



City of Folsom

# Measure A Report and Unmet Transportation Needs

Presentation to Sacramento Transportation Authority Board of Directors, March 14, 2019

by Mark Rackovan, Engineering Manager



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# Folsom's Measure A Success Story



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Lake Natoma Crossing  
Bridge Project  
Completed: 1999  
Total Cost: \$52M  
**Measure A: \$24M**



Folsom Lake Crossing  
Bridge Project  
Completed: 2009  
Total Cost: \$140M  
**Measure A: \$37.6M**



Gold Line  
LRT Extension  
Completed: 2004  
Total Cost: \$56M  
**Measure A: \$3M**

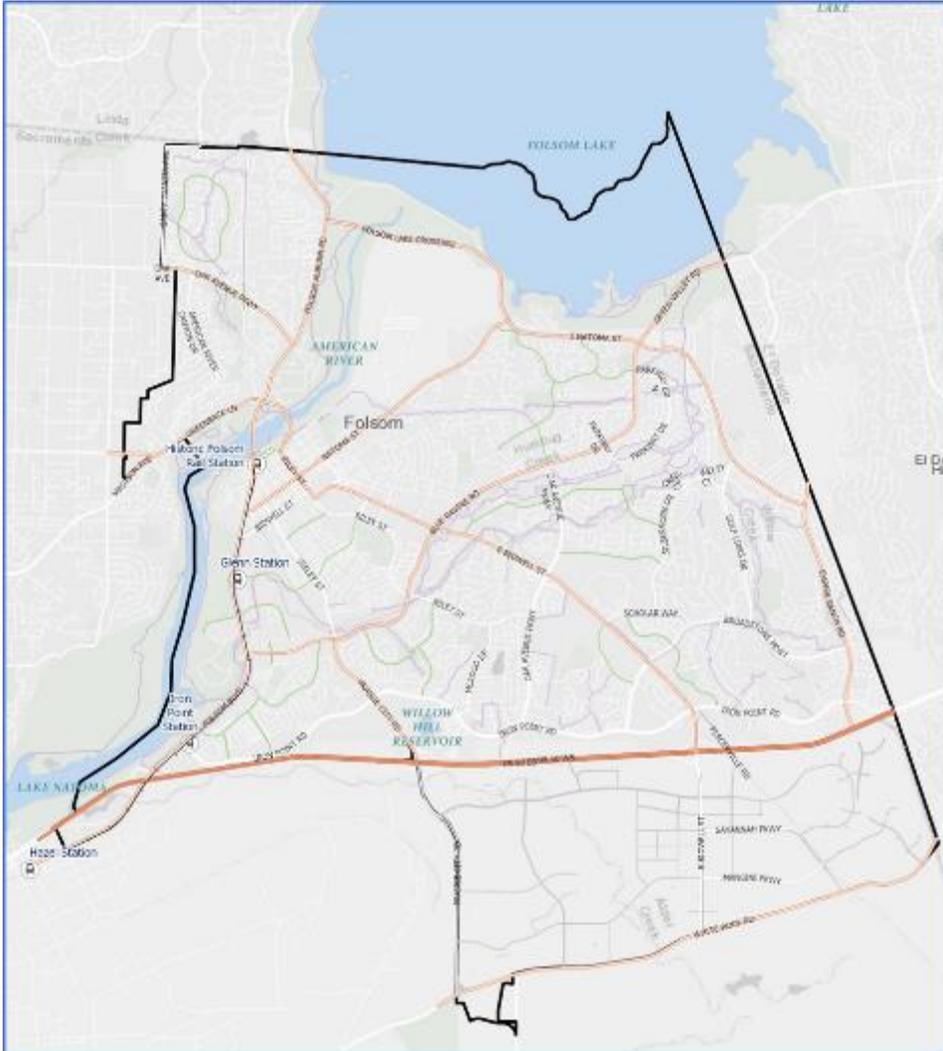


City of Folsom  
Pavement Management  
Ongoing Program  
Current PCI: 74  
**Measure A: \$15.5M**

# Future Transportation Needs



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- Highway 50 Capacity and Access
- Road Maintenance
- Traffic Signal Modernization
- Bicycle and Pedestrian Systems, Enhancement and Maintenance

# Highway 50 Capacity and Access



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Three existing interchanges:

