



SACOG Board of Directors

Item #09-12-16
Action

December 9, 2009

Authorize Release of 30-Day Public Review and Hold a Public Hearing for 2010 Federal and State Programming Recommendations

Issue: How should SACOG invest its regional apportionment of federal funds and its share of 2010 STIP funds?

Recommendation: The Transportation Committee recommended that the Board consider the projects identified for funding in Attachment A, and release a proposed project list for 30-day public review leading to Board adoption in January.

Committee Action/Discussion: The item was taken to both the Transportation Committee and the Land Use & Housing Committee for their input. Positive remarks were received on the overall process, with specific mentions that the emphasis on a criteria-based approach helps the organization think more regionally and that it is difficult, but important, to recommend the best projects for the region instead of simple distribution of funding based on perceived fairness. Staff was requested to solicit input from project sponsors on the overall process in order to inform future programming rounds. Comments were made on a few projects not recommended for funding with a related request that staff contact these project sponsors, discuss the reasons behind the recommendations, and offer any potential ideas on how to make these projects more competitive in future programming rounds.

SACOG conducts a programming round to allocate funds to projects based on apportionments of regional Congestion Mitigation and Air Quality (CMAQ), Regional Surface Transportation Program (RSTP), and State Transportation Improvement Program (STIP) funds every two years. These funds are programmed through the Air Quality, Bicycle & Pedestrian, Community Design, Transportation Demand Management (TDM), and Regional/Local funding programs. During the past five months, staff has been working in collaboration with the SACOG Board and local agencies to develop project evaluation criteria and issue a call for projects.

Staff has also been working in collaboration with federal and state agencies to determine apportionments and funds available for programming and has identified approximately \$92 million in this cycle to fund various projects. These funds include \$11 million in STIP TE (federal State Transportation Improvement Program Transportation Enhancement funds available in federal fiscal years 2011, 2012, 2013, and 2014), \$36 million in RSTP (federal Regional Surface Transportation Program funds available in 2013 and 2014), \$34 million in CMAQ (federal Congestion Mitigation Air Quality funds available in 2013 and 2014), and \$8 million in SLPP (State-Local Partnership Program funds available in 2010 and 2011). Further, an additional \$3 million is available from deobligated Community Design projects.

For this programming round, SACOG received 79 applications requesting \$197 million in programming from the \$92 million in available funds, including 22 applications for a total of \$19 million through the Bicycle/Pedestrian program, 25 applications for a total of \$38 million through the Community Design

program, and 32 applications (including road rehabilitation projects) for a total of \$140 million through the Regional/Local program. In addition, the funding program includes \$1.2 million for Planning, Programming & Monitoring (PPM) and program administration.

Due to the current funding situation, the Transportation Demand Management (TDM) program and the Air Quality program were funded at the minimum recommended levels. The three projects recommended for funding for these two programs include three required transportation control measures (\$6 million for the SECAT program, \$1.2 million for the Spare the Air program, and \$2.4 million for TDM). The staff-recommended lists are based on being able to match the projects with the eligible funding sources (color of money). Many of these projects include segments and activities that are eligible for CMAQ funding and staff may need to allocate more than one source of funding to certain projects. Staff is working with project sponsors and Caltrans to identify the percentages of projects eligible for different sources of funding and expects to complete this effort before the January Board meeting.

The three attachments offer descriptions of the selection process and summaries of the selection committees' recommendations. Attachment A covers the Regional/Local Program; Attachment B covers the Community Design Program; and Attachment C covers the Bicycle & Pedestrian Program.

Approved by:

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Attachments

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REGIONAL/LOCAL FUNDING PROGRAM PLANNING PROCESS

Input was sought at all stages of the process, with both partner agencies and Board input reflected in the draft staff recommendations. Stakeholder workshops were held in July and August and the fall programming process was discussed at the Transportation Committee in August and all four SACOG Board committees in September.

Board member comments received informed this particular programming process, without prescribing an approach for future programming rounds. Although committee and Board discussion largely focused on the largest and broadest program, the regional/local funding program, the input received has informed the four smaller funding programs as well: air quality, bike/pedestrian, community design, and transportation demand management (TDM).

Five overarching policy considerations were approved by the Board in September. Each of these was informed by input previously received through the Board committees and advisory groups.

A) Honor Prior Funding Commitments

In what timeframe do we honor funding commitments already made?

In addition to funding commitments made to other agencies, the SACOG Board adopted transportation control measures (TCMs) through the adoption of the new Statewide Improvement Plan (SIP) air quality plan. TCMs must be completed by the dates specified in the SIP in order to meet air quality attainment milestones, but there may be some flexibility as to how the funds are spread over the years leading up to the TCM completion date.

B) Emphasize Cost-Effective Programming Decisions

How do we ensure that our programming decisions are as cost-effective as possible?

The current constrained funding environment calls for placing an even greater emphasis on making the most cost-effective programming decisions. Projects will be expected to perform more with fewer funding resources, so the focus could be on more immediate needs (e.g., projects within the next 10 years of the MTP). Project sponsors will also be expected to leverage other sources of funds, given the ever-shrinking share of state/federal funds, and to consider joint applications if multi-jurisdictional benefits can be maximized. The appropriate types of funding will be matched to the best projects for those fund types.

C) Fix it First, or Maintain Facilities in a State of Good Repair

Should SACOG give any priority to funding rehabilitation work as part of this programming round?

The current poor economic situation, as reflected in local and state transportation budgets, is significantly straining the ability of member agencies to operate and maintain existing facilities and services. The funding from this fall programming can help support local agencies while also advancing longer-term policy objectives from the MTP. Up to \$10 million in road rehabilitation projects will be allowed to compete in the Regional/Local funding program for this round as long as they also include elements that support complete streets and corridor features appropriate to an urban, small community, or rural context.

D) Focus on Small or Medium-Sized Capital Projects

What size/types of projects should be funded through this program?

The Regional/Local funding program has been an important source of capital funding, especially before state transportation bond funds became a key funding source. In past funding cycles, capital projects providing regional benefits have been awarded funds through the Regional/Local program. A challenge for this policy priority is the limited number of projects that could be funded with the fall programming revenue being so severely constrained. For the federal and state funds that are available, Board members noted that it is wise to emphasize small or medium sized projects.

E) Support Project Development Phases for Future Funding Opportunities

To what extent do we support funding project development over project construction?

The recent one-time funding from the American Recovery and Reinvestment Act (ARRA) and the Proposition 1B funding programs demonstrate the need to have “shelf ready” capital projects that are delivered and thereby ready to utilize funding from competitive programs likely to appear in the near future (e.g., reauthorization of the federal transportation bill, a possible second ARRA bill, future proposition 1B rounds, etc.). The policy consideration concept is for a relatively small and strategically allocated portion of the total revenue (no more than 5% without further Transportation Committee discussion) going to project development efforts (e.g., advance planning, environmental, and design/engineering).

Screening Considerations, Performance Outcomes and Other Selection Considerations:

The following guidelines were approved by the SACOG Board in September. Each are specific to the regional/local program and were used to develop an application for this funding program. The new regional/local program guidelines were made consistent with the application guidelines and selection considerations previously established for the four smaller programs (air quality, bicycle/pedestrian, community design, and transportation demand management).

Draft Project Screening Considerations

All of the following conditions must be met for a project to proceed in the programming process. Failure to meet each screening consideration will eliminate the project from further consideration.

1. The project must be listed in the MTP or clearly fit into a lump sum project category.
2. The project must be scheduled to begin construction no later than FFY 2016 with preliminary engineering and environmental analysis scheduled within three years.
3. The project costs and schedule estimate for environmental, engineering, ROW and start up construction must be believable, based on standards for similar projects.
4. The project sponsor must have a track record that demonstrates technical capacity and reliability for similar projects.
5. A request for construction funding must demonstrate that environmental, engineering and right-of-way will be ready by the time funds are requested and the financial ability for ongoing operations and maintenance.

6. The project must be consistent with complete streets requirements (if applicable). Davis, West Sacramento, and Sacramento County Measure A all have standards for accessibility.

Project Performance Outcomes and Selection Considerations

Six performance outcomes were approved by the Board in September. SACOG staff also prepared reference materials to assist in addressing the performance outcomes.

- A regional reduction in vehicle miles traveled (VMT) per household/per capita
- A regional reduction in congested VMT per household/per capita
- An increase in multi-modal/alternative travel/choice of transportation options
- Provide long-term economic benefit within the region, recognizing the importance of sustaining both the urban and rural economies
- Improve goods movement, including farm-to-market travel, in and through the region
- Significantly improve safety and security

Additional Board or stakeholder recommendations were included as selection considerations for the regional and local programming round:

- Road rehabilitation projects were allowed to compete in the regional/local funding program for this round as long as they incorporate some complete streets features;
- Projects with multi-jurisdictional participation and benefits were encouraged;
- Additional consideration was given to agencies submitting a project for which the agency has already funded the initial phases with its own resources (i.e. environmental, design and/or right-of-way);
- Projects on rural roads were also encouraged, particularly where they are shown to be farm to market routes or otherwise supporting the economic sustainability of the rural areas.

**PROJECTS SUBMITTED FOR
SACOG REGIONAL /LOCAL FUNDING CONSIDERATION**

Project ID #1**City of Citrus Heights****Sunrise Boulevard Rehabilitation and Complete Streets Project: Phase II****(Requested \$3,233,115)****(Recommended \$3,233,115)**

This Road Rehabilitation and Complete Streets project includes road reconstruction, sidewalk infill and reconstruction, enhanced bike lanes, ADA and access upgrades at intersections, transit enhancements, signal coordination and Intelligent Transportation System (ITS) components, median construction, landscaping, and striping/signage upgrades for Sunrise Boulevard between Antelope Road and North City Limits. This project focus is to help rehabilitate and reconstruct existing infrastructure, improve pedestrian, bicycle, transit and vehicle movement and safety.

Snapshot of Application Review Comments and Analysis

- The project offers an integrated complete streets treatment. Increased transit, bicycle, and/or pedestrian travel will be supported through the investments planned.
- The project has unique qualities in the integration of ITS improvements. The fiber optic system that will be provided offers signal timing coordination may support congestion relief and needed safety improvements at key intersections that are identified as having significant need.
- The City has put a considerable amount of planning effort into this corridor and the improvements may serve as a regional example of infill and redevelopment for a mature commercial corridor
- Well developed application that includes a good discussion of performance outcomes and data to support the benefits described.
- Project costs appear reasonable and the city has done the groundwork needed for the project.
- The project may spur economic development along this important community corridor that already has significant retail and commercial activity.
- Project design to support potential BRT corridor.

Project ID #2**City of Elk Grove****Elk Grove Boulevard/State Route 99 Interchange Modification Project****(Requested \$3,689,000)****(Recommended \$1,000,000)**

This project would modify the existing northbound access to State Route 99 from Elk Grove Boulevard, eliminating left turns and the traffic signal at the existing northbound on-ramp, widening the northbound off-ramp, and adding a traffic signal at the northbound ramp intersection on East Stockton Boulevard. The overall objective is to reduce congestion and improve safety, especially for bicycles and pedestrians.

Snapshot of Application Review Comments and Analysis

- The project should improve goods movement and traffic flow on State Route 99 and Elk Grove Boulevard by creating an efficient transportation corridor. The project is along an identified goods movement corridor and serves important destinations, including distribution centers and truck terminals.
- Project is well leveraged with other funding sources, including developer revenue.
- By eliminating a bottleneck, the interchange modification may have some broader system congestion benefits, but the congestion benefits are largely for the local area. Data is provided to demonstrate that the interchange is not keeping up with growing traffic volumes.
- The project has safety features that offer site-specific benefits to vehicles through the interchange. Design features do consider bicycle and pedestrian travel, but the increase in bicycle and pedestrian travel is likely to be modest.

Project ID 3

City of Rancho Cordova

White Rock Road Improvements

(Requested \$3,500,000)

(Recommended \$3,500,000)

This project would improve White Rock Road from Sunrise Boulevard to the eastern city limit and eliminate the bottleneck between the existing six-lane road at Sunrise Boulevard where Sacramento County is constructing additional lanes. The project would provide parallel relief capacity for U.S. 50, provide an enhanced connection from the core of jobs in Rancho Cordova to the six-county Sacramento region, and improve mobility and relieve congestion on Sunrise Boulevard. Additionally, it would complete a proposed Class II Bikeway from Sunrise Boulevard to El Dorado County.

Snapshot of Application Review Comments and Analysis

- The project reflects good multi-agency coordination by linking to Sacramento and El Dorado County improvements on White Rock to the east. It is also consistent with active planning by the Highway 50 partnership and Southeast Capital Connector.
- The investment should support long-term positive economic benefit. As noted by the sponsor, the project serves truck terminals, distribution centers, and other commercial activity that creates significant goods movement activities.
- In addition to congestion relief along White Rock, broader system benefit is provided by improving a parallel route to a congested segment of Highway 50.
- Straightening out the crooked alignment that is currently present offers important safety benefits along this corridor.
- The project does include a bike lane, but the multi-modal benefits realized are relatively minor compared to the other project outcomes realized.

Project ID 4A*

City of Sacramento

Downtown Sacramento Transportation Study

(Requested \$1,000,000)

(Recommended \$1,000,000)

This study would address long term central city growth and economic development with the newly-approved General Plan level of service standards, mobility, impact, neighborhood preservation, access for businesses, and parking from a multimodal perspective. It would

consider the cost of improvements in connection with the MTP 2035 and would integrate the General Plan update, Railyards Specific Plan, revised River District Specific Plan, Regional Transit Action Plan, Central City Parking Master Plan, Pedestrian Master Plan, and Bikeway Master Plan into a broader improvement plan. There would be extensive public outreach.

