



SACOG Board of Directors

Item #08-3-11
Action

March 13, 2008

Approval of 2007-09 Community Design Program Recommended Projects

Issue: Should the Board of Directors accept the Land Use & Housing Committee's recommendation to approve the 2007-09 Community Design Program list of projects based on the selection process? Should the Board also approve the draft Memorandum of Understanding to program recipients that receive SACOG-managed funds and authorize the Executive Director to negotiate and sign the MOU?

Recommendation: The Land Use & Housing Committee recommends that the Board a) approve the list of recommended funding projects based on the program's two review committees' deliberations (Attachments 1 and 2); b) approve the draft MOU for projects receiving SACOG-managed funds (Attachment 3) and c) authorize the Executive Director to negotiate and sign the MOU.

Committee Action/Discussion: At the March 10 Land Use & Housing Committee meeting, this item was forwarded by majority vote (one abstained) for Board approval. In response to Committee direction, staff added in Attachment 2 the Review Committee's rankings and included a summary of Review Committee comments on each project. Twelve projects totaling \$18.365 million have been recommended for funding for the 2007-09 Community Design Program as a result of the selection process. A total of 19 applications sought approximately \$50 million. Two committees were assigned to review and recommend grant applications for funding. The first Review Committee was comprised of a dozen individuals from jurisdictions and partner agencies from throughout the region. Its role was to select projects that best fit the objectives of the program. An Internal Review Committee comprised of SACOG and Caltrans staff, and peer reviewers from local governments, reviewed the recommended projects to evaluate their federal aid eligibility and deliverability. The two committees concluded with the same list of recommended projects and award amounts.

The Community Design Program provides financial assistance to local governments to promote the implementation of the Blueprint principles. In two prior rounds, the program has funded about 40 projects with \$25 million since 2004. In September, 2007, the Board released the guidelines for \$12 million to \$20 million of funding for the third round, depending on financial projections. The projections have since been announced, and the program could not award more than \$18.5 million in the 2007-09 funding round. This program only applies to the jurisdictions in Sacramento, Sutter, Yolo and Yuba counties. El Dorado and Placer counties have their own programs as per MOUs with SACOG. CMAQ emissions benefit calculations will be available if the Board wishes to review them.

If ultimately approved for funding, most projects would likely receive federal or state transportation funding. However, some of the smaller projects receiving \$100,000 each may be awarded with SACOG-managed "local" funds, as they have less restrictions and associated paperwork than federal or state funding would require. For projects that receive local funds, the recipient would need to sign an MOU with SACOG to receive the funds. The forwarded proposed MOU template is attached for the Board's review and action.

Approved by:

Mike McKeever
Executive Director

MM:GC:ts
Attachments

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**2007-09 SACOG Community Design Program
SELECTION PROCESS RECOMMENDED FUNDING LIST
(March 11, 2008)**

PROJECTS RECOMMENDED FOR FUNDING

Project #	Jurisdiction	Title	Category	Total Rqst	Min. Rqst	Recommended Funding Amount
2	City of Elk Grove	Elk Grove Bus Shelters	Conventional	\$430,000	\$430,000	\$430,000
5	City of Marysville	East 10th St. and Ramirez St Intersection Improvement	\$100k	\$100,000	\$100,000	\$100,000
6	City of Rancho Cordova	Folsom Blvd Complete Streets	Complete Sts	\$3,000,000	\$3,000,000	\$3,000,000
9	City of Sacramento	R Street Phase I Improvements, 10th and 13th Streets	Complete Sts	\$4,665,000	\$4,665,000	\$4,665,000
11	Sacramento County	Complete Streets for Freedom Park Drive and North Watt Ave.	Complete Sts	\$2,000,000	\$2,000,000	\$2,000,000
13	City of West Sacramento	West Capitol Ave. Streetscape Project - Phase 1	Complete Sts	\$7,000,000	\$7,000,000	\$7,000,000
14	City of Wheatland	Wheatland Bus Shelter Project	\$100k	\$100,000	\$100,000	\$100,000
15	City of Winters	Downtown Streetscape Improvements Phases 1 and 2	Conventional	\$495,000	\$495,000	\$495,000
16	City of Woodland	Lemen, North, East Intersection Realignment	\$100k	\$100,000	\$100,000	\$100,000
17	Yolo County	Town of Esparto Main Street Revitalization Implementation Plan	\$100k	\$100,000	\$100,000	\$100,000
18*	Yolo County	West Sacramento/Sacramento Streetcar Right-Transportation District of-Way, Construction, Equipment and Rolling Stock	Conventional	\$5,000,000	\$1,443,000	\$275,000
19	Yuba County	Olivehurst Ave/Powerline Rd Intersection	\$100k	\$100,000	\$100,000	\$100,000
				\$23,090,000	\$19,533,000	\$18,365,000