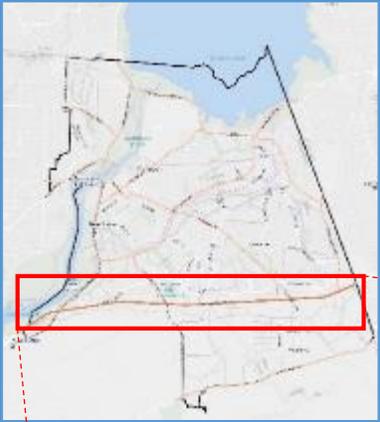
- Folsom Boulevard
- Prairie City Road
- East Bidwell Street

Two planned interchanges:

- Oak Avenue Parkway
- Empire Ranch Road

Other planned improvements:

- Highway 50 Auxiliary Lanes
- Rowberry Drive Overcrossing



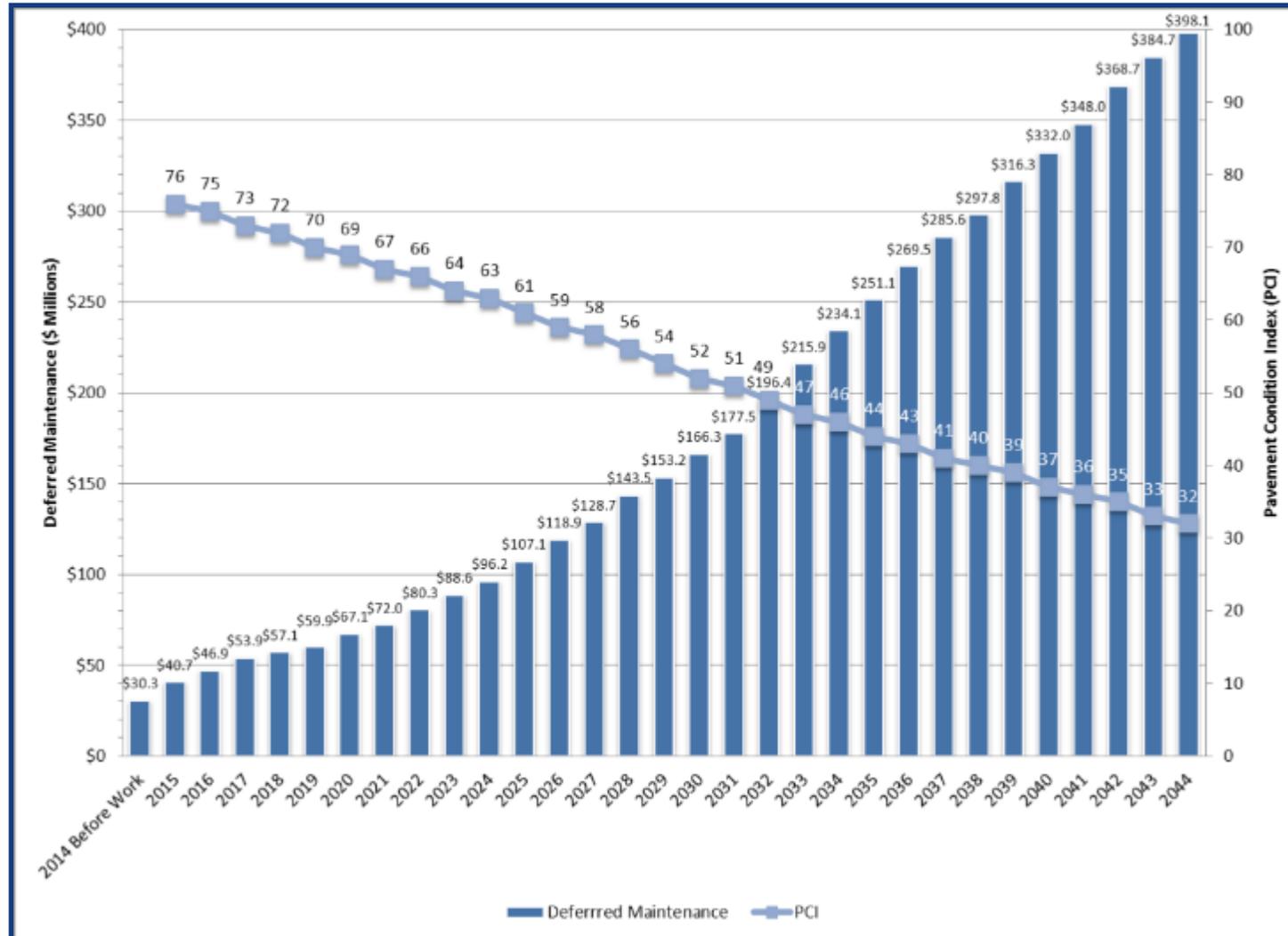
# Road Maintenance: Unfunded Liability



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Current funding level: \$2.5M/year  
(funded by Measure A and SB-1)

