Approve 2018 Four-County SACOG Funding Round Programming Recommendations

Action
Prepared by: Garett Ballard-Rosa
Attachments: Yes

Approved by: Matt Carpenter

1. Issue:
Should the Transportation Committee approve the staff recommendations for the four county 2018 SACOG Funding Round?

2. Recommendation:
That the Transportation Committee, acting on the authority delegated from the board, approve the four county 2018 SACOG Funding Round programming recommendations, which consist of project scope and funding amount. Approval of the funding round recommendation will authorize the Executive Director to negotiate and execute any necessary Memoranda of Understanding with project sponsors, and direct staff to prepare the required Metropolitan Transportation Improvement Program amendments.

3. Background/Analysis:
Over the last 15 years, SACOG has conducted regional funding rounds every two or three years. The regional funding round awards funds from the Regional Surface Transportation Program (RSTP), Congestion Mitigation and Air Quality Program (CMAQ), State Transportation Improvement Program (STIP), and SACOG Managed Funds. The focus and selection process evolves over each round in response to board direction and input from stakeholders across the region. Projects are selected to receive flexible funds for road, transit, bicycle, and pedestrian projects within the four-county region (Sacramento, Sutter, Yolo, and Yuba counties). The funding round is one of SACOG’s most impactful means to support the implementation of the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS).

4. Discussion/Analysis:
The 2018 funding round recommendations are the culmination of a year-long process. In early 2018 staff presented for board consideration proposals for the programs, guidelines, and performance criteria for the 2018 funding round. In May the board approved the 2018 funding round policy framework and guidelines, and opened a call for applications. As described in the November staff report, SACOG then conducted a multi-faceted performance review to evaluate all submitted applications.

In November the board acted to release the draft 2018 SACOG Funding Round programming recommendations for public review and comment. To date, staff has received two public comments on the draft programming recommendations in the Regional and Community Design programs. Sacramento Regional Transit District commented on the importance of transit in...
meeting the region’s Metropolitan Transportation Plan/Sustainable Communities Strategy and greenhouse gas reduction target. As expressed in the public comment, Sacramento Regional Transit District believes the share of funding toward transit investments has declined in SACOG’s funding round and asks the board to consider how SACOG programs can incrementally fund large projects that meet regional air quality goals.

The City of Elk Grove also provided a public comment, expressing concern that the draft recommendation did not include funding for the Kammerer Road project (the sponsor’s stated highest priority for the round). The comment also discussed the project performance assessment tool that was one part of the overall assessment of submitted projects, noting that from the project sponsor’s perspective, the tool seems better suited for projects with local impacts compared with those with larger scope or whose primary benefit is to relieve conditions on parallel facilities. Both public comments were made at the November 1, meeting of the SACOG Transportation Committee. Since that time staff has had follow-up conversations with both project sponsors, including a more detailed discussion of the performance assessment tool.

The recommendation for the 2018 Regional and Community Design funding awards remains unchanged from the draft staff recommendation presented in November. **Attachment A** provides the tabular summary of the proposed funding totals in these two programs. Attachment A also accounts for the other funding commitments of the 2018 SACOG Funding Round: awards approved from the Transportation Demand Management program; two years’ worth of funding for the Spare the Air program as an air quality transportation control measure; awards from the Green Region competitive program (covered in a separate agenda item); applications submitted from the SACOG region to the state Active Transportation Program; an RSTP exchange for rural counties; and planning, programming and monitoring costs.

Staff will be meeting with relevant transit agencies to agree upon recommendations for the award of Tier II transit funds remaining from a prior regional funding round. The board will act separately on the Tier II transit recommendations during the board’s January cycle.

**Attachment B** provides more detailed project descriptions and a summary of the staff and working group analysis for each project submitted to the Regional and Community Design programs, and establishes conditions for several awards. For conditioned awards, the project sponsor will meet with SACOG Project Delivery staff to establish an agreed-upon calendar for meeting these project level agreements. Upon meeting the requirements, the project will then be programmed into the Metropolitan Transportation Improvement Program (MTIP). Should the project sponsor be unable to reach the milestones established in the agreement, the funds will be made available to future SACOG funding programs.

**Attachment C** lists the board-adopted policy frameworks for the Regional and Community Design programs, as well as the performance indicators used in SACOG’s project performance assessment data tool. Finally, some low-cost projects in the 2018 funding round will be receiving SACOG Managed Funds. These projects will receive funding after entering into a Memorandum of Understanding (MOU) with SACOG. **Attachment D** is the MOU template for project sponsors receiving SACOG Managed Funds.

5. Fiscal Impact/Grant Information:
The item has no fiscal impact to the SACOG’s operating budget other than already budgeted staff time.
6. This staff report aligns with the following SACOG Work Plan Goals:
7 - Deliver Key High-Profile Transportation Projects

Attachments:
Attachment A - Staff Recommendations
Attachment B - Summary of Regional Program and Community Design Application Review
Attachment C - 2018 Regional Program: Sacramento, Sutter, Yolo, Yuba Counties
Attachment D - SACOG 2019 Programming Round Funding (Round 8)
<table>
<thead>
<tr>
<th>Lead Agency</th>
<th>Project Title</th>
<th>Funding Program</th>
<th>Funding Request</th>
<th>Award Recommendation</th>
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## Regional and Community Design Programs Staff Recommendation

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**Regional and Community Design programs subtotal**

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**Green Region Program Subtotal**

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<td>City of West Sacramento</td>
<td>Beyond the Commute: Developing Inclusive TDM Strategies</td>
<td>$100,000</td>
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<tr>
<td>ReIMAGINE Mack Road Foundation</td>
<td>UpCycle II - Expansion of Bicycle Repair Courses and Refurbished Bike Distribution Program</td>
<td>$52,800</td>
</tr>
<tr>
<td>Sacramento Regional Transit District</td>
<td>Microtransit Scheduling Application Software</td>
<td>$150,000</td>
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<td>Sacramento Regional Transit District</td>
<td>SacRT Light Rail Service - Real Time Information</td>
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<td>Sacramento Regional Transit District</td>
<td>SacRT Bus Service - Improved Real Time Information</td>
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<tr>
<td>South Natomas TMA (SNTMA)</td>
<td>SNTMA App for Subsidies and Ridematching</td>
<td>$14,712</td>
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<tr>
<td>Yolo County Transportation District (YCTD)</td>
<td>YCTD Rural Microtransit Pilot</td>
<td>$132,795</td>
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</table>

**TDM Innovations Grants Subtotal**  
$1,384,812  $527,800
## TDM Traditional Grants (funding awarded by SACOG board in Sept 2018)

<table>
<thead>
<tr>
<th>Lead Agency</th>
<th>Project Title</th>
<th>Requested Funds</th>
<th>Funding Award</th>
</tr>
</thead>
<tbody>
<tr>
<td>50 Corridor TMA</td>
<td>Crowd-sourcing Safe Bikeways for Trip Planning</td>
<td>$25,000</td>
<td>$-</td>
</tr>
<tr>
<td>Asian Community Center</td>
<td>Support for Existing Senior Transportation Services</td>
<td>$60,000</td>
<td>$60,000</td>
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<tr>
<td>City of West Sacramento</td>
<td>Innovating Safe Routes to School: Transcending the Public K-8 Curriculum</td>
<td>$80,000</td>
<td>$80,000</td>
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<tr>
<td>El Dorado County</td>
<td>Apple Hill Seasonal Traffic Circulation Improvement</td>
<td>$30,000</td>
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<tr>
<td>Greenly Wise Organization</td>
<td>Green Challenge Automation</td>
<td>$85,500</td>
<td>$-</td>
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<tr>
<td>Paratransit Inc.</td>
<td>Travel Training Program</td>
<td>$57,500</td>
<td>$-</td>
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<tr>
<td>Sacramento Regional Transit District</td>
<td>Real-Time Bus Arrival Signs</td>
<td>$99,570</td>
<td>$99,570</td>
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<tr>
<td>South Natomas TMA (SNTMA)</td>
<td>Carpool Subsidies</td>
<td>$53,000</td>
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<tr>
<td>South Natomas TMA (SNTMA)</td>
<td>Low-Emissions Vehicle Subsidies</td>
<td>$26,500</td>
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**TDM Traditional Grants Subtotal** $517,070 $269,570
<table>
<thead>
<tr>
<th>County</th>
<th>Lead Agency</th>
<th>Project Title</th>
<th>ATP Funding Request (in $1,000s)</th>
<th>Total Project Cost (in $1,000s)</th>
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</thead>
<tbody>
<tr>
<td>El Dorado</td>
<td>Caltrans District 3</td>
<td>SR-49 Bicycle and Pedestrian Improvements</td>
<td>4,575</td>
<td>6,400</td>
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<tr>
<td>El Dorado</td>
<td>El Dorado County</td>
<td>El Dorado Trail Bike-Ped Overcrossing</td>
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<td>5,134</td>
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<td>El Dorado</td>
<td>El Dorado County</td>
<td>Golden Center Drive/Forni Road Ped and Bike Improvements</td>
<td>1,498</td>
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<tr>
<td>Placer</td>
<td>City of Lincoln</td>
<td>Moore Road Trail Undercrossing</td>
<td>593</td>
<td>645</td>
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<tr>
<td>Placer</td>
<td>Placer County Transportation Planning Agency</td>
<td>Highway 49 Sidewalk Gap Closure</td>
<td>14,403</td>
<td>16,403</td>
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<td>Placer</td>
<td>Placer County</td>
<td>Martis Valley Trail Project - Segment 3E/4</td>
<td>5,077</td>
<td>6,347</td>
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<tr>
<td>Sacramento</td>
<td>City of Citrus Heights</td>
<td>Auburn Boulevard Complete Streets – Phase II</td>
<td>12,667</td>
<td>25,477</td>
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<tr>
<td>Sacramento</td>
<td>City of Elk Grove</td>
<td>Strawberry Creek Pedestrian and Bike Trail</td>
<td>1,786</td>
<td>2,817</td>
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<tr>
<td>Sacramento</td>
<td>City of Folsom</td>
<td>Folsom Boulevard Trail Overcrossing</td>
<td>5,850</td>
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<tr>
<td>Sacramento</td>
<td>City of Rancho Cordova</td>
<td>Mather Field Road Corridor Revitalization</td>
<td>2,675</td>
<td>3,375</td>
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<td>Sacramento</td>
<td>City of Rancho Cordova</td>
<td>Neighborhood Greenway Project</td>
<td>1,079</td>
<td>1,279</td>
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<td>Sacramento</td>
<td>City of Rancho Cordova</td>
<td>School Zone Improvement Project</td>
<td>1,122</td>
<td>1,282</td>
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<tr>
<td>Sacramento</td>
<td>City of Sacramento</td>
<td>Broadway Complete Streets Project - Phase II</td>
<td>5,436</td>
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<td>Sacramento</td>
<td>City of Sacramento</td>
<td>Franklin Boulevard Complete Street Phase II</td>
<td>9,283</td>
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<tr>
<td>Sacramento</td>
<td>City of Sacramento</td>
<td>West Canal Multi-Use Trail</td>
<td>1,567</td>
<td>1,960</td>
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<td>Sacramento</td>
<td>Sacramento County</td>
<td>Fair Oaks Boulevard Bicycle and Pedestrian Mobility Project, Phase II</td>
<td>6,066</td>
<td>6,996</td>
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<td>Sacramento</td>
<td>Sacramento County</td>
<td>Fern Bacon Middle School SRTS</td>
<td>858</td>
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<td>Sacramento</td>
<td>Sacramento County</td>
<td>Folsom Blvd Complete Street Improvements, Phase II</td>
<td>4,201</td>
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<td>Sacramento</td>
<td>Sacramento County</td>
<td>Howe Ave Bicycle and Pedestrian Improvements</td>
<td>1,837</td>
<td>2,732</td>
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<tr>
<td>Sacramento</td>
<td>San Juan Unified School District</td>
<td>Three Steps to Safer Routes for Students</td>
<td>441</td>
<td>441</td>
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<td>Sutter</td>
<td>City of Yuba City</td>
<td>Bridge Street SR2S Shared-use Path</td>
<td>670</td>
<td>748</td>
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<td>Yolo</td>
<td>City of Davis</td>
<td>Davis Amtrak Olive Drive Bicycle/Pedestrian Grade-Separated Crossing</td>
<td>5,901</td>
<td>7,266</td>
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<td>Yolo</td>
<td>City of West Sacramento</td>
<td>Sycamore Trail Phase 3</td>
<td>1,060</td>
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<td>Yolo</td>
<td>City of Winters</td>
<td>Grant Ave/SR128/I-505 Overcrossing/Russell Blvd Complete Streets</td>
<td>1,462</td>
<td>25,324</td>
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<td>Yolo</td>
<td>City of Woodland</td>
<td>West Gibson SRTS</td>
<td>4,139</td>
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<td>Yuba</td>
<td>Yuba County</td>
<td>Cedar Lane Elementary Safe Routes to Schools Project</td>
<td>4,735</td>
<td>4,990</td>
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<tr>
<td>Yuba</td>
<td>Yuba County</td>
<td>Ninth Avenue &amp; Fleming Way Safe Route to School Project</td>
<td>5,463</td>
<td>5,757</td>
</tr>
</tbody>
</table>

**Total**                                                   | **108,950**                         | **165,068**                         |
### Other funding commitments and 2019 Funding Round

<table>
<thead>
<tr>
<th>Lead Agency</th>
<th>Project Title</th>
<th>Award Recommendation</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sacramento Metropolitan Air Quality Management District</td>
<td>Air Quality Transportation Control Measures*</td>
<td>$ 942,500</td>
<td>Reflects two years of funding Spare the Air program</td>
</tr>
<tr>
<td>SACOG</td>
<td>RSTP Exchange</td>
<td>$ 1,106,300</td>
<td>Rural three county flexible exchange. For 2018/2019 round</td>
</tr>
<tr>
<td>SACOG</td>
<td>Planning, Programming, and Monitoring</td>
<td>$ 533,800</td>
<td>Reflects 1% of RSTP programmed in 2018/2019 round</td>
</tr>
<tr>
<td>SACOG</td>
<td>Next Generation Transportation Demand Management, including Civic Lab pilots*</td>
<td>$ 3,000,000</td>
<td>Total includes the above grant awards in TDM Traditional and Innovations, as well as Civic Lab pilots, programming, and rolling Mini-Grant awards</td>
</tr>
<tr>
<td>Elk Grove Transit, Sacramento Regional Transit District, Unitrans, and Yolo County Transportation District</td>
<td>2015 Funding Round Tier II Transit Lump Sum</td>
<td>$ 18,148,300</td>
<td>Tier II transit lump sum from 2015 funding round to the four lead agencies. SACOG to convene the four operators during week of November 26th. The SACOG board will approve the Tier II allocation in a separate future action</td>
</tr>
</tbody>
</table>

| Other Funding Commitments Subtotal | $ 23,730,900 |

**SACOG**

2019 Funding Round

Estimated total of $65,000,000 to be programmed in 2019

SACOG will conduct a 2019 Funding Round. Proposed round to align with timing of MTP draft preferred scenario and year 1 evaluation of new programs

* funding was awarded previously by the SACOG board
Summary of Regional Program and Community Design Application Review

Caltrans District 3 – Capital City Freeway Improvement

Regional Program: Funding Request: $3,500,000
Award Recommendation: $1,500,000

Proposed Project: On State Route 51 from J Street to north of Arden Way: perform the environmental phase to widen or replace structures in order to extend bus/carpool lanes, add new auxiliary lanes, add a Class I multiuse trail on the American River bridge adjacent to the northbound lanes, install or upgrade Intelligent Transportation Systems/Traffic Operations Systems (ITS/TOS) elements, modify on/off ramps to improve bicycle/pedestrian/transit accessibility, and install ramp metering.

Summary of Application Review Comments

- The purpose of the project is to address congestion, delays, and safety issues on the Capital City Freeway (SR-51). The freeway is Caltrans District 3’s top bottleneck and is responsible for a large share of the total travel delay in the region.
- The sponsor identified the project’s primary performance benefits as reducing congested VMT and VMT per capita, and increasing multimodal travel options.
- The project is located in an area with demonstrated congestion and many of the proposed treatments are appropriate to address existing issues. The project also proposes to add facilities that would provide new walking and biking access across the American River.
- The sponsor is also examining the feasibility of transit access options—for example, legislation to allow buses to travel on the shoulder—that have proven successful in other states.
- The working group was less clear how the project would reduce VMT per capita, as the project would add vehicle capacity that would likely incentivize more vehicle trips. Managed lane pricing was discussed as a strategy with the most promise to reduce VMT per capita.
- The working group supported keeping the project moving through a partial award, although questions arose about the potential schedule, cost estimates, and deliverability of a project that could ultimately cost an estimated $568 million.
- The working group recommended that the award be conditioned on the applicant demonstrating a commitment to pursuing a managed lane strategy and continuing to engage SACOG in the project development work.
Caltrans District 3 – I-5 Managed Lanes – Sutterville Road to Yolo County Line

Regional Program Funding Request: $4,350,000
Award Recommendation: $3,000,000

Proposed Project: On Interstate 5 (I-5) from Sutterville Rd. to Airport Blvd./Yolo County line: perform the environmental phase for northbound and southbound managed lanes and a Class 1 multiuse trail across the American River.

Summary of Application Review Comments

- The purpose of the project is to improve mobility on I-5 and access to Sacramento International Airport. The project sponsor asserts the project’s primary performance benefits are to (1) reduce congested VMT per capita, (2) reduce VMT per capita, and (3) provide long-term economic benefit.
- The project proposes to implement managed lanes on I-5 that, if implemented effectively, could have a significant impact on reducing congestion.
- However, the application’s narrative section includes limited discussion of the congestion performance outcome, and the project performance assessment used by the application focuses on a segment of the overall proposal.
- The proposed project would support the I-5/Natomas area which has high anticipated growth and economic development potential. The corridor serves several existing job centers that would realize improved accessibility from the project, and could help activate this emerging jobs corridor. The working group was mixed on the timing of the expected growth.
- At this early stage of project development, the working group stressed the importance of considering all alternatives for this stretch of I-5 to ensure the best possible performance outcomes, and how the project fits with other planned investments, including south of the corridor.
- The working group supported keeping the project moving with a partial award, conditioned on (1) the applicant limiting project development efforts to the portions of the corridor that are included in the MTP/SCS, (2) fully funding the $350,000 I-5 Innovation Corridor planning and demonstration project scope element, and (3) demonstrating a commitment to pursuing a managed lane strategy and continuing to engage SACOG in the project’s development.
Caltrans District 3 – Yolo I-80 Managed Lane Project

Regional Program

Funding Request: $4,000,000

Award Recommendation: $2,000,000

Proposed Project: On Interstate 80 (I-80)/US-50 from Kidwell Rd. in eastern Solano County to West El Camino Rd. in Sacramento County: perform the environmental phase for eastbound and westbound managed lanes, auxiliary lanes, and a separated 3.2 mile bicycle/pedestrian bridge across the Yolo Bypass.

