



# Folsom City Council Staff Report

<b>MEETING DATE:</b>	4/28/2026
<b>AGENDA SECTION:</b>	Consent Calendar
<b>ITEM TITLE:</b>	Resolution No. 11597 – A Resolution Authorizing Staff to Submit Grant Applications for Funding for the Folsom Boulevard Pedestrian Overcrossing (POC) Project Through the Safe Streets for All (SS4A) Grant Program Administered by the U.S. Department of Transportation and the Statewide Active Transportation Program (ATP) Cycle 8 Administered by the California Department of Transportation
<b>FROM:</b>	Parks and Recreation Department

**RECOMMENDATION / CITY COUNCIL ACTION**

The Parks & Recreation Department recommends that the City Council pass and adopt Resolution No. 11597 - A Resolution Authorizing Staff to Submit Grant Applications for Funding for the Folsom Boulevard Pedestrian Overcrossing (POC) Project Through the Safe Streets for All (SS4A) Grant Program Administered by the U.S. Department of Transportation and the Statewide Active Transportation Program (ATP) Cycle 8 Administered by the California Department of Transportation.

**BACKGROUND / ISSUE**

Folsom Boulevard is a major barrier in providing a safe crossing for bicyclists and pedestrians from Folsom’s over 50 miles of Class I trails to the regional trail network along Lake Natoma and the American River. A new Class I overcrossing would be a gateway to connect residents, workers, and visitors to a larger network of Class I trails in the region and would connect users to cities, communities, and neighborhoods between Folsom and downtown Sacramento. The proposed Folsom Boulevard Trail Overcrossing was identified as a high-priority project in the City's Active Transportation Plan (ATP) as the best solution for trail users to safely cross four lanes of vehicle traffic and an active (and expanding) light rail line. While identified as a high priority, the ATP also noted that further study was required to better define the scope and limits of a potential overcrossing, as well as the design and construction cost estimates.

On November 8, 2022, the City Council approved Resolution No. 10945 to execute a professional services agreement with Dokken Engineering to develop a feasibility study for the proposed overcrossing. Between March and October of 2023, the Parks and Recreation Department, along with its consultant team, conducted extensive outreach on a range of possible overcrossing routes and designs crossing Folsom Boulevard between the Glenn Station area and Parkshore Drive. Based on public input, the range of routes and designs was narrowed down from four alternatives to two, and on January 23, 2024, the City Council approved Resolution No. 11160 to approve the North Alternative Alignment as the preferred alternative for the Folsom Boulevard Bicycle and Pedestrian Overcrossing project and to authorize staff to apply for grant funding for the project.

In 2018, staff applied for Active Transportation Plan (ATP) Cycle 4 grant funding for the project but were unsuccessful. Grant reviewers cited a lack of in-depth public outreach showing support for the project and more relevant details on the disadvantaged community benefits of the project. To address the grant application shortcomings, staff sought funding for a Feasibility Study to bolster public outreach and disadvantaged community benefits.

In 2024, staff applied for ATP Cycle 7 grant funding for the project but were unsuccessful. The project grant application fell just short of receiving the requested funding for design/engineering and environmental clearance phases. Reviewers cited wanting additional details on the type of people who would use this type of facility. Regional partners (SacRT / State Parks) and extensive public outreach were cited as positives, but the project still lacked a detailed connection to disadvantaged communities. After receiving feedback from the ATP Cycle 7 application, staff applied to SACOGs Technical Assistance Program, at no cost to the city, to help refine and improve a grant application for ATP Cycle 8.

The current Safe Streets For All grant applications are due May 26, 2026, and the Active Transportation Program Cycle 8 grants applications are due June 22, 2026.

## **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**

According to the SS4A Grant Program guidelines, eligible projects for Implementation Grants typically focus on infrastructure, operational, and behavioral interventions aimed at eliminating roadway fatalities and serious injuries. Project categories encouraged under the program include:

- Improved pedestrian and bicycle infrastructure, such as sidewalk gap closures, curb extensions, high-visibility crosswalks, pedestrian refuge islands, and protected bicycle lanes.
- Traffic calming measures that reduce vehicle speeds and improve safety for vulnerable road users, including road diets, raised intersections, and neighborhood traffic management features.
- Intersection safety improvements, such as roundabouts, protected left-turn phases, signal upgrades including leading pedestrian intervals, and improved sight distance.
- Enhancements to promote safe speeds, including automated speed enforcement technology (where authorized), speed feedback signage, and corridor-wide speed management strategies.
- Safe routes to school improvements, focusing on improved pedestrian and bicycle access to educational facilities.
- Improvements to transit access and safety, including better pedestrian infrastructure around transit stops and integration of transit priority features into roadway designs.
- Lighting improvements for pedestrian crossings and corridors with nighttime crash histories.
- Systemic safety analysis projects, involving data-driven identification of high-risk locations and proactive interventions even where crash histories are lower.