Snapshot of Application Review Comments and Analysis

- The project has the potential to forge consensus on investment priorities in the downtown Sacramento area. Over the last few years there have been many studies completed that identify key transportation improvements, but there has not yet been one that works to stitch together these visions into a capital improvement program that is aligned with likely revenues.
- There is an opportunity here to do something akin to the US 50 Mobility Partnership in east Sacramento County that has worked through hard choices and trade-offs to develop an implementation plan.
- The project directly supports the Board policy to support advance planning activities to create shelf ready projects that can capture future revenue that may later become available.
- The project directly supports existing or planned mixed-use development areas that require shorter trips (i.e. VMT reductions). A successful study can enhance mobility in an area that already has good accessibility and is likely to improve even more in the future. Areas with good accessibility generally support lower VMT.
- The study offers an opportunity to also integrate with transportation demand management (TDM) strategies. Some of these strategies were first profiled and highlighted (e.g. the ones that were successful during the I-5 fix effort in 2008).
- This plan can result in an integrated approach by emphasizing design features that support greater connectivity of all travel modes. A real challenge for the downtown area is accommodating the increases in traffic, transit (especially increased rail headways) and bike/ped in the future.
- The project may offer long-term positive economic benefit. The urban core can only thrive if it has good access and mobility in the future.

Project ID 4B*

City of Sacramento

Sacramento Streetcar Study

(Requested \$310,000)

(Recommended \$310,000)

This project would evaluate the feasibility of alternative streetcar routes throughout strategic locations, compare alignments for maximum economic, environmental and mobility benefits, and develop a priority list for funding and implementation. It would include analysis of impacts on Regional Transit, right-of-way issues, origins and destinations, ridership, and probable cost. Streetcars could integrate with existing light rail and bus transit services as well as pedestrian and bicycle networks in order to create a seamless transit system where travelers can make trips without the use of an automobile.

Snapshot of Application Review Comments and Analysis

- This project offered good value (plan to review six different alignments) for the relatively small request for funding. The project can build on previous efforts to investigate a Sacramento to West Sacramento starter line and other active rail planning efforts by the Capitol Corridor JPA, Sacramento Regional Transit and the Yolo County Transportation District.
- This application could be combined with the Downtown Circulation Study to maximize the potential benefits.

***Projects 4A and 4B were combined.**

Project ID #5

Sacramento County

Watt Avenue at U.S. 50 Interchange

(Requested \$10,000,000)

(Recommended \$8,158,000)

This project would construct multi-modal improvements at the U.S. 50/Watt Avenue interchange and on Watt Avenue between Folsom Boulevard and La Riviera Drive. Improvements include modification of the U.S. 50/Watt Avenue freeway interchange to an L-9 partial cloverleaf configuration; construction of a dedicated transitway and related facilities to support the initial working segment of Bus Rapid Transit; and construction of dedicated bicycle and pedestrian pathways through the interchange to separate these modes from vehicular traffic. The project has been coordinated with the state's upcoming construction of High Occupancy Vehicle (HOV) lanes on U.S. 50.

Snapshot of Application Review Comments and Analysis

- The applicant has already shown a significant financial commitment to the project and has done most of the groundwork to ensure the project is delivered. This project uses multiple sources of funding, including TCRP funds. It is well-leveraged but has a funding gap that is being pursued through other sources.
- Because the project is being coordinated with the US 50 HOV improvements, the SACOG funding will help support it advance in a timely manner.
- The project offers both site-specific and broader congestion relief benefits. The Watt interchange is already a regionally significant bottleneck that will only deteriorate in the future without improvements.
- The project emphasizes design features that support greater connectivity of all travel modes and directly supports increased transit and bicycle trips. Thoughtful design that has clear transit, bicycle and pedestrian features.
- The contra-flow dedicated transit lane through the interchange is an especially innovative design feature. It also complements long term planning for BRT in the corridor. Dedicated bike and ped improvements through the interchange will link to regional bike commuter routes.
- The project was identified as a priority goods movement investment for the region in the SACOG Region Goods Movement Study.

Project ID #6

Sacramento County

Hazel Avenue Widening Phase 2

(Requested \$10,000,000)

(Recommended \$7,842,000)

This phase of the project will widen Hazel Avenue from four to six lanes from Curragh Down Drive to Madison Avenue. This phase will also accomplish the appraisals and acquisitions of properties adjacent to the proposed improvements along with a concerned relocation effort for disposed property owners. Four traffic signal modifications and one addition are proposed. The application discusses improvements included that are likely to improve existing and projected traffic congestion, enhance pedestrian and bicycle mobility, address safety concerns, install a weigh-in motion device for truck enforcement, and generally improve aesthetics.

Snapshot of Application Review Comments and Analysis

- Application includes good documentation on how this is a regionally significant investment with strong performance outcomes
- The sponsor has already done the groundwork needed for the project and developed a thoughtful funding strategy that demonstrates significant funding leverage with other revenue sources and a commitment to implementing the project.
- The corridor already has significant congestion issues that can be improved through the project. Increased accessibility through the improvements also offers broader system benefits.
- The application effectively points out that the Hazel corridor has a number of unsafe intersections that have statistically significant collision rates. Improvements through the project target these needs.
- The project directly supports the connection of the second and third largest employment centers (Rancho Cordova and Roseville/Rocklin) through providing a connection between I-80 and Highway 50. By improving this link, the Hazel improvement offers long-term positive economic benefit to the region.
- The project includes complete street features that support improved accessibility of all modes, including high quality transit, bicycle, and/or pedestrian trips.
- The project was identified as a priority goods movement investment for the region in the SACOG Region Goods Movement Study.

Project ID #7

Sacramento Regional Transit District

South Sacramento Corridor Phase II Operating Assistance

(Requested \$6,032,454)

(Recommended \$4,000,000)

This project would fund operating costs of the 4.3 mile extension of the Blue Line from Meadowview Station to Cosumnes River College during normal hours of operation. The project would provide alternative transportation for students, residents, and job seekers in South Sacramento.

Snapshot of Application Review Comments & Analysis

- Project provides a valuable service and the requested amount is relatively low compared to the other revenues secured for the project. The applicant has already shown a significant financial commitment to the project and is fully committed to ensuring that the project is completed;
- The project directly supports existing or planned mixed-use development areas, including significant transit oriented development (TOD) potential at the light rail stations;
- The project offers long-term positive economic benefit and is providing service through environmental justice areas facing exceptional economic hardships;
- The project allows or facilitates congestion relief for commuters on the SR 99 corridor to the Sac/Elk Grove border who will now have a commute alternative;
- The project emphasizes design features that support greater connectivity of all travel modes. Associated pedestrian improvements are planned for the light rail stations and there is a parking garage at Cosumnes River College (CRC) to support the large increase in commuters anticipated;
- The application requests \$2 million per year for CMAQ funding for operating assistance so both years of CMAQ apportionments that are included through this programming round are covered.

Project ID #8**Sacramento Regional Transit District
29th Street Light Rail Station Enhancements
(Requested \$248,327)****(Recommended \$248,327)**

Since its inception in 1987, very few improvements to the original “starter line” light rail stations have been made. Subsequently, the area surrounding the 29th Street Station has changed from industrial in nature to transit-oriented mixed-use development. Caltrans, Sacramento County, and Mercy Hospital offices are located within one block of the station, and a new mid-rise residential project is under construction within one-quarter mile of the station. The proposed station upgrades would more effectively integrate the station into the surrounding environment. The project proposes adding two shelters on the mini-high platforms (to improve the comfort for elderly and disabled individuals as well as to add visibility and aesthetics to the station), a surveillance camera, flashing pedestrian crossing signs, two visible message signs, new seating, new platform amenities, paint, landscaping, upgraded wayfinding, and improved walls and railing).

Snapshot of Application Review Comments and Analysis

- The station improvements include features that will make the station more attractive and comfortable while also increasing the safety and security in the immediate area.
- Improvements to the station could help in supporting more transit ridership at the station and for the larger system. These stations are important to the rail system and many have not been improved for over 20 years. Staff recommendations also include funding for other light rail station improvements through a \$150,000 recommendation in the Community Design program.
- Applicant intends to use Transit Proposition 1B (PTMISEA) capital reserve for local match. The agency has had problems delivering on similar PTMISEA projects so a firm delivery commitment is important.
- Area is seeing a lot of infill development, but the application did not discuss any associated private development with the improvement of the station.
- Project provides a clearly scoped improvement and the requested amount is relatively low. The project should yield tangible results fairly quickly.

Project ID #9**City of Yuba City
5th Street Bridge Safety Replacement (ROW-UTIL Phase)
(Requested \$5,000,000)****(Recommended \$3,500,000)**

This project would replace the existing, structurally-deficient, and functionally-obsolete bridge with a new four-lane bridge over the Feather River in the cities of Yuba City and Marysville. It would result in less carbon dioxide emission, facilitate commerce and goods movement, and create jobs.

Snapshot of Application Review Comments and Analysis

- The project application offers evidence to demonstrate site-specific congestion relief. The 5th Street Bridge is already a significant bottleneck that will only worsen over time if not improved.
- The project supports the board policy to advance project development work to create shelf ready projects that can get future federal, state or regional revenue that becomes available for large

capital projects.

- The project also provides an improved facility that will help travelers to avoid a congested location by helping to relieve traffic on SR 20 (10th Street bridge)
- Project offered a discrete scope of work for a relatively small amount of funding. The sponsor agency is leveraging other funds towards the project and is committed to completing the project.
- Benefits all four jurisdictions in the area. The investment is on corridor segments in Yuba City and Marysville, but it also helps improve travel in the unincorporated portions of Sutter and Yuba Counties.
- The project is along a priority corridor in the SACOG regional Goods Movement Plan and provides a vital link between the urban centers of both Yuba City and Marysville.

Project ID #10

County of Yolo

County Road 98 Bike and Safety Improvements

(Requested \$14,710,591)

(Recommended \$6,000,000)

This project would add 8-foot shoulders and an additional 12 feet of clear recovery zone to an existing narrow, 2-lane rural arterial road. Left turn lanes would be added at the intersections with County Road (CR) 25A , CR 27, and CR 29. One bridge would be widened to add 8-foot shoulders and a left-turn lane. The intersection with CR 29 would be realigned to bring the east leg of the intersection square with CR 98. Utilities would be relocated along the corridor and trees that would be removed by the project would be mitigated along the corridor.

Snapshot of Application Review Comments and Analysis

- The project is along an important farm to market corridor. It is also a link between distribution centers, truck terminals, and agricultural processing facilities.
- The project is the result of effective planning efforts and may become a model for rural areas implementing complete corridors that serve multiple users.
- The project can be phased according to the application. There is one \$6 million phase and two \$4 million phases.
- The applicant points out that the project is in a jurisdiction with policies in place to reduce VMT over time and is not intended to support the urbanization of a rural corridor.
- The project emphasizes design features that support greater connectivity of all travel modes. Improving the shoulders and intersections will make it safer for trucks, vehicles and bicycles using the corridor.

Project ID #11

Yolo County Transportation District

Facility Improvements

(Requested \$950,000)

(Recommended \$950,000)

The proposed project consists of improvements to the Yolo County Transportation District's Transit Operations, Administration, and Maintenance Facility in Woodland, CA. The facility was originally designed to support an administrative staff of 8, an operations staff of 50, and a maintenance operation for a fleet of 30 buses. The facility, not significantly updated since its purchase in 1996, now requires improvements and investment to support 15 administrative staff, 100+ operations staff, and 60+ transit and Paratransit vehicles. The proposed project would include a net increase of approximately 6,000 square feet of space; improvement of maintenance

shop; an above-ground diesel tank with spill-proof accommodations, a fueling island, and a roof for the bus-washing area to control possible contamination of run off water; expanded employee parking; safety and security improvements; and necessary improvements to an undeveloped lot to accommodate parking for 20 buses.

Snapshot of Application Review Comments and Analysis

- Significant resource planning has been done to plan a facility that can meet future needs for a growing transit system. The relatively small amount of funding requested will bring the project much closer to implementation.
- This project has good leverage with other funding, but will still require a sizeable match (nearly \$700,000), with Proposition 1B Transit (PTMISEA) funds identified as likely source
- The application offers evidence of clear VMT reduction benefits through an investment that will support the expansion of transit services in both urban and rural areas. The areas served by YCTD are communities with low VMT or jurisdictions, such as Yolo County, with policies in place to lower VMT over time.
- The project directly supports increased transit, ridesharing, bicycle, and/or pedestrian trips.

Project ID #12

Yuba County

Olivehurst Avenue Complete Streets

(Requested \$1,327,950)

(Recommended \$1,327,950)

The project would install bicycle lanes, sidewalks, and improvements to transit stops on Olivehurst Avenue. It would improve all transit stops along Olivehurst Avenue, providing wheelchair access which is currently difficult and unsafe, allow safer routes to school, and encourage bike and pedestrian traffic.

Snapshot of Application Review Comments and Analysis

- The project emphasizes design features that support greater connectivity of all travel modes. There are comprehensive complete street features that include bicycle lanes, sidewalks, and improvements to transit stops.
- The application offers good evidence that the project supports economic benefits. The project is along a commercial corridor that is also an enterprise zone and has been designated within an economically distressed area.
- The project has safety features that offer site-specific benefits for an area that needs safe routes to schools and parks. The project serves both an elementary and a middle school that generate significant bicycle and pedestrian activity.