PROJECTS NOT RECOMMENDED FOR FUNDING

Project #	Jurisdiction	Title	Category	Total Rqst	Min. Rqst	Recommended Funding Amount
1	City of Citrus Heights	Auburn Blvd Corridor Improvements	Complete Sts	\$7,000,000	\$3,000,000	\$0
3	City of Elk Grove	Elk Grove Multi-modal Station	Conventional	\$5,000,000	\$5,000,000	\$0
4	City of Folsom	Sutter Street Streetscape	Conventional	\$1,500,000	\$1,500,000	\$0
7	Regional Transit	Butterfield Station Joint Development	Conventional	\$4,530,000	\$4,530,000	\$0
8	Regional Transit	Improvements at Three Stations (Marconi, 29th St, Starfire)	Conventional	\$1,222,000	N/A	\$0
10	City of Sacramento	Del Paso Blvd Streetscape Improvements - Acoma St. to Arden Way	Complete Sts	\$5,009,000	\$5,009,000	\$0
12	Sacramento County	Complete Streets for Old Florin Town	Complete Sts	\$2,500,000	\$1,500,000	\$0
				\$26,761,000	\$20,539,000	\$0

* Project #18 (YCTD project) received less than the minimum request amount, as per direction of two selection committees and in agreement with YCTD. For federal programming purposes, this project will be merged with project #13 (W. Sacramento West Capitol Ave Streetscape). Further explanation is provided in the Description of Selection Process of Funding Recommendations document.

2007-09 SACOG Community Design Program

**DESCRIPTION OF SELECTION PROCESS
AND FUNDING RECOMMENDATIONS**

(Draft March 11, 2008)

The SACOG Community Design Program provides grants to local government agencies and their partners to ultimately promote physical development that supports SACOG's Blueprint Project. Awards are made approximately every two years. This document summarizes the selection process and funding recommendations, including a description of all applications and Review Committee comments.

This is the third round of funding for the program. The program and application guidelines were released on September 21, 2007 and applications were due on January 9, 2008. The guidelines approved by the SACOG Board of Directors stated that the program could award between \$12 million to \$20 million, depending on federal and state revenue projections. Nineteen applications were submitted seeking nearly \$50 million. Through the two-committee selection process, described below, 12 projects were selected totaling \$18.365 million. These are being recommended to the Land Use & Housing Committee, and ultimately, to the SACOG Board of Directors for review and action in their respective March, 2008 meetings.

The program only applies to jurisdictions Sacramento, Sutter, Yuba and Yolo Counties; El Dorado and Placer Counties have their own programs for awarding funding.

SELECTION PROCESS

Two committees reviewed all of the applications and made the recommendations that are being forwarded to the SACOG Land Use & Housing Committee and Board.

The first committee, the Community Design Review Committee, comprised of 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 Citrus Heights, Elk Grove, Rancho Cordova, Sacramento, West Sacramento and Woodland; the counties of Sacramento and Yolo; Regional Transit; the Sacramento Metropolitan Air Quality Management District; the SACOG Bicycle Pedestrian Advisory Committee; and the South Natomas Transportation Management Association. These members are planners, engineers, redevelopment specialists, and outreach specialists.

