road crossing. From Iron Point Road the trail would connect to another existing trail that parallels Placerville Road and continues to Highway 50.

Intersection Crossings

The intersection crossings would undergo minor construction efforts. This would include, as needed, ensuring hardscape is smooth and level to help ensure safe pedestrian, cyclists, and vehicle use. Improvements would include Intersection Safety Concepts including ramps flush with rail, curves to reduce approach speeds, high visibility crosswalk enhancements, wide sidewalks at intersections, signage and striping, ADA compliant curbs, ramps, and slopes, side street access to the Class I Trail, and flat slopes to increase visibility. These project elements are discussed in additional detail below.

Trail Design

The new Class I Trail would be constructed of asphalt, would be 12-feet wide and would have 2-foot decomposed granite shoulders or similar material buffering both sides of the paved trail. Some portions of the Class I Trail may be elevated to accommodate drainage.

Trail Connections

The proposed project would include seven trail connections to existing trails or to adjacent developments. Three trail connections would be located within the westerly portion of the project area and connect to

the Creekside District, two of these connections would provide access to the Legends apartment complex, and one connection would be made to the commercial development north of the intersection of East Bidwell Street and Oak Avenue Parkway.

A fourth trail connection would be within the College District and would provide access on the northerly side of the alignment near Lakeside Church. Two addition trail connections would be in the Broadstone District including a connection to an existing portion of paved trail adjacent to the Broadstone Marketplace and church at the corner of Scholar Way and East Bidwell. The second would access a future/planned commercial development centrally located between Iron Point Road and Broadstone Parkway. The final trail connection would be constructed within and connect to the existing Class I Trail near Placerville Drive within the easternmost project area.

Roadway/Driveway Crossings

The proposed Class I Trail would cross six roadways or driveway segments. These crossing would occur at Oak Avenue Parkway, College Parkway, Scholar Way, Power Center Drive, Broadstone Parkway and Iron Point Road. The roadway and driveway crossings would include a combination of Intersection Safety Concepts discussed above (e.g., ramps flush with rail, high visibility crosswalk enhancements, etc.).

Construction

Construction activities would occur over a six-month period and would construct one trail segment at a time. No further construction would be needed to fully utilize the proposed project and associated pedestrian and bicycle enhancements.

2.3 Project Background and Planning Document

The location and design of the proposed trail is guided by numerous planning and policy documents. This includes the Sacramento-Placerville Transportation Joint Powers Authority (JPA), City of Folsom General Plan, City of Folsom Zoning Ordinance, City of Folsom Bikeway Master Plan, East Bidwell Complete Streets. These documents are discussed individually below.

Sacramento-Placerville Transportation Joint Powers Authority (JPA)

The proposed project would be located along the Southern Pacific Placerville Branch Right-of-Way. This branch of the railroad is managed under the Sacramento-Placerville Transportation Joint Powers Authority (JPA) right-of-way rail easement. The JPA is an agreement between the City of Folsom, Sacramento Regional Transit District, Sacramento County, and Eldorado County for acquisition and preservation of the Southern Pacific Placerville Branch Right-of-Way. Some of the intended uses of JPA areas include excursion rail service, demonstration rail service, Class I Bike Trails, and nature trails. It should be noted this segment of track extend northerly from the project site through other areas of Folsom. Within these other areas, the segment of the rail is used for excursion and demonstration services and is crossed by bike trails and nature trails. Accordingly, the Southern Pacific Placerville Branch rails are not in regular service the rails in the project area and are used for excursion and weekend train events.

City of Folsom General Plan

The City of Folsom updated and adopted its current comprehensive General Plan in August 2018. The General Plan is a long-term planning document that guides growth and development, including those of

recreational resources, in the City. It provides the foundation for establishing community goals and directs approximate land uses for all land parcels within the City. The City of Folsom has numerous guiding principles including the following:

Guiding Principle #7: Continue to be a premier recreation destination in Northern California – Enhance and expand Folsom's role as a premier outdoor recreation destination in Northern California by continually improving cultural resource activities and programs, recreation opportunities and quality including new bicycle trails, parks and open space, and sports facilities.

Guiding Principle #12: Preserve the High Quality of Folsom's Neighborhoods: Preserve the high quality of Folsom's neighborhoods by maintaining quality housing stock, walkability, convenient access to parks and trails, attractive landscaping, and functional and efficient infrastructure.

Trails also are considered in the Chapter 3 – Mobility, and area considered a needed part of a strong transportation network as they provide facilities for recreation.

Goal M2.1 - to maintain and expand facilities and programs that encourage people to walk and bike in safety and comfort, and support lifestyle and amenities that Folsom residents value.

Under Goal M2.1 there are 18 policies related to provision of trails. Included is the discussion of Bikeway Master Plan (M2.1.5) which states that the objective is to maintain and implement a bikeway master plan that guides the development of a network that links residential developments with employment centers, public open spaces, parks, school, shipping districts, and other major destinations. Police M 2.1.6 also notes that Class I bikeways, separated bicycle paths, will be the preferred bikeway whenever feasible.

City of Folsom Bicycle Master Plan

The City of Folsom is in the process of updating the Bicycle Master Plan as part of the city's preparation of the Active Transportation Plan. When the document is complete it will be updated here. The current Folsom's Bicycle Master Plan is the guiding document to enhance the bicycle environment and is designed to do the following:

- Improve safety
- Provide needed facilities and services
- Improve the quality of life in Folsom
- Maximize funding sources for implementation

The Bicycle Master Plan used a public workshop to show opportunities and constraints of the trail system. Those that are specifically applicable to the project include:

- Key bicycling routes are fragmented.
- The Humbug-Willow Creek Trail has a few gaps that need to be completed to improve route connectivity.
- Conditions on East Bidwell Street are difficult to negotiate. The East Bidwell/Scott Road/Old Placerville intersection is especially challenging to cyclists.

The project site is designated and planned for a Class I Bike Path and the proposed project would improve bicycle and pedestrian safety by constructing approximately 1.25 miles of a Class I Trail. The proposed project was envisioned as part of the 2007 Folsom Bikeway Master Plan and is detailed as Project #10

Folsom/Placerville Rail Trail. A Class I Bike Path is defined as a bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way.

Sacramento Placerville Transportation Corridor Joint Powers Authority (SPTC-JPA)

The Sacramento Placerville Transportation Corridor Joint Powers Authority (JPA) is an agreement between the City of Folsom, Sacramento Regional Transit District, Sacramento County, and El Dorado County for acquisition and preservation of the Southern Pacific Placerville Branch Right-of-Way. The original purpose of the SPTC-JPA was to provide for the acquisition and preservation of the railroad and provide for reciprocal uses agreements for transportation and transportation preservation uses as may be desired by the member agencies. The four member agencies are the County of El Dorado, City of Folsom, County of Sacramento, and the Sacramento Regional Transit District (SRTD).

Intended uses of the JPA areas include excursion rail service, demonstration rail service, Class I Bike Trails, and nature trails. This is consistent with other local planning documents and uses intended for these areas. A portion of this JPA rail-road branch parallels the north side of East Bidwell Street, which is one of the highest volume transportation corridors in the City of Folsom. Additionally, and as discussed above, the proposed project is identified in the East Bidwell Street Complete Streets Corridor Plan and is based on the findings and recommendations of that plan. One of the purposes of the plan is to enable safe access for all users including pedestrians, bicyclist, motorists, and transit riders.

In accordance with the intent of the JPA, the proposed Class I Trail has been planned and designed to serve the following purposes.

1. Fulfill the vision of the City of Folsom Bikeway Master Plan;
2. Fulfill the vision of the East Bidwell Street Complete Streets Corridor Plan;
3. Fulfill the vision of the JPA;
4. Connect to existing Class I Trails within the City;
5. Improve safety by creating new grade separates Class I Trail within the existing trail system;
6. Ensure continued use of the rails for excursions and weekend use;
7. Increase multimodal transportation links within the City; and
8. Increase recreational opportunities within the City.

Districts

The City of Folsom General Plan describes certain districts within the City. Districts define specific areas within the City that are planned for specific types of uses. The proposed project is within and would link three districts. The general location of these districts and resources within and around them are summarized below:

Creekside District

The Creekside District is located in and around the area containing Mercy Hospital Folsom and consists of medical, assisted living, as well as mixed-use medical offices, housing, and related retail and service uses. The proposed trail segment through this area would provide a new trail connection west from Oak Avenue Parkway to the proposed connection with the existing Willow Creek Humbug Trail. This segment would provide a direct link to California Family Fitness and professional offices at the northwest corner of East Bidwell Street and Oak Avenue Parkway as well as medium residential developments location immediately

adjacent, approximately 50 feet, to the north of the proposed project. Connectivity to East Bidwell Street is currently by S. Lexington Avenue, which connects to Oak Avenue approximately 1,000 feet of northwest of East Bidwell Street.

College District

The College District includes the area in and around Folsom Lake College which is on the northeasterly side of Bidwell Street between Scholar Way on the east and Oak Avenue Parkway on the west. Much of the area to the north of the trail and around the college is undeveloped, but the Harris Center for the Performing Arts within the FLC campus also is accessed via College Parkway. On the southerly side of East Bidwell uses consist of low-rise offices primarily used for medical services and a self-storage facility and large electrical substation further to the south.

The segment of trail in this corridor is crisscrossed by several defined roadside ditches and swales which currently convey runoff across the location of proposed trail in some lower lying areas. A benching design off the railroad embankment is proposed in this area to minimize potential impacts to wetlands that may exist in this segment and to address issues with cross drainage. At least one bicycle/pedestrian bridge or culvert crossing would be needed to cross the defined drainage courses within this segment.

Broadstone District

The southerly portion of the proposed improvements would be located within the Broadstone District. The Broadstone District is the city's newest shopping and entertainment district and features the Palladio Commercial Center (Palladio). The Palladio is designed as an urban town center that has arranged shopping dining, and entertainment options in a walkable layout. The 2035 General Plan notes that the Palladio is ringed by other new shopping and dining opportunities in addition to offering connections (such as trails) and housing that will enable maturation into a true mixed-use center. Primary access to this district is via East Bidwell Street which intersects with US Route-50 (US-50) to the south, as well as Iron Point Drive and Broadstone Parkway that provide north and south access to other areas of the City.

The easternmost portion of the project, within the Broadstone District, is southeast of the intersection of East Bidwell Street and Iron Point Road. In this location there is an existing, adjacent Class I trail. Connections from the trail, however, are to Class III bike lane along both Bidwell Street and Iron Point Road but there are no connections to trails. Thus, the project proposes to install a trail segment from the westerly side of Iron Point Road, along the northerly side of Bidwell Street to Broadstone Parkway. This proposed segment of Class I trail would not only improve access from the south of Iron Point Road and north of Broadstone Parkway but would provide increased connectivity to the Palladio commercial center via one of the two possible overcrossings. This segment is intended to increase the connectivity between existing commercial, residential, and future uses on the norther side of Bidwell Street.

Zoning Code

The City of Folsom Zoning Code establishes the rules for existing and new development within the City. The Zoning Code shapes the location, type, and design of building within areas of the City which help to protect the environment and minimize land use conflicts. Overall, the purpose of the Zoning Code is to promote the public health, safety, and general welfare the City by establishing procedures and providing regulations that are needed, such as the following:

- To preserve existing areas of natural beauty and cultural importance;
- To assure that buildings, structures, or other developments are in good taste, good design, harmonious with surrounding developments, and in general contribute to the preservation of Folsom's reputation as a place of beauty, spaciousness and quality;
- To prevent the development of structures or uses which do not meet applicable design standards, are of inferior quality, or are likely to have depreciating effects on the local environment or surrounding areas by reason of appearance or value;
- To eliminate conditions, or structures, which by reason of their effect tend to degrade the health, and safety or general welfare of the community;
- To provide a continuing source of programs and means of improving the City's overall appearance; and
- To streamline the overall design review process.

East Bidwell Mixed Use (overlay) – The proposed project is within the East Bidwell Mixed Use Overlay. This area gives the property owners along the East Bidwell Corridor the flexibility to develop sites as mixed use. It provides for a mixture of commercial and residential uses that are mutually compatible along East Bidwell Street. This designation balances existing commercial uses with future mixed-use development. This designation allows for multi-family housing as well as shops, restaurants, services, offices, and other compatible uses.

East Bidwell Street Complete Streets Corridor Plan

The East Bidwell Street Corridor includes several significant and distinct areas which are essential to Folsom's community and extends from the east at US 50 and extends west to Sutter Street. The foundation of the Complete Streets Plan is the understanding that streets are more than transportation; streets are living places where many different users coexist. The document notes that one of the opportunities is an improved/pedestrian trail on the north side of Bidwell Street and this location is shown in the recommended projects diagram; this is consistent with the project alignment.

2.4 Construction Approach

Equipment and Staging Areas

The majority of the proposed project would occur in disturbed but undeveloped areas and require removal of existing vegetation and excavation of underlying soils to construct the new trail segments. Construction activities also would include removal of existing pavement/hardscape within crossings and tie-ins to existing trails. Construction activities would include site preparation, grading, paving, and installation of new pavement and concrete, landscaping, decorative elements, and lighting. Some coatings and paint may be applied to materials to enhance longevity and mark trails, crosswalks, vehicle limit lines, etc.

Work within the intersections and driveways is anticipated to be minimal but may require minor removals of existing hardscape. Excavation depths are anticipated to be to a maximum depth of approximately 2-3 feet. A combination of equipment such as excavators, backhoes, dozers, finish graders and loaders, dump trucks, concrete trucks, and pavers would be required at various times during demolition and construction. Depending on the needs of construction, equipment could include temporary use of excavators, backhoes, graders, loaders, tractors, and other heavy equipment for site preparation.

Equipment needed for installation of asphalt could require pavers, rollers, mixers, tractors, dump trucks, concrete trucks, and paving equipment for the new trail. In addition, air compressors may be used throughout the process for various needs including during to apply coating materials such as paints for striping.

The proposed project would require a temporary construction staging area on the northwesterly corner of Oak Avenue Parkway and Bidwell Street, and northwesterly corner of Broadstone Parkway and Bidwell Street.

Best Management Practices

Water quality measures (stormwater management measures and BMPs) would be implemented as part of the project to minimize potential water quality impacts during construction, operation, and maintenance. Key management measures consist of the following:

- Protect areas that provide important water quality benefits or are particularly susceptible to erosion or sediment loss.
- Minimize the potential for erosion by limiting land disturbances such as clearing, grading, and cut and fill.
- Limit disturbance of natural drainage features and vegetation.
- Prepare and implement an approved Storm Water Pollution Prevention Plan (SWPPP).
- Ensure proper storage and disposal of toxic material.
- Incorporate pollution prevention into operation and maintenance procedures to reduce pollutant loadings to surface runoff.

Construction BMPs

The City and its contractor will implement construction BMPs to avoid and minimize impacts on sensitive environmental resources. Implementation of the Erosion Control Plan, the National Pollutant Discharge Elimination System (NPDES) permit and associated SWPPP, and the BMPs as discussed below will minimize the potential for construction-related surface water pollution and ensure that water quality in off-site waterways and wetlands will not be compromised by erosion and sedimentation during construction.

Erosion Control

The project design will incorporate permanent erosion control elements to ensure that stormwater runoff does not cause soil erosion. Erosion and sediment control plans will comply with the City's Grading Ordinance, which requires reducing erosion and retaining sediment onsite.

Temporary Fencing

Where appropriate, the City's contractor will install construction barrier fencing (including sediment fencing and straw wattles) to prevent contaminants and debris from entering wetland areas and off-site surface waters. Before construction begins, the City or its contractor will identify the locations for the barrier fencing and mark those locations with stakes or flagging.

SWPPP

A SWPPP will be implemented as part of the NPDES Permit and a General Construction Activity Storm Water Permit to minimize the potential for sediments or contaminants to enter off-site waterways.

Equipment

The City will comply with applicable stormwater ordinances, stormwater management plans, and BMPs to prevent or minimize the potential release of equipment-related petroleum contaminants into adjacent surface waters and groundwater. Implementation of standard construction procedures and precautions for working with petroleum and construction chemicals will further ensure that the impacts related to chemical handling during project construction will be minor.

Hazardous Materials

The City will implement appropriate hazardous material management practices and other good housekeeping measures to reduce the potential for chemical spills or releases of contaminants, including any non-stormwater discharge to adjacent surface waters. Implementation of these measures will minimize the potential for surface and groundwater contamination.

Toxic Materials Control and Spill Response Plan

The following measures will be incorporated into the plan and implemented to avoid or minimize the risk of spills or discharges of toxic materials into adjacent surface waters.

- Prepare a hazardous material spill prevention, control, and countermeasure plan (SPCC) before construction and implement during construction.
- Prevent raw cement, concrete or concrete washings, asphalt, paint or other coating material, oil or other petroleum products, or any other substances that could be hazardous to aquatic life from contaminating the soil or entering off-site surface waters.
- Prevent discharge of drilling mud and fluids into off-site surface waters by using appropriate containment, disposal, and storage methods.
- Prevent discharge of turbid water or sediment-laden runoff to off-site surface waters by using sediment filters, diverting the water to a settling tank, and/or implementing other erosion and water quality control BMPs.
- Clean up all spills immediately according to the SPCC.
- Provide areas located outside of sensitive environmental areas for staging and storing equipment, materials, fuels, lubricants, solvents, and other possible contaminants.
- Prevent hazardous materials from entering waters. The construction contractor will notify the City Fire Department if evidence of soil or groundwater contamination is encountered during construction activities. Construction in that area will be halted until the Fire Department has evaluated the find and remediation is completed, if necessary.

Noise Control Measures

The following measures will be incorporated into the construction specifications for the proposed project to reduce and control noise generated by construction-related activities, consistent with City ordinances and standards:

- Noise-generating construction activities from the City's construction contractor will be restricted consistent with the City's Noise ordinance (Monday through Friday from 7:00 a.m. to 7:00 p.m., and Saturday and Sunday from 8:00 a.m. to 8:00 p.m.).
- All construction equipment will have sound-control devices no less effective than those provided on the original equipment. No equipment will have an unmuffled exhaust.
- Appropriate additional noise-reducing measures will be implemented, including the following: stationary construction equipment will be located as far as possible from sensitive uses; sensitive uses will be identified on construction drawings; and excessive equipment idling will be prohibited when the equipment is not in use.

Hazards and Hazardous Materials Measures

The construction documents will identify materials that are considered hazardous. The project contractor will be required to develop a Health and Safety Plan (prepared by a registered industrial hygienist) that addresses release prevention measures; employee training, notification, and evacuation procedures; and adequate emergency response protocols and cleanup procedures.

The contractor will comply with the California Occupational Safety and Health Administration standards for the storage and handling of fuels, flammable materials, and common construction-related hazardous materials and for fire prevention (California Labor Code, Division 5, Chapter 2.5).

2.5.3 Required Approvals

Required permits and approvals are shown in *Table 1: Permits and Approvals Needed for the Proposed Project*. Local approvals required to construct and operate the proposed project include adoption of the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Plan by the City Council and approval of the project plans and specifications and construction contract. In addition, and as discussed above, the proposed construction activities would trigger Section 402 of the Clean Water Act, which requires coverage under the National Pollutant Discharge Elimination System Permit from the State Water Resources Control Board. This coverage would require development and implementation of a SWPPP. No other state or federal approvals are required for the proposed project.

Table 1: Permits and Approvals Needed for the Proposed Project

Agency	Permit/Approval
City of Folsom	Approval of Plans and Specifications and Construction Contract
City of Folsom	Adoption of the Mitigated Negative Declaration
City of Folsom	Approval of the Mitigation Monitoring and Reporting Plan
Regional Water Quality Control Board	Storm Water Pollution Prevention Plan

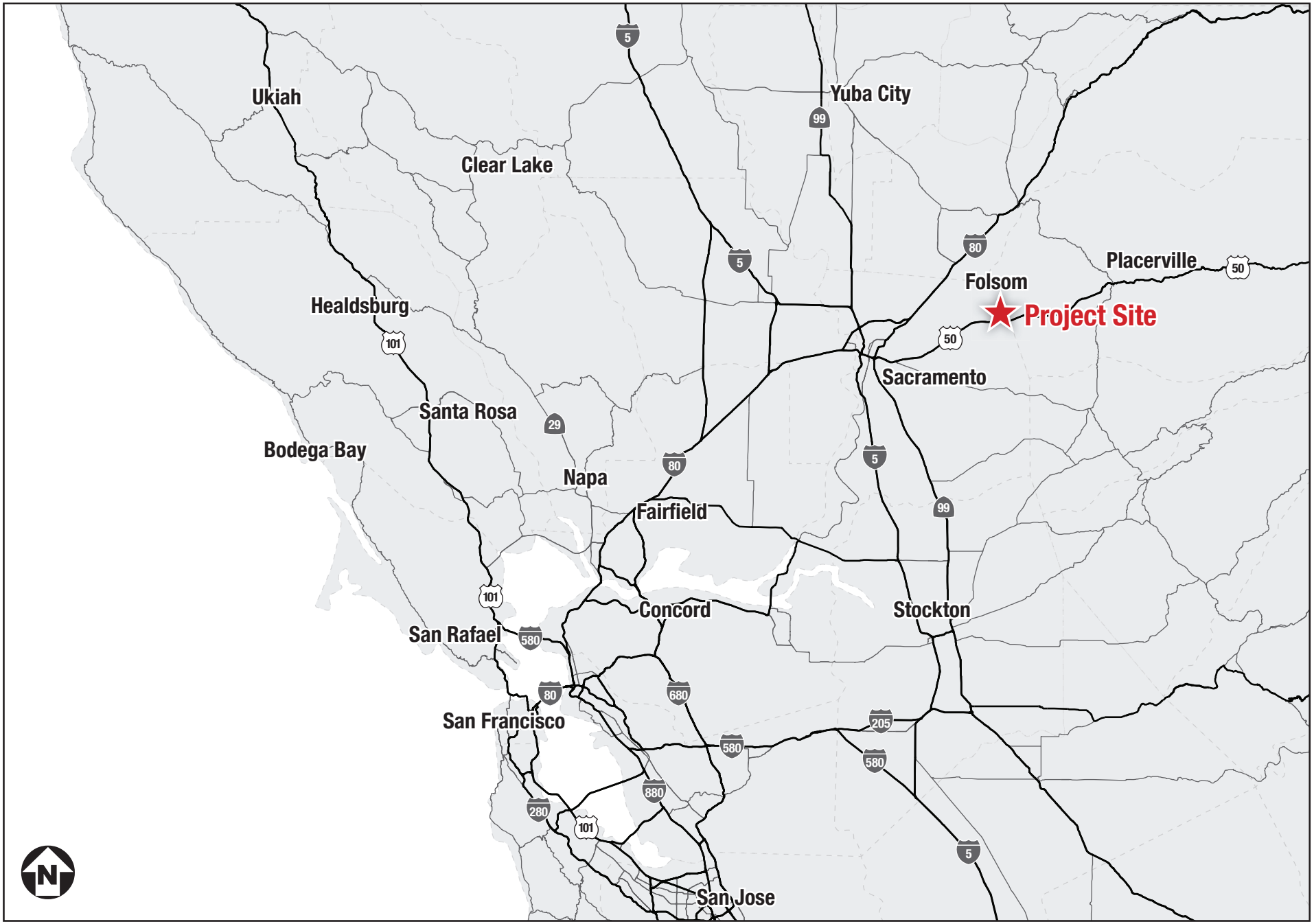


Figure 1: Regional Map

Folsom/Placerville Rail Trail Project
Initial Study/Mitigated Negative Declaration

Not to scale

Kimley»Horn

Source: Google Earth, 2018

Figure 2: Project Location Map

Folsom/Placerville Rail Trail Project
Initial Study/Mitigated Negative Declaration

Not to scale

Kimley»Horn

Source: ESRI, 2018

Figure 3a: Vegetation Communities

Folsom/Placerville Rail Trail Project
Initial Study/Mitigated Negative Declaration

Not to scale

Kimley»Horn

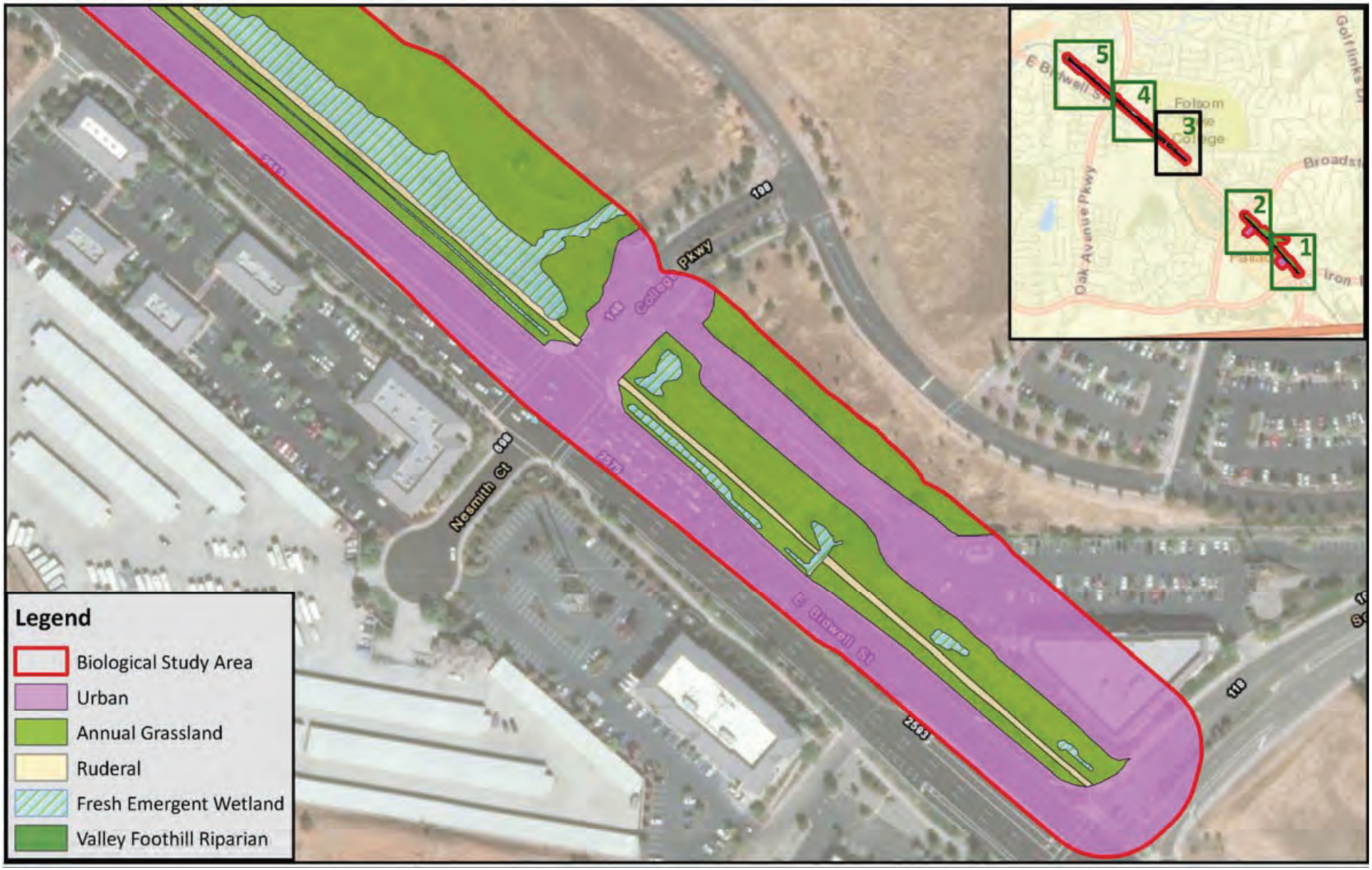
Source: ESRI, 2018

Figure 3b: Vegetation Communities

Folsom/Placerville Rail Trail Project
Initial Study/Mitigated Negative Declaration

Not to scale

Kimley»Horn



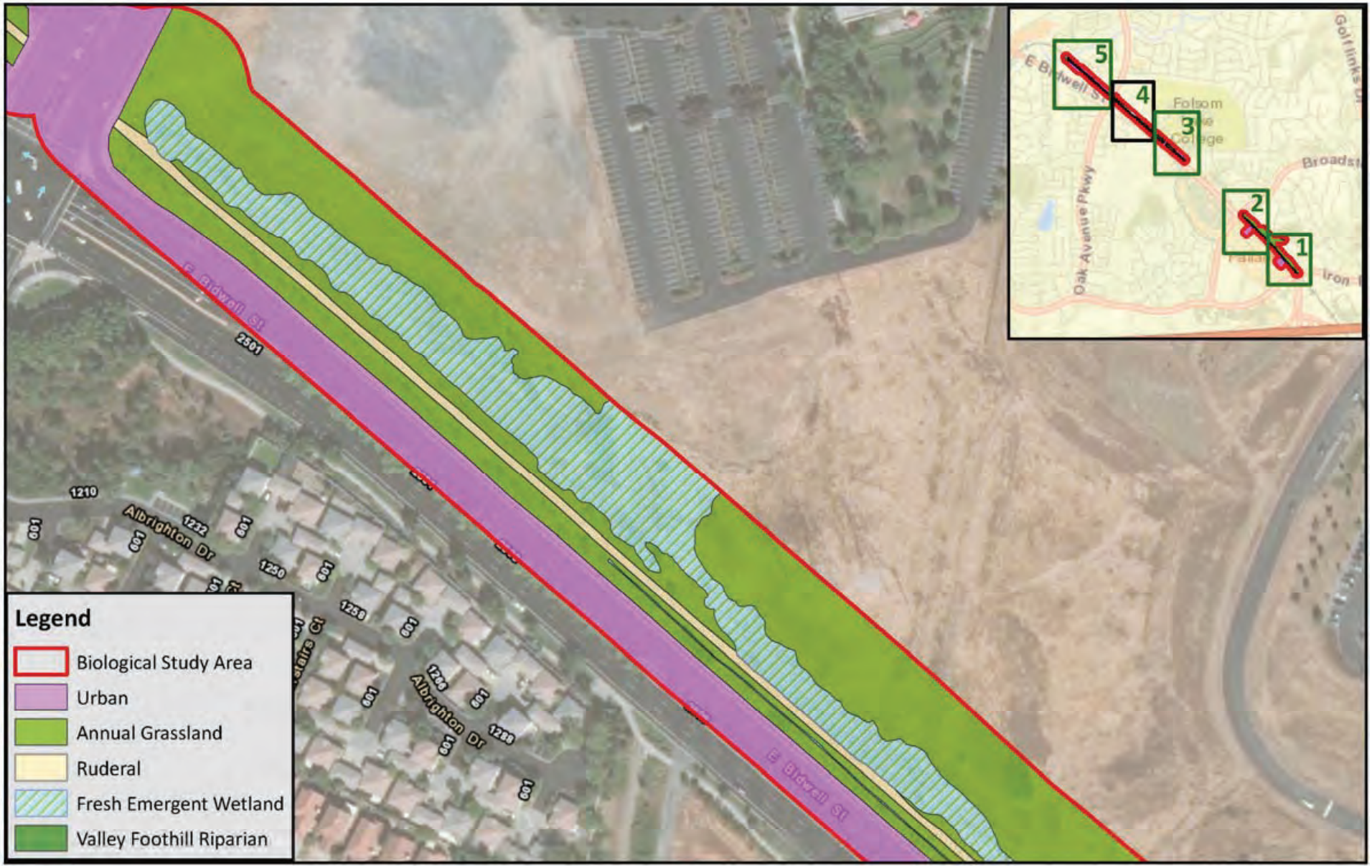
Source: ESRI, 2018

Figure 3c: Vegetation Communities

Folsom/Placerville Rail Trail Project
Initial Study/Mitigated Negative Declaration