Project ID #13

Caltrans District 3

State Route 70-20 Adaptive Signals

(Requested \$2,722,298)

(Recommended \$2,722,298)

This project links a series of traffic signals along specified conventional highways and local road intersections in Yuba City and Marysville to coordinate the operation of the traffic in real time and adapt traffic signal timing to actual traffic conditions. The project would optimize traffic flow to reduce travel time, reduce congestion, and reduce air pollutant emissions. The project includes vehicle detection (state highway and local intersecting streets); communications links to

a central process; and computing power to actually perform the adaptation based on prevailing traffic and to control the signals.

Snapshot of Application Review Comments and Analysis

- The project offers multi-jurisdictional benefits. The investment is on corridor segments in Yuba City and Marysville, but it also helps improve travel in the unincorporated portions of Sutter and Yuba counties.
- The project emphasizes cost-effective operational strategies over more expensive capacity improvements to provide congestion relief. The project will offer meaningful shorter term operational improvement that will offer time to resolve funding challenges for longer term capital investments that are being studied and proposed.
- Project offered a discrete scope of work for a relatively small amount of funding.
- The project offers both site-specific congestion relief and broader system benefits, such as increased accessibility and bottleneck elimination along two important highways.
- The project is along priority corridors in the SACOG regional Goods Movement Plan. Both urban truck terminals and farm-to-market travel is helped through improvements to these highways.
- The project supports the sustainability of the rural economy through the goods movement travel and provides direct benefits to an area facing exceptional economic hardship.

Project ID #14

Caltrans District 3

I-5 Operational Improvements—Southbound State Route 99 through Del Paso Road

(Requested \$2,921,490)

(Recommended \$2,500,000)

This project is located in the city of Sacramento on southbound I-5 from the southbound State Route (SR) 99 connector through Del Paso Road. This project would improve operations, reduce congestion, improve safety, and reduce air pollutant emissions by extending the acceleration/merge lane of the southbound SR 99/I-5 connector ramp through the Del Paso Road interchange. As currently configured, the lane exists at the southbound I-5/Del Paso Road off-ramp. This traps through vehicles from southbound SR 99 in the off-ramp lane and necessitates that through vehicles (those wishing to continue south on I-5) make quick lane changes to avoid exiting at Del Paso Road. The proposed project would extend the merge lane past Del Paso Road with the option to exit or continue southbound on I-5.

Snapshot of Application Review Comments and Analysis

- The project offers both site-specific congestion relief and broader system benefits, such as increased accessibility and traffic flow improvements, along two important highways. There is a significant safety issue that is resolved through this cost-effective operations improvement.
- The project is along a priority corridor in the SACOG regional Goods Movement Plan
- There is not sufficient funding in SHOPP currently or in the foreseeable future to fund this cost-effective operational improvement without regional funding support.
- Project offered a discrete scope of work for a relatively small amount of funding.

Project ID #15**City of Rancho Cordova****Street Rehabilitation****(Requested \$2,000,000)****(Recommended \$2,000,000)**

This project would provide street rehabilitation at locations throughout Rancho Cordova, including Folsom Boulevard, Zinfandel Drive, Kilgore Road, International Drive, Horn Road, and Rossmoor Drive. The project would include Class II Bikeway lanes, many ADA elements, and improve bicycle and pedestrian access.

Snapshot of Application Review Comments and Analysis

- The match offered by the application was significantly higher than most other projects. The City will be offering local funds to over-match the federal revenue requested (request is 1/3 of project cost).
- As a significant jobs center that is expected to grow significantly, the comprehensive complete street features will enhance mobility in a growing area that has improving accessibility.
- The complete street features in the project will help promote more walking, biking and transit along maturing mixed-use corridors.
- The project has cost-effective safety features that offer clear, site-specific benefits.

Project ID #16**Sacramento County****Road Rehabilitation****(Requested \$3,000,000)****(Recommended \$3,000,000)**

This project would overlay various roadways with conventional or rubberized asphalt, repair damaged areas of the roadway (base repair), install ADA curb ramps, re-stripe the roadway, as well as other items of work necessary to complete the overlay. Some complete streets features would be incorporated, including bike lane striping, ADA improvements at intersection corners, and improved pedestrian crossings.

Snapshot of Application Review Comments and Analysis

- The road rehabilitation needs have been clearly documented through the planning efforts the County has completed. As noted in the application and corridor plans, there are good complete street benefits for bicyclists, pedestrians, and transit riders, that are made possible through this project
- In addition to corridor plans, the County has a bike and pedestrian master plan that has strong features, including ADA retrofits, that would be realized through this project
- According to the SACOG data, the corridors have significant safety issues based on accident rates. that can be improved through this project
- Broad economic benefit is also likely because much of the investment will be along major commercial arterials that have existing or planned mixed-use development.

Project ID #17**City of Yuba City****Garden Highway—Winship to Franklin Road Rehabilitation****(Requested \$832,600)****(Recommended \$832,600)**

This project would rehabilitate a roadway, including improvements to bike lanes and ADA-accessible sidewalk improvements. It would fill in a 175 linear foot gap in bicycle and pedestrian facilities and bring 20 access ramps into compliance with current ADA standards.

Snapshot of Application Review Comments and Analysis

- The project has safety features and integrated multi-modal benefits. The application highlights that ADA improvements are part of the sidewalk and intersection improvements.
- The project provides direct benefits to an area facing exceptional economic hardships. Community-wide benefits are evident because the project serves commercial areas adjacent to the airport.
- The project offers a discrete scope of work for a relatively small request. It is cost-effective compared to similar facilities.
- Environmental justice benefits are evident. The application points out that the improvements are along a corridor serving low-income housing and public services that generate pedestrian trips.
- Integrated improvements along a corridor that is a transition between residential and commercial/light industrial areas.

Project ID #18**Sutter County****Road Rehabilitation****(Requested \$1,690,000 for FFY 2010 and \$1,160,000 for FFY 2011)****(Recommended \$2,195,837)**

This road rehabilitation project includes overlays, cape seals, and slurry seals on 107 various roadway segments in unincorporated Sutter County in accordance with the Board of Supervisors reviewed FFY 2010 Road Plan and proposed Road Plan for FFY 2011.

Snapshot of Application Review Comments and Analysis

- Economic benefits are likely for agriculture and associated goods movement activities. The application notes the significant farm to market activity along the corridors that would be rehabilitated. These corridors are included in the Sutter County Farm to Market rural road network.
- The project should support increased bicycle, and/or pedestrian trips through closing shoulder gaps and the associated improvements. The complete streets/corridors features are not well described, but the expressed commitment to shoulders and intersection improvements are clear in the application and should make a difference on the roadways that already have significant traffic safety needs.
- Sutter County is facing exceptionally difficult economic conditions. The decline in revenues to support road maintenance is especially acute in Sutter and Yuba counties.

Project ID #19**City of Woodland****Kentucky Avenue Rehabilitation and Bike Lane Gap Closure****(Requested \$670,172)****(Recommended \$670,172)**

This project would reconstruct pavement and valley gutters along a one-quarter mile of Kentucky Avenue between East Street and Hartner Avenue. The existing pavement condition is hazardous for bicyclists because of cracks and potholes in the pavement. The project would install signing and striping to re-establish travel lanes and create a new bike lane, closing a gap between the existing bike lanes to the east and west, as well as provide a clearer separation between bicycles and vehicles.

Snapshot of Application Review Comments and Analysis

- The project offers broader economic benefit by offering critical rehabilitation along a corridor with commercial and industrial activity.
- Although the improvements are through a mostly commercial/industrial area, it offers complete streets benefits by closing a gap in the Woodland bike network.
- The project has site-specific safety benefits by including features that separate vehicular and bike lanes.
- The City has a strong delivery record and has completed initial work so the project can be implemented relatively quickly.

Project ID #20**Yuba County****North Beale Road Shoulder Widening and Pavement Overlay****(Requested \$1,301,391)****(Recommended \$1,301,391)**

This project would widen paved shoulders to six feet from Brophy Road to Beale Air Force Base. This project would widen paved shoulders to six feet from Brophy Road to Beale Air Force Base. It would remove open-grade AC and repave roadway from Griffith Avenue to Beale Air Force Base and provide intersection improvements at Brophy Road. The project would extend bicycle lanes all the way to Beale Air Force Base.

Snapshot of Application Review Comments and Analysis

- Economic benefits and goods movement travel are supported through the project's shoulder widening on a route with truck traffic and links to Beale AFB.
- Project offers a discrete scope of work for a relatively small amount of funding.
- The project reflects good phased planning by linking to a community design project for another segment that is recommended for a funding award.
- The project would extend bicycle lanes all the way to Beale Air Force Base and the applicant notes there is a demand for this among employees commuting.
- The project provides direct benefits to an area facing exceptional economic hardships.

Project ID #21**City of Folsom****East Bidwell Street Widening Project****(Requested \$3,250,000)****(Recommended \$0)**

This project would widen sections on East Bidwell Street between Blue Ravine Road and Scholar Way from four lanes to six lanes, including Class II bike lanes, curb/gutter/sidewalk, and Class I trail. The proposed project would enhance accessibility to residential and commercial land uses between the city's central core and U.S. Highway 50, close gaps in the existing pedestrian system, and reduce peak hour congestion.

Snapshot of Application Review Comments and Analysis

- The city has a strategic capital improvement program and strong project delivery record.
- The application would have been stronger if there had been documentation in the application about the need for congestion relief now. SACOG congestion data does not identify the corridor segment as having significant congestion in comparison to similar urban arterials.
- The cost estimate appears low for the scope of the project and the application did not indicate that it is particularly well-leveraged with other funds in comparison to projects with recommended funding support.
- There is the potential risk of VMT inducement if the roadway is expanded from 4 to 6 lanes too soon. The bike lanes appear unlikely to offer VMT reduction benefits without evidence of significant bike/ped trip generators along the corridor or discussion of design features to overcome the challenge of encourage bicycle travel along a corridor expanded to six lanes.

Project ID #22**City of Sacramento****Sacramento City College/Curtis Park Pedestrian Overcrossing****(Requested \$4,868,000)****(Recommended \$0)**

This project would construct a pedestrian/bicycle overcrossing from the RT light rail station on the City College campus over the freight railroad tracks into the Curtis Park Village development on the east side of the railroad tracks. The project would provide direct pedestrian and bicycle access to and from the light rail station for existing and future residents, students, and other light rail users.

Snapshot of Application Review Comments and Analysis

- This is a good project with strong bike and pedestrian connectivity benefits, but it is a better candidate for funding in the next round of either Community Design or Bicycle and Pedestrian program funding. The project application would be strengthened once the development is entitled and the local match is secured.
- The project has some potentially serious risks to being completed in 2014. These risks include the coordination with the Union Pacific Railroad, the clean-up of hazardous wastes on the site, and the current outstanding issues which exist between the neighborhood and the developer.
- The application states that the hazardous wastes remediation is the responsibility of the developer, but that there is no existing agreement between the City and the developer binding the developer to any specific schedule.

Project ID #23**City of Sacramento****Meadowview Streetscape Improvement****(Requested \$3,362,000)****(Recommended \$0)**

This project would construct a raised landscaped median along Meadowview Road from Freeport Boulevard to the light rail tracks east of Detroit Boulevard, as the second phase of implementation of the Meadowview Urban Design Plan. It would create a gateway, improve safety and access, and improve the aesthetics of a key corridor of the Meadowview community.

Snapshot of Application Review Comments and Analysis

- There has been valuable planning completed by the City and RT to revitalize the Meadowview corridor. The application is strong in describing the economic needs of the project area.
- The project request is only for landscaped medians. Although the application effectively explains their safety and aesthetic value, it is a large funding request considering the limited performance outcomes described in the application.
- The application would be strengthened by including complete streets design features that offer demonstrated travel benefits for bicyclists, pedestrians, and transit riders.
- The applicant notes that several underground utilities may need to be moved in response to the application question about “significant and likely risks to the project.”

Project ID #24**City of Sacramento****R Street Market Plaza****(Requested \$3,718,260)****(Recommended \$0)**

This project would construct a pedestrian pathway, streetscape improvements, a community gathering place, and vehicular lanes adjacent to development of mixed-use properties on R Street between 16th and 18th Streets. It would support continued development of infill and transit-oriented mixed-use corridor and maintain the street’s historic sense of shared space and improve accessibility.

Snapshot of Application Review Comments and Analysis

- The vision for the project and the R Street corridor is strong. The project represents strong multi-agency coordination efforts by the City of Sacramento, the Capitol Area Development Agency (CADA) and private interests.
- Clear multi-modal benefits are evident. The project would improve pedestrian movement along an important section of the R Street corridor with a link to a nearby light rail station.
- While this is a good project, it is a better candidate for consideration in a later funding round. The work on a previous phase already funded by Community Design remains incomplete and may impair the ability to finish this project within the stated timeline.

Project ID #25**City of Sacramento****Ramona Avenue Extension****(Requested \$7,258,000)****(Recommended \$0)**

This project would extend Ramona Avenue from Brighton to Folsom Boulevard with an at-grade crossing underneath U.S. 50, widen Ramona from Brighton to Cucamonga, and widen Folsom boulevard from the existing flood gates east of UPRR tracks to U.S. 50. It would provide a multi-modal connection between CSUS and development to the south, including a bicycle and pedestrian route from Folsom Boulevard to this area.

