



SACOG Board of Directors

November 5, 2008

Authorize Re-Programming De-Programmed Community Design Funds

Issue: Should SACOG award two projects for funding through the Community Design Program with funds from de-programmed projects?

Recommendation: The Land Use & Housing Committee recommends that the Board award funding to the two projects that staff is recommending with the associated timeline described.

Committee Action/Discussion: At the October 6 Land Use & Housing Committee meeting, this item was forwarded by unanimous vote for Board approval. As per the direction of the SACOG Board in August, the staff recommended funding two Community Design Program applications that did not receive a funding award during the regular cycle; the Land Use Housing Committee is recommended that the Board approve staff's recommendation. At its August meeting, the Board de-programmed two Community Design projects totaling approximately \$2.8 million. The Board also directed staff to re-evaluate the grant applications from the last funding cycle that were not awarded funding, and make recommendations on how to re-program up those funds.

SACOG staff evaluated the two highest ranked projects that did not receive funding during the regular funding cycle. The SACOG staff, joined by the Caltrans Local Assistance Department, interviewed the applicants for program consistency and to evaluate each project's preparedness to be implemented. If the project was determined to be consistent and deliverable, staff negotiated with the applicants the scope, schedule and budget.

As a result of the review and interview process, the SACOG staff is recommending that these projects each receive \$1.4 million in Community Design Program Funding: (1) the City of Sacramento's Del Paso Blvd Streetscape Improvements Project, and (2) Sacramento County's Complete Streets for Old Florin Town. Their proposed scopes and schedules are attached.

With all Community Design projects awarded funding in the 2007-09 cycle, applicants are given two full federal fiscal years to show "substantial progress" towards completing their project and utilizing their awarded funding. If these two projects are awarded funding, then they would need to either complete their projects or show substantive evidence of progress (as evaluated by SACOG and Caltrans staff) by April 30, 2011 (as adjusted for this interim funding cycle timeline). In awarding these projects, the Board would also be approving the automatic de-program date of May 1, 2011 for these projects, which would mean if they do not demonstrate their projects are completed or on the clear path towards completion, then the project funds automatically become de-programmed on this date with no further Board action, and the recipient jurisdiction may be prohibited from applying the next program funding cycle. If the recipients request an extension for a legitimate reason, they will have to receive direct approval from the SACOG Board. The only exception is if SACOG does not have federal funding available for their project in the fiscal year that they have requested; then their timeline and de-program date will be adjusted administratively by SACOG staff.

Approved by:

Mike McKeever
Executive Director

MM:GC:ts
Attachment

Key Staff: Kenneth Hough, Director of Community Planning & Operations, (916) 340-6229
Greg Chew, Senior Planner, (916) 340-6227



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September 8, 2008

Mr. Greg Chew
SACOG
1415 L Street
Suite 300
Sacramento, CA 95814

Dear Mr. Chew,

Thank you for the opportunity to meet with you and your colleagues on the SACOG Community Design panel. We look forward to talking with you about the Del Paso Boulevard Streetscape project so that it may be considered for funding.

Let me begin by refreshing your memory on the project. The Del Paso Boulevard Streetscape project was submitted to SACOG as a prospective Community Design project during the 2007 round of Community Design funding as a complete street project. The project is on Del Paso Boulevard between Arden Way and State Route 160.

The City of Sacramento and the Sacramento Housing and Redevelopment Agency (SHRA) have partnered to pursue this project. The essence of the feedback that was received after the 2007 funding round was that the Del Paso Boulevard project was competitive, but lacked the preliminary work and project readiness to make it a strong contender relative to many other applicants. As a result, SHRA has allocated \$600,000 in funding and asked the City of Sacramento to obtain environmental clearance and prepare construction documents for the project. The logic behind this strategy being that environmental clearance and approved construction documents constitute not only the greatest degree of project readiness possible, but also demonstrate a strong commitment to the project.

Both organizations have been hopeful that this course of action would make the project a strong candidate for funding during the 2009 Community Design cycle. However, we are now thrilled to learn that additional funding from 2007 may be available for our project.

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We also understand that if the Del Paso Boulevard project receives the 2007 funding, it will effectively make the project ineligible for 2009 funding because the 2007 funds cannot be expended prior to the 2009 funding cycle.

As per your request, we have identified two potential scopes of work which could be pursued, depending on the amount of Community Design funding available.

