



Item # 15-11-5
Action

Transportation Committee

November 12, 2015

2015 Flexible Funding Programming Round Recommendations and Adoption of the 2016 Regional Transportation Improvement Program

Issue: How should SACOG invest its regional apportionment of flexible federal funds and its share of 2016 state funds programmed by the region?

Recommendation: That the Transportation Committee recommend that the Board approve the Final 2015 Flexible Federal Programming Round project list which includes scope and funding amount, authorize staff to submit the Regional Transportation Improvement Program (RTIP) to the California Transportation Commission (CTC), authorize the Chief Executive Officer to negotiate and execute any necessary Memoranda of Understanding (MOU) with project sponsors, and direct staff to prepare the required Metropolitan Transportation Improvement Program (MTIP) amendments.

Discussion: SACOG conducts a biennial flexible funding round in which projects are selected for available transportation funds in the four-county region comprised of Sacramento, Sutter, Yolo, and Yuba counties. The El Dorado County Transportation Commission (EDCTC) and Placer County Transportation Planning Agency (PCTPA) have separate funding programs for the flexible funds they manage. The SACOG flexible funding round allocates regional funds to projects based on federal apportionments of Congestion Mitigation and Air Quality (CMAQ), Regional Surface Transportation Program (RSTP), State Transportation Improvement Program (STIP) funds, and SACOG Managed Funds. On October 29th the SACOG Board took action to release the 2015 Flexible Funding Programming Round Recommendations for public review, with Board action on final recommendations expected on December 10, 2015.

Background:

At its April meeting, the SACOG Board approved the funding guidelines and released the call for projects for the Community Design, Bicycle and Pedestrian, and Regional/Local funding programs. Due to reductions in State Transportation Improvement Program (STIP) funds, the Board at its September meeting approved a Tier 1 and Tier 2 funding target approach for all three programs. Cumulatively \$89.7 million was made available for Tier 1 competitive projects and \$1 million for the Community Design non-competitive program. The Tier 2 cumulative target was identified as \$38.8 million. Tier 1 funds are available for programming upon Board action. Tier 2 funds become available in the event of legislative action and/or identified delivery strategies that yield new funding in advance of the next competitive SACOG call for projects.

Attachment A outlines the funding target in greater detail and the targeted strategies SACOG staff will be taking to approach Tier 2.

For this flexible funding round, SACOG cumulatively received 103 project nominations from 25 project sponsors requesting \$345.4 million in competitive funding. **Attachment B** provides a summary of the staff recommendations for competitive funding broken out by program and tier,

and also accounts for \$11.1 million to fulfill other funding commitments. These funding commitments include transportation control measures which reflect past and potential future work detailed in the region's air quality attainment plan for Ozone. Also included in the funding commitments is the RSTP Exchange for rural counties, and planning, programming, and monitoring costs.

Attachment C provides project descriptions and staff analysis of each project by program, while **Attachment D** includes program guidelines for the three funding programs.

Next Steps:

Following Board approval of funding recommendations, SACOG must submit a Regional Transportation Improvement Program (RTIP) to the California Transportation Commission (CTC) by December 15, 2015, that includes projects identified to use STIP funds. The RTIP proposes how SACOG intends to use available capacity in the STIP to deliver projects between FYs 2016/17 and 2020/21. The CTC will evaluate and make final recommendations on the statewide STIP as a whole in March 2015 following a public process. **Attachment E** is the resolution authorizing the submittal of the RTIP and the RTIP project list.

STIP and flexible federally-funded projects will be amended into the Metropolitan Transportation Improvement Program (MTIP). The timing of inclusion in the MTIP will be dependent upon the type and classification of the project and may be brought to the Board for approval if necessary. Additionally, some low-cost projects will be receiving SACOG Managed Funds. These projects will receive funding after entering into an MOU with SACOG.

Attachment F is the template used for the MOU with the project sponsors.

Approved by:

Mike McKeever
Chief Executive Officer

Attachments
MM:RD:ds

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Tier 1 and Tier 2 Detail

Funding Estimate

The flexible funds for programming are derived from state and federal sources and leveraged by available local resources to both pair and focus federal dollars. The funding round is one of SACOG’s means for funding and advancing projects that contribute to the implementation the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) through a well-developed program funding structure and targeted investments in the region’s transportation system.

During the September 2015 Committee Cycle, the Board took action on approving final programming target amounts for the 2015 Regional Funding Program. Projects are recommended for funding up to \$128,553,000, but projects are separated into two categories to distinguish between those guaranteed programming in a Tier 1 list, and those in a Tier 2 list that are not guaranteed programming. The Tier 1 target is \$89.7 million and the Tier 2 target is \$38.8 million which is reflective of the reduction in STIP funding.

