August 17, 2011

Mr. Greg Chew, Community Design Funding Program Manager
Sacramento Area Council of Governments (SACOG)
1415 L Street, Suite 300
Sacramento, CA 95814

RE: Community Design Grant Program Cover Memo

Dear Mr. Chew:

This memo acknowledges that this application for the Community Design Funding Program administered by SACOG is authorized by the Yuba County Board of Supervisors. On August 25, 2009 the Yuba County Board of Supervisors instructed staff to pursue funding for improvements to North Beale Road through the corridor from Lindhurst Avenue to Griffith Avenue. And on December 15, 2009 the Yuba County Board of Supervisors unanimously approved the North Beale Corridor Complete Streets and Revitalization Plan. The proposed project is for one segment of the approved North Beale Road Corridor Plan.

The official name of the project is North Beale Road Complete Street Revitalization Project – Phase 1.

The Federal Aid Project Manager for this project is Michael Lee, Director of Public Works, who will serve as the contact person for this project.

We are confident that this project will positively transform North Beale Road into an attractive and appealing gateway for the Community of Linda. This project, in conjunction with other planning efforts for the community, will improve the lifestyle of those who live in Linda by providing more multimodal choices, enhanced walking and riding facilities, and increased employment opportunities with new development.

Sincerely,

Kevin Mallen, Director
Yuba County Community Development and Services Agency
UNDERSTANDING TERMS of AWARD STATEMENT

Upon receiving funding through the SACOG Community Design Program for the application in this packet, I, as the authorized signatory for COUNTY OF YUBA, COMMUNITY DEVELOPMENT AND SERVICES AGENCY understand the following:

• The funding for the awarded project is for federal aid projects and the jurisdiction that I represent accepts the responsibility of undertaking federal aid funding.

• The staff person who is knowledgeable of federal aid requirements has reviewed the contents in this application and will be assigned as the lead person overseeing federal aid requirements throughout the delivery of this project. The jurisdiction acknowledges that if it does not have a qualified staff person or consultant to manage federal transportation funds, SACOG maintains the right to retract committed funding for this project.

• Delivery of the project as conveyed in the application in terms of scope, timeline and deliverables will be used to evaluate the success of this project. If the project is not delivered or completed within three years of authorization by the funding source, this jurisdiction acknowledges that it may be penalized in future funding cycles of SACOG’s four regional funding programs, and in particular the Community Design Program. This will likely mean this project will be de-programmed of any of its unused grant funding, plus this jurisdiction will be prohibited from applying in the next round of funding in this program.

• All awarded projects, regardless of funding source, are required to submit to the SACOG Community Design Program Manager a quarterly update on the status of the project. The responsibility of submitting the 1 or 2 paragraph email to SACOG lies solely with the award recipient. Failure to do so may result in penalties to this jurisdiction in future funding cycles of SACOG’s four regional funding programs, and in particular the Community Design Program. If the awarded jurisdiction’s project manager changes during the course of the project, it is the responsibility of the jurisdiction to convey this Terms of Award Statement to the new project manager.

__________________________
Signature

__________________________
Director, Yuba County CDSA
Title, Jurisdiction

Kevin Mallen
Print Name

__________________________
Date
8-12-11
August 17, 2011

Sacramento Area Council of Governments (SACOG)
ATTN: Greg Chew, Community Design Funding Program Manager
1415 L Street, Suite 300
Sacramento, CA 95804

RE: Statement of Qualifications - Community Design Funding Program (2011-2013)

Greetings,

As the Director of Public Works and a Registered Civil Engineer, I can attest that I am qualified to serve as the Federal-Aid Project Manager for the North Beale Road Complete Street Revitalization Project. I have thoroughly read and understand all of the contents in this application and believe the project to be eligible for federal aid funds.

It is also understood that if awarded, this project must be completed no later than three (3) years after receiving authorization by the funding source. Furthermore, for the duration of the project, I will serve as the lead contact for managing all federal aid funding for it.

Sincerely,

Michael Lee, Director
Yuba County Public Works
(530) 749-5420
mlee@co.yuba.ca.us
<table>
<thead>
<tr>
<th>PROJECT TITLE</th>
<th>North Beale Road Complete Street Revitalization Project – Phase One</th>
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<tbody>
<tr>
<td>SPONSORING AGENCY</td>
<td>Yuba County Community Development and Services Agency (CDSA)</td>
</tr>
</tbody>
</table>
| LEAD PERSON and CONTACT | Michael Lee, Director  
                     | Yuba County Public Works  
                     | 915 8th Street, Suite 125  
                     | Marysville, CA 95901  
                     | (530) 749-5420  
                     | mlee@co.yuba.ca.us |
| PARTNER ORGANIZATIONS | Yuba County Public Works, Yuba County Planning Department |
| GRANT CATEGORY      | Category 2 – Complete Streets                                    |
| COMMUNITY DESIGN FUNDS REQUESTED | $1,765,000 |
| OVERALL COMMITTED TOTAL PROJECT COSTS | $230,000 |
| LOCAL MATCH and OTHER FUNDS | $230,000 (11.53%) |
| MINIMUM AMOUNT TO CONDUCT PROJECT | $1,765,000 |

**PROJECT DESCRIPTION**

This Phase 1 component of the North Beale Road Complete Street Revitalization Project spans from Lindhurst Avenue to Hammonton Smartsville Road, approximately 1 mile in length, in Linda, CA. It is a 4-lane arterial which is void of sidewalks for most of the length. This phase will include curbs, gutters, sidewalks, ADA compliant corner ramps, storm drain infrastructure, landscaping complete with irrigation, street lighting, transit stop enhancements, minor road construction, improvements to adjoining driveways, and intersection improvements. This project is a must to boost the economic viability of Linda, meets the “Blueprint” policies, and will greatly improve safety. The funds will be used to deliver Phase 1 construction of the overall project.
Project Narrative and Description

NORTH BEALE ROAD COMPLETE STREET REVITALIZATION PROJECT

As made available by the 2011-2013 SACOG Community Design Grant Program, it is the intent of the Yuba County Community Development and Services Agency (CDSA) to apply for $1,765,000 in grant funds to complete Phase 1 of the North Beale Road Complete Street Revitalization Project. The project is between two of Yuba County’s busiest intersections – Lindhurst Avenue to Hammonton-Smartsville Road. This component, after the initial engineering design, is the first step of a comprehensive complete street project which Yuba County has classified as top priority in pursuing SACOG’s Blueprint goals.

Yuba County estimates the total costs of completing Phase 1 of this project to be $1,995,000, but has identified $230,000 (11.53%) in local match funds from developer impact fees to ensure the eligibility and success of this segment of the project. If awarded these Community Design Grant Program funds, the project is scheduled for and ready to begin as soon as funding becomes available in 2014. As detailed throughout this proposal, the primary deliverable with these funds will be the completion of Phase 1 of the North Beale Road Complete Street Revitalization Project.

In March, 2008, the Yuba County CDSA was awarded a Caltrans Environmental Justice Design Planning Grant to begin a North Beale Road Walkability and Redevelopment Study. The study, made possible by the administration of the Local Government Commission (LGCC), was facilitated by Dan Burden of Glatting Jackson / Walkable Communities - the nation’s most recognized authority on walkability, bicycle and pedestrian programs. Throughout the study, Burden’s findings provided a wealth of information regarding the condition of North Beale Road and how it truly compares to other projects throughout the nation he has encountered during his 37 years of experience.

The purpose of the study was to improve safety and mobility choices for multimodal users, stimulate new investment in surrounding properties, encourage neighborhood revitalization, and provide overall visioning for the future of North Beale Road, which was identified by Caltrans as one of
the top 5% unsafe roads in the State of California in both its 2007 and 2008 “California Highway Safety Improvement Program 5 Percent Report.” The plan itself focused on a two and one half-mile segment of North Beale Road between the intersections of Lindhurst Avenue to the west and Griffith Avenue to the east. According to a follow-up letter from Mr. Burden, “(He) cannot think of a better candidate for one of the nation’s most deserving, transformative, from ruin-to-Complete Street projects” than the North Beale Road project.