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) "Will this project be delivered? What is the likelihood that the project will be implemented as the application implies?" The Program and Application Guidelines discussed these two criteria, and provided questions that respondents could reply to if they related to their project. Each application received individual review and discussion by the committee. After exchanging views on projects, each reviewer was asked, using these two criteria, to rate each application three different ways:

- (a) “On a scale of 1 to 7 (7 is best), rate each project.” This question provides an overall quality of the project. In some cases, a project could receive a relatively high score on this by a reviewer, but the reviewer may not have enough money to give to the project.
- (b) “Would you recommend the project – Yes, Maybe or No.” This question asks whether the project should be funded in the view of the reviewer regardless of whether enough funds are available for the project.
- (c) “If you had no more than \$20 million to allocate to projects, how much would you give to each project?” (The same question was also asked with \$18 million). This is the most important question because it asks each reviewer to select projects within a limited amount of resources.

The rating sheets for each of these questions are attached to the end of this report. Each sheet shows the highest ranked project for this question to the lowest. The committee used these ratings to identify which projects would clearly supported for funding, which ones would not be funded, and which ones needed further discussion.

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. 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 the Internal Review Team, or “second committee”. This committee 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 eight 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 on the following pages.

**DESCRIPTIONS AND COMMENTS OF PROJECTS
RECOMMENDED FOR FUNDING
FOR THE 2007-09 PROGRAM CYCLE**

City of Elk Grove

Elk Grove Bus Shelters Project

(Requested \$430,000; recommendation - \$430,000)

The Elk Grove Citywide Bus Shelter Project will construct thirty-eight (38) new e-tran Bus Shelters throughout the city. The purpose of these shelters is to create a comfortable environment that enhances and encourages transit ridership within Elk Grove and to the Sacramento Area. The bus shelter locations will be designated throughout the city to accommodate numerous users from commuters, recreationalists, residents, seniors, and students.

Some members of the Review Committee stated that this project provides a needed service and the requested amount is relatively low. Some noted that the project could clearly be delivered within the program's timeline and would yield tangible results fairly quickly. Some mentioned that the cost per unit delivered is low and the city has done the groundwork needed for the project. Some liked the ability of the shelters to add on wireless displays. Some did not think this project would yield more Blueprint-friendly land-uses as a result. Some questioned whether this was an appropriate project for the Community Design Program to fund.

City of Marysville

City of Marysville East 10th Street and Ramirez Street Intersection Improvement Project

(Requested \$100,000; recommendation \$100,000)

The East 10th Street and Ramirez Intersection Improvement Project is an existing City of Marysville project in which a new traffic signal will be installed to help alleviate commute time traffic congestion at this intersection. The existing project involves the installation of a new signal and a pavement overlay in the intersection to fix damaged asphalt. The award of these grant funds would allow the City to expand the project to include the installation of sidewalks and landscaping to further promote more pedestrian activity in the area and provide a direct pedestrian connection between the downtown business district and the residential East Marysville areas.

Some members of the Review Committee noted that the project would yield a safer intersection for a relatively small amount of funding. Some mentioned that the applicant has already shown a significant financial commitment to the intersection project and has done most of the groundwork to ensure the project is delivered.

City of Rancho Cordova

Folsom Blvd Complete Streets Project

(Requested \$3 million; recommendation - \$3 million)

The next phase of the ongoing Folsom Boulevard & Mather Field Road Streetscape Enhancement Master Plan is to construct pedestrian improvements along Folsom Boulevard at the eastern edge of the City of Rancho Cordova. The specific improvements have been outlined in the Master Plan for the "Gateway" design segment, with priority given to completing gaps in the existing sidewalk and connecting Kinney High School to Light Rail Stations. The improvements will create more uniform bicycle facilities with

traffic calming measures including landscape medians and driveway consolidation. The Plan saw its first implementation with the construction of landscaped medians in 2007.

Some members of the Review Committee believed that the applicant has made significant strides in the Folsom Blvd. Corridor. Some mentioned they liked the street design, closing some of the driveways and the pedestrian improvements to the nearby high school. Some stated that the project request was not as high as other corridor projects. Some expressed that they liked the land use plan and private development supporting the plan. Some had questions whether the project could really be delivered within the stated timeline. Some would like to see more crosswalks within the design. Some questioned whether the project would really create a complete street as opposed to making it a street beautification project.