In the event that the Del Paso Boulevard Streetscape Project were the recipient of \$1,400,000 in Community Design funds, the project scope would entail the following elements:

1. A lane drop (from two lanes to one) on Del Paso Boulevard westbound between Barstow Street and Acoma Street. This improvement would reduce the crossing distance required for pedestrians to access the Light Rail Station and also provide a measure of traffic calming.
2. The land area gained through the lane drop would be utilized to construct a premium pedestrian plaza area on northern frontage of Del Paso Boulevard between Barstow Street and Acoma Street. While not part of this project, this area would be available for future landscaping, future Art in Public Places projects, sidewalk café's or any other use deemed appropriate by future redevelopment projects.
3. Sidewalks throughout the corridor are currently in poor condition with large cracks, tripping hazards, weed growth, and generally poor aesthetics. The project would repair damaged areas of sidewalk and provide accessibility compliance.
4. A new traffic signal would be constructed at the three way intersection of Del Paso Boulevard, Colfax Street, and Southgate Road. Colfax Street and Southgate Road are offset from one another resulting in an intersection which is both skewed and offset. This geometry creates an awkward movement and delays for motorists wishing access at Arden Way from the neighborhoods south of Del Paso Boulevard. The intersection geometry also complicates pedestrian and bicycle movements. A protected crossing will greatly enhance mobility for alternate modes of transportation on this corridor.
5. Bulb-outs will be provided at cross streets to reduce pedestrian crossing distances and across Del Paso Boulevard at the signalized crossings.
6. The roadway will be slurry sealed and re-striped. Re-striping will highlight light rail zones, travel lanes and high visibility cross-walks. The resurface/re-stripe will result in a corridor that appears "complete" and new.

While we believe that this project would be a great benefit to the redevelopment efforts in the area and would provide an inviting environment for pedestrians, we view it as a "minimal" project which would omit some of the elements which were originally envisioned for the project

If the Del Paso Boulevard Streetscape Project were to receive \$2,800,000 in Community Design funding, the project would entail all of the elements outlined above, with the following additions:

1. No change to the lane drop outlined above.
2. The plaza area on the northern frontage of Del Paso Boulevard in the vicinity of the Light Rail Station would incorporate architectural enhancements such as stamped and/or colored concrete, construction of planter areas and landscaping, or other appropriate and eligible improvements
3. Rather than merely repairing damaged sidewalk segments, all or most of the sidewalk could be reconstructed. The advantage to this improvement would be the opportunity to provide architecturally treated sidewalk and the ability to move any streetlights and/or overhead utilities which currently create obstructions for pedestrians. Aside from the mobility benefits, this improvement would also create an aesthetic appeal which would encourage pedestrian usage, and overall economic redevelopment.
4. No change to the new signal at Colfax Street and Southgate Road.
5. Bulb-outs could be constructed with larger dimensions, thereby creating a larger space for pedestrians. The bulb-outs would also be constructed with architecturally enhanced concrete.
6. The striping for the crosswalks would be designed with colored thermoplastic markings. This improvement would not only provide an aesthetic improvement, but also serve to increase the visibility of the cross-walk.
7. Streetscape elements such as street furniture and architectural treatment features could be provided. Any such elements would tie the project thematically to the streetscape project already constructed on Del Paso Boulevard north of Arden Way.
8. Sidewalk reconstruction could include the addition of new tree wells and planter strips where appropriate and where possible without Right of Way impacts.
9. The existing traffic signal at the intersection of Del Paso Boulevard and Baxter would be upgraded with high-visibility cross walks and pedestrian signals, as well as audible pedestrian signals for the hard of hearing.

In all of the scenario's outlined above, our presumption is that the design would be fully funded by the \$600,000 in local funds already allocated to the project, and not by Community Design funds. The Community Design funds would be used for construction and construction management.

We understand that the available funding sources are Regional Surface Transportation Program (RSTP) and Congestion Mitigation/Air Quality (CMAQ). Both of these are federal funding sources, requiring the project to obtain environmental clearance through both the CEQA process and the NEPA process. The environmental document is also anticipated to be funded with existing local funds.

Currently, we do not anticipate any significant Right of Way impacts beyond the possibility of some minor easements required for traffic signal, streetlight, or overhead utilities. We also do

not foresee any neighborhood opposition. Our proposed schedule is the same for both the \$1,400,000 option as well as the \$2,800,000 option, and can be summarized as follows:

Complete Prelim. Engineering/Env. Clearance (local funds)	March 2010
Complete Final Design (local funds)	December 2010
Right of Way Certification (local funds)	December 2010
Award Construction Contract	July 2011
Complete Construction	October 2011

Because all design and environmental tasks are anticipated to be funded with local funds, our expectation is that the Community Design funding needed would all be required in Fiscal Year 2012.