Tier 1 and Tier 2 Competitive Funding Targets Established September 2015:

	Targets: Tier 1	Targets: Tier 2
Community Design**	\$15,297,450	\$2,699,550
Bicycle & Pedestrian	\$9,834,500	\$1,735,500
Regional/Local	\$64,626,050	\$34,359,950
TOTAL	\$89,758,000	\$38,795,000

*Non-competitive funding commitments such as the RSTP exchange, planning and monitoring, and transportation control measures are \$11,131,500.

**\$1 million is additive to the Tier 1 funding target for non-competitive community design projects.

Tier 1

Tier 1 listed projects are guaranteed programming from the \$89.7 million in forecasted revenues, comprised of the sources of funding listed below. Within Attachment B, each of the recommended programs describes the Tier 1 selection process as well as mechanisms for addressing proposed contingencies. Following Board action, SACOG staff would take action to move forward with including these projects in the Metropolitan Transportation Improvement Program (MTIP).

State Transportation Improvement Program (STIP): Funds are available in state Fiscal Years 2016/17 through 2020/21, with most of this programming capacity anticipated in the last two years of the STIP (State Fiscal Years 2019/20 and 2020/21). As noted at the August and September committee meetings, the 2016 STIP was a “zero STIP” so funding included in this estimate is reprogramming of freed-up capacity as a result of STIP projects utilizing the Delivery Plan Process. STIP funds can be used for a wide variety of capital projects. Final programming authority for these funds resides with the California

Transportation Commission (CTC). Projects that receive STIP funds will be included in the Regional Transportation Improvement Program (RTIP) document that will be circulated in the December 2015 committee cycle and submitted to the CTC on December 15, 2015.

Federal Regional Surface Transportation Program (RSTP): funds are available in Federal Fiscal Year (FFY) 2017/18 through 2018/19 for a wide variety of capital projects, programs, and road rehabilitation on federal aid-eligible corridors. Estimates are not finalized until the actual year of programming and are influenced by the federal transportation act.

Federal Congestion Mitigation Air Quality (CMAQ): funds are available in FFY 2017/18 through 2018/19 for capital projects, programs, and transit operating assistance that can demonstrate air quality improvement benefits. Estimates are not finalized until the actual year of programming and are influenced by the federal transportation act.

SACOG Managed Funds: An additional \$1 million in SACOG Managed Funds is available for projects to be programmed in FFY 2017/18 through 2018/19. This is additive to the competitive funding available and is applied to the non-competitive portion of the Community Design program.

Tier 2

Projects in Tier 2 are prioritized in the event that funding becomes available. The number of Tier 2 projects that could ultimately receive funding would be dependent upon a combination of factors: future STIP funds, loans, and tighter project delivery policies that emphasize “use it or lose it” strategies.

Within Attachment C, each of the recommended programs describes the Tier 2 selection and prioritization process as well as mechanisms for addressing contingencies.

- Projects left unfunded on the Tier 2 list by the time of the next regional funding program round would not be guaranteed programming and would be required to compete again in a later regional funding program round.
- Savings realized within identified programs would remain in their program of origin.

Future STIP Funds

The special session of the legislature ordered by the Governor on June 16th ending September 11th did not yield any adopted legislation to impact the amount of funding available within the STIP and this current funding round. It did yield continued conversation around the themes of fix-it-first, trade, repayment of prior loan commitments from the State Highway Account, and a potential greenhouse gas and active transportation focus. The special session has been extended through the fall and staff will continue to monitor activity. In the event of legislative action, staff would return to the Board to recommend an approach for allocating and programming Tier 2 funds. Analysis would be necessary to insure that selected projects are eligible for new or expanded funding sources.

New Project Delivery Policies, Including Loans and Additional “Use It or Lose It” Strategies

As part of the 2015 funding round program policy frameworks, SACOG noted that the projects receiving funding from this round would need to provide quarterly status updates to SACOG. This enhanced monitoring will allow staff to assess project implementation milestones on a more focused basis. This

collection of information is possible because of our delivery plan module in SACTRAK and is also consistent with increased monitoring by FHWA and Caltrans of project funding.

To evaluate the potential for a Tier 2 funding strategy, SACOG staff will be exploring the following concepts over the 2016 delivery year to assess an approach for the 2017 delivery year which runs October 1, 2016- September 31, 2017.

In collaboration with member agencies SACOG staff will:

- Conduct an assessment of prior projects receiving SACOG funding
 - Review of previously funded projects by round to determine status
 - Conduct a multi-year look across delivery plans
 - Collect quarterly report information on all projects
 - Analysis of individual project delivery successes and/or failures
 - Analysis of trends, challenges, timing
 - Observation of any common themes
- Review of loan options
 - Evaluation of internal lending strategies and payback options
 - Review of existing MOUs and letter agreements
 - Recommendations on improvements to lending strategies and payback options
 - Evaluation of external lending strategies and payback options
 - Exploration of alternative lending strategies and different transportation programs
 - Exploration of loan options with other RTPAs
- Assessment of “use it or lose it” delivery strategies.
 - Evaluation of SACOG policy and existing practice
 - Evaluation of alternative practices outside SACOG (other RTPAs, Caltrans, etc.)
 - Update of documentation
 - Evaluation of apportionment, obligation authority, and programming capacity
 - Evaluation of alternative practices outside SACOG (other RTPAs, Caltrans, etc.)
 - Update of documentation

Staff will work with sponsor agency staff and through advisory groups to vet analysis and recommendations. Identified savings and cross-program prioritization would need to be mindful of funding eligibility, program origin, and project outcomes.