Not to scale

Kimley»Horn



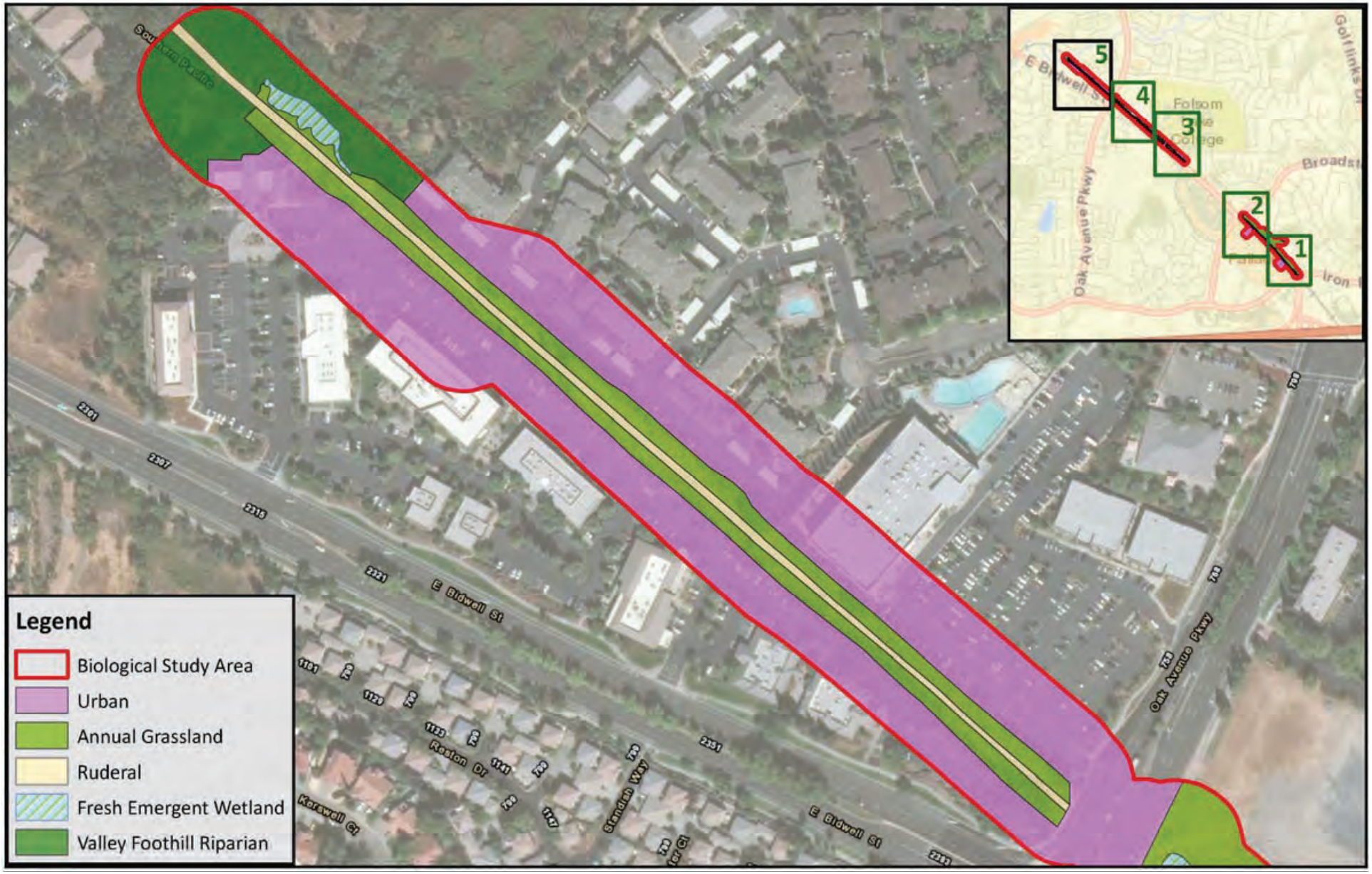
Source: ESRI, 2018

Figure 3d: Vegetation Communities

Folsom/Placerville Rail Trail Project
Initial Study/Mitigated Negative Declaration

Not to scale

Kimley»Horn



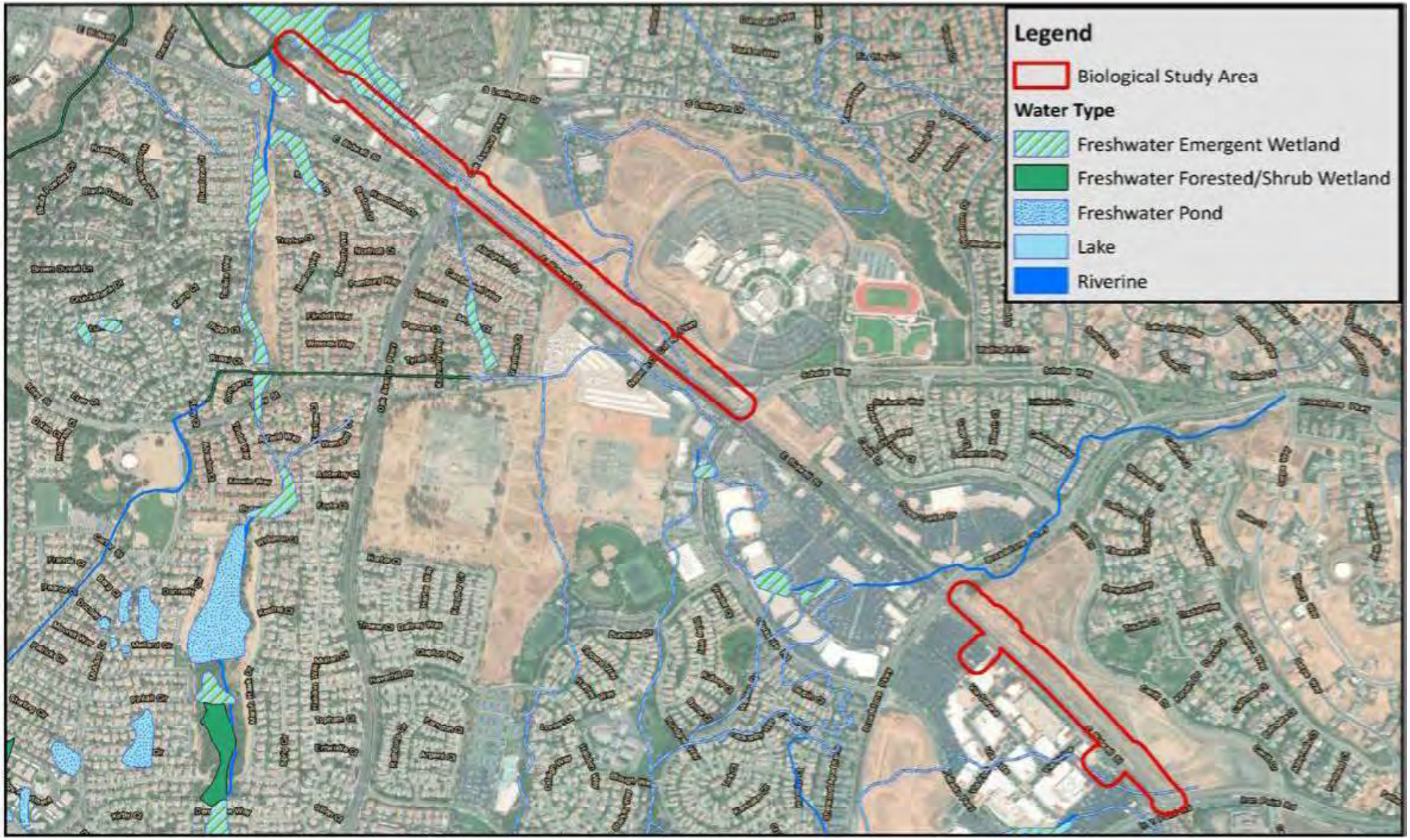
Source: ESRI, 2018

Figure 3e: Vegetation Communities

Folsom/Placerville Rail Trail Project
Initial Study/Mitigated Negative Declaration

Not to scale

Kimley»Horn



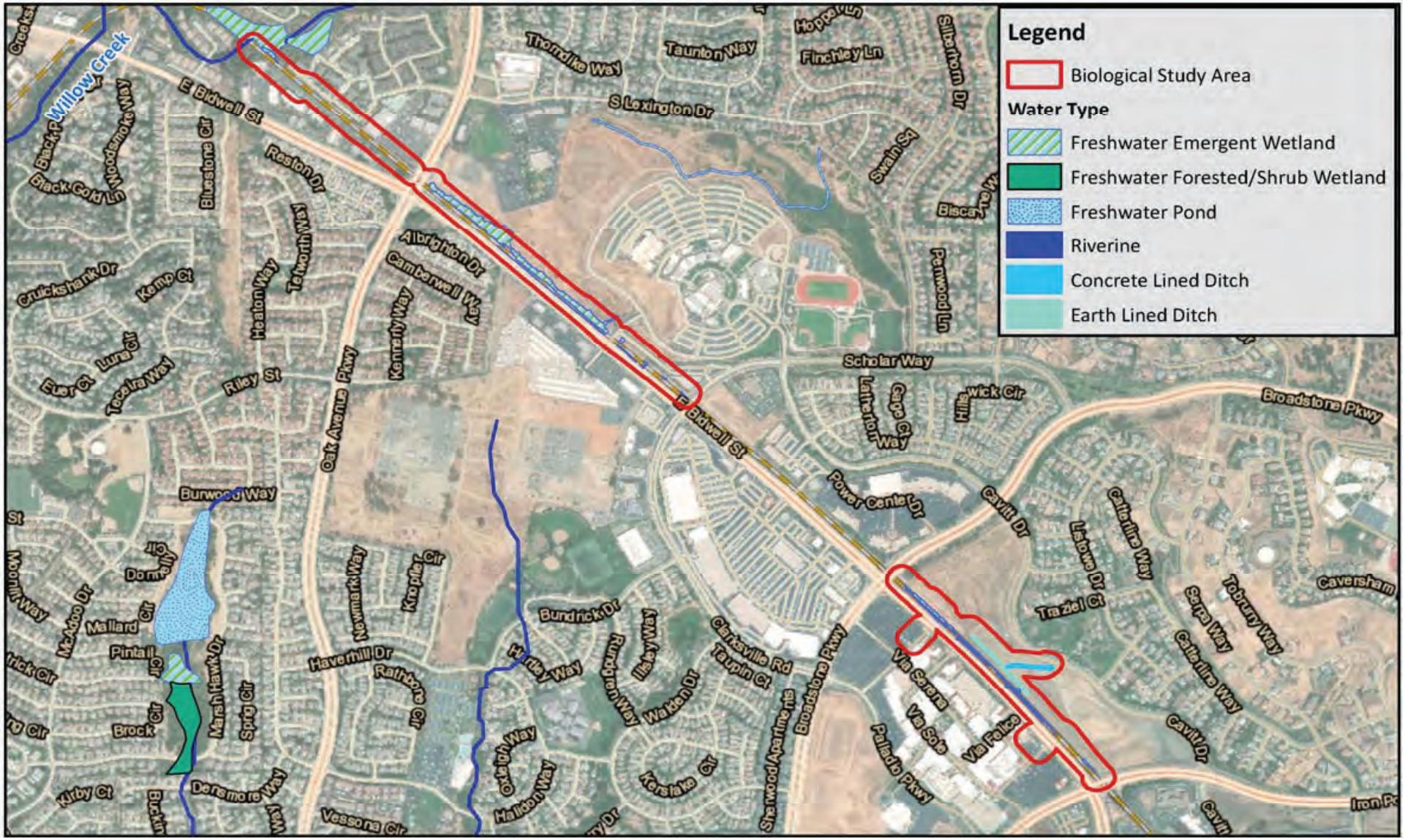
Source: ESRI, 2018

Figure 3f: National Wetlands Inventory Map

Folsom/Placerville Rail Trail Project
Initial Study/Mitigated Negative Declaration

Not to scale

Kimley»Horn



Source: ESRI, 2018

Figure 3g: Aquatic Resources in the Project Vicinity and Biological Study Area

Folsom/Placerville Rail Trail Project
Initial Study/Mitigated Negative Declaration

Kimley»Horn

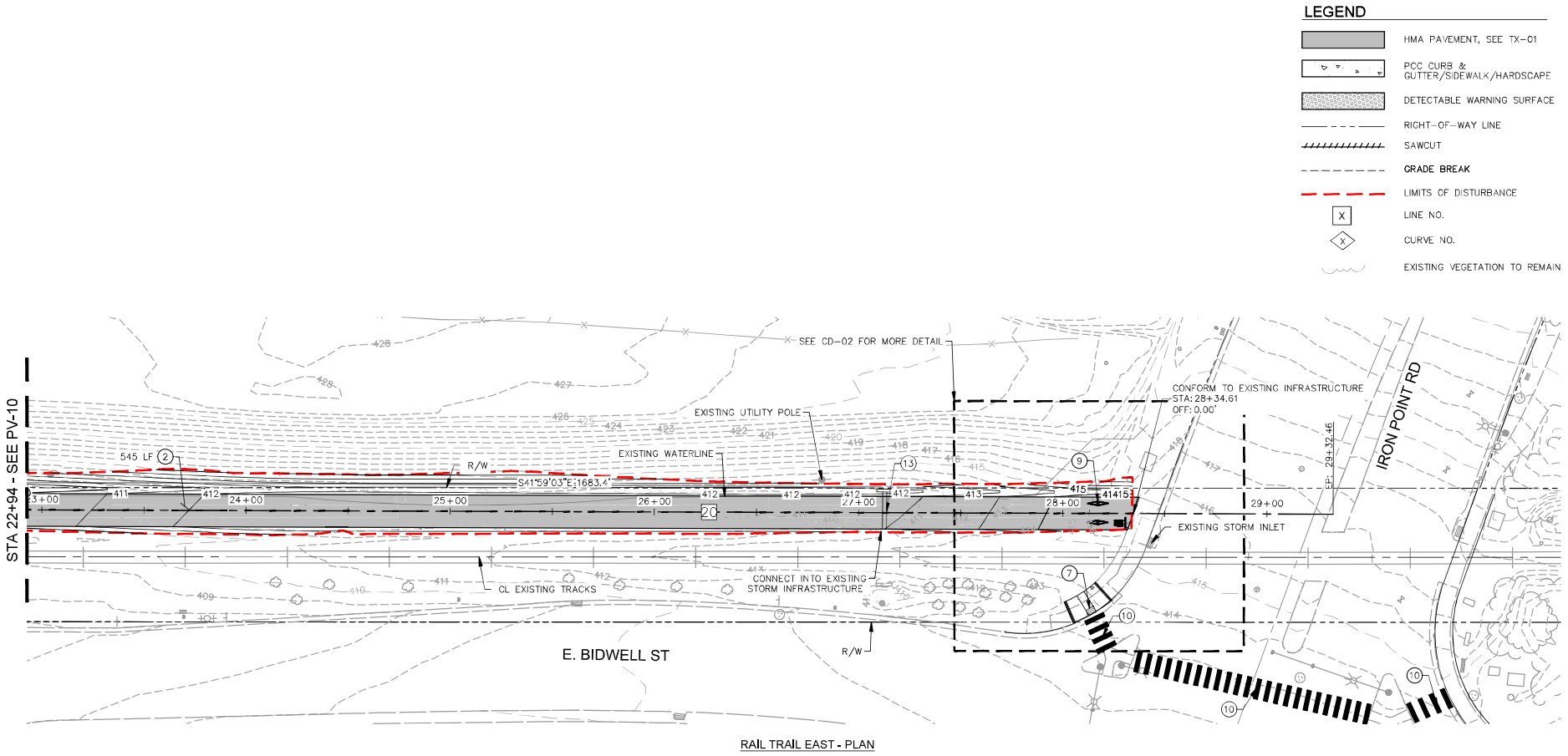
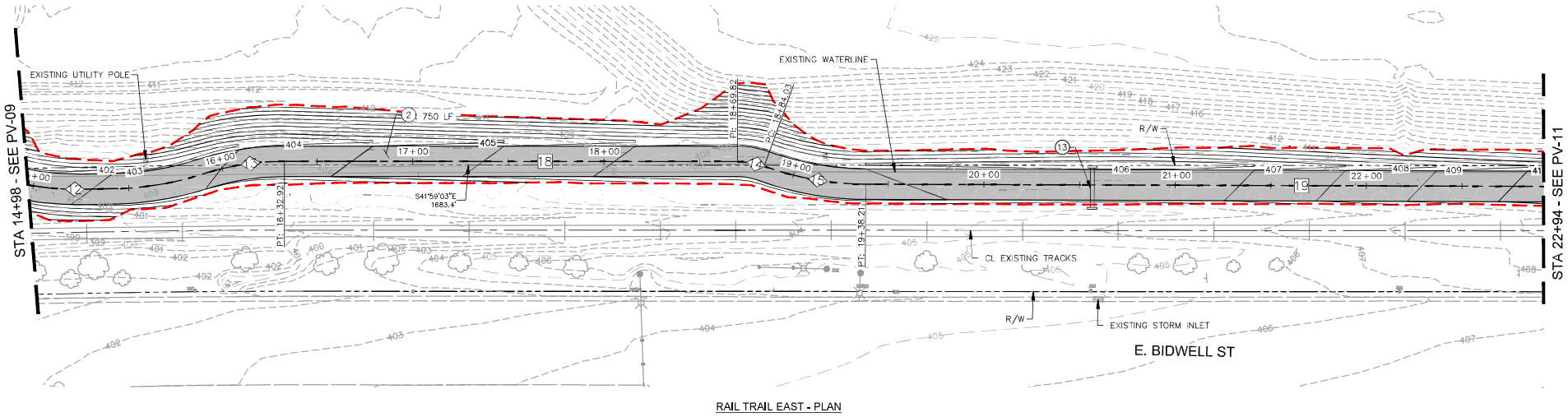


Figure 4a: Project Footprint 1 of 11

Folsom/Placerville Rail Trail Project
Initial Study/Mitigated Negative Declaration

Not to scale

Kimley»Horn



RAIL TRAIL EAST - PLAN

Figure 4b: Project Footprint 2 of 11

Folsom/Placerville Rail Trail Project
Initial Study/Mitigated Negative Declaration

Not to scale

Kimley»Horn

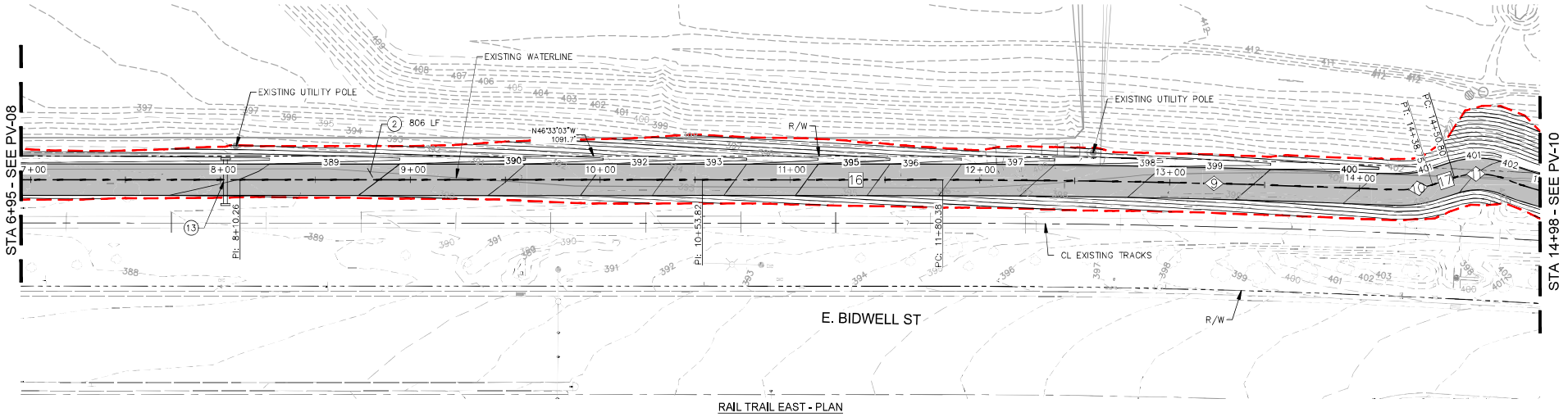


Figure 4c: Project Footprint 3 of 11

Folsom/Placerville Rail Trail Project
Initial Study/Mitigated Negative Declaration

Not to scale

Kimley»Horn

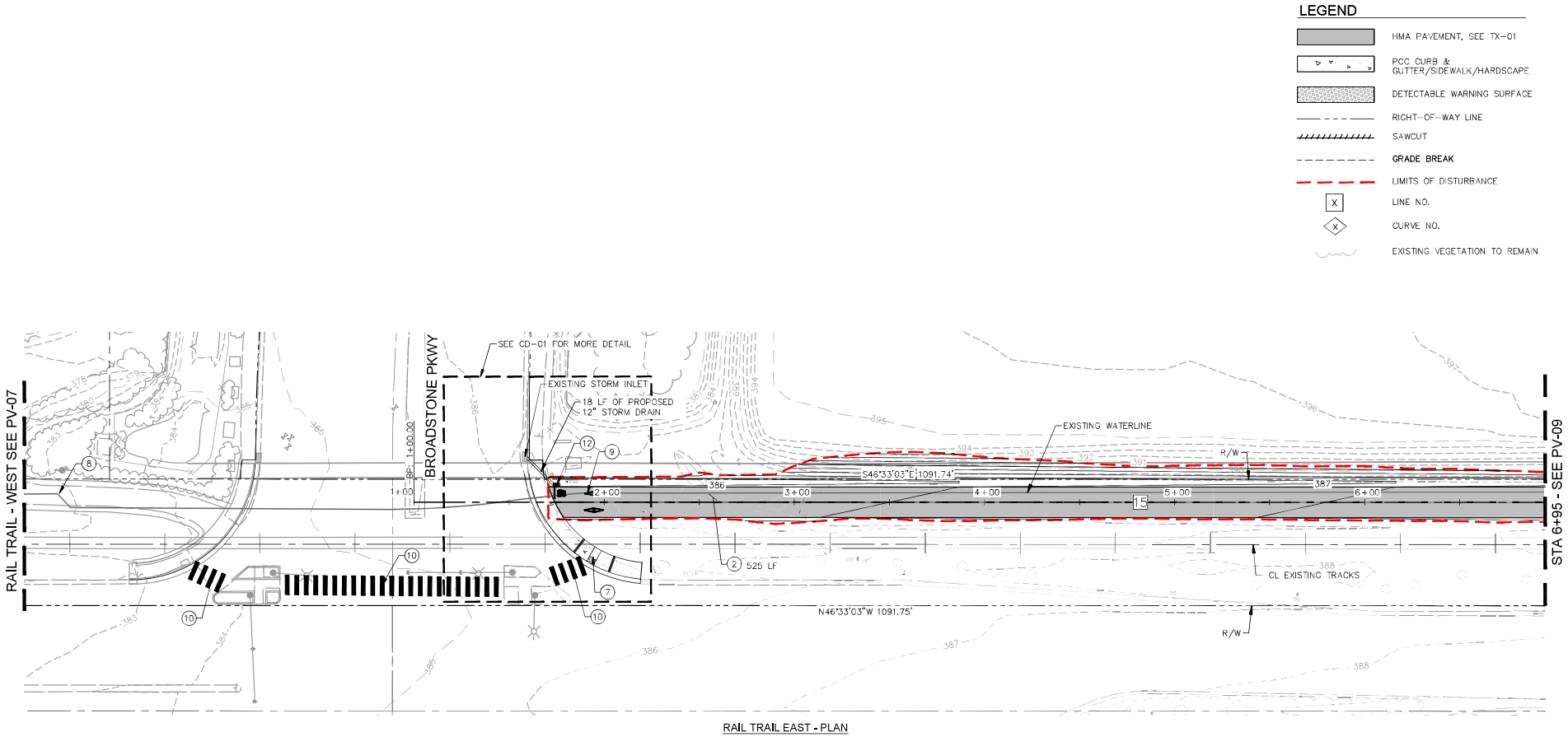


Figure 4d: Project Footprint 4 of 11

Folsom/Placerville Rail Trail Project
Initial Study/Mitigated Negative Declaration

Not to scale

Kimley»Horn

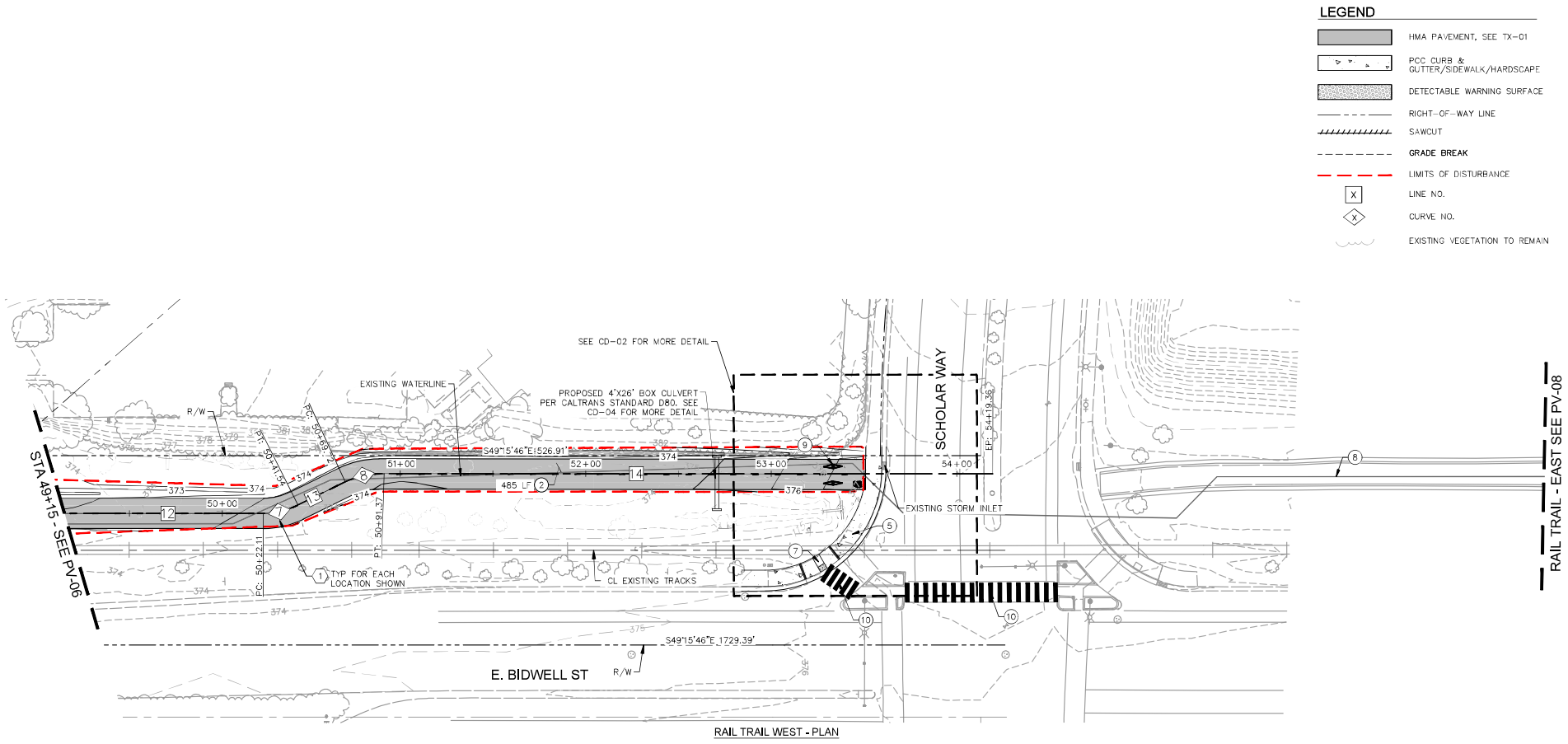
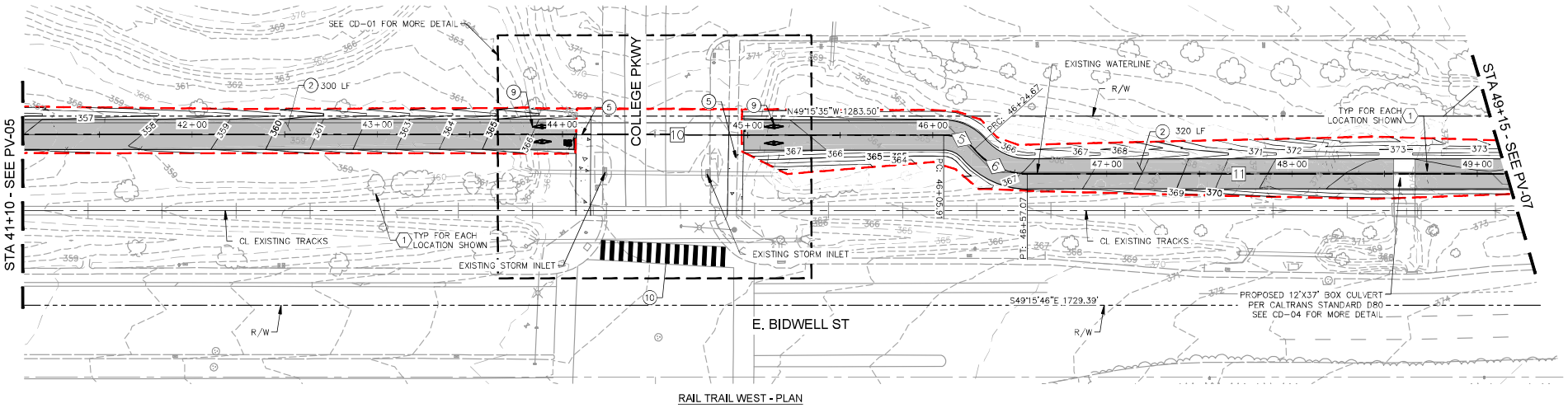


Figure 4e: Project Footprint 5 of 11

Folsom/Placerville Rail Trail Project
Initial Study/Mitigated Negative Declaration

Not to scale

Kimley»Horn



CONSTRUCTION NOTES

(2) CONSTRUCT TRAIL PER CROSS SECTIONS ON SHEET 5.

(5) CONSTRUCT TYPE 2 CURB AND GUTTER WITH 4' SIDEWALK PER CITY STD DTL RD-01.

(9) CONSTRUCT STOP BAR MARKINGS, AND BOLLARDS PER CITY STD DTL LS-45 & LS-41. SEE SHEET 22.