Summary of Application Review Comments

- The sponsor’s purpose for the project is to close a gap in the region’s managed lane highway network, mitigate congestion, improve safety and accessibility for active mode users, and move in concert with a parallel rehabilitation project on the facility. The applicant highlighted performance benefits of reducing VMT/capita and congestion, and increasing multimodal travel options.
- The review found strong evidence of congestion on I-80 in both directions, and expects conditions to worsen if unaddressed. The project is exploring creative managed lane policy solutions to congestion issues, such as bus-on-shoulder alternatives which have been successfully deployed elsewhere.
- The working group did not think the project would necessarily reduce VMT/capita unless a managed lanes strategy involving pricing is fully implemented. The working group felt this facility has great potential for expanding mobility options, and recommended the sponsor continue to demonstrate a commitment to managed lane strategies.
- The current facility already has bike infrastructure, so the project proposal may not offer as strong potential for growth in active transportation mobility compared to other applications.
- Eventual construction costs on the facility could exceed $450 million. As there are also improvement needs on other regional freeway segments, the working group expressed concerns about the sponsor’s ability to secure sufficient funds for multiple priorities at once.
- The Regional Program only funds projects in the four-county area, so awarded funds may only be used for improvements located in Yolo and Sacramento Counties and the project scope extent must be consistent with the project included in the MTP/SCS.
- The working group supported keeping the project moving with a partial award, conditioned on (1) strong coordination with the local jurisdictions along the corridor, including the City of Davis, whose application is also recommended for funding towards the I-80/Richards interchange; (2) fully analyzing alternatives to maximize transit ridership along the corridor; (3) demonstrating a commitment to pursing a managed lane strategy that involves pricing; and (4) continuing to engage SACOG in the project’s development.
Capital SouthEast Connector Joint Powers Authority – D3 Segment of Capital SouthEast Connector

Regional Program

Funding Request: $7,500,000

Award Recommendation: $5,000,000

Proposed Project: On White Rock Rd. between Prairie City Rd. and the East Bidwell St. intersection in Folsom: reconstruct and widen the existing two-lane road to four lanes with a Class I multiuse path.

Summary of Application Review Comments

• The purpose of the project is to better connect communities in El Dorado Hills and Folsom with job centers in Rancho Cordova, reduce congestion along US-50, and improve safety and circulation in the corridor. The sponsor selected primary performance benefits as (1) reducing congested VMT per capita, (2) providing long-term economic benefit, and (3) improving safety and security. The sponsor lists the City of Folsom and Sacramento County as co-applicants.

• The project would connect to a regional jobs center in Rancho Cordova and would support an area with a high amount of future projected growth.

• The project performance assessment scores were not high, but the application provided evidence of how the proposed investment would provide safety benefits and reduce congestion on US-50, a heavily-used parallel facility. The working group found the other congestion reduction benefits less significant relative to other projects recommended funding.

• The working group discussed the land use protections in the project vicinity and the project’s alignment with the vision and phasing for this segment of the Connector and planned developments in the area. The working group, however, was mixed on the timing of the expected growth because of some evidence that the development is not occurring as fast as planned. SACOG’s long range plan anticipates near-term development farther north than the proposed project, and closer to infrastructure along US-50.

• SACOG staff recommends a partial award of $5,000,000 to go towards the completion of the proposed project.
City of Citrus Heights – Auburn Boulevard Complete Street -Phase 2

**Regional Program**
- Funding Request: $4,000,000

**Community Design**
- Funding Request: $2,700,000
- Award Recommendation: $4,000,000

**Proposed Project:** On Auburn Blvd. from Orlando Ave. in Roseville to Cherry Glen Ave.: construct Class II bike lanes, landscape-buffered sidewalks, transit stop improvements, a new gateway traffic signal/intersection near Whyte Ave, and the closure of left turns from Whyte Avenue.

**Summary of Application Review Comments**
- The project sponsor seeks to create a safe and efficient corridor for all modes and users, and promote further redevelopment of private properties along Auburn Blvd. The sponsor applied for funds through both the Regional Program and Community Design. The applications identified performance outcomes to increase multimodal travel options, provide long-term economic benefit, and improve safety and security, by helping to establish a gateway on the north entrance of the corridor, create a more walkable and bikeable environment, and promote the active development plans of adjacent properties.
- The project sponsor identified the City of Roseville as a project partner. A portion of the proposed improvements, including the intersection at Whyte Ave. and Auburn Blvd., are located in Roseville. When constructed, the City of Roseville would be responsible for maintaining the improvements that fall within its jurisdictional boundaries.
- The Community Design working group noted Phase 1 of the project has led to denser infill development and improvements to the overall pedestrian experience. However, the application for Phase 2 lacked as clear a discussion of the tie to the Blueprint principles. Given the focus on economic development, the group thought the funding strategy for the larger corridor should draw more on private investment and development fees, and did not recommend Community Design funding.
- The Regional Program review found that Phase 1 brought new investment and supportive land uses to the area, and thought that Phase 2 had strong potential to support job accessibility and further local development opportunities. The review found the project also has thoughtful safety design treatments, including countermeasures that were successful in the prior phase.
- The application demonstrated local commitment to the project, including how community input affected the project design. The working groups recognized the difficulty in transforming older suburban corridors into more complete streets, and how design solutions differ with local conditions. However, with travel lane widths and expected volumes and speeds, the facility may not be as conducive to bicycle and pedestrian travel or changing travel behavior as in some contexts.
- Since the Regional Program and Community Design only funds projects in the four-county area, awarded funds may only be used regarding improvements located in Citrus Heights.
**City of Davis – CR 32A Railroad Crossing Relocation PSR-PDS (Yolo County/Davis)**

**Community Design**

<table>
<thead>
<tr>
<th>Funding Request:</th>
<th>Award Recommendation:</th>
</tr>
</thead>
<tbody>
<tr>
<td>$100,000</td>
<td>$100,000</td>
</tr>
</tbody>
</table>

**Proposed Project:** The City of Davis and Yolo County will work together to prepare a Project Study Report—Project Development Support (PSR-PDS) to review alternatives, identify a preferred option, and develop project scope, environmental issues, and cost estimates for the CR 32A Railroad Crossing Relocation.

**Summary of Application Review Comments**

- The project applied to the non-competitive category of the Community Design Program. SACOG finds the project eligible and recommends it for funding.

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**City of Davis – I-80/Richards Boulevard Interchange Improvement**

**Regional Program**

<table>
<thead>
<tr>
<th>Funding Request:</th>
<th>Award Recommendation:</th>
</tr>
</thead>
<tbody>
<tr>
<td>$7,770,000</td>
<td>$5,000,000</td>
</tr>
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</table>

**Proposed Project:** At the Interstate-80 (I-80)/Richards Blvd. interchange in Davis: construct a grade separated Class I pathway under the westbound I-80 onramp, reconfigure the Richards Blvd. westbound I-80 ramps from a cloverleaf (L-10 configuration) to a tight diamond (L-1 configuration), signalize the Richards Blvd. exit from westbound I-80, and close the Olive Dr. exit from westbound I-80.

**Summary of Application Review Comments**

- The purpose of the project is to improve safety, multimodal access, and mobility, relieve congestion, and accommodate growth in the project area. Identified project performance benefits are to (1) reduce VMT per capita, (2) improve safety and security, and (3) increase multimodal travel options.
- The project design considers the area holistically and includes features that improve the function of the intersections and facility for all modes, while demonstrating potential to achieve the cited performance outcomes.
- The project would support planned infill growth in the project area, providing improved access for walking, biking, and transit use. There is existing bicycle infrastructure already providing a nearby freeway crossing; this project would provide a fully separated pathway.
- Even with the transportation investment, travel to downtown and other destinations further north of the project area will be constrained by existing infrastructure.
- The engineers’ review raised concerns about the project’s coordination with Caltrans, flagging a need to better account for state permit and review timing in the project schedule, and a fuller consideration of how the project aligns with other proposed improvements along I-80.
- SACOG staff recommends a partial award of $5,000,000 to go towards completion of the proposed project. Funding is recommended contingent on the sponsor coordinating closely with Caltrans on the Yolo I-80 Managed Lane project.
**City of Elk Grove – Elk Grove Blvd - UPRR Bike-Ped Crossing**

*Regional Program*  
*Funding Request:* $398,000  
*Award Recommendation:* $0

**Proposed Project:** South of the existing Elk Grove Blvd. overcrossing of Union Pacific Railroad between Four Winds Dr. and Franklin Blvd.: perform environmental phase for a new 0.5-mile Class I multiuse trail, and intersection modifications, including signal modifications, street light relocation, and updated signing and striping.

**Summary of Application Review Comments**

- The sponsor’s stated purpose is to connect the facility to a larger system of bicycle routes and trails, improve accessibility, close a gap in the sidewalk network, and reduce congestion and greenhouse gas emissions. The application selected the increase multimodal travel, provide long-term economic benefit, and improve safety and security performance outcomes.
- The application’s use of local survey results was an effective way of showing how local residents view high auto volumes and lack of supporting infrastructure as a barrier to biking or walking in the corridor. Likewise, the safety performance outcome section had a solid discussion of the current barriers to biking.
- However, compared to other applications, the proposal did not demonstrate how the project fits into a larger vision of the corridor, and how it can leverage or complement other planned or current investments.
- The proposal had lower project performance assessment scores relative to other projects in a similar place type.
- The working group found the strongest part of the economy outcome section was increased accessibility to local schools, but otherwise limited near-term benefits were evident in the application.

**City of Elk Grove – Elk Grove Creek Trail Gap Closure (Laguna Springs Drive to Oneto Park)**

*Regional Program*  
*Funding Request:* $1,213,000  
*Award Recommendation:* $1,213,000

**Proposed Project:** Along the south side of Elk Grove Creek from Laguna Springs Dr. to Oneto Park: construct a Class 1 multiuse trail. On Laguna Springs Dr. from Elk Grove Blvd. to Laguna Palms Way: add Class 2 bike lanes.

**Summary of Application Review Comments**

- The sponsor’s purpose is to address key bicycle and pedestrian mobility challenges in the area by extending the Class I multiuse trail network in Elk Grove, and filling in a gap in the on-street bikeway network. The sponsor selected the project’s primary performance benefits as (1) reduce VMT per capita, (2) provide long-term economic benefit, and (3) increase multimodal travel options.
- The sponsor listed the Cosumnes Community Services District as a project partner. The district helped identify the project and would jointly manage it with the City.
• The application evidenced community support for the project, including how the final design incorporated feedback from local stakeholders.
• Some working group members felt that the project does not offer as high a multimodal accessibility benefit compared with other applications. Destinations cited by the project sponsor appear to be largely accessible via a short detour using the current trail on one side of Elk Grove Creek. Other working group members pointed out that the project adds a trail on the other side of the creek, which does offer a more direct connection to the park and proposed Laguna Palms Way Class II bike lanes.
• The project performance assessment tool shows the area currently has low VMT/capita compared to other suburban environments, and how the MTP/SCS predicts even lower VMT in the future. The tool suggests the project is a good fit for pairing expected land use changes with transportation investments.

City of Elk Grove – ITS 5A - Signal and Intersection Modifications

Regional Program Funding Request: $802,000
Award Recommendation: $802,000

Proposed Project: Within the Elk Grove Intelligent Transportation System: connect existing city fiber copper signal interconnect cable at up to eight intersections, and install new fiber optic communications lines and communication hubs at two new intersections.

Summary of Application Review Comments
• The purpose of the project is to upgrade the current Intelligent Transportation System (ITS) to handle larger quantities of data, enabling the system to keep operating. The project sponsor indicated the project’s primary performance benefits are to (1) reduce congested VMT/capita, (2) provide long-term economic benefit, and (3) improve goods movement.
• The project scope would be a cost-effective approach to systematically address congestion in the larger area. The project performance assessment score was particularly high on that outcome.
• The application clearly explains that existing ITS cannot continue operating without the infrastructure upgrades. The working group expects incremental performance improvements through the proposed operational improvements.
• For future funding requests, the applicant is encouraged to discuss the cumulative performance benefits of the five cycles of ITS improvements made by the City of Elk Grove.
City of Elk Grove – Kammerer Road – Bruceville Road to Big Horn Boulevard

Regional Program

Funding Request: $6,000,000

Award Recommendation: $0

Proposed Project: On Kammerer Rd. from Bruceville Rd. to Big Horn Blvd.: construct a lane widening and divide the existing two lanes to 14 feet, and add Class II bike lanes.

Summary of Application Review Comments

• The sponsor’s stated purpose is to improve safety, traffic operations, emergency response services, and transportation mobility as part of a larger Kammerer Full Build project. The project sponsor asserted the project’s primary performance benefits are to (1) reduce congested VMT/capita, (2) improve goods movement, and (3) provide long-term economic benefit.

• The application’s project performance assessment scores were low for the applicable indicators in each of the three outcomes selected, compared with other projects recommended for funding. However, the working group noted that the application demonstrates how the project could support regional goods movement, as analyzed in a corridor-specific study.

• The working group found the argument for congestion relief on parallel facilities was not fully developed. Notably, the application could have benefited from a tighter connection between the narrative performance outcome section and the material provided in the introduction and appendix.

• The sponsor has made a significant commitment of funds to advance the project, showing it as a local priority. The roadway has the potential to provide a missing link in the regional transportation network by connecting two freeways and providing access to the employment and commercial development that is anticipated for the Southeast Policy Area.

• Given the timing of projected growth in the project area, the current need and performance benefits of the project were less compelling compared with other applications.

City of Elk Grove – Laguna Blvd Right Turn Lane to W. Stockton Blvd

Regional Program

Funding Request: $1,768,000

Award Recommendation: $1,768,000

Proposed Project: At the intersection of Laguna Blvd. and W. Stockton Blvd.: convert the existing right turn lane into a westbound vehicle lane, add a new westbound Class II bike lane, a new right turn lane, and video detection.

Summary of Application Review Comments

• The sponsor’s purpose is to address congestion and delays, and improve access to nearby commercial businesses and major freeways. The application selected the reduce congestion, provide long-term economic benefit, and improve goods movement performance outcomes.
• The project performance assessment tool shows congestion on the facility. The application documents how the sponsor has tried addressing existing backups with ITS improvements, and why the proposed design is still needed to address recurring congestion. As the area is expected to grow, delays will likely only increase if unaddressed.
• The application could have been even stronger if the sponsor offered more concrete specifics on existing congestion and delays, instead of general language about backups.
• The working group expressed concerns that the public outreach cited in the application was based on complaints received, and encourages the sponsor to complete more public outreach.
• The engineering review had a slight concern on a potential delivery risk stemming from the required encroachment permit. However, the City has successfully overcome similar delivery risks previously.

City of Elk Grove – Lewis Stein Road and West Stockton Blvd Pavement Rehab and Modernization

Regional Program

Funding Request: $2,348,000

Award Recommendation: $511,000

Proposed Project: On Lewis Stein Rd. from Sheldon Rd. to West Stockton Blvd. and West Stockton Blvd. from Lewis Stein Rd. to Dunisch Rd.: design and construct the rehabilitation of the roadway and Class II bike lanes; install crosswalks and replace 34 non-compliant ADA ramps; install detectable warning surfaces at commercial driveways; and resurface 2,800 feet of Class I multiuse trail parallel and south of West Stockton Blvd.

Summary of Application Review Comments

• The application seeks to replace non-compliant ADA ramps, improve bicycle and pedestrian connections and visibility, and rehabilitate two roadway sections and an existing pedestrian and bicycle path. The application selected the reduce VMT/capita, increase multimodal travel options, and demonstrate state of good repair performance outcomes.
• The application evidences local support for the project, including the Disability Advisory Committee’s desire to improve walkability along a high use corridor. Likewise, the project would make an investment in a low-income, high-minority area as identified by SACOG.
• However, the bicycle network is largely already in place. The review does not anticipate the project would lead to many more cyclists using the facility. The working group sees the primary benefit from the multimodal outcome is improved walkability.
• The project’s pavement condition index is 78. The application mentioned that the sponsor’s maintenance list did not originally have this facility planned for maintenance until 2024. As such, the working group found a less compelling state of good repair need for the facility compared with other projects in this round.
• SACOG staff recommends a partial award of $511,000 to go towards completion of the proposed project.
City of Elk Grove – Old Town Elk Grove Streetscape Project: Phase 2

Community Design Funding Request: $4,000,000
Award Recommendation: $4,000,000

Proposed Project: On Elk Grove Blvd. from west of Derr St. to Waterman Rd.: construct roadway rehabilitation with buffered Class II bike lanes, landscaped property frontages, sidewalks, crosswalks with rectangular rapid flashing beacons, enhanced bus shelters, and drainage improvements.

Summary of Application Review Comments

- The proposal has supportive design elements: buffered bike lanes, increased right of way, and improved bus shelters and transit access. Low-impact development and landscaped medians are useful additions in helping to create a sense of place.
- The project would build off of a successful first phase and help activate a larger corridor.
- The working group felt the application did not fully address some questions in the pre-submittal letter or how the project supports the various Blueprint principles. However, the overall application was strong and the improvements are likely to be a catalyst for infill development.
- The proposed phase has much more low-density development compared to the first phase. However, the project sponsor demonstrated through the engineering review how the project could help realize the proposed mixed-use, higher density development sought on the corridor.

City of Elk Grove – Replacement Purchase of Seven 40’ CNG Buses

Regional Program Funding Request: $3,718,000
Award Recommendation: $0

Proposed Project: Purchase seven new 40-foot compressed natural gas (CNG) buses to replace buses in the e-Tran fleet.