Snapshot of Application Review Comments and Analysis

- The University Village project offers a compelling public/private partnership vision. The project has significant potential to be a vital mixed-use infill project.
- The project offers strong multi-modal benefits and improved accessibility by providing a new connection between CSUS and points south.
- The application and subsequent communication with staff confirmed the project minimum was the full \$7.2 million. Relative to the projects for recommended funding, it is a very large request in this programming round considering the transportation benefits described in the application.
- The recently funded University Village Specific Plan provides an opportunity over the next two years to link the active and planned transportation projects in the area. The specific plan work may ultimately influence the final design for the Ramona Avenue extension.
- The application identifies a project delivery risk because a key project feature is an at-grade railroad crossing that will require Public Utilities Commission (PUC) approval.
- The project has features that make it a good candidate in future funding rounds. Completion of the \$2.5 million in previously awarded SACOG Community Design projects in the area (Redding Avenue and 65th Street) would increase the competitiveness of this project application in a later round.

Project ID #26**City of Sacramento****West Side Access to the Intermodal Facility****(Requested \$1,549,000)****(Recommended \$0)**

This project includes a traffic signal at the intersection of 4th and I Streets, new curb, gutter and separated sidewalk on the north side of I Street from 5th Street to the new 4th Street access to the intermodal facility, beginning at just west of 5th and I Streets and ending at the northbound I-5 on-ramp abutment. It also includes the expansion of the existing parking area at the intermodal facility.

Snapshot of Application Review Comments and Analysis

- The project appears to be a better candidate for future funding as part of the overall Intermodal Terminal and Railyards project. A related improvement is the Westside Tunnel project that is receiving a \$1 million funding recommendation this round through the Community Design program.
- Although the pedestrian benefit is evident, the proposed pedestrian link is within one block of an existing crosswalk so it was not seen as critical an investment as other projects.

Project ID #27**Sacramento Regional Transit District****Bridge/Structure Repair Program—Light Rail System in the Sacramento Region****(Requested \$181,000)****(Recommended \$0)**

Regional Transit (RT) performs biannual bridge/structure inspections in accordance with the Federal Transit Administration's goal to preserve transit facilities in a good state of repair. RT's standard operating procedure pertains to bridges and other structures related to the light rail system to ensure a safe and efficient transit system. Bridge components and structures are inspected in detail biannually including bridge substructure, superstructure (prestressed and reinforced concrete, structural steel), culverts/water crossings, retaining walls and barriers, and stray current protection. There are more than two dozen structures that need to be inspected and repaired as needed, with the work performed by experienced RT staff.

Snapshot of Application Review Comments and Analysis

- The project clearly has safety features that support site-specific and broader system benefits. However, the project does not fit the rehabilitation criteria for this round of programming that is focused on supporting urban complete streets and rural complete corridors. Staff can work with RT to investigate other federal and state rehabilitation funding opportunities in addition to FTA 5309 that is typically used for such work.
- This is a very small project to receive flexible federal funds (CMAQ or RSTP) that would require considerable staff time and expense in the administration of a federal grant. Considering the requirements for the federal process, the costs to administer this project will very likely absorb the bulk of the funds requested, leaving very few dollars to accomplish the work.

Project ID #28**City of Yuba City****5th Street Bridge Safety Replacement (ROW-CON Phase)****(Requested \$33,887,600)****(Recommended \$0)**

This project would replace the existing, structurally-deficient, and functionally-obsolete bridge with a new four-lane bridge over the Feather River in the cities of Yuba City and Marysville. It would result in less carbon dioxide emission, facilitate commerce and goods movement, and create jobs.

Snapshot of Application Review Comments and Analysis

- This is the full project versus the smaller phase described previously (ROW-UTIL Phase).
- As noted in the ROW-UTIL Phase above, this is a significant project with considerable value. The initial award should help advance near term efforts to get the project shelf ready so it can get future federal, state or regional revenues that become available for large capital projects.
- This construction request was more than 50% of the total funding available in the entire regional/local program.

Project ID #29**Caltrans District 3****Widen Ramps and Install Ramp Meters****(Requested \$7,190,407)****(Recommended \$0)**

The project consists of operational improvements that include widening on-ramps, installing ramp meters, and providing bus/carpool bypass on-ramp lanes along 3 state highways at 14 on-ramp locations in the cities of Davis, West Sacramento, Sacramento, and Roseville.

Snapshot of Application Review Comments and Analysis

- The project offers cost-effective operational improvements with good performance outcomes.
- Developing a coordinated funding approach between Caltrans, PCTPA and SACOG could be helpful in creating a funding strategy for the project.
- The project request was high relative to the other Caltrans projects submitted for funding consideration. In contrast to this \$8million request, the I-5 Operational Improvements and SR 20 / 70 Adaptive Signals project could be fully completed for a much smaller amount of funding.
- Although this project is scalable, the true benefits are realized through a network of improvements. Consequently, the benefits from a scaled back investment may not be as great if only portions of this project are completed through a partial funding award.
- The project offers both site-specific congestion relief and broader system benefits, such as increased accessibility and bottleneck elimination along many important regional corridors.
- The project is along priority corridors in the SACOG regional Goods Movement Plan. Both urban truck terminals and farm-to-market travel is helped through improvements to these highways.

Project ID #30**City of Sacramento****Pocket Road Rehabilitation****(Requested \$1,327,949)****(Recommended \$0)**

This project would resurface the roadway of Pocket Road between Greenhaven Drive and Freeport Boulevard with a rubberized asphalt concrete overlay. It would construct accessibility improvements and add bike lane delineation over the I-5 over crossing. It would add Complete Streets features, including improved sidewalks, additional signage, striping for bike lanes, and improved pedestrian movement and crossings.

Comments and Analysis to Support Staff Recommendation

- The project features are well described, but the application would have been stronger if it had included more discussion of pedestrian demand for the existing sidewalks along the corridor segment and anticipated performance outcomes, such as economic benefit or connectivity.
- Rehabilitation projects receiving a recommendation for funding through this competitive category offered evidence of significant rehabilitation needs for their project segments.
- The estimated project cost for this rehabilitation project is high in comparison to other projects that are receiving a funding recommendation for road rehabilitation projects with complete streets features.
- SACOG staff can work with the City to investigate alternative funding opportunities for this work.

Project ID #31**City of Live Oak****Archer Avenue Reconstruction Phase 2****(Requested \$398,384)****(Recommended \$0)**

This project would reconstruct/rehabilitate Archer Avenue from L Street to K Street, including a new barrier curb, gutter and sidewalk, pedestrian ramps, signs, and striping. The project adds or improves sidewalks on both sides of Archer Avenue. The project would close the gap in the sidewalk that currently exists between K Street and L Street, resulting in a continuous pedestrian right-of-way.

Snapshot of Application Review Comments and Analysis

- Live Oak is strategic in their projects implementation approach and effective at realizing phased capital improvements. Staff can work with the City to investigate other potential funding opportunities for this work.
- The application would have been stronger if it had included more discussion of performance outcomes. No information was offered on potential economic benefits, the pedestrian travel demand or safety issues that would be mitigated by the project.
- The project cost is relatively high for the distance of the improvement in comparison to other rehabilitation projects in this competitive category.
- The project has more limited complete streets elements than many other rehabilitation projects. For example, there is no description of bike lanes as a scope element.
- The project consists primarily of rehab items for a short segment without a clear net gain in complete streets elements.

Project ID #32**Yuba County****Loma Rica Road Rehabilitation Project****(Requested \$2,802,790)****(Recommended \$0)**

This project is for road rehabilitation of Loma Rica Road from Scott Grant Road to Marysville Road, including roadway realignments, widening paved shoulders to four feet, culvert replacements and extensions, and pavement stripings and markings. This project would incorporate the Complete Corridor Concepts for Rural Areas.

Snapshot of Application Review Comments and Analysis

- The rehabilitation and safety need is evident in the application. SACOG staff can work with the County to investigate other potential funding opportunities for this work.
- In response to the question about “significant and likely risks to the project,” the applicant notes that if major rock formations are encountered during excavation operations the scope and cost of the project may need to change.
- There is an insufficient local match identified in the application.
- The application does not identify any bicycle or pedestrian destinations along this rural corridor that would be served by a complete corridor treatment.

SACOG Regional / Local Program					
2009 SELECTION COMMITTEE RECOMMENDATIONS					
Project ID	Project Sponsor	Project Description	Amount Requested	Amount Recommended	Cumulative Total
<u>Recommended for Funding:</u>					
1	City of Citrus Heights	Sunrise Blvd Complete Streets Project	\$3,233,115	\$3,233,115	\$3,233,115
2	City of Elk Grove	SR 99 Elk Grove Blvd Interchange Modification	\$3,689,000	\$1,000,000	\$4,233,115
3	City of Rancho Cordova	White Rock Road Improvement Project	\$3,500,000	\$3,500,000	\$7,733,115
4	City of Sacramento	Downtown Sacramento Transportation Study & Streetcar Study (two projects combined)	\$1,310,000	\$1,310,000	\$9,043,115
5	Sacramento County	Watt at US 50 Interchange	\$10,000,000	\$8,158,000	\$17,201,115
6	Sacramento County	Hazel Ave Widening Phase 2	\$10,000,000	\$7,842,000	\$25,043,115
7	Sacramento Regional Transit District	South Sacramento Corridor Phase II Operating Assistance	\$6,032,454	\$4,000,000	\$29,043,115
8	Sacramento Regional Transit District	29th St LRT Station Enhancements	\$248,327	\$248,327	\$29,291,442
9	City of Yuba City	5th Street Bridge Replacement (ROW)	\$5,000,000	\$3,500,000	\$32,791,442
10	Yolo County	CR 98 Bike & Safety Improvements	\$14,000,000	\$6,000,000	\$38,791,442
11	Yolo County Transportation District	YCTD Facility Improvements	\$950,000	\$950,000	\$39,741,442
12	Yuba County	Olivehurst Ave Complete Streets	\$1,327,950	\$1,327,950	\$41,069,392
13	Caltrans District 3	SR 70 & SR 20 Adaptive Signals	\$2,722,298	\$2,722,298	\$43,791,690
14	Caltrans District 3	I-5 Operational Improvements	\$2,921,490	\$2,500,000	\$46,291,690
	SACOG	1% RSTP Admin Fee		\$359,353	\$46,651,043
	SACOG	PPM		\$807,000	\$47,458,043
	Various	Fund Transfer to Community Design Program*		\$2,446,200	\$49,904,243
Non Road Rehab. Projects Total				\$49,904,243	
<u>Recommended for Funding: Road Rehabilitation Projects</u>					
15	City of Rancho Cordova	Street Rehabilitation Funding	\$2,000,000	\$2,000,000	\$51,904,243
16	Sacramento County	Road Rehabilitation	\$3,000,000	\$3,000,000	\$54,904,243
17	City of Yuba City	Garden Hwy Rehabilitation	\$832,600	\$832,600	\$55,736,843
18	Sutter County	Road Rehabilitation	\$2,850,000	\$2,195,837	\$57,932,680
19	City of Woodland	Kentucky Ave Rehab & Bike Lane Gap Closure	\$670,172	\$670,172	\$58,602,852
20	Yuba County	North Beale Rd Shoulder Widening & Overlay	\$1,301,391	\$1,301,391	\$59,904,243
Road Rehabilitation Projects Total				\$10,000,000	
Total Programming Recommended					\$59,904,243
<u>Not Recommended for Funding:</u>					
21	City of Folsom	East Bidwell Street Widening	\$3,250,000		
22	City of Sacramento	City College Pedestrian Overcrossing	\$4,868,000		
23	City of Sacramento	Meadowview Streetscape Improvements	\$3,362,000		
24	City of Sacramento	R Street Marketplace	\$3,718,260		
25	City of Sacramento	Ramona Ave Extension	\$7,258,000		
26	City of Sacramento	West Side Access to the Intermodal Facility	\$1,549,000		
27	Sacramento Regional Transit District	Bridge Repair Grant	\$181,000		
28	City of Yuba City	5th Street Bridge Replacement (ROW/CON)	\$33,887,600		
29	Caltrans District 3	SR 99, SR 65 & I-80 Ramp Metering & Enhancements	\$7,190,407		
<u>Not Recommended for Funding: Road Rehabilitation Projects</u>					
30	City of Sacramento	Pocket Road Rehabilitation/Complete Streets	\$1,327,949		
31	City of Live Oak	Archer Ave Reconstruction	\$398,384		
32	Yuba County	Loma Rica Rd Rehabilitation Project	\$2,802,790		
* For North Beale, Railyards West Tunnel and Fair Oaks Village Streetscaping Design Phase 1 projects from Community Design program.					

Round 4: 2009-11 SACOG Community Design Program
DESCRIPTION OF SELECTION PROCESS
AND FUNDING RECOMMENDATIONS
(Draft November 19, 2009)

The SACOG Community Design Program provides funding awards to local government agencies and their partners to ultimately promote physical development that supports SACOG's Blueprint Project. The awards are given approximately every two years. The program only applies to eligible jurisdictions Sacramento, Sutter, Yuba and Yolo Counties; El Dorado and Placer Counties have their own programs for awarding funding.

This document summarizes the selection process and funding recommendations for the fourth round of funding (2009-11), including a description of all applications and Review Committee comments.

The SACOG Board of Directors approved the program and application guidelines for Round 4 at its June 18, 2009, meeting. The guidelines were publicly distributed on June 19 and applications were due on September 3, 2009. The guidelines approved by the SACOG Board of Directors stated that the program would award a minimum of \$12 million for this round, and up to \$20 million, depending on federal and state revenue projections. In the event that more than \$12 million of projects are recommended as a result of the selection process, staff would have to propose to the Board what additional sources of funding would be used for the projects above the \$12 million mark (described later in this document).