This study was ultimately the outcome of an intensive community-based planning process in Linda, an unincorporated, economically disadvantaged community of approximately 13,500 residents that is located one-mile south of Marysville in Yuba County. Linda is the poorest Census Designated Place (CDP) in Yuba County, located in a metropolitan area where unemployment is ranked 4th highest in the nation.

Throughout the course of the study, Yuba County quickly recognized how critical this project truly is to the prosperity of the region and has allocated $1.5 million to enhance this corridor in our Countywide Traffic Impact Fee Program. Money has already been spent on this corridor using Rule 20A funds to underground dry utilities. Additionally, Yuba County has adopted a surcharge on aggregate materials mined within the County ($0.15 / ton) with the resulting funds being dedicated to road improvements and maintenance, with the focus primarily on haul routes such as North Beale Road. Other sources of construction funds may come from other Federal Aid programs or from anticipated development in the area.

North Beale Road is the central connecting roadway to Linda-area residences, public use facilities and businesses and is the gateway to Beale Air Force Base. It is a County designated urban arterial roadway that connects to State Highway 70 and links the community of Linda with Marysville and Yuba City to the northwest and Olivehurst to the south. It is the County’s most heavily travelled roadway at 25,000 average vehicle trips per day. At the western end of North Beale Road is a Wal-Mart retail center, lodging, a large chain grocery store, several fast food establishments, fuel stations and a mostly vacant Feather River Shopping Center.

At the eastern end of North Beale Road is the main gate of Beale Air Force Base, a major Air Combat Command station which employs over 5,600 active duty and civilian personnel and is home to various missions critical to national security. Home of the 9th Reconnaissance Wing, Beale Air Force Base celebrates a rich heritage of technologically advanced ‘signature’ missions which continue today. The 9th Reconnaissance Wing is responsible for providing national and theater command authorities with timely, reliable, high-quality, high-altitude reconnaissance products. To accomplish this mission, the wing is home to the nation’s fleet of U-2 Spyplane
and RQ-4 Global Hawk unmanned reconnaissance aircraft and associated support equipment. The wing also maintains a high state of readiness in its expeditionary combat support forces for potential deployment at a moment’s notice.

Beale Air Force Base is one of the largest employers between Sacramento and the Oregon border. The installation has annual economic impact of $192 million to the Sacramento region and Northern California. In addition, Beale Air Force Base also serves a large number of retired military personnel within the region and the retirees use North Beale Road as their main access to the base. The North Beale Revitalization Project will improve access to the main gate of Beale Air Force Base and improve its opportunity to survive future Base Realignment and Closure (BRAC) procedures. Currently, Beale Air Force Base is cited by the US Air Force as the only air force base in the nation without a primary access road that is a State highway interstate or major thoroughfare. Improving the corridor to better serve this national asset will promote its long term viability, growth and assist in bringing more jobs to the area in support of the evolving mission.

North Beale Road is also the primary route to Yuba College, the region’s only community college. Yuba Community College employs 435 people and has a current student body of approximately 15,000. Facilitating higher education in the Yuba Sutter area, Yuba College provides a wide range of degree, vocational training and certificate programs. In addition, Yuba College boasts top notch police and fire academies, attracting students from all around the Yuba Sutter metropolitan area and beyond. Yuba College has proven to be a major focal point along the roadway.

A vital artery to the region, North Beale Road serves as a primary corridor for the movement of goods, including over 4 million tons of aggregate from the Yuba Goldfields to the northeast which has been the cornerstone of raw construction materials throughout the development of the central valley in recent years. The Yuba Goldfields are one the most plentiful sources of aggregate in the entire State of California, with surface reserves that are estimated to last over 200 years. In times of emergency, North

Beale Road also becomes a primary evacuation route during high water events and flooding from the surrounding Yuba and Feather Rivers.

For most Linda residents, North Beale Road provides the only continuous access between neighborhoods. However, because many people cannot afford or are unable to drive, they use the corridor to walk, bike or use local transit. School children and college students walk and ride daily
Project Narrative and Description

to and from Linda Elementary School and Yuba College. The area’s high proportion of people with disabilities also adds to the number of pedestrians and transit users along the roadway.

Despite high levels of pedestrian and bicycle traffic, most of the corridor is without sidewalks. Where sidewalks do exist, there is little or no landscaping, lighting or other streetscape features to provide shading, buffers from moving traffic or visibility for pedestrian safety and comfort. In its present form, North Beale Road can be seen as a physical divide through the community because of the lack of pedestrian friendly amenities.

In lieu of sidewalks, road edges vary with some paved and unpaved shoulder areas as wide as 18 feet, making sections of the roadway over 90 feet wide. In the absence of landscaping and buildings near the roadway, coupled with numerous vacant lots, a sense of vastness exists that encourages higher speeds and reduced driver vigilance. Because these factors contributed to an abnormally large number of bicycle and pedestrian fatalities over the years, Caltrans cited North Beale Road as one of the top 5% unsafe roads in the State of California in its 2007 and 2008 California Highway Safety Improvement Program 5 Percent Report. From January 2001 to December 2010, there have been 436 total reported accidents along the corridor, six of which have resulted in fatalities to pedestrians or bicyclists.

Although improving the safety of North Beale Road is paramount, with it will come benefits which will forever enhance the livability for this community. Existing within the Yuba-Sutter Enterprise Zone, the North Beale Road commercial corridor has been defined and designated as an Economically Distressed Area by the State of California. California designates Enterprise Zones through census tracts that require higher percentages of unemployment and poverty than State averages, 70% of median incomes must be below 80% of the State median, and consideration for areas the President has declared an economic or natural state of emergency. The North Beale Road Corridor meets all of these State requirements as well as the Federal definition of an Economically Distressed Area.

Immediate jobs will be created in response to the physical construction of the project, but positive residual effects will continue to compound as the years go by. Several developers have expressed a strong interest in redeveloping the mostly vacant Feather River Shopping Center at the west end of the project, including a Lowes home improvement store. This new commercial and retail development is projected to be 400,000 square feet at build out and will equate to numerous new jobs along the corridor. In addition, vacant properties along the corridor could support an additional 355,000 square feet of retail and commercial uses.

When this project is completed as planned, the medium to long-term projections estimate that over 2,000 new jobs will be generated along the North Beale Road Corridor by encouraging new commercial, retail and office construction on vacant and under-utilized parcels. 70% of these jobs will range from
minimum wage to $12 per hour providing direct opportunities for low income workers and will appeal to the current skill levels abundant in the community.

COMPLETE PROJECT DESCRIPTION

In 2009, Yuba County had the good fortune of receiving $1,000,000 from SACOG for the design phase of the North Beale Road Complete Streets Project. The design phase was delayed for a period of time as Yuba County requested the use of toll credits on this project. The use of toll credits is a new policy in California and it took time for the State and COGs to implement. The use of toll credits for design of this project was approved, and the design contract is currently being awarded. The design for the entire corridor will be completed by the end of 2012, making this project “shovel ready” when funding from this round will be available. To keep this important project moving forward, Yuba County is now seeking $1,765,000 in funds for constructing Phase 1 of the corridor improvements.

Phase 1 of the North Beale Road Complete Street Revitalization project will consist of various improvements from Lindhurst Avenue to Hammonton-Smartsville Road, each achieving the goals and objectives set forth in this program. Included in Phase 1 will be the addition of curbs, gutters, sidewalks, ADA compliant corner ramps, storm drain infrastructure incidental to the street improvements, landscaping complete with irrigation, street lighting, transit stop enhancements, minor road construction, and improvements to adjoining driveways and intersections.

The scope of this proposal spans approximately one mile from Lindhurst Avenue eastward to Hammonton Smartsville Road, transforming the first section of North Beale Road into a distinctive neighborhood boulevard. Today, the road and its developed and undeveloped edges present a sporadic mixture of suburban, rural, and commercial strip development. Changes to North Beale Road will not only signal the arrival into an important corridor and provide an appropriate gateway to Beale AFB, but increase drivers’ alertness and attentiveness, increasing safety for pedestrians and bicyclists. This requires not only a sound concept for the street, but appropriate design concepts for surrounding buildings and public spaces.