Summary of Application Review Comments

- The purpose of the project is to help Elk Grove Transit maintain its fleet in a state of good repair. The applicant selected the reduce VMT/capita, increase multimodal travel options, and maintain state of good repair performance outcomes.
- The application provided good data and narrative showing how the service is currently used, and how the combination of local routes, connections to other transit, and commuter service to job centers helps reduce regional VMT.
- Transit Asset Management (TAM) data and application materials demonstrated a maintenance need, including CNG tank expirations that would eventually take buses out of service. However, other transit maintenance requests for funding in this cycle had higher current TAM indicators.
- The Working Group discussed the difficulty in achieving cost-effective transit service in lower density areas. With transit ridership decreasing across the region and for the operator, the
working group was concerned about the effectiveness of transit investments without further understanding of the effect of recent service changes on system performance and the implications for transit fleet needs.

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<th><strong>City of Folsom – Mixed Use Overlay Zoning</strong></th>
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<td><strong>Community Design</strong></td>
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<td><strong>Award Recommendation:</strong> $100,000</td>
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**Proposed Project:** The project would implement the Folsom 2035 General Plan Mixed Use Policies to establish zoning for a broader range of allowed uses and corresponding development standards for compact, integrated development applicable to the East Bidwell Corridor, and expedite modifications to the Zoning Code Text/Map in advance of the comprehensive Zoning Code update.

**Summary of Application Review Comments**
- The project applied to the non-competitive category of the Community Design Program. SACOG finds the project eligible and recommends it for funding.

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<th><strong>City of Folsom – Oak Avenue Parkway</strong></th>
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<td><strong>Regional Program</strong></td>
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<td><strong>Award Recommendation:</strong> $0</td>
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**Proposed Project:** On Oak Ave. from Folsom-Auburn Rd. to southeast of American River Canyon: perform environmental phase to widen from two lanes to four lanes, add Class II bike lanes, bioswales, and a Class I multiuse trail on one side of the roadway. On Oak Ave. from Folsom-Auburn Rd. to the southeastern terminus of Oak Avenue Parkway: rehabilitate the roadway and Class II bike lanes, add a Class I multiuse trail and bioswales on one side of the roadway, and operations improvements at Oak Ave. and Folsom-Auburn Rd.

**Summary of Application Review Comments**
- The sponsor’s stated purpose is to mitigate congestion on Oak Ave. and provide greater active transportation connectivity to the trail network in Folsom. The sponsor selected as the project’s primary performance benefits the (1) reduce congested VMT/capita, (2) increase multimodal travel options, and (3) maintain a state of good repair outcomes.
- The project did not score high on any of the three project performance assessment outcomes selected by the applicant.
- The project application’s scope and performance section lacked information about proposed operational improvements that could contribute to a reduction in congestion on the corridor.
- The project did not demonstrate an immediate state of good repair need for the full project length.
- The active transportation portions of the proposed project were responsive to public input and would build on the existing trail network in Folsom.
- The working group expressed concerns that the project design might not be fully appropriate to address the need described by the sponsor.
City of Galt – C and Civic Enhancements

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<td>Community Design</td>
<td>Funding Request: $2,500,000</td>
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**Award Recommendation:** $2,500,000

**Proposed Project:** On C St. between Civic Dr. and Sixth St.: design and construct road rehabilitation with new class IV separated bikeways with landscaped separation and a center median. On Civic Dr. between C St. and Caroline Ave: design and construct road rehabilitation with new Class IV separated bikeway. On Chabolla Ave., Caroline Ave., and Meladee Ln: design and construct roadway rehabilitation with Class II bike lanes on Caroline Ave. and Chabolla Ave., and Class III bike routes on Meladee Ln. Install sidewalk infill, pedestrian scale lighting, nine flashing pedestrian beacons, benches, bike racks and lockers, and wayfinding signage.

**Summary of Application Review Comments**
- The sponsor’s identified purpose is to increase economic activity in the area, improve bike and pedestrian connectivity to Downtown Galt, increase safety of all users of these roadways, and facilitate and encourage mixed-use redevelopment. The project applied to both the Regional Program and Community Design. For the Regional Program, the sponsor selected the increase multimodal travel, provide long-term economic benefit, and improve safety and security performance outcomes.
- The Community Design working group recommending funding, finding the project would better connect both sides of Highway 99, revitalize a commercial core, and invest in an environmental justice community.
- The Regional Program working group found the proposed C Street segment of the project to have the highest performance benefits, but that the application was less clear about the proposed Class II and Class III treatments for the Civic Center and Carolina Avenue segments of the proposal.
- The working group noted the project could support local economic development and help activate more investment in the downtown area. The local area has a high unemployment rate, but has seen some resurgence in smart growth investments. However, the group noted there are still many large parking lots in the project area, so without land use changes the proposed transportation investments may not be as effective in making the area more pedestrian-friendly.

City of Isleton – Land Use and Growth Analysis Project

| Community Design | Funding Request: $100,000 |

**Award Recommendation:** $100,000

**Proposed Project:** The project would update the city’s GIS database and base map for development of the General Plan as well as a revised land use map that will include analysis of potential updates to goals and policies of the existing General Plan.
Summary of Application Review Comments

- The project applied to the non-competitive category of the Community Design Program. SACOG finds the project eligible and recommends it for funding.

City of Live Oak – Live Oak Housing Element Update and Community Visioning Plan

Community Design  
Funding Request: $100,000  
Award Recommendation: $100,000

Proposed Project: The project would complete the city’s upcoming Housing Element Update and contribute towards the completion of the city’s Visioning Plan.

City of Marysville – Gavin and Veterans Park Modernization Project

Community Design  
Funding Request: $100,000  
Award Recommendation: $100,000

Proposed Project: The project would modernize and upgrade two parks within the community by improving pedestrian circulation and bicycle linkages, including construction of park modernization elements at Gavin Park and Veterans Park. The $100,000 funding would be split evenly between both parks.

City of Rancho Cordova – Mather Field Complete Streets Project

Community Design  
Funding Request: $2,000,000  
Award Recommendation: $0

Proposed Project: On Mather Field Rd. between Folsom Blvd. and International Dr.: design and construct pavement rehabilitation with six-foot Class II bike lanes, high-visibility crosswalks, and transit access improvements. On Mather Field Rd. between Folsom Blvd. and International Dr.: design and construct pavement rehabilitation with six-foot Class II bike lanes, high-visibility crosswalks, and transit access improvements.

Summary of Application Review Comments

- The project aim is to convert this segment of Mather Field Rd. into a complete street.
- The application does a good job discussing connectivity, and how the project could better tie together the American River bike trail, transit, the Los Rios satellite campus, and Mather Field. The working group found this connectivity a strong characteristic of the overall project.
• The city is offering a very significant match of $1.28 million for a request of $2 million. The project covers a long physical distance and provides value for the requested funding amount.
• The primary concern of the working group was that even with the proposed improvements, the project may not be as successful in encouraging more bicycling except for the most confident cyclists as it is a high traffic, high volume area.
• The working group found the application focused less on Blueprint principles and placemaking. As such, the group found the project does not align as well with Community Design criteria as other projects focused on community development and how transportation investments can foster supportive land use change.

City of Rancho Cordova – Sunrise Blvd Street Rehabilitation and Active Transportation Project -
Folsom Boulevard to Folsom South Canal

Regional Program

Funding Request: $2,500,000

Award Recommendation: $2,500,000

Proposed Project: On Sunrise Blvd. from Folsom South Canal to Folsom Blvd.: rehabilitate the roadway, add pedestrian crossing treatments, rehabilitate and extend the center median curbs and landscaping, convert the sidewalk on the east side to a Class I multiuse trail from Citrus Rd. to Folsom South Canal, and add a Class IV separated bikeway from Citrus Rd. to Folsom Blvd. On Sunrise Blvd. from Folsom South Canal to Folsom Blvd.: rehabilitate the roadway, add pedestrian crossing treatments, rehabilitate and extend the center median curbs and landscaping, convert the sidewalk on the east side to a Class I multiuse trail from Citrus Rd. to Folsom South Canal, and add a Class IV separated bikeway from Citrus Rd. to Folsom Blvd.

Summary of Application Review Comments

• The sponsor’s described purpose is to benefit pedestrian and bicyclist mobility and safety, improve street pavement for vehicular traffic, and provide safe travel for all users of the facility. The application focused on the increase multimodal travel options, improve safety and security, and demonstrate state of good repair performance outcomes.
• The project is strong on the state of good repair outcome: the application demonstrated a clear maintenance need on a high volume, regionally-serving arterial.
• The proposal includes a multimodal treatment that creates a separated active transportation network connecting to regional trails, employment opportunities, and providing first/last mile transit accessibility to the Sunrise light rail station. The working group noted the proposed connectivity will serve the local area well as it continues to grow.
• The project’s multimodal benefits appear stronger for bicyclists compared with pedestrians, as the streets are still wide and not as walk-friendly.
City of Rancho Cordova – White Rock Road Safety and Congestion Relief - Luyung Drive to 0.5 miles east of the future Rancho Cordova Parkway

Regional Program

Funding Request: $5,000,000

Award Recommendation: $2,000,000

Proposed Project: On White Rock Rd. between Luyung Dr. and 0.5 miles east of the future intersection with Rancho Cordova Parkway: widen from two lanes to four lanes with a center divide, add class II bike lanes, a landscaped median, and ITS improvements, and add a new traffic signal at Luyung Dr.

Summary of Application Review Comments

- The applicant’s identified purpose is to improve overall mobility, strengthen connectivity, spur economic development, and improve the overall safety for all modes of travel. The sponsor selected the reduce congestion, increase multimodal travel options, and provide long-term economic benefit performance outcomes.
- The application lays out an ultimate vision of a regional-serving facility connecting a major job center with existing communities and high growth areas.
- The timing of corresponding development was a primary issue discussed by the working group. The review found the project’s strongest performance benefits to be longer-term, but noted that targeted investments could help activate the project area in the nearer term.
- The working group did not see the scoped project as having as strong multimodal benefits as other project applications addressing that outcome. In the case of this project, the project performance assessment score was low because distances to activity generators are long and parcels are large.
- SACOG staff recommends a partial award of $2,000,000 to go towards completion of the proposed project.

City of Rancho Cordova – Zinfandel Drive Bicycle and Pedestrian Crossing

Regional Program

Funding Request: $3,377,000

Award Recommendation: $3,377,000

Proposed Project: On Zinfandel Dr. from White Rock Rd. to Folsom Blvd.: design a grade-separated Class I multiuse path adjacent to the Zinfandel crossing of US-50 from White Rock Rd. that would cross under Gold Center Dr. and the US-50 eastbound onramp and westbound offramp. Design a two-stage left-turn at the Zinfandel Dr./Olson Dr.

Summary of Application Review Comments

- The purpose of the project is to improve pedestrian and bicycle access on Zinfandel across US-50, and increase connections to employment centers, shopping, housing, and transit in support of revitalization efforts. The project sponsor identified the project’s primary
performance benefits as (1) increase multimodal travel options, (2) provide long-term economic benefit, and (3) reduce regional VMT/capita.

- The working group noted the proposed project is similar to the bike/ped crossing recently completed at Watt Avenue across US-50.
- This project would work to address an existing barrier between areas of Rancho Cordova north and south of US-50 for biking and walking, and improve first mile/last mile access to the Zinfandel light rail station.
- The review found the project connects major employment areas centers on both sides of the freeway. The MTP/SCS anticipates major redevelopment and infill growth in the area and the need for corresponding transportation investments. However, as the project development efforts move forward, the working group wants to see more near-term evidence of supportive land uses as a complement to the proposed transportation investment.
- The proposed project would address a major connectivity barrier on Zinfandel, but others remain, especially south of the project area. The working group were concerned about the sponsor’s ability to find funding for full construction, estimated at $19 million, which will likely exceed SACOG’s regional funding capabilities. The group also discussed the potential of improving active transportation access on the approaching roadways before pursuing a costlier corridor access improvement. Finally, the working group sought clarification on the relationship between this project and the Zinfandel Complex project, which received a funding award in the 2015 regional round and included bike and pedestrian improvements on the existing freeway crossing.

City of Sacramento – 14th Avenue Extension

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<th>Funding Request:</th>
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<td>Award Recommendation:</td>
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Proposed Project: On 14th Ave. between Power Inn Rd. and Florin-Perkins Rd.: construct a 0.5-mile roadway extension and, for the whole project length, new Class II bike lanes, vertical curb and gutter, sidewalks, planters, and street lights; install a new traffic signal at Florin-Perkins Rd. and modify the existing traffic signal at Power Inn Rd.

Summary of Application Review Comments

- The sponsor’s stated purpose is to create a transportation grid network serving a major industrial business district, relieve traffic congestion in the surrounding area, provide new facilities for active mode users and access to Granite Regional Park, and open the area to future development. The sponsor anticipates a second phase to widen the roadway and complete median, curb, and sidewalk treatments. The applicant selected the reduce VMT/capita, reduce congestion, and increase multimodal travel options performance outcomes.
- The project did not score highly on the project performance assessment outcomes selected.
- The project potentially serves a disadvantaged community, as 98 percent of residents within the larger vicinity of the project fall within SACOG’s low-income, high-minority definition. However, the review found households primarily to the west of the project, and the application did not make clear their destinations for using the proposed improvements.
• Much of the application’s introductory material focused on redevelopment potential for the industrial area and broader vicinity, yet the application did not speak to the economy outcome. The working group could not evaluate a project on an outcome not chosen by the sponsor.

• While the project includes multimodal treatments for a low VMT area, the project performance assessment’s multimodal score was low and the working group did not think that the proposed facilities would be heavily used by bicyclists and pedestrians given its location in an industrial area.

• The application provides less evidence of current congestion need. Instead the performance benefit appears contingent on potential future growth, so does not have the same level of near-term performance benefit on the congestion outcome as other projects with funding requests.

• The engineers review raised some delivery risk around the utility relocation.

City of Sacramento – Capitol Mall Revitalization Project

Community Design Funding Request: $500,000

Award Recommendation: $500,000

Proposed Project: On Capitol Mall between 3rd St. and 9th St.: design improvements to the public space. The ultimate improvements may include a reduction of travel lanes from four to two between 5th St. and 9th St., the realignment of travel lanes to the center of the roadway, and expansion of the pedestrian zone on each side of the street.

Summary of Application Review Comments

• The project has strong placemaking potential and could serve as a high visibility gateway into the city and the region. The central city does not have a lot of public plaza space, and downtown Sacramento is an underutilized asset, especially in off hours. The project would help address these issues, as well as support a potential tie to the Streetcar at 3rd Street.

• While the review found this potential for placemaking, the working group saw significant further land use changes as less likely given current buildings and zoning for the area.

• The working group believes more outreach and involvement needs to be done on project design, including further consideration of the traffic impact of eliminating two travel lanes, as well as of solutions considering the existing design.

• The projected construction cost for this project is expected to be $16 million. The working group thought a Community Design grant would help the project get started, but that funding for the ultimate construction elements should be more broad-based, including drawing on funding from the State of California, and private interests including property owners along the corridor.
City of Sacramento – Del Rio Trail

Regional Program  
Funding Request:  $10,890,000  
Award Recommendation:  $6,000,000

Proposed Project: On the abandoned railway corridor west of Freeport Blvd. from south of Meadowview Rd./Pocket Rd. to the Sacramento River Parkway north of Sutterville Rd.: construct 4.5-miles of Class I multiuse trail and, where feasible, a five to six-foot walking trail, and construct intersection signals or crossing enhancements at each location where the Class I intersects a vehicular roadway.

Summary of Application Review Comments

- The applicant’s described purpose for the project is to create north/south connectivity in the City of Sacramento’s off-street bike network, and increase bike ridership, safety, and equitable investment in bikeway infrastructure. The sponsor selected the reduce VMT/capita, increase multimodal travel options, and improve safety and security performance outcomes.
- The working group identified the project as a compelling example of adaptive reuse of an old rail corridor that can be a unique regional opportunity.
- The application made a strong case on the safety performance outcome.
- The working group found the highest multimodal performance benefit will likely be for recreational use and transportation uses may be less robust, with the highest potential on the southern portion of the corridor. Because the project goes through stable neighborhoods where distances to activity generators are longer, the project performance assessment tool and review did not find the project would result in large VMT reductions or mode shifts.
- However, there are limited north-south options currently for cyclists to access downtown Sacramento, and the project provides regional trail connectivity both north to downtown and the American River Trail, and south to Elk Grove.
- The working group discussed the transportation network in the Meadowview neighborhood, which lacks many safe or comfortable active transportation options. The working group viewed the improved accessibility in Meadowview as a cornerstone of the project’s ultimate performance benefits.
- The project demonstrates performance benefits but also has substantial costs. The engineers review raised some concern on project deliverability and timeline, but recognized the City’s success at solving similar issues in the past. The working group was concerned about the strategy of making one large request to a single funding program, suggesting the sponsor broadly seek other potential funding sources.
- SACOG staff recommends a partial award of $6,000,000 to go towards completion of the proposed project.
City of Sacramento – Franklin Boulevard Complete Streets Project

**Community Design**  
**Funding Request:** $3,500,000  
**Award Recommendation:** $3,500,000

**Proposed Project:** On Franklin Blvd. from 19th Ave. to Sutterville Rd.: design and construct a road diet (reduction from four lanes to three, including a two-way left-turn lane) with Class IV separated bikeways, curb, gutter, sidewalk, pedestrian-scale lighting, landscaping, and on-street parking where appropriate.

**Summary of Application Review Comments**

- The application clearly demonstrated the need for improvements along the corridor, and how the proposed design elements were an effective solution. The application gave great attention to design, including even small details on elements such as tree grates, trash cans, etc. The working group found the proposal an excellent example of context sensitive design. The road diet shows commitment to making a multimodal corridor, and the project would support a mixed-use area of residential, commercial, and civic amenities.
- The application demonstrated a clear commitment to outreach that was truly community driven. A great deal of time has been put into the project and it is ready to be delivered.
- The application includes detailed letters from local businesses near the proposed investments, which evidence not only local support for the project, but how the investment can help incubate further business activity and land use change.
- There is some question on how well the road diet would support expected traffic volumes, especially if Highway 99 has a backup.

City of Sacramento – North 16th Streetscape Project - Design

**Community Design**  
**Funding Request:** $500,000  
**Award Recommendation:** 0

**Proposed Project:** On North 16th St. from H St. to Richards Blvd.: design curb, gutter, sidewalk, landscaping, pedestrian-scale lighting, and pedestrian tunnel access improvements at the Union Pacific Railroad underpass.