Twenty-five applications were submitted seeking nearly \$38 million. Twenty of these applications were in the competitive categories (\$100,000 to \$7 million requests), and five were in the non-competitive category (\$100,000 only, and the jurisdiction could not apply for any other projects). Through the two-committee selection process, described below, 14 projects (9 competitive and 5 non-competitive) were selected, totaling \$12.382 million. In addition, the selection process also identified four other projects that were recommended for funding for which staff has identified potential available funding that can be used to cover these projects with Board approval. The list of the funding recommendations, summarized on page 4, will be reviewed by the SACOG Transportation Committee and by the SACOG Board of Directors for public release at its December 2009 meeting, then to be reviewed for approval by the SACOG Board for action at its January 2010 meeting.

APPLICATION AND SELECTION PROCESS

The application and selection process for this program is iterative with multiple opportunities for discussion between the applicant and the program staff and review committees. First, all applicants are given the opportunity to contact SACOG staff about their potential projects. Staff visited many potential project sites and held several individual meetings with applicants throughout the application period. Second, two program workshops were given that gave an overview of the program and the applications requirements. More importantly, the workshops

also provided an several practical tips and signs of what a competitive application would take. The guidelines announced that any applicant attending either one of the workshops would be allowed to submit drafts of their application to SACOG for preliminary review to see if the project is best presenting itself; only a handful of applicants took advantage of this option.

The formal application process then required all applicants to send in a pre-submittal letters describing their project. An internal team comprised of SACOG and Caltrans staff reviewed each application to ensure that the project was federal-aid eligible, because the sources of funds are federal and have strict requirements in their usage. In addition, the review team tried to identify any potential significant issues with the projects that might have with their ability to deliver the project, such as the status of environmental review, right-of-way clearances, the applicant's other sources of funds to complete the project beyond the grant activities, etc. Projects that are awarded funding must complete them by September 30, 2013, or the jurisdiction would lose any unused funding and could be prohibited from applying in the next round. The response letters to each pre-submittal were customized specifically to each project with the intention of giving the applicant a reasonable assessment of what was needed to make the project competitive within the program. These response letters served as a way to identify for the applicants the issues that the review team believed that Selection Committee would want clearly explained in the application. Applicants were allowed to submit as many pre-submittal letters as they wished for as many potential projects as they wished, or for the same project.

Two bodies reviewed all of the applications and made the recommendations that are being forwarded to the SACOG Transportation Committee and ultimately to the SACOG Board.

The first committee, the Community Design Review Committee, comprised of local government staff and volunteers from around the region, reviewed the applications and made funding recommendations based on merit as per the program guidelines. Members of the first committee represented the following organizations: the cities of Davis, Folsom, Galt, Rancho Cordova, Sacramento; Yuba County; Regional Transit; the Sacramento Metropolitan Air Quality Management District; the Capitol Area Development Authority; South Natomas Transportation Management Association; private practice professionals in civil engineering; and community outreach.

The Review Committee evaluated all of the applications and made the initial recommendations on projects for further review for funding by the second committee. The program guidelines directed the first committee to consider the two written objectives when evaluating each project: (1) *How well does the proposed project promote the Blueprint Project Principles?* and (2) *What is the likelihood that the project will be implemented as the application implies? Are all the pieces in place—environmental, planning, engineering, community and agency approval, financial, etc.?”* The Program and Application Guidelines discussed these two criteria in detail. If the Selection Committee needed clarification for information in the application, it could direct staff to ask the applicant to respond to a specific question. Each application received individual review and discussion by the committee.

The committee generally selected projects that it believed showed the most “smart growth” benefit to the region and were the most ready to be delivered by the program deadline of

September 30, 2013. Although some projects may have had a large potential to yield projects that promoted smart growth, the application may not have shown how prepared they were to implement it and therefore were not recommended. Conversely, some projects that could show they were ready for implementation did not demonstrate in the view of the committee that had as strong a smart growth connection, and therefore were not recommended.

Once the first committee made the initial recommendation list of projects, it was forwarded to second committee, which was the SACOG/Caltrans Review Team described above. This team then interviewed each recommended project applicant (if the project requested more than \$100,000; if the request was for \$100,000, the SACOG staff interviewed the applicant by phone). Comprised of nine members from SACOG, Caltrans and peer reviewers from local governments, this committee evaluated whether the proposed project was eligible to receive federal transportation funding (which is the source of the funding), and whether the project could be delivered according to what was written in the application. After deliberations with each recommendation applicant, and a number of suggested modifications to the scope of work and timeline in some cases, the second committee also approved all of the projects recommended by the first committee.

The descriptions and summary of the first committee's comments of all applications are provided later in this document.

SOURCES OF FUNDING RECOMMENDATION

As mentioned earlier, the selection process yielded 14 projects for recommendation totaling \$12.382 million. Another 4 projects were recommended for funding for another \$5.1362 million. The Board, when it approved the release of program and application guidelines, had approved a minimum \$12 million for this funding cycle. SACOG staff is proposing the following ways to fund the \$5.5182 million difference:

- \$3.072 million can be “recycled” from past awarded Community Design projects that are (1) completed but did not use the full awarded amount; (2) two past awarded projects that have already been de-programmed by the SACOG Board for lack of delivery, but the funds have not be re-programmed; and (3) one past awarded project that the applicant has formally forfeited.
- \$2.4462 million to be transferred in programming capacity from the Regional/Local Program to the Community Design Program for this round. The overall proposed regional programming packet has been adjusted for this transfer, subject to the Board's review.

The staff's recommendation is that all 18 projects totaling \$17,518,2000 be funding in Round 4 of the Community Design Program, with the supplement funding sources coming from the aforementioned sources. The recommended projects are listed on Attachment A.

SELECTION COMMITTEE RECOMMENDATIONS

The Community Design Selection Committee's recommendations are divided into three categories: (1) those project that it recommends with the original Board-approved minimum amount of \$12 million; (2) projects that are recommended if more funding resources are made available; and (3) projects not recommended for funding this round.

Projects Recommended with \$12 Million Budget

City of Davis – Fifth Street Road Diet

Requested amount: \$1.769 million; minimum request \$836,000

Recommended award: \$836,000

This project will create a “road diet” or lane reduction on a strategic arterial through central Davis. Reducing the travel lanes will provide room, within the existing right-of-way, for bicycle lanes, turn pockets, and medians on Fifth Street between A and L Streets. It will also include new traffic controls for a new lane configuration. One travel lane in each direction will provide the necessary width for median islands, turn pockets at intersection, and bicycle lanes along the whole length of the corridor.

Some members of the Selection Committee said that this project, although likely to be controversial, had very strong and broad support from the community. Some felt that this project would improve the safety of the corridor. Some stated that this project would help enhance the overall bicycle and pedestrian system in the community. Some were concerned by the low matching amount offered by the city. Some were concerned that the environmental review status was not clearly stated in the application. Some expressed that they would have liked to see more information about the traffic impacts in the application. Some felt the fully requested amount included a number of items that were not necessary for the project to be implemented.

City of Folsom – Historic Folsom Station Public Plaza

Requested amount: \$1.5 million; minimum requested \$500,000

Recommended award: \$500,000

This project will include a full range of landscape and hardscape improvements and pedestrian enhancements in the Historic Folsom Station Public Plaza. The plaza is an integral component of the larger Historic Folsom Station project. The plaza will include a public outdoor amphitheater, a market area, is adjacent to the Historic Sutter Street and serves as the terminus for the light rail line to downtown Sacramento.

Some members of the Selection Committee expressed that this project would complement the many smart growth activities that are happening within the Folsom Station area. Some liked the associated developments surrounding the project. Some expressed that this will help make a community gathering place even more appealing. Some felt that “project creep” had set into this project compared to was originally planned for the plaza. Some were concerned about a lot of

unnecessary “bells and whistles” were being added to the project and that it should not receive the full requested amount.

City of Galt – Deadman Gulch Trail Connection

Requested Amount: \$100,000

Recommended award: \$100,000

This project will construct a trail connection between two segments of a multi-use trail that are presently separated by a 4-lane arterial road with a median. The trail connects users with Galt Community Park, River Oaks Elementary School and residential areas.

This project is a Category #3 (“non-competitive \$100,000”) project and therefore not evaluated on a competitive basis.

City of Live Oak – Live Oak Community Trail

Requested amount: \$491,000

Recommended award: \$491,000

The Community Trail is designed as a Class 1 pedestrian/bicycle facility to serve Downtown Live Oak and surrounding neighborhoods. This project will convert one of four segments of an abandoned railroad corridor into a cohesive trail and greenway system serving the core of the community.

Some members of the Selection Committee expressed that this project provided a great deal of connectivity through the community. Some stated that they liked the placement of the project and that this was a great use of an abandoned rail corridor. Some stated that the city clearly made this project a top priority and channeled many of its resources to get the project to this point. Some were concerned about how maintenance will be funded once the project is built. Some stated that the trail might create opportunities for crime with access into residential backyards.

Regional Transit – Fulton Avenue Bus Shelter Project

Requested amount: \$292,000; minimum request: \$150,000

Recommended award: \$150,000

This project will design, purchase the easements for and install 8 to 11 bus shelters along Fulton Avenue from Arden Way to Auburn Boulevard. The bus shelters will serve the business and residential areas along this corridor and help increase transit ridership.

Some members of the Selection Committee stated that the project would help the many potential transit riders in this corridor. Some said that Fulton Avenue has put a lot of resources and energy into revitalizing this corridor, and this project would complement those efforts. Some were concerned that the right-of-way acquisition process has not been completed. Some questioned whether more right-of-way may be needed.

City of Sacramento – Del Paso Boulevard Streetscape Improvements

Requested amount: \$1 million

Recommended award: \$1 million

This project will include aesthetic and safety enhancements along Del Paso Boulevard between State Route 160 and Arden Way. Improvements will include architecturally treated sidewalks, accessibility improvements, enhanced pedestrian crossings, bulb-outs, pedestrian scale street lighting, benches and receptacles. It will also include enhanced signage to alert drivers to the presence of pedestrians near the Globe Light Rail Station.

Some members of the Selection Committee stated that this project offered a lot for the relative cost of the project. Some stated that with the other associated projects, this would help complete the corridor. Some mentioned that because the planning, engineering and environmental work has already been completed that it seems like it would be very likely to be delivered. Some mentioned that right-of-way remains an issue that needs to be resolved.

Sacramento County – Old Town Florin Streetscape Improvements

Requested amount: \$2.346 million

Recommended award: \$2.346 million

This project will provide a “Complete Street” segment within the Old Town Florin Town area, from Pritchard Road to McComber Road. It will construct sidewalks, transit facilities, bus turnouts, bike lanes, landscaped medians, tree canopy, street lighting, traffic signalization, and other streetscape amenities that encourage transit use, bicycling and walking.

Some members of the Selections Committee said that this project addresses some of the safety issues in this area. Some mentioned that there was a lot of community support for the project and that a lot of the planning, engineering and environmental work has been completed. Some had questions whether the environmental assessment and the right-of-way issues have been resolved. Some stated that the project area may not yield the smart growth benefits that this project hopes to produce.

Sutter County – Bike/Pedestrian Master Plan Update

Requested Amount: \$100,000

Recommended award: \$100,000

The updated plan will interface with and support the recently adopted plans for the cities of Yuba City and Live Oak. It will also utilize data and alternatives being considered in the current Sutter County General Plan Update. Design documents for the first phase of the improvements identified by the plan may also be included in the project.

This project is a Category #3 (“non-competitive \$100,000”) project and therefore not evaluated on a competitive basis.

University of California Davis – Hutchison Corridor Complete Street
Requested amount: \$1.498 million; minimum requested \$1.455 million
Recommended award: \$1.455 million

This project will improve the central portion of the Hutchison corridor to relieve existing deficiencies and institute key improvements. This corridor goes through the core of the campus and serves as a bike/bus boulevard. Improvements will include removal of an S-curve, provision of an adequate road section of increased transit usage, new sidewalks and critical circulation modifications.

Some members of the Selection Committee said that this project helps increase transit ridership while making a high-volume bicycle/pedestrian corridor more safe. Some felt that this project would help better link the campus to the surrounding community. Some had concerns about increasing the number of bus operations in a corridor that shares the road with several cyclists.

City of West Sacramento – Tower Bridge Gateway Modification Project East Phase
Requested amount: \$5.089 million; minimum request: \$4.189 million
Recommended award: \$4.189 million

This project will eliminate the barrier of the former State Route 275 freeway that separates the Bridge District and the Washington Specific Plan and major riverfront development areas. It will reconstruct the Tower Bridge Gateway between Garden Street and Tower Bridge with at-grade intersections at Third Street and Fifth Street to cross the Tower Bridge Gateway and reconnect the two riverfront development areas. Accommodations for the future Downtown-Riverfront streetcar will be made.

Some members of the Selection Committee said that this is the most “ready-to-go” project of the applications. Some mentioned that the applicant’s track record for delivering projects within this program is the best. Some stated that the applicant’s matching amount was significant and showed that the project is of high priority within its community. Some stated that the proposed associated development in the area are not as far along and could still not happen for a long time. Some expressed concern that this project will not necessarily yield the smart growth benefits that the applicant is hoping for because the roadway would still remain a wide right-of-way.

City of Winters – Pedestrian Connection Project
Requested amount: \$100,000
Recommended award: \$100,000

This project will complete infill pedestrian facilities including curb and gutter along State Highway 128 (Grant Avenue). This will create a safe pedestrian route along the city’s main transportation corridor near its public high school and other civic facilities.

This project is a Category #3 (“non-competitive \$100,000”) project and therefore not evaluated on a competitive basis.

City of Woodland – Downtown Streetscape

Requested amount: \$915,000

Recommended award: \$915,000

This project will construction pedestrian and streetscape improvements along the four block section of Main Street from Third to East Streets. The ultimate improvements will include: new sidewalks, bulb outs, accessible ramps at multiple locations, striping and stamped boards for crosswalks, landscaping, bikeway and other signage, concrete medians, and street furnishings.