Active Transportation Program (ATP) Cycle 8 (2027) aims to fund projects increasing walking/biking trips, safety, and greenhouse gas reductions. Criteria prioritize projects benefiting disadvantaged communities, demonstrating high safety improvements, and proving project deliverability. Applications are graded on alignment with state goals, including public health and, in some areas, housing element compliance.

Key elements for Cycle 8 include:

- Focus Areas: Increased biking/walking, enhanced safety (reducing injuries/fatalities), and public health improvements.
- Disadvantaged Communities: At least 25% of regional funds must benefit these communities.
- Project Types: Infrastructure, non-infrastructure (education/encouragement), and plans.
- Deliverability: Rigorous requirements for cost estimates, schedules, and maps in the project application.

- Regional Requirements: Specific guidelines (e.g., SCAG/SACOG) often require high-scoring projects to align with local regional transportation plans and, in some cases (e.g., MTC), require certified housing elements.

City staff from both the Parks and Recreation and Public Works Departments evaluated candidate projects using the City's Local Roadway Safety Plan (LRSP), Capital Improvement Program (CIP), and Active Transportation Plan (ATP) to identify projects that best align with the grant program's focus areas, and it was determined that the Folsom Boulevard Pedestrian Overcrossing Project was the most appropriate project for the SS4A and ATP Cycle 8 applications.

### **FINANCIAL IMPACT**

There is no additional financial impact associated with submitting the grant applications. Grant application assistance will be done with Kimley-Horn and Associates, Inc., through a prior-approved contract.

If awarded, the SS4A grant would require a minimum local match of 20% of the total project or planning cost. The ATP grant would not require a minimum local match. The exact match requirement and funding amounts will depend on the final application scope and award conditions. The local match would be determined through eligible local funding sources and brought back to Council at a future date for acceptance of the grant and approval of the award.

### **ENVIRONMENTAL REVIEW**

Submission of a grant application is not a project under the California Environmental Quality Act (CEQA) and does not require environmental review. Should the City be awarded funding, any projects resulting from the grant would undergo appropriate environmental review prior to implementation.

### **ATTACHMENT**

1. Resolution No. 11597 – A Resolution Authorizing Staff to Submit Grant Applications for Funding for the Folsom Boulevard Pedestrian Overcrossing (POC) Project Through the Safe Streets for All (SS4A) Grant Program Administered by the U.S. Department of Transportation and the Statewide Active Transportation Program (ATP) Cycle 8 Administered by the California Department of Transportation

Submitted,

Kelly Gonzalez, Parks & Recreation Director

## Attachment 1

**RESOLUTION NO. 11597**

**A RESOLUTION AUTHORIZING STAFF TO SUBMIT GRANT APPLICATIONS FOR FUNDING FOR THE FOLSOM BOULEVARD PEDESTRIAN OVERCROSSING (POC) PROJECT THROUGH THE SAFE STREETS FOR ALL (SS4A) GRANT PROGRAM ADMINISTERED BY THE U.S. DEPARTMENT OF TRANSPORTATION AND THE STATEWIDE ACTIVE TRANSPORTATION PROGRAM (ATP) CYCLE 8 ADMINISTERED BY THE CALIFORNIA DEPARTMENT OF TRANSPORTATION**

**WHEREAS**, the City of Folsom desires to provide a safe, direct, grade-separated crossing of Folsom Boulevard to connect residents, workers, and visitors to a larger network of trails in the region; and

**WHEREAS**, in June 2022, the City adopted an Active Transportation Plan that identified a Folsom Boulevard bicycle and pedestrian overcrossing as a "high-priority" project; and

**WHEREAS**, on January 23, 2024, City Council approved the North Alternative Alignment as the preferred alternative for the Folsom Boulevard POC from the approved Feasibility Study; and,

**WHEREAS**, the City of Folsom proposes to apply for SS4A and ATP grants to fund environmental review compliance and design/engineering for the Folsom Boulevard Bicycle and Pedestrian Overcrossing Project; and

**WHEREAS**, once the project is awarded grant funding, staff will return to Council for approval of the source of the required match funding:

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Folsom authorizes staff to submit grant applications for funding for the Folsom Boulevard Pedestrian Overcrossing (POC) Project through the Safe Streets for All (SS4A) grant program administered by the U.S. Department of Transportation and the Statewide Active Transportation Program (ATP) Cycle 8 administered by the California Department of Transportation.

**PASSED AND ADOPTED** this 28<sup>th</sup> day of April 2026, by the following roll-call vote:

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

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Justin Raithel, MAYOR

ATTEST:

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Christa Freemantle, CITY CLERK