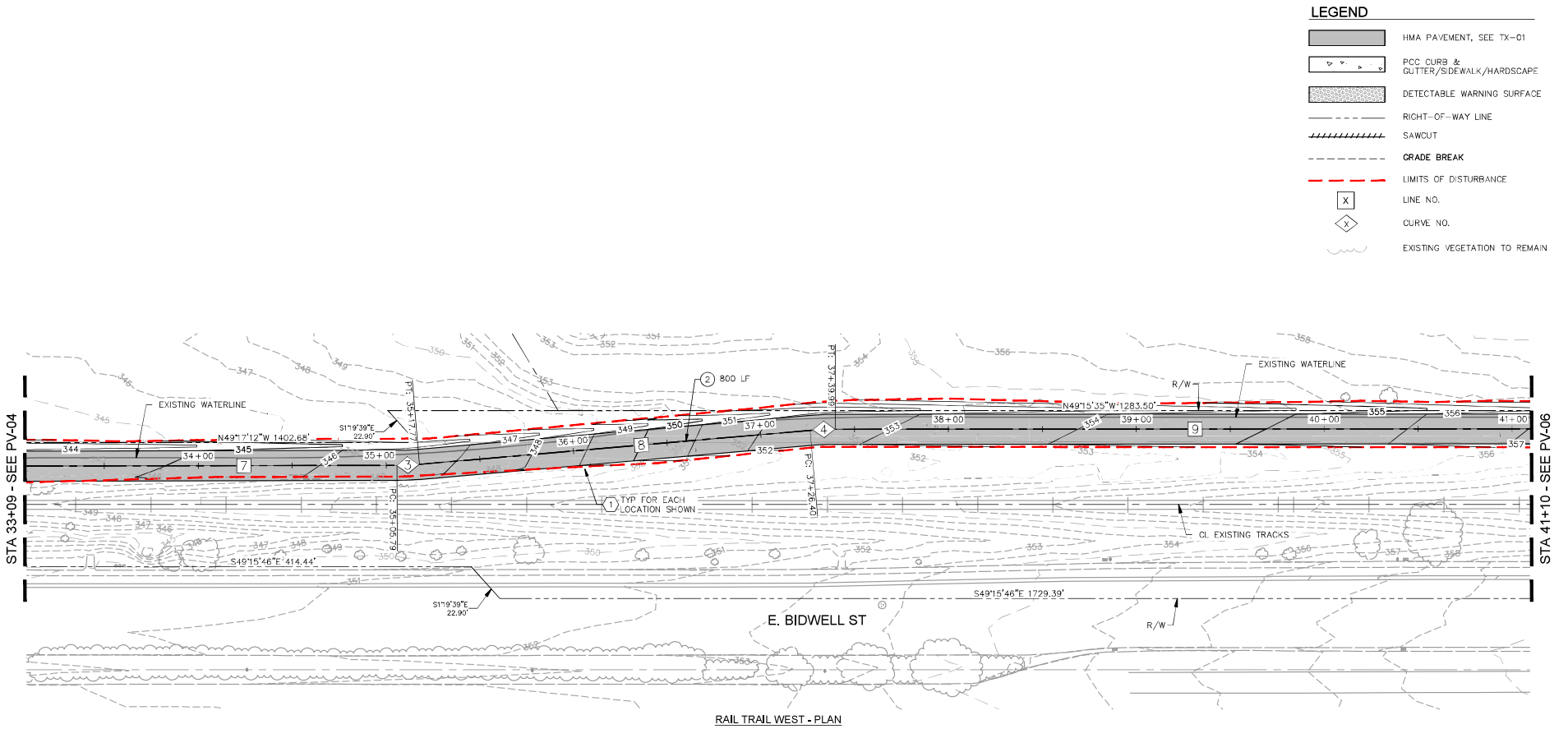
(10) CONSTRUCT CROSSWALK PER CALTRANS STANDARD A24F.

Figure 4f: Project Footprint 6 of 11

Folsom/Placerville Rail Trail Project
Initial Study/Mitigated Negative Declaration

Not to scale

Kimley»Horn



CONSTRUCTION NOTES

(2) CONSTRUCT TRAIL PER CROSS SECTIONS ON SHEET 5.

Figure 4g: Project Footprint 7 of 11

Folsom/Placerville Rail Trail Project
Initial Study/Mitigated Negative Declaration

Not to scale

Kimley»Horn

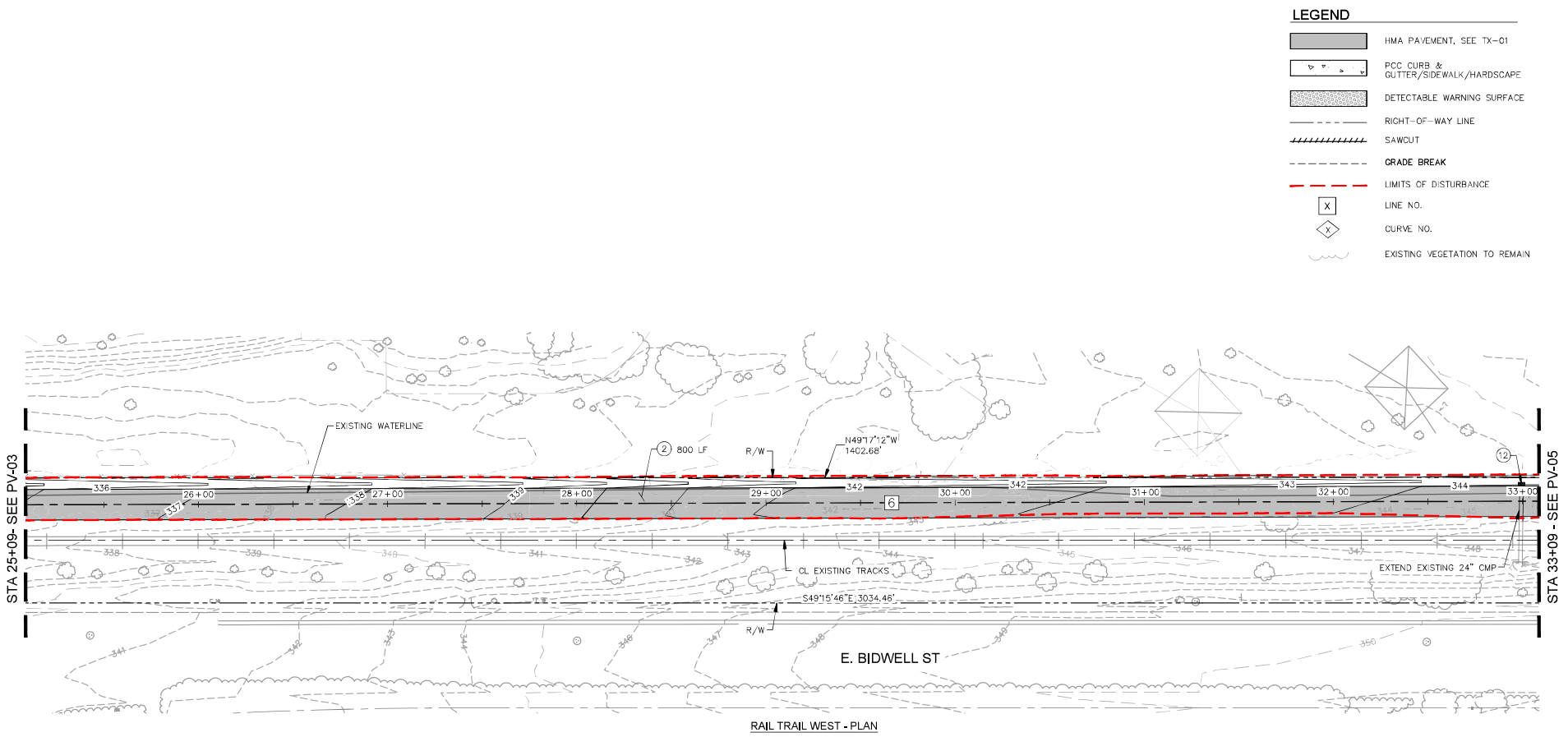


Figure 4h: Project Footprint 8 of 11

Folsom/Placerville Rail Trail Project
Initial Study/Mitigated Negative Declaration

Not to scale

Kimley»Horn

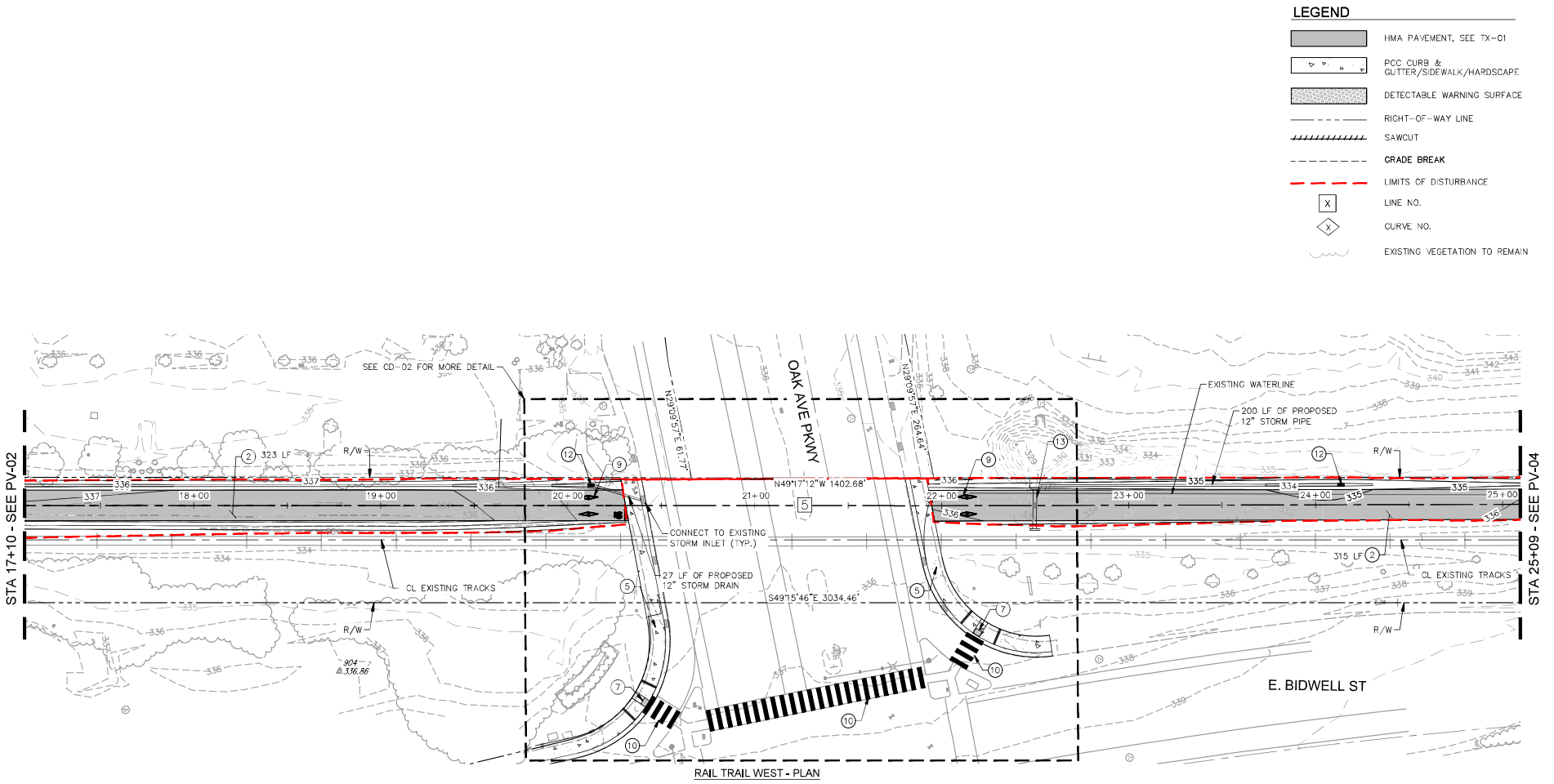


Figure 4i: Project Footprint 9 of 11

Folsom/Placerville Rail Trail Project
Initial Study/Mitigated Negative Declaration

Not to scale

Kimley»Horn

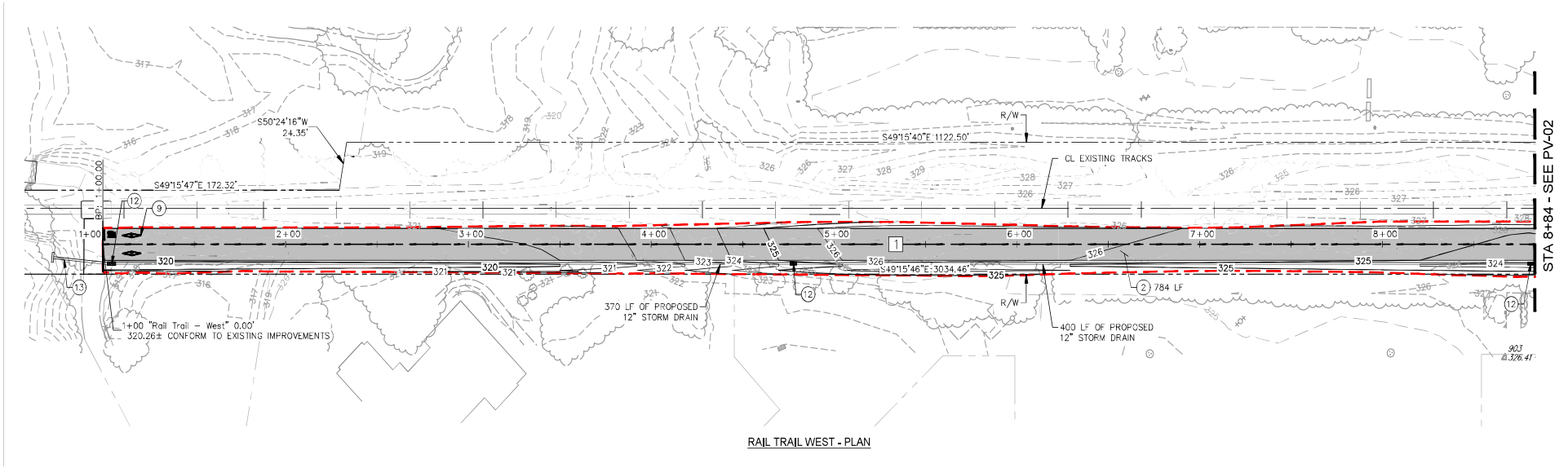
RAIL TRAIL WEST - PLAN

Figure 4j: Project Footprint 10 of 11

Folsom/Placerville Rail Trail Project
Initial Study/Mitigated Negative Declaration

Not to scale

Kimley»Horn



CONSTRUCTION NOTES

(2) CONSTRUCT TRAIL PER CROSS SECTIONS ON SHEET 5.

(9) CONSTRUCT STOP BAR MARKINGS, AND BOLLARDS PER CITY STD DTL LS-45 & LS-41. SEE SHEET 22.

(12) PROPOSED STORM DROP INLET PER CITY OF FOLSOM STANDARD DETAIL SD-06.

(13) PROPOSED BOX CULVERT PER CALTRANS STANDARD D80.

Figure 4k: Project Footprint 11 of 11

Folsom/Placerville Rail Trail Project
Initial Study/Mitigated Negative Declaration

Not to scale

Kimley»Horn

3.0 INITIAL STUDY CHECKLIST

1. **Project title:**

   Folsom/Placerville Rail Trail Project

2. **Lead agency name and address:**
   City of Folsom
   Department of Parks and Recreation
   50 Natoma Street
   Folsom, CA 95630

3. **Contact person and phone number:**

   Brett Bollinger, (916) 461-6000

4. **Project Location:**

   The project site is located within the between the existing Humbug Trail and would extend approximately 2 miles to the northwest to Iron Point Road. The proposed project would be located along the Southern Pacific Placerville Branch Right-of-Way, which is managed under the Sacramento-Placerville Transportation Joint Powers Authority (JPA). The proposed project is shown on *Figures-4a through 4k – Project Footprint Maps*.

5. **Project Sponsor's Name and Address:**

   City of Folsom
   Department of Parks and Recreation
   50 Natoma Street
   Folsom, CA 95630

6. **General Plan Designation:**

   The proposed project is within public right-of-way within the City but is adjacent to seven different land use designations including CC (Community Commercial), RCC (Regional Commercial Center), OS (Open Space), IND (Industrial/Office Park), MHD (Multifamily High Density), GC (General Commercial), PO (Professional/Office), PQP (Public and Quasi-Public Facility), and MLD (Multifamily Low Density) and is within the East Bidwell Mixed Use Overlay.

7. **Zoning:**

   The proposed project is within public right-of-way within the City but is within M-L SP 95-1 (Limited Manufacturing District Specific Plan 95-1), BP PD (Business and Professional District Planned Development), C-2 PD (Central Business District Planned Development), R-M PD (Residential, Multifamily Dwelling District Planned Development), and OSC (Open Space Conservation District).

8. **Description of Project:**
   The proposed project would provide Class I Trail improvements for bicyclists and pedestrians for approximately 2.0 miles (1.25 miles of new trail that would tie into 0.75 miles of disconnected trail) from the existing Humbug-Willow Creek Trail on the west to Iron Point Road on the west. The trail would be approximately 12 feet in width (eight feet of paving with approximately two feet of decomposed granite on either side). The proposed project would cross seven existing roadway intersections that would be improved with Intersection Safety Concepts (e.g., ramps flush with rail, high visibility crosswalk enhancements, etc.). The majority of the proposed project would parallel East Bidwell Street along the Southern Pacific Placerville Branch Right-of-Way and improve connectivity between residential, commercial, recreation, and other public serving uses.

9. **Surrounding land uses and setting: Briefly describe the project's surroundings:**

   The proposed project is located in the Joint Powers Authority (JPA) right-of-way within a rail easement. Land uses surrounding the project starting on the westerly side of the project site include open space within Willow Creek and other recreational resources, the Legends at Willow Creek Apartment and California Family Fitness prior to the intersection with Oak Avenue Parkway. To the south of this portion of the alignment and adjacent to the northerly side of Bidwell Street is a the Broadstone Village business complex. For the balance of the project, the project site if bound by Bidwell Street on the south. Uses south of Bidwell consists of residential, commercial business center, and two large commercial centers including the Broadstone commercial center and the Palladio. The majority of the land immediately adjacent to the north of the project alignment is undeveloped with other uses including Lakeside Church, Folsom Lake College, and commercial and residential uses.

10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)**
    - Caltrans, Office of Local Assistance
    - U.S. Army Corps of Engineers
    - Regional Water Quality Control Board
    - California Department of Fish and Wildlife

11. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**
    The City received one request for consultation from the United Auburn Indian Community of the Auburn Rancheria (UAIC). The consultation process began on October 12, 2023. The consultation process closed on December 12, 2023.

NOTE: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

4.0 ENVIRONMENTAL ANALYSIS

Environmental Factors Potentially Affected by the Project

The environmental factors checked below, which would be potentially affected by this project, involve impacts identified as "Less Than Significant With Mitigation Incorporated", indicated by the checklist on the following pages.

	Aesthetics		Agricultural Resources	X	Air Quality
X	Biological Resources	X	Cultural Resources		Energy
X	Geology / Soils	X	Greenhouse Gas Emissions	X	Hazards & Hazardous Materials
	Hydrology / Water Quality		Land Use / Planning		Mineral Resources
X	Noise		Population / Housing		Public Services
	Recreation		Transportation / Traffic	X	Tribal Cultural Resources
	Utilities / Service Systems		Wildfire	X	Mandatory Findings of Significance

Determination

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	
I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	**X**
I find that the proposed project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.	
I find that the proposed project MAY have a potentially significant or a potentially significant unless mitigated impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	
I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	

_____ _____

Brett Bollinger, Senior Trails Planner Date

4.1 Aesthetics

ENVIRONMENTAL IMPACTS	Potentially Significant Impacts	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?			✓	
b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?			✓	
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			✓	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			✓	

a) Have a substantial adverse effect on a scenic vista?

Less than Significant Impact. The City of Folsom is located along the western edge of the Sierra Nevada foothills. The area in the eastern portions of the City includes residences, commercial uses, and grassy rolling hills at varying elevations. The low-lying foothills to the northeast of the project site are largely developed with residential uses. The City General Plan notes that the City has many natural assets, and provides, from certain locations, views of the foothills, lakes, and rivers. It also notes that buildings and man-made structures can complement the scenic views when sensitively designed.

Typically, a scenic vista is associated with views of an ocean, mountains, hills, lakes, rivers, canyons, open spaces, and other natural features. The proposed project would not have a substantial adverse effect on a scenic vista. The proposed project would be located adjacent to an existing railroad corridor that is intermittently used for excursions and during holidays. The majority of the proposed improvements would occur adjacent to the Bidwell transportation corridor. Other major uses in the vicinity include commercial development within the Palladio and Broadstone commercial center, residential areas, Folsom Lake College (FLC), medical offices, and other roadways. View of the project

site from these locations, as well as from the hills to or from the project, are heavily obscured by intervening topography and other structures. None of the alignments or adjacent areas constitute a scenic vista, and due to the intervening structures and vegetation, views of scenic resources would be affected.

Construction activities of the proposed trail would be temporarily visible for a short period of time while construction is occurring. Views of the project site would be altered with installation of the trail, but the project would be at ground level and no views would be substantially altered as a result of project improvements. The proposed project would be consistent with other trails that are located throughout the City and would not block or interfere with views of existing vegetation or immediately surrounding topography. Therefore, impacts would be less than significant, and mitigation is not required.

b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?

Less than Significant Impact. There are no officially designated State scenic highways in the City. The nearest State Scenic highway is a segment of Highway 50 beginning in Placerville approximately 20 miles to the east. The project site is not visible from this location and the segment of roadway is not visible from the project site. There are no existing structures, with the exception of the existing railroad and existing roadways that would be crossed within the project site. There are no historically significant buildings or rock outcroppings but the site does include minor landscaped areas containing ornamental plants and trees.

While these trees are not located within a scenic highway, any trees removed as part of project construction would be replaced in accordance with the City's tree Preservation ordinance (Folsom Municipal Code 12.16) as applicable. Additionally, the trees located on the project site are not mature and do not constitute significant scenic or visual resources. Therefore, the proposed project would not damage any scenic resources, including trees, rock outcroppings, or historic buildings within a State scenic highway. Impacts would be less than significant, and mitigation is not required.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. The project site is located along East Bidwell Street, which is a major transportation corridor. There also is an approximate 0.34 miles segment proposed from Oak Avenue Parkway to the existing Humbug trail to the west. This location is along the railroad which between residential and commercial uses. The land uses surrounding the project site are generally mixed uses and include, commercial, community commercial, residential, school uses, and roadways and is considered urbanized. The proposed project would not result in substantial changes to the visual environment and would be consistent with general plan guidance. The proposed project would not conflict with any zoning ordinance related to visual quality.

The trail corridor is not listed as a scenic corridor but would provide a linkage to other areas within the City with views of hills, lakes, rivers, and other habitats. More specifically, Goal NCR2.1.2 –

Complementary Development states, "Through the planned development permit process, require new development to be located and designed to visually complement the natural environment along Folsom Lake, the American River, nearby hillsides, and major creek corridors such as Humbug, Willow, Alder, and Hinkle." The project has been designed to increase public access and use of the Humbug Trail, associated creek corridor, and would not conflict with any plans or policies related to regulating scenic quality.

Although the visual characteristics of the site be minimally changed, the proposed project would be consistent with the surrounding areas and the intent of applicable planning documents. The proposed project would not substantially impact or degrade the visual quality of the project site or its surroundings. Impacts in this regard would be less than significant and no mitigation is required.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. The existing sources of light and glare within the project area and from the surrounding areas are consistent with a predominately urbanized area. Sources of glare during the day come from vehicle windshields, and windows on businesses and nearby homes. The primary sources of nighttime lighting is from the surrounding commercial buildings, homes, street infrastructure (light poles), and vehicle headlights. The proposed project consists of trail enhancements and would not introduce new sources of lighting compared to the existing setting. The proposed project does not include any new light sources and does not include elements that would add to glare. Impacts would be less than significant, and no mitigation would be required.

Cumulative Impacts

The potential visual impacts related to views and aesthetics are generally site specific. As discussed above, project-related impacts to scenic vistas would not occur and while changes to the existing visual character would occur, these impacts are less than significant. The proposed project would also be consistent with visual and aesthetic requirements of the pertinent the land use and planning documents and no lighting would be used. Therefore, while the proposed project in conjunction with past, present, and reasonably foreseeable development would change the appearance of the site and surrounding area, the project would be consistent with existing and proposed uses and not make a substantial contribution to any aesthetic impacts. Therefore, aesthetic impacts would not be cumulatively considerable, and impacts would be less than significant.

4.2 Agriculture and Forestry Resources

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				✓
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				✓
d) Result in the loss of forest land or conversion of forest land to non-forest use?				✓
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				✓

a) *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

No Impact. The proposed project site and surrounding areas are not designated as farmland and does not have any agricultural operations. The majority of the proposed project site is designated as Urban and Built-Up Land with a smaller portion between Oak Avenue and Scholar Way designated as grazing

land. Urban and Built-up Land is defined as land used for residential, industrial, commercial, construction, institutional, public administrative purposes, railroad yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment plants, water control structures, and other development purposes. Highways, railroads, and other transportation facilities are mapped as a part of Urban and Built-up Land if they are a part of the surrounding urban areas.

Grazing land is defined as land on which the existing vegetation is suited to the grazing of livestock. It should be noted the area designated as grazing land extends to the east and includes all the undeveloped land around Folsom Lake College (DOC, 2016). The area is not used for agriculture or grazing and is designated for Public and Quasi Public (PQP) uses in the City General Plan (City of Folsom, 2017). Therefore, no conversion of documented agricultural lands to non-agricultural use would occur and mitigation is not required.

b) *Conflict with existing zoning for agricultural use, or a Williamson Act contract?*

No Impact. The proposed project site is not zoned for agricultural use, is designated as important farmland, and is not used for agriculture. The project site is not under a Williamson Act and is not eligible to under a contract. Therefore, the proposed project would not conflict with a Williamson Act Contract and would not conflict within the existing zoning. No impact would occur, and no mitigation is required.

c) *Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?*

No Impact. The proposed project is not designated as forest land and is not zoned for timberland production. The proposed project is adjacent to East Bidwell Street and an old railroad road right of way in an area with urban and built-up land. No impact would occur, and no mitigation is required.

d) *Result in the loss of forest land or conversion of forest land to non-forest use?*

No Impact. The proposed project site does not contain forest land. Therefore, no impact would occur in regard to changing forest land to a non-forest use. No mitigation is required.

e) *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?*

No Impact. The proposed project site does not contain any land used for or designated as agricultural or forest land. Therefore, no impact would occur in this regard and no mitigation is required.

Cumulative Impacts

The proposed project is not located on land used for agriculture or forest productions and would not affect agricultural or forest resources. The proposed project would not, in conjunction with any other past present or reasonably foreseeable project make a contribution to the loss of farmland. Therefore, the proposed project would not contribute to a cumulatively considerable impact.

4.3 Air Quality

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			✓	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?		✓		
c) Expose sensitive receptors to substantial pollutant concentrations?			✓	
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?			✓	

The Road Construction Emissions Model (RCEM) and air quality model outputs listed in Appendix A, *Air Quality and Greenhouse Gas Modeling Data*, were utilized in this analysis.

Environmental Setting

Climate in the Folsom area is characterized by hot, dry summers and cool, rainy winters. During summer's longer daylight hours, plentiful sunshine provides the energy needed to fuel photochemical reactions between oxides of nitrogen (NO_X) and reactive organic gases (ROG), which result in ozone (O_3) formation. High concentrations of O_3 are reached in the Folsom area due to intense heat, strong and low morning inversions, greatly restricted vertical mixing during the day, and daytime subsidence that strengthens the inversion layer. The greatest pollution problem in the Folsom area is from NOX.

The City of Folsom lies within the eastern edge of the Sacramento Valley Air Basin (SVAB). The Sacramento Metropolitan Air Quality Management District (SMAQMD) is responsible for implementing emissions standards and other requirements of federal and state laws in the project area. As required by the California Clean Air Act (CCAA), SMAQMD has published various air quality planning documents as discussed below to address requirements to bring the District into compliance with the federal and state ambient air quality standards. The Air Quality Attainment Plans are incorporated into the State Implementation Plan (SIP), which is subsequently submitted to the U.S. Environmental Protection Agency (USEPA), the federal agency that administrates the Federal Clean Air Act of 1970, as amended in 1990.

Ambient air quality is described in terms of compliance with state and national standards, and the levels of air pollutant concentrations considered safe, to protect the public health and welfare. These standards are designed to protect people most sensitive to respiratory distress, such as people with asthma, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. The USEPA has established national ambient air quality standards (NAAQS) for seven air pollution constituents. As permitted by the Clean Air Act, California has adopted more stringent air emissions standards (California Ambient Air Quality Standards [CAAQS]) and expanded the number of regulated air constituents.

The California Air Resources Board (CARB) is required to designate areas of the state as attainment, nonattainment, or unclassified for any state standard. An "attainment" designation for an area signifies that pollutant concentrations do not violate the standard for that pollutant in that area. A "nonattainment" designation indicates that a pollutant concentration violated the standard at least once. The air quality attainment status of the SVAB, including the City of Folsom, is shown in *Table 2: Sacramento Valley Air Basin—Attainment Status*.

Table 2: Sacramento Valley Air Basin—Attainment Status

Pollutant	State of California Attainment Status	Federal Attainment Status
Ozone (1-hour)	Nonattainment	No Federal Standard
Ozone (8-hour)	Nonattainment	Nonattainment
Coarse Particulate Matter (PM_{10})	Nonattainment	Attainment
Fine Particulate Matter ($PM_{2.5}$)	Attainment	Nonattainment
Carbon Monoxide (CO)	Attainment	Attainment/Unclassified
Nitrogen Dioxide (NO_2)	Attainment	Attainment/Unclassified
Lead	Attainment	Attainment/Unclassified
Sulfur Dioxide (SO_2)	Attainment	Unclassified
Sulfates	Attainment	No Federal Standard
Hydrogen Sulfide	Unclassified	No Federal Standard
Visibility Reducing Particles	Unclassified	No Federal Standard

Sacramento County is designated as nonattainment for the state and federal ozone standards, the state PM_{10} standards, and the federal $PM_{2.5}$ standards. Concentrations of all other pollutants meet state and federal standards.

Ozone is not emitted directly into the environment, but is generated from complex chemical reactions between ROG, or non-methane hydrocarbons, and NO_X that occur in the presence of sunlight. ROG and NO_X generators in Sacramento County include motor vehicles, recreational boats, other transportation sources, and industrial processes. PM_{10} and $PM_{2.5}$ arise from a variety of sources, including road dust, diesel exhaust, fuel combustion, tire and brake wear, construction operations, and windblown dust.

Toxic Air Contaminants

Toxic air contaminants (TAC) are a diverse group of air pollutants that may cause or contribute to an increase in deaths or in serious illness or that may pose a present or potential hazard to human health. TACs can cause long-term chronic health effects such as cancer, birth defects, neurological damage,

asthma, bronchitis, or genetic damage, or short-term acute effects such as eye watering, respiratory irritation (a cough), runny nose, throat pain, and headaches. TACs are considered either carcinogenic or

noncarcinogenic based on the nature of the health effects associated with exposure to the pollutant. For carcinogenic TACs, there is no level of exposure that is considered safe and impacts are evaluated in terms of overall relative risk expressed as excess cancer cases per one million exposed individuals. Noncarcinogenic TACs differ in that there is generally assumed to be a safe level of exposure below which no negative health impact is believed to occur. These levels are determined on a pollutant-by-pollutant basis.

The Health and Safety Code (§39655[a]) defines TAC as "an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health." All substances that are listed as hazardous air pollutants pursuant to subsection (b) of Section 112 of the CAA (42 United States Code Sec. 7412[b]) are designated as TACs. Under State law, the California Environmental Protection Agency (CalEPA), acting through CARB, is authorized to identify a substance as a TAC if it determines the substance is an air pollutant that may cause or contribute to an increase in mortality or an increase in serious illness, or that may pose a present or potential hazard to human health.

Diesel engines emit a complex mixture of air pollutants, including both gaseous and solid material. The solid material in diesel exhaust is referred to as diesel particulate matter (DPM). Almost all DPM is 10 microns or less in diameter, and 90 percent of DPM is less than 2.5 microns in diameter (CARB 2022). Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung. In 1998, CARB identified DPM as a TAC based on published evidence of a relationship between diesel exhaust exposure and lung cancer and other adverse health effects. DPM has a notable effect on California's population—it is estimated that about 70 percent of total known cancer risk related to air toxics in California is attributable to DPM (CARB 2022).

Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved and are referred to as sensitive receptors. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB and the Office of Environmental Health Hazard Assessment (OEHHA) have identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, infants (including in utero in the third trimester of pregnancy), and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis (CARB 2005; OEHHA 2015).

Residential areas are considered sensitive receptors to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Children and infants are considered more susceptible to health effects of air pollution due to their immature immune systems, developing organs, and higher breathing rates. As such, schools are also considered sensitive receptors, as children are present for extended durations and engage in regular outdoor activities.