City of Sacramento

R Street Phase I Improvements, 10th to 13th Streets

(Requested \$4.665 million; recommendation - \$4.665 million)

The R Street Phase I Improvements project will reconstruct three blocks of R Street Corridor right-of-way to provide adequate pedestrian walkways, vehicular lanes, parking, lighting, and roadway drainage. The pedestrian and accessibility improvements will aid the City of Sacramento's and CADA's R Street Corridor redevelopment efforts according to the R Street Corridor Master Plan and Urban Design Guidelines. The proposed project will complete the first of four street reconstruction projects planned within the CADA R Street Corridor area. The improvements will support pedestrian access from the 13th Street Light Rail Station to the Capitol Lofts project, which includes 122 condominium units and 4,000 square feet of retail.

Some members of the Review Committee believed the project is of regional significance and needs to be executed soon as an example of Blueprint. Some felt this project would serve as a major stimulus to Blueprint-style development and redevelopment. Some felt this project and corridor are the prototype in the region for infill development. Some were not sure whether the street design is as far along as it should be, and whether it is as bicycle-friendly as it could be. Some had concerns about whether ADA requirements would be met with the street design.

Sacramento County Department of Transportation

Complete Streets for Freedom Park Drive and North Watt Avenue

(Requested \$2 million; recommendation – \$2 million)

The project will construct various transportation improvements along Freedom Park Drive and North Watt Avenue in North Highlands to implement the community's vision for a walkable, mixed-use town center adjacent to McClellan Park. Proposed transportation improvements include the installation of new sidewalks and bike lanes along Freedom Park Drive, streetscape and landscape improvements such as street lighting, public pedestrian plazas and monumentation at the Watt Avenue/Freedom Park Drive intersection, intersection enhancements, bus shelters and other transit stop amenities.

Some members of the Review Committee believed this project is heading for a complete street example for the region. Some liked that it has private development and a form-based code plan. Some stated that the circulation and transit plans for the area would work. Some liked bringing in housing units close to a major employment center (McClellan). Some had concerns about whether the utility lines would be undergrounded. Some had questioned whether the project could be delivered in the timeline. Some were confused how this project fits into other projects in the same geographic area.

City of West Sacramento

West Capitol Avenue Streetscape Project – Phase 1 (Requested \$7 million; recommendation - \$7 million)

This project will reconstruct the historic 4- and 6-lane divided thoroughfare. Phase I of the project is from Riske Road to Jefferson Boulevard, the centerpiece of the "Downtown Core" section of West Capitol Avenue. Key project features will include: vehicle travel lanes will be reconfigured, and the road cross section flattened; sidewalks will be widened; and planters, decorative paving; historical markers and additional lighting will be installed. This project has been designed to attract additional private investment in the corridor, consistent with corridor plans that integrate land use with transportation.

Some Review Committee members stated this project provides the context for a multi-modal street corridor. Some said they believe this project ties both sides of the Sacramento river, and improves the bicycle connections between Sacramento and Davis. Some believed the project had a large number of "real" associated development in the corridor that will be built soon. Some had concerns that the \$7 million minimum request was too much, and that many projects would not be funded if this one was. Some expressed concern whether the project could be delivered in the timeframe stated in the application.

City of Wheatland

City of Wheatland Bus Shelter Project (Requested \$100,000; recommendation - \$100,000)

The City of Wheatland is requesting the grant in order to install a minimum of three (3) bus shelters and ancillary trash receptacles, benches, and signs to serve transit stops in the City of Wheatland.

Some members of the Review Committee stated this project would help improve a fast growing area and encourage transit. Some liked that the funding request was relatively small and the project could still be implemented relatively quickly. Some had concerns that the number of bus shelters delivered was low and the cost per unit was high.

City of Winters

City of Winters, Downtown Streetscape Improvements Phases 1 & 2 (Requested \$495,000; recommendation - \$495,000)

Downtown Streetscape Improvements Phases 1 & 2: improvements in the Downtown Core including pedestrian and aesthetic (bulb-out) improvements at the intersection of Railroad Avenue and Main Street, Railroad Avenue and Abbey Street and Main and First streets; improvements to both sides of Railroad Avenue between Abbey and Main streets; a mid-block paseo on Main Street. Improvements include full sidewalk bulb-outs, enhanced crosswalks, seatwalls or aesthetic barriers, landscaping and irrigation, street furniture, signage and lighting enhancements for safety and storm drainage improvements. Implementation of this project will serve as a catalyst for future revitalization of the Downtown Core.