This project, when complete, will support all travel and multimodal uses. North Beale Road is a central link to multi-family housing, and is heavily used by school-age children, households on fixed and lower wage incomes, Yuba college students, shoppers and Beale Air Force Base personnel. Residents also use North Beale Road to reach parks and other gathering places. Safe and efficient movement and facilities for motorists, pedestrians, bicyclists, and transit are needed to improve and uplift the area, and respond to multiple user needs throughout the corridor.
Project Narrative and Description

In terms of economic viability, the project will set the stage for infill development, attracting investors to the region and fostering additional job opportunities. Improvements to North Beale Road will fuel interest in new development on vacant and under-utilized parcels and help to create local jobs. It will improve the availability of housing choices and also provide a wider range of goods and services. A blend of land uses, especially mixed-use development, will be important to the lives of many. As other places have discovered, the ability to move traffic community-wide is largely a product of compressing trips into more village-like centers, where people can walk, bike, use transit or drive shorter distances to stores and activity areas to meet their daily needs.

In pursuit of these objectives, Yuba County CDSA has developed a conceptual plan based upon the study conducted by Dan Burden and his associates which will improve sidewalks, driveways, pedestrian crossings, medians and intersections by incorporating innovative ideas including roundabouts (future phases), higher visible bike lanes, lighting and landscaping.

SIDEWALKS

Despite the high level of pedestrian use, North Beale Road generally lacks sidewalks east of Avondale Avenue. Where sidewalks do exist, many sections are four-feet wide, which is too narrow for the comfort and safety of pedestrians and transit users.

Continuous sidewalks will be constructed on both sides of the roadway from Avondale Avenue to Hammonton Smartsville Road. Given the speed and volume of traffic and the presence of commercial uses along the roadway, sidewalk widths will be a minimum of six-feet, and potentially wider in commercial and public activity areas (e.g., neighborhood shopping centers and Yuba College).

Sidewalks on North Beale Road will be organized in zones to accommodate a wide range of uses. In addition to providing a clear travel route for pedestrians of all abilities, the design will provide zones for transit stops, trees, bike racks and public furniture.

Starting at the street, the first zone is the curb zone. Vertical curbs are best to define the edge of the pavement boundary. Next to the curb will be a landscape strip and furniture zone that buffers pedestrians and buildings from motor traffic by separating the walkway from the roadway. Trees, street lights, fire hydrants, benches, transit stops, bike racks, signs, poles, newspaper racks and other street elements will reside in this zone. The preferred minimum width for landscape strips and furniture zones is six feet, but may vary in some sections.
Project Narrative and Description

Next to the buffer zone is the pedestrian zone, an accessible pathway free of obstacles, protruding objects, and vertical obstructions. This area will have a smooth surface for safe and comfortable use by individuals with personal assistance devices, such as walkers, wheelchairs, or strollers.

Between the pedestrian zone and any buildings adjacent to the sidewalk is the frontage zone, which marks the edge of the public right-of-way. This area may include additional landscaping, hardscape, display and outdoor seating areas.

Sidewalks will be constructed six inches thick to prevent damage from heavy vehicles as they enter and exit adjoining driveways.

**REDUCING THE IMPACT OF DRIVEWAYS**

Existing driveways on North Beale Road disrupt the pedestrian path with slopes and undulations, which are especially difficult for people with personal assistance devices, such as wheelchairs, walkers and strollers. Unnecessarily wide driveways also expose drivers and pedestrians to conflicts.

During the planning process, residential and commercial driveways on North Beale Road will have a design requirement to maintain a level slope. This will make driveways easier to cross and place driveway openings outside of the pedestrian’s path of travel.

With this design approach, grade transitions at driveway openings occur in front of the sidewalk’s pedestrian zone. This will slow motorists and increase their attention before they cross the sidewalk and interact with pedestrians.

Patterns and textures may be used to highlight and make clear to motorists that they are intruding into the right-of-way of pedestrians, and provide warning to allow pedestrians to complete their movements.

In some cases, tactile areas can be used to define edges of safe zones (especially for visually-impaired pedestrians). Use of textures helps all people, especially during twilight when changes in grade are difficult to detect.

As part of this project, the County will work with property owners to consolidate the numerous driveways on North Beale Road into shared entries and exits. Access management can be improved through the use of right-in, right-out (or single direction) driveways, which is especially effective on multiple lane roadways.
Project Narrative and Description

In addition to facilitating vehicle movements by reducing the number of turning opportunities, managing access to fewer points increases the pedestrian’s comfort zone and minimizes the possibilities for vehicle-pedestrian conflicts.

PEDESTRIAN CROSSINGS

There are two marked pedestrian crossings on North Beale Road in Phase 1 of this project, located at Lowe Avenue and Park Avenue. The crossing at Park Avenue is outfitted with a marked crosswalk, signs, warning lights and a tall, cobra head streetlight for illumination. The crossing at Lowe Avenue is controlled by a pedestrian activated signal.

The crossing at Park Avenue is long at around 76 feet across five lanes of traffic. Focus meeting and workshop participants pointed out that visibility, especially at dusk and at night, is poor and has contributed to numerous accidents.

The crossing has a striped crosswalk with vertical, ladder-type markings, which help increase visibility to approaching motorists. Although pedestrian activated warning lights have been installed to provide enhanced warning to motorists of pedestrians using the crosswalk, several short-term, low cost changes will be made to improve safety at this crossing.

Yield lines will be marked in advance of the crosswalk to set a waiting line for vehicles further back from the crossing zone. This will help ensure pedestrians entering crosswalks will be more easily seen by approaching motorists in all lanes.

Second, pedestrian crossing signs will be updated to the latest standards in the California Manual of Uniform Traffic Control Devices (CA MUTCD) to include advance warnings and arrows. In addition, a median refuge may be provided at the crossing, allowing slower pedestrians to use two walk cycles if necessary.

Third, additional street lighting will be added to improve night time visibility. Pedestrian-scale light posts (10 to 16 feet) will be added to all corners which will increase ground-level illumination.

IMPROVED BICYCLE LANES

On collectors and arterials, the higher the volume and speed, the more important bicycle lanes become. On-street (Class II) bike lanes are marked with striping on North Beale Road. However, much of the striping is faded and will be replaced by durable, highly visible striping 6” in width, in line with CA MUTCD standards.
Project Narrative and Description

Bicycle lane widths currently vary due to variable shoulder conditions. Bicycle lanes will be a consistent 5-foot width through the corridor (excluding the gutter pan). Bicycle lanes were originally proposed to be treated with color surfacing in the pre-submittal letter. However, color surfacing in bicycle lanes will not be part of the project since the colored treatment has not been approved in the CA MUTCD and the costs to install may not be eligible for federal reimbursement. Unknown long-term maintenance costs are also a factor in the decision to not use colored surfacing in bicycle lanes at this time. Buffered bicycle lanes may be used to provide more separation between bicyclists and motorists.

MEDIANS

A continuous landscaped/hardscaped center median will also be constructed throughout the length of the corridor. In addition to providing refuge areas for pedestrians crossing the street, medians provide numerous benefits for traffic safety. They reduce the risk of crashes by separating traffic in opposing directions and eliminating conflicts that occur between moving vehicles and stationary vehicles in the center turn lane. They also eliminate hazards from use of the center turn lane for illegal passing and turning movements.

Medians also reduce conflicts and maintain traffic flow through better control of left turn movements that impede through traffic. Median breaks and left turn pockets can be placed at strategic locations for optimal motorist convenience, access to properties, safety, and efficient traffic movement.

INTERSECTIONS

Existing intersections on North Beale Road are wide and create difficult crossing conditions for pedestrians and bicyclists. Wide corner radii encourage high speed turning movements. Consistent with the design component associated with this project, they will be kept tight, using 15 foot radii where practicable. A wider radius is only necessary at select corners to meet truck turning needs.

Curb extensions, also referred to as bulbouts, may be used to shorten pedestrian crossing distances and times, to provide areas to add greenery, and to allow shorter pedestrian clearance intervals for waiting
motorists. Motorists generally travel more slowly at intersections with bulbouts because of physical and visual narrowing of the street. Extended curbs also slow turning movements while improving sight lines for pedestrians and motorists.

The original proposal for this project included roundabouts at two intersections within this phase. However the County has decided to not include them in the scope for this proposal in the interest of overall cost as well as the need for completing feasibility studies as part of the design phase.