The closest existing sensitive receptors to the project site are the Legends at Willow Creek multi-family residences located at the northern most end of the alignment, approximately 100 feet east of the project

area. The Sage at Folsom Senior Apartments are located just south of Scholar Way and are approximately 100 feet east of the project area. The closest school to the project site Folsom Lake College with the nearest building located approximately 650-ft to the east of the project area.

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact.

In accordance with SMAQMD's Guide, construction-generated NO_X, PM_{10}, and $PM_{2.5}$, and operational-generated ROG and NO_X (all ozone precursors) are used to determine consistency with the Ozone Attainment Plan. The Guide states:

By exceeding the District's mass emission thresholds for operational emissions of ROG, NO_X, PM_{10}, or $PM_{2.5}$, the project would be considered to conflict with or obstruct implementation of the District's air quality planning efforts.

As shown in the discussion for question b) below, the project's construction-generated emissions of NO_X, PM_{10}, and $PM_{2.5}$ would not exceed SMAQMD thresholds. Operational emissions associated with the project would be minimal and would not exceed SMAQMD established significance thresholds. Therefore, the project would not conflict with or obstruct implementation of the applicable air quality plan and the impact would be less than significant.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less Than Significant Impact With Mitigation Incorporated.

Construction Emissions

During construction, short-term degradation of air quality may occur due to the release of particulate emissions generated by excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment also are anticipated and would include CO, nitrogen oxides (NO_X), reactive organic gases (ROG), Sulphur dioxide (SO_2), directly emitted particulate matter (PM_{10} and $PM_{2.5}$), and toxic air contaminants (e.g., diesel exhaust PM).

The regional construction emissions associated with development of the proposed project were calculated using Roadway Construction Emissions Model (RCEM version 9.0). For the purposes of the air quality analysis, site disturbance would be approximately 0.5 acres per day and the construction timeframe would be approximately nine months. Construction would include demolition, grading, repairs and maintenance, and paving. Typical construction equipment includes excavators, graders, scrapers, rollers, tractors, loaders, and air compressors. *Table 3: Construction Related Emissions Reference source not found. shows construction emission for the project*.

Table 3: Construction Related Emissions

Construction Year	Pollutant (maximum pounds per day)[1]			
			Exhaust	
	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO_x)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
2025	**3.6**	**35.41**	**1.48**	**1.28**
SMAQMD Significance Threshold	*None*	*85*	*80*	*82*
Exceed SMAQMD Threshold?	**No**	**No**	**No**	**No**

As shown in *Table 3*, construction of the proposed project would not cause exceedances for ROG, NO_x, $PM_{2.5}$, and PM_{10}. During demolition, land clearing would generate approximately 13 cubic yards of soil export per day. To be conservative, this analysis assumed 20 cubic yards of soil export per day for 20 days. The calculated emission results for ROG, NO_x, $PM_{2.5}$, and PM_{10} from RCEM demonstrate that the construction of the project would remain below SMAQMD's maximum daily thresholds. As such, the proposed project emissions would not worsen ambient air quality, create additional violations of federal and state standards, or delay the Basin's goal for meeting attainment standards. Construction pollutant emissions would be less than significant.

Though grading would be part of pipeline construction, it would not be excessive in any single location because of the linear nature of the project and because most of this activity would occur in areas that are already disturbed. Moreover, SMAQMD's Basic Construction Emission Control Practices would be implemented to minimize emissions of fugitive PM_{10} and $PM_{2.5}$ dust and emissions from construction equipment, as required with Mitigation Measure AQ-1. With implementation of Mitigation Measure AQ-1 construction of the project would not result in concentrations of PM_{10} or $PM_{2.5}$ that exceed applicable NAAQS or CAAQS.

Operational Emissions

Operational Emissions. Long-term air emission impacts are associated with stationary sources and mobile sources. Stationary source emissions result from the consumption of natural gas and electricity. Mobile source emissions result from vehicle trips and result in air pollutant emissions affecting the entire air basin. As discussed above, the proposed project includes constructing an approximately 1.5-mile bike and pedestrian trail closing a gap from the existing Humbug Willow Creek Trail to an existing trail south of Iron Point Road that will ultimately connect to planned trails south of Highway 50. construction of a multi-use paved trail and associated improvements primarily along East Bidwell Street.

Implementation of the proposed project would not significantly alter public roadways or access to East Bidwell Street. The project is not expected to result in the addition of vehicle trips to the surrounding roadways as the project is the extension of an existing trail. Therefore, the project would not result in an increase in the generation of vehicle trips that would increase mobile source

emissions. Therefore, operation of the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State air quality standard and impacts would be less than significant.

As shown in *Table 3* the project's maximum daily construction or operational emissions would not exceed the SMAQMD's thresholds. The proposed project would not generate new operational emissions and would not result in a cumulatively considerable contribution to significant cumulative air quality impacts. Implementation of MM AQ-1 would minimize dust from short term construction activities. Therefore, the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment, and the impact would be less than significant.

Mitigation Measure

MM AQ-1: **Construction Air Quality Mitigation Measures.** Prior to any grading activities, the contractor shall prepare and implement a Construction Management Plan that includes the Sacramento Metropolitan Air Quality Management District (SMAQMD) Recommended Construction Mitigation Measures to minimize construction-related emissions. This shall plan shall first be reviewed and approved by the Public Works Director or designee. The SMAPCD Construction Mitigation Measures are:

a) Control of fugitive dust is required by District Rule 403 and enforced by District staff.

b) Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.

c) Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.

d) Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.

e) Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).

f) All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.

The following practices describe exhaust emission control from diesel powered fleets working at a construction site. California regulations limit idling from both on-road and offroad diesel-powered equipment. The California Air Resources Board (CARB) enforces idling limitations and compliance with diesel fleet regulations.

- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.

- Provide current certificate(s) of compliance for CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation [California Code of Regulations, Title 13, sections 2449 and 2449.1]. For more information contact CARB at 877-593-6677, doors@arb.ca.gov, or www.arb.ca.gov/doors/compliance_cert1.html.

  Although not required by local or state regulation, many construction companies have equipment inspection and maintenance programs to ensure work and fuel efficiencies.

- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.

c) Expose sensitive receptors to substantial pollutant concentrations

Less Than Significant Impact.

Emissions of Toxic Air Contaminants

Construction and operation of the project would generate some emissions of toxic air contaminants (TACs), the most prevalent of which would be the particulate matter contained in the exhaust of diesel-powered equipment (diesel PM).

Construction-related activities would result in temporary, intermittent emissions of diesel PM from the exhaust of heavy-duty off-road diesel equipment used for building the trail. On-road, diesel-powered haul trucks traveling to and from the construction area to deliver materials and equipment are less of a concern because they do not operate at a single location for extended periods and therefore would not expose a single receptor to excessive diesel PM emissions. Based on the modeling conducted to estimate the values in *Table 3* above, and shown in Appendix A, maximum daily exhaust emissions of PM10, which is considered a surrogate for diesel PM, could reach up to 1.48 lb/day during construction.

The dose to which receptors are exposed is the primary factor used to determine health risk (i.e., potential exposure to TAC levels that exceed applicable standards). Dose is a function of the concentration of a substance in the environment and the duration of exposure to the substance. It is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for any exposed receptor. Thus, the risks estimated for an exposed individual are higher if the exposure occurs over a longer period. According to the Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments, which determine the exposure of sensitive receptors to TACs, should be based on a 70- or 30-year exposure period; however, such assessments should be

limited to the period/duration of activities associated with the project. For this reason, it is important to consider that the use of heavy-duty off-road diesel equipment would be limited to the 12-month construction period and that, because of the linear nature of the project, diesel PM–emitting construction activity would not occur in the same location during this entire period. In addition, concentrations of mobile source DPM emissions disperse rapidly and are typically reduced by 70 percent at approximately 500-ft (CARB 2005). Considering this information, the highly dispersive nature of DPM, and the fact that construction activities would occur at various locations throughout the project site, it is not anticipated that construction of the project would expose sensitive receptors to substantial DPM concentrations. Therefore, considering the highly dispersive properties of diesel PM, the relatively low mass of diesel PM emissions that would be generated during project construction, the relatively short duration of construction, and the relatively short period during which diesel PM–emitting construction activity would take place in the same location near the same receptors, construction-related TACs would not expose sensitive receptors to an incremental increase in cancer risk that exceeds 10 in one million or a hazard index of 1.0 or greater. Potential impacts from Toxic air contaminants are considered less than significant.

d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?

Less Than Significant Impact.

Construction activities associated with the project may generate detectable odors from heavy duty equipment (i.e., diesel exhaust), as well as from asphalt off-gassing. Odors generated from the referenced sources are common in the man-made environment and are not known to be substantially offensive to adjacent receptors. Any construction-related odors would be short-term in nature and cease upon project completion. As a result, impacts to existing surrounding land uses from construction-related odors would be short-term in duration and therefore would be less than significant.

Cumulative Impacts

Less Than Significant

Please see discussion under Threshold b, above.

4.4 Biological Resources

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		✓		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?			✓	
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?		✓		
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		✓		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		✓		
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓

A Biological Resources Study was prepared in January 2019 by WRECO. The study was based on botanical, wildlife, and wetland surveys that occurred between April and July of 2018. Plant surveys were protocol level based on the recommendations of the California Native Plant Society (CNPS). The study provided an evaluation of biological resources in the project area, the results of which are summarized below. The biological resources reports are attached as Appendix B, *Biological Resource Study*.

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Less Than Significant Impact with Mitigation Incorporated. The proposed project would be constructed predominantly within existing disturbed areas along the margin of the existing railroad adjacent to Bidwell Street which is a major thoroughfare through the City. The Biological Resources Study evaluated the potential for the project site to contain sensitive habitat, vegetation, and animal species. The potential for the site to contain existing biological resources and descriptions of them was based on information referenced from the California Department of Fish and Wildlife (CDFW) and California Wildlife Habitat Relationship System (CWHRS), the California Natural Diversity Database (CNDDB), and information from the California Native Plant Society, and United States Department of Fish and Wildlife (USFWS) database.

Habitat

Vegetative communities within the biological study area are based on the CDFW California Wildlife Habitat Relationship System (CWHR) that provides descriptions of 59 wildlife habitats. Within the project site five vegetative communities were identified including annual grassland, ruderal, fresh emergent wetlands, valley foothill riparian, and urban. Appendix B contains a complete description of these communities. The characteristics of these habitat is summarized below.

Fresh Emergent Wetland - All wetland habitat within the study area supports fresh emergency wetland vegetation. These areas are typically flooded long enough to create an anaerobic state in the soils and can support diverse plants. These habitats provide foraging areas for wildlife as well as for resting, nesting, and breeding. Typical species include dense sedge (*Carex densa*), common cattail (*Typha latifolia*), and tule bulrush (*Schoenoplectus acutus*).

Annual Grassland – Non-native or naturalized annual grasses and forbs have largely replaced pre-colonial grasslands within California and similar to the project site, but can contain native species including wild oats, barley, brome species, and soft chess. Water in these areas is typically in deficit for four to eight months of the year. In the study area, this habitat is dominated by non-native grass species including wild oats (*Avena sativa*), soft chest brome (*Bromus hordeaceus*), foxtail bronse (*Bromus madritensis ssp.. Rubens*), and rat-tail fescue (*Festuca myuros*).

Valley Foothill Riparian – Riparian habitat occupies areas along the banks of rivers, streams, lakes, springs and floodplains. Riparian areas generally contain nutrient-rich alluvial soils and area subject to periodic flooding. Vegetation typically consists of deciduous trees, shrubs, and herbs. Riparian habitat is located at near the existing terminus of the Humbug Trail on the northwesterly portion of the project. The dominant vegetation in this area is valley oak and interior live oak and to a lesser

extent California buckeye (Aesculus californica), and black walnut (*Juglans hindsii*). The understory consists of herbs and forbs in the annual grassland and shrub species include coyote brush (*Baccharis pilularis*), California wild rose (*Rosa californca*), tree anemone (*Carpenteria californica*), and blue elderberry (*Sambucus nigra ssp. caerrulea*).

Urban – The CWHR classified urban vegetation into five areas: tree grove, street strip, shade tree/lawn, lawn, and shrub cover. Urban areas typically have limited diversity of all vegetation types. Typical examples include residential landscape, golf courses, parks, and school ground but non-native landscape species and invasive weeds are common. Within the study area, these areas are most common in the easterly portion of the study area near the commercial and business parks.

Ruderal – Ruderal plant communities consist of varied, often temporary, collections of mostly non-native plants along roadsides, or other disturbed areas. These areas consist of aggressive invasive weeds such as brome grasses and thistles typically thrive in ruderal habitats. The dominant species observed in this community within the project site includes wild oats (*Avena sativa*), foxtail brome (*Bromus madritensis ssp. rubens*), soft chess (*Bromus horceus*), Italian ryegrass (*Festuca perennis*), yellow star-thistle (*Centaurea solstitialis*), field bindweed (*Convolvulus arevensis*), wild radish (*Raphanus sativus*), and red clover (*Trifolium pratense*).

Plant Species

A list of special status plant species that had previous recording within the region and that may occur within the project site was compiled from databases including the CNDDB, CNPS, and USFWS. This included federally listed, state-listed, and/or CNPS-ranked plants that have occurrence records within a five-mile radius of the proposed project. In addition to the records and database searches, field botanical surveys were conducted between April and July in 2018.

During the field surveys there were no sensitive status species located within the biological study area (BSA). The site was found to have a high degree of disturbance and infestation of invasive vegetative species. Introduced species typically outcompete native species for nutrients, water, and space, making it difficult for native vegetation to survive. *Table 4: Potential for Special Status Plants to Occur within the Folsom/Placerville Rail Trail,* provides a listing of the species, their status, blooming period, habitats, and potential to occur within the project site.

Special Status Species in Wetlands

As discussed above, although freshwater emergent vegetation is present in the wetland areas, no special status plant species were observed during the biological resources survey. This is largely due to past disturbances during construction of the railroad and presence of non-native invasive species. Impacts in this regard are less than significant and no mitigation is required. While no mitigation is required for the loss of native vegetation, *subsection c),* below discusses the presence of wetlands and includes mitigation.

Table 4: Potential for Special Status Plants to Occur within the Folsom/Placerville Rail Trail

Scientific Name **Common Name**	***Status***			**Blooming Period**	**Habitat Requirements (bold if habitat present in study area)**	**Potential to Occur/ Rationale**
	Federal	**State**	**CNPS**			
Allium jepsonii Jepson's onion	--	--	1B.2	Apr-Aug	Serpentinite or volcanic soils in chaparral, cismontane woodland, lower montane coniferous forest. Elev. 984-4,330 ft.	**None.** No chaparral, woodland, or forest habitat present in BSA.
Balsamorhiza macrolepis Big-scale balsamroot	--	--	1B.2	Mar-Jun	Chaparral, cismontane woodland, **valley and foothill grassland** sometimes in serpentinite soil. Elev. 295-5100 ft.	**None**. This species was not found during botanical surveys.
Calystegia stebbinsii Stebbins' morning-glory	FE	SE	1B.1	Apr-Jul	Gabbroic or serpentinite soils in chaparral in openings, cismontane woodland. Elev. 606-3576 ft.	**None.** No chaparral or woodland habitat present in BSA.
Carex xerophila Chaparral sedge	--	--	1B.2	Mar-Jun	Serpentinite and gabbroic soils in chaparral, cismontane woodland, lower montane coniferous forest. Elev. 1443-2526 ft.	**None.** No chaparral, woodland, or forest habitat present in BSA.
Ceanothus roderickii Pine Hill ceanothus	FE	SR	1B.1	Apr-Jun	Serpentinite or gabbroic soils in chaparral, cismontane woodland. Elev. 803-3576 ft.	**None.** No chaparral or woodland habitat present in BSA.
Chlorogalum grandiflorum Red Hills soaproot	--	--	1B.2	May-Jun	Serpentinite, gabbroic, and other soils in chaparral, cismontane woodland, lower montane coniferous forest. Elev. 803-5544 ft.	**None.** No chaparral, woodland, or forest habitat present in BSA.

Table 4: Potential for Special Status Plants to Occur within the Folsom/Placerville Rail Trail

Scientific Name **Common Name**	***Status***			**Blooming Period**	**Habitat Requirements (bold if habitat present in study area)**	**Potential to Occur/ Rationale**
	Federal	**State**	**CNPS**			
Chloropyron molle ssp. hispidum Hispid bird's-beak	--	--	1B.1	Jun-Sep	Alkaline soils in meadows and seeps, playas, **valley and foothill grassland**. Elev. 3-508 ft.	**None.** This species was not found during botanical surveys.
Downingia pusilla Dwarf downingia	--	--	2B.2	Mar-May	Mesic valley and foothill grassland, vernal pools. Elev. 3-1460 ft.	**None.** This species was not found during botanical surveys.
Erigeron miser Starved daisy	--	--	1B.3	Jun-Oct	Upper montane coniferous forest in rocky soils. Elev. 6036-8595 ft.	**None.** No forest habitat present in Biological Study Area (BSA).
Eryngium pinnatisectum Tuolumne button-celery	--	--	1B.2	May-Aug	Cismontane woodland, lower montane coniferous forest, mesic vernal pools. Elev. 230-3001 ft.	**None.** No woodland, forest, or vernal pool habitat present in BSA.
Fremontodendron decumbens Pine Hill flannelbush	FE	SR	1B.2	Apr-Jul	Gabbroic or serpentinite, rocky soils in chaparral, cismontane woodland. Elev. 1394-2493 ft.	**None.** No chaparral, or woodland habitat present in BSA.
Galium californicum ssp. *sierra* El Dorado bedstraw	FE	SR	1B.2	May-Jun	Gabbroic soils in chaparral, cismontane woodland, lower montane coniferous forest. Elev. 328-1919 ft.	**None.** No chaparral, woodland, or forest habitat present in BSA.
Gratiola heterosepala Boggs Lake hedge-hyssop	--	SE	1B.2	Apr-Aug	Clay soils in marshes and swamps along lake margins, vernal pools. Elev. 32-7791 ft.	**None.** No marsh, swamp, lake or vernal pool habitat present in BSA.

Table 4: Potential for Special Status Plants to Occur within the Folsom/Placerville Rail Trail

Scientific Name **Common Name**	***Status***			**Blooming Period**	**Habitat Requirements (bold if habitat present in study area)**	**Potential to Occur/ Rationale**
	Federal	**State**	**CNPS**			
Juncus leiospermus var. *ahartii* Ahart's dwarf rush	--	--	1B.2	Mar-May	Mesic **valley and foothill grassland**. Elev. 98-751 ft.	**None.** This species was not found during botanical surveys.
Juncus leiospermus var. *leiospermus* Red Bluff dwarf rush	--	--	1B.1	Mar-Jun	Vernally mesic soils in chaparral, cismontane woodland, meadows and seeps, **valley and foothill grassland**, vernal pools. Elev. 114-4101 ft.	**None.** This species was not found during botanical surveys.
Legenere limosa Legenere	--	--	1B.1	Apr-Jun	Vernal pools, and **wetlands**. Elev. 3-2886 ft.	**None.** This species was not found during botanical surveys.
Navarretia myersii ssp. *myersii* Pincushion navarretia	--	--	1B.1	Apr-May	Vernal pools and **wetlands**. Elev. 148-328 ft.	**None**. This species was not found during botanical surveys.
Orcuttia tenuis Slender Orcutt grass	FT	SE	1B.1	May-Sep	Often gravelly soils in vernal pools. Elev. 114-5774 ft.	**None.** No vernal pool habitat present in BSA.
Orcuttia viscida Sacramento Orcutt grass	FE	SE	1B.1	Apr-Jul	Vernal pools. Elev. 98.4-328 ft.	**None.** No vernal pool habitat present in BSA.
Packera layneae Layne's ragwort	FT	SR	1B.2	Apr-Aug	Serpentinite or gabbroic, rocky soils in chaparral, cismontane woodland. Elev. 656-3559 ft.	**None**. No chaparral, or woodland habitat present in BSA.

Table 4: Potential for Special Status Plants to Occur within the Folsom/Placerville Rail Trail

Scientific Name **Common Name**	***Status***			**Blooming Period**	**Habitat Requirements (bold if habitat present in study area)**	**Potential to Occur/ Rationale**
	Federal	**State**	**CNPS**			
Sagittaria sanfordii Sanford's arrowhead	--	--	1B.2	May-Nov	Assorted shallow freshwater marshes and swamps. Elev. 0-2132 ft.	**None.** This species was not found during botanical surveys.
Wyethia reticulata El Dorada County mule ears	--	--	1B.2	Apr-Aug	Clay or gabbroic soils in chaparral, cismontane woodland, lower montane coniferous forest. Elev. 606-2066 ft.	**None.** No chaparral, woodland, or forest habitat present in BSA.

Notes:
General Habitat Descriptions are based upon definitions utilized by the CNPS online Inventory of Rare and Endangered Plants (2018). Habitats present within the study area are emphasized with bold print.

Status Legend
-- = No status, or not applicable
FE = Listed as endangered under the Federal Endangered Species Act (FESA) FT = Listed as threatened under FESA
SE = Listed as endangered under the California Endangered Species Act (CESA) SR = Listed as rare under CESA

CNPS Ranking
1B = Rare, threatened, or endangered in California and elsewhere.
2B = Rare, threatened, or endangered in California and but more common elsewhere.

Threat Ranks
0.1 = Seriously threatened in California (more than 80% of occurrences threatened/high degree and immediacy of threat).
0.2 = Moderately threatened in California (20-80% occurrences threatened/moderate degree and immediacy of threat).

Potential to Occur Definitions
None = No possibility for occurrence.
Low = Suitable habitat present; not likely to occur due to environmental constraints but cannot be ruled as absent. Moderate = Potential to occur based on habitat suitability and documented records in the study area region.
High = Species has been documented within the study area.

Animal Species

Special status wildlife species are those listed by the USFWS and/or National Oceanic and Atmospheric Association (NOAA) Fisheries as endangered or threatened, or wildlife that are listed by the state or CDFW as endangered, threatened, a Species of Special Concern, or rare.

Twenty-one special status wildlife species were noted, based on database and records review of having the potential to occur and are shown in *Table 5: Potential for Special Status Wildlife to Occur within the Folsom/Placerville Rail Trail*. *Table 5* lists the species, their status, habitat requirements, and potential to occur on the project site.

Special Status Wildlife Species

Based on the biological resources study, eight special status wildlife species have the potential to occur within a five-mile radius, this includes valley elderberry, longhorn beetle, western pond turtle, coast horned lizard, Swainson's hawk, white-tailed kite, burrowing owl, grasshopper sparrow, and tricolored blackboard that are discussed below.

Valley Elderberry Longhorn Beetle – Within the study area, there was one blue elderberry shrub but no exit holes (holes in the leaves and stems created by adult beetles) were noted. The nearest CNDDB record is approximately 0.65 miles to the north. To minimize impacts mitigation listed below, would be implemented.

Western Pond Turtle – The western pond turtle is designated as a state Species of Special Concern (SSC). During wildlife surveys conducted in 2018 no pond turtles were noted, however, search of the CNDDB database showed that two pond turtles were located in the wetlands within the project area in 1991. To minimize impacts mitigation listed below would be implemented.

Coast Horned Lizard – The Coast horned lizard is a state species of concern and is not federally listed. The lizard has a historic range along the Pacific coast from Baja California border, west of the deserts and Sierra Nevada, north to the Bay Area and inland to the Central Valley. The lizard occurs in several habitat types including areas with exposed gravelly-sandy substrate containing scattered shrubs, clearings in riparian woodlands, chaparral, and annual grassland, but are most abundant in relict lake sand dunes and old alluvial fans. The nearest CNDDB record for this species is 6.6 miles east of the study area. Although none of the species were observed within the study area there is suitable habitat present. If the species is present it could be affected by construction activities. To minimize impacts mitigation listed below would be implemented.

Swainson's Hawk - Swainson's Hawk is a state threatened species but does not have a federal listing. The current breeding range has been reduced and generally occurs in the Central Valley, Klamath Basin, Northeastern Plateau, Lassen County, and the Mojave Desert. Breeding occurs in stands with few trees in open desert habitat, juniper-sage flats, riparian areas, oak savannah, grassland, and agricultural habitats. No Swainson's Hawks were observed on site but there are some suitable nesting trees. The nearest CNDDB recorded a nesting pair approximately 3.7 miles to the southwest in 2012. To minimize impacts mitigation listed below would be implemented.

Table 5: Potential for Special Status Wildlife to Occur within the Folsom/Placerville Rail Trail

Scientific Name **Common Name**	**Status Federal/State**		**Habitat Description**	**Potential to Occur in Project Area**
Invertebrates				
Branchinecta lynchi Vernal pool fairy shrimp	FT	--	Endemic to the grasslands of the Central Valley, Central Coast, and South Coast mountains. Exist only in vernal pools or vernal pool-like habitats from small, clear, sandstone rock pools to large, turbid, alkaline, grassland valley floor pools.	**None.** There are no vernal pools within the BSA.
Lepidurus packardi Vernal pool tadpole shrimp	FE	--	Inhabits vernal pools and vernal swales in the Sacramento Valley containing clear to highly turbid water. Pools commonly found in grass-bottomed swales of unplowed grasslands.	**None.** There are no vernal pools within the BSA.
Desmocerus californicus dimorphus Valley elderberry longhorn beetle	FT	--	Occurs in riparian scrub only in the Central Valley. Requires blue elderberry (*Sambucus nigra*) for breeding. Lays eggs in elderberries 2 to 8 inches in diameter. Larvae burrow into elderberry stems. Often prefers "stressed" elderberries.	**Low.** There is one *Sambucus nigra* shrub in the BSA that was examined for exit holes (Valley elderberry longhorn beetle burrows); none were observed. The nearest CNDDB record (169) is approximately 0.65 miles northeast of the BSA where exit holes were observed on numerous elderberry shrubs between 1994 and 1999.
Fish				
Oncorhynchus mykiss irideus Steelhead – California Central Valley DPS	FT	--	Populations in the Sacramento and San Joaquin rivers and their tributaries.	**None.** No riverine waters are present in the BSA.

Table 5: Potential for Special Status Wildlife to Occur within the Folsom/Placerville Rail Trail

Scientific Name **Common Name**	**Status Federal/State**		**Habitat Description**	**Potential to Occur in Project Area**
Amphibians				
Spea hammondii Western spadefoot	--	SSC	Occurs primarily in grassland habitats but can be found in valley-foothill hardwood woodlands. Vernal pools are essential for breeding and egg-laying.	**None.** No vernal pools are present in the BSA. The nearest CNDDB record (172) is 9.2 miles northwest.
Rana draytonii California red-legged frog	FT	SSC	Found in lowlands and foothills in or near-permanent sources of deep water with dense, shrubby or emergent riparian vegetation. Requires 11 to 20 weeks of permanent water for larval development. Needs access to rodent burrows, cracks, and crevices in the ground for refugia.	**None.** There are no suitable breeding pools within the BSA. The only CNDDB record with the 10-mile radius was for a frog observed in 2005 in a drainage near Folsom Lake at a location approximately 5.6 miles northeast of the BSA.
Reptiles				
Emys marmorata Western pond turtle	--	SSC	Occur throughout aquatic systems including: ponds, marshes, rivers, streams, and irrigation ditches; usually with aquatic vegetation; below 6000 feet elevation. Needs basking sites and sandy banks or grassy open fields for egg- laying.	**High.** Two pond turtles were found in BSA in wetlands between the college and E. Bidwell Street in 1991 (CNDDB occurrence 435).
Phrynosoma blainvillii Coast horned lizard	--	SSC	Frequents a wide variety of habitats, most common in lowlands along sandy washes with scattered low bushes.	**Low.** There is suitable habitat present in the BSA. The nearest CNDDB record (685) is 6.6 miles east of the BSA.
Thamnophis gigas Giant gartersnake	FT	ST	The most aquatic California garter snake, prefers freshwater marsh and low- gradient streams. Has adapted to drainage canals and irrigation ditches.	**None.** There are no CNDDB records within a 10-mile radius of the BSA.

Table 5: Potential for Special Status Wildlife to Occur within the Folsom/Placerville Rail Trail

Scientific Name **Common Name**	**Status Federal/State**		**Habitat Description**	**Potential to Occur in Project Area**
Birds				
Aquila chrysaetos Golden eagle	--	FP	Found in rolling foothills, mountain areas, sage-juniper flats, and desert. Cliff-walled canyons provide nesting habitat in most parts of range; also, large trees in open areas.	**None.** There are no canyons are suitable large nest trees in or near the BSA.
Buteo swainsoni Swainson's hawk	--	ST	Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, and agricultural or ranchlands with groves or lines of trees. Requires adjacent suitable foraging areas such as grasslands, or alfalfa or grain fields supporting rodent populations.	**Moderate**. No nests or Swainson's hawks were observed during wildlife surveys, however there are suitable nest trees in the BSA. The nearest CNDDB record (2234) for a nesting pair is for a location approximately 3.7 miles southwest of the BSA. A nest with young was observed in 2012.
Elanus leucurus White-tailed kite	--	FP	Found in rolling foothills and valley margins with scattered oaks and river bottomlands or marshes next to deciduous woodland. Forages in open grasslands, meadows, or marshes close to isolated, dense-topped trees for nesting and perching.	**Moderate.** No nests or white-tailed kits were observed during wildlife surveys, however there are suitable nest trees in the BSA. The nearest CNDDB record (96) is for a nesting pair observed in 2008 at a location approximately 1.4 miles east of the BSA.
Haliaeetus leucocephalus Bald eagle	DL	SE, FP	Ocean shore, lake margins, and rivers for both nesting and wintering. Most nests within 1 mile of water. Nests in large, old-growth, or dominant live tree with open branches, especially ponderosa pine. Roosts communally in winter.	**None.** There are no suitable nesting trees in the BSA.

Table 5: Potential for Special Status Wildlife to Occur within the Folsom/Placerville Rail Trail

Scientific Name **Common Name**	**Status Federal/State**		**Habitat Description**	**Potential to Occur in Project Area**
Laterallus jamaicensis coturniculus California black rail	--	ST, FP	A wetland bird that lives and forages in freshwater marshes, wet meadows and shallow margins of saltwater marshes bordering larger bays.	**None.** There are no marshes in the BSA. The wetlands dry out during the late spring and summer months.
Athene cunicularia Burrowing owl	--	SSC	Occurs in open, dry annual or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. Subterranean nester, dependent upon burrowing mammals, most notably, the California ground squirrel.	**Low.** The BSA provides marginal suitable nesting habitat. The nearest CNDDB record (1166) is for owls in burrow complexes at a location approximately 1.6 miles southeast of the BSA.
Progne subis Purple martin	--	SSC	Inhabits woodlands, low elevation coniferous forest of Douglas-fir, ponderosa pine, & Monterey pine. Nests in old woodpecker cavities mostly, also in human-made structures. Nest often located in tall, isolated tree/snag.	**None.** No woodlands or forests in the BSA.
Riparia Bank swallow	--	ST	Colonial nester, primarily in riparian and other lowland habitats west of the desert. Requires vertical banks/cliffs with fine- textured/sandy soils near streams, rivers, lakes, ocean to dig nesting hole.	**None.** No vertical banks or cliffs suitable for nesting in the BSA.
Ammodramus savannarum Grasshopper sparrow	--	SSC	Inhabits dense grasslands in valleys, lowland plains, rolling hills, and on hillsides and lower mountain slopes. They favor native grasslands with a mix of grasses, shrubs, and forbs. They are somewhat colonial when nesting.	**Low.** There is marginal suitable nesting habitat present in the BSA. The nearest CNDDB record (15) is for sparrows observed in 2007 at a location approximately 8 miles south of the BSA. Nesting status was unknown.

