



Folsom City Council Staff Report

MEETING DATE:	7/8/2025
AGENDA SECTION:	New Business
SUBJECT:	Resolution No. 11423 – A Resolution Approving the Submittal of the Folsom Boulevard Pavement Resurfacing Project for SB-1 Local Partnership Program (LPP) Funding Allocation from the State’s Road Maintenance and Rehabilitation Account
FROM:	Public Works Department

RECOMMENDATION / CITY COUNCIL ACTION

The Public Works Department recommends that the City Council pass and adopt Resolution No. 11423 - A Resolution Approving the Submittal of the Folsom Boulevard Pavement Resurfacing Project for SB-1 Local Partnership Program (LPP) Funding Allocation from the State’s Road Maintenance and Rehabilitation Account.

BACKGROUND / ISSUE

The Road Repair and Accountability Act of 2017 (Senate Bill 1 or SB-1) established the Local Partnership Program (LPP) to provide formulaic and competitive funding to local and regional transportation agencies that have passed voter-approved taxes or imposed fees dedicated solely to transportation improvements. The intent of the LPP is to match local investments with state resources, thereby enhancing the efficiency and scope of transportation infrastructure delivery throughout California.

Local agencies that qualify for formulaic funding must demonstrate the capacity to effectively program and deliver transportation projects consistent with the California Transportation Commission (CTC) guidelines. This programming process requires the local agency to coordinate closely with its governing body, Regional Transportation Planning Agency (RTPA), and the CTC to ensure timely submission of required documentation, including the project list, funding request, and performance monitoring components.

The Sacramento Transportation Authority (STA) Board adopted a distribution model for these formulaic LPP funds using a methodology developed in consultation with the Professional Advisory Group (PAG). The approach sets aside up to 22.5% of total funds for the Sacramento Regional Transit District (SacRT), based on the population served, with the remaining balance distributed among the County and Cities using the Measure A formula—75% based on population and 25% on road lane miles. Under this methodology, the City of Folsom is allocated \$308,000 in new Cycle 5 funding, in addition to \$264,000 in unprogrammed funds from Cycle 4, for a total of \$572,000 in available LPP formulaic funding.

City staff is proposing to submit the Folsom Boulevard Pavement Resurfacing Project, which will resurface the stretch of Folsom Boulevard between Aerojet Road and Natoma Station Drive, based on several strategic considerations. This segment of roadway serves as a prominent regional corridor and gateway into the City of Folsom, making it a high-visibility location for both residents and visitors. The pavement along this stretch has experienced notable wear and degradation, resulting in surface distress that compromises both ride quality and structural integrity. A recent evaluation indicates that the Pavement Condition Index (PCI) for this segment averages 50, which categorizes it as "Poor" under standard pavement assessment criteria. This level of deterioration warrants timely maintenance intervention to prevent further decline, enhance roadway safety, and extend the service life of the pavement.

Proactive maintenance at this stage will also be more cost-effective compared to deferred rehabilitation or full reconstruction. Additionally, this project aligns with broader city goals to enhance the visual character of key corridors; resurfacing this portion of Folsom Boulevard will contribute to a more attractive entrance into the city and significantly improve the aesthetic quality of the roadway in front of the Folsom Auto Mall—one of the city's major commercial frontages. These factors collectively made the project a strong candidate for programming under the SB-1 Local Partnership Program.

Since approximately 30% of the project limits fall within unincorporated Sacramento County, City staff will coordinate with the County to establish a cost-sharing agreement, consistent with past practices on jointly maintained roadways. Rather than contributing direct funding to the project, the County typically provides an in-kind contribution by performing roadway resurfacing of the equivalent dollar value on another shared facility within the city's jurisdiction. The other shared facilities include Prairie City Road, White Rock Road, Santa Juanita Road, Madison Avenue, Central Avenue, and Orangevale Avenue. This cooperative approach ensures equitable investment in regional infrastructure and supports continued collaboration between the City of Folsom and Sacramento County.

The programming of SB-1 Local Partnership Program (LPP) funds follows an annual cycle set by the California Transportation Commission (CTC), with a call for projects typically released in the spring or summer. Local agencies must submit a list of eligible projects for CTC approval, which typically occurs in the fall. Once programmed, agencies have about six months to request allocation, and funds must be expended within three years.

Upon CTC approval of the Folsom Boulevard Pavement Resurfacing Project for SB-1 Local Partnership Program funding, staff will initiate the design phase, followed by preparation for construction. The project schedule anticipates that construction activities will commence in 2027, allowing sufficient time for utility agreements, design development, and coordination with stakeholders to ensure a successful and timely delivery.

POLICY / RULE

The City Council adopted Resolution No. 10405 Amending Financial Policies of the City of Folsom regarding grant administration on April 14, 2020. Section D – Intergovernmental Revenues, Paragraph A – Grant Applications states, “Grant application shall be the responsibility of the department seeking the grant. Grant applications that require an expenditure of funds by the City of less than or equal to the City Manager contract authority amount may be approved by the City Manager prior to submittal to the grantor. All other grant applications, including any requiring an ongoing commitment of resources or staff, shall be reviewed and approved by the City Council prior to submittal. In circumstances where it is not possible for the City Council to approve the grant application prior to submittal, the City Manager may approve the application subject to the City Council ratification as soon as practicable to do so.

Requests to the City Council or the City Manager for approval of a grant application shall identify anticipated long-term maintenance and/or renovation costs, required City matching funds, and additional personnel that may be needed if the grant is awarded for a capital project. Concerning grants for staffing, the source of funds for long-term staffing after the expiration of the grant shall also be identified in the request for approval of the grant application.

All grant applications on behalf of the City shall be reviewed by the Finance Director before submittal to the City Council or the grantor.”

ANALYSIS

Staff had originally considered submitting the Empire Ranch Interchange project for this SB-1 Local Partnership Program funding opportunity due to its regional significance and strategic value. However, the program requires an approved Project Report for eligibility, which the interchange project does not yet have, rendering it ineligible at this time. Additionally, because LPP funding involves significant reporting, documentation, and administrative requirements, staff determined it would be more efficient and effective to assign the funds to a stand-alone, clearly defined project rather than allocating them toward general pavement resurfacing activities. This approach ensures compliance with program requirements and facilitates more streamlined project delivery and tracking.

As mentioned above, the pavement condition in this location necessitates this work when compared to other areas within the City that have a higher pavement condition rating. Based on the City’s Pavement Management Program, the recommendation from the plan is to

maintain a PCI of 75 and this area is well below this recommendation when compared to other neighborhood streets.

FINANCIAL IMPACT

The SB-1 Local Partnership Program (LPP) requires a 1:1 funding match from the implementing local agency. To satisfy this requirement, staff will likely propose the use of \$572,000 in SB-1 Gas Tax funds to match the \$572,000 in available LPP formulaic funding, resulting in a total project funding amount of \$1,144,000. At this time, there is no financial impact, as the project is only being submitted for programming. Once the LPP funds are officially programmed by the CTC, staff will return to the City Council to formally appropriate the necessary funds and proceed with project implementation.

ENVIRONMENTAL REVIEW

This action is exempt from environmental review under the California Environmental Quality Act (CEQA).

ATTACHMENT

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Submitted,

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