**STREETSCAPING**

Consistent with Yuba County’s East Linda Specific Plan, the streetscape along the North Beale Road corridor will be designed to incorporate a dominant variety of street trees to provide a canopy ceiling, helping to define a more intimate pedestrian scale. Shrubs and groundcover will be of a drought tolerant species and will include a variety of colorful and ornamental specimens as a means to increase visual interest.

Irrigation along the corridor will be a combination of spray and drip irrigation which will be controlled by the County’s existing Rainmaster network. The Rainmaster network allows for comprehensive computer controlled operation, programming, and monitoring of the County’s entire irrigation system from a central office and virtually eliminates the labor typically needed to maintain such an extensive network. Yuba County currently operates 58 separate controllers, 4 repeaters and 2 associated weather data centers on this system. Furthermore, because an existing repeater is located less than a mile away at nearby POW/MIA Park, additional repeaters should not be necessary, allowing for seamless integration at minimal cost.

Appropriate energy efficient lighting to improve pedestrian safety and enhance landscape improvements will be incorporated into this project. The style of fixtures will be designed to be aesthetically pleasing and consistent with the building designs along the corridor. All lighting shall point downward so as to reduce glare for project occupants and neighboring properties.

Furthermore, North Beale Road is within an existing Landscape and Lighting District to pay for ongoing costs associated with the proposed streetscape and lighting improvements.

**RIGHT OF WAY**

This phase of the North Beale Road Complete Street Revitalization project will not require the acquisition of any additional right of way on behalf of Yuba County. However, it may be necessary for associated utility companies to acquire very small amounts of right of way to reposition some utilities. If this becomes the case, it will be very limited and localized in nature.

**CURRENT PROJECT COMPONENT**

Rather than one large undertaking, this project is being designed in manageable segments to ensure that work can be conducted over a period of time as various funding sources become available.
primary thoroughfare in Linda, the work will generally proceed from the west heading eastward. This particular first phase includes Sections A-1 and A-2 as shown on the diagram below.

Eastbound travelers on North Beale Road experience their first impression of Linda at the intersection of Lindhurst Avenue. The intersection is wide and surrounded by parking lots and vacant land. Focus meeting and workshop participants noted there is confusion and risk of crashes as motorists on North Beale Road and motorists from Lindhurst Avenue merge together to continue west on North Beale Road.

In addition to moving traffic safely and efficiently, improvements beginning at this intersection would help designate and anchor a positive transition from the regional commercial center to the entryway to the East Linda neighborhood, and the Gateway to Beale AFB.
Project Narrative and Description

As traffic travels eastward onto North Beale Road, there is generally ample space within the 100-foot right-of-way throughout the corridor to enable development of a center median, landscaped edges and continuous sidewalks. The roadway narrows, however, on North Beale east of Lindhurst Avenue as it passes under the Southern Pacific Railroad trestle. The grade change, surrounding slope and retaining walls in this segment do not allow enough space for a widened sidewalk, planting strip or street front property development.

![Section A1 - 4 Lanes at Gateway](image)

Segregated bike lanes would also help produce a buffering effect for pedestrians between the outside travel lane and the sidewalk.

The diagrams above and to the right show the proposed concept for the roadway where it returns to grade level at Avondale Avenue. They illustrate how the travel and center lane dimensions could be adjusted to provide space for a center median, and the road edges completed with sidewalks and planting strips.

Over time, as existing properties are improved and new properties are developed along North Beale Road, buildings should have a maximum front setback or build-to line to establish a strong and consistent building line near the back of the sidewalk. The building front setback will be five feet from the property line, or more if outside seating will be provided. More building frontage overlooking the street will add to a sense of enclosure to slow traffic speeds, increase visibility of businesses, and increase watchfulness over the public realm.

Utilities will need to be either relocated or adjusted to grade. Utilities have already been placed underground for a portion of this phase. These facilities will need to be adjusted (raised or lowered) to the new surfaces. Existing overhead utilities will need to be relocated. These adjustments will be determined during the design phase for the entire corridor.

However, the undeveloped center lane will allow for installation of a 12-foot median. The introduction of a raised landscaped median in this section of the roadway would provide an opportunity to complete the gateway transition from the regional commercial zone to the entryway into the East Linda neighborhood.
NEPA/CEQA

County staff has already begun facilitating the associated CEQA / NEPA reports to ensure our readiness when the time for construction is at hand. Fortunately, because this project will be entirely in the existing footprint of the County right of way and requires no property acquisition, the Yuba County Planning Department is currently drafting a Mitigated Negative Declaration to satisfy CEQA requirements for the entire corridor. In terms of NEPA, a Finding of No Significant Impact (FONSI) will be prepared prior to the beginning of construction. NEPA review will be conducted during the design phase for the entire corridor, which will commence shortly. Final NEPA clearance is anticipated to be completed by August 2012.

BLUEPRINT PRINCIPLES

North Beale Road is the central connecting roadway to Linda-area residences, public use facilities and businesses and is the gateway to Beale Air Force Base and Yuba College. It is the County’s most heavily travelled roadway. Unfortunately, most of the corridor is without sidewalks, there is little or no landscaping, lighting or other streetscape features to provide shading, buffers from moving traffic or visibility for pedestrian safety and comfort. In its present form, North Beale Road can be seen as a physical divide through the community because of the lack of pedestrian friendly amenities.

The North Beale Road Complete Street Revitalization Project would transform this unsafe and incomplete street corridor into a safe, multi-modal, visually appealing, gateway to major employers and a variety of small businesses and residential neighborhoods. In conjunction with the East Linda Revitalization Plan (ELRP) that the County is currently preparing, this project has the potential for being a catalyst for widespread reinvestment into a blighted and economically disadvantaged community. Proposed improvements to North Beale Road are based on significant public participation resulting in
the Boards adoption of the North Beale Road Walkability and Redevelopment Study (North Beale Study) and preparation of the East Linda Revitalization Plan (ELRP).

These efforts have not only embodied SACOG’s complete street concepts, but all of the key principles of the Blueprint as highlighted below:

Transportation Choices - The project will create a corridor that facilitates use of public transit, improves traffic circulation and safety, and creates a walkable gateway to businesses, schools, and neighborhoods by improving pedestrian and bicycle circulation and safety. Currently, the lack of curb, gutters, sidewalks, and bike lanes presents severe hazards to bicyclists and pedestrians as they share the travel way with fast moving cars and aggregate trucks. This is the County's most heavily utilized transit corridor, yet it lacks appropriate bus turn outs and shelters.

Compact Design - The project will promote compact development by consolidating driveways and providing an opportunity to landscape medians and street edges. Building design and site planning recommendations from the North Beale Study and ELRP include "build to" lines along this corridor which will encourage new developments to be constructed closer to the street frontage. This will allow for more compact development and pedestrian accessibility.

Use of Existing Assets - The proposed improvements will occur within the County’s existing right of way. These improvements coupled with recommendations from the North Beale Study and ELRP will encourage the redevelopment and intensification of uses of underutilized parcels located along North Beale Road.

Housing Options - North Beale is a central link to existing multi-family housing and single family neighborhoods. The project will result in safe and efficient movement of goods and facilities that support motor traffic, pedestrians, bicyclists, and transit services, which are needed to improve and uplift the area, and to respond to the needs of the existing users as well as new developments that will occur on vacant and underutilized parcels along the corridor. The North Beale Study and ELRP have identified potential areas for residential neighborhoods that would provide a broader mix of housing types than currently available.

Mixed-Use Development - This project will set the stage for infill development. Property investors want to place their dollars in areas ripe for success. Improvements to North Beale Road will fuel interest in new development on vacant and underutilized sites and help create local jobs, broader availability of
housing choices and a wider range of goods and services. Sites have already been identified by the public that would be good candidates for mixed-use developments along the North Beale corridor.