Table 5: Potential for Special Status Wildlife to Occur within the Folsom/Placerville Rail Trail

Scientific Name **Common Name**	**Status Federal/State**		**Habitat Description**	**Potential to Occur in Project Area**
Agelaius tricolor Tricolored blackbird	--	CE, SSC	Highly colonial species, most numerous in Central Valley and vicinity. Largely endemic to California. Requires open water, protected nesting substrate, and foraging area with insect prey near the colony.	**Moderate**. The nearest CNDDB record (4) is for large colonies of birds that nesting between 1981 and 1995 in the wetlands in the BSA between Folsom Lake College and E. Bidwell. Another location where nesting colonies was observed between 2011 and 2016 is approximately 0.6 miles east of the BSA (CNDDB occurrence 452). One male tricolored blackbird was observed perched on a fencepost at the southernmost end of the BSA during the May 16, 2018 botanical and wildlife survey. No other *Agelaius tricolor* species (including female) were observed. No active nests were observed in the BSA.
Mammals				
Pekania pennanti Fisher – West Coast DPS	--	CT, SSC	Intermediate to large-tree stages of coniferous forests and deciduous-riparian areas with high percent canopy closure. Uses cavities, snags, logs and rocky areas for cover and denning. Needs large areas of mature, dense forest.	**None.** No mature dense forest habitat in the BSA or vicinity.
Taxidea taxus American badger	--	SSC	Most abundant in drier, open stages of most shrub, forest, and herbaceous habitats, with friable soils. Needs open, uncultivated ground. Preys on burrowing rodents. Digs burrows.	**None.** No open shrub, or forest habitat in the BSA. Herbaceous habitat is entirely within an urban area. The are no CNDDB records within a 10-mile radius of the BSA.

Table 5: Potential for Special Status Wildlife to Occur within the Folsom/Placerville Rail Trail

Scientific Name Common Name	Status Federal/State	Habitat Description	Potential to Occur in Project Area

Notes

- In this report, evaluation of potential presence is based upon the types of habitat that each listed species occupies, historical records, and on observations made during site surveys.
- Sources: Unless otherwise noted, technical information was obtained as follows:
  - Nomenclature/Taxonomy – California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB) Special Animals List (CDFW 2018). When necessary, additional sources include, in the following order: CDFW Statewide List of Animal Species (CDFW 2018), American Ornithological Society (AOS) checklist of North and Middle American Birds (AOS 2018), and Integrated Taxonomic Information System (ITIS 2018).
  - Status and Habitat Description – CNDDB.

Status Legend

-- = No status, or not applicable

FE = Listed as endangered under the Federal Endangered Species Act (FESA) FT = Listed as threatened under FESA

SE = Listed as endangered under the California Endangered Species Act (CESA) ST = Listed as threatened under CESA

SSC = Designated as a Species of Special Concern by CDFW under the California Environmental Quality Act (CEQA) FP = Fully Protected under the California Fish and Game Code (F.G.C.).

DL = Delisted

Rationale Definitions

None = No possibility for occurrence.

Low = Suitable habitat present; not likely to occur due to environmental constraints but cannot be ruled as absent. Moderate = Potential to occur based on habitat suitability and documented records in the BSA region.

High = Species has been documented within the BSA.

White-Tailed Kite - The white-tailed kite is a fully protected state species and protected under the federal Migratory Bird Treaty Act (MBTA). Foraging typical habitat includes grasslands, agricultural fields, and wetlands and it ranges from the coastline to the Sierras and exists in patches between Eureka to the southern California border. Nesting occurs in trees and tall shrubs with dense canopies. No white-tailed kites were observed on site but there are some suitable nesting trees. The nearest CNDDB recorded a nesting pair approximately 1.4 miles to the east of the project site in 2008. To minimize impacts mitigation listed below would be implemented.

Burrowing Owl - The western burrowing owl is a state Species of Special Concern but has no federal listing. Typical habitats include grasslands as well as agricultural areas and some developed areas that have suitable burrows for roosting and nesting. The species typically uses burrows created by ground squirrels, but burrows can be dug in soft soils. Breeding season is typically from March to August but can be as long as February to December. Food species are typically insects but they will eat small rodents, birds, amphibians, reptiles, and carrion. The project area provides marginal suitable nesting habitat and the nearest CNDDB record is recorded approximately 1.6 miles south of the project site. To minimize impacts mitigation listed below would be implemented.

Grasshopper Sparrow - The grasshopper sparrow is currently listed as a Species of Special Concern and occurs across North America from Canada to Ecuador and is one of 12 subspecies. The species breeds in areas west of the Sierras and breeds in a variety of grassland habitats with a preference for dry, dense grasslands with a diverse species mix. The project site has marginally suitable nesting habitat and the nearest CNDDB record is 8 miles south. To minimize impacts mitigation listed below would be implemented.

Tricolored Blackbird - The Tricolored Blackbird is a state Species of Special Concern and also a candidate for state endangered status. Breeding occurs in lowland areas specifically the Central Valley that holds 90% of all breeding adults, and outside of breeding season they move extensively throughout their range including dairy farms and livestock operations used for foraging (grains, cracked corn, rice, oats, and milk barley). The species nesting habitat consists of marshes with cattails, bulrushes, blackberries, and willows. The species is most threatened by conversion of nesting and feeding areas to intensive agriculture and development and other predator species.

There were no tricolored blackbird nests observed within the project area, but one individual adult male was observed in the south end of the site. The nearest CNDDB record was from 1981 and 1995 in the wetlands between the study area and Folsom Lake College and East Bidwell. No nesting colonies have been recorded since 1995 thought to be due to development in the area. Marginal nesting habitat does exist, and the species has moderate potential to occur. A second location, approximately 0.6 miles east of the project site also was observed to have nesting colonies between 2011 and 2016. To minimize impacts mitigation listed below would be implemented.

Bats - Several species of bats are considered Species of Special Concern and the state laws protect bats and their occupied roosts from harassment and destruction. Protection under California Law is found in the FGC Sections 20000, 2002, 2014, and 4150, and under California Code of Regulations Section 251.1. Bats are commonly found in association with many habitats, often with sources of water sources nearby that attract insects upon which they forage. Many bats found in California roost in manmade structures including bridges, buildings, and mines. Some species of bats almost exclusively roost in hollowed trees, peeling bark, and tree foliage. Bats that may potentially exist

within and near the project site include pallid bat (*Antrozous pallidus*), Townsend's big-eared bat (*Corynorhinus townsendii*), spotted bat (*Euderma maculatum*), western red bat (*Lasiurus blossevillii*), and western mastiff bat (*Eumops pertis*). Of these, only the pallid bat, Townsend's big-eared bat, and western bat have some potential to occur within the project site. In addition to bat species listed as sensitive by the resource agencies. Although, none were located, within the project site bats could roost in crevices and cracks beneath the box culvert structures and within trees and other vegetation. To minimize impacts, mitigation listed below would be implemented.

Mitigation Measures

Based on information in the biological resources study, habitat is present for the species listed above. Disturbance of the project site should any of the listed avian or other species be present during construction activities, or have active nests, could result in a potential take. To reduce potential impacts to sensitive species, **MM-BIO-1** through **MM-BIO-11** would be implemented. **MM-BIO-1** would require an education program for workers, which would make them aware of special status species. Within the incorporation of these measures, impacts to sensitive species and sensitive habitats, including avian species and other nesting birds, bats, coast horned lizard, turtles, would be reduced to less than significant. These measures would include preconstruction surveys for nesting birds/avian species, and species-specific mitigation for others that have the potential to or were noted within the project site or area. It should be noted, that while no roosting bats were observed during general biological surveys **MM-BIO-5** would be implemented to ensure impacts to this species remain less than significant.

Implementation of these measures would reduce impacts to special status species to less than significant.

MM-BIO-1: Prior to the commencement of construction activities, including grading and equipment staging, construction personnel shall participate in an environmental awareness training program. The program shall include a description of sensitive resources on and adjacent to the site including Waters of the U.S. and State, protected trees and nesting birds and raptors. Permit conditions identified by state and federal agencies regarding the avoidance of these resources shall be discussed and explained during the training.

MM-BIO-2: Prior to the initiation of construction activities to include clearing, grubbing, and excavation, the project biologist shall delineate areas along the construction alignment that would be considered environmentally sensitive areas (ESAs). The biologist shall mark areas at an appropriate buffer distance where silt fence and/or high visibility fencing shall be erected to protect the area from encroachment.

MM-BIO-3: Nesting Birds. If construction is proposed to begin within 14 days of the nesting season (February 1 through August 31), a nesting bird survey shall be required. The survey shall be conducted prior to any ground disturbance or other construction activities. The pre-construction nesting bird surveys shall be conducted by a qualified biologist to the satisfaction of CDFW. If nesting birds, to include but not be limited to Swainson's hawk (to a 0.5-mile radius), white tailed kite (to a 250-foot radius), burrowing owl, grasshopper sparrow, and tricolored blackbird, are found during the

survey, the nests shall be flagged and CDFW will be contacted for guidance. The City shall work with CDFW to develop a mitigation plan to ensure no unpermitted take occurs. Standards of the mitigation plan may include but not be limited to; postponing construction until the young have fledged; maintaining a 50-250-foot buffers depending on the species; relocation of species; habitat preservation or rehabilitation of the site for future use of the species.

MM-BIO-4: Plastic monofilament netting for erosion control matting or similar materials shall not be used for the project to prevent species entanglement.

MM-BIO-5: Bats. To the extent practicable, tree and vegetation removal or trimming will occur from September 1 to March 1, outside of bat breeding season, so as not to disturb maternal colonies or roosts. In addition, one week prior to construction, visual surveys of the trees and vegetation scheduled for removal in the project area shall be conducted for bat roosts by a qualified bat biologist. If bats are found, the project biologist will determine if they could be affected by the project. If it is determined that bats must be passively or actively excluded, the project biologist must prepare an exclusion plan. The exclusion plan shall contain avoidance or minimization measures to include minimizing night-time work, minimize clearing and grubbing near roosts, locating equipment/staging areas away from roosts, minimize distance work can be performed in proximity to the roost, establish buffers from the roosts, etc.

MM-BIO–6: Valley elderberry longhorn beetle. The proposed project will be designed to avoid removal of the existing blue elderberry. In addition, a 100-foot-wide protective buffer will be established. If the tree is required to be removed, Section 7 consultation with USFWS would be required.

MM-BIO–7: Western Pond Turtle. Prior to construction activities in areas that may contain Western Pond Turtle, a pre-construction survey no more than 48 hours prior to initiation of construction activities by a qualified biologist. If pond turtles are found during the pre-construction surveys, they shall be relocated to suitable habitat within close proximity to or within the study area, that will not be disturbed as part of the project, and at a safe distance where they would not be harmed by construction activities.

MM-BIO-8: Western Pond Turtle. If a pond turtle enters the work area during construction, all construction within a 50-foot radius of the turtle. If a turtle enters the area it will not be disturbed and the 50-foot buffer will be maintained until it leaves of its own volition, or 2) the turtle's location will be monitored until the project biologist relocates the turtle to suitable habitat in a safe location.

MM-BIO-9: Coast Horned Lizard. Prior to initiation of construction activities in areas that may contain coast horned lizard, a pre-construction survey no more than 48 hours prior to initiation of construction activities shall be conducted by a qualified biologist. If coast horned lizard(s) are found during the pre-construction surveys, they shall be relocated to suitable habitat within close proximity to or within the study area, that

will not be disturbed as part of the project, and at a safe distance where they would not be harmed by construction activities.

MM-BIO-10: Prior to project approval, and to the satisfaction of the City, the project plans shall include notes that require, during construction activities the introduction of exotic and invasive plants shall be controlled to the maximum extent practicable. The construction contractor shall ensure that all heavy-duty equipment and other vehicles entering the project site shall be washed clean to be free of organic plant material (including seeds and propagules) before entry and exit of the project site.

MM-BIO-11: Prior to project approval, and to the satisfaction of the City, the project plans shall designate areas to be used for staging and storing of equipment. Plan notes shall indicate that these areas, to the extent feasible shall occur in areas free of weedy and invasive species to limit exposure of seeds and noxious weed propagules from spreading into sensitive areas within the project site.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife Game or US Fish and Wildlife Service?

Less than significant impact. The project site was evaluated to determine if it contained any surface water bodies that are protected under the Clean Water Act Section 401 Water Quality Certification and are said to be jurisdictional. Accordingly, the site survey included an identification of jurisdictional wetland [discussed in subsection c), below], jurisdictional streams, lakes, ponds to include the ordinary high-water mark and lateral extent of riparian vegetation, and jurisdictional non-navigable intrastate wetlands [discussed in subsection c), below]. As discussed in subsection a), above, Valley Foothill Riparian habitat was observed in the study area. Valley Foothill Riparian habitat is located on the westerly end of the project and is adjacent to and within Willow Creek.

The westernmost portion of the trail would connect to the existing Humbug Trail near Willow Creek on the southerly side of the existing railroad tracks. Vegetation in this area consists of annual grassland and Valley Foothill Riparian. The project would be constructed on the southerly side of the railroad in this location and would be within an area with annual grassland. The project would not result in the direct disturbance or removal of any riparian habitat. Impacts would be less than significant and mitigation is not required.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological?

Less Than Significant Impact with Mitigation. Thirteen wetlands were delineated in the project area and accounted for approximately 4.17 acres [181,646 square feet (sf)]. The wetlands delineated were classified as fresh emergent wetlands. No other waters of the United States were identified or delineated. Please see **Figures 3f and 3g** for potential aquatic resources. *Table 6: Aquatic Resources Delineated with the Study Area*, below, lists these areas.

Table 6: Aquatic Resources Delineated with the Study Area

Designation (Wetland Area)	Classification	Areas (acres)	Area (sq. ft.)
A	PEM2C	0.51	22,216
B	PEM2C	0.04	1,742
C	PEM2C	0.06	2,614
D	PEM1C	0.08	3,485
E	PEM2C	0.07	3,049
F	PEM2C	0.01	436
G	PEM1C	0.02	871
H	PEM1C	0.03	1,307
I	PEM2C	0.05	2,178
J	PEM1C	0.04	1,742
K	PEM1C	3.08	134,165
L	PEM2C	0.12	5,227
M	PEM2C	0.06	2,614
	TOTAL:	**4.17**	**181,646**

Notes:
All wetlands are considered potential until confirmed by USACE.
PEM1C and PEM2C = palustrine emergent wetlands may have persistent or non-persistent vegetation depending on the seasonality and presence of water.
Delineations are based on the Cowardin system.
Specific location is provided by latitude and longitude coordinates in Appendix B

The proposed project would result in temporary disturbance to approximately 2.3 acres of wetlands. Impacts would result from grading and ground disturbance associated with construction. Permanent impacts would occur over approximately 1.5 total acres of wetland and would result from paving or filling. To reduce impacts, the project would be implemented with **Mitigation Measure MM-BIO-12** which would notification to regulatory agencies while **MM–BIO-13** would require compensatory mitigation for both temporary and permanent impacts. In addition, **MM–BIO-2**, shown above, would require the installation of silt fence and high visibility fencing to both project the wetlands and ensure workers are aware of where the remaining wetlands area and do not enter or perform work in these areas.

Wetlands also exist within Willow Creek within the northwestern border of the project site. The National Wetland Institute (NWI) describes water features in this area as persistent freshwater emergency wetlands that are seasonally to temporarily flooded. These areas have sufficient water flow for the establishment of wetlands to include development of hydric soils and hydrophytic vegetation. None of the areas within the creek would be disturbed by the project, however, project activities, such as erosion could result in sedimentation of the area.

This area includes a wetland area that receives backflow from Willow Creek adjacent to the northeast corner of the study area during high water flows. This area directly abuts the riparian valley oak woodlands that is present along Willow Creek and provides valuable wildlife habitat. Because of the flows to this area and connectivity to other waterbodies such as the American River, this is considered highly functioning wetland, and is considered a relatively permanent waterbody (RPW).

In addition to the creek area, a wetland has formed on the berm of the railroad track that was constructed by excavated soils. Water is impounded in these areas for long enough periods that wetlands became established. This wetland lacks seasonal connectivity to Willow Creek and are not RPW because they dry out in early spring to early summer depending on rainfall.

All construction activities would be buffered from Willow Creek and would occur on topography sloping away from Willow Creek. The proposed connect point to the existing Willow Creek Humbug Trail would be within approximately 25 feet from Willow Creek. The proposed project does not include any work within Willow Creek or any other river, stream, bay, inlet, lake, or slough.

MM-BIO-12: Prior to the approval of grading permits or improvement plans, the City shall notify in writing the U. S. Army Corps of Engineers (USACE) California Department of Fish and Wildlife (CDFW), and the Central Valley Regional Water Quality Control Board (CVRWQCB) regarding the existence of wetlands on the property. Any permits required shall be obtained prior to any equipment staging, clearing, grading, or excavation work. The permit shall include authorization for temporary construction work within the wetland area.

MM-BIO-13: Prior to the approval of grading permits or improvement plans, the following measures shall be completed:

Provide written evidence that compensatory mitigation has been established through the purchase of mitigation credits at a qualified wetland mitigation bank established by and in agreement with the U. S. Army Corps of Engineers (USACE) and the Central Valley Regional Water Quality Control Board (CVRWQCB). The purchase of credits shall be a minimum of 1:1 or equal to the amount necessary as determined and by USACE and CVRWQCB to replace impacted jurisdictional wetlands including compensation for temporal loss in accordance with approved regulatory permits (e.g., Regional Water Quality Control Board Section 401 Water Quality Certification, US Army Corps of Engineers 404 Permit, and California Department of Fish and Game Section 1602 Lake and Streambed Alteration Agreement). The total amount of impacted jurisdictional wetlands, as determined by the regulatory agencies, shall be replaced in accordance with the total amount of impacted acreage.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less Than Significant Impact with Mitigation Incorporated. The federal Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (FGC) Sections 3503 and 3800 protect active nest structures and eggs of migratory and non-game bird species. All birds are protected under these regulations except for non-native species such as well as game species subject to limited protection. Also, the Federal Bald and Golden Eagle Protection Act prohibits the take of bald eagles and their nests. Preferred nesting habitat varies among species and may include trees, shrubs, man-made structures, and the ground. During construction activities, work buffers zones must be established around migratory nesting birds to minimize impacts to protected bird species. Incidental Take Permits

are not issued under the MBTA and therefore, any and all proposed projects must take measures to avoid the "taking of migratory and non-game birds, nests, or eggs."

As discussed above, birds are protected by the MBTA and California FGC Sections 3503 3800 were observed in the biological resource study. Although focused nesting surveys were not conducted, there is abundant suitable nesting habitat and to ensure impacts do not occur, **MM–BIO-3** and **MM-BIO-4** would be implemented and would reduce impacts to less than significant.

The proposed project is surrounded by existing homes, other roadways, the Union Pacific Railroad tracks, commercial uses, and urbanized development. These uses and lack of connectivity with undisturbed natural locations precludes the project site from serving as a major wildlife movement corridor. In addition, the proposed project includes construction of bike lane and trail and does not include any structures that would physically impede movement. Impacts in this regard would be less than significant.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant Impact With Mitigation Incorporated. The City of Folsom Municipal Code includes a tree ordinance in Chapter 12.16. Chapter lists the purpose and intent, applicability, required permits and processes, etc. Specifically, table 12.16-7 in the ordinance, lists the native oaks that are covered and defines those covered as any tree over 6 inches in diameter at breast height (DBH) of the genus *Quercus.* This includes the species *lobata* (valley oak), *douglasii* (blue oak), *wislizenii* (interior live oak), or hybrids. Trees with multiple trunks are included that have an aggregate diameter of 20 inches or more.

The proposed project would result in the removal of trees within the project area and may include oak trees protected by the ordinance. Impacts to trees will be avoided by the project wherever possible through design and trail alignment. Prior to project implementation, a tree survey shall be completed in accordance with **MM-BIO-14**, discussed below. **MM-BIO-14** will require identification of all tree species that are within the proposed alignment or immediately adjacent and that could require removal or be affected by the project. The tree survey will include the specific species and DBH to determine the specific number of trees that will be removed, if a tree permit will be required, and if replacement would be needed.

MM-BIO-14: An arborist report shall be prepared in accordance with Chapter 12.16 Tree Preservation of the City of Folsom Municipal Code. The plan shall inventory the trees within the disturbance footprint of the proposed project. The inventory shall document the species and size of each tree. For multi-stemmed trees, the diameter inches will consist of the aggregate of DBH of each stem. If trees recommended for removals meet the standards of City of Folsom tree ordinance (12.16.140) related to a tree protection and mitigation plan requirements. The tree replacement and revegetation program shall be prepared by a qualified arborist in accordance with the tree preservation ordinance and shall include the following plan elements summarized below:

- A Site plan with the physical property characteristics including property lines, access, building or structures, setbacks, paved areas, existing land uses, and areas of disturbance.
- Location of all trees in the area of disturbance or adjacent locations that could be affected by construction activities to include, DBH, species, trees to be protected and protection zone, location of replacement trees, protected trees also will be shown on grading plans.
- Protected Trees will be rated according to the American Society of Consulting Arborists (ASCA) tree rating system.
- The protection plan will identify specific methods to protect the trees and shall include but not be limited to:
    - Preservation devices such as soil or surface protection, protective fencing, root protection devices;
    - Detailed recommendations for existing or proposed planting and/or irrigation within the tree protection zone;
    - Standards for performing work such as trenching, root cutting, or grading shall be consistent with the City's tree care and maintenance standards to preserve the protected tree.

For removal of a protected tree the plan shall include:

- The number of replacement trees needed.
- The number of replacement trees that may be accommodated on the project property and long-term viability considering accommodation of full growth, quality of the replacement environment, potential impacts to replacement tree.
- Replacement schedule.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The proposed project is within an urbanized area and the City of Folsom is not a participating party in the South Sacramento Habitat Conservation Plan (SSHCP), any other HCP, or adopted habitat conservation plan Natural Community Conservation Plan or other approved local, regional, or state habitat conservation plan. No impacts would occur, and mitigation is not required.

Cumulative Impacts

The proposed project would result in incremental increases to the loss of marginal habitat for some sensitive animal species. Impacts would be fully mitigated in accordance with all required permitting procedures and efforts in consultation with State and federal wildlife agencies. Cumulative projects within the cumulative impact area for biological resources have been identified to have a less than significant impact because they are located within an urban area and there is no native habitat on or adjacent to the project site. Similar to the proposed project, mitigation measures requiring pre-construction surveys, wetland preservation and avoidance, or wetland mitigation, should it be required, and mitigation for other biological resources would be required as part of those cumulative projects. Therefore, potential impacts on biological resources are considered less than cumulatively considerable.

4.5 Cultural Resources

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?			✓	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		✓		
c) Disturb any human remains, including those interred outside of dedicated cemeteries?		✓		

An archaeological survey report (ASR) was prepared by ECORP October of 2020. The ASR provided information used to address potential impacts to historic and archaeological resources associated with implementation of the proposed project. The report is summarized below and is included as Appendix C, *Archaeological Survey Report*. The purpose and scope of the ASR is to document efforts to identify cultural resources that could be affected by the proposed project within what is termed the Area of Potential Effects (APE).

a) Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?

Less Than Significant Impact. The archaeological survey of the project site noted that the area is almost completely obscured by modern landscaping, sidewalks, and pavement. The area is generally devoid of topography from previous grading and construction of modern facilities, and the original ground surface (that unmodified by grading/earthwork), was undetectable with the exception of the historic railroad, and an inundated area in front of Folsom Lake College.

Based on the geology of the project area, there is a moderate potential for archaeological sites, which may take the form of bedrock mortars in exposed bedrock outcrops. Due to the presence of alluvium along Willow Creek and Humbug Creek and given the likelihood of pre-contact archaeological sites located along perennial waterways, there exists the potential for buried pre-contact archaeological sites in the project area, which is consistent with the potential throughout the balance of the City.

The ASR located five previously recorded sites within the area of direct impact (ADI). During the on-site survey three of the sites were not re-located within the ADI and overall APE and are no longer present within the project site:

P-34-335 (CA-SAC-308H): American River Placer Mining District/Folsom Mining District (*no longer present*). No features associated with the mining district were observed within the Project APE. The Project AP overlaps a small portion of the larger district and no features associated within this are within the Project APE. Because no physical features of the District are within the APE, implementation of the proposed project will not result in any significant changes to the characteristics that make the District eligible. Thus, the project would not result in any impacts under CEQA or Section 106 in this regard.

P-34-5120: Southern Pacific Railroad: The proposed project is located adjacent to the existing Sacramento & Placerville Railroad/Southern Pacific Railroad. The railroad is in fair condition with impacts from vegetation overgrowth and lichen, rust, soil buildup between the ties, erosion of the berms, and general dereliction. While other segments outside the project area are still used, the segment under the project site is non-operational and lacks sufficient structural and historic integrity.

The railroad was previously determined by the USACE, in consultation with SHPO, to not be a historic property, and no further treatment or management is recommended under the Section 106 PA. As the CEQA lead agency the City concurs with this determination and does not recommend or require any additional management recommendations. Thus, the project would not result in any impacts under CEQA or Section 106 in this regard.

P-34-461 (CA-SAC-434H): Natomas District: The segment of the Natomas Ditch within the APE is approximately 50 feet in length and is spanned by a portion of the railroad. The Natomas Ditch System is a series of interconnected ditches and canals now perforated by development. The ditch was constructed to divert water from the South Fork of the American River to support dry digging mining. While the Natomas Ditch System as whole, was previously determined eligible for inclusion in the NHRP under Criterion A at the local level of significance, and while the Natomas Ditch is a historic property, it lacks integrity with the APE for the project.

The portion of the ditch evaluated within the APE has been modified and is partially lined with concrete to support the railroad tracks. Other earthen areas are in poor conditions largely due to previous development (e.g., East Bidwell Street, landscaping, and the railroad crossing). The ditch system as a whole was previously determined eligible for inclusion in the NRHP under Criterion A at a local level of significance as a discontinuous district.

The portion of the ditch within the project is a portion of the Natomas Ditch System. For a segment of the Natomas Ditch System to be considered a contributor to the NHRP- and CRHR- eligible resource, it must retain sufficient integrity of location, design, setting, materials, workmanship, feeling, and/or association to convey the significance of the larger resource. While the segment of the ditch follows its original alignment it has been altered by construction of East Bidwell and has been compromised and only partially retains integrity of location. The segment does retain a few of the original significant elements and materials and workmanship and does retain the structural integrity to hold water, but the only standing water is beneath the railroad where is has been lined with concrete after its initial construction. For these and other reasons, the segment of the ditch within the APE does not retain sufficient integrity to convey its association to Gold Rush era mining operations and does not contribute to the significance of the Natomas Ditch System overall. Should the ditch segment within

the APE be removed or modified as a result of the project, doing so would not have an effect on the significance of the larger ditch system. An updated DPR 523 series site record will be submitted to the NCIS of the CHRIS.

Despite this segment not retaining integrity, the Natomas Ditch as a whole still retains sufficient integrity to be eligible for the NRHP under Criterion A at a local level of significance as a discontinuous district, based on the application of NRHP criteria. Because of this, a subsequent Finding of Adverse Effect was prepared and found that filling the approximate 50-foot segment of the Natomas Ditch within the APE as a result of the project will not have an effect on the significance of the larger ditch system, and would not, directly or indirectly, alter any of the characteristics of the larger Historic Property that qualifies the property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Thus, impacts in this regard would be less than significant and mitigation is not required.

P-34-771 (CA-SAC593H): Mining Campsites (*no longer present*): The location of this site is located within the existing Palladio Commercial Center and no longer exits. Further, this location is not within the ADI or APE and no further treatment would be required and the project would not result in any impacts under CEQA or Section 106.

P-340-808: Woodard and Gould Ranch Fence (*no longer present*): The location of this site is not within the APE and was likely removed during construction of East Bidwell Street. Thus, this site is not located in the ADI or APE no further treatment would be required and the project would not result in any impacts under CEQA or Section 106.

Thus, based on the above, any known historic resources present on the project site are not designated as significant. Therefore, the proposed project would not cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Less Than Significant Impact With Mitigation Incorporated. As discussed above, the records searched of the APE did not reveal any known archaeological resources that could be affected by the proposed project. In addition, on July 17, 2019 the Native American Heritage Commission (NAHC) to request a search of the Sacred Lands File, which was later reported (August 2, 2019) and noted to not have any presence of Native American cultural resources. In addition, the NAHC provided a list of Native American contacts for the project area. The contacts (8 in total) were contacted, and two responses were received.

On August 26, 2019 a letter was received from UIAC requesting copies of completed technical studies and environmental documents and requested notification of any discoveries.

On August 30, 2019, and again on July 24, 2020 all the contacts were called by telephone to solicit any additional information. The two representatives were spoken with said they did not have any concerns and one requested to be informed of any off-site work such as parking lots or staging areas.

On October 12, 2023, UAIC requested a tribal consultation. UAIC provided consultation after the tribe conducted a background search using the UAIC's Tribal Historic Information System (THRIS) and did not find a known tribal resource within the project area in the system. See Section 4.18, *Tribal Cultural Resources*.

Thus, the project site does not contain any known archaeological resources. Still, the proposed project has the potential to disturb unknown buried resources. The proposed project would result in ground disturbance and excavation to a depth of approximately 2-3 ft in depth. While the project site has been highly disturbed from past development and the potential for the project to uncover undisturbed soils and undisturbed archaeological resources is low, there is the potential for unknown archaeological resources to be inadvertently discovered. This could result in damage or destruction of the resource and is considered a potentially significant impact for which mitigation would be required.

Mitigation Measures MM-CUL-1 through **MM-CUL-3** are standard measures applied by Lead Agencies for the purpose of reducing potential impacts from previously unknown archaeological resources and human remains. No further analysis of this issue is required.

Mitigation Measures

MM-CUL-1: Prior to the start of ground disturbance, the project contractor shall retain a qualified archaeologist to conduct training for all construction personnel involved with earth-moving activities about the possibility of encountering buried cultural resources and inform them of the proper procedures should cultural resources be encountered. The training shall include the appearance of common artifacts and proper notification procedures should artifacts be discovered. This worker training shall be prepared and presented by a qualified archaeological professional. Proof of the contractor awareness training shall be submitted to the City in the form of a copy of training materials and the completed training attendance roster.

MM-CUL-2: If subsurface deposits believed to be cultural in origin are discovered during construction, all work must halt within a 50-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for pre-contact and historic archaeologist, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius appropriate, using professional judgement. The following notifications shall apply, depending on the nature of the find.

1. If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately, and no agency notifications are required.
2. If the professional archaeologist determines that the find does not represent a cultural resource from any time period or cultural affiliation, he or she shall immediately notify the City to consult on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines or a historic property under Section 106 NHPA, if

applicable. Work may not resume within the no-work radius until the City, through consultation as appropriate, determines that the site either: 1) is not an Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines; or 2) that the treatment measures have been completed to its satisfaction.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact with Mitigation Incorporated. There are no known formal cemeteries within the project site, and neither the results of the records search nor the pedestrian survey indicates that human remains are present within the project site. However, there is always the possibility that ground-disturbing activities during construction may uncover previously unknown buried human remains; such disturbance would be a potentially significant impact. Implementation of **Mitigation Measure-CUL-3** would reduce this impact to a less-than-significant level.

MM CUL-3: If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 50-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional qualification Standards for pre-contact and historic archaeologist, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgement. The following notifications shall apply, depending on the nature of the find:

- If the find includes human remains, or remains that are potentially human, he or she shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify the Sacramento County Coroner (per Section 7050.5 of the Health and Safety Code). The provisions of Section 7050.5 of the California Health and Safety Code, Section 5097.98 of the California PRC, and Assembly Bill 2641 will be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the NAHC, which then will be designated a Native American Most Likely Descendant (MLD) from the project Section 5097.98 of the PRC. The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate Section 5097.94 of the PRC. If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed per Section 5097.98 of the PRC. This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). If the Coroner determines that the remains are human but not Native American, then the Coroner will direct subsequent steps to address the discovery. Work may not resume within the no-work radius until the City, through consultation as

appropriate, determines that the treatment measures have been completed to its satisfaction.