Some members of the Review Committee believed this project offered a discreet scope of work for a relatively small amount of funding. Some liked that the project could be delivered. Some liked the associated private development adjacent to the project, especially a retail/residential mixed used project. Some mentioned that the city has made a lot of progress in its downtown.

City of Woodland

Lemen, North, East Intersection Realignment

(Requested \$100,000; recommendation - \$100,000)

This project includes the realignment of Lemen Avenue to be opposite of North Street, installation of a traffic signal and left turn pockets, installation of colored stamped concrete pedestrian crossings at the intersection, and installation of a signal interconnect between Main Street and North Street. This project also includes the construction of a median on East Street at Court Street to prevent left turns to and from Court Street, rehabilitation of city owned utilities, landscaping frontage along the east side of East Street, and landscaping the section of existing Lemen Avenue roadway that will be demolished due to the realignment.

Some members of the Review Committee felt this project offered good value for the relatively small request for funding. Some liked the proposed street design and felt it would make the intersection more pedestrian friendly. Some noted that the project is supported by the affordable housing development nearby.

County of Yolo

Town of Esparto Main Street Revitalization Implementation Plan

(Requested \$100,000; recommendation - \$100,000)

This project will provide engineering services to implement a portion of the Town of Esparto Main Street Revitalization Plan conceptually approved by the Yolo County Board of Supervisors. Engineering items may include transportation features such as corner curb extensions and/or bulbouts, diagonal parking, crosswalks, refuge islands, directional curb ramps and/or street lighting. If awarded, the county will combine this grant with funds already obtained for implementing the overall Esparto Plan.

Some members of the Review Committee believed this project would help further the efforts by the Esparto community that have already been completed. Some felt that the relatively small amount of funding requested would bring the project much closer to implementation. Some noted that the match offered by the application was significantly higher than most other projects. Some were concerned about the lack of specificity to the scope of work and the deliverables.

Yolo County Transportation District

West Sacramento/Sacramento Streetcar Right-of-Way, Construction, Equipment, & Rolling Stock **(Requested \$5 million; minimum request \$1.443 million; recommendation \$275,000 *)**

This project seeks funding for right-of-way, construction, equipment, and rolling stock associated with a planned streetcar system between West Sacramento and downtown Sacramento. It will originate near West Sacramento Civic Center (at the incoming transit center) and terminate at 15th/K Streets in Sacramento.

Some stated that the concept of the streetcar was highly desirable and needed to connect both sides of the river. Some members of the Review Committee stated that they did not understand the application and that it was not clear what was requested. Some stated that the right-of-way needed to be preserved for the streetcar, and that only funding should be given to obtain it. Some stated concern that this project and the West Capitol projects could be combined to find economies of scale and efficiencies that were not proposed in the individual applications.

[* Note: This project is recommended to receive \$275,000 per direction of the Review Committee and with agreement by the applicant. At the time of the selection, the committee recommended this project to

receive the minimum requested amount of \$1.443 million, and that the total of all recommended projects was \$19.5 million. However, the committee did not know the exact amount of funding for the program would have, and directed staff that if there was a shortfall, then it would be taken out of the combined \$8.443 million budget of this project and the West Capitol Avenue Improvement Project. The Committee wanted to ensure that the right-of-way was funded for this project, but the rest could be cut in a shortfall. The shortfall turned out to be \$1 million. YCTD and the City of West Sacramento proposed a combined project scope of work that would align the streetcar within the city's existing right-of-way, and therefore no new right-of way would need to be purchased. However, with improvements being made to the street for the West Capital project, that would be the right time to upgrade the foundations for the street lights, which may become the centenary poles for the future streetcar. The applicants for the two projects agreed to a combined budget \$7.275 million while being able to fulfill the objectives of both projects.]

Yuba County

Olivehurst Avenue / Powerline Road Intersection Project

(Requested \$100,000; recommendation \$100,000)

This project will examine alternative designs (traffic signal/round-about) and will provide the design plans, specifications and estimate to improve the intersection and provide illumination for the intersection and overpass. The improved geometries and functionality of the intersection will make the area around the intersection much more attractive for private development.

Some members of the Review Committee felt this project would help promote a more walkable community in a fast growing area. Some mentioned that the small amount requested could make a big difference for this community, as other round-about have done in other communities. Some were concerned whether the project would lead to construction.