**Quality Design** - Today, North Beale Road with its developed and undeveloped edges, presents a sporadic mixture of suburban, rural, and commercial strip development. The roadway itself lacks basic backbone infrastructure (curbs, gutters, sidewalks) as well as multi-modal improvements such as bike lanes, lighting, landscaping, safe crosswalks, and bus turnouts. The existing development tends to be traditional strip mall design with parking in front and buildings towards the back of the street. In addition, buildings are primarily constructed with low end materials and lack any architectural enhancements. This project will transform North Beale Road into a distinctive neighborhood boulevard with landscaped medians, sidewalks, bike lanes, street lights, street furniture and other related aesthetic improvements, and traffic calming measures. These improvements will set the stage for development of the adjacent properties and the recommendations of the North Beale Study and ELRP will further establish design guidelines for private development.

**Preservation of Natural Resources** - The improvements will be constructed within existing County right of way. There is a natural drainage area that generally runs northwest to southeast between Linda and Sutter streets. This area is contemplated to be rehabilitated and incorporated into a community park. The use of storm water planters and rain garden median strips is also being explored as feasible options to handle drainage along portions of North Beale Road.

**Summary of Blueprint Benefits of the Project and Yuba County’s Commitment** - Once complete, the North Beale Road Complete Street Revitalization Project will serve as a blueprint for the revitalization of other aging commercial/mixed use corridors and tough infill projects in the region. In particular, it will be an example of what smaller semi-rural communities can accomplish while still meeting the intent of the SACOG Blueprint and other smart growth principles.

This project will provide a tremendous benefit to the community of Linda and Yuba County. North Beale Road was identified by Caltrans as one of the top 5% unsafe roads in California in both its 2007 and 2008 reports. This grant will provide for the construction of phase 1 of the corridor. The installation of medians, sidewalks, safer pedestrian crossings and other improvements will significantly improve safety, hopefully removing this roadway for good from Caltrans’ 5% unsafe road reports.

The Yuba County Board of Supervisors strongly supports revitalization of this corridor. This has been demonstrated by their adoption of the 2030 General Plan, the North Beale Road Study as well as support for grant applications which have resulted in several awards. In addition, Yuba County has allocated $1.5 million of its scarce resources to enhance this corridor and has used Rule 20A funds to underground dry utilities.

With the design component anticipated to be completed by the end of 2012, the County anticipates beginning the construction of Phase 1 as soon as funding becomes available. A combination of developer impact fees, aggregate surcharges, and the pursuit of future grants will keep this project moving forward and bring subsequent phases to fruition. The first segment, Phase 1 as detailed in this proposal, serves as the gateway to the corridor and progress will certainly continue on future phases...
traveling eastward. In succession, likely phases to follow will be from Hamamonton-Smartsville Road to Wiget Avenue; from Wiget Avenue to Linda Avenue; and finally From Linda Avenue to Griffith Avenue – a complete streets project totaling 2.6 miles that will completely revitalize a community plagued by unemployment, promote “Blueprint” style infill development, and dramatically improve safety on one of California’s most dangerous roads.
### Project Budget Summary – Table #2 (for all grant categories)

**Project Name**: North Beale Road Complete Street Revitalization Project - Phase 1  
**SACOG ID (if available)**: YUB 16008

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<th>Phase</th>
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<th>Month/Year Funding Requested</th>
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July 28, 2011

Sacramento Area Council of Governments (SACOG)
ATTN: Greg Chew, Community Design Program Manager
1415 L Street, Suite 300
Sacramento, CA 95814

RE: Pre Submittal Letter – Yuba County Public Works
North Beale Road Complete Street Revitalization Project (Category 2 Project)

Dear Greg,

It is the intent of Yuba County Public Works to apply for $1,765,000 in funding made available through the 2011-2012 SACOG Community Design Grant Program to complete the first construction phase of the North Beale Road Complete Street Revitalization Project. After the design, this component is the next step toward a comprehensive complete street project that Yuba County has classified as top priority in pursuing SACOG’s Blueprint goals. Scheduled for 2014, Yuba County has identified $230,000 (11.53%) in local match funds from developer impact fees to ensure the success of this segment of the project. These funds are already in the bank, helping provide SACOG with certainty regarding project deliverability.

In March, 2008, the Yuba County Community Development and Services Agency was awarded a Caltrans Environmental Justice Design Planning Grant to begin a North Beale Road Walkability and Redevelopment Study. The study, made possible by the administration of the Local Government Commission (LGC), was facilitated by Dan Burden of Glatting Jackson / Walkable Communities - the nation’s most recognized authority on walkability, bicycle and pedestrian programs. Throughout the study, Burden’s findings provided a wealth of information regarding the condition of North Beale Road and how it truly compares to other projects he has encountered throughout his 37 years of experience. The purpose of the study was to improve safety and mobility choices for multimodal users, stimulate new investment in surrounding properties, encourage neighborhood revitalization, and provide overall visioning for the future of North Beale Road, which has recently been cited by Caltrans as one of the top 5% unsafe roads in the State of California in its “2007 California Highway Safety Improvement Program 5 Percent Report.” According to a follow-up letter from Mr. Burden, “(He) cannot think of a better candidate for one of the nation’s most deserving, transformative, from ruin-to-Complete Street projects” than the North Beale Road project.

As a result of the study, Yuba County’s goal is to completely rehabilitate the roadway including the addition of sidewalks, streetscapes, median improvements, and potentially roundabouts, all within the existing right of way.
North Beale Road serves as the main artery through the community of Linda, and is considered a primary haul route for major goods movement throughout southern Yuba County. In particular, it is the primary haul route for aggregate. The Yuba Goldfields are one of the most plentiful sources of aggregate in the entire State of California, with reserves that are estimated to last 200 years. North Beale Road is the primary access to the Yuba Goldfields, and as such will be used to deliver vast amounts of aggregate to the Sacramento region for the foreseeable future.

Linda is the poorest Census Designated Place in Yuba County, located in a metropolitan area where unemployment is ranked 4th highest in the nation. The economically disadvantaged community, located one mile southeast of Marysville, has approximately 13,500 residents and is located within the Yuba Sutter Enterprise Zone. Studies conclude that over the long term, this complete street project will serve to create over 1,000 new jobs by attracting businesses along the corridor. The beautification of the corridor will also serve to stimulate investment in mixed use developments. It should also be noted that in times of emergency, North Beale Road is a primary evacuation route for the community.

Yuba College, which is located along this project corridor, employs a staff of 435 and boasts a student body of approximately 15,000. At the eastern end of the route is the main gate to Beale Air Force Base, home of the 9th Reconnaissance Wing and the 7th Space Warning Squadron. Beale Air Force Base, at 5,600 employees, is the largest employer between Sacramento and Oregon and has an annual economic impact to Northern California, including Sacramento, of $192 million. The airbase operates both the U-2 and Global Hawk reconnaissance aircrafts as well as the PAVE PAWS early warning and detection system. Although these missions are critical to national security, the U.S. Air Force has identified Beale Air Force Base as the only Air Force Base in the nation not currently possessing a primary access road that is a State Highway, Interstate or thoroughfare. This revitalization project will improve access to the main gate and increase the chances of Beale’s survival during the next round of Base Realignment and Closure (BRAC) procedures.

The area of work is an approximate 1 mile segment of North Beale Road between the intersections of Lindhurst Avenue to the west and Hammonton-Smartsville Road to the east. Separate, colored bike lanes will be constructed as well as enhancements to several transit stops. The streetscapes will serve to beautify the corridor to enhance aesthetics, provide needed shade for pedestrians when trees mature, and attract commerce. Most of the corridor is currently void of sidewalks. This project will see they are installed, improving pedestrian safety exponentially, and conforming to current ADA standards. The total project for the corridor has an estimated construction cost of $14,550,000 and will be nothing short of life changing to the community.

Consistent with the Blueprint goals, this project will increase and enhance multimodal use by integrating designated transit stops, segregated bicycle lanes, and sidewalks. The project will also encourage infill development by enhancing the attractiveness of the corridor. In the County’s recently adopted General Plan it designates the urban portion of North Beale Road as a Mixed-Use Corridor, making mixed-use projects more accessible to land developers. During the General Plan update the Land Use diagram was based on Transect Principles for sustainability practices and community design. These are all consistent with the goals of the Blueprint Project.