Some members of the Selection Committee said that this project would be transformative to this community because of the street design and the associated development in the corridor. Some said that this application was very thorough and clear in describing the case of this project and what they would do with a funding award. Some believed that this project continues to bike/pedestrian friendly nature of the rest of the downtown area. Some were concerned that there were no proposed bike lanes and not enough street crossings in the project. Some stated that the match seems too low if this project is a high priority within this community.

Yolo County – Climate Action Plan

Requested amount: \$100,000

Recommended award: \$100,000

This project will assist the County in implementing some of its smart-growth policies by identifying strategies for reducing greenhouse gas emissions, address economic and social adaptations that effect climate change.

This project is a Category #3 (“non-competitive \$100,000”) project and therefore not evaluated on a competitive basis.

City of Yuba City – Highway 20 Revitalization Strategy

Requested amount: \$100,000

Recommended award: \$100,000

This project will assist the city in continuing its multiple phased revitalization project along the Highway 20 corridor. The project will conduct public outreach efforts, a corridor assessment and planning to promote a more Blueprint-oriented community.

This project is a Category #3 (“non-competitive \$100,000”) project and therefore not evaluated on a competitive basis.

**Projects Recommended for Funding
if Additional Resources Are Available**

City of Citrus Heights – Auburn Boulevard Complete Streets Revitalization

Requested amount: \$3 million

Recommended award: \$3 million

This project will spur revitalization of an aging transportation corridor through the completion of a “complete street” environment. This will be achieved by constructing wide sidewalks, bike lanes, a pedestrian/bike bridge, enhanced transit stops and shelters, pedestrian-scale street lighting, raised medians and landscaping, and consolidated multiple driveways.

Some members of the Selection Committee felt that this application was particularly clear in expressing the need for this project, and that the graphics were helpful in demonstrating the impact this project would have. Some felt this would be a good example for the region about how aged suburban auto-oriented corridors could be revitalized. Some noted that this project would help promote the existing transit system. Some were concerned that the right-of-way acquisition issues have not been fully resolved and that they could take a significant amount of time and resources. Some argued that the project is very expensive on the cost per lineal foot basis.

City of Sacramento – Railyards West Tunnel

Requested amount: \$5.266 million; minimum request: \$1 million

Recommended award: \$1 million

This project will provide a direct pedestrian and bicycle connection between Old Sacramento, the Central Business District, and the Railyards Development and River District. The project will help in the initial stages of construction a 247-foot tunnel beneath the re-aligned mainline Union Pacific tracks.

Some members of the Selection Committee felt that this project would improve the accessibility to the region’s most visible infill project, the Railyards. Some stated that the tunnel needs to be constructed now because it will be more difficult once the rail tracks are relocated. Some were concerned that if fully funded, the tunnel would be built but not the rest of the accompanying trail. Some believed that the private developer should be responsible for paying for this project and not use public funds.

Sacramento County – Fair Oaks Village Streetscape Design

Requested amount: \$136,200

Recommended award: \$136,200

This project will provide the design, environmental review and approval of Phase 1 improvements in the Fair Oaks Village. It will include selected improvements in curbs, gutters, sidewalks, ADA facilities, bike lanes crosswalks, and landscape improvements along Fair Oaks Boulevard between Winding Way and Bridge Street.

Some members of the Selection Committee stated that the project area makes sense as a Blueprint friendly community. Some mentioned that this project would be a good first step in helping the community realize a more Blueprint-friendly environment. Some expressed concerns that this project has a long way to go before it will ever get built as described in the application as this project would only perform engineering-level work. Some stated that the applicant's low matching amount suggest that this is not a high priority. Some expressed concern that the applicant had not identified any committed sources of funding to construct the project in the future. Some said that the funding request seemed very low to do all of the engineering needs for this project, and they worried that the project would come back for more program funding for more pre-construction activities.

Yuba County – North Beale Road Complete Street Revitalization
Requested amount: \$1 million; minimum request \$700,000;
Recommended award: \$1 million

This project will provide revitalize 2.6 mile segment of North Beale Road from Lindhurst Avenue to Griffith Avenue in Linda. Curbs, gutters, wider sidewalks, landscaping, bike lanes and roundabouts will be design. Some areas will be reduced from four lanes to two. The project will lead to boosting the economic vitality of the Linda community while improving safety.

Some members of the Selection Committee stated that this corridor needs a number of improvements and that it is clear this area is the top priority of the applicant. Some stated that this project sends the corridor in the right direction and it continues work that has been put in there. Some stated that this project only provides engineering and does not construct anything, and construction may not take place for a long time. Some were concerned that the developer impact fees, aggregate surcharges, and other potential sources of revenue identified in the application may not be realistic to pay for construction of the plans.

Projects Not Recommended for Funding This Round

California State University Sacramento – Sacramento State Tram

Requested amount: \$924,000; minimum request: \$700,000

Recommended award: none

This project would complete the advance conceptual engineering and vehicle procurement preparation for the Sac Station Tram. The Tram is a rubber-tire transit connection between the 65th Street light rail station and the campus that will reduce traffic and air quality impacts generated by the 32,000 students, faculty and staff.

Some members of the Selection Committee stated that this project is needed for the CSUS campus. Some expressed that a number of smart growth development opportunities are being created around the Sac State area. Some felt that this project is long ways from implementation and the benefits from this project will not be seen for a long time. Some had concerns that this project only provides for further engineering analysis and that implementation will be a much more costly. Some stated that the applicant will need to show more data on future ridership to make a compelling case. Some said that the low matching amount offered by the applicant demonstrated a low project commitment.

City of Davis – Downtown/UCD Bike and Pedestrian Improvements

Requested amount: \$2 million; minimum request \$1.5 million

Recommended award: none

This project would consist of streetscape enhancements that improve the function, aesthetics, and safety for pedestrians and bicyclists, and transit circulation between downtown and the UC Davis campus. The project area lacks a clear identity, has inefficient transit circulation and operations, and has unsafe pedestrian/bicycle crossings. The project would be used for engineering and capital improvements to correct these deficiencies.

Some members of the Selection Committee felt that the project area has an extremely high number of bicyclist and pedestrians because of the adjacent UC Davis campus. Some felt that this project would make a big difference for those cyclists and pedestrians. Some stated that the overall objective of what this project area is trying to achieve was not clearly identified in the application. Some stated that this application requests a number of disparate miscellaneous projects that happened to be located in the same area, but do not have a common cohesiveness.

City of Folsom – Historic District Bike/Pedestrian Enhancement

Requested amount: \$625,000; minimum requested \$175,000

Recommended award: none

This project would provide the final link in the regional Class 1 bikeway that extends from the city of Folsom to downtown Sacramento. This project would construct a 12-foot wide grade-separated bikeway extending from the Riley Street/Scott Street intersection to the Historic Truss Bridge.

Some members of the Selection Committee stated that this segment of the bike trail is an essential missing piece to the overall American River Bike Trail. Some felt this would be a nice connection into the Old Town area of Folsom. Some were concerned that the timeline and the narrative of the application were inconsistent, and the project really could not be delivered within the program's timeline. Some stated that the environmental review for this will take much longer than identified. Some believed that funds should go towards other trail-related projects in this area instead.

City of Rancho Cordova – Folsom Boulevard Streetscape Improvement Proj Phase 2B

Requested amount: \$3.5 million

Recommended award: none

This project would widen Folsom Boulevard between Rod Beaudry and Coloma Road to enhance pedestrian safety and promote redevelopment opportunities. This would include constructing sidewalks, bike lanes, landscaped medians and Class II bike lanes. The improvements would provide connectivity between bus stops and continuous pedestrian access to the Mather/Mills light rail station.

Some members of the Selection Committee expressed that this project would help the pedestrian experience in this area. Some stated that this corridor needs more sidewalks and this project would help bring more transit ridership into the light rail stations. Some felt this project is needed within the community but does not have wide regional impacts as compared to others. Some stated that they were unclear about the status of the associated Los Rios College District's project and its partnership with the city. Some felt the improvements proposed were not above most street standards in the region, and this project would not be seen as a regional example.

Regional Transit – Improvements at Three Stations

Requested amount: \$1.258 million; minimum request: \$750,000

Recommended award: none

This project would improve the RT transit stations at 29th Street, Tiber and Starfire. The improvements include new benches, paint, lighting, new signs, landscaping, security enhancements and mini-high shelters.

Some members of the Selection Committee stated that the improvements to the three stations are probably needed to help increase transit ridership. Some mentioned that the 29th Street station is the one that has the most related infill development activity around it, and therefore is the highest need. Some questioned whether this project is really asking for a number of maintenance items rather than capital improvements to each station. Some were concerned that funding this project would set a precedent that this program will fund maintenance costs for all jurisdictions.

Sacramento County – Fair Oaks Boulevard Streetscape Improvements
Requested amount: \$2.246 million
Recommended award: none

This project would construct improvements at the intersection of Fair Oaks Blvd and Marconi Avenue. Approximately 1,000 linear feet would be improved with bike lanes, improved street lights, landscape amenities that encourage pedestrian and cycling activities. Several intersection enhancements would also be included.

Some members of the Selections Committee stated that this project area is one of the key nodal points in the region and it needs transportation infrastructure for all modes. Some mentioned that the County has done a lot of planning in this area and needs pilot projects to show the Fair Oaks Boulevard corridor as a regional example. Some felt the project has not been as fully thought-through, particularly in terms of right-of-way considerations, transit circulations/operations, the reality of the timeline, and what this project would ultimately look like.

Sacramento County – Franklin Boulevard Streetscape Improvements
Requested amount: \$2.475 million
Recommended award: none

This project would construct streetscape facilities along Franklin Boulevard from 47th Avenue near Campbells Soup to the Sacramento City/County limits. The project would include sidewalks, landscape buffers, bike lanes, landscape medians, street signage and gateway monuments, stripping for bike and travel lanes, bus stops and turnouts and traffic signal modifications.

Some members of the Selection Committee stated that this subject needs a lot of work, and a lot of progress has already been made. Some stated that this area would help fill the needs of a transit and bike corridor that is currently deficient. Some questioned the realistic ability of the project to be delivered based on the project schedule identified. Some questioned whether the benefits of the project would result in associated smart growth development in the community.

SACOG Community Design Program Round 4 SELECTION COMMITTEE RECOMMENDATIONS

(Draft November 13, 2009)

Ref #	Jurisdiction	Project Title	Full Requested Amount \$	Min Request \$ to Conduct Project	Selection Committee Recommendations
Projects Recommended for Funding (\$12 million budget)					
4	Davis, City of	Fifth Street Road Diet	\$1,769,000	\$836,000	\$836,000
5	Folsom, City of	Historic Folsom Station Public Plaza	\$1,500,000	\$500,000	\$500,000
7	Galt, City of	Deadman Gulch Trail Connection	\$100,000	\$100,000	\$100,000
8	Live Oak, City of	Live Oak Community Trail Segment 4	\$491,000	\$491,000	\$491,000
10	Regional Transit	Fulton Avenue Bus Shelters	\$292,000	\$150,000	\$150,000
12	Sacramento, City of	Del Paso Blvd. Streetscape Improvements Arden Way to State Route 160	\$1,000,000	\$1,000,000	\$1,000,000
17	Sacramento County	Old Town Florin Streetscape Improvement	\$2,346,000	\$2,346,000	\$2,346,000
18	Sutter County	Bike Pedestrian Master Plan	\$100,000	\$100,000	\$100,000
19	University California at Davis	Hutchison Corridor Complete Streets	\$1,498,000	\$1,455,000	\$1,455,000
20	West Sacramento, City of	Tower Bridge Gateway Modification Project East Phase	\$5,089,000	\$4,189,000	\$4,189,000
21	Winters, City of	Pedestrian Connections Project	\$100,000	\$100,000	\$100,000
22	Woodland, City of	Downtown Streetscape Project	\$915,000	\$915,000	\$915,000
23	Yolo County	Yolo County Climate Action Plan (title to change)	\$100,000	\$100,000	\$100,000
25	Yuba City, City of	Highway 20 Revitalization Strategy	\$100,000	\$100,000	\$100,000
					\$12,382,000
Projects Recommended for Funding with Additional or Re-used funds- Tier 1*					
2	Citrus Heights, City of	Auburn Blvd Complete Streets Revitalization	\$3,000,000	\$3,000,000	\$3,000,000 *
24	Yuba County	North Beale Complete Street Revitalization Project	\$1,000,000	\$700,000	\$1,000,000 **
					\$4,000,000
Projects Recommended for Funding with Additional or Re-used funds- Tier 2**					
13	Sacramento, City of	Railyards West Tunnel	\$5,266,000	\$1,000,000	\$1,000,000 **
15	Sacramento County	Fair Oaks Village Streetscape Design Phase 1	\$136,200	\$136,200	\$136,200 **
					\$1,136,200
Sum of All Recommendations					\$17,518,200

Projects Not Recommended for Funding

1	CSUS	Sac State Tram	\$700,000	\$700,000	\$0
3	Davis, City of	Downtown/UCD Bike and Pedestrian Improvements	\$2,200,000	\$1,500,000	\$0
6	Folsom, City of	Folsom Historic District Bike/Pedestrian Enhancement	\$625,000	\$175,000	\$0
9	Rancho Cordova, City of	Folsom Blvd Streetscape Improvements Phase 2B	\$3,500,000	\$3,500,000	\$0
11	Regional Transit	Improvements at Three Stations	\$1,259,000	\$750,000	\$0
14	Sacramento County	Fair Oaks Blvd Streetscape Improvements	\$2,246,000	\$2,246,000	\$0
16	Sacramento County	Franklin Blvd Streetscape Improvement	\$2,475,000	\$2,475,000	\$0

* = recommend if "recycled" funds available (\$3,072,000) and approved by SACOG Board

** = recommended if funds from Regional/Local Program are transferred (need \$2.4462 million)

Program Funding Sources

\$12,000,000 Board approved min. amount for program

\$3,072,000 Funds from unused or de-programmed
CDP projects in past (Board approval
required) *\$2,446,200 Funds transferred from Reg/Local funds
(Board approval required) ****\$17,518,200 Total sources of Community Design
Funds**

REGIONAL BICYCLE AND PEDESTRIAN FUNDING PROGRAM PROGRAMMING PROCESS

Program Criteria

With minor revisions, SACOG staff used the same funding criteria as was used in the last programming process two years before (see attachment). Although announcements went out earlier, applicants had three weeks from the official announcement to submit applications.