**Summary of Application Review Comments**

- The application made a compelling case for the need for active transporation investments in the project area. The pedestrian tunnel is unsafe, unsanitary, and creates a bottleneck.
- The critical segment of this project is the railroad tunnel, yet working group members pointed out that the application did not evidence success in engaging the railroad. Without Union Pacific’s agreement it would be impossible to implement effective design treatments.
- While recognizing the constraints in the area, the working group found the proposal lacking in design specifics and did not see a promising near-term solution.
City of Sacramento – Traffic Signal Safety

Regional Program

Funding Request: $3,983,000

Award Recommendation: $3,983,000

Proposed Project: Install traffic signals at nine locations in the city.

Summary of Application Review Comments

- The stated purpose of the project is to develop an efficient multimodal transportation network with connections to community services, transit stops, housing, and jobs. The project sponsor chose the project’s primary performance benefits as (1) increase multimodal travel options, (2) improve safety and security, and (3) reduce regional VMT/capita.
- The project had relatively high project performance assessment scores on the outcomes selected by the applicant.
- The project sponsor applied a data-driven approach to select the nine proposed intersections, including the City’s Vision Zero planning effort. Detailed maps documenting conditions at each intersection and distances to activity generators were valuable for the review.
- The majority of the proposed signals are located in disadvantaged communities that are also disproportionately impacted by higher-speed, higher-volume arterials and collectors.
- The project includes several different locations for traffic signals, yet the estimate provides a flat “per unit” cost for each signal. The engineer’s review raised concern that unforeseen complications might arise with the diverse array of signal locations, which could impact the deliverability of the project as described.

City of Sacramento and City of West Sacramento – I Street Bridge Replacement

Regional Program

Funding Request: $22,437,000

Award Recommendation: $7,000,000

Proposed Project: Across the Sacramento River between Railyards Boulevard in Sacramento and C Street in West Sacramento: construct a new two-lane bridge with Class II buffered bike lanes and sidewalks, with a 330-foot long vertical lift movable center.

Summary of Application Review Comments

- The applicants seek to replace a functionally obsolete bridge with a multimodal bridge that will support redevelopment efforts in the Railyards and River District in Sacramento and the Washington District in West Sacramento. The project sponsors identified the project’s primary performance benefits as (1) increasing multimodal travel options, (2) providing long-term economic benefit, and (3) demonstrating state of good repair benefits.
- The working group believes the project demonstrates significant potential for achieving the three performance outcomes, with the project design activating the land use potential and offering important connectivity to emerging development on both sides of the Sacramento River.
• The total funding request is inconsistent with the Regional Program Framework’s consideration for “small and medium sized projects” in requesting almost 25 percent of the estimated available funding in the Regional Program. Because of this, a partial funding award is recommended.

City of Sacramento and Sacramento Regional Transit District – R Street and 29th/30th Street Signalization

Funding Request: $1,364,000
Award Recommendation: $0

Proposed Project: On R St. at the intersection with 29th St. and the intersection with 30th St.: install new traffic signals.

Summary of Application Review Comments
• The applicants’ purpose for the project is to provide safe and convenient connections between the 29th Street light rail station and surrounding medical services, employment centers, social services, and grocery shopping. The sponsor chose the increase multimodal travel options, improve safety and security, and demonstrate state of good repair benefits performance outcomes.
• The sponsor demonstrated potential for improving safety along the corridor, especially for vulnerable users.
• The project evolved from a grassroots effort involving community partners and has local support.
• The project performance assessment score for state of good repair benefit was particularly low and the working group did not find significant potential for system maintenance benefits as a result of the proposed investment.
• The project is located in an area with high rates of multimodal activity. However, the working group noted the existing nearby crossings, low volume of traffic at the proposed signal locations, and relatively high cost of the project for a limited area of improvement.

City of West Sacramento – Washington District Gateway

Funding Request: $2,300,000
Award Recommendation: $2,300,000

Proposed Project: On the west side of the Sacramento River from the Broderick boat ramp to the I St. Bridge: construct a Class I multiuse trail, with Class I trail spurs north of D St./the railroad tracks from the riverwalk trail to 3rd St., and south of the railroad tracks to the existing Riverwalk trail terminus on E St, including gated bicycle and pedestrian rail crossings. On C St. between 4th St. and 3rd St., and on 3rd St. between C St. and D St.: construct streetscape improvements and a mid-block crossing on 3rd St. between D St. and E St.
Summary of Application Review Comments

- The application made a strong case for how the proposed project leverages other recently-made investments to help foster redevelopment and better create a sense of place. The proposal is a shovel-ready phase of a larger regional effort to better connect both sides of the river.
- The city has secured other funding and is providing a 37% match for this request, demonstrating a high level of local commitment.
- The working group discussed how effective the active transportation elements of the project would be in activating the underdeveloped parcels southwest of the gateway site. The group found the application clearly made the connection to how the project would support the Blueprint principles.
- The working group raised concerns on whether the project’s timeframe is feasible, given the need for permitting from flood agencies, the Army Corps of Engineers, and the railroad. The letter of support from the railroad helped assuage some of this concern.

City of West Sacramento – West Capitol Avenue Road Rehabilitation and Safety Enhancement

Regional Program

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Proposed Project: The project sponsor offered two project versions for consideration.

- On West Capitol Ave. between Enterprise Blvd. and Harbor Blvd.: construct rehabilitation of five lanes of roadway, with sidewalk infill, drainage improvements, signal modifications, lighting, crosswalks, and buffered Class II bike lanes.
- On West Capitol Ave. between Enterprise Blvd. and Harbor Blvd.: construct roadway rehabilitation with sidewalk infill, drainage improvements, signal modifications, lighting, and crosswalks, but reduce traffic lanes to three from east of the westbound US-50 offramp to west of Northport Dr., install a two-way Class IV separated bikeway on the north side of West Capitol Ave. and a buffered Class II bike lane on the south side, and install Class II buffered bike lanes from west of Northport Dr. to Enterprise Blvd.

Summary of Application Review Comments

- The sponsor’s stated purpose is to correct the deficiencies of the roadway and address the diverse needs of the users, from heavy truck traffic to bicycle commuters and pedestrians. The project sponsor identified that the project’s primary performance benefits are to (1) increase multimodal travel options, (2) improve goods movement, and (3) reduce regional VMT/capita.
- The application discussed the benefits of making the active transportation improvements leading into the planned redevelopment of the project area, although the land use changes are not anticipated for several years.
- The working group noted many jobs located along the project corridor, and that the improvements could strengthen multimodal commuter access within the city and beyond.
- The sponsor discussed freight-related activity on a parallel roadway but did not fully connect how the proposed project improvements would support the goods movement performance.
outcome. The application also reused the same information across several paragraphs in the freight section.

- The working group recognized the project goal of balancing freight, auto, and active needs, but was uncertain that the proposed project design would fully eliminate conflicts across modes.
- A partial award of $2,000,000 is recommended to be available for Phase 1 or Phase 2 of the project.

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**City of Wheatland – City of Wheatland Business Park Feasibility Study**

*Community Design*

**Funding Request:** $100,000  
**Award Recommendation:** $100,000

**Proposed Project:** Complete a study to identify a preferred Business Park site, analyze feasibility, and determine the action steps required in assembling a consolidated planning area with appropriate infrastructure.

**Summary of Application Review Comments**

- The project applied to the non-competitive category of the Community Design Program. SACOG finds the project eligible and recommends it for funding.

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**City of Winters – General Plan Refresh and Sustainability Element**

*Community Design*

**Funding Request:** $100,000  
**Award Recommendation:** $100,000

**Proposed Project:** Update the city’s General Plan elements to reflect key planning goals for transportation (complete streets, bike/pedestrian master plans, design), the climate action plan, economic development, housing, community design, and public facilities. Adoption of a new Sustainability Element would reflect policies aimed at addressing EARTH: Environmental justice, Air quality, Recycling and conservation, Transportation, and Housing.

**Summary of Application Review Comments**

- The project applied to the non-competitive category of the Community Design Program. SACOG finds the project eligible and recommends it for funding.
City of Woodland – City of Woodland’s Sidewalk / Driveway Improvement Project

Community Design

Funding Request: $100,000
Award Recommendation: $100,000

Proposed Project: On West Main between West Street and Country Road 98: install sidewalks and driveways that will provide Complete Streets improvements to enhance the safety of pedestrians and drivers in this corridor.

Summary of Application Review Comments

- The project applied to the non-competitive category of the Community Design Program. SACOG finds the project eligible and recommends it for funding.

City of Woodland – Gibson Road Bicycle/Pedestrian Mobility

Regional Program

Funding Request: $3,933,000
Award Recommendation: $3,933,000

Proposed Project: On Gibson Rd. from East St. to West St.: construct road rehabilitation with Class II buffered bike lanes, modify traffic signals and curb ramps.

Summary of Application Review Comments

- The sponsor’s purpose is to improve an existing corridor as a complete street that adequately provides for all existing and future users. The application selected the increase multimodal travel options, improve safety and security, and demonstrate state of good repair performance outcomes.
- The application demonstrated a strong commitment to community outreach and local support for the project.
- The working group found the project would lead to multimodal benefits along the corridor, including enhanced connectivity to local elementary schools. However, engineers had some design questions on the purpose of the 12-foot bike lane.
- The project did not score as well on state of good repair benefits, as pavement conditions are decent relative to regional need.
- For the safety performance outcome, the application provides solid safety countermeasures, for an overall higher safety score. However, some reviewers thought the benefits from the buffered bike lanes would be lessened without the removal of on-street parking, especially near intersections.
City of Yuba City – Harter Parkway and Sutter Bike Path Gap Closure

Regional Program

Funding Request: $1,984,000

Award Recommendation: $1,984,000

Proposed Project: Construct a Class IV separated bikeway on Jefferson Rd. from Hooper Rd. to Ruth Ave; construct a Class I multiuse path along Harter Parkway from Butte House Rd. to State Route 20; construct Class II bike lanes on Harter Parkway from State Route 20 to Spirit Way; add/retrofit five pedestrian ramps; and add wayfinding signage.

Summary of Application Review Comments

- The project’s purpose is to provide new, direct active transportation access between the Tierra Buena neighborhood and four local schools: Tierra Buena Elementary, River Valley High School, Feather River Academy, and Faith Christian School. The project sponsor identified the primary performance benefits as (1) reducing VMT/capita, (2) providing long-term economic benefit, and (3) increasing multimodal travel options.
- The information in the application supported high scores from the working group for each of the three performance outcomes selected by the applicant.
- The proposed project extends the existing 4.6-mile Sutter Bike Path into Yuba City, and connects to a park that is under construction.
- The application clearly discussed the project’s performance benefits in reducing VMT, increasing multimodal accessibility, and increasing local business activity through enhanced infrastructure. The proposed project provides a direct, low-stress active transportation route to a shopping center that also serves as a large employment center for the city, with amenities such as groceries, a hardware store, and dining opportunities.
- The working group discussed how the active transportation investments seemed geared more towards cyclists than pedestrians.

City of Yuba City – Highway 20 Revitalization Corridor Enhancement

Community Design

Funding Request: $100,000

Award Recommendation: $100,000

Proposed Project: Along the Highway 20 transportation corridor from State Route 99 to the 10th Street Bridge: construct corridor enhancements in accordance with the City’s Highway 20 Better Street Design Guide, the Highway 20 Gateway & Streetscape Master Plan, and Caltrans’ requirements for work within their right-of-way.

Summary of Application Review Comments

- The project applied to the non-competitive category of the Community Design Program. SACOG finds the project eligible and recommends it for funding.
**Paratransit Inc. – Moving Youth to Jobs**

*Regional Program*

Funding Request: $2,000,000  
Award Recommendation: $0

**Proposed Project:** Within the six-county SACOG region: collaborate on outreach, provide transportation services such as a Youth to Jobs program and travel training, and support bike share and vanpool services.

**Summary of Application Review Comments**

- The applicant’s stated purpose is to provide mobility options in communities where students and young adults face transportation barriers to seeking and retaining gainful employment. The project sponsor selected the project’s primary performance benefits as (1) increase multimodal travel options, (2) provide long-term economic benefit, and (3) reduce regional VMT/capita.
- The concept is supportive of long-term economic strategies being discussed at the local and regional levels. However, the application did not include a clear scope or specifics for implementing services that would achieve the cited performance outcomes. The project scored low on all three project performance assessment outcomes selected.
- The working group was not clear how the project would effectively use the funding to achieve a transportation benefit.
- The application included potential investments in Placer County, which are not eligible for project funding as part of the four-county Regional Program.

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**Sacramento County – Arden Way Complete Streets: Phase 1**

*Community Design*

Funding Request: $4,000,000  
Award Recommendation: $1,000,000

**Proposed Project:** On Arden Way from Howe Blvd. to Watt Ave.: design roadway rehabilitation with separated sidewalks, landscaping, buffered Class II bike lanes, traffic signal modifications, crossing enhancements, bus turnouts, channelized landscaped medians, and street lighting. On Arden Way from Watt Ave. to Morse Ave.: construct separated sidewalks, buffered Class II bike lanes, traffic signal modifications, crossing enhancements, bus turnouts, channelized landscaped medians, and street lighting.

**Summary of Application Review Comments**

- The application clearly demonstrates local need and how the corridor could benefit from improvements. The working group fully supported the project goal of transforming an auto-oriented facility into a walkable, mixed-use corridor, noting how suburban commercial corridors are a major part of the region and the need to figure out effective solutions given the changing retail environment.
- The applicant is offering a sizable match, evidencing local commitment.
The working group was not fully convinced that the transportation investment would lead to land use change by itself. The big picture vision developed in conjunction with Smart Growth America is valuable, but additional planning and engagement with property owners along the corridor will be important.

The working group felt the project isn’t ready for construction from a timeline perspective and that the sponsor needs to do more outreach upfront and build toward greater specificity for the engineering and construction phase.

SACOG staff recommends a partial award of $1,000,000 to go towards project development.

Sacramento County – Complete Streets Rehabilitation El Camino Avenue - Mission Avenue to Garfield Avenue

Regional Program

Funding Request: $2,295,000

Award Recommendation: $2,295,000

Proposed Project: On El Camino Ave. from 300 feet east of Mission Ave. to 300 feet west of Garfield Ave.: construct road rehabilitation, Class II bike lanes, pedestrian ramps, sidewalk infill and repairs, and traffic signal upgrades such as video detection cameras with bicycle detection.

Summary of Application Review Comments

- The sponsor’s stated purpose is to bring this facility segment into a state of good repair and provide a complete street corridor to enhance and encourage all modes of transportation. The applicant selected the increase multimodal travel options, improve safety and security, and demonstrate state of good repair performance outcomes.
- The project has a clear maintenance need: the application provided concrete evidence of poor pavement conditions on a well-used corridor.
- The application also makes a strong case for safety performance. The facility has had a high collision rate, and the safety section of the application speaks to the causes of the prior collisions and the countermeasures proposed by the project.
- The project uses a notable portion of its budget towards sidewalk improvements, demonstrating a commitment to improving the pedestrian environment. The project also serves a local school and is served by transit.
- The application used much of the same information as other projects submitted by the sponsor, and had some inconsistencies between the project performance assessment table and the data cited in the application.
Sacramento County – Complete Streets Rehabilitation Hazel Avenue - Pershing Avenue to Greenback Lane
Regional Program

Funding Request: $1,666,000
Award Recommendation: $0

Proposed Project: On Hazel Ave. from Pershing Ave. to Greenback Ln.: construct roadway rehabilitation, Class II buffered bike lanes, sidewalk infill on the east side of the road, sidewalk repairs and pedestrian ramps, and traffic signal upgrades such as video detection cameras with bicycle detection.

Summary of Application Review Comments

- The sponsor’s purpose is to bring Hazel Ave. to a state of good repair. The sponsor identified the project’s primary performance benefits as (1) demonstrating state of good repair benefits, (2) improving safety and security, and (3) increasing multimodal travel options.
- The project scored low on two of the three project performance outcomes selected. Only on the maintenance outcome did the project score high. The application demonstrated a significant maintenance need on this region-serving facility.
- The extent of complete streets improvements was vague in the application, as was the discussion of causes of documented crashes. Without more specific information, the working group struggled to determine if the proposed project would achieve the claimed performance benefits.

Sacramento County – Complete Streets Rehabilitation Kenneth Avenue – Central Avenue to Elm Avenue
Regional Program

Funding Request: $1,012,000
Award Recommendation: $0

Proposed Project: On Kenneth Ave. from Central Ave. to Elm Ave.: construct roadway rehabilitation, Class II buffered bike lanes, pedestrian ramps, and repair sidewalks.

Summary of Application Review Comments

- The sponsor’s primary purpose is to bring Kenneth Ave. to a state of good repair. The sponsor selected the demonstrate state of good repair benefits, improve safety and security, and increase multimodal travel options project performance outcomes.
- The project scored low on two of the three project performance outcomes selected by the applicant. Only on the maintenance outcome did the project score high. The current state of the roadway demonstrated a strong need for rehabilitation to benefit people driving and biking.
- The project sponsor did not provide design specifics on the proposed active transportation improvements, the causes of crashes on the facility, or destinations for pedestrians and cyclists using the facility. Without that information, the working group were not able to identify whether the project would achieve the reported performance benefits.
Sacramento County – Complete Streets Rehabilitation Marconi Avenue - Eastern Avenue to Walnut Avenue
Regional Program
Funding Request: $2,505,000
Award Recommendation: $0

Proposed Project: On Marconi Ave. from Eastern Ave. to Walnut Ave.: construct roadway rehabilitation, Class II bike lanes, pedestrian ramps and sidewalk repairs, sidewalk infill, and traffic signal upgrades.

Summary of Application Review Comments
• The sponsor’s identified purpose is to bring this segment into a state of good repair and provide a complete street corridor to enhance and encourage all modes of transportation. The application selected the increase multimodal travel options, improve safety and security, and demonstrate state of good repair performance outcomes.
• The project scored low on two of the three project performance outcomes selected. The project scored high only on the maintenance outcome. Poor pavement conditions cited in the application demonstrate a maintenance need.
• The application did not make as strong a performance case outside of the maintenance outcome. While the corridor has had a high rate of collisions, the application gave an incomplete assessment of the cause of collisions and how the project design would respond with countermeasures. The application used much of the same analysis and material as in other submissions, which made it difficult to isolate the performance benefits of this individual project.

Sacramento County – Complete Streets Rehabilitation Rio Linda Boulevard – West Elverta Road to Sacramento County/Placer County Line
Regional Program
Funding Request: $1,200,000
Award Recommendation: $0

Proposed Project: On Rio Linda Blvd. from West Elverta Rd. to Sacramento County/Placer County Line: construct roadway rehabilitation, rumble strips, sidewalk repairs, and pedestrian ramps.