In 2009, Yuba County had the good fortune of receiving $1,000,000 from SACOG for the design phase of the North Beale Road Complete Streets Project. The design phase was delayed for a period of time as Yuba County requested the use of toll credits on this project. The use of toll credits is a new policy in California and it took time for the State and COGs to implement. The use of toll credits for design of this project was approved, and the design contract is currently being awarded. The design for the entire corridor will be complete in the next 12 months. With this application, Yuba County is seeking funding for constructing Phase 1 of the corridor improvements, in particular the following:
• Curbs
• Gutters
• Sidewalks
• ADA compliant corner ramps
• Storm drain infrastructure
• Landscaping with irrigation
• Street lighting
• Transit stop enhancements
• Minor road construction
• Adjoining driveway improvements
• Intersection improvements and/or roundabout

As was detailed throughout the design component of the North Beale Road Complete Street Revitalization Project, this project is structured to be completed in manageable phases to ensure success is not impeded.

If awarded these funds, and with our local match funds identified and already in the bank, Yuba County will be advantageously positioned to begin construction on this particular phase in 2014. We look forward to working with SACOG on constructing this regionally significant project; a project that we all will be proud of when complete.

I declare that as the Public Works Director, I am trained in managing federal aid eligible projects, have reviewed and approved the contents in this pre-submittal letter, and attest that Yuba County possesses the resources and capabilities to successfully execute this project as detailed.

Sincerely,

Michael Lee, Director
Yuba County Public Works
(530) 749-5420
mlee@co.yuba.ca.us
August 5, 2011

Mr. Michael Lee, Director
915 8th Street, Suite 123
Marysville, CA 95901

Re: Yuba County – North Beale Road Complete Street Revitalization Project

Mr. Lee:

Thanks for providing us with the Yuba County’s pre-submittal letter for initial review for above referenced project as a potential candidate for the Community Design Funding Program. The main purpose of the pre-submittal letter is for the SACOG/Caltrans Review Team to help determine if your potential project is eligible for federal-aid funding through the Community Design Funding Program.

The SACOG/Caltrans Review Team has completed a review of your project, and the following are its comments:

1. The Team understands that your project will complete the first construction phase of the North Beale Road Complete Street Revitalization Project by complete rehabilitating the roadway including the addition of sidewalks, streetscapes, median improvements, and potentially roundabouts, all within the existing right of way.

2. The Review Team had some questions about whether utilities impacts will need to be addressed. Please address them in your application. Storm drainage was mentioned in your letter – please be aware that federal transportation funding can only be used if the storm drainage costs are incidental to the street improvements, not a significant feature or cost.

3. It is not clear the status of NEPA review in the letter. Please be sure to address this clearly in the application.

4. The Review Team does not take an official position on roundabouts. However, it does raise some technical questions about whether additional right of way will be needed since it will have to be multi-lane to carry truck traffic. Although your letter implies that all right of way has been secured, please be sure to provide your argument in the application that you have enough for this potential right of way – please estimate how much is needed, and how much can you document the County has.

5. Colored bike lanes have clear benefits to cyclist. The downside is that they are not approved by the MUTCD and that potentially may be a liability problem. The Team is looking into whether or not this is a federal aid eligiblility problem (we will get back to you as soon as we can get this answered). Colored bike lanes may be costly to maintain because of the skid marks and stains.

6. The timeline proposed of construction in 2014 seems reasonable if you can complete the design phase in 12 months as stated, NEPA can be cleared within 1.5 years and the utility and right-of-way impacts are minimal or have been fully addressed already. Please clearly explain your proposed schedule in your application.
7. The Team believes that this project is fundamentally federal aid eligible and that you may submit an application. Please be aware that the funding sources may not be available for the programming year that you request. This may mean a later programming year or somehow advancing the project.

The following notes are sent to all applicants:

8. If you choose to apply for Community Design Program funding and your project is recommended for funding by the Community Design Selection Committee (the first of two review committees), you will be contacted between September 12 and 14th and an interview may be offered to you the day of Monday, September 19th. By September 16, SACOG will ask you to submit a draft of a scope of work, schedule and detailed cost estimate. We do not expect these documents to be complete, but enough of it so that we may discuss it during the interview. After the interview, then we will ask you to make revisions to those documents per the discussion in the interview. SACOG and your organization would need to agree upon the final version of those three documents by October 3, 2011.

9. In addition, you may be required to calculate the emissions benefits of your project by Monday, October 3. SACOG will ask you to perform this requirement only if and when there is a realistic possibility your project may receive Congestion Mitigation and Air Quality (CMAQ) program funding. For a project to spend CMAQ, it must show that it reduces emissions of certain types of pollutants.

10. Likewise, if your project is recommended for funding by the Community Design Selection Committee, and there is a realistic possibility that the project might receive STIP-TE funding, then you may be asked to do two tasks. First, you may be asked to fill out a TE eligibility application for review by Caltrans. Secondly, there is a law that requires that SACOG give priority to TE-eligible projects that partner with or employ the Sacramento Regional Conservation Corps (916) 386-8394 or the California Conservation Corps (916) 341-3129. During the interview on September 19, the Review Team will discuss how this issue may be addressed.

Based on the comments above, the Team believes that this project is mostly or entirely federal aid eligible as proposed. Also please keep in mind that if the project that you apply for substantively changes from what you have written in your pre-submittal letter, you may need to re-send a new pre-submittal letter for SACOG review. Because of Mr. Lee’s qualifications (the county’s proposed federal aid manager) in managing federal-aid funding, SACOG will defer to him if and when a new letter is warranted. Also, if your jurisdiction decides to apply for the Community Design funding during this round, please include a copy of your pre-submittal letter and this response in your application.

If you have any questions about SACOG's response, please feel free to contact me at (916) 340-6227.

Sincerely,

[Signature]

Gregory R. Chew
SACOG Community Design Program Manager

GC:pm
RE: Safety Improvement of Gateway to Beale Air Force Base / Linda Revitalization Project

To Whom It May Concern:

Yuba County all too often finds itself battling economic elements to create the right atmosphere for strong growth. We have been able to accomplish some of that work largely on our own, including much of the nearly-completed levee system in the southern portion of our county that, when completed, will give us some of the best flood protection in the nation. Other efforts have relied upon partnerships with state and federal agencies to bolster the infrastructure needed to support a growing business base.

One of the lynchpins to setting the stage for Yuba County’s economic growth is the revitalization of North Beale Road. This vital transportation lane functions as the main route to Beale Air Force Base, the primary road for the County’s only Community College, and the main arterial for aggregate trucks that serve the entire Sacramento region. Although this road operates as a major gateway to commercial and residential activity within the County, it lacks the capacity, safety, and aesthetic qualities commensurate with its usage. For these reasons, Yuba County is applying for $20 million in funding under the California Department of Transportation’s TIGER program.

The California Department of Transportation’s TIGER Program is intended to stimulate jobs, promote economic recovery and provide sustainable and livable communities. The project to revitalize North Beale Road does all of this and more. It will enhance the beauty of the boulevard through landscaping, providing curbs, gutters and sidewalks and installing pedestrian lighting. Those bike lanes and sidewalks will address a critical safety hazardous that regrettably makes North Beale Road one of the most unsafe roads in California.

Given the Federal Government’s substantial investment in Beale Air Force Base, it is critical to properly maintain the roads accessing the Base. Enhancement of North Beale Road will ensure that those who serve to protect our freedom will have a road that befits their contribution to our way of life.

We ask that you take a very close look at this important application, and please note how both the requirements and the spirit of the TIGER Program would be fulfilled through revitalization of the North Beale Road corridor. It’s an essential project to promote jobs, businesses, and public safety along this vital County road.

Most respectfully yours,

Andy Vasquez, Jr.
Yuba County Supervisor, District 1

Roger Abe
Yuba County Supervisor, District 4

SUPERVISORS

Andy Vasquez – District 1 • John Nicoletti – District 2 • Mary Jane Griego – District 3 • Roger Abe – District 4 • Hal Stocker – District 5
July 15, 2009

Wendy W. Hartman
Planning Director
Yuba County Planning Department
915 8th street; Suite 123
Marysville, CA 95901
Phone: (530) 749-5470
Fax: (530) 749-5434

Dear Wendy:

After walking along and working on the N. Beale Corridor, and having led 4,000 walking audits throughout North America, I cannot think of a better candidate for one of the nation’s most deserving, transformative, from ruin-to-complete Street projects.