DESCRIPTIONS AND COMMENTS OF PROJECTS
NOT RECOMMENDED FOR FUNDING
FOR THE 2007-09 PROGRAM CYCLE

City of Citrus Heights

Auburn Boulevard Corridor Improvements

(Requested \$7million; recommendation – no funding)

Public improvements along Auburn Boulevard from Sylvan Corners to Rusch Park (maximum project) or from Sycamore Drive to Rusch Park (minimum project). Project elements include: base repair and repaving, raised center medians, bicycle lanes, separated sidewalks, landscaping, lighting, street furniture, undergrounding utilities and enhanced transit stops. Auburn Boulevard is an important economic center and transportation corridor in Citrus Heights. New development is planned to be mixed-use, transit oriented, more impact and pedestrian friendly.

Some members of the Review Committee stated that project was more of a beautification project as opposed to a smart growth project. Some said that this project did not have the associated private investment that other projects had. Some members stated that the \$7 million requested amount and the \$3 million minimum requested amount were too high given how many projects were rated higher. Some members stated the project is a good example of initiating private development to occur, but the associated private development may not happen for many years. Some believed that because the city is already fully developed, projects such as these would be difficult to bring in the associated private financing that is sought by the Community Design Program. Some mentioned that the city had put a great deal of effort into this corridor and would serve as a regional example of infill and redevelopment originally built out in the 1950's, 60's and 70's.

City of Elk Grove

Elk Grove Multimodal Station

(Requested \$5 million; recommendation – no funding)

The proposed project will serve as a regional transit hub with multimodal transportation connections. First, it sets to construct a new rail stop along the existing Amtrak San Joaquin route southwest of the Elk Grove-Florin and Sheldon Road intersection. Project features include: passenger platform; designated parking areas; passenger and bus drop/off and loading zone; a new signalized intersection at Elk Grove-Florin Road; a pedestrian/bicycle trail; and future expansion opportunities for a building and expanded parking lot.

Some members of the Review Committee believed this project contained too many factors that were speculative. They felt that there was no assurance that rail would stop at this site. Also, some mentioned that the residential densities around this proposed station would not high be enough to justify this amount of funding at this stage. Some members stated that there were not market studies in place to show whether project area would support transit-oriented development (TOD) densities. Some stated there was not enough associated higher density private development in this area and the real estate market for new development in this market is weak right now. Some expressed concerns that that the project's timeline was not achievable. Some did not believe that inter-regional rail service would be greatly supported in the Elk Grove area.

City of Folsom

Sutter Street Streetscape Project

(Requested \$1.5 million; recommendation – no funding)

This project seeks funding for the construction of the Sutter Street Streetscape sidewalk widening and ADA improvements. The Folsom Redevelopment Agency Board approved the Conceptual Streetscape Plan that will result in the removal of the center median island on Sutter Street; the removal of the monolithic shed roofs on the historic buildings on Sutter Street; the widening of sidewalks to 20 feet in width; the installation of ADA improvements; the installation of pedestrian bulb-outs at key intersections and the upgrading of all major utility infrastructure on Sutter Street from the 600 block of Sutter Street to the 900 block of Sutter Street (four blocks).

Some Review Committee members did not believe that the proposed design was as pedestrian friendly as it could have been, and there were no associated bike lanes with the project. Some felt there was not information in the application that suggested the street design was ADA compliant. Some noted that there was no mention of bus service to this street. Some mentioned that the connectivity to the light rail station was not fully addressed in the application. Some stated that the project would help make this street more pedestrian-oriented and would continue promoting some of the private Blueprint-friendly investment that is occurring in this area.

Sacramento Regional Transit District (RT)

Butterfield Station Joint Development

(Requested \$4.53 million; recommendation – no funding)

The overall project will re-task an existing surface park-and-ride lot to a pedestrian friendly Transit Oriented Development that includes: a parking structure sufficient to replace the former surface parking and accommodate a joint development project on the site. The new parking structure will provide 110 parking spaces for Regional Transit, and be the foundation for 90 dwelling units, additionally, the project will include approximately 15,000 square feet of retail and 30,000 square feet of commercial space. The Project for which grant funds will be utilized includes pedestrian improvements and public infrastructure, and a shared parking structure.