Summary of Application Review Comments
• The sponsor is seeking to rehabilitate the roadway and address crashes in the project area. The project applicant claimed the project’s primary benefits are to (1) demonstrate state of good repair benefits, (2) improve safety and security, and (3) increase multimodal travel options.
• PCI along the project is low and the proposed addition of rumble strips would be an appropriate countermeasure to keep vehicles from veering off the roadway.
• The project scored low on two of the three project performance outcomes selected. Only on the maintenance outcome did the project score high.
Based on the scoped improvements, the working group did not find the project demonstrated significant potential for increased multimodal use. Class II bike lanes on Rio Linda Blvd. are identified as a short-term (one to five year) priority infrastructure improvement in the adopted Sacramento County Bicycle Master Plan, but were not included in the project scope. The omission was not discussed by the project sponsor, while the addition of rumble strips has the potential to decrease safety for people biking on the roadway.

Sacramento County – Complete Streets Rehabilitation Madison Avenue – Dewey Drive to San Juan Avenue

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Proposed Project: On Madison Ave. from Dewey Dr. to San Juan Ave.: construct roadway rehabilitation, Class II bike lanes at intersections, sidewalk repairs and pedestrian ramps, and traffic signal upgrades such as video detection cameras with bicycle detection.

Summary of Application Review Comments

- The sponsor’s cited purpose is to bring the facility into a state of good repair and provide a complete street corridor to enhance and encourage all modes of transportation. The applicant selected the increase multimodal travel options, improve safety and security, and demonstrate state of good repair performance outcomes.
- The application demonstrated poor pavement conditions and a clear maintenance need, so the project scored high on the maintenance outcome. The project scored low on the other two project performance outcomes chosen by the applicant.
- The application used much of the same general analysis and material as in other applications, which made it difficult for the working group to assess specific performance benefits. In particular, the proposal did not provide sufficient analysis or narrative on how the proposed treatments on a high volume, multi-lane facility like Madison Ave. would improve the multimodal experience, one of the performance outcomes selected by the sponsor.
- The application also had some inconsistencies between the project performance assessment table and the data cited in the narrative section.

Sacramento County – El Centro Road Bicycle and Pedestrian Improvements

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Proposed Project: On El Centro Rd. from Arena Blvd. to Moscatel Ave.: design and construct a Class I multiuse bridge across the drainage canal on the east side of El Centro Rd., and a Class I multiuse trail from north of Moscatel to the existing sidewalk at the drainage canal.

Summary of Application Review Comments

- The identified purpose of the project is to address gaps in facilities for active transportation and vulnerable road users. The applicant selected the project’s primary performance benefits
as (1) increase multimodal travel options, (2) improve safety and security, and (3) reduce regional VMT/capita. The sponsor identified the City of Sacramento as a project partner.

- The project would remove a barrier in the active transportation network in support of increased multimodal travel options.
- However, it was not clear how the proposed improvements would integrate with planned longer-term roadway widening, or if the request is for a shorter-term solution.
- The project sponsor documented a safety need in the project area but did not identify the rate of people biking or walking on the roadway in support of the improvement. As a result, the safety score was low on the project performance assessment.
- Providing evidence of active transportation use could have made the application stronger.

Sacramento County – Elverta Road Improvement

**Regional Program**

Funding Request: $5,000,000

**Award Recommendation:** $5,000,000

Proposed Project: On Elverta Rd. from Dutch Haven Blvd. to Watt Ave.: replace and raise the bridge over Dry Creek by four feet, construct a road widening from two to four lanes, and buffered Class II bike lanes.

**Summary of Application Review Comments**

- The sponsor’s stated purpose for the project elements is to replace a functionally obsolete bridge to reduce flood risk, mitigate congestion, and improve safety and mobility for all travel modes. The application selected the reduce congestion, provide long-term economic benefit, and demonstrate state of good repair performance outcomes.
- The narrative section of the application makes a strong maintenance case for replacing the bridge, which is prone to flooding. The review found this to be a critical and near term need, and recommends funding specifically for the bridge element.
- While the project performance assessment tool and application provides evidence of congestion, the working group wasn’t fully convinced that the other proposed treatment (six lanes) was the most cost-effective solution.
- The working group offered mixed reviews on the economy performance outcome, noting that SACOG’s long range plan predicts less near-term growth in this area relative to other projects receiving funding. The application did not make as compelling a case on how the other proposed project elements would catalyze the area for economic development.
Sacramento County – Fair Oaks Boulevard Bicycle and Pedestrian Mobility, Phase II

Regional Program

Funding Request: $5,720,000

Award Recommendation: $5,720,000

Proposed Project: On Fair Oaks Blvd. from Howe Ave. to Munroe St.: design and construct a road diet (reduction from six lanes to four lanes) with new Class IV separated bikeways, increase existing sidewalk width and separate sidewalks from the roadway, install landscaping, shade trees, lighting, two new traffic signals, and modify one existing traffic signal. On Fulton Ave. between Fair Oaks Blvd. and Sierra Blvd: improve Class II bike lanes, sidewalks, and pedestrian crossings, including modifications to the Sierra Blvd. signalized intersection.

Summary of Application Review Comments

- The project’s primary purpose is to improve bicycle and pedestrian mobility and safety in the corridor. The applicant selected the reduce VMT/capita, increase multimodal travel options, and improve safety and security performance outcomes.
- The project was developed through an in-depth planning and engagement process with stakeholders and the community. The resulting application lays out a thoughtful approach on how to transform a commercial corridor into a more complete facility.
- Although the project scored lower using the project performance assessment tool, the working group found that the narrative proposal and proposed design offer strong performance benefits across the three selected outcomes and made a compelling case that superceded the tool-generated data.
- The project makes an investment in an area identified by Sacramento County as an Environmental Justice Community, and as a low-income, high-minority (LIHM) area in SACOG’s project performance assessment tool. The application demonstrates how the project can improve access to opportunity for this existing community.
- The engineers review raised questions on how the lane drop just to the west of the project will be achieved.

Sacramento County – Greenback Lane Complete Streets: Phase 1

Community Design

Funding Request: $2,990,000

Award Recommendation: $0

Proposed Project: On Greenback Ln. from approximately 330 feet west of Main Ave. to 630 feet east of Main Ave.: design and construct roadway rehabilitation with landscape-buffered sidewalks, transit stop improvements, buffered Class II bike lanes, a landscaped center median, a monument sculpture/plaza.

Summary of Application Review Comments

- The working group believes the public art and Orangevale monument help with the placemaking goals of the Community Design program. The buffered bike lanes are helpful in making this a safer place for all users of the facility.
• Compared with other applications the working group believed that the proposal does not make as strong a connection to Blueprint principles, identify what steps are needed for effective change, or spell out the larger vision for the corridor.
• Tangible land use changes remain a challenge in the corridor, as parcel sizes are large and existing uses center largely on big box retail and associated parking. The working group found the application would be stronger with examples of supportive zoning and more evidence of developers willing to help transform the existing built environment given the proposed transportation investment. Compared with other requests for funding, the subject area does not have much projected job or residential growth.

Sacramento County – Howe Avenue Bicycle and Pedestrian Improvements

Regional Program
Funding Request: $1,907,000
Award Recommendation: $1,907,000

Proposed Project: On Howe Ave. between El Camino Ave. and Cottage Way: construct 0.6 miles of class II bike lanes, new sidewalk and lighting, modify two intersections and traffic signals, and 675 feet of Class I multiuse trail; also implement a safe routes to school education and encouragement program at Howe Avenue Elementary School.

Summary of Application Review Comments
• The sponsor’s purpose is to increase active transportation access to and around Howe Avenue Elementary School. The project applicant selected the project’s primary benefits as (1) increase multimodal travel options, (2) improve safety and security, and (3) reduce VMT per capita.
• The application demonstrated strong community and partner support for the project, and how the scope is appropriate for the project area.
• The information in the application supported high scores by the working group for each of the three performance outcomes selected by the applicant.
• The proposed improvements are likely to deliver safety benefits based on the identified causes of crashes, especially for people walking in the project area. Improvements for adults and children biking are also anticipated, although not to the same level.
• The project is located in an area with lower than average VMT today, and the proposed investment can help reduce VMT per capita through time.
• The working group appreciated the inclusion of walking and biking safety education and encouragement for active transportation use by the elementary school students.
Sacramento County – Madison Avenue Widening – Phase 1: Sunrise Boulevard to Hazel Avenue

Regional Program

Funding Request: $200,000

Award Recommendation: $200,000

Proposed Project: On Madison Ave. between Sunrise Blvd. and Hazel Ave.: perform environmental phase to widen the roadway from four lanes to five lanes, with sidewalks, landscaping, and buffered Class II bike lanes.

Summary of Application Review Comments

- The sponsor’s stated purpose is to reduce congestion and improve safety and mobility on Madison Ave. The project applicant identified the project’s primary benefits as (1) demonstrating state of good repair benefits, (2) improving safety and security, and (3) reducing congested VMT per capita.

- The proposed scope would make progress towards more modal balance on an auto-oriented corridor, with enhanced sidewalks, green paint to highlight conflict zones for people biking and people driving, and buffered bike lanes.

- The application made the case that the facility is congested, and that congestion will increase through time if unaddressed. The project sponsor reviewed widening alternatives before selecting a preferred project scope that is supported by regional active transportation organizations.

- The project sponsor did not include a full assessment of the causes of documented crashes, leaving questions about whether the proposed treatments will ultimately improve safety on the roadway.

- The full project cost will be close to $30 million. There is value in moving the project forward, but the working group expressed concern over funding availability to cover future phases to design and construct the full project.
Sacramento County – South Watt Avenue Improvement Phase 1: Segment 1 Elder Creek Road to Florin Road and Segment 3 Jackson Road to Fruitridge Road

Regional Program

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Proposed Project: On South Watt Ave. from Elder Creek Rd. to Florin Rd. (Segment 1) and from Jackson Rd. to Fruitridge Rd. (Segment 3): construct a road widening from two lanes to four lanes with a raised median, buffered Class II bike lanes, and sidewalks.

Summary of Application Review Comments

- The sponsor states they are seeking to support circulation within and between south Sacramento County communities, mitigate existing congestion, encourage more active mode use, enhance goods movement connectivity, sustain economic viability, and respond to expected growth in the South Watt area. The applicant selected the reduce congestion, increase multimodal travel options, and improve goods movement performance outcomes.
- The project’s performance benefits are strongest on the northern end of the project (Segment #3), including the highest performance benefit on the congestion outcome. The working group and engineers group believe that the widening and other treatments proposed for this section in the application seem justified given the level of congestion and expected growth.
- The project performance assessment tool showed strong freight use along the corridor, and the application corroborated this finding with further data and analysis on how goods movement would benefit from the project.
- The working group did not find a strong multimodal benefit from the project, as speeds and volumes on the facility are high, connectivity lower, and land use and distances between activity generators not as conducive to multimodal travel. The proposed buffering of the bike facility could help, but the area would provide few near-term destinations, and likely still remain a challenging environment except for the most comfortable cyclists.
- The total funding request is inconsistent with the Regional Program Framework’s consideration for “small and medium sized projects” in requesting more than 15 percent of the estimated available funding in the Regional Program.
- SACOG staff recommends a partial award of $5,000,000 to go towards Segment #3 (northern portion of the corridor) where project performance assessment benefits are highest.
Sacramento County – Walnut Avenue at Fair Oaks Boulevard Pedestrian and Bicycle Improvements

Regional Program Funding Request: $875,000
Award Recommendation: $0

Proposed Project: On Walnut Ave. at Fair Oaks Blvd.: design and construct sidewalk infill, a parking lane on the west side of Walnut, and a second eastbound left-turn lane on Fair Oaks Blvd. while removing the southbound right-turn lane; add Class II bike lanes and bicycle detection through the intersections of Fair Oaks Blvd. with Walnut Ave. and Arden Way.

Summary of Application Review Comments

- The sponsor’s identified purpose is to increase mobility options, multimodal connectivity, and active mode usage. The application selected the reduce VMT/capita, increase multimodal travel options, and improve safety and security performance outcomes.
- The application makes a good case on how the project closes multiple gaps in the cycling network, facilitating more continuous use. With sidewalk treatments only on one side, the proposal did not have as strong a benefit for the pedestrian network.
- The safety section discusses the collision history on the corridor, but reviewers were not fully convinced the proposed treatments address the cause of collisions.
- The project had lower scores on the project performance assessment tool relative to projects in similar place types.
- The engineers review raised concerns that the applicant’s cost estimate could be too low.

Sacramento County – Watt Avenue Complete Streets Improvements: Phase 1

Community Design Funding Request: $2,800,000
Award Recommendation: $816,000

Proposed Project: On Watt Ave. from Winona Way to Orange Grove Ave.: design and construct roadway rehabilitation, landscaped medians, buffered Class II bike lanes, transit stop improvements, and separated sidewalks.

Summary of Application Review Comments

- The project proposal has great synergy with other planned investments in the corridor, including the Courtyard Inn affordable housing project and the efforts to enhance the Watt/I-80 transit station. The ties to these other investments make a compelling performance case for the larger corridor.
- The project would serve a disadvantaged community and there is a clear need for complete street facilities for those without cars.
- The applicant provided a good local match of $1 million when seeking $2.8 million.
• Concerns were expressed by the working group over the project’s extent, as the proposal only covers a couple blocks and the surrounding areas are still very auto-oriented.
• The working group believes more work needs to be done on engineering, utilities, and environmental before the project is ready to be considered for construction, and recommended that the sponsor consider in that effort the full range of active transportation alternatives.
• SACOG staff recommends a partial award of $816,000 for project development.

Sacramento Regional Transit District – Horn Road Light Rail Station Stage 1 Construction

**Community Design**

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**Proposed Project:** At Horn Rd. and Folsom Blvd. in Rancho Cordova: shift freight tracks to the east, underground electric lines, and construct street frontage improvements, communications and signaling, an enhanced bus shelter, and decorative fencing along the property line.

**Summary of Application Review Comments**

• The application included good information on context for the proposed investment. The city has a TOD overlay zone in the surrounding area that supports consistent future land uses. However, land uses to date have remained auto-focused. Plans for the nearby 46-acre opportunity site should have higher densities if the proposed station investment is to realize its full performance benefit for use and ridership.
• The Project Performance Assessment tool indicates the proposed station area will see large employment growth nearby. The tool also shows how the project can support an area of increased multimodal transportation and lower VMT, particularly in an environmental justice community where 40 percent of households live below the poverty line and many have limited transportation options.
• The total projected cost for the station is $11.4 million, yet the application does not delineate a funding strategy outside of this program. Stage 1 of the project does not provide a usable light rail station, so the working group was concerned about making an investment without evidence of a larger funding strategy for completing a new station.
• The sponsor’s other Community Design application made a more compelling case concerning overall maintenance needs for the transit system, leading the working group to suggest focusing funds on maintaining and upgrading the current system and stations.
Sacramento Regional Transit District – Maintaining and Modernizing the Regional Light Rail System

Regional Program Funding Request: $58,950,000
Award Recommendation: $10,000,000

Proposed Project: Purchase 13 low-floor light rail vehicles to replace vehicles in the Sacramento Regional Transit District fleet; retrofit 24 light rail stations to accommodate low-floor vehicles; and construct side tracking on the Gold Line between Sunrise Station in Rancho Cordova and Historic Folsom station in Folsom.

Summary of Application Review Comments
- The sponsor is seeking to maintain and modernize the light rail system through a three-pronged approach: light rail vehicle replacement, light rail station conversion, and side-tracking to increase Gold Line frequencies. The project sponsor offered specific performance outcomes for each component of the application, noting that primary performance benefits are to (1) increase multimodal travel options, (2) reduce regional congested VMT/capita, and (3) reduce regional VMT/capita, and (4) demonstrate state of good repair benefits.
- The project sponsor demonstrated a significant need for replacement vehicles in support of the state of good repair outcome. Much of the light rail fleet is past or approaching the end of its useful life, jeopardizing the ability to maintain service. The working group found the vehicle replacement component had the strongest performance need of the application’s three elements.
- The working group saw associated performance outcomes from the station retrofits but was not convinced of the improvement’s larger potential to support multimodal and VMT reduction performance outcomes in absence of low-floor vehicle replacements.
- The engineers review raised concerns about the timing, cost, and delivery of the overall project.
- The Gold Line side tracking element of the application is already funded through awards received earlier in 2018 from SB 1 grant programs.
- While the application spoke to an overwhelming maintenance need, the working group noted the lack of an overall funding strategy to help fulfill identified resource needs.
- As light rail ridership has declined, more information on local commitment in terms of funding, supportive land uses, and other strategies to increase ridership would also make the performance outcomes more compelling.
- The total funding request is inconsistent with the Regional Program Framework’s consideration for “small and medium sized projects” in requesting nearly 60 percent of the estimated available funding in the Regional Program. Given demonstrated state of good repair needs, a partial funding award is recommended to go towards the purchase of new light rail vehicles and light rail station retrofits.
Sacramento Regional Transit District – Reimagine Watt/I-80 Transit Center Project

Community Design

Funding Request: $500,000

Award Recommendation: $500,000

Proposed Project: At the Watt/I-80 Transit Center: design a reconstruction of the transit center’s bus stop waiting areas, stairs, elevator structures, with placemaking and pedestrian access improvements. On the Watt Ave. overpass: design wider sidewalks, a transit center monument, a concrete plaza/pedestrian waiting space, landscaping, and other placemaking and pedestrian access improvements.

Summary of Application Review Comments:

- The application demonstrated a clear performance need to make the region’s busiest transfer station safer and more amenable for transit usage. The proposed gateway concept can also help foster a sense of place for the area and the system as a whole.
- The project would provide a needed investment in a disadvantaged community, and improve accessibility and service to transit users throughout the region.
- The project involved community and stakeholder outreach, and aligns with other proposed investments along the corridor, including the nearby Mercy Housing Courtyard Inn project.
- For the ultimate construction project to succeed, it will need more partners and funding sources beyond this initial investment.

Sacramento Regional Transit District and Yolo County Transportation District – Operating Assistance for the UC Davis Medical Center Shuttle Service

Regional Program

Funding Request: $5,291,000

Award Recommendation: $3,000,000

Proposed Project: On weekdays from approximately 5:30 a.m. to 8:30 p.m.: operate transit service between UC Davis and the UC Davis Medical Center, with possible stops in downtown Sacramento and West Sacramento.