If the discovery consists of human remains, the Sacramento County Coroner and Native American Heritage Commission must also be contacted. Work in the area may only proceed after authorization is granted by the City of Folsom Engineering Division. Following a review of the new find and consultation with appropriate experts, if necessary, the authority to proceed may be accompanied by the addition of development requirements that provide protection of the site and/or additional mitigation measures necessary to address the unique or sensitive nature of the site.

Cumulative Impacts

Cumulative impacts to cultural resources are site-specific and not generally subject to cumulative impacts unless multiple projects impact a common resource, or an affected resource extends off-site, such as a historic townsite or district. The cumulative analyses for these resources consider whether the proposed project, in combination with the past, present, and reasonably foreseeable projects, could cumulatively affect any common cultural or paleontological resources. In the case of the proposed project, specifically the site P-34-461 (CA-SAC-434H): Natomas Ditch, the proposed project would not make a substantial contribution to impacts to the overall District. In addition, there are no other known projects that would result in impacts to this resource. As the project specific impacts would be less than significant, the cumulative impacts would be the same.

The proposed project could result in potential site-specific impacts to currently unknown archaeological, and cultural resources discovered during grading and construction. Other projects within the cumulative study area also have the potential to result in damage and/or loss to these resources. The combination of the proposed project as well as past, present, and reasonably foreseeable projects in the City of Folsom would be required to comply with all applicable State, federal, and County and local regulations concerning preservation, salvage, or handling of cultural and paleontological resources, including compliance with required mitigation. Similar to the proposed project, these projects also would be required to implement and conform to mitigation measures, which would be likely to reduce impacts to less than significant. Although in the process of development, some known or unknown resources may be lost, it is not anticipated that these impacts would be cumulatively considerable. In addition, implementation of Mitigation Measure-CUL-1 through CUL-3 would reduce project-specific impacts to a less than significant level. Therefore, the project's contribution to cumulative impacts would be less than significant.

4.6 Energy

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			✓	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			✓	

Environmental Setting

California's electricity needs are satisfied by a variety of entities, including investor-owned utilities, publicly owned utilities, electric service providers and community choice aggregators. In 2021, the California power mix totaled 277,764 gigawatt hours (GWh). In-state generation accounted for 59 percent of the state's power mix. The remaining electricity came from out-of-state imports (CEC 2023a). *Table 7: California Electricity Sources* provides a summary of California's electricity sources as of 2021.

Table 7: California Electricity Sources

Fuel Type	Percent of California Power
Coal	3.0
Large Hydro	9.2
Natural Gas	37.9
Nuclear	9.3
Oil	0
Other (Petroleum Coke/Waste Heat)	0.2
Renewables	33.6

Natural gas provides the largest portion of the total in-state capacity and electricity generation in California, with nearly 45 percent of the natural gas burned in California used for electricity generation in a typical year. Much of the remainder is consumed in the residential, industrial, and commercial sectors for uses such as cooking, space heating, and as an alternative transportation fuel.

Transportation accounts for a major portion of California's energy budget. Automobiles and trucks consume gasoline and diesel fuel, which are nonrenewable energy products derived from crude oil. Gasoline is the most used transportation fuel in California, with 97 percent of all gasoline being consumed

by light-duty cars, pickup trucks, and sport utility vehicles (SUVs). Diesel fuel is the second most consumed fuel in California, used by heavy-duty trucks, delivery vehicles, buses, trains, ships, boats, and farm and construction equipment.

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact. The proposed project involves trail improvements which would not increase roadway capacity or generate new vehicle trips (with the exception of short-term trips during construction) that would increase consumption of gasoline or other fuels. The proposed project also does not include any uses, such as residences, commercial, or industrial, that would directly increase energy consumption. The project includes a new use for bicyclists and pedestrians and would not result in wasteful, inefficient, or unnecessary consumption of energy resources.

Construction

During construction, the project would use energy from the operation of construction equipment, delivery vehicles and haul trucks, and construction employee vehicles that would use diesel fuel and/or gasoline. The use of energy resources by these vehicles would fluctuate according to the phase of construction, would be temporary, and would not require expanded energy supplies or the construction of new infrastructure. Most construction equipment during grading would be gas-powered or diesel-powered, and the later construction phases would require electricity-powered equipment. Idling of in-use off-road heavy-duty diesel vehicles in California are limited to five consecutive minutes per Title 13, California Code of Regulations, Section 2449(d)(3). Project construction equipment would also be required to comply with the latest U.S. Environmental Protection Agency (USEPA) and CARB engine emissions standards. These engines use highly efficient combustion engines to minimize unnecessary fuel use. Thus, impacts related to transportation energy use and fuel consumption would not be considered inefficient, wasteful, or unnecessary. Impacts are less than significant, and no mitigation is required.

Operation

Typically, energy consumption is associated with fuel used for vehicle trips and electricity and natural gas use. However, the proposed project includes the proposed project involves construction of a multi-use paved trail along Marsh Creek East Bidwell Street.

Implementation of the proposed project would not significantly alter public roadways except to provide safer connections to the proposed trail. It is anticipated that the project would not result in the addition of trips to the surrounding roadways, as the project is the extension of an existing trail. Therefore, the project would not result in a significant increase in gasoline consumption. Operation of the proposed project would not require the consumption of natural gas. Therefore, energy use consumed by the proposed project would primarily be associated with minimal electricity consumption associated with lighting along the project segment. Therefore, implementation of the project would not result in a long-term substantial demand for electricity and natural gas nor would the project require new service connections or construction of new off-site service lines or substations to serve the project. The nature of proposed improvements would not require substantial amounts of energy for either construction or maintenance purposes. Therefore, the proposed project would

not use nonrenewable resources in a wasteful or inefficient manner. Therefore, operational energy impacts would be less than significant.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. The proposed project involves construction of a new trail to include safety improvements at roadways crossing for cyclists and pedestrians. The proposed project is consistent with City plans to provide for recreational and trail improvements and increase the usability for cyclists and pedestrians. The proposed project is consistent with regional strategies to reduce passenger vehicle miles traveled (VMT), which has the potential to reduce overall fuel consumption.

The provision of the new trail segments and safety improvements at crosswalks, would promote alternative means of transportation which and is a key strategy to reducing regional VMT. Therefore, the proposed project would be consistent with regional goals to reduce trips and trip lengths and reduce energy consumption. The proposed project would not conflict with any stated goals and would help meet reduction targets. Potential impacts are considered less than significant, and no mitigation is required.

Cumulative Impacts

Construction associated with implementation of the proposed project would result in the consumption of minor amounts of fuel and energy, but it would not do so in a wasteful or inefficient manner. Operation of the proposed project would increase recreational resources and availability of trails in the City. Consumption of fuel and energy needed to construct the project would be minimal and would be incrementally small comparison to statewide electricity, natural gas, gasoline, and diesel demand. In addition, the project is not considered an energy consuming use and operation of the project would not require new capacity and/or supplies of energy. Additionally, the proposed project would be subject to compliance with all Federal, State, and local requirements for energy efficiency to which it would comply.

Thus, the proposed project, in conjunction with other past, present, and reasonably foreseeable projects, would not result in a substantial contribution to the increased use of energy. The cumulative impacts from the proposed project would not be considered inefficient, wasteful, or unnecessary with regard to energy and cumulative impacts would be less than significant.

4.7 Geology and Soils

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			✓	
ii) Strong seismic ground shaking?			✓	
iii) Seismic-related ground failure, including liquefaction?			✓	
iv) Landslides?			✓	
b) Result in substantial soil erosion or the loss of topsoil?			✓	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			✓	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			✓	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✓

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		✓		

Background

Ground shaking, motion that occurs as a result of energy released during faulting, could potentially result in the damage of collapse of buildings and other structures, depending on the magnitude of the earthquake, the location of the epicenter, and the character and duration of the ground motion. Other important factors to be considered are the characteristics of the underlying soil and rock, and where structures exist, the building materials used, and the workmanship of the structures.

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact. The proposed project is not located within an earthquake fault zone as designated by the Alquist-Priolo Earthquake Fault Zone Act as shown on the California Department of Conservation (DOC) Earthquake Zone of Required Investigation. The Alquist-Priolo Earthquake Fault Zoning Act (Act) was passed in 1972 to address the hazard of surface faulting to structures for human occupancy. The Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act requires the State Geologist to establish regulatory zones, known as "Alquist-Priolo (AP) Earthquake Fault Zones" around the surface traces of active faults and to issue appropriate maps. The project consists of a Class I Bike Trail extension and would not result in the construction of any habitable structures. In addition, per the City's General Plan, no major faults cross Folsom, and the risk of fault rapture is considered to be very low. Impacts in this regard are less than significant and mitigation is not required.

ii. Strong seismic ground shaking?

Less Than Significant Impact. The project site is not located in an area with a known fault that would result in strong seismic ground shaking. The nearest known fault is the West Branch of the Bear Mountain fault, within the Foothills fault system located approximately five miles east of the project site's eastern boundary. According to the Folsom Plan Area Specific Plan

(FPASP) Final EIR/EIS, fault activity does not appear to have occurred within the last 11,000 years, and the slip rate of the Foothills fault system is extremely low (0.05 millimeters per year), which is well below the planning thresholds for major earthquakes. With the exception of the Dunnigan Hills fault, located in the Woodland area, the Sacramento Valley has generally not been seismically active in the last 11,000 years (Holocene time). Faults with known or estimated activity during the Holocene are generally located in the San Francisco Bay Area to the west, or in the Lake Tahoe area to the east.

The proposed project includes construction of a new Class I Bike Trail and does not include any habitable structures. In addition, the work needed to construct the trail would occur within the surficial layers, top 2-3 feet of the soil, and would not exacerbate the potential for strong seismic ground shaking to occur on the site or other location. Furthermore, conformance with standard engineering practices and design criteria would reduce the effects of seismic ground shaking to a less than significant. Impacts would be less than significant, and mitigation is not required.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction is the loss of strength that generally occurs as a "quicksand" type of ground failure caused by strong ground shaking. Liquefaction generally occurs in cohesionless, saturated soils when the pore-water pressure induced in the soil by a seismic event becomes equal to or exceeds the overburden pressure. The primary factors influencing liquefaction potential include groundwater, soil type, relative density of the sandy soils, confining pressure, and the intensity and duration of ground shaking. The DOC Earthquake Zone of Required Investigation does not show the site in an area subject to hazards from liquefaction. Thus, the potential for seismic-related ground failure, including liquefaction, is low, and impacts would be less than significant. No mitigation is required.

iv. Landslides?

Less than Significant Impact. Landslides are mass movements of the ground that include rock falls, relatively shallow slumping and sliding of soil, and deeper rotational or transitional movement of soil or rock. Seismically induced landslides are likely to occur along steep to intermediate hillside areas, as well as areas where previous land sliding or soil creeping has occurred, areas where non-engineered grading and uncontrolled drainage on slopes has occurred, or areas with deep colluvial deposits. Slope stability hazards could result in loose debris flows and landslides. According to the FPASP Final EIR/EIS steep slopes are present in the area, however, landslides have not been recorded in the project site and vicinity. Additionally, the DOC Earthquake Zone of Required Investigation does not show the site in an area subject to hazards from landslides.

The proposed project includes the construction of a new Class I Bike Trail along an area that has been previously disturbed as part of construction of the railroad and is on generally flat ground. There is one portions of the trail that would be adjacent to an existing 1:1 manufactured slope between Iron Point Road on the south to Via Felice on the north

(approximately 1,000 feet). The slope was created as part of past grading activities between Bidwell Street and Cavitt Drive. Thus, the bike trail is not located in an area subject to land sliding hazards, does not include habitable structures that would be affected by landslides, and would not exacerbate any existing landslide hazards or increase the potential of the area to be affected by landslides. Furthermore, conformance with standard engineering practices and design criteria would ensure effects remain less than significant. No mitigation would be required.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Grading during the construction phase of the proposed project would displace soils and temporarily increase the potential for soils to be subject to wind and water erosion. However, erosion and loss of topsoil would be controlled using standard erosion control practices during construction. Accordingly, the proposed project would be required to prepare a SWPPP under the National Pollutant Discharge Elimination System (NPDES) General Construction Permit to implement BMPs such as silt fence, hay bales, mulching, blankets, seeding, etc., to minimize and control stormwater runoff during construction. Adherence to the SWPPP and implementation of BMP's compliance with would reduce possible impacts related to the erosion to less than significant. No mitigation required.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less Than Significant Impact. As discussed previously, the project site is relatively flat and is not located near any areas with steep topography, other than the existing 1:1 as part of past grading between Bidwell Street and Cavitt Drive. As discussed above, the project site is not located in an area that would be susceptible to landslides or liquefaction or exacerbate such hazards. Similarly, the project site would not be subject to lateral spreading, which is a movement of gently sloping, saturated soils cause by earthquake induced liquefaction, or collapse which is cause by underground caverns cause by uses such as mining or withdrawals from subsurface layers. Lastly, as discussed above, the proposed project includes use as a Class I Bike Trail, involved minimal ground disturbance that would have the potential to exacerbate geological hazards, and would not place people or structures in areas susceptible to geological hazards. Thus, impacts would be less than significant, and no mitigation would be required.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less Than Significant Impact. The proposed project would be located in an area with Argonaut-Auburn complex (3 to 8 percent slopes). The soils are comprised of loam, clay and bedrock, and are well drained with a high runoff class Natural Resource Conservation Service (NRCS). The project site is located within an area that was previously developed and are adjacent to the existing railroad. The potential for the existing soil types for the project to be affected by expansive soils is low. Lastly, as discussed above, the proposed project involves the construction of new Class I Bike Trail and does not

include habitable structures or other uses that would be at risk from expansive soils. Impacts would be less than significant, and no mitigation would be required.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. No septic tanks or alternative wastewater disposal systems are proposed as part of the project. Therefore, no impact would occur, and no mitigation is required.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant Impact with Mitigation Incorporated. As part of previous efforts to evaluate potential impacts from in the FPASP Final EIR/EIS a paleontological inventory was conducted for that project area which included the area in which the proposed project would be located. As part of this research, a paleontological records search and a review of regional geologic maps from the California Survey and existing literature on paleontological resources in and near the project area, and a reconnaissance level survey in 2007. The paleontological assessment determined that there are no fossil vertebrate localities within the project area.

However, vertebrate mammal and plant fossils have been reported in the Mehrten Formation throughout the Sierra Nevada Foothills and the eastern margin of the Central Valley, and vertebrate mammal, plant, and invertebrate fossils have been reported from the Ione Formation throughout the Central Valley. A large number of fossils have been recovered from both formations and are considered paleontological sensitive rock units. Both these units were noted as being within the westerly portions of the Backbone infrastructure project (a project consisting of updating the Folsom Plan Area Specific Plan's storm drainage, water infrastructure, and sewer master plans for implementation) which extends west to Folsom Water Department approximately one mile to the west of the westerly terminus of the proposed project. The proposed project is considered to have a low likelihood of disturbance to these resources, they may be uncovered during construction activities resulting in damage or loss to a resource. Although impacts are anticipated to be less than significant, implementation of **Mitigation Measure MM GEO-1 and GEO-2** would further reduce the potential for significant adverse environmental impacts on paleontological resources. Mitigation would provide for the salvage of fossil remains and associated specimen data and corresponding geologic and geographic site data that otherwise might be lost to earth-moving and to unauthorized fossil collecting. Impacts would be less than significant with the implementation of MM GEO-1 and MM GEO-2.

Mitigation Measures

MM-GEO-1: Prepare and Implement a Worker Education Program for Those Involved with Earthwork.

A worker education program, prepared by a qualified professional paleontologist, shall review applicable local, state, and federal ordinances, laws, and regulations pertaining to paleontological resources; describe the types of fossils that can be encountered and their general appearance; discuss site avoidance requirements and notification procedures to be followed in the event that a sensitive

paleontological resource is found during construction; and describe disciplinary and other actions that can be taken against persons violating such laws

MM-GEO-2: If Paleontological Resources Found Cease Work until Review Conducted by a Qualified Paleontologist and Recommendations Implemented.

Should evidence of sensitive paleontological resources (e.g., fossils) be encountered during grading or excavation, work shall be suspended within 100 feet of the find, and the City of Roseville shall be immediately notified. At that time, the City shall coordinate all necessary investigation of the site with a qualified paleontologist to assess the resource and provide proper management recommendations. Possible management recommendations for sensitive resources could include resource avoidance or data recovery excavations. The contractor shall implement any measures deemed necessary by the paleontologist for the protection of sensitive paleontological resources.

Cumulative Impacts

The incremental effects of the proposed project related to geology and soils, if any, are anticipated to be minimal, and any effects would be site-specific depending on a project's location. Therefore, the proposed project would not result in incremental effects to geology and soils that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. In addition, the proposed project includes grading to a depth of a few feet and does not have the potential to exacerbate any existing geologic hazard. The proposed project would not result in cumulatively considerable impacts to or from geology and soils with the implementation of MM GEO-1 and MM GEO-2.

4.8 Greenhouse Gas Emissions

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		✓		
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?		✓		

A Greenhouse Gas Emissions analysis was prepared for the proposed project by Kimley-Horn and Associates. The Greenhouse Gas Emissions data is provided in Appendix A; the results and conclusions of the report are summarized herein.

Environmental Setting

Global climate change refers to changes in average climatic conditions on Earth including temperature, wind patterns, precipitation, and storms. Global temperatures are moderated by atmospheric gases. These gases are commonly referred to as greenhouse gasses (GHG) because they function like a greenhouse by letting sunlight in but preventing heat from escaping, thus warming the Earth's atmosphere.

GHGs are emitted by natural processes and human (anthropogenic) activities. Anthropogenic GHG emissions are primarily associated with burning of fossil fuels during motorized transport; electricity generation; natural gas consumption; industrial activity; manufacturing; and other activities such as deforestation, agricultural activity, and solid waste decomposition.

The GHGs defined under California's Assembly Bill (AB) 32 include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFC), perfluorocarbons (PFC), and sulfur hexafluoride (SF_6). Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. Estimates of GHG emissions are commonly presented in carbon dioxide equivalents (CO_2e), which weigh each gas by its global warming potential (GWP). Expressing GHG emissions in CO_2e takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted. GHG emissions quantities in this analysis are presented in metric tons (MT) of CO_2e. For consistency with United Nations Standards, modeling, and reporting of GHGs in California and the U.S. use the GWPs defined in the

Intergovernmental Panel on Climate Change's (IPCC) Fourth Assessment Report (IPCC 2007): CO_2 – 1; CH_4 – 25; N_2O – 298.

GHG Reduction Regulations and Plans

The primary GHG reduction regulatory legislation and plans (applicable to the project) at the State, regional, and local levels are described below. Implementation of California's GHG reduction mandates is under the authority of CARB at the state level, SMAQMD and the Sacramento Area Council of Governments (SACOG) at the regional level, and the City at the local level.

Executive Order S-3-05: On June 1, 2005, Executive Order (EO) S-3-05 proclaimed that California is vulnerable to climate change impacts. It declared that increased temperatures could reduce snowpack in the Sierra Nevada, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To avoid or reduce climate change impacts, EO S-3-05 calls for a reduction in GHG emissions to the year 2000 levels by 2010, to year 1990 levels by 2020, and to 80 percent below 1990 levels by 2050. Executive Orders are not laws and can only provide the governor's direction to state agencies to act within their authority to reinforce existing laws.

Assembly Bill 32 – Global Warming Solution Act of 2006: The California Global Warming Solutions Act of 2006, widely known as AB 32, requires that CARB develop and enforce regulations for the reporting and verification of statewide GHG emissions. CARB is directed by AB 32 to set a GHG emission limit, based on 1990 levels, to be achieved by 2020. The bill requires CARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG emission reductions.

Executive Order B-30-15: On April 29, 2015, EO B-30-15 established a California GHG emission reduction target of 40 percent below 1990 levels by 2030. The EO aligns California's GHG emission reduction targets with those of leading international governments, including the 28 nation European Union. California achieved the target of reducing GHGs emissions to 1990 levels by 2020, as established in AB 32. California's new emission reduction target of 40 percent below 1990 levels by 2030 will make it possible to reach the goal established by EO S-3-05 of reducing emissions 80 percent under 1990 levels by 2050.

Senate Bill 32: Signed into law by Governor Brown on September 8, 2016, Senate Bill (SB) 32 (Amendments to the California Global Warming Solutions Action of 2006) extends California's GHG reduction programs beyond 2020. SB 32 amended the Health and Safety Code to include Section 38566, which contains language to authorize CARB to achieve a statewide GHG emission reduction of at least 40 percent below 1990 levels by no later than December 31, 2030. SB 32 codified the targets established by EO B-30-15 for 2030, which set the next interim step in the State's continuing efforts to pursue the long-term target expressed in EO B-30-15 of 80 percent below 1990 emissions levels by 2050.

California Air Resources Board: On December 11, 2008, the CARB adopted the Climate Change Scoping Plan (Scoping Plan) as directed by AB 32. The Scoping Plan proposes a set of actions designed to reduce overall GHG emissions in California to the levels required by AB 32. Measures applicable to development projects include those related to energy-efficiency building and appliance standards, the use of renewable sources for electricity generation, regional transportation targets, and green building strategy. Relative to

transportation, the Scoping Plan includes nine measures or recommended actions related to reducing vehicle miles traveled (VMT) and vehicle GHGs through fuel and efficiency measures. These measures would be implemented statewide rather than on a project-by-project basis (CARB 2008).

In response to EO B-30-15 and SB 32, all state agencies with jurisdiction over sources of GHG emissions were directed to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 targets. The mid-term target is critical to help frame the suite of policy measures, regulations, planning efforts, and investments in clean technologies and infrastructure needed to continue driving down emissions (CARB 2014). In December 2017, CARB adopted the 2017 Climate Change Scoping Plan Update, the Strategy for Achieving California's 2030 Greenhouse Gas Target, to reflect the 2030 target set by EO B-30-15 and codified by SB 32 (CARB 2017).

Sacramento Area Council of Governments: As required by the Sustainable Communities and Climate Protection Act of 2008 (SB 375), SACOG has developed the 2020 Metropolitan Transportation Plan and Sustainable Communities Strategy. This plan seeks to reduce GHG and other mobile source emissions through coordinated transportation and land use planning to reduce VMT.

City of Folsom: As part of the 2035 General Plan, the City prepared an integrated Greenhouse Gas Emissions Reduction Strategy (Appendix A to the 2035 General Plan; adopted August 28, 2018). The purpose of the Greenhouse Gas Emissions Reduction Strategy (GHG Strategy) is to identify and reduce current and future community GHG emissions and those associated with the City's municipal operations. The GHG Strategy includes GHG reduction targets to reduce GHG emissions (with a 2005 baseline year) by 15 percent in 2020, 51 percent in 2035, and 80 percent in 2050. The GHG Strategy identifies policies within the City of Folsom General Plan that would decrease the City's emissions of greenhouse gases. The GHG Strategy also satisfies the requirements of CEQA to identify and mitigate GHG emissions associated with the General Plan Update as part of the environmental review process and serves as the City's "plan for the reduction of greenhouse gases", per Section 15183.5 of the CEQA Guidelines, which provides the opportunity for tiering and streamlining of project-level emissions for certain types of discretionary projects subject to CEQA review that are consistent with the General Plan (City 2018).

Evaluation of Greenhouse Gas Emissions

The final determination of whether or not a project has a significant effect is within the purview of the lead agency pursuant to CEQA Guidelines Section 15064(b). The City's GHG Strategy, described above, is a qualified plan for the reduction of greenhouse gases pursuant to CEQA Guidelines Section 15183.5. Consistency with the GHG Strategy may be used to determine the significance of the project's GHG emissions.

The City's 2035 General Plan Policy NCR 3.2.8 and GHG Strategy include criteria to determine whether the potential greenhouse gas emissions of a proposed project are significant (City 2018).

NCR 3.2.8 Streamlined GHG Analysis for Projects Consistent with the General Plan

Projects subject to environmental review under CEQA may be eligible for tiering and streamlining the analysis of GHG emissions, provided they are consistent with the GHG reduction measures included in the

General Plan and EIR. The City may review such projects to determine whether the following criteria are met:

- Proposed project is consistent with the current general plan land use designation for the project site;
- Proposed project incorporates all applicable GHG reduction measures (as documented in the Climate Change Technical Appendix to the General Plan EIR) as mitigation measures in the CEQA document prepared for the project; and,
- Proposed project clearly demonstrates the method, timing and process for which the project will comply with applicable GHG reduction measures and/or conditions of approval, (e.g., using a CAP/GHG reduction measures consistency checklist, mitigation monitoring and reporting plan, or other mechanism for monitoring and enforcement as appropriate).

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant Impact with Mitigation Incorporated.

Short-Term Construction Greenhouse Gas Emissions

Construction GHG emissions were estimated using the RCEM. RCEM is a data-entry spreadsheet that utilizes various sources to estimate construction emissions, including OFFROAD and EMFAC2017 emissions factors. RCEM is recommended by Caltrans as it is specifically developed to estimate emissions associated with roadway construction projects since the default equipment, activities, and typical phasing are different than those of land use development projects and building construction projects. The construction of the proposed linear trail has many similarities as construction of a roadway. For the purpose of this environmental analysis, project construction is expected to occur over an approximately one-year period. Construction activities would include demolition, grading, paving, and architectural coating for striping and signage.

Construction of the project would result in direct emissions of CO_2, N_2O, and CH_4 from the operation of construction equipment and the transport of materials and construction workers to and from the project site. Total GHG emissions generated during all phases of construction were combined and are presented in *Table 8: Construction Greenhouse Gas Emissions*. The RCEM outputs are contained within the Air Quality and Greenhouse Gas Emissions Models output data listed in Appendix A.

Table 8: Construction Greenhouse Gas Emissions

Year	$MTCO_2e$[1]
2025	890
Amortized	30
$MTCO_2e$ = metric tons of carbon dioxide equivalent. 1. Due to Rounding, Total $MTCO_2e$ may be marginally different from RCEM output.	
Source: RCEM version 9.0.0. Refer to Appendix A for model outputs.	

As shown in *Table 8*, project construction-related activities would generate approximately 890 $MTCO_2e$[1] of GHG emissions over the course of construction. One-time, short-term construction GHG emissions are typically summed and amortized over the project's lifetime (assumed to be 30 years). It is reasonable to look at a 30-year time frame for roadway projects since this is a typical interval before new full depth reclamation is required. This is a conservative time frame and emissions would be below thresholds. The amortized project emissions would be approximately 30 $MTCO_2e$ per year. Once construction is complete, the generation of construction related GHG emissions would cease.

The project is consistent with the City's NCR 3.2.8 Streamlined GHG Analysis for Projects Consistent with the General Plan. The proposed trail is consistent with the City's current General Plan for the project site, the project incorporates Mitigation Measures GHG-1 and GHG-2, the applicable GHG reduction measures (as documented in the Climate Change Technical Appendix to the General Plan EIR), and the project will comply with applicable GHG reduction measures through the implementation of the Mitigation Monitoring and Report Program (MMRP) that will be adopted with this Initial Study/Mitigated Negative Declaration.

Long-Term Operational Greenhouse Gas Emissions

Operational or long-term emissions occur over the life of the proposed project. Generally, GHG emissions would result from direct emissions such as project generated vehicular traffic, and operation of any landscaping equipment. The project would not include any structures which would provide energy, waste, water, or wastewater emissions. Additionally, no vehicle trips are associated with the project. Therefore, no GHG emissions are expected to be generated from operation of the proposed project and impacts are less than significant.

With implementation of Mitigation Measures GHG-1 and GHG-2, the project would be consistent with the City's GHG Strategy. Therefore, the project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, and the impact would be less than significant with mitigation.

GHG-1: High-Performance Diesel. In accordance with the City General Plan GHG Reduction Measure T-6, the project shall use high-performance diesel (also known as Diesel-HPR or Reg-9000/RHD) for all diesel-powered equipment utilized in construction of the project.

GHG-2: Enhanced Construction Waste Diversion. In accordance with the City General Plan GHG Reduction Measure SW-1, the project shall divert to recycle or salvage a minimum 65 of nonhazardous construction and demolition waste generated at the project site in accordance with the California Green Building Standards Code (2021 CALGreen).

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant Impact with Mitigation Incorporated.

The proposed project would comply with all State plans, policies, and regulations adopted for the purpose of reducing GHG emissions during construction and would not interfere with the State's goals

of reducing GHG emission to 1990 levels by 2020 as stated in AB 32; a 40 percent reduction below 1990 levels by 2030 as noted in SB 32; and, an 80 percent reduction in GHG emissions below 1990 levels by 2050 as stated in EO S-3-05. Therefore, the proposed project would have a less than significant impact on GHG emissions.

The Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) for Sacramento County is the 2020 MTP/SCS adopted by the Sacramento Area Council of Governments (SACOG) on November 18, 2019. The 2020 MTP/SCS lays out a transportation investment and land use strategy to support a prosperous region, with access to jobs and economic opportunity, transportation options, and affordable housing that works for all residents. The plan also lays out a path for improving our air quality, preserving open space and natural resources, and helping California achieve its goal to reduce greenhouse gas emissions (SACOG 2019). The transportation sector is the largest source of GHG emissions in the state. No vehicle trips are associated with the project. Therefore, no GHG emissions are expected to be generated from operation of the proposed project and impacts are less than significant.

As discussed in question a), above, with implementation of Mitigation Measures GHG-01 through GHG-05, the project would be consistent with the City's GHG Strategy, a qualified plan for the reduction of greenhouse gases pursuant to CEQA Guidelines Section 15183.5. Therefore, the project would not conflict with CARB's 2022 Scoping Plan, the SACOG's 2020 MTP/SCS, or the City's GHG Strategy, and the impact would be less than significant with mitigation.

Cumulative Impacts

It is generally the case that an individual project of the project's size and nature is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory. GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective. The additive effect of project-related GHG emissions would not result in a reasonably foreseeable cumulatively considerable contribution to global climate change. In addition, the project as well as other cumulative related projects, would be subject to all applicable regulatory requirements, which would further reduce GHG emissions. Thus, the project would not conflict with any GHG reduction plan. Therefore, the project's cumulative contribution of GHG emissions would be less than significant and the project's cumulative GHG impacts would also be less than cumulatively considerable.

4.9 Hazards and Hazardous Materials

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		✓		
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✓	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?		✓		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				✓
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			✓	

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			✓	

A Phase I Initial Site Assessment was prepared for the proposed project by Wreco (February 2019) and is provided as Appendix D, *Draft Initial Site Assessment*; the results of the report are summarized herein.

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than Significant Impact. The bike trail improvements including construction would involve the transport and use of fuels and lubricating fluids in construction equipment, asphaltic emulsions associated with the asphalt-concrete paving operations, cement materials, base and subbase materials, joint and curing compounds, concrete curing compounds, paints, solvents, thinners, acids, mortar mix, landscaping materials (including topsoil, plants, herbicides, fertilizers, mulch and pesticides), and general site debris. The transport of hazardous materials is regulated via the Federal Hazardous Materials Transportation Act. It is not anticipated that substantial volumes of materials will be required to be stored on-site, but all on-site storage of these materials, where applicable, would occur consistent with the California Fire Code. In addition, the transport, use, and handling of these materials would be a temporary activity coinciding with project construction. Although such materials may be stored on the project site, any transport, use, and handling of these materials is expected to be limited to quantities and concentrations required to operate and maintain equipment. Removal and disposal of any hazardous materials from the project site during construction would be conducted by a permitted and licensed service provider.