Working Group

SACOG staff selected the 11-member Working Group (see attachment) according to the following criteria:

- Four members nominated by the Regional Planning Partnership (two engineers/planners, one community member, one air district)
- One member nominated by the Planner's Committee
- Four members nominated by the Bicycle & Pedestrian Advisory Committee (two advocates, two professionals)
- One member nominated by the Transportation Demand Task Force
- One member nominated by the Transit Coordinating Committee

The Working Group had one week to review projects and met over the course of 3 days to discuss and rank projects.

Master Plan Update

In preparation for the funding program, SACOG updated the Regional Bicycle, Pedestrian, and Trails Master Plan (Master Plan), adopted by the Board on August 20, 2009. Projects were required to be designated as high priority project in the Master Plan (or else provide a sound justification that it be a high priority). The benefits of this process include that it prepares project sponsors to identify priority projects in advance of the program and it ensures that future applications are vetted as high local and regional priorities.

Prioritization Process

The Working Group used the funding criteria qualitatively, without assigning points or weights to the criteria. SACOG staff discouraged the Working Group at the selection phase from taking other factors into account, such as geographic balance or how an agency performed in a previous funding round. The Working Group decided to consider inclusion in the Master Plan as a deciding factor for projects on the margin, however all marginal projects were ranked as high in the Master Plan.

Prioritization was an iterative process, with multiple voting and ranking exercises. The Working Group discussed each application and members could change their initial rankings throughout the process. Most of the discussion centered on debating the merits of those few projects on the cusp, with less discussion surrounding the higher and lower ends of the ranking.

The Working Group decided to come up with a prioritized "Tier II" project list to inform staff and the Board. Should additional funding should be available, or if a recommended project was

not eligible for funding, the Working Group wanted decision-makers to know which projects they felt should be given priority.

Staff augmented the previous funding program process by adding 10-minute telephone interviews. This was a response to feedback from the previous round after which the Working Group asked that they be able to ask applicants direct questions to better understand applications. Applicants were given questions in advance and were allotted 10 minutes per project to address questions or clarify anything in the application.

Another aspect of the process implemented by staff was to ask that members disclose their individual bias for each project, and discuss how that bias affects their project ranking. In addition, members who were also project applicants were dismissed during discussions on their agency's application(s) and agreed to abstain from voting on their agency's application(s). Voting was averaged to take the abstention into account.

Feedback on the Process

SACOG staff will take all the feedback it receives during this round to the Bicycle and Pedestrian Advisory Committee for consideration.

SACOG held a workshop on November 17, 2009 to solicit feedback on the programming process. During this workshop, two applicants who were not recommended for funding in Tier I suggested that the interviews be expanded to allow applicants the opportunity to respond to all the concerns of the Working Group and not just those questions that the Working Group wished to clarify. These two applicants also asked why the Working Group did not ask more questions or bring up all its concerns regarding applications during the interviews.

During the application and review process, applicants and Working Group members expressed their desire to see the cost effectiveness calculation revised or removed altogether. There were also some minor revisions proposed to the application content and format.

Two or three applicants expressed their frustration with having less than 30 days to submit applications.

The Working Group members generally felt the prioritization process was carried out with integrity and proper deliberation. They felt confident that they recommended an excellent slate of projects from a strong pool of applications.

Feedback on the Recommendations

Some applicants expressed dissatisfaction with the recommendations.

Yolo County and Woodland are co-sponsors for the Woodland-Davis Alternative Transportation Corridor. They have concerns regarding the process and recommendation. They would prefer to receive some funding to demonstrate that SACOG is in favor of the project. SACOG staff has met with the sponsors to understand their concerns. SACOG staff agreed to bring their concerns regarding the funding criteria to the Bicycle and Pedestrian Advisory Committee for consideration. Also, staff will continue to meet with the applicants to address their concerns.

The City of Davis submitted two projects which were not recommended. In a recent article in the Sacramento Bee (“Fix This: Davis cyclists' nemesis: Railroad crossings,” 11/19/09) Davis staff commented on the decision to not fund the 8th and 4th St. rail road crossings. According to the article, the City lacks the funds to fix its railroad crossings and SACOG was the City’s best hope for funding.

SACOG REGIONAL BICYCLE & PEDESTRIAN FUNDING PROGRAM GOALS

Prioritizing Capital Project:

1. It is top priority to provide local intra-community bicycle and pedestrian connections
 - a. Provide connections within or through the central business districts.
 - b. Provide connections to regional and local public transit systems, at stops, stations, and terminals.
 - c. Provide connections within, through, or to regional and local activity centers such as schools, libraries, community centers, colleges, universities, hospitals, medical offices, senior residences, parks, athletic facilities, government services, employment centers, and high-density residential or mixed-use areas.
2. Once a community attains good bicycle and/or pedestrian circulation, intercommunity bicycle and/or pedestrian projects can then become a top priority for that community.

For both priorities, the goals of capital projects include:

1. Fill in gaps on existing, planned, or proposed bicycle or pedestrian routes, including interregional routes.
2. Provide bicycle and pedestrian access across barriers such as arterial roads, highways, freeways, rivers, canals, creeks, and railroads.
3. Improve the time convenience of walking and bicycling, for example with shortcuts or special facilities such as bike/pedestrian boulevards.
4. Improve the safety and security of walking and bicycling.
5. Provide an aesthetic, pleasant, or more comfortable biking or walking experience.
6. Provide capital facilities that support bicycling, such as storage, parking, or bike stations.
7. Complement projects funded with other regional or state sources such as the Community Design or Safe Routes to School programs, thereby improving bicycle and/or pedestrian access provided by those programs.
8. Complement bicycle and pedestrian plans and projects in an adjacent region.
9. Complement projects funded with other regional or state sources such as the Community Design or Safe Routes to School programs, thereby improving bicycle and/or pedestrian access provided by those programs.
10. Complement bicycle and pedestrian plans and projects in an adjacent region.

Non-capital projects and programs:

1. Encourage biking and walking through public information, education, and awareness.
2. Where needed, perform studies and develop plans that support the goals for capital facilities stated above.
3. Increase the level of public agency staff expertise on bicycling and walking.

2009 Bicycle and Pedestrian Funding Program:
Working Group Recommendations

ID #	Applicant	Title/Location	Funding Requested	Funding Recommended
<i>Tier 1: Recommended for funding (\$8.6 million target, alphabetic order)</i>				
1	City of Citrus Heights	Mesa Verde High School Bikeway Connection	\$ 392,188	\$ 393,000
6	City of Folsom	Historic Powerhouse/Folsom Lake Regional Trail Project	\$ 895,000	\$ 895,000
10	City of Rancho Cordova	Douglas Road Bike Trail Connection to Folsom South Canal	\$ 204,000	\$ 204,000
11	City of Rancho Cordova	Mather Railroad Spur, Rails to Trails	\$ 580,000	\$ 580,000
13	City of Sacramento	Two Rivers Trail Phase II	\$ 2,720,527	\$ 500,000
18	County of Sacramento	Marconi Avenue Bicycle/Pedestrian Improvement Project Phase II, Walnut Avenue to Garfield Avenue	\$ 1,743,000	\$ 1,743,000
17	County of Sacramento	Arcade Creek Pedestrian and Bicycle Crossing Feasibility Study	\$ 283,000	\$ 283,000
19	County of Sacramento	Orange Grove avenue Bicycle and Pedestrian Improvements Project	\$ 1,493,000	\$ 1,493,000
16	City of Yuba City	Garden Highway Class II Bike Lane and Pedestrian Improvement Project	\$ 744,000	\$ 744,000
14	City of West Sacramento	Clarksburg Branch Line Trail (North Segment and Bridge Only)	\$ 907,410	\$ 576,000
20	County of Yuba	Yuba County Bikeway Master Plan	\$ 95,580	\$ 96,000
21	County of Yuba	Powerline Road near Yuba Garden Middle School (SRTS)	\$ 979,880	\$ 980,000
Total			\$ 11,037,585	\$ 8,487,000
<i>Tier 2: If \$2.7 million more were available (priority order)</i>				
22	UC Davis	UC Davis West Entry Bicycle and Pedestrian Improvement Project	\$ 854,000	\$ -
4	City of Davis	Drummond Avenue Bicycle/Pedestrian Undercrossing Improvements	\$ 507,800	\$ -
9	City of Rancho Cordova	Class II Bicycle Trail System	\$ 400,000	\$ -
2	City of Citrus Heights	Old Auburn Road Bike Lane Connection	\$ 485,145	\$ -
7	City of Live Oak	Live Oak Community Trail Phase 2	\$ 450,618	\$ -
Total			\$ 2,697,563	\$ -
<i>Tier 3 (alphabetical order)</i>				
5	City of Elk Grove	Laguna Creek Trail Project- Bond Road to Camden Passage	\$ 992,488	\$ -
8	City of Rancho Cordova	Bicycle Signal Detection for Traffic Signals	\$ 240,000	\$ -
12	City of Sacramento	South Sacramento Trail	\$ 1,734,303	\$ -
3	City of Davis	Fourth & Eighth Streets Railroad Crossing Improvements	\$ 163,600	\$ -
15	City of Woodland	Woodland-Davis Alternative Transportation Corridor	\$ 2,409,388	\$ -
Total			\$ 5,539,779	\$ -

Grand Total \$ 19,274,927 \$ 8,487,000

**REGIONAL BICYCLE AND PEDESTRIAN FUNDING PROGRAM:
PROJECT DESCRIPTIONS AND WORKING GROUP ANALYSES**

Tier I (Sorted by Jurisdiction)

Project ID: 1

Applicant: City of Citrus Heights

Title/Location: Mesa Verde High School Bikeway Connection

Description

Construct of 2,100 LF of a Class I bike and pedestrian trail within a riparian corridor. The project provides safe and convenient access to two schools and will construct three bicycle and pedestrian bridges over Cripple Creek. The proposed bicycle and pedestrian path will replace an existing dirt trail, currently used by school aged children as a shortcut to two schools. It will improve safety and access issues along creek, which is fast flowing and often impassible during the winter months.

Funding Requested: \$392,188

Recommended: \$393,000

Working Group Analysis

The Working Group believes this project meets nearly all the Funding Program goals. Additionally, they feel this project demonstrates a clearly identified need and user group, would be used immediately, and greatly improves safety and security for students. The Working Group also appreciates that the project is cost-effective and provides a connection to a high school.

Project ID: 6

Applicant: City of Folsom

Title/Location: Historic Powerhouse/Folsom Lake Regional Trail Project

Description

The proposed project includes the second phase of the 6-mile regionally significant Folsom Lake Trail and the final phase of the Historic Powerhouse Trail. The project includes approximately 1.5 miles of Class I trail that extends from the existing terminus of the Historic Powerhouse Trail to the approach to the new bike/pedestrian overcrossing being constructed as part of Phase 1. Also included is construction of a Class I trail connection from the mail trail to the Folsom State Prison employee entrance. An additional feature is the construction of a 200-foot long bridge to span a large ravine that has created a major barrier in connecting the Historic Powerhouse Trail with the Folsom Lake Trail. The new trail would also connect with the recently completed Oak Parkway Trail, which extends approximately 7 miles to the east.

Funding Requested: \$895,000

Recommended: \$895,000

Working Group Analysis

The Working Group thinks this project meets nearly all the Funding Program goals. Particularly, they feel this project demonstrates good connectivity to existing and future bicycle facilities in the City of Folsom, Sacramento County and El Dorado County. They believe this project will be used immediately, provides good access to a large employment center (Folsom Prison), crosses a significant barrier (major ravine), and provides a shortcut.

Project ID: 10**Applicant: City of Rancho Cordova****Title/Location: Douglas Road Bike Trail Connection to Folsom South Canal****Description**

Provide a Class I connection from the Folsom South Canal Bicycle Trail to Douglass Road. This project will provide a connection between the new and planned residential areas east of the Folsom South Canal.

Funding Requested: \$204,000

Recommended: \$204,000**Working Group Analysis**

The Working Group feels this project meets most of the Funding Program goals and increases access, provides a needed connection, and reduces a significant barrier. They think this project will immediately increase the number of users and will continue to increase over time.

Project ID: 11**Applicant: City of Rancho Cordova****Title/Location: Mather Railroad Spur, Rails to Trails****Description**

Provide a Class I connection from Folsom Boulevard to the Mather Airport.

Funding Requested: \$580,000

Recommended: \$580,000**Working Group Analysis**

The Working Group believes this project meets most of the Funding Program Goals and considers this "spur" a good connection to the Mather Station Light rail stop. They also felt this project provides access to an employment center and across a significant barrier (Highway 50).