Summary of Application Review Comments:

- The sponsors’ purpose for the project is to strengthen transit connections between the UC Davis campus and UCD Medical Center in Sacramento, mitigate congestion, stimulate economic development, and begin the transition towards zero-emission transit and mobility options. The applicants selected the reduce VMT/capita, increase multimodal travel options, and provide long-term economic benefit performance outcomes.
- The application request is for half of the cost of operations over five fiscal years, starting in FY 2019/20. Electrify America will provide 12 electric buses to use for the shuttle service. A successful service would be effective in reducing VMT/capita and increasing multimodal options. The project performance assessment tool showcases the performance need and possible benefit in the project area.
- The working group found the project has a strong potential economic impact. The proposed service aligns with findings from the recent Brookings Institution market assessment to better connect UC Davis to the larger economy, and could support the proposed Aggie Square.
development at the Medical Center. The proposal also has the potential to support other inclusive economic growth opportunities in the underserved Medical Center area. Finally, with stops in West Sacramento and downtown Sacramento, the service could be a regional asset connecting multiple jurisdictions and rider markets.

- The working group sees the potential of the project to support the stated performance outcomes, but expressed concerns about implementation. First, the application did not include a clear plan for how the service would be jointly operated, specifics of the proposed route, schedule, and stops, or any analysis of travel time and cost trade-offs for including more stops. This made it more difficult for the review to assess to what extent the service would support the selected performance outcomes.

- The engineers review raised concern about the remaining match needed for the service, and noted there are additional costs for electrifying a fleet that are not fully accounted for in the application, making it difficult to assess the feasibility of the proposal. The engineers also raised concerns about relying on CMAQ funds, which historically have not been meant to fund long-term operations.

- Recognizing that the existing transit service is only available to UC Davis affiliates, the working group felt that additional information is needed to make a clear case that 15-minute headways would become cost-effective, as the existing service has relatively low ridership.

- In order to provide time to develop a long-term and sustainable funding plan, a partial funding award is recommended for half of the proposed total operating costs listed in the project request for Fiscal Years 2019/20, 2020/21, and 2021/22, conditioned on the sponsors’ providing more specifics on the new service than were in the application, including the finalized joint operations plan including routing, schedules, stops, and operating costs; a timeline for service start-up; clear roles and levels of commitment from partners in the service, including both transit agencies, UC Davis, and the UC Davis Medical Center; and performance standards and timeframes for performance evaluation.

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**Unitrans – Electric Bus and Charging Equipment Purchase**

**Regional Program**

Funding Request: $10,202,000

Award Recommendation: $2,357,000

**Proposed Project:** Purchase 12 electric buses to replace vehicles in the Unitrans fleet, and purchase and install electric vehicle charging infrastructure.

**Summary of Application Review Comments**

- The sponsor seeks to replace 12 CNG buses in its existing transit fleet to maintain a state of good repair, while moving the operator toward implementing a zero emission fleet. The applicant selected the increase multimodal travel, provide long-term economic benefit, and demonstrate state of good repair performance outcomes.

- The application demonstrated how the existing service provides a well-used and successful transit option in the local community. Ridership has been increasing, bucking the larger downward trend affecting transit in the region and nation.

- Transit Asset Management data show the operator’s existing fleet does not have as high mileage as some other agencies. Likewise, the fleet does not have an immediate CNG tank
expiration need compared with other requests. However, the working group recognized that in running frequent short trips, which adds wear and tear, the operator is seeing increases in maintenance needs and road calls.

- The engineers review noted that electrifying a transit system has additional costs besides fleet and charging infrastructure, and raised concerns that unless the agency is part of a joint procurement a small production order may not get top priority, which would delay the project schedule.
- The sponsor is asking to replace 28 percent of its fleet with regional funds, at over $225,000 more per bus because of the desired transition to electric buses which are still much more costly than CNG vehicles. The working group saw the benefit of the proposal, but also high costs placed on the Regional Program, and wondered if there might be other resources to help fund such an investment, especially as this is a university system.
- SACOG staff recommends a partial award of $2,357,000 towards the purchase of three 40’ zero emission buses.

Yolo County – County Road 27 Complete Streets

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<tr>
<th>Regional Program</th>
<th>Funding Request:</th>
<th>Award Recommendation:</th>
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**Proposed Project:** On County Road (CR) 27 from Myrtle Ln. to CR 102: design and acquire right of way for road rehabilitation with new Class II bike lanes, a recovery zone, and a roundabout or signal at the intersection with CR 102.

**Summary of Application Review Comments**

- The sponsor’s stated purpose is to create a segment of rural complete street, support farm to market trucking, serve a number of modes safely, and bring the facility up to a state of good repair. The application selected the increase multimodal travel options, provide long-term economic benefit, and demonstrate state of good repair performance outcomes.
- The application demonstrated a clear maintenance need on the facility, with a goal of reconstructing a rural facility to meet today’s design standards. However, the application used very similar language found in other applications from the sponsor, making it difficult to isolate the performance benefits of this specific project.
- The project scored lower on the other two performance outcomes selected by the applicant. The working group felt that the sections on performance outcomes were too brief and didn’t fully support the performance benefit claims in the application.
- The working group was concerned about the overall funding strategy. The engineers review thought the cost estimate was low, and the group did not see a solid funding approach that would lead to the performance goals laid out for the project.
Yolo County – County Road 27 Rehabilitation from CR 99 to CR 102

Regional Program: Funding Request: $5,400,000
Award Recommendation: $0

Proposed Project: On County Road (CR) 27 from CR 99 to CR 102: design and construct roadway rehabilitation.

Summary of Application Review Comments
- The purpose of the project is to rehabilitate this county road segment, which is part of a cross-county link between I-505, SR-113, and CR 102. The project sponsor identified the project’s primary performance benefits as (1) improving goods movement, (2) providing long-term economic benefit, and (3) demonstrating state of good repair performance outcomes.
- The project did not score highly on two of the three performance outcomes selected. The corridor does, however, have a significant rehabilitation need, with an average Pavement Condition Index (PCI) of 36.
- However, reviewers thought the proposal did not make the case for additional performance benefits relative to other applications for funding. These sections on performance outcomes were brief and didn’t fully support the performance benefit claims.
- The project sponsor used similar language when describing other proposed projects, making it difficult for the working group to identify the benefits specific to this project location and proposed design.

Yolo County – County Road 31 Rehabilitation - CR 93A to City of Davis

Regional Program: Funding Request: $10,622,000
Award Recommendation: $0

Proposed Project: On County Road (CR) 31 from CR 93A to Davis city limits: design and construct roadway rehabilitation.

Summary of Application Review Comments
- The sponsor’s identified purpose is to improve a rural complete street, support farm to market trucking, serve a number of modes safely, and bring the facility up to a state of good repair. The project selected the provide long-term economic benefits, improve goods movement, and demonstrate state of good repair performance outcomes.
- The project application showed how the proposed investment could support broader connectivity in the area.
- Project performance assessment scores for the project were not as high as for other projects in similar place types. The working group did not find strong additional performance benefits outside the maintenance outcome.
- The application used very similar language to other projects, making it difficult to assess the performance benefits of this specific project.
Yolo County – County Road 32A Railroad Crossing Relocation PSR-PDS (Yolo County/Davis)

Community Design

Funding Request: $100,000

Award Recommendation: $100,000

Proposed Project: Yolo County and the City of Davis will work together to prepare a Project Study Report-Project Development Support (PSR-PDS) to review alternatives, identify a preferred option, and develop a project scope, environmental issues, and cost estimate for relocating the County Road (CR) 32A Railroad Crossing.

Summary of Application Review Comments

- The project applied to the non-competitive category of the Community Design Program. SACOG finds the project eligible and recommends it for funding.

Yolo County – County Road 98 Safety & Bicycle Improvement – Phase 2

Regional Program

Funding Request: $4,200,000

Award Recommendation: $4,200,000

Proposed Project: On County Road (CR) 98 from 1,300 feet south of CR 29 to the Solano County line: acquire right of way for roadway rehabilitation with new bike lanes and a recovery zone, and develop a new parallel Class 1 multiuse trail from Russell Blvd. to Hutchison Dr.

Summary of Application Review Comments

- The sponsor’s purpose is to improve the safety of a rural-to-urban corridor that moves a combination of commute traffic, bicyclists, farm equipment, and aggregate materials trucking. The project sponsor indicated the project’s primary performance benefits are (1) increase multimodal travel options, (2) provide long-term economic benefit, and (3) improve safety and security. The project sponsor identified UC Davis as a project partner. The university described the partnership as working together on road and infrastructure improvements in the area near CR 98 and Hutchison Dr.
- The working group found the project to offer a good balance for maintaining productive agricultural land, supporting peak agricultural season goods movement needs, and increasing connectivity between Davis and Woodland for people driving and biking, supporting all of the cited performance outcomes.
- The project sponsor clearly identified how the project design supports improved safety for the different modal users of the roadway and addresses known safety hazards.
- The proposed Class I multiuse trail would enable more comfortable bike access to parts of the university that are currently most accessible by driving, such as the Primate Center and experimental fields.
- Although the working group supported funding the project, they pointed out that the project sponsor does not appear to have a clear path forward to secure full construction funding, which will likely be more than $20 million. Creative finance strategies and partnerships with the City of Davis and UC Davis will be important.
Yolo County Transportation District – Microtransit Vehicles

Regional Program

Funding Request: $212,000

Award Recommendation: $0

Proposed Project: Purchase three new microtransit vehicles to expand the Yolo County Transportation District fleet, in order to provide on-demand microtransit service to rural communities in the service area. This project was developed through Year 1 of SACOG’s Civic Lab program, which has resources committed for Civic Lab implementation.

Summary of Application Review Comments

- The sponsor is seeking to pilot flexible, on-demand service for residents of more rural areas to reach nearby cities. The application selected the reduce VMT/capita, increase multimodal travel options, and demonstrate state of good repair performance outcomes.
- The applicant selected the state of good repair outcome, but the request is for new service.
- The working group found the concept of demand-responsive transit service to have strong potential as an innovative way to serve rural areas. However, the group felt the application did not make a strong enough case that the project is ready to move forward to implementation, and were concerned about operating costs and effectiveness with application estimates of three riders per revenue hour.
- SACOG anticipates more funding opportunities for concepts like these through the Green Region, Civic Lab implementation, and TDM Innovations Grant programs.

Yolo County Transportation District – Transit Vehicle Replacement

Regional Program

Funding Request: $7,824,000

Award Recommendation: $3,150,000

Proposed Project: Purchase 13 new 40-foot compressed natural gas (CNG) buses and two diesel paratransit buses to replace vehicles in the Yolo County Transportation District fleet.

Summary of Application Review Comments

- The purpose of the project is to help maintain a state of good repair. The sponsor identified the project’s primary performance benefits as (1) increasing multimodal travel options, (2) demonstrating state of good repair benefits, and (3) reducing regional VMT/capita.
- The project sponsor demonstrated the need for replacement vehicles. Transit Asset Management (TAM) data show the sponsor runs its buses for many more miles than the 500,000 mile threshold at which the Federal Transit Administration allows bus replacement requests. The application made a strong case for how CNG buses and paratransit vehicles are used to the end of their useful life, and need replacement.
- The cities and counties served by the YCTD transit system are supportive of the request for vehicle replacements.
• The narrative section of the application lacked supporting detail on the other performance outcome claims, and the working group found the arguments for decreased regional VMT and increased multimodal options less supported than the vehicle replacement need.
• SACOG staff recommends a partial award of $3,150,000 to go towards the purchase of five 40’ CNG buses and two paratransit buses.

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**Yuba County – Feather River Boulevard – Farm to Market Phase II**

**Regional Program**

Funding Request: $1,918,000

**Award Recommendation:** $1,918,000

**Proposed Project:** On Feather River Blvd. from Algodon Rd. to Ella Ave.: Construct roadway rehabilitation with Class III bike routes and a 1.5-inch asphalt leveling course, a pavement reinforcement fabric, and two inches of asphalt concrete.

**Summary of Application Review Comments**

• The sponsor’s cited purpose is to bring the facility to a state of good repair, ensuring the corridor remains a farm-to-market route that connects active agricultural lands with agricultural processing and packaging plants. The application selected the provide long-term economic benefit, improve goods movement, and demonstrate state of good repair performance outcomes.
• The information in the application supported high scores by the working group for each of the three performance outcomes selected by the applicant.
• The application clearly demonstrated how the project would support the agricultural economy, quantifying both the associated agricultural production and processing/distribution facilities. The working group found the project a strong example of RUCS criteria being used in a funding round application.
• The application also demonstrated a near-term maintenance need, and how inaction would adversely affect both local mobility and economic productivity. Likewise, the freight section showed the need for roadway rehabilitation to support goods movement, although the working group noted the corridor has lower traffic volumes relative to other rural facilities.
• More individual discussion by performance outcome would have made the application even stronger, but overall the project demonstrated benefits across each of the selected outcomes.
Yuba County – North Beale Road Complete Streets Revitalization Project: Phase 2

Community Design  
Funding Request: $2,332,000  
Award Recommendation: $2,332,000

Proposed Project: On North Beale Rd. from Hammonton-Smartsville Rd. to Linda Ave.: construct road rehabilitation with Class II bike lanes, curb, gutter, sidewalks, drainage, transit stop improvements, crosswalks, street lighting, traffic signal modification, and landscaping.

Summary of Application Review Comments

- The application made a compelling safety case for the project. The Community Design program is about serving people and communities. The working group believes that with the investment the corridor will be a more inviting place, and that a safer facility is a prerequisite for any future corridor placemaking and redevelopment. There are already people walking and biking on the facility out of necessity. The proposed improvements will lead to a more complete street for this demonstrated demand, and improve access to Yuba College and Beale Air Force Base.
- The information in the application supported high scores by the working group on project performance.
- There is a large social equity and disadvantaged community component to this project.
- The project offers good value relative to the funding request, and the applicant provides a large local match, especially for a rural community.
2018 REGIONAL PROGRAM: SACRAMENTO, SUTTER, YOLO, YUBA COUNTIES

The merged Regional Program is SACOG’s largest competitive program. It combines into a single program the Regional/Local and Bicycle & Pedestrian funding programs of the 2015 cycle. The emphasis of the program is to fund cost-effective transportation projects that realize the performance benefits of the MTP/SCS. The program seeks to promote effective and efficient use of limited state and federal funding resources to both develop and maintain the regional transportation network and provide regional benefits. This is accomplished through the funding of capital and lump-sum category projects included in the 2016 MTP/SCS.

GOALS AND PRIORITIES

Through prior funding cycles the Sacramento Area Council of Governments (SACOG) Board of Directors has approved the policy considerations that form the basis of the Regional Program. The 2018 Funding Round continues these foundational elements while incorporating Board, project sponsor, and stakeholder feedback focused on augmented and transparent data use and application streamlining. The goals of the 2018 Regional Program are to:

1. EMPHASIZE COST-EFFECTIVE PROGRAMMING DECISIONS

Longstanding Board direction places a programmatic emphasis on making the most cost-effective funding decisions, which is achieved by maximizing performance outcomes and minimizing project costs. Consideration will be given to projects for which the sponsor has already funded initial phases with its own resources (i.e., planning, environmental, design and/or right-of-way).

2. LEVERAGE REGIONAL FUNDS FOR NEAR-TERM PROJECT DEVELOPMENT

Funding from broader competitive programs often require “shelf-ready” capital projects that are deliverable, and thereby ready to utilize funding. In the Regional Program, a relatively small but strategically allocated portion of the total revenue may go to early project development efforts for projects included within the next 10 years of the 2016 MTP/SCS.

3. TARGET PROJECTS WITH DEMONSTRATED PERFORMANCE BENEFITS

SACOG’s Regional Program uses seven performance outcomes as part of the evaluation criteria. The 2018 Funding Round operationalizes, by performance outcome, a wide array of regional data into a robust series of performance measures for individual transportation projects, providing a consistent, uniform, and transparent data series. Project sponsors are invited to complement this baseline series with additional data or analysis that would support the application.

4. MANAGE ASSETS AND MAINTAIN A STATE OF GOOD REPAIR

The 2018 Regional Program will continue to include regional support for fix-it-first projects that address:

- Managing transportation assets and maintaining a state of good repair.
- Complete streets/corridor elements that serve an existing or forecasted demand.
- Innovative cost-effective practices to extend the life of existing assets, such as the use of recycled asphalt or rolling stock rehabilitation.

5. TARGET ACTIVE TRANSPORTATION INVESTMENTS

Joining the prior Bicycle & Pedestrian and Regional/Local programs serves to mainstream active transportation investments in SACOG’s largest funding program. To ensure the solidity of the merger, the 2018 Regional Program includes a minimum funding target for active transportation investments. The fund estimate will set this minimum target.

6. FOCUS ON SMALL OR MEDIUM-SIZED PROJECTS

SACOG’s Regional Program is an important source of funding for capital and state of good repair projects. A challenge for this policy priority is the limited number of projects that can be funded. For the federal and state funds that are available, program consideration will be
on small and medium-sized projects. Project performance outcomes will be assessed relative to the funding request amount.

7. SUPPORT THE REGION’S NEW GREENHOUSE GAS REDUCTION TARGET

The California Air Resources Board recently established new greenhouse gas (GHG) emission reduction targets for the SACOG region. The region’s target for a 19 percent reduction by 2035 is conditional on the implementation of new innovative pilot programs in the MTP/SCS that address specific conditions and challenges relating to GHG emission reductions. If funding and related policy commitments are not secured to support the programs, SACOG’s target will be at 18 percent.

ELIGIBLE PROJECT TYPES

Projects applying to the Regional Program must fall within the four-county (Sacramento, Sutter, Yolo, Yuba) region, and be listed in the 2016 MTP/SCS or fit within a lump-sum project category. Further, projects must be eligible for CMAQ, RSTP, or STIP funds.

PROJECT SELECTION PROCESS

Completed application: For a project to be considered for funding, the project sponsor must submit a complete application by the program deadline. Among other elements, the program guidelines require the sponsor to use the project performance assessment (PPA) tool as part of the application.

Performance review: The Regional Program evaluates submitted applications across a series of related performance assessments. First, a group of engineers and other technical professionals reviews each project scope with a focus on cost-effectiveness, deliverability, and eligibility. This group consists of professionals drawn from outside of SACOG. Next, each project receives a quantitative evaluation of performance outcome indicators provided through the project performance assessment (PPA) tool.

SACOG convenes a working group comprised of both SACOG and outside agency staff. After individually reviewing and evaluating applications, the working group meets to rank and prioritize submitted projects according to an iterative process that considers the engineering cost/feasibility analysis, PPA outcomes, narrative responses, and application as a whole.