This corridor is in shambles, and it is holding back the local economy, acting as a disservice to its many good people, who struggle daily to get across the street, or walk their families perilously on its undefined, rutted edges. Indeed, if there is a poster child ready for a makeover to be shared with the nation, the before and after of this corridor can and should be seen by all who reflect on the dark days of transportation’s long era of single use greed and self destruction. A transformation of this corridor is a step into the future with an expression of hope and the belief in creative altruism, fairness and equity for all and the way to America’s economic recovery.

Sincerely,

[Signature]

Dan Burden
Principal
September 2, 2009

To Whom It May Concern:

This letter is written in support of Yuba County’s grant application for the California Department of Transportation’s TIGER program. This program will promote economic recovery and stimulate jobs.

Yuba County has done an outstanding job in ensuring flood protection with the nearly-completed levee system in the southern portion of the county. Now, they desire to continue their diligent efforts by revitalizing North Beale Road with the grant funding and investing in maintenance of the roads accessing Beale Air Force Base.

I wholeheartedly endorse Yuba County’s application for the California Department of Transportation TIGER program and ask that you give it every consideration. If I can provide any additional information, please do not hesitate to call.

Sincerely Yours,

SAM AANESTAD
State Senator, Fourth District

cc: Russ Brown, Yuba County Administration
July 22, 2009

Wendy Harman, Planning Director
Community Development and Services Agency
Yuba County
915 8th Street, Suite 123
Marysville, CA 95901

RE: TIGER Grant for the North Beale Road Complete Streets and Economic Revitalization Project

Dear Ms. Hartman,

As Assemblyman for the Third District, I am pleased to support the submittal of Yuba County’s N. Beale Road Complete Streets and Economic Revitalization Project to the US Department of Transportation under the TIGER program.

As the main gateway to Beale Air Force Base and a primary aggregate hauling route, North Beale Road is an important part of the local economy. It is a crucial corridor for local commerce, but one that is in need of repair. Currently it is listed in the top 5% of unsafe roads in California.

This project will create safer conditions for driving, walking and bicycling, as well as improving the mobility of local goods and services. Safer for travel, friendlier for commerce, and a beautified entrance to our local air force base. I give this project my full support.

Sincerely,

[Signature]

Dan Logue
Assemblyman, Third District
Vice Commander  
5950 C Street  
Beale AFB CA 95903  

Yuba County Planning Director  
Community Development and Services Agency  
Yuba County Government Center  
915 8th Street, Suite 123  
Marysville, CA 95901  

Dear Ms. Hartman  

Yuba County's Community Development and Services Agency initiative and project proposal submitted to the US Department of Transportation for Transportation Investment Generating Economic Recovery (TIGER) funds supporting the North Beale Road Infrastructure and Economic Revitalization Project will significantly benefit Beale AFB.  

This project addresses a variety of transportation and economic development issues for the community of Linda and will benefit the entire County of Yuba. North Beale Road is the main gateway to Beale Air Force Base (AFB). As the host wing at Beale AFB, the 9th Reconnaissance Wing (9 RW) is responsible for providing national and theater command authorities with timely, reliable, high-quality, high-altitude reconnaissance products. The 9 RW maintains a high state of readiness in its combat support and combat service support forces for potential deployment in response to theater contingencies. Making this lane of commerce more efficient and eye-appealing would be a welcomed improvement. North Beale Road is ripe for improved aesthetics and quality of services necessary to attract folks to stop and shop. Your proposed project creates safer conditions in the East Linda community for driving, walking and bicycling. Improved mobility of goods and support for the long term viability of a major thoroughfare to the base are other benefits. Our hope is that it ignites the creation of essential jobs, services and vitality to Yuba County's core commercial area.  

Your TIGER initiative provides a major facelift on a stretch of county road that leads to Beale's main gate. This safety and quality of life initiative will offer a good first impression to Beale AFB visitors.  

Sincerely,  

[Signature]  

ROBERT A. YAHN, Colonel, USAF  
Vice Commander  

One Team...One Fight!
July 20, 2009

Wendy Hartman, Planning Director
Community Development and Services Agency
County of Yuba
Government Center
915 8th Street, Suite 123
Marysville, CA 95901

RE: TIGER Grant for the North Beale Road Complete Streets & Economic Revitalization Project

Dear Ms. Hartman:

As the Sheriff for Yuba County, I am fully supportive of your submittal of Yuba County's North Beale Road Complete Streets & Economic Revitalization Project to the US Department of Transportation under the TIGER program.

I believe that this project will address a myriad of safety, transportation, and economic development issues for the community of Linda and will benefit the entire County of Yuba. As the main gateway to Beale Air Force Base and Yuba Community College, as well as a primary aggregate haul route, North Beale Road is an instrumental corridor to the prosperity of Yuba County.

Currently, North Beale Road is in the top 5% of unsafe roads in the State. This designation is due to the large number of bicycle and pedestrian fatalities and injuries. This project will create safer conditions in the East Linda community for driving, walking and bicycling. It will vastly improve mobility of goods and help support existing enterprises such as Beale Air Force Base, Yuba College, and the aggregate industry. But most importantly, it will create an environment that will support long term essential jobs, services and vitality to Yuba County's core commercial area.

Sincerely,

[Signature]
Steven L. Durfor
Yuba County Sheriff
August 31, 2009

File No.: 285.11746.14241

Ms. Wendy Hartman, Planning Director,
Community Development and Services Agency
County of Yuba
Government Center
915 8th Street, Suite 123
Marysville, CA 95901

Dear Ms. Hartman:

I am pleased to support the County’s efforts in obtaining grant funding to improve the North Beale Road Corridor and surrounding neighborhood in the unincorporated community of East Linda. The California Highway Patrol (CHP), Yuba-Sutter Area, provides traffic enforcement services in Yuba County. The North Beale Road Corridor is a highly traveled portion of roadway that experiences a disproportionate amount of injury and fatal traffic collisions. As such, the CHP works diligently in providing traffic enforcement services with the intention of reducing these collisions. However, traffic enforcement alone cannot fix the issues at hand. This section of roadway has experienced a significant increase in both personal and commercial vehicular traffic than from its original traffic engineering design. Simply put, this roadway is no longer designed to handle the volume of traffic present today.

I believe that this project will address a variety of safety, transportation and economic development issues for the community of Linda and will benefit the entire County of Yuba. As the main gateway to Beale Air Force Base and Yuba Community College, as well as a primary aggregate haul route, North Beale Road is an instrumental corridor to the prosperity of Yuba County.

This project will create safer conditions in the East Linda community for driving, walking and bicycling. It will vastly improve mobility of goods and help support existing enterprises such as Beale Air Force Base, Yuba College, and the aggregate industry, but most importantly it will create an environment that will support long term essential jobs, services and vitality to Yuba County’s core commercial area.

Sincerely,

J.R. YOUNG, Captain
Commander
Yuba-Sutter Area

RECEIVED
SEP 02 2009
Community Development & Services Agency
July 20, 2009

Wendy Hartman, Planning Director,
Community Development and Services Agency
County of Yuba
915 8th Street, Suite 123
Marysville, CA 95901

RE: TIGER Grant for the North Beale Road Complete Streets & Economic Revitalization Project

Dear Ms. Hartman:

As Chief of the Linda Fire Protection District, I am pleased to support the submittal of Yuba County’s North Beale Road Complete Street & Economic Revitalization Project to the US Department of Transportation under the TIGER program.

I believe this project will address a variety of safety, transportation and economic development issues for the community of Linda and will benefit the entire County of Yuba and SACOG region. As the main gateway to Beale Air Force Base and Yuba Community College, as well as a primary aggregate haul route, North Beale Road is an instrumental corridor to the prosperity of Yuba County.

There are numerous safety issues along this corridor due to the lack of basic infrastructure such as sidewalks, bicycle lanes, street lighting, and adequate crosswalks. This lack of basic infrastructure has manifested itself in multiple serious accidents, including vehicle versus vehicle, vehicle versus bicycle and vehicle versus pedestrian. Many of these accidents have resulted in death or serious injury.