Project ID: 13**Applicant: City of Sacramento****Title/Location: Two Rivers Trail Phase II****Description**

Construction of a new Class I bike trail connecting the existing Sacramento Northern Bike Trail to Sutter's Landing Park. This project includes the design, environmental documentation, right-of-way acquisition, and construction. Additionally, future bike trail

connections will be studied to evaluate the feasibility of crossing the American River, crossing the Capital City Freeway, and extending east along the American River to the CSUS area. The project will provide intra-community for bicycling and walking to the regional park.

Funding Requested: \$2,720,527

Recommended: \$500,000

Working Group Analysis

The Working Group thinks this project meets all of the program goals. The Working Group reasons the project will eventually lead to substantially increased inter- and intra-community access and circulation, will close considerable gaps, and will provide access across significant barriers. They also feel the project will result in a large number of riders using the facilities, which provide needed connections between significant activity, residential, and educational centers.

Project ID: 14

Applicant: City of West Sacramento

Title/Location: Clarksburg Branch Line Trail (North Segment and Bridge Only)

Description

Complete Class I path by installing 2" asphalt concrete pavement on existing 10' to 12' wide trail (compacted crushed recycled concrete road base). Install prefabricated bicyclist/pedestrian bridge and Class I connecting pathway from trail to River City High School/City Community Center parking lot.

Funding Requested: \$907,410

Recommended: \$576,000

Working Group Analysis

The Working Group believes the north segment and bridge portions of this project meets many of the Funding Program goals as it will provide an important connection between residential areas to the City's high school, community center, and shopping center. They believe it will also provide a beneficial north-south connection.

Project ID: 16

Applicant: City of Yuba City

Title/Location: Garden Highway Class II Bike Lane and Pedestrian Improvement Project

Description

Construction of Class II bike lanes and sidewalks on Garden Highway between Lincoln Road and Winship Road to provide connectivity between existing sidewalks and Class II bike lanes.

Funding Requested: \$744,000

Recommended: \$680,000

Working Group Analysis

The Working Group thinks this project meets many of the Funding Program goals. The Working Group appreciates this project because it fills a gap between existing bicycle

lanes and sidewalks, therefore providing continuous facilities, and increasing safety for bicyclists and pedestrians.

Project ID: 17

Applicant: County of Sacramento

Title/Location: Arcade Creek Pedestrian and Bicycle Crossing Feasibility Study

Description

A planning study to analyze the feasibility of providing new bicycle and pedestrian crossing(s) over Arcade Creek connecting Winding Way and/or Walnut Avenue to the American River College.

Funding Requested: \$283,000

Recommended: \$283,000

Working Group Analysis

The Working Group feels this study meets all the goals for non-capital projects, will result in a needed connection to American River College, remove a significant barrier, increase the safety and convenience for students.

Project ID: 18

Applicant: County of Sacramento

Title/Location: Marconi Avenue Bicycle/Pedestrian Improvement Project Phase II, Walnut Avenue to Garfield Avenue

Description

This is primarily a sidewalk construction project to fill in gaps within the project limits on Marconi Avenue from Walnut to Garfield Avenues. Street lights will be added, and pedestrian safety improvements at intersections will be designed and constructed. Bike lanes will be restriped to meet county standards to extend the entire length of the project.

Funding Requested: \$1,743,000

Recommended: \$1,743,000

Working Group Analysis

The Working Group regards this project as meeting nearly all the Funding Program goals, and focuses on the increased safety and connections. They also appreciate the significant number of bicyclists, pedestrians, and transit riders in the area. The Working Group believes this project will provide inter- and intra-community access, as this area is densely populated, adjacent to American River College, and has bicycle/pedestrian connections at either end of the project. The Working Group also values that this project will connect with the future Fair Oaks Village.

Project ID: 19

Applicant: County of Sacramento

Title/Location: Orange Grove Avenue Bicycle and Pedestrian Improvements Project

Description

Construct various physical improvements, including sidewalks, landscape enhancements, accessibility improvements, and other bicycle, pedestrian, and transit access enhancements for the section of Orange Grove Avenue from Auburn Boulevard to College Oak Drive.

Funding Requested: \$1,493,000

Recommended: \$1,493,000

Working Group Analysis

The Working Group believes this project meets nearly all the Funding Program goals, and will significantly increase the safety for the high number of bicyclists and pedestrians attending the American River College. The Working Group feels the project provides needed connections, improves access, and considerably benefits the large number of people who live, work, and/or go to school in the area.

Project ID: 20

Applicant: County of Yuba

Title/Location: Yuba County Bikeway Master Plan

Description

Update countywide Bikeway Master Plan that was adopted in 1995. Hold community workshops to gather comments from the public. Hire consultant to prepare documents and assist in public workshops.

Funding Requested: \$95,580

Recommended: \$96,000

Working Group Analysis

The Working Group feels it is necessary for Yuba County to have an updated bicycle plan in order to apply for various funding sources and create local networks. They feel a master plan meets all three non-capital program goals.

Project ID: 21

Applicant: County of Yuba

Title/Location: Powerline Road near Yuba Garden Middle School

Description

Construct new sidewalks, curbs, gutter, and bicycle lanes on Powerline Road in Olivehurst from 15th Avenue to 9th Avenue. Roadway rehabilitation, installing proper drainage facilities, striping, and signage will also be done. Project would connect to Yuba Garden Middle School.

Funding Requested: \$979,880

Recommended: \$980,000

Working Group Analysis

The Working Group appreciates that this project will serve students in two different schools (totaling 1,000 students of which approximately 20% walk or bike), significantly increases safety, and will connect to future trails. This project meets several Funding Program goals and closes a gap in the existing network.

Tier II (Sorted by Ranking)

Project ID: 22

Applicant: UC Davis

Title/Location: UC Davis West Entry Bicycle and Pedestrian Improvement Project Description

The proposed project seeks to implement the highest priority bike and pedestrian improvements along the U.C. Davis West Village to Downtown Davis Core Campus corridor. The needed improvements surround Parking Lot 25 and the adjoining high-density student housing and activity centers. The proposed improvements include new bike parking, two major bicycle roundabouts, three major segments of bike paths, and substantial new pedestrian connections. The project includes substantial campus matching funds to reconfigure the remaining (smaller) parking lot for ongoing use.

Funding Requested: \$854,000

Recommended: \$0

Working Group Analysis

The Working Group feels this project should be paid for by developers or UC Davis, as it is part of a new development and is private property. Additionally, the Working Group does not believe the number of users will increase due to this project, although they acknowledge the number of users is significant. Additionally, the Working Group understands that this project meets many Funding Program goals and increases safety and convenience for a massive amount of bicyclists.

Project ID: 4

Applicant: City of Davis

Title/Location: Drummond Avenue Bicycle/Pedestrian Undercrossing

Improvements

Description

Evacuate existing tunnel, construct approach ramps from west and east sides to connect with existing greenbelt, install lighting, landscaping, and retaining walls.

Funding Requested: \$507,800

Recommended: \$0

Working Group Analysis

The Working Group expresses concern about the number of users this project will serve, the necessity of the project, and that it seems to duplicate a nearby crossing. However, the Working Group appreciates that this project is part of an existing network, has been planned for many years, and is well-leveraged.

Project ID: 9

Applicant: City of Rancho Cordova

Title/Location: Class II Bicycle Trail System

Description

Provide striping and signage along Class II corridors throughout Rancho Cordova.

Funding Requested: \$400,000

Recommended: \$0

Working Group Analysis

The Working Group feels this project does not properly identify where new lanes would be striped or the number of new users this project would bring, and instead feel much of this project be handled through the City's regular maintenance/road rehabilitation. However, the Working Group understands the importance of providing a complete network with continuous bicycle lanes.

Project ID: 2

Applicant: City of Citrus Heights

Title/Location: Old Auburn Road Bike Lane Connection

Description

Install Class I bike trail and complete existing Class II bike lanes, and construct of a bicycle and pedestrian bridge. Specifically, the project will build 2,800 LF of Class I bikeway trail (10' wide pavement with 4' shoulders) within an undeveloped strip of right of way (ROW) between Old Auburn road and existing residential development. The project includes a 10' wide bicycle and pedestrian bridge crossing Cripple Creek. It will also complete approximately one mile of existing on-compliant Class II bike lanes to meet city standards, including restriping, signage, and pavement widening. The project will provide a connection to the proposed bikeway linkage between Roseville and Folsom Lake, bridging an important gap in the regional and city bikeway network.

Funding Requested: \$485,145

Recommended: \$0

Working Group Analysis

The Working Group expresses concerns about the parallel class I facility (design, configuration, conflicts with road, and safety) and doubts this project would result in many new users. The Working Group likes the bike lane aspect of the project, and agrees that Northeast connections are needed.

Project ID: 7

Applicant: City of Live Oak

Title/Location: Live Oak Community Trail Phase 2

Description

This project is designed as a Class I pedestrian/bicycle facility to serve downtown Live Oak and the surrounding neighborhoods. The project has been separated into four phases. Phase 2 is from Elm Street to Pennington Road. Phase 2 will convert an abandoned railroad corridor into a cohesive trail and greenway system and will be the

first step in implementing the multi-modal transportation system and downtown reinvestment strategy.

Funding Requested: \$450,618

Recommended: \$0

Working Group Analysis

The Working Group is concerned the facility conflicts with roads too often and they feel Phase II serves more of a recreation purpose as there is parallel capacity on low volume streets. However, the Working Group appreciates that the Class I trail will connect to many centers in the community.

Tier III (Sorted by Jurisdiction)

Project ID: 3

Applicant: City of Davis

Title/Location: Fourth & Eighth Streets Railroad Crossing Improvements

Description

Remove the failed asphalt on either side and between the railroad crossings at Fourth and Eighth Streets. Reconstruct the subgrade and install pre-cast concrete sections. Replace the asphalt from the edge of the new concrete sections to smooth the transition to existing asphalt roadway.

Funding Requested: \$163,600

Recommended: \$0

Working Group Analysis

The Working Group feels this project should be paid for by the City or railroad company. Also the Working Group considers the project a maintenance issue, and not eligible for funding under the program. They also feel this project serves automobiles as much as bicyclists and pedestrians.

SACOG Staff Analysis

Staff has determined that the project is not the responsibility of the railroad, but agrees that the crossings are a maintenance issue.

Project ID: 5

Applicant: City of Elk Grove

Title/Location: Laguna Creek Trail Project- Bond Road to Camden Passage

Description

Construct trail segment from Camden Passage neighborhood to California Family Fitness with an access point to Bond Road. Includes trail bridge over Laguna Creek at Camden Passage.

Funding Requested: \$992,488

Recommended: \$0

Working Group Analysis

The Working Group does not believe there will be a significant number of users or that the trail would function for transportation. The adjacent area is low-density residential and there are already nearby facilities on Bond Road. However, the Working Group

believes this project would provide a positive benefit by providing a more direct connection between a residential development and a nearby shopping center, and also understands that this would be a meaningful extension of a larger bicycle trail.

Project ID: 8

Applicant: City of Rancho Cordova

Title/Location: Bicycle Signal Detection for Traffic Signals

Description

Provide bicycle detection loops and push buttons at approximately 20 signalized intersections in the City of Rancho Cordova. This project is identified as a High Priority Intersection Project in the regional master plan.

Funding Requested: \$240,000

Recommended: \$0

Working Group Analysis

The Working Group feels this project does not properly identify where new signals would be added. Additionally, the Working Group feels this should be handled through the City's regular maintenance/road rehabilitation, especially given new legal requirements to install signals.

Project ID: 12

Applicant: City of Sacramento

Title/Location: South Sacramento Trail

Description

(Tier III is the capital project only.) Construction of a new Class I bike trail connecting the existing Sacramento Northern Bike Trail to Sutter's Landing Park. This project includes the design, environmental documentation, right-of-way acquisition, and construction. Additionally, future bike trail connections will be studied to evaluate the feasibility of crossing the American River, crossing the Capital City Freeway, and extending east along the American River to the CSS area. The project will provide intra-community for bicycling and walking to the regional park.

Funding Requested: \$1,734,303

Recommended: \$0

Working Group Analysis

The Working Group expresses concern that the soundwalls were more than 1/3 of the cost and that the trail would have few users. However, the Working Group does understand this would provide additional north-south facilities.

Project ID: 15

Applicant: City of Woodland

Title/Location: Woodland-Davis Alternative Transportation Corridor

Description

The project is a regional bicycle connection between the cities of Davis and Woodland. The three jurisdictions narrowed the alignment to two options and are requesting funding

for environmental and pre-design work for both, because more information is needed to determine which option will best serve the needs of the community and funds for ROW acquisition to implement the preferred option. This project is an approximately seven-mile long Class I off-road bike path, traversing rural lands zones for agricultural use. The path will be 10' wide with center striping to delineate directions.

Funding Requested: \$2,409,388

Recommended: \$0

Working Group Analysis

The Working Group questions the cost effectiveness of this project. It feels that the ridership numbers are unrealistically high, and the cost too expensive to justify the benefits to users. The total cost is \$9.6 million, and the estimated existing usage is 200 trips/day and would grow to 1400 trips/day. Even though the application only requests \$2.4 million for design, engineering, and right of way, the Working Group still thinks the project is too expensive to fund given that the pot of total funding available is \$8.6 million. The Working Group also feels that the jurisdictions should contribute larger match for such a large project. Also, the Working Group expresses concern that the funding for construction is not identified and worried that the applicant has not explored funding beyond SACOG for the remaining funding.

The funding criteria encourage inter-community facilities, when both communities have good intra-community networks. The Working Group took this criterion into account and determined that Woodland does not demonstrate in its application that it has a strong network of bicycle and pedestrian facilities, and that it should therefore focus on achieving a strong local network.