Deferred maintenance:  
\$400M over 30 years, based on a  
\$2M annual pavement rehab budget



# Traffic Systems



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## Traffic Operations & Maintenance

- 100 existing traffic signals
- 25 planned traffic signals
- Traffic Management Center
- Camera, Flow Monitors, Feedback Signs
- Street lighting



# Bicycle/Pedestrian System



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Trail and sidewalk enhancement and maintenance

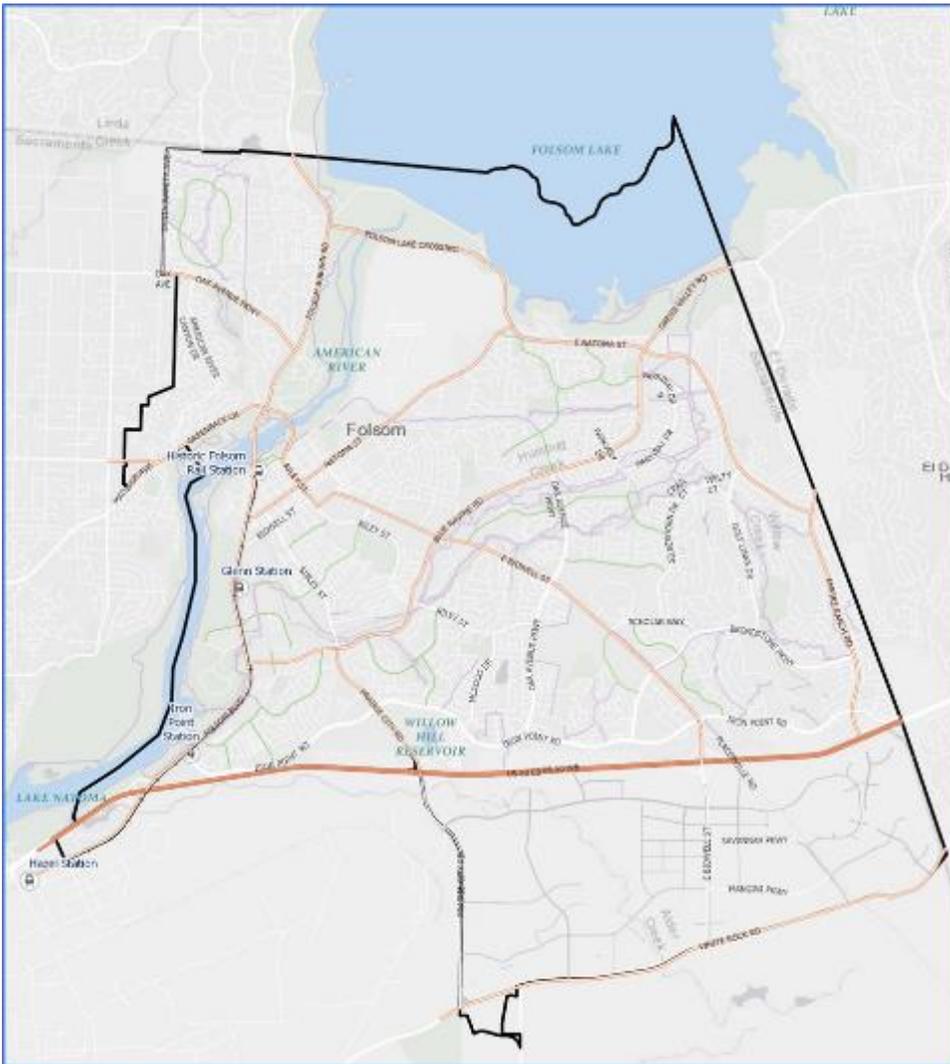
- 40 miles of existing trails
- 15 additional miles of trails planned
- 24 bridges and undercrossings
- Unfunded trail maintenance in excess of \$5M



# Transportation Priorities



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- Construct US50/Empire Ranch Rd Interchange
- Construct Capital Southeast Connector, D3 segment (Prairie City Rd to County line)
- Upgrade traffic signals with Intelligent Transportation Systems/Smart City Technology
- Sustaining current level of pavement quality
- Enhancing the bicycle and pedestrian environment
- Promoting transit utilization



Thank you!

Questions? Comments?



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