SACOG staff and management will then review all working group recommendations across the various funding programs to recommend a full project list to the SACOG Board for funding.

SCREENING PROJECTS OUT

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

1. The project must be currently listed in the MTP/SCS or fit within a lump-sum project category. Non-exempt projects must align with SACOG’s air quality conformity and greenhouse gas objectives. Non-exempt refers to any project not listed by the EPA as an approved exemption from regional air quality analysis.

2. Projects must provide a minimum of 11.47% match in non-federal funds towards the project cost, as is required for all federal aid funding projects. In other words, for every $100,000 of total project cost (grant and match combined), the program will pay up to $88,530 for every $11,470 of match provided by the project sponsor.

3. The project must be eligible for appropriate funding sources (i.e., CMAQ, RSTP, STIP).

4. The project must be scheduled to begin construction no later than April 2025, with preliminary engineering and environmental analysis scheduled within three years.

5. A request for construction funding must demonstrate that environmental, engineering, and right-of-way will be ready by the time funds are requested, and that the agency has the financial capacity for ongoing operations and maintenance.
EVALUATING PROJECT PERFORMANCE

The application includes seven outcomes for determining whether a project will be recommended for funding:

1. Reduce regional vehicle miles travelled (VMT) per capita;
2. Reduce regional congested VMT per capita;
3. Increase multi-modal travel/ alternative travel/ choice of transportation options;
4. Provide long-term economic benefit within the region, recognizing the importance of sustaining both urban and rural economies;
5. Improve goods movement, including farm-to-market travel, in and through the region;
6. Significantly improve safety and security;
7. Demonstrate “state of good repair” benefits that maintain and improve the existing transportation system.

Of the seven performance outcomes, applicants choose the three that best fit their project. Projects are evaluated on the three outcomes selected.

These performance criteria support project evaluation across a breadth of size, scope, location, and context, where:

- Performance indicators are relative, so that project performance outcomes are assessed relative to project size.
- The project performance assessment compares projects to those of similar place types, following the direction of the MTP/SCS.

The review will also include the project’s cost effectiveness, deliverability, and context sensitivity. Project costs and schedule estimates for environmental, engineering, right-of-way (ROW), and start-up construction must be believable, based on standards for similar projects. The project sponsor must have a track record that demonstrates technical capacity and reliability for similar projects. Further, the applicant must demonstrate how the project is appropriate for the surrounding community’s current and expected land uses and transportation needs, and considers complete streets and the range of current and future users.
The Community Design Program was established in 2003 by the SACOG Board of Directors to provide financial assistance to implement physical placemaking development of the Blueprint Project Principals: mixed land uses, transportation options, housing choice, compact development, use of existing assets, quality design, and natural resource protection. The program offers funding for transportation projects in public right-of-ways by local public agencies that lead to physical development of the Blueprint principles in Sacramento, Sutter, Yolo, and Yuba Counties.

GOALS AND PRIORITIES
Projects must conform to some of the seven regional Blueprint Principles (more detail on SACOG’s website at https://www.sacog.org/publication/better-ways-grow

1. transportation choices;
2. housing diversity;
3. compact development;
4. mixed land uses;
5. use of existing assets;
6. natural resource protection; and
7. quality design.

ELIGIBLE PROJECT TYPES
All projects in the competitive categories must be federal aid eligible and primarily lead to or include construction. Projects must be eligible for Congestion Mitigation and Air Quality (CMAQ), Regional Surface Transportation Plan (RSTP), or State Transportation Improvement Program (STIP) funds (unless the project is submitted in the non-competitive category, which would receive SACOG-managed funds).

Generally speaking, federal aid eligible projects are those that significantly contain transportation infrastructure in public right-of-ways. Activities or tasks within the project must be categorized as “construction,” “environmental,” “design,” or “right-of-way.” Pure planning activities are generally not considered an eligible use for the Community Design Program (exception: planning is allowed in the non-competitive funding category). The following are examples of projects that are generally considered federal aid eligible:

- Transportation infrastructure – e.g., roadway improvements that promote, bike/pedestrian/transit usage and are directly connected to a land development project, land use plan, or in an existing “Blueprint friendly” community;
- Street corridor revitalization towards more pedestrian-oriented activities;
- Bicycle and pedestrian paths, tunnels, and bridges, or on-street bike lanes;
- Pedestrian improvements in public right-of-ways;
- Streetscaping such as median landscaping, street trees, lighting, and furniture;
- Traffic calming (but not interfering with public transit, bicycling, or walking);
- Transit stop amenities such as shelters, restrooms, and benches.

One critical distinction is that federal aid projects must be for project elements that are considered “over and above” those that are standard requirements if there is a development associated with the project. For instance, if a private development is going in, and the project seeks Community Design funds for street improvements, the improvements must go beyond the jurisdiction’s “standard” requirements for that associated development. The private developer may be required to put in sidewalks and crosswalks, but federal aid could pay for textured crosswalks, landscaped medians, and other elements that enhance the pedestrian experience but are not standard conditions of approval.
Project Selection Process

The application process remains the same as in prior rounds. Two committees will be involved in the review and selection process: the SACOG/Caltrans Review Team and the Community Design Working Group (Working Group). The SACOG/Caltrans Review Team is composed of SACOG and Caltrans staff, and possibly staff from other agencies who are familiar with federal transportation funding requirements. The Working Group is comprised of staff and appointed representatives from geographically diverse areas of the region recruited through SACOG’s staff-level regional advisory committees (e.g., Planners Committee, etc.).

### Community Design Working Group Composition

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SACOG staff encourages potential applicants to discuss possible projects. Applicants must submit a pre-submittal letter to SACOG describing the project, and the SACOG/Caltrans Review Team will reply with a letter stating whether the project is eligible and any foreseeable concerns the project is raising. If the project is determined to be eligible, a full application can then be submitted. The Working Group then reviews eligible applications and recommends a prioritized project list to SACOG staff based on the criteria stated in these guidelines. Applicants may be contacted during the project selection process and requested to provide up to one written email page to clarify questions of the Working Group or the SACOG/Caltrans Review Team.

The Working Group prioritizes and ranks the applications, according to an iterative process that uses both quantitative and qualitative methods. For projects recommended by the Working Group to be on the prioritized list, applicants will meet with the SACOG/Caltrans Review Team to ensure the project’s scope of work, budget and timeline meet program requirements. The Working Group and SACOG/Caltrans Review Team recommendations are then provided to the SACOG executive team.

### PROJECT SCREENING

Not all projects can be easily determined for eligibility. In all cases, SACOG and Caltrans District 3 Local Assistance staff will work directly with each applicant on eligibility. For each potential application, an applicant must submit a pre-application letter describing the project, and the SACOG/Caltrans Review Team will provide a written response addressing issues relating to eligibility.

#### Capacity to manage a federal-aid project

In addition, all applicants must have a staff person who is trained in federal aid funding management. In most cases, the staff is found in the Public Works Department. Public agencies (cities, counties, and other public agencies, such as transit agencies and air quality management districts with master funding agreements with Caltrans to manage state or federal transportation funds) in Sacramento, Sutter, Yolo, and Yuba counties are the eligible applicants.

For those sponsoring jurisdictions that do not have internal staff who can manage federal transportation funds, they will be required to team up with a local agency or hire a qualified consultant in this area.

Requested project amounts fall into the following ranges: $300,000 to $4 million for conventional construction projects; $150,000 to $500,000 for conventional pre-construction (design, engineering, environmental, or right-of-way activities) projects; $1.0 million to $4.0 million for construction of Complete Streets projects; and $100,000 or less for non-competitive projects. Applying
for a non-competitive project precludes the applicant from applying competitively within the Community Design Program and is limited to SACOG member agencies. Only city and counties may apply for non-competitive funding, and may only apply once per funding cycle.

**Required local match**
Projects in the competitive categories of the program (above $150,000 in funding request) must provide a minimum of 11.47% match in non-federal funds, i.e., for every $100,000 of total project cost (grant and match combined), the program will pay up to $88,530 for every $11,470 of match provided by the project sponsor. Projects in the non-competitive category (funding requests of $100,000 or less) have a 10% local match requirement.

**EVALUATING PROJECT PERFORMANCE**
The Working Group prioritizes and ranks the projects, according to an iterative process that uses both quantitative and qualitative methods. There are two general evaluation criteria used by the Working Group and SACOG/Caltrans Review Team to determine whether a project will be recommended for funding. The two review committees will consider the projects based on the two criteria stated below. Additionally, in this funding cycle, an increased emphasis (new Criterion #3) will be placed on the applicant’s ability to demonstrate that the land use changes claimed by the project will be reliable.

**Criterion #1:** How well does the proposed project promote the seven regional Blueprint Project Principles?

- transportation choices – encouraging people to walk, ride bicycles, carpool or ride the bus, light rail, or train.
- housing diversity - providing a variety of places where people can live – apartments, condominiums, townhouses, and single family detached houses.
- compact development – creating environments that are more compactly built and use space in an efficient but more aesthetic manner that can encourage more walking, biking and public transit use.
- mixed land uses – building homes near or with other uses, such as business or commercial areas that create active, vital neighborhoods.
- use of existing assets – focusing development in communities with vacant land or intensifying development of underutilized land that can make better use of public infrastructure, including roads.
- natural resource protection – preserving and maintaining open spaces and natural places and agricultural lands by encouraging energy-efficient design and land use, water conservation and storm water management.
- quality design – how the built environment is developed, the relationship to the street, and how buildings are oriented, which all contribute to a community’s attractiveness and how likely residents are to walk, bike or have a sense of community pride.

**Criterion #2:** How realistic is this project to be implemented within the program timeline?

Although these criteria have a high degree of subjectivity, the evaluation committee is comprised of peer professionals who are experienced in evaluating project performance and deliverability. SACOG staff will review the recommendations from the review committees of all three programs and take them into account for the full recommendation package sent to the board.

**Criterion #3:** What is the projected project performance relative to the Blueprint Principles?

An increased emphasis is placed in Round 8 on demonstrating that the proposed project will lead to indicators that promote Blueprint implementation. These include factors such as an increase in bicycle and walking modes of travel, increased residential densities, or development of lands that mix land uses. The applicant will need to demonstrate the performance of the proposed project relative to the Blueprint Principles. The applicant can draw on SACOG’s project performance assessment data as part of this criterion. Projects that
received funding in prior Community Design Funding rounds have a higher threshold to demonstrate performance.

**FUNDING RECIPIENT REQUIREMENTS:**

All program fund recipients in Round 8 must expend the project funds within three years if programming funds are available in the 2018-19 fiscal year and later. If not, use of program funds is extended to match available programming capacity.

Recipients must submit a quarterly update on all projects receiving funding during the 2018 SACOG Programming Cycle. Failure to do so could result in negative impacts for future funding rounds.
Regional Funding Program Scoring Rubric and Project Performance Assessment Indicators

Project Background Section: need, scope, impact

Narrative scoring rubric

<table>
<thead>
<tr>
<th>How well does the project scope match the needs of residents and of the project area?</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>The proposed project is the most compelling scope to clearly respond to community and jurisdiction needs and to advance the implementation of local goals/priorities.</td>
<td>7-9 points</td>
</tr>
<tr>
<td>The proposed project is somewhat effective at responding to community and jurisdiction needs and in advancing the implementation of local goals/priorities.</td>
<td>4-6 points</td>
</tr>
<tr>
<td>The proposed project does not demonstrate how it responds to community and jurisdiction needs or advance the implementation of local goals/priorities.</td>
<td>1-3 points</td>
</tr>
</tbody>
</table>

Performance Outcomes Section

Outcome #1: Reduce regional VMT/capita

PPA Tool Indicators

<table>
<thead>
<tr>
<th>Question</th>
<th>Indicator</th>
<th>Score supportive of outcome</th>
</tr>
</thead>
<tbody>
<tr>
<td>Does the project serve an area that has low VMT per capita?</td>
<td>VMT/capita</td>
<td>Lower</td>
</tr>
<tr>
<td>Does the project serve an area with high employment and/or residential density?</td>
<td>Net Jobs+ Dwelling Units/acre</td>
<td>Higher</td>
</tr>
<tr>
<td>Does the project serve an area with significantly reduced VMT per capita through time?</td>
<td>% change VMT/capita</td>
<td>Lower (including into negative)</td>
</tr>
<tr>
<td>Does the project serve an area with planned increases in density?</td>
<td>% change density</td>
<td>Higher</td>
</tr>
</tbody>
</table>
Narrative scoring rubric
How well will the proposed project help realize per capita VMT reductions projected in the MTP/SCS? E.g. developing or improving the active transportation network, shifting transportation trips from low-occupancy vehicles to higher occupancy vehicles, providing new or improved transportation options in high-potential areas, providing more direct routes to regional destinations, or other relevant strategies. A project does not need to use all strategies listed in the application question to score highly.

| The project shows strong potential to help reduce VMT/capita in the project area. | 7-9 points |
| The project shows moderate potential to help reduce VMT/capita in the project area. | 4-6 points |
| The project is less or not likely to help reduce VMT/capita in the project area. | 1-3 points |

Outcome #2: Reduce regional congested VMT/capita

<table>
<thead>
<tr>
<th>Question</th>
<th>Indicator</th>
<th>Score supportive of outcome</th>
</tr>
</thead>
<tbody>
<tr>
<td>How severe is current congestion in the project area?</td>
<td>CVMT/VMT in buffer area</td>
<td>Higher</td>
</tr>
<tr>
<td>To what extent is project area projected to have growth that could increase future congestion?</td>
<td>Percent dwelling unit and employment growth in project area</td>
<td>Higher</td>
</tr>
</tbody>
</table>

Narrative scoring rubric
To what extent are the proposed design elements/treatments the most cost-effective and appropriate for the surroundings to address congestion?

| The design elements/treatments are highly appropriate for the project area and cost-effective to address a demonstrated need for congestion relief. | 7-9 points |
| The design elements/treatments are somewhat appropriate for the project area and cost-effective to address a demonstrated or moderate congestion relief need. | 4-6 points |
| The design elements/treatments are not very cost-effective or appropriate for the project area and/or the project does not demonstrate a congestion relief benefit. | 1-3 points |
**Outcome #3: Increase multimodal travel options**

### PPA Tool Indicators

<table>
<thead>
<tr>
<th>Question</th>
<th>Indicator</th>
<th>Applies to</th>
<th>Score supportive of outcome</th>
</tr>
</thead>
<tbody>
<tr>
<td>To what extent is project in, or add to an area supported by a network of dedicated bike facilities?</td>
<td>Bike lanes and paths/ total roadway mileage</td>
<td>Bike projects</td>
<td>Higher</td>
</tr>
<tr>
<td>To what extent is the facility conducive to active travel?</td>
<td>Facility speed and volume</td>
<td>Bike and Walk projects</td>
<td>Context</td>
</tr>
<tr>
<td>To what extent is the project in, or add to an area with high street connectivity?</td>
<td># of 3 or 4 intersections per acre</td>
<td>Walk projects</td>
<td>Higher</td>
</tr>
<tr>
<td>To what extent does the project support an area with productive transit service?</td>
<td>Transit service density</td>
<td>Transit projects</td>
<td>Higher</td>
</tr>
<tr>
<td>Does the project serve an area projected to increase bike/ped/ transit mode share?</td>
<td>Future year mode share</td>
<td>All projects in this outcome</td>
<td>Higher</td>
</tr>
</tbody>
</table>

### Narrative scoring rubric

To what extent will the proposed project contribute to increased biking, walking, and/or transit use?

*A project does not need to improve biking, walking, and transit to score highly.*

- The project is very likely to increase the rate or number of people walking, biking, and/or taking transit through increased connections and user experience. 7-9 points
- The project is somewhat likely to increase the rate or number of people walking, biking, and/or taking transit through increased connections and user experience. 4-6 points
- The project is less or not that likely to improve the rate or number of people walking, biking and/or taking transit through increased connections and user experience. 1-3 points
Outcome #4: Provide long-term economic benefit

### PPA Tool Indicators

<table>
<thead>
<tr>
<th>Question</th>
<th>Indicator</th>
<th>Applies to</th>
<th>Score supportive of outcome</th>
</tr>
</thead>
<tbody>
<tr>
<td>To what extent does the project support job accessibility?</td>
<td>Transit + drive job access</td>
<td>Accessibility projects</td>
<td>Higher</td>
</tr>
<tr>
<td>To what extent does the project support accessibility to educational facilities?</td>
<td>K – university enrollment</td>
<td>Accessibility projects</td>
<td>Higher</td>
</tr>
<tr>
<td>Does the project serve a fast growing employment area?</td>
<td>% employment growth</td>
<td>Both types of projects</td>
<td>Higher</td>
</tr>
<tr>
<td>To what extent does the project support the agricultural economy?</td>
<td>% of current ag acres</td>
<td>Agricultural projects</td>
<td>Higher</td>
</tr>
<tr>
<td>Does the project serve an area projected in the MTP/SCS to stay in agriculture use?</td>
<td>% change in agricultural acres</td>
<td>Agricultural projects</td>
<td>Higher (0% change most supportive)</td>
</tr>
</tbody>
</table>

### Narrative scoring rubric

To what extent will the proposed project strengthen economic prosperity through targeted strategies? E.g. promoting a sense of place, reinforcing the local economic base, improving job or education accessibility, or other applicable actions.

*A project does not need to use all strategies listed in the application to score highly.*

| The project is very likely to support economic prosperity. | 7-9 points |
| The project is somewhat likely to support economic prosperity. | 4-6 points |
| The project is less or not that likely to support economic prosperity. | 1-3 points |
Outcome #5: Improve goods movement

PPA Tool Indicators

<table>
<thead>
<tr>
<th>Question</th>
<th>Indicator</th>
<th>Score supportive of outcome</th>
</tr>
</thead>
<tbody>
<tr>
<td>Does the project serve, or connect to, a corridor used by goods movement?</td>
<td>Commercial VMT/VMT</td>
<td>Higher</td>
</tr>
<tr>
<td>Does the project serve a facility that is congested for freight travel?</td>
<td>Commercial CVMT/Commercial VMT</td>
<td>Higher</td>
</tr>
<tr>
<td>Does the project serve an area with freight-dependent jobs?</td>
<td>Percent of freight-dependent jobs</td>
<td>Higher</td>
</tr>
</tbody>
</table>

Narrative scoring rubric

How well will the proposed project help improve freight movement that serves the local economy or inter-regional freight flows and balance the needs of other transportation users?