Any handling, transport, use, or disposal would comply with all applicable federal, State, and local agencies and regulations, including the USEPA, the California Department of Toxic Substances Control (DTSC), Caltrans, the California Occupational Safety and Health Administration, the Resource Conservation and Recovery Act, and the Sacramento County Environmental Health Department. During long-term use of the trail, hazardous and potentially hazardous materials would not be transported along the corridor. Therefore, long-term operational impacts associated with the transport, use, and disposal of hazardous materials would be less than significant with no mitigation required.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less than Significant Impact with Mitigation Incorporated. As part of the Initial Site Assessment (ISA) a field reconnaissance to evaluate existing conditions along and near the project area was performed.

In addition, an Environmental Data Resources Report (EDR) was prepared in accordance with the ASTM Standard E 1527-13. The EDR report provides information related to the historic use of a project site and surrounding areas to a one-mile radius. EDR report provides information on these properties to evaluate whether a site may represent a recognized environmental condition (REC). A REC typically refers to a listing that indicates that a property or location has experienced or was likely to have experienced a hazardous substances release. An area also may be classified as an REC if it is downgradient of a listed site such that materials may flow to a site through the groundwater. Review of the EDR information showed that there are no recorded hazardous material sites within the project site.

The ISA evaluated public information provided by the State Water Quality Control Board (SWQCB) GeoTracker data, and the Department of Toxic Substances Control (DTSC) EnviroStor Database. The Envirostor Database did not identify and individual locations within 1,000 ft of the project area but did note a military evaluation site (AFP#70[AEROJET-GEN]). This site is identified as being 1,500 ft west of the project area. The cleanup status for this site is listed as "no further action as of 1/31/2014." The Geotracker site identified two sites that were identified as closed permitted underground storage tanks (UST) within 1,000 feet. Both sites have minimal potential to impact the project site. This site, including the other sites all were found to have a low potential to impact the project site.

After review of the listed databases, on September 20, 2018 a site reconnaissance was conducted to evaluate the existing conditions within the project site. The survey was conducted to identify potential sources or indications of chemical contamination such as underground storage tanks (USTs), aboveground storage tanks (ASTs), polychlorinated biphenyls (PCBs), chemicals and hazardous waste materials, areas with surficial staining or distressed vegetation, and visual evidence of asbestos-containing materials (ACMs) and/or lead-based paint.

No new REC's were identified during the site reconnaissance. The site reconnaissance, however, did note an unidentified irrigation or potable water pipeline producing ponding nearby in the vacant lot east of the southern portion of the project site near Broadstone Parkway. Another unidentified pipeline was discovered in the vacant lot east of the northern portion of the project site between Willow Creek and Oak Avenue Parkway. Several existing drainage culverts have associated headwalls. A gas pipeline marker and cistern head were observed near the intersection of East Bidwell Street and Oak Avenue Parkway.

In addition to the above, the site reconnaissance identified the following potential REC's within the project area:

- East Bidwell Street has been documented as being used as a main thoroughfare prior to 1937, according to historic aerial images reviewed. Since leaded fuels were not banned until 1978, there is a high likelihood of the presence of aerially deposited lead (ADL) in historically exposed shallow soils adjacent to roadways within the project area in concentrations above state regulatory screening criteria for the reuse and disposal of solid waste.
- The Folsom/Placerville Railroad is within close proximity to and runs along the proposed project area. There is a high potential for hazardous materials in shallow soils, ballast material, and railroad ties along the project alignment. Typical contaminants present in soils and ballast material near the railroad tracks include oil, diesel, polycyclis aromatic hydrocarbons (PAH),

volatile organic compounds (VOC), semi-volatile organic compounds (SVOC), heavy metals, and creosote.

- According to the Natural Occurring Asbestos in Eastern Sacramento County Parcels" map developed by the SMAQMD, the project is located within areas both affected by and likely containing Naturally Occurring Asbestos (NOA).

Based on recommendations from the ISA, the following mitigation will be implemented to ensure that potential impacts from soil disturbance within the project site would not result in the release of the aforementioned materials. Implementation of the following **Mitigation Measures MM HAZ-1** includes additional testing requirements and **MM HAZ-2** relates to preparation of a Soil Management Plan, depending on the findings of the additional testing. Implementation of these measures would reduce potential impacts associated with the release of hazardous materials to the public or environment to a less-than-significant level with the implementation of MM HAZ-1 and MM HAZ-2.

Mitigation Measures

MM HAZ-1: Prior to any project related ground disturbance activities, a Soil Management Plan for the proposed project site shall be prepared by the contractor to evaluate the potential for upset or release of hazardous materials to the environment. The Soil Management Plan shall identify the nearby contaminated site(s), affected media, and corresponding contaminants of concern. Specific procedures shall be identified for handling the potentially impacted media during construction. The Soil Management Plan shall contain a contingency plan in the event that gross contamination is discovered during construction. The Soil Management Plan shall also outline health and safety concerns for workers that may come in contact with potentially contaminated media. The following scope of work shall be included to the efforts undertaken as part of the Soil Management Plan:

- Up to 2 shallow soil boring between Willow Creek and Oak Avenue Parkway for the following constituents of concern:
    - Railroad contaminants (heavy metals, polycyclis aromatic hydrocarbons (PAH), volatile organic compounds (VOC), semi-volatile organic compounds (SVOC), creosote., diesel, and heavy petroleum).
    - Natural Occurring Asbestos (NOA)
- Up to 2 shallow soil borings between Oak Avenue Parkway and Scholar Way and up to 3 shallow soil borings between Broadstone Parkway and Iron Point Road for the following constituents of concern:
    - Railroad contaminants (heavy metals, PAH, VOC's, SVOCs, diesel, heavy petroleum)
    - NOA
    - Aerially Deposited Lead (ADL)
- 3 samples of ballast material along the length of the project area for (heavy metals, PAHs, VOCs, SVOCs, diesel, heavy petroleum).

MM-HAZ-2: Shallow soil samples shall be taken in areas of concentrated pollutant flow where it overlaps with proposed excavation (i.e., along banks of drainage ditches). The removal of treated wood and recycled asphalt concrete shall be done in accordance with Caltrans Specification 14-11.09 Treated Wood Waste and/or Department of Toxic Substances Control Treated Wood Waste

Alternative Management Standard (22 CCR Chapter 34). All removals shall be conducted to the satisfaction of the City Engineer.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact. The proposed project is located approximately 0.2 miles of Folsom Lake College at 10 College Parkway to the northeast and approximately 0.5 miles to the northeast of Gold Ridge Elementary School at 735 Halidon Way, Folsom Middle School at 500 Oak Avenue Parkway, located approximately 0.5 mile east of the northwestern boundary of the project site; the Folsom Educational Academy School at 381 South Lexington Drive, located 0.2 mile east of the proposed pipeline along the Oak Avenue Parkway portion; and the Cadence Academy Pre-School at 76 Clarksville Road and Bach to Rock Folsom Music School at 82 Clarksville Road, both located approximately 0.1 mile west of East Bidwell Street.

The proposed project is a trail improvement and does not include any uses that are typically associated with or anticipated to generate hazardous emissions or hazardous materials that would typically represent a hazard to a school. The proposed project would include short-term construction activities using standard methodologies for earth removals and to pave the area with the new Class I bike lane. Construction would include the handling and use of materials such as fuels and lubricants needed to operate machinery but would not use any acutely hazardous materials in quantities that would constitute a substantial risk to human health and safety. Long term operation of the proposed project would be consistent with the operations of other trails and associated uses, and would not substantially impacted any schools or other nearby areas. Therefore, impacts are less than significant with no mitigation required.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less Than Significant Impact with Mitigation Incorporated. Government Code Section 65962.5 refers to the Hazardous Waste and Substances Site List, commonly known as the Cortese List, maintained by the DTSC. The project site is not included on a hazardous site list compiled pursuant to California Government Code Section 65962.5. As discussed in subsection however, according to the Phase I ISA prepared for the proposed project, there were locations identified in association with the project site that require additional investigation. However, as discussed in b) above, the project site is not located within or adjacent to a site listed pursuant to Government Code Section 65962.5 or other area listed as a REC impacts in this regard would be less than significant and mitigation is not required.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The proposed project is not located within an airport land use plan, or the vicinity of a public airport or private airstrip. There are three airports in the regional vicinity of the project site, most notably Mather Airfield located approximately 10 miles to the southwest, and Sacramento International Airport located approximately, and McClellan Airfield and the Sacramento International

Airport located to the west approximately 14 and 24 miles, respectively. In addition, the proposed project is not located within the vicinity of a private airstrip and would not result in a safety hazard for people residing or working in the project area. No impacts would occur, and no mitigation is required.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact. The proposed project would not impair or physically interfere with an adopted emergency response or evacuation plan. The proposed project would not interfere with access to any primary roadway that may be used for emergency response or in case of evacuation. In addition, the proposed project does not contain any elements that would impede the flow of traffic once complete and therefore, would not impede the flow of any emergency response or evacuation plan. Therefore, impacts would be less than significant, and no mitigation is required.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less than Significant Impact. The proposed project would not expose people or structures to a risk of loss, injury or death involving wildland fires. The project site is in a developed urban area, and it is not adjacent to any wildland areas. The California Department of Forestry and Fire Protection (CAL FIRE) has mapped areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors. These zones, referred to as Fire Hazard Severity Zones (FHSZ) that represent the risks associated with wildland fires. Fire Hazard Severity Zones mapped by CAL FIRE for State and local responsibility areas are classified as either “Medium” “High”, or “Very High” based on fire hazards. No Fire Hazard Severity Zones for State responsibility areas or for local responsibility areas area located within or adjacent to the project site. Therefore, impacts related to wildland fire would be less than significant and mitigation is not required.

Cumulative Impacts

The proposed project would involve the storage, use, and transport of hazardous materials during construction phases of project activities. Hazardous materials are strictly regulated by local, state, and federal laws. Specifically, these laws are designed to ensure that hazardous materials do not result in spills or a gradual increase in toxins in the environment over. In addition, the proposed project includes mitigation that would reduce impacts from removals and construction activity to less than significant and reduce the risks associated with exposure to hazardous materials. In addition, the proposed project would be required to follow all applicable local, state, and federal laws and regulations during all phases of project development.

Similar to the proposed project, reasonably foreseeable projects could result in construction impacts related to the routine transport, disposal, or handling of hazardous materials; intermittent use and transport of petroleum---based lubricants, solvents, and fuels; and transport of affected soil to and from sites. However, hazardous waste generated during construction of any project would be collected, properly characterized for disposal, and transported in compliance with regulations such as the Resource Conservation and Recovery Act of 1976, U.S. Department of Transportation Hazardous Materials Regulations, and local Certified Unified Program Agency regulations. Thus, the proposed project would

not make a substantial contribution factor to cumulative hazards and impacts would be less than significant.

4.10 Hydrology and Water Quality

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			✓	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			✓	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site?			✓	
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?			✓	
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			✓	
iv. Impede or redirect flood flows?			✓	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			✓	

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			✓	

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact. Surface water quality can be adversely affected by erosion during project construction. Construction activities disturbing one or more acres are required under the federal Clean Water Act (CWA) to comply with the State Water Resources Control Board (SWRCB) General Construction Activity Stormwater Discharge Permit.

Improvements to install the trail segments and new crossings would include removals and grading to prepare the area for new paving. Construction activities associated with the improvements could result in the accidental release of other pollutants to surface waters, including oil and grease, petroleum hydrocarbons, waste, concrete/asphalt, and wash water. Contaminated runoff, if allowed to flow outside the work area, could enter downstream receiving waters or adjacent wetlands.

Projects that disturb more than one or more acres (including phased construction of smaller areas which are part of a larger project) to obtain coverage under the SWRCB National Pollution Discharge Elimination System (NPDES) stormwater permit for general construction activity. Disturbance associated with the proposed project would disturb more than one acre. The permit is required and would help ensure that measures are in place to control runoff from both construction and operational activities that could adversely affect water quality. Permit applicants are required to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) that describes the site, erosion and sediment controls, means of waste disposal, implementation of approved local plans, control of post-construction sediment and erosion control measures and maintenance responsibilities, non-stormwater management controls, and Best Management Practices (BMPs).

In order to ensure that stormwater runoff from the project site does not adversely increase pollutant levels in adjacent surface waters and stormwater conveyance infrastructure, the BMPs would be used to reduce the potential for pollutants in stormwater runoff from leaving the site. BMPs could include, but are not limited to, tracking controls, perimeter sediment controls, drain inlet protection, wind erosion/dust controls, and waste management control. In addition, the biological resources report recommended BMPs to minimize effects that included the following:

- No discharge of pollutants from vehicle and equipment cleaning would be allowed into storm drains or watercourses.
- Vehicle and equipment fueling, and maintenance operations would be at least 50 feet away from watercourses.

- Dust control will include the use of water trucks and dust palliatives to control dust in excavation and fill areas.
- Stockpiles will be covered when weather conditions (rain or wind) could cause erosion of materials.
- Biodegradable coir rolls or straw wattles will be installed along, or at the base of slopes during work to capture sediment.
- Protect graded areas from erosion using a combination of silt fences, biodegradable fiber rolls, and/or biodegradable erosion control netting (such as jute or coir) as appropriate on slopes.

All project BMP's would be implemented in accordance with a site-specific SWPPP and would comply with the National Pollution Discharge Elimination System (NPDES). Implementation of these measures in compliance with applicable regulations would ensure impacts remain less than significant with no mitigation required.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant Impact. The proposed project is in the City of Folsom, which is located over the North American sub-basin of the Sacramento Valley Groundwater Basin. The North American sub-basin is located in the eastern central portion of the Sacramento Groundwater Basin, encompassing portions of Sutter, Placer, and Sacramento Counties. According to the City of Folsom 2015 Urban Water Management Plan (UWMP), the basin was not adjudicated or in overdraft (Folsom, 2015). The proposed project would complete an approximate 2.0 miles trail segment with 1.25 miles of new trail. The proposed project would be paved with hardscape and would not require a substantial volume of water. A minimal volume of water would be required during construction (e.g. washing of equipment, dust control, wetting of soils during recompaction, and mixing concrete). Any water needed for the above listed construction activities during construction would be supplied from exiting water rights and would not come from groundwater.

Based on the UWMP, groundwater is a miniscule component of the City's supply strategy as groundwater supplies are limited and would not be used for the project. The City does not pump groundwater for use in the City's water service area. The majority of the City's water supplies are derived from surface water rights and are largely taken from water in Folsom Dam. Thus, the proposed project would not directly deplete groundwater supplies in this regard.

Construction of the proposed project would occur within an area an undeveloped area adjacent to the existing rail line. The proposed trail would increase the amount of impervious surface through the placement of the new asphalt trail over a distance of approximately 1.25 miles. Considering the paved portion of the trail would be approximately 8 feet in width with 2 feet of decomposed granite on either side, the project would increase the amount of impervious surface by approximately 1.25 acre. In addition, the proposed project may temporarily reduce the permeability of the two staging areas but neither of these sites would be paved or permanently affected. Each site also would be required to be revegetated which would facilitate infiltration post construction.

Overall, the decrease in pervious surfaces is nominal compared to the overall size of the basin. Though the project would slightly decrease the area groundwater could infiltration, it would not substantially deplete the potential for recharge. In addition, the adjacent areas would remain undeveloped and maintain their potential to facilitate infiltration. Therefore, impacts associated with recharge within the Basin from the project site would be less than significant and no mitigation is required.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or siltation on- or off-site?

Less Than Significant Impact. The proposed project would not substantially alter the existing drainage of the project site and would not alter the course of a stream or river through the addition of impervious surfaces. Runoff from the new paved trail would maintain the same overall directional water flow as currently exists and water would flow to the immediately adjacent areas including ditches and swales within the project site. These areas would remain vegetated which inhibit uncontrolled overland flow and would reduce the potential effects of increased water flows and erosion during rain events. In addition, while the proposed project would reduce the overall area of permeable surface, the new trail would be flat and not substantially increase the rate and speed of runoff such that substantial erosion would occur. The decomposed granite shoulders also would slow runoff from the trail through infiltration before runoff encounters off-site vegetated areas. Ultimately, the volume and rate of water flows would be nominally changed, and the proposed project would not result substantial erosion of any on-site area, off-site area, or result in substantial siltation on-site or off-site. Impacts would be less than significant, and mitigation, beyond the installation of standard BMPs in accordance with the SWMMP, would not be required.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

Less Than Significant Impact. The surface water runoff that would result from project implementation would be minimal. As discussed in subsection i), above, water runoff from the new trail would flow to adjacent undeveloped and vegetated areas that would provide for infiltration. The volume of water and rate of water flows would be nominally changed and the proposed project would not substantially increase the rate or amount of surface water runoff. The proposed project would not result in flooding impacts and mitigation would not be required.

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. The proposed project includes construction of a new trail and creation of approximately 1.25 miles of new trail that would tie into 0.75 miles of

disconnected trail. As discussed in i) and ii), above, and iv) below, the proposed project would maintain a similar drainage pattern and control runoff within the project area such that flooding would occur. The project proposes installation of a new Class I trail and does not include any uses that would substantially increase polluted runoff and water from the trail would flow into the adjacent undeveloped vegetated areas. The project site would not be open to motor vehicle traffic and constituents of potential pollutants common from roadways would not leave the site. Therefore, the proposed project would not provide substantial additional sources of polluted runoff to any downstream receiving waters. Impacts would be less than significant with no mitigation required.

iv. Impede or redirect flood flows?

Less Than Significant Impact. The proposed project would minimally affect drainage and surface flows and it would not substantially affect the existing drainage pattern or impede or redirect flood flows. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) Panel Number 06067C0117H, (effective 08/16/2012), the majority of the proposed project would be located within FEMA Zone X, which is an area of minimal flood hazards and area outside the 100-year floodplain. Approximately, 100 feet of the proposed Class I trail, the westernmost portion of the project, would be within an Other Areas of Flood Hazard. This area has a 0.2% annual chance flood hazard and is located adjacent to Willow Creek. The proposed project consists of the construction of a bike trail and it does not have the potentially to nor propose any changes to any flood flows. Thus, the risks associated with flood hazards are minimal and mitigation is not required.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less Than Significant Impact. The proposed project is located inland, approximately 100 miles from the nearest coastline of the Pacific Ocean and is not subject to tsunamis. The nearest contains water body is Folsom Lake located approximately 2 miles to the north and the potential risk from a seiche is minimal. Impacts would be less than significant mitigation is not required.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. The proposed project would comply the RWQCB board requirements for implementation of BMPs in accordance with a SWPPP. The proposed project implements BMPs such as use of silt fence, fiber rolls, mulch, reseeding, etc., (and those described sub a), above) which would be implemented during construction to minimize the potential for erosion and effects to downstream receiving waters. In addition, as discussed in sub b), above the proposed project would not result in substantial effects to groundwater recharge and would not impact any groundwater management plan. The proposed project would replace a minimal area with a new trail and the amount of pervious surface that would be replaced by the proposed project would be negligible and it would not result in the obstruction of any water quality or sustainable ground water plan. As noted, the areas on the margins of the trail would remain unpaved and runoff from the project area would be retained by these areas and allowed to infiltrate or be used by existing vegetation.

It should be noted the City collaboratively developed the Sacramento Groundwater Authority, which is an inclusive approach to sustainable groundwater management (Folsom, 2015). The proposed project would not impede implementation of this plan, would not result or require groundwater withdrawal, or substantially reduce the potential for groundwater recharge. Thus, the proposed project would not impede any implementing activities that preserve and enhance groundwater or result in overdraft of the basin. Impacts would be less than significant, and mitigation is not required.

Cumulative Impacts

The proposed project includes construction of trail improvements. As discussed above, the proposed project would not make a significant contribution to hydrology and water quality impacts. Taken in conjunction with other past, present, and reasonably foreseeable projects, the proposed project would not make a cumulative contribution. Other projects also would be required to comply with the NPDES permit and implement BMPs through a SWPPP. It is anticipated projects such as these also would mitigate impacts to less than significant and would not make cumulatively significant contributions. Therefore, cumulative impacts would be less than significant, and mitigation is not required.

4.11 Land Use and Planning

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?			✓	
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			✓	

a) Physically divide an established community?

Less than Significant Impact. Projects that have the potential to divide an established community include the construction of new freeways, highways, or roads, or other uses that physically separate existing or established neighborhoods. The land uses surrounding the project site consist of a mix of uses including, commercial, community commercial, schools, residential, trails, the Folsom/Placerville railroad, and major transportation corridors. Project improvements would occur within the existing intersection, roadways, and previously disturbed vegetated areas.

The proposed project would provide a new Class I Bike Trail that would link to existing pedestrian and bicycle improvements including the Humbug Trail that ends near the northwesterly project boundary. The proposed project would connect a missing portion of trail from the Humbug Willow Creek Trail on the west to Iron Point Road on the east. Completing the section of trail would increase multimodal access to local businesses, as well increase the recreational opportunities in the area by filling the gap between existing trails.

The majority of the proposed project would occur along the existing alignment of the Folsom/Placerville Railroad and East Bidwell Street. The westernmost portion would occur between two commercial centers that are currently separated by the railroad. The proposed project would improve the trail connections between existing neighborhoods as well as improve connectivity to the Palladio Commercial Center and Broadstone Plaza. The proposed project would facilitate increased pedestrian and bicycle travel throughout the proposed corridor as well as to the other numerous trails within the City. The proposed project would not result in the construction of any physical barriers that would divide or disrupt any communities. The proposed project is considered an improvement compared to the existing conditions and functionality of the exiting trail system and would increase connectivity. Thus, impacts would be less than significant, and no mitigation is required.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less than Significant Impact. The proposed project would improve bicycle and pedestrian safety by constructing approximately 1.25 miles of new Class I Trail. The proposed project was envisioned as part of the 2007 Folsom Bikeway Master Plan and is detailed as Project #10 Folsom/Placerville Rail Trail. As part of the planning for the proposed project, a public workshop was held to obtain public input. The results of the workshop, public surveys, and correspondence and field reviews from stakeholders highlighted public concerns and issues about the area in which the proposed project is located. Some of the issues, included concerns about fragmented bicycle routes, high speed autos on major arterial streets, gaps in the Humbug-Willow Creek Trail, and difficulty negotiating traffic on East Bidwell Road. These results also revealed that grade separated crossing area preferred at crossing of major streets. Based on the list feedback, the nature of Folsom, and the commitment to a city-wide bicycle trail consistently supported by its residents, the proposed project has been and is expected to be well received by the community.

The proposed project would be consistent with the City of Folsom General Plan, the City of Folsom Bikeway Master Plan, East Bidwell Street Complete Streets Corridor Plan, the Sacramento-Placerville Transportation Joint Powers Authority, and other City and County Plans, policies, and goals for the community. Impacts would be less than significant and mitigation is not required.

Cumulative Impacts

The proposed project does not conflict with any applicable land use regulations, land use policies, or land use planning documents. The project proposes improvements would complete planned for pedestrian and bicycle linkages between residential and commercial areas in accordance with existing City of Folsom planning documents. The linkage would increase connectivity between areas and would not include the construction of any new buildings or roadways that would restrict access or otherwise divide an established community. Therefore, taken with past, present and reasonably foreseeable projects impacts are not considered cumulatively considerable, and no mitigation is required.

4.12 Mineral Resources

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?			✓	
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?			✓	

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Less than Significant Impact. The project site does not have history of large quarry operations, but the Folsom area has a history of gold mining from the 1800's and early 1900's. The project alignment is along the existing, but unused (for commercial transportation) the Folsom/Placerville railroad and runs through several areas with remnants of mining landscapes, including reclaimed dredge tailing along the Humbug Willow Creek Trail, and Humbug Creek. The project improvements, however, are not located in in an area of with known significant mineral resources in the City's General Plans and is not designated for any such use. Additionally, the project's alignment is located adjacent to East Bidwell Street and due to the urbanized nature of the site and surrounding land uses, as well as size constraints, it would not be feasible to use the project site for mineral extraction. Therefore, the proposed project would not result in the loss of availability of known mineral resources of regional or statewide importance impacts would be less than significant and mitigation is not required.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

Less than Significant Impact. See a), above. The proposed project site is not currently used (or planned for use) as a mineral resource recovery site and it is not feasible for such use. Therefore, impacts would be less than significant, and mitigation is not required.

Cumulative Impacts

The proposed project would not result in direct or indirect permanent or temporary impacts related to the loss of a mineral resources. There are no designated or known mineral resources within the project site and the proposed project would not impact the use of any surrounding area, which are predominantly urbanized, for mineral extraction. Thus, implementation of the proposed project would not result in the

loss of an area that is designated for mineral resource extraction and would not result in the inability to use any other areas for such purpose. Therefore, the proposed project would not result in incremental effects to the loss of mineral resources that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable future projects. Impacts would be less than significant, and mitigation is not required.

4.13 Noise

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		✓		
b) Generation of excessive groundborne vibration or groundborne noise levels?			✓	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact with Mitigation Incorporated.

Construction

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g. land clearing, grading, excavation, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. While the majority of the project site located adjacent to the existing railroad and East Bidwell Street, during construction, exterior noise levels could affect the used surrounding the construction site predominantly in the northwesterly project area between the existing Humbug Trail to Oak Avenue Parkway where project activities would be in the closest proximity to residential and commercial uses. Construction activities in this area would through the approximately 1,750-foot length of this portion of the project alignment and would not be concentrated at a single point near these uses or any sensitive receptors.

The majority of construction activities would include removal and grading of existing dirt and soil in the project alignment, some removal of pavement/hardscape within existing intersections and crossing locations, and installation of new pavement (e.g., asphalt and concrete). In addition, some coatings may be applied to materials to enhance longevity and mark the bike lanes and roadways. These activities would require short-term use of equipment such as graders, scrapers, tractors, pavers, rollers, mixers, air compressors during to apply coating materials, etc.

Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can levels in excess of 80 dBA. Typical noise levels associated with individual construction equipment are listed in *Table 9: Typical Construction Noise Levels*.

Table 9: Typical Construction Noise Levels

Equipment	Typical Noise Level (dBA) at 50 feet from Source	Typical Noise Level (dBA) at 20 feet from Source[1]	Typical Noise Level (dBA) at 60 feet from Source[1]
Air Compressor	80	88	78
Backhoe	80	88	78
Compactor	82	90	80
Concrete Mixer	85	93	83
Concrete Pump	82	90	80
Concrete Vibrator	76	84	74
Dozer	85	93	83
Generator	82	90	80
Grader	85	93	83
Impact Wrench	85	93	83
Jack Hammer	88	96	86
Loader	80	88	78
Paver	85	93	83
Pneumatic Tool	85	93	83
Pump	77	85	75
Roller	85	93	83
Saw	76	84	74
Scraper	85	93	83
Shovel	82	90	80
Truck	84	92	82

Note:
1. Calculated using the inverse square law formula for sound attenuation: dBA2 = dBA1+20Log(d1/d2)
Where: dBA2 = estimated noise level at receptor; dBA1 = reference noise level; d1 = reference distance; d2 = receptor location distance

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, [page 176, 177], 2018.

As shown in *Table 9*, exterior noise levels resulting from construction site equipment could impact existing sensitive receptors in the vicinity. Sensitive uses near the project include existing adjacent residential uses to the east and the commercial uses, which would be approximately 80-100 feet from

potential construction site noise sources between the existing Humbug Trail to Oak Avenue Parkway. As noted above, the balance of construction activities would occur adjacent to East Bidwell Street and to the south and undeveloped land to the north. While there are commercial uses further south of East Bidwell Street, these uses are approximately 200 feet from the trail alignment and would not be substantially affected.

In addition, noise from construction would be temporary and would be limited to daytime hours. Additionally, construction noise from the residential and commercial buildings would be dispersed along the that initial alignment by existing trees and vegetation along the margins of both sides of the railroad right-of-way. Vegetation is largely continuous along both sides of the alignment and would help buffer the nearby uses from unwanted noise. In addition, mitigation is proposed to further minimize impacts.

Implementation of Mitigation Measure **MM NOI-1,** listed further below, would ensure that all construction equipment is equipped with properly operating and maintained mufflers and other state required noise attenuation devices, helping to reduce noise at the source. The highest anticipated construction noise is expected to occur during the excavation and grading phases. This maximum noise level would occur when equipment is operating under full power conditions (i.e., the equipment engine at maximum speed). However, equipment used on construction sites typically operates under less than full power conditions, or part power. **MM NOI-1** would attenuate construction site noise levels. Construction noise impacts would be less than significant with mitigation incorporated.

Operations

Long-Term Mobile Noise Impacts

The proposed project consists of completing trail segments between the existing Humbug Trail and Iron Point Road. The project would be used by cyclists and pedestrians and are not considered noise intensive or noise generating uses. Furthermore, the proposed project does not involve a trip generating land use. Thus, impacts would be less than significant in this regard and no mitigation is required.

Mitigation Measure

MM NOI-1: Prior to the start of ground disturbing activities the contractor, shall demonstrate, to the satisfaction of the Public Works Director, or designee, that the project complies with the following:

Construction contracts specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state required noise attenuation devices.

Property owners and occupants located within 200 feet of the proposed project boundary shall be sent a notice, at least 15 days prior to commencement of construction of each phase, regarding the construction schedule of the proposed project. A sign, legible at 50 feet shall also be posted at the project construction site. All notices and signs shall be reviewed and approved by the of City Planning Department, prior to mailing or posting and shall indicate the dates and duration of construction activities, as well as provide a contact name and a telephone number where residents can inquire about the construction process and register complaints.

Prior to the start of ground disturbing activities, the contractor shall provide evidence that a construction staff member will be designated as a Noise Disturbance Coordinator and will be present on-site during construction activities. The Noise Disturbance Coordinator is responsible for responding to local complaints about construction noise. When a complaint is received, the Noise Disturbance Coordinator shall notify the City within 24-hours of the complaint, determine the cause (e.g. starting too early, bad muffler, etc.), and implement reasonable measures to resolve the complaint as deemed acceptable by the Public Works Department. All notices sent to residential units surrounding the construction site and all signs posted at the construction site shall include the contact name and the telephone number for the Noise Disturbance Coordinator.

Prior to the start of ground disturbing activities, the contractor shall demonstrate to the satisfaction of the Public Works Director or designee that construction noise reduction methods shall be used where feasible. These reduction methods include shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and electric air compressors and similar power tools.

Construction haul routes shall be designed to avoid noise sensitive uses (e.g. residences, convalescent homes, etc.) and comply with the City approved truck routes to the extent feasible.

During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Since the project would not generate any groundborne vibration or noise associated with operational activities, increases in groundborne vibration levels from the proposed project would be associated with short-term construction-related activities.

Construction

Project construction has the potential to result in varying degrees of temporary groundborne vibration, depending on the equipment used and operations involved. The FTA has published standard vibration velocities for construction equipment operations. For demolition and construction, groundborne vibrations greater than 0.5 in/sec peak particle velocity (PPV) are considered potentially significant based on the FTA *Transit Noise and Vibration Impact Assessment Manual* (September 2018) construction vibration criterion for conventional structures. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience cosmetic damage (e.g. plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. For example, for a building that is constructed with reinforced concrete with no plaster, the FTA guidelines show that a vibration level of up to 0.50 in/sec is considered safe and would not result in any construction vibration damage.

Table 10: Typical Construction Equipment Vibration Levels, lists vibration levels at 20 and 60 feet for typical construction equipment. Groundborne vibration generated by construction equipment

spreads through the ground and diminishes in magnitude with increases in distance. As indicated in *Table 10*, based on FTA data, vibration velocities from typical heavy construction equipment operations that would be used during project construction range from 0.004 to 0.294 in/sec PPV at 20 feet from the source of activity. The nearest sensitive receptors are the commercial uses and residences approximately 80-100 feet from the trail alignment in the northwesterly portion of the project near the existing Humbug Trail.