Currently, there are several portions of North Beale Road that cannot be developed to their full potential due to inadequate water main capacity to provide adequate fire suppression flows. Many commercial development inquiries have been made over the past several years, most of which have been discouraged by the cost of upgrading water mains to meet fire flow requirements.

This project will allow for essential infrastructure to be constructed that would allow for existing businesses to expand and new businesses to locate along the corridor. Other improvements proposed will create safer conditions in the East Linda community for driving, walking and bicycling. Circulation improvements will not only improve the mobility of goods but has the potential to improve fire department response times to this community. The project will not only support existing enterprises such as Beale Air Force Base, Yuba College, and the aggregate industry, but will create a safe environment that will support long term essential jobs, services and vitality to Yuba County’s core commercial area.

Sincerely,

Richard H. Webb
Chief
July 20, 2009

Wendy Hartman, Planning Director,
Community Development and Services Agency
County of Yuba
Government Center
915 8th Street, Suite 123
Marysville, CA 95901

RE: TIGER Grant for the North Beale Road Complete Streets & Economic Revitalization Project

Dear Ms. Hartman:

As President of Yuba College, I am pleased to support the project proposal submitted to the US Department of Transportation by the County of Yuba for TIGER funds to be used for the North Beale Road Complete Streets & Economic Revitalization Project.

I believe that this project will address a variety of transportation and economic development issues for the community of Linda and will benefit the entire County. As the main gateway to Beale Air Force Base and Yuba Community College North Beale Road is an instrumental corridor to the prosperity of Yuba County.

The Yuba College campus currently serves 14,702 students and 435 staff, for a total of 15,127 persons. Making this corridor safer and visually more attractive will directly benefit our existing student population, but will also provide a welcoming impression to future students and staff.

Overall, this project will create safer conditions in the East Linda community for driving, walking and bicycling. It will vastly improve mobility of goods and help support existing enterprises such as Yuba College, but most importantly it will create an environment that will support long term essential jobs, services and vitality to Yuba County’s core commercial area.

Sincerely,

[Signature]

Kay Adams, Ed.D.
President – Yuba College
July 20, 2009

Wendy Hartman, Planning Director,
Community Development and Services Agency
County of Yuba
Government Center
915 8th Street, Suite 123
Marysville, California 95901

RE: TIGER Grant for the North Beale Road Complete Streets & Economic Revitalization Project

Dear Ms. Hartman:

As the Director for Yuba County’s Health & Human Services Agency, I am pleased to support the submittal of Yuba County’s North Beale Road Complete Streets & Economic Revitalization Project to the US Department of Transportation under the TIGER program. This proposed project will make a huge difference to one of the key corridors in our community.

Most importantly, while this project will address a variety of safety, transportation and economic development issues for the community of Linda, it will benefit the entire County of Yuba. As the main gateway to Beale Air Force Base and Yuba Community College, as well as a primary aggregate haul route, North Beale Road is an instrumental corridor to the economic development and prosperity of Yuba County.

Currently, North Beale Road is in the top five percent of unsafe roads in California. As we are all aware, this designation is due to the large number of bicycle and pedestrian fatalities and injuries. My Department is very concerned about these negative statistics because of the close proximity of our main office to North Beale Road. Many individuals routinely travel on North Beale Road via walking, bicycling or driving to access our Department and the services we provide. We have been aware of the dangerous road conditions in that area for a long time and the need for major improvements.

We are pleased this project will create safer conditions in the East Linda community for driving, walking and bicycling. It will vastly improve mobility of goods and help support existing enterprises such as Beale Air Force Base, Yuba College, and the aggregate industry, but most importantly it will create an environment that will support long term essential jobs, services and vitality to Yuba County’s core commercial area. It will also make it safer and easier for individuals to access the vital health and human services we offer.

Thank you for submitting the North Beale Road Complete Streets & Economic Revitalization Project for funding consideration under the TIGER program. Hopefully, this project will be awarded TIGER grant funding.

Sincerely,

Suzanne Nobles, Director
August 28, 2009

Wendy Hartman, Planning Director,
Community Development and Services Agency
County of Yuba
Government Center
915 8th Street, Suite 123
Marysville, CA 95901

RE: Grant for the North Beale Road Project

Dear Ms. Hartman:

Yuba-Sutter Transit is pleased to support the County’s efforts in obtaining grants to improve the North Beale Road Corridor and surrounding neighborhood. The proposed project will address a variety of transportation and economic development issues for the community of Linda and will benefit the entire County of Yuba and SACOG region. As the main gateway to Beale Air Force Base and Yuba Community College as well as a primary aggregate haul route, North Beale Road is a key corridor for the future prosperity of Yuba County.

I understand that North Beale Road is in the top 5 percent of unsafe roads in the State due to the large number of bicycle and pedestrian fatalities and injuries. In addition, Yuba County currently has the 4th highest unemployment rate in the nation. The proposed project will create safer conditions in the East Linda community for driving, walking and bicycling. It will vastly improve mobility of goods and help support existing enterprises such as Beale Air Force Base, Yuba College and the aggregate industry. Most importantly, it will create a supportive environment for the long term economic and social health and vitality of Yuba County’s core commercial area.

Please feel free to contact me if I can be of assistance in anyway.

Sincerely,

Keith Martin
Transit Manager
August 31, 2009

Wendy Hartman, Planning Director,
Community Development and Services Agency
County of Yuba
Government Center
915 8th Street, Suite 123
Marysville, CA 95901

RE: Grant for the North Beale Road Project

Dear Ms. Hartman:

I am pleased to support the Yuba County’s efforts in obtaining grants to improve the North Beale Road corridor and surrounding neighborhood.

I believe that this project will address a variety of transportation and economic development issues for the community of Linda and will benefit the entire county of Yuba and SACOG region. As the main gateway to Beale Air Force Base and Yuba Community College as well as a primary aggregate haul route North Beale Road is an instrumental corridor to the prosperity of Yuba County.

Currently, North Beale Road is in the top five percent of unsafe roads in the state. This designation is due to the large number of bicycle and pedestrian fatalities and injuries. In addition, Yuba County currently has the fourth highest unemployment rate in the nation.

This project will create safer conditions in the East Linda community for driving, walking and bicycling. It will vastly improve mobility of goods and help support existing enterprises such as Beale Air Force Base, Yuba College, and the aggregate industry, but most importantly, create an environment that will support long-term essential jobs, services and vitality to Yuba County’s core commercial area.

Sincerely,

Steve Carrigan
Vice President, Economic Development

SERVING THE CITIES IN AND COUNTIES OF YUBA AND SUTTER, CALIFORNIA
1227 Bridge Street, Suite C • Yuba City, CA 95991 • Telephone (530) 751-8555 • Facsimile (530) 751-8515 • E-Mail ysedc@ysedc.org
August 28, 2009

Wendy Hartman, Planning Director
Community Development and Services Agency
County of Yuba
Government Center
915 8th Street, Suite 123
Marysville, CA 95901

Re: TIGER Grant for the North Beale Road Complete Streets & Economic Revitalization Project

Dear Ms. Hartman:

As General Manager for the Linda County Water District in Yuba County, I am pleased to support the project proposal submitted to the US Department of Transportation by the County of Yuba for TIGER funds to be used for the N. Beale Road Infrastructure & Economic Revitalization Project and look forward to partnering with the County on this endeavor.

I believe that this project will address a variety of transportation and economic development issues for the community of Linda and will benefit the entire County of Yuba. As the main gateway to Beale Air Force Base and Yuba Community College, as well as a primary aggregate haul route, N. Beale Road is an instrumental corridor to the prosperity of Yuba County.

Currently, there are several portions of N. Beale Road that cannot be developed to their full potential due to inadequate water line capacity to provide adequate fire flows. There are also areas where water mains need to be expanded and/or repaired in order to support additional development.

This project will allow for essential infrastructure to be constructed that would allow for existing businesses to expand and new businesses to locate along the corridor. Other improvements proposed will create safer conditions in the East Linda community for driving, walking and bicycling. It will vastly improve mobility of goods and help support existing enterprises such as Beale Air Force Base, Yuba College, and the aggregate industry, but most importantly it will create an environment that will support long term essential jobs, services and vitality to Yuba County’s core commercial area.

Sincerely,

[Signature]
Douglas W. Lofton, District Manager
Linda County Water District