- The project is very likely to improve freight movement while also addressing the needs of other users. 7-9 points
- The project is somewhat likely to improve freight movement while considering the needs of other users. 4-6 points
- The project is less or not likely to improve freight movement and does not consider the needs of other users. 1-3 points
Outcome #6: Improve safety and security

PPA Tool Indicators

<table>
<thead>
<tr>
<th>Question</th>
<th>Indicator</th>
<th>Score supportive of outcome</th>
</tr>
</thead>
<tbody>
<tr>
<td>Does the facility have a high rate of collisions?</td>
<td>Total collisions per 1M VMT</td>
<td>Higher</td>
</tr>
<tr>
<td>Does the facility have a high rate of fatal collisions?</td>
<td>Percent fatal collisions to total collision</td>
<td>Higher</td>
</tr>
<tr>
<td>Does the facility have a high rate of collisions involving pedestrians or cyclists?</td>
<td>Percent bike/ped collision to total collision</td>
<td>Higher</td>
</tr>
</tbody>
</table>

Narrative scoring rubric

How well will the proposed project help mitigate or eliminate safety issues in the project area using countermeasures, innovative design, and/or creating alternative parallel routes for vulnerable users? *A project does not need to use all strategies listed in the application to score highly.*

| The project is very likely to promote improved travel safety. | 7-9 points |
| The project is somewhat likely to promote improved travel safety. | 4-6 points |
| The project is less or not that likely to promote improved travel safety. | 1-3 points |
Outcome #7: Demonstrate state of good repair benefits

PPA Tool Indicators: Roadway Project

<table>
<thead>
<tr>
<th>Question</th>
<th>Indicator</th>
<th>Score supportive of outcome</th>
</tr>
</thead>
<tbody>
<tr>
<td>Does the project serve a facility with poor pavement conditions?</td>
<td>Pavement Condition Index</td>
<td>Lower</td>
</tr>
<tr>
<td>Does the project serve a facility with a relative high volume of use?</td>
<td>Average Daily Travel</td>
<td>Higher</td>
</tr>
<tr>
<td>What level of transportation needs are created by the surrounding land uses in the project area?</td>
<td>Complete Streets index</td>
<td>Context</td>
</tr>
</tbody>
</table>

Narrative: Roadway Project

How well will the proposed project provide sustaining improvements to the transportation system for existing and future users across the different modes (vehicle, freight, bike, pedestrian, etc.)?

| The project is very likely to preserve and extend state of good repair and serve existing and future transportation needs | 7-9 points |
| The project is somewhat likely to preserve and extend state of good repair and serve existing and future transportation needs | 4-6 points |
| The project is unlikely to preserve and extend state of good repair and serve existing and future transportation needs | 1-3 points |

Transit Asset Management Tool Indicators

Projects claiming the Transit Asset Management (TAM) outcome complete a custom data summary instead of the PPA tool.

Narrative: Transit Project

How effectively will the project address the agency’s and service area’s current and imminent state of good repair and transportation needs?

| The project addresses an immediate and critical need for vehicle replacements and complements the agency’s strategy to prioritize funding for state of good repair needs | 7-9 points |
| The project addresses a moderate need for vehicle replacements and somewhat aligns with the agency’s strategy to fund state of good repair needs | 4-6 points |
| The project addresses a lower urgency need for vehicle replacements and/or is an incomplete strategy for funding state of good repair needs | 1-3 points |
# Community Design Program Project Performance Assessment Indicators

<table>
<thead>
<tr>
<th>Blueprint Principle</th>
<th>Metric</th>
<th>Project Value (current conditions)</th>
<th>Project Value (future conditions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation Choice</td>
<td>Single occupancy vehicle mode share</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>High occupancy vehicle mode share</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Transit mode share</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Walk mode share</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Bike mode share</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Housing Diversity</td>
<td>MTP/SCS Community Type</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Compact Development</td>
<td>Jobs per net acre</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Dwelling units per net acre</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mixed Land Use</td>
<td>Job totals</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Population totals</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Dwelling units totals</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Existing Assets</td>
<td>Developed acres</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Available acres</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Proportion of developed acres to available acres</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Natural Resources</td>
<td>Percent of acres in agricultural use</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Quality Design</td>
<td><em>No data indicator</em></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
SACOG 2019 Programming Round Funding (Round 8)

Memorandum of Understanding (“MOU” or “Agreement”)  
Between the Sacramento Area Council of Governments (“SACOG”) and the  
____________________ (“Recipient”)  
For the Project known as “_____________________”

1. Introduction: Project Description and Scope of Work

A. Program Description:
The SACOG Community Design Funding Program (hereinafter referred to as “Program”) is intended to provide financial assistance to local governmental agencies that are planning or constructing projects that are consistent with the SACOG identified guidelines and principles. Local agencies submit project applications to SACOG and SACOG awards funding by a regional selection process. The Project was awarded funding through the Program. This document serves as the MOU between SACOG and Recipient.

The Project is receiving funds from SACOG-managed local funding sources, meaning these funds bring no requirement to federalize the Project. As such, the Project is not subject to administrative review by the California Department of Transportation (“CalTrans”), but rather solely by SACOG. However, SACOG will review any delay in the Project, as noted in Section 4.b below. SACOG must approve of the Project Scope of Work, milestones, deliverables and timelines, and shall review and approve all invoices before the Recipient will be reimbursed.

The Program is set up as a reimbursable program, meaning Recipient will be reimbursed for eligible Project costs after SACOG receives, reviews, and approves invoices covering those expenditures. In signing this Agreement, Recipient certifies that it can fund the Project on its own until it seeks reimbursement from SACOG. The Recipient shall carry the expenses until it invoices SACOG for expenditures. SACOG will reimburse the Recipient within 45 days of receiving and approving an invoice that is determined to meet the terms of this MOU.

B. Recipient Project Manager and SACOG Program Coordinator:
The following persons shall serve as the point of contact for all communications unless mutually agreed in writing that another individual may represent either the Recipient or SACOG.
The Recipient’s officially designated Project Manager is:

- Name
- Title
- Address
- [EMAIL ADDRESS] to correspond with Section 2.a below
- Phone #

SACOG’s Program Coordinator is:

- Gregory R. Chew
- Community Design Program
- Sacramento Area Council of Governments
- 1415 L Street, Suite 300
- Sacramento, CA 95814
- gchew@sacog.org
- Phone 916-340-6227

C. **Scope of Work, Deliverables, Milestones and Timeline:**

The attached Exhibit “A” describes the detailed scope of work to be performed by Recipient as well as the Project milestones, deliverables, and timeline for the Project, and is incorporated herein by this reference (“Scope of Work”). SACOG, in reviewing invoices, will verify the work completed and deliverables against the terms of Exhibit “A.”

D. **Project Application and Amount:**

Recipient submitted an application to SACOG for funding under the Program (hereinafter “Application”). A copy of the Recipient’s Project Application may be found at: [http://www.sacog.org/regionalfunding/communitydesign.cfm](http://www.sacog.org/regionalfunding/communitydesign.cfm) and is incorporated herein by this reference. The Project Application was evaluated through a competitive regional selection process and has been awarded One Hundred Thousand Dollars ($100,000.00), to be provided under the terms and conditions of this Agreement. The Recipient has pledged Ten Thousand Dollars ($10,000.00) in matching funds and certified these funds are available to complete the Scope of Work. If Recipient incurs costs and expenses beyond the awarded amount, Recipient is responsible to cover all costs and expenses exceeding the awarded amount.
E. Project Description:
Based on the submitted Project Application, the Project’s general purpose and scope is [Insert Brief General Description of Project].

F. Payment:
As the work is satisfactorily performed and funds are available, SACOG will reimburse Recipient for Project costs approved by SACOG. Recipient shall not be paid in advance of work completed. Conditions for reimbursement are identified in Section 3 below.

2. Performance

A. Notice to Proceed:
The Recipient may not start reimbursable Project activities until this Agreement is signed by both SACOG and Recipient. SACOG’s Program Manager shall issue a written Notice to Proceed (“NTP”), via a letter or email, to Recipient’s Project Manager after this Agreement is fully executed. The NTP shall contain the effective date for reimbursable activities, which date shall coincide with the date on which the NTP is issued.

B. Recipient Accountability Duties:
Recipient shall comply with the following accountability duties. Recipient acknowledges that a failure to perform these duties may result in the disqualification of Recipient from receiving future funding through SACOG as further specified below. It is incumbent upon Recipient, particularly the Recipient Project Manager, to understand these accountability duties and perform them throughout the term of the MOU or until the Scope of Work is completed, whichever comes first. SACOG will not remind Recipient to perform these duties.

(1) Staff Requirements - A Recipient staff person who is familiar with the contents of Recipient’s Application and has been assigned to oversee the delivery of this Project. Recipient acknowledges that if it does not maintain an assigned, qualified staff person or consultant to manage the delivery of the Project pursuant to the Recipient’s Application, SACOG reserves the right to withdraw funding for this Project.

(2) Funding Cycle Deadline - The Project as set forth in the Application, including the scope, timeline and deliverables, must be delivered no later than the current funding round cycle deadline of December 31, 2021. Recipient acknowledges that, if it does not deliver the specified Project on the agreed to timeline and prior to the funding cycle deadline, Recipient may be penalized in future funding cycles of SACOG’s four regional funding programs.
(3) Status Reports – All Round 8 Community Design recipients are required to submit quarterly status reports. Following issuance of the NTP, Recipient shall provide the SACOG Program Manager with a brief quarterly status report in writing. The due date for each status report is the first day of January, April, July and October of each year that the project has started until its completion or the termination of this MOU. This status report may be as brief as one or two paragraphs, depending upon the complexity and status of the particular Project. If Recipient’s designated Project Manager changes during the course of the Project, it is the responsibility of Recipient to convey this status report requirement and all other requirements of this MOU to the new Project Manager. The Project Manager shall not change unless mutually agreed upon by SACOG and Recipient in writing. Recipient acknowledges that a failure to provide quarterly Project status reports to SACOG may result in Recipient failing to qualify for future funding cycles of SACOG’s regional funding programs, including the Program. The responsibility of submitting the brief status report to SACOG lies solely with Recipient’s identified Project Manager listed above.

C. Overall Performance:
Recipient recognizes that SACOG considers Recipient’s performance on this Project a factor in qualifying Recipient for proposed future projects for any other current or future SACOG funding programs (e.g., Community Design, Bicycle/Pedestrian, Regional/Local, Air Quality programs).

D. Recipient Responsibilities:
After the NTP has been issued the Recipient is required to perform the accountability requirements in Section 2.B., including, but not limited to, submission of a brief quarterly Project status report. Recipient shall complete the Project, in accordance with Exhibit “A”, by no later than the expiration of this Agreement.

E. SACOG Responsibilities:
SACOG shall:

(1) Review progress reports and invoices promptly, and contact Recipient in a timely manner to discuss any issues. Invoices will not be approved until issues have been satisfactorily resolved.

(2) Remit invoice for payment promptly after approving invoices.

(3) Verify final Project completion as appropriate to close out final completion and payment.

3. Reimbursement

A. Invoices and Payments:
Recipient shall submit regular Project invoices to SACOG for reimbursement following issuance of the NTP, but shall submit such invoices no more frequently than once a month and no less frequently than once a quarter. Each invoice shall contain a one-page progress report narrative (bullet format acceptable) of work
completed to date along with reference to the scope of work, timeline, milestones, and deliverables in Exhibit “A.” Recipient shall clearly identify which of the activities have been performed in the period for which reimbursement is being requested. Recipient may include copies of any deliverables or photographs of physical construction, as applicable, to provide documentation of work completed.

B. Travel Reimbursement:
Recipient shall comply with, and shall require its subcontractors to comply with, the requirements for non-state employee travel and subsistence (per diem) expenses found in the California Department of Transportation (“Caltrans”) Travel Guide, Non-State Employee Travel (referencing the current California Department of Personnel Administration rules) at the following link: http://www.dot.ca.gov/hq/asc/travel/index.htm. Lodging rates shall not exceed rates authorized to be paid non-state employees unless written verification is supplied that such rates are not commercially available to Recipient and/or its subcontractors at the time and location required as specified in the Caltrans Travel Guide Exception Process.

C. Evaluation of Invoices:
SACOG will review invoices in the order received from all Program projects. Upon the review of each invoice received, SACOG will evaluate the degree of progress being made in comparison to the Scope of Work, and may ask Recipient to provide additional information to support an invoice. SACOG may withhold payment of a full or partial invoice amount if it believes insufficient evidence has been provided to justify the amount requested. All invoices must comply with the requirements provided for in SACOG’s Required Supporting Documentation for Invoices form, which is attached hereto and incorporated herein as Exhibit “B”.

D. Methods of Payment:
After the SACOG Program Manager has approved an invoice, it will be submitted to the SACOG Finance Department for processing. Reimbursement will be made within 45 days of invoice approval and will be made by check, unless an electronic fund transfer arrangement has been made in advance.

E. Retention and Completion:
SACOG reserves the right to withhold up to 10% of the awarded amount until it can verify the Project is completed as described in Exhibit “A” and approved by SACOG.

4. Completion; Termination

A. Agreement Expiration Date:
All reimbursable expenses must be incurred before December 31, 2021. The expiration date of this Agreement is March 31, 2022, which is the final date for submitting invoices to SACOG, and the date when all projects funded in the 2019
Program funding cycle must be completed. Reimbursement will be made as outlined in Section 1.A. and Section 3.

B. Extensions:
This MOU may be extended by written agreement of the parties, but such written agreement by SACOG may only occur by one of two ways. First, SACOG may agree to an extension in the event that a delay is caused by SACOG, Caltrans or state or federal agencies regarding the funding, programming or regulatory review of this project and such delay is deemed “abnormally longer than usual” by SACOG. Second, SACOG may agree to an extension for any other reason only by direct approval of the SACOG Board of Directors.

C. Termination by Recipient:
The Recipient may terminate this Agreement upon 30 days’ written notice to SACOG identifying the reason for termination. Within 10 working days of the notice, Recipient shall submit an invoice which shall be paid according to the conditions in Section 3.

D. Termination by SACOG:
Recipient’s failure to perform any material obligation hereunder is a material breach of this Agreement. SACOG shall provide Recipient with written notice of any such failure and specify a reasonable opportunity to cure. If Recipient fails to cure a material breach after SACOG provides written notice thereof and a reasonable opportunity to cure, SACOG may terminate this Agreement upon 10 days’ written notice to the Recipient identifying the reason for termination. Upon receipt of the notice of termination, Recipient shall immediately cease its own reimbursable activities on the Project and shall give notice to any third party working on the Project to immediately cease its reimbursable activities on the Project. Within 30 working days of receipt of the notice of termination, Recipient shall submit an invoice for work done through the date of termination. Reasons for termination may include, but are not limited to:

(1) failure by the Recipient to submit a progress report or invoice for two consecutive quarters after the Notice to Proceed;

(2) if the Project falls more than 6 months behind the timeline in Exhibit “A” and the Recipient fails to timely inform the SACOG Program Manager; or

(3) the Recipient does not respond in a timely manner to requests by SACOG’s Project Manager for information.

Reimbursable funding for the Project shall cease upon the effective date of the termination notice.
5. **General Provisions**

**A. Amendments:**
No alteration or variation of the terms of this Agreement shall be valid unless made in writing and signed by the parties hereto, and no oral understanding or agreement not incorporated herein, shall be binding on any of the parties hereto.

**B. Indemnity:**
Recipient and SACOG are each responsible for its own acts and omissions. Further, each party agrees to indemnify, defend, and hold harmless the other party, its governing body, officers, agents, and employees from and against any and all actions, claims, demands, losses, expenses, including reasonable attorney’s fees and costs, damages, and liabilities, resulting from the negligent acts or omissions or willful misconduct of the indemnifying party. The provisions of this Section shall survive the expiration or termination of this Agreement.

**C. Audit, Records:**
SACOG shall have the right to audit, or have audited by a representative agent, Recipient’s use of Project funds. Recipient shall maintain books, records, documents and other evidence (collectively “Records”) pertinent to Project work performed under this Agreement in accordance with generally accepted accounting principles and practices for a minimum of three years following completion of the Project. Recipient shall make the Records available to SACOG or its agents upon request.

**D. Notices:**
All notices required or provided for under this Agreement shall be in writing and delivered in person or by first class U.S. mail, postage prepaid, to the Project Managers identified in Section 1.B.

**E. Integration:**
This Agreement represents the entire understanding of SACOG and Recipient as to those matters contained herein and supersedes all prior negotiations, representations, or agreements, both written and oral. This Agreement may not be modified or altered except in accordance with Section 5.A.

**F. Headings:**
The headings of the various sections of this Agreement are intended solely for convenience of reference and are not intended to explain, modify, or place any interpretation upon any of the provisions of this Agreement.

**G. Severability:**
If any term or provision of this Agreement or the application thereof to any person or circumstance shall, to any extent, be invalid or unenforceable, the remainder of this Agreement, or the application of such term or provision to persons or circumstances
other than those to which it is invalid or unenforceable, shall not be affected thereby, and each term and provision of this Agreement shall be valid and shall be enforced to the fullest extent permitted by law, unless the exclusion of such term or provision, or the application of such term or provision, would result in such a material change so as to cause completion of the obligations contemplated herein to be unreasonable.

H. **Counterparts:**
This Agreement may be executed in multiple counterparts, each of which shall constitute an original, and all of which taken together shall constitute one and the same instrument.

I. **Dispute Resolution:**
Each party hereto will notify the other party promptly of any matters that may cause disputes arising out of their respective rights and obligations under this Agreement and will make every reasonable effort to settle such disputes by prompt and diligent negotiations. If the parties are unable to resolve the dispute through negotiation, the dispute will be sent to mediation administered by a mediator acceptable to both parties prior to the initiation of legal action, unless delay in initiating legal action would irrevocably prejudice one of the parties. All expenses of the mediation will be borne by the parties equally; however, each party will bear the expense of its own counsel, experts, witnesses, and preparation and presentation of proofs.

6. **Signatories**

The following parties are the authorized signatories representing their respective agencies to sign this MOU:

**Sacramento Area Council of Governments**

JAMES CORLESS  
Executive Director

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(Recipient Agency)

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(Name)  
(CEO title)

Date  Date

Approved as to form:

SLOAN SAKAI YEUNG & WONG LLP  
Legal Counsel to SACOG
Exhibit “A”

SCOPE OF WORK
DELIVERABLES, MILESTONES, AND TIMELINE