Once again, on the behalf of the City of Sacramento and also the Sacramento Housing and Redevelopment Agency, I would like to thank SACOG for consideration in this matter. We are confident that this will be a great project that we can all be proud of. If you would like to discuss this project before our interview or if you would like further clarification on any of the information outlined above, please feel free to contact me at (916) 808-8279. I look forward to talking with you about our project at 1:30 on Monday September 8th.

Regards,



Ryan Moore, P.E.
Supervising Engineer

Cc: Marti Brown, SHRA

County of Sacramento
Complete Streets for Old Florin Town
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Project Overview

Sacramento County is seeking Community Design funding for the *Complete Streets for Old Florin Town* capital improvement project. The project proposes to construct various pedestrian, bicycle, safety, landscape and streetscape improvements within the Old Florin Town main street corridor (Florin Road between Pritchard Road and McComber Street).

The project is vital to realizing the goals and objectives of the Old Florin Town Special Planning Area and Corridor Plan, and the Florin Road Streetscape Master Plan. The project implements the vision of these plans to enhance Old Florin Town, improve safety and mobility for pedestrians, bicycles and transit, reuse and redevelop existing assets within the corridor, promote and support infill and mixed-use development, and revitalize an older suburban commercial corridor.

Project Description and Scope of Work.

The Complete Streets for Old Florin Town project improves the Florin Road corridor between Pritchard Road and McComber Street (known as the Old Florin Town “main street” corridor). Proposed improvements include new curbs, gutters and sidewalks, bike lanes, transit stop and access improvements, median channelization, new traffic signals, street lights, frontage and median landscaping, and streetscape enhancements with thematic elements based on the Old Florin Town Corridor Plan and Florin Road Streetscape Plan.

Under this Community Design grant request, the County proposes to complete the preliminary engineering, environmental, and final design for the entire Complete Streets project between Pritchard Road and McComber Street. Right-of-way acquisition and construction for the project will be funded and implemented separately from this Community Design request; however, the County may seek funding from future Community Design cycles to support the right-of-way and construction phases.

Completion of the environmental and design for the project will enable the County to take advantage of opportunities that are currently available to acquire right-of-way and address conflicts on the south side of the roadway. This will facilitate future construction projects.

Environmental Review

The Sacramento County’s Department of Environmental Review and Assessment (DERA) has reviewed the proposed project and the project schedule, primarily focusing on the environmental approval timeline. Because much of the CEQA review work in this corridor has already been completed due to the Florin Road General Plan downgrade and other planning activities in the corridor, DERA has concluded that a period of 12 months is adequate for approval of both CEQA and NEPA for this project. It is anticipated that a combined CEQA/NEPA review process will begin upon approval of funding for this project. Below are additional comments from DERA regarding the CEQA and NEPA review and approval processes.

- DERA will be able to utilize the information from the Florin Road Downgrade project and possibly tier from that document.

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- Cultural Resources work for the historic district is complete and adequate for the CEQA portion.
- The previous Cultural resources study for the downgrade project was conducted to CEQA standards. The current study can be updated to address Section 106 (NHPA) standards.
- The Section 106 process will be much expedited given the work that has already occurred in the area. The timing of the Section 106 and NEPA processes will coincide with the CEQA process.

Project Schedule

Following is the project schedule that applies to the proposed project described above, and includes key milestone dates. The project does not include the right-of-way and construction phases indicated in the schedule.

Begin P.E./Environmental Review	October 2008
Draft Environmental Document	October 2009
Environmental Clearance (CEQA/NEPA)	January 2010
Complete Final Design (PS&E)	May 2010

Project Cost and Funding

Estimated Project Cost

<u>Environmental/P.E./Design</u>	\$1,825,000
<u>TOTAL PROJECT COST</u>	<u>\$1,825,000</u>
<u>Local Match</u> (Measure A)	\$ 425,000
<u>Community Design Funding Request</u>	<u>\$1,400,000</u>

Breakdown by Phase	Amount
I. Preliminary Engineering/Environmental Final Design (PS&E)	\$1,400,000
<u>TOTAL PROJECT FUNDING</u>	<u>\$1,825,000</u>