Table 10: Typical Construction Equipment Vibration Levels

Equipment	Peak Particle Velocity at 25 Feet (in/sec)	Peak Particle Velocity at 20 Feet (in/sec)	Peak Particle Velocity at 60 Feet (in/sec)[1]
Large	0.089	0.124	0.024
Loaded	0.076	0.106	0.020
Rock Breaker	0.059	0.083	0.016
Jackhammer	0.035	0.049	0.009
Small Bulldozer/ Tractors	0.003	0.004	0.001
Vibratory Roller	0.210	0.294	0.057
Notes: Calculated using the following formula: $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$, where: PPV_{equip} = the peak particle velocity in in/sec of the equipment adjusted for the distance; PPV_{ref} = the reference vibration level in in/sec from Table 7-4 of the Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual,* 2018; D = the distance from the equipment to the receiver.			
Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, 2018.			

As shown in *Table 10*, the highest vibration levels are achieved during demolition and grading and paving. The vibratory rollers are expected to be used primarily during the paving phase. Construction equipment vibration velocities would not exceed the FTA's 0.50 PPV threshold for the nearest sensitive receptors located approximately 80-100 feet from the construction area. In general, other construction activities would occur throughout the project site but would not be concentrated near residential or other commercial areas. Therefore, vibration impacts associated with the project would be less than significant.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The nearest airports to the project site is Mather Air Force Base located approximately 10 miles west of the project site. The project is not within 2.0 miles of a public airport or within an airport influence zone. Additionally, there are no private airstrips located within the project vicinity. Therefore, the project would not expose people residing or working in the project area to excessive airport- or airstrip-related noise levels. The project would result in no impacts and no mitigation is required.

Cumulative Impacts

Noise by definition is a localized phenomenon, and drastically reduces as distance from the source increases. Cumulative noise impacts involve development of the proposed project in combination with ambient growth and other related development projects. As noise levels decrease as distance from the source increases, only projects in the nearby area could combine with the proposed project to potentially result in cumulative noise impacts.

The proposed project's construction activities, when properly mitigated, would not result in a substantial temporary increase in ambient noise levels. There would be periodic, temporary, noise impacts that would cease upon completion of construction activities. The proposed project would contribute to other proximate construction noise impacts if construction activities were conducted concurrently. However, based on the noise analysis above, the proposed project's construction-related noise impacts would be less than significant following compliance with local regulations and mitigation measures outlined in this study. Construction activities at other planned and approved projects would be required to take place during daytime hours, and the City and project applicants would be required to evaluate construction noise impacts and as feasible limit construction hours from 8:00 a.m. to 7:00 p.m. Therefore, project construction would not contribute to cumulative impacts and impacts in this regard are not cumulatively considerable.

4.14 Population and Housing

ENVIRONMENTAL IMPACTS	Potentially Significant Impacts	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				✓

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact. The proposed project does not include the development of housing or businesses, and therefore would not directly induce population growth. The proposed improvements would not displace or require relocation of any residential or business properties resulting in the need for replacement housing elsewhere. There are no existing structures within the existing project alignment that would require replacement. The proposed project includes trail improvements that would complete segments of Class I Trail within the Joint Powers Authority (JPA) right-of-way rail easement. Class I Trail currently exists between US 50 and Iron Point Road, and between Broadstone Parkway and Scholar Way. The proposed project would complete segments of Class I Trail between Iron Point Road to Broadstone Parkway (approximately 0.5 miles), and from Scholar way to the western project boundary to intersect with the Humbug-Willow Creek Trail (approximately 1.0 mile). The proposed project may generate short-term construction-related jobs, but it is anticipated that these jobs would be filled by workers in the local labor pool from local companies. Thus, the proposed project would not indirectly induce substantial population. Impacts would be less than significant, and no mitigation is required.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The proposed project would complete trail segments as part of the City Bikeway Master Plan and also fulfil the vision of the East Bidwell Street Complete Streets Corridor Plan and the vision of the JPA. The project would create a new recreational element and would enhance safety and accessibility for bicyclists and pedestrians. As discussed in subsection a), above, the project would not remove any existing residences or businesses and would not displace any people. Therefore, no impacts would occur and mitigation is not required.

Cumulative Impacts

The proposed project would not result in direct or indirect permanent or temporary impacts related to population or housing. The proposed project would not result in any cumulative incremental effects to population and housing that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable future projects. As a result, no cumulative impacts related to population and housing would occur.

4.15 Public Services

ENVIRONMENTAL IMPACTS	Potentially Significant Impacts	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?			✓	
ii) Police protection?			✓	
iii) Schools?			✓	
iv) Parks?			✓	
v) Other public facilities?			✓	

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i. Fire protection?

Less Than Significant Impact. The proposed project includes improvements to the existing trail network within the City of Folsom that would increase recreational resources for pedestrians and bicyclists. The project would occur outside of main roadways, and temporary lane closures and construction-related traffic would not create substantial delays or obstruct the movement of emergency vehicles. Lastly, the proposed project does not include any uses that would directly result in the generation of any new residents

or increase the demand for fire protection services such that new facilities that could result in environmental impacts would be needed. Thus, impacts to fire protection services would be less than significant, and mitigation is not required.

ii. *Police protection?*

Less Than Significant Impact. The proposed project includes improvements to the existing trail network within the City of Folsom that would increase recreational resources for pedestrians and bicyclists. The proposed improvements also would enhance safety and accessibility for bicyclists and pedestrian at street crossing. The project would occur outside of main roadways, and temporary lane closures and construction-related traffic would not create substantial delays or obstruct the movement of emergency vehicles. Lastly, the proposed project does not include any uses that would directly result in the generation of any new residents or increase the demand for law enforcement services such that new facilities that could result in environmental impacts would be needed. Thus, impacts to police protection would be less than significant, and mitigation is not required.

iii. Schools?

Less Than Significant Impact. The proposed project includes improvements to the existing trail network within the City of Folsom that would increase recreational resources for pedestrians and bicyclists. The proposed project does not include any uses that would directly result in the generation of any new residents or student or increase the demand for school services such that new school facilities that could result in environmental impacts would be needed. Thus, impacts to school services would be less than significant, and mitigation is not required.

iv. Parks?

Less Than Significant Impact. The proposed project includes improvements to the existing trail network within the City of Folsom that would increase recreational resources for pedestrians and bicyclists. The proposed improvements also would enhance safety and accessibility for bicyclists and pedestrian at street crossings. The proposed project would connect to the existing trail network but would not result in the need for other facilities that could result in increased environmental impacts. Lastly, while the proposed project, a recreational resource project, would result in ground disturbance and impacts during construction, none of these impacts would be significant. All impacts were found to result in no impact, a less than significant impacts, or would be mitigated to less than significant. Thus, impacts from the provision of new recreational resources would be less than significant and require no mitigation.

v. Other public facilities?

Less Than Significant Impact. The proposed project would include pedestrian and bicycle improvements and complete a trail segment from the existing terminus of the Humbug Trail to Iron Point Road for approximately 2.0 miles (1.25 miles of new trail that would tie into 0.75 miles of disconnected trail). The proposed project does not include any residential or other uses that would induce population growth and increase the impact to other public facilities such as libraries and childcare facilities. Therefore, impacts to other facilities would be less than significant and mitigation is not required.

Cumulative Impacts

The proposed project would not directly increase in population in the city resulting in increased demand for public services because it is a trail improvement project. The potential cumulative impacts to public services are evaluated based upon the consideration of the proposed project together with similar effects from other past, present, and reasonably foreseeable probable future projects. The project is consistent with the City's General Plan policies, development design guidelines and Bicycle Master Plan and would improve safety and recreational capacity within the City. The proposed project would not result in incremental effects to public services or facilities. All emergency services would be maintained and not substantially affected by project implantation or operation and no new facilities would be needed as a result of project implementation or operation. In addition, and in consideration of this being a new recreational resource, mitigation has been proposed that would reduce all impacts that would occur to less than significant. Therefore, the proposed project would not result in cumulatively considerable impacts to public services or facilities and require no mitigation.

4.16 Recreation

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✓	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				✓

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less than Significant Impact. The proposed project includes completion of a portion of the planned City of Folsom trail network. The proposed project would complete approximately 2.0 miles (1.25 miles of new trail that would tie into 0.75 miles of disconnected trail) from the existing terminus of the Humbug Trail to Iron Point Road. The proposed project also includes roadway crossing safety improvements and does not propose any residential land use that would induce population growth and increase demand or physical deterioration of local, neighborhood, or regional recreational facilities.

The new train would increase connectivity and other trails that connect to the proposed project may see increased use. The use, however, would be consistent with the intent of the overall trail system, and the intent of the City of Folsom Bicycle Master Plan. The increased use also would not lead to a substantial deterioration of other trails or any other recreational facilities such that substantial physical deterioration would occur or such that new facilities would be needed. Therefore, impacts would be less than significant, and no mitigation is required.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. The proposed project includes a new Class I trail that would complete a total of approximately 2.0 miles (1.25 miles of new trail that would tie into 0.75 miles of disconnected trail). The proposed project would be accessible from other trails within the City and would not require

construction or expansion of any other recreational resources to function as intended. The proposed project includes improvements to the existing trail network within the City of Folsom that would increase recreational resources for pedestrians and bicyclists. While the proposed project would result in ground disturbance and impacts during construction, all impacts were found to result in no impact. Therefore, there will be no impacts.

Cumulative Impacts

The proposed project would not contribute to a cumulative impact in relation to the need or use of recreational facilities. The proposed project would complete segments of Class I Trail within the Joint Powers Authority (JPA) right-of-way rail easement. Class I Trail currently exists between US 50 and Iron Point Road, and between Broadstone Parkway and Scholar Way. The proposed project would complete segments of Class I Trail between Iron Point Road to Broadstone Parkway (approximately 0.5 miles), and from Scholar way to the western project boundary to intersect with the Humbug-Willow Creek Trail (approximately 1.0 mile). As discussed above, the proposed project would itself increase recreational connectivity within the City. All impacts associated with the proposed project would have no impacts, would be less than significant, or less than significant with mitigation. Overall, the improved access to recreation opportunities from the proposed project are considered a beneficial use. Thus, the proposed project would not, in conjunction with other past, present, or reasonably foreseeable projects and result in cumulative impacts. Impacts would be less than significant in this regard and mitigation is not required.

4.17 Transportation

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			✓	
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			✓	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✓	
d) Result in inadequate emergency access?			✓	

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less than Significant Impact. The proposed project would complete segments of Class I Trail within the Joint Powers Authority (JPA) right-of-way rail easement. Class I Trail currently exists between US 50 and Iron Point Road, and between Broadstone Parkway and Scholar Way. The proposed project would complete segments of Class I Trail between Iron Point Road to Broadstone Parkway (approximately 0.5 miles), and from Scholar way to the western project boundary to intersect with the Humbug-Willow Creek Trail (approximately 1.0 mile). The proposed project is consistent with the City's General Plan policies, development design guidelines and Bicycle Master Plan, JPA agreement, and other applicable policy and planning documents. Thus, the proposed project would not conflict with any program, plan, ordinance or policy addressing the circulation system or roadways of bicycle and pedestrian facilities. Therefore, impacts would be less than significant, and no mitigation is required.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less than Significant Impact. CEQA Guidelines Section 15064.3 states that "vehicle miles traveled" (VMT) is the preferred metric evaluating transportation impacts, rather than LOS. VMT measures the total miles traveled by vehicles generated by a project. While LOS focuses on motor vehicle traffic,

VMT accounts for the total environmental impact of a project on transportation, including use of travel modes such as buses or bicycles. Section 15064.3(b) sets forth the criteria for analyzing transportation impacts using the preferred VMT metric.

The proposed project would not conflict with or be inconsistent with CEQA Guidelines section 15064.3(b). The project would encourage a reduction in VMT by completing trail segments that would link residential areas, commercial centers, and other recreational areas within the City of Folsom. The proposed project does not include parking and is not a vehicle trips generating use. The project would generate fewer than 110 daily trips which is a screening criterion provided by the Governor's Office of Planning and Research for implementing Section 15064.3(b)(1). In addition, consistent with Section 15064.3(b)(1) the proposed project would reduce VMT in the project area by encouraging more residents to use the bicycle trail instead of driving vehicles to presently unlinked uses near other trail segments. This, the proposed project is presumed to have a less than significant transportation impact and mitigation is not required.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than Significant Impact. The proposed project would complete sections of a Class I Trail between the existing terminus of the Humbug Trail and Iron Point Road. The proposed project does not include any changes to any roadways or their alignments that would result in dangerous sharp curves or intersections. The proposed project does include safety improvements at six existing intersections or driveway segments. These intersections include Iron Point Road, Broadstone Parkway, Power Center Drive, Scholar Way, College Parkway, and Oak Avenue Parkway. All roadway and driveway crossings would include a combination of Intersection Safety Concepts to help ensure safe pedestrian, cyclists, and vehicle use. The Intersection Safety Concepts would include components such as, ramps flush with the existing rail, curves to reduce approach speeds, high visibility crosswalk treatments, wide sidewalks at intersections, signage and striping at rail crossings, ADA compliant curbs, ramps, and slopes, access to the trail from side street(s), and flat slopes to improve visibility. As such, no sharp curves, dangerous intersections, or incompatible uses would be introduced by the proposed project. Therefore, impacts would be less than significant, and no mitigation is required.

d) Result in inadequate emergency access?

Less than Significant Impact. The proposed project does not include any work that would impede emergency access. The Class I Trail would be located adjacent to the existing railroad and East Bidwell Street. The proposed project would not block any roadways or require temporary closures of roadways. Some improvements at roadway and driveway crossings may require short term lane closures to install curb ramps, striping, and signage, but access for all emergency vehicles would be maintained. In addition, work in these areas would be scheduled as feasible during non-commute times to minimize delays. Project plans also would be reviewed by the appropriate City departments to ensure conformance with all applicable fire safety code and ordinance requirements for emergency access. Standard management practices such as communication with the department, having flagmen, minimizing closures, and having unobstructed alternate routes (although not anticipated) would maintain the efficiency of emergency access. Therefore, impacts would be less than significant, and mitigation is not required.

Cumulative Impacts

Cumulative transportation impacts are typically considered over a wide area, sometimes regionally, but typically smaller projects, especially Trail improvements projects such as the proposed project are considered at the City level. The proposed project would complete a segment of trail consistent with City of Folsom planning documents and would encourage more pedestrian and bicyclists to use the new trail connecting residential uses to the two commercial centers at Palladio and Broadstone. The proposed project itself was found not to have impacts associated with VMT and, as discussed has elements that could serve to reduce VMT. Taken in sum with other past, present, and reasonably foreseeable projects, the proposed project would not make a cumulative contribution to number of vehicle miles travelled and mitigation is not required.

4.18 Tribal Cultural Resources

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?		✓		
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?		✓		

Tribal cultural resources are defined in the *California Environmental Quality Act* (CEQA) as:

1. Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe that are either of the following:
    a. Included in or determined to be eligible for inclusion in the California Register of Historical Resources (CRHR).
    b. Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1.

Assembly Bill (AB) 52 defines a California Native American Tribe as a Native American tribe located in California that is on the contact list maintained by the Native American Heritage Commission (PRC Section 21073). A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape. Sacred places can include Native American sanctified cemeteries, places of worship, religious or ceremonial sites, and sacred shrines. Both unique and non-unique archaeological resources, as defined in PRC Section 21083.2, can be tribal cultural resources if they meet the criteria for listing in the CRHR (PRC Section 524.1(c)). The lead agency relies upon substantial evidence to make the determination that a resource qualifies as a tribal cultural resource when it is not already listed in the CRHR or a local register.

On July 17, 2019, ECORP contacted the Native American Heritage Commission (NAHC) to request a search of the Sacred Lands File. On August 2, 2019, the NAHC reported that a search of the Sacred Lands File failed to indicate the presence of Native American cultural resources. The NAHC provided a list of Native American contacts for the Project area.

Letters requesting information about cultural resources in the Project area were sent to the following Native American contacts on August 5, 2019:

- Sara Setchwaelo, Ione Band of Miwok Indians
- Grayson Coney, Tsi Akim Maidu
- Pam Cubbler and Clyde Prout, Colfax-Todds Valley Consolidated Tribe
- Regina Cuellar, Shingle Springs Band of Miwok Indians
- Raymond Hitchcock, Wilton Rancheria
- Rhonda Morningstar Pope, Buena Vista Rancheria of Me-Wuk Indians
- Cosme Valdez, Nashville Enterprise Miwok-Maidu Nishinam Tribe
- Gene Whitehouse, United Auburn Indian Commuity of the Auburn Rancheria

On August 26, 2019, ECORP received a letter post marked August 23, 2019 and dated August 19, 2019 from the United Auburn Indian Commuity of the Auburn Rancheria (UAIC), requesting copies of completed technical studies and environmental documents, and requested notification of any discoveries. UAIC is a federally recognized Tribe comprised of both Miwok and Maidu (Nisenan) Tribal members who are traditionally and culturally affiliated within the project area. The UAIC tribe has deep spiritual cultural, and physical ties to their ancestral land and are contemporary stewards of their culture and landscapes. The tribal community represents a continuity and endurance of their ancestors by maintaining their connection to their history and culture. It is the Tribe's goal to ensure the preservation and continuance of their cultural heritage for current and future generations.

On August 30, 2019, and again on July 24, 2020, ECORP contacted each recipient by telephone to solicit information. Messages were left for all except two, who spoke directly with ECORP: Pamela Cubbler stated that there were no concerns if the impact is only in the railroad, but wants to be informed of any additional parking lots or offsite staging areas; and Grayson Coney, who said that there are no concerns because there are no significant finds to date.

On October 12, 2023, UAIC requested a tribal consultation under AB 52. UAIC has a Tribal Historic Information System (THRIS) database composed of UAIC's areas of oral history, ethnographic history, and places of cultural and religious significance, including UAIC Sacred Lands that are submitted to the Native American Heritage Commission (NAHC). The THRIS resources shown in this region also include previously recorded indigenous resources identified through the California Historic Resources Information System Center (CHRIS) as well as historic resources and survey data. When UAIC conducted a background search using the UAIC's Tribal Historic Information System (THRIS), the tribe did not find a tribal resource within the project area. As a result of the consultation process, Mitigation Measure TCR-1 below was added to the project. On December 12, 2023, the UAIC agreed to close the consultation process.

a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: i) Listed or eligible for listing in the California:

i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less Than Significant Impact With Mitigation Incorporated. Tribal cultural resources as defined in Public Resources Code section 5020.1(k) have not been previously identified within the project area and are considered unlikely to be present given the historical use of the site. As discussed above, correspondence in accordance with AB 52 were sent to individual and organizations requesting notification. The letters briefly described the location and nature of the project and requested the receiving party supply comment. In response, a letter was sent from the UAIC to ECORP requesting copies of completed technical studies and environmental documents and requested notification of any discoveries. Additionally, ECORP contacted each recipient by telephone to solicit information while messages were left for all except two, who spoke directly with ECORP. Furthermore, UAIC requested tribal consultation on October 12, 2023. The tribe submitted recommendations to the City that are included and implemented into the proposed project.

The project site is located in a developed urban area. The surrounding uses consist mostly of commercial and residential uses with the project site mainly dedicated to recreational uses. The proposed Class I Trail would require minimal grading for the trail, overcrossing, and undercrossing, and some excavation for footings and support structures for the possible overcrossing and undercrossing. In addition, the proposed project does not contain any existing structures or extant historical tribal cultural resources with the potential for inclusion on the California Register of Historical Resources or a local register. However, it is possible that unknown buried tribal cultural

resources could be present on the project site. Should buried or otherwise unknown tribal cultural resources be encountered and damaged during construction, a potentially significant impact would result. Implementation of Mitigation Measure MM-TCR-1 would reduce this impact to a less than significant level.

Mitigation Measure MM-TCR-1 is the mitigation measure recommended through the AB 52 Tribal Consultation with UAIC for the purpose of reducing potential impacts from unanticipated discoveries. No further analysis of this issue is required.

Mitigation Measure

MM-TCR-1: If any suspected tribal culture resource is discovered by any person on site during ground disturbing construction activities all work shall cease within 100 feet of the find. The project Proponent shall immediately notify a Tribal Representative from the consulting Tribe or a California Native American tribe that is traditionally and culturally affiliated with a geographic area shall be immediately notified and shall determine if the find is a tribal culture resource (PRC §21074). The Tribal Representative will make recommendations for further evaluation and treatment as necessary.

- If the Tribal Representative determines that the find is not a tribal cultural resource, work may resume immediately, and no agency notifications are required.
- If the Tribal Representative determines that the find is a tribal culture resource (PRC §21074), work may not resume within the no-work radius until the City, through consultation as appropriate, determines that the following treatment measures have been completed to its satisfaction: Tribal Monitoring, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, or returning object to a location with the project area where they will not be subject to future impacts. Furthermore, permanent curation of TCRs and cultural belongings will not take place unless approved in writing by the consulting Tribe.

Preservation in place is the preferred option for mitigation of TCRs under CEQA and Tribal protocols, and every effort shall be made to preserve the resources in place, including through project redesign. If adverse impacts to TCRs, unique archeology, or other cultural resources occurs, then consultation with Tribes regarding mitigation contained in the Public Resources Code §21084.3(a) and (b) and CEQA Guidelines §15370 should occur, in order to coordinate for compensation for the impact by replacing or providing substitute resources or environments.

Cumulative Impacts

Based on the setting of the project site, and the lack of extant historical tribal cultural resources with the potential for inclusion on the California Register of Historical Resources or a local register, the proposed project is very unlikely to result in impacts to tribal cultural resources. The proposed project; however,

could result in potential site-specific impacts to unknown archaeological, cultural, and tribal cultural resources. Other projects within the cumulative study area also have the potential to result in damage and/or loss to such resources. The combination of the proposed project as well as past, present, and reasonably foreseeable projects in the City of Folsom and Sacramento County could result in impacts. Potential impacts to such resources are typically mitigated on a project-by-project basis. Accordingly, all projects would be required to comply with all applicable State, federal, and County and local regulations concerning preservation, salvage, or handling of cultural and paleontological resources, including compliance with required mitigation. Similar to the proposed project, these projects also would be required to implement and conform to mitigation measures, which would be likely to reduce impacts to less than significant. In addition, implementation of Mitigation Measure **MM-TCR-1** would reduce project-specific impacts to a less than significant level. Therefore, the project's contribution to cumulative impacts would be less than significant.

4.19 Utilities and Service Systems

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			✓	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?				✓
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✓	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			✓	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			✓	

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact. The proposes project would not result in intensification of land use or require the addition of structures or any uses that would increase demand for water, wastewater, stormwater drainage, electric power, natural gas, or telecommunications facilities. Minor electrical

improvements may be needed to install new crosswalk indicator but all work would occur within existing paved intersections that are highly disturbed. The location of these potential improvement is included in the project footprint and hence considered evaluated as part of this Initial Study. Finally, the project includes bike trail improvements sidewalk improvements, and it would not require the expansion or development of new utilities, the construction of which could result in impacts to the environment. Impacts would be less than significant and no mitigation is required.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

No Impact. The proposed project includes approximately 2.0 miles of Class I bicycle trail improvements from the existing Humbug Trail on the northwest to Iron Point Road to the southeast. The project would construct approximately 1.25 miles of new trail that would tie into 0.75 miles of disconnected trail. The proposed project would not result in intensification of land use or require the addition of structures or any uses that would increase long term demand for water. Short-term water demand would increase for dust control and construction needs but would be nominally small and would be served by existing entitlements and resources. No new or expanded water entitlements would be required resulting in no impacts to water supplies.

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. As discussed above, the proposed project includes a trail extension and does not include uses that would generate wastewater. Short-term wastewater would be generated during construction (e.g. portable toilets) but would be nominally small and not exceed existing wastewater treatment capacity. Impacts would be less than significant and no mitigation is required.

d) Generate solid waste in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact. As previously stated, the proposed project would not result in an intensification of land use, or the addition of structures or uses that would result in an increased demand for waste services. The bike trail would not result in a long-term generation of substantial volumes of waste that would require disposal. Construction of the proposed project, however, would result the generation of minor volumes of solid waste from construction debris, but because it mainly consists of paving, and would not construct any new structures that require building materials, waste generation would be minimal. Waste that is generated during construction could be self-hauled, or contract services with City for disposal. Removed hardscape materials would be recycled to the extent feasible. The City of Folsom Waste and Recycling Division provides efficient, cost-effective trash, recycling, green waste, and hazardous materials collection services (City of Folsom, 2022). Waste would be recycled as possible and likely be disposed of at the Keifer Landfill (permitted through January 2064), which has a permitted throughput of 10,815 tons per day. Construction debris would result in an incrementally small contribution to the land fill and would not substantially reduce capacity of the landfill. Impacts would be less than significant and mitigation is not required.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. As noted above, the proposed project would generate a nominal volume of construction waste during the construction phase. The proposed project would be required to comply with all State mandated waste reduction programs which the City has implemented and would apply to the proposed project when appropriate. Further, the proposed project would not compromise the City's compliance with federal, State, and local statutes and regulations related to management and reduction of solid waste. Impacts would be less than significant, and no mitigation is required.

Cumulative Impacts

Utilities are generally provided or delivered on a local level but often originate from sources outside of the City as part of a regional distribution system. As noted above, the proposed project would not result in substantial increased demand for any utilities and would generate a nominal volume of solid waste. The proposed project would not result in the need for any expanded or utilities that could result in an impact on the environment. Lastly, though not applicable to the proposed project, other planned projects are subject to connection and service fees to assist in facility expansion and service improvements triggered by an increase in demand. Thus, the proposed project would not result in incremental impacts to utilities or service systems that, taken in sum with past, present, and reasonably foreseeable projects, would not result in significant cumulative utility impacts and no mitigation would be required.

4.20 Wildfire

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				✓
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				✓
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			✓	
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			✓	

Discussion

The proposed project is not located in a Very High Fire Hazard Severity Zone (VHFHSZ) as identified by the California Department of Forestry and Fire Protection (CAL FIRE). The project is located in a Local Responsibility Area (LRA), which identifies the project area as a Non-Very High Fire Hazard Severity Zone (Non-VHFHSZ). The nearest State Responsibility Area (SRA) is located to the south of Highway 50 and is designated as a Moderate FHSZ. The City General Plan states that portions of the City are in areas with moderate to high wildfire risk and include locations along the American River and near the Folsom-El Dorado Hills border. It also notes that the regions hot, dry summers create an annual wildfire threat.

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. The City has an Evacuation Plan, an Emergency Operations Plan (EOP), and a Community Wildfire Protection Plan. Part of the focus of these plans both, defining emergency responses as well as evacuation routes. The project site is not located within an existing evacuation route and would not require revisions to existing evacuation plans. The proposed project is a trail, and it is not located in an area that would obstruct the response plan to an emergency and is not located in an area that would impair an emergency evacuation plan. The proposed project would make minor improvements to existing intersections, but this work would not result in closures that would impact an emergency response or evacuation. Therefore, there will be no impacts that would impair an adopted emergency response plan or emergency evacuation plan.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. As identified by CAL Fire, the project site is located within an urban area and is identified as not being located in a Very High Fire Hazard Severity Zone. The project site is in a highly urbanized area, and while there is undeveloped land to the north adjacent to Folsom Lake College, this area consists of upland grassy vegetation that is not a wildfire hazard. In addition, the proposed project includes a bike trail and does not include any uses that would be habitable and place people at risk. Impacts would not occur and mitigation is not required.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Less Than Significant Impact. The proposed project includes construction of a bike trail and would not require the installation or maintenance of associated infrastructure such as roads, fuel breaks, emergency water sources, powerlines, or other utilities that could exacerbate fire risk resulting in impacts to the environment. The proposed project is in an urban environment, and would occur adjacent to existing railroad tracks and existing roadways. Impacts in this regard would be less than significant and mitigation is not required

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Less Than Significant Impact. The proposed project is not located in a Very High Fire Hazard Severity Zone. The project site is flat and is not located near any areas with steep slopes that would be conducive to downslope or downstream flooding or landslides as a result of fires. The proposed project includes a bike trail and does not include any uses that would be habitable. While some of the undeveloped area to the north of the project site near Folsom Lake College is on very gently sloping ground, a fire would not result in the exposure of people to significant risk including downslope or downstream flooding or landslides as a result of post fire instability. Impacts in this regard are less than significant and mitigation is not required.

Cumulative Impacts

The incremental effects of the proposed project related to wildfire, would be minimal, and any effects would be site specific. Therefore, the proposed project would not result in incremental effects to wildfire that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. The proposed project would not result in cumulatively considerable impacts to or from wildfires and mitigation is not required.

4.21 Mandatory Findings of Significance

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Does the project:				
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		✓		
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		✓		
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		✓		

a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact With Mitigation Incorporated. The analysis in this Initial Study includes an evaluation of the project impacts associated with aesthetics, agricultural and forest resources, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources,

noise, population and housing, public services, recreation, transportation/traffic, tribal cultural resources, utilities and service systems, and wildfire. The analysis covers a broad spectrum of topics relative to the potential for the proposed project to have environmental impacts. This includes the potential for the proposed project to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

The proposed project would occur within a disturbed area within the existing JPA railroad right-of-way and other adjacent highly disturbed areas that do not contain resources nor would be commonly used by sensitive species or contain sensitive biological resources. As discussed in Section 4.4, *Biological Resources*, above, the proposed project would result in potentially significant impacts to biological resources, but these impacts would be reduced through the incorporation of mitigation.

In addition, due to past development efforts, the potential for cultural resources or tribal cultural resources to be present or located during construction activities is considered to be low (see Sections 4.5 and 4.18) and impacts would be less than significant. Thus, for the reasons presented throughout this document, the proposed project would not substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

Nonetheless, the proposed project would be approved with adoption of mitigation to reduce potential impacts to nesting birds and includes mitigation for inadvertent discovery of cultural resources. Thus, on the basis of the foregoing analysis, the proposed project has the potential to significantly impact biological resources including special-status plant and wildlife species. Measures have been proposed that would mitigate impacts to a less than significant level.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less Than Significant Impact With Mitigation Incorporated. The analysis in this Initial Study includes an evaluation of the project impacts associated with aesthetics, agricultural and forest resources, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation/traffic, tribal cultural resources, utilities and service systems, and wildfire. The analysis covers a broad spectrum of topics relative to the potential for the proposed project to have environmental impacts. It was found that the proposed project would have either no impact, a less than significant impact, or a less than significant impact with the implementation of mitigation measures. These mitigation measures would also function to reduce the project's contribution to cumulative impacts.

The proposed project would not increase the population or the use of public services and systems and would not conflict with any applicable plans for the area. The proposed project would increase the capacity of the trail system and result in a new connection between adjacent residential, commercial, and recreational uses. The proposed project, however, would not facilitate or increase the potential for development in the area result in, or encouraging additional impacts to occur. In addition, any future projects would be subject to environmental review under CEQA. There are no significant cumulative or cumulatively considerable effects that are identified associated with the proposed project after the implementation of all mitigation measures. Thus, with the implementation of all mitigation measures proposed in this Initial Study, the proposed project would have a less than significant impact.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact With Mitigation Incorporated. The project proposes to construct a new bike trail between the existing Humbug Trail and Iron Point Road. Potential adverse project effects on human beings were discussed in Section 4.3, *Air Quality*; Section 4.7, *Geology and Soils* (seismic hazards); Section 4.9, *Hazards and Hazardous Materials*; Section 4.10, *Hydrology and Water Quality* (flooding); Section 4.17, *Transportation* (traffic hazards); and Section 4.20, *Wildfire*. No potential adverse effects on human beings were identified. Potential adverse effects that were identified would be reduced to levels considered less than significant through compliance with applicable laws, regulations, and City ordinances and standards, along with mitigation measures where necessary. As a result of this evaluation, there is no substantial evidence that there are adverse effects on human beings associated with the proposed project.

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Appendix A

Air Quality and Greenhouse Gas Modeling Data

Appendix B

Biological Resource Study

Appendix C

Archaeological Survey Report

Appendix D

Draft Initial Site Assessment