Some members of the Review Committee believed that this project required too many actions to take place for this project to be implemented. For instance, some noted that it requires a variance for the traffic study. Some noted that there was no letters of support by the adjacent neighboring property owners or the neighborhood association. Some felt that the project was too speculative in that it required a large proportion of developer investment for the project to move forward, and this would remain uncertain in this economic environment. Some believed the project was too early in applying for funding through this program, or the application should have requested a smaller amount of funding to complete some of the earlier stages of the project. Some felt this particular project area would not support the densities needed to make this area TOD-friendly, and the application did not provide market studies that would suggest otherwise. Some believed the proposed timeline was too aggressive and not realistic. Some members believed any TOD will need the public subsidy to work and that this project's private partner showed as strong a commitment as they could at this stage of the project.

Sacramento Regional Transit District (RT)

Community Design Improvements at Three Stations (Marconi, 29th Street, Starfire) (Requested \$1.222 million; recommendation – no funding)

Proposed enhancements will improve safety, comfort, and the appearance at three light rail stations. The improvements will include, but not be limited to: new benches, paint, lighting, new signs, landscaping, security enhancements, and mini-high shelters as needed. The project will include public meetings for design input and needs assessment. The three stations are: (1) the Marconi station is located on Regional Transit's Blue light rail line off Arcade Boulevard/Marconi Avenue in North Sacramento; (2) the 29th Street station is located on RT's Gold Line in the Central City; (3) the Starfire station is located on the Gold Line on Folsom Boulevard off Starfire Drive in Rosemont.

Some members of the Review Committee stated that the application did not discuss any associated private development with the improvement with these three stations. Some members believed that this project is a pure transit project, and not one that promotes the private development of Blueprint-style projects. Some mentioned this is not the type of project that the Community Design Program should fund. Some believed that the low match offered was not enough to show a firm commitment by the applicant. Some believed this project was aesthetic improvements, but would not necessarily lead to significant increases in transit ridership or associated higher density development. Some members stated that improvements will have to be made to light rail stations to increase the safety and therefore to increase ridership. Some believed that these stations are critical to the rail system and need to be upgraded.

City of Sacramento

Del Paso Boulevard Streetscape Improvements – Acoma Street to Arden Way (Requested \$5.009 million; recommendation – no funding)

The Project proposes to make intersection and light rail improvements including bulb-outs; new sidewalks; improved drainage; aesthetic enhancements of crosswalks, curb ramps, and the light rail platform in the center of Del Paso Road; application of slurry seal and striping on the roadway in the vicinity of the Globe Light Rail Station; and installation of new signage. The project will also include a lane reduction from two westbound lanes to a single westbound lane between Barstow and Acoma Streets.

Some members of the Review Committee believed that this project was not as strong as other applications in showing associated private development. Although the applicant has made numerous improvements to this corridor already, this project would only help fill in the remaining gaps in the corridor; if private development is going to follow, it would have already done so. Some members felt the project has good project support by various stakeholders and the street design was generally consistent with the Blueprint.

County of Sacramento Department of Transportation

Complete Streets for Old Florin Town (Requested \$2.5 million; recommendation – no funding)

Funding for this project will be used for the design and preliminary engineering costs associated with preparing construction plans for a larger overall "lynchpin" project in the Old Florin Town main street corridor between Pritchard Road to just east of McComber Road. Accordingly, Plans, Specifications and Estimates (PS and E) documents, with the corresponding environmental clearances and identification of right-of-way impacts, will be delivered by 2010 for this larger overall project.

Some Review Committee members stated that the applicant applied for both PS&E, and construction, which would be difficult to deliver both within the Program's timeline. Most or all other projects only ask for PS&E or construction. Some committee members stated the application lacked specifics on the deliverability of the project and the timeline seemed too aggressive. Some mentioned that the project was not far enough along with the engineering to know exactly what the construction components or costs would be. Some questioned whether the street design would facilitate a more pedestrian friendly environment. Some noted that this subject area is not as ripe for infill and redevelopment as other applications. Some said that there was strong community support for this project, and it could be a better candidate for future funding if other components around the project come into place.