Bicycle and Pedestrian Funding Program Recommendations

ID	Lead Agency	County	Project Title	Requested Funds	Tier 1	Tier 2
1	City of Citrus Heights	SAC	Old Auburn Road Bicycle-Pedestrian Improvement Project	\$ 3,237,700	-	-
2	City of Elk Grove	SAC	East-West Arterial Road Bike Lane Improvements	\$ 584,000	-	-
3	City of Elk Grove	SAC	Laguna Creek Trail and Bruceville Rd. SRTS Improvements	\$ 1,837,000	\$ 1,837,000	-
4	City of Folsom	SAC	Folsom/Placerville Rail Trail	\$ 1,048,000	\$ 1,048,000	-
5	City of Galt	SAC	Galt Bike / Pedestrian Path Gap Closure	\$ 486,000	-	-
6	City of Rancho Cordova	SAC	Cordova Park Safe Routes to School Project	\$ 3,043,000	-	-
7	City of Sacramento	SAC	D.W. Babcock School Access Improvements	\$ 1,963,000	\$ 995,700	-
8	City of Sacramento	SAC	Del Rio Trail	\$ 2,213,000	\$ 953,000	-
9	City of Sacramento	SAC	Franklin Cycle Track	\$ 2,028,000	\$ 315,000	\$ 1,713,000
10	City of Sacramento	SAC	Northwood School Access Improvements	\$ 3,185,000	\$ 442,000	-
11	City of Sacramento	SAC	Old Sacramento Riverfront Bike Trail	\$ 455,000	-	-
12	Sacramento County	SAC	Folsom Cottage Sidewalk Infill Project	\$ 1,485,000	\$ 1,485,000	-
13	Sacramento County	SAC	Hazel Ave. Sidewalk Improvements - Central Ave. to Elm Ave.	\$ 1,239,000	\$ 1,239,000	-
14	Capital SouthEast Connector JPA	SAC	White Rock Rd. Corridor Bike Path	\$ 2,862,000	-	-
15	City of Yuba City	SUT	Franklin Ave. Pedestrian Improvements	\$ 376,200	\$ 376,200	-
16	City of Davis	YOL	Safe Routes to School Infrastructure Improvements	\$ 1,652,000	-	-
17	City of West Sacramento	YOL	Clarksburg Branch Line Trail Extension	\$ 1,484,000	-	-
18	City of West Sacramento	YOL	Linden Road Sidewalk Extension	\$ 429,000	-	-
19	City of West Sacramento	YOL	Sycamore Park Phase 2 and 3 Bicycle and Pedestrian Overpass	\$ 6,965,000	\$ 1,151,000	-
20	City of West Sacramento	YOL	West Capitol Ave. Cycle Track	\$ 513,000	-	-
21	City of Woodland	YOL	Sports Park Drive Pedestrian Overcrossing	\$ 1,087,000	-	-
22	UC Davis	YOL	Sprocket Bikeway Improvement	\$ 412,000	-	-

ID	Lead Agency	County	Project Title	Requested Funds	Tier 1	Tier 2
23	Yolo County	YOL	Interstate 80 Corridor Bicycle Route Improvements	\$ 669,200	-	-
24	City of Marysville	YUB	Marysville Bicycle Network Striping and Signage Upgrade	\$ 250,000	-	-
25	Yuba County	YUB	McGowen Parkway Bicycle Path and Pedestrian Route Improvements	\$ 1,204,000	-	\$ 247,000
			Bicycle & Pedestrian Subtotal	\$ 40,707,100	\$ 9,841,900	\$ 1,960,000

Community Design Funding Recommendations

ID	Lead Agency	County	Project Title	Requested Funds	Tier 1	Tier 2
1	City of Davis	YOL	Anderson Road Improvements Phase 1	\$ 1,897,000	-	-
2	City of Davis	YOL	Davis - Olive Drive - Pole Line Connection	\$ 500,000	-	-
3	City of Elk Grove	SAC	Old Elk Grove Streetscape Phase 2	\$ 450,000	\$ 450,000	-
4	City of Elk Grove	SAC	Transit Shelters Lighting Project	\$ 339,000	-	-
5	Live Oak	SUT	Live Oak Community Trail Phase 4	\$ 491,000	\$ 491,000	-
6	City of Rancho Cordova	SAC	Rancho Cordova - Folsom Blvd Complete Streets Phase 5 (Bradshaw to Horn)	\$ 3,500,000	\$ 3,000,000	-
7	Regional Transit	SAC	Dos Rios Light Rail Transit Station	\$ 500,000	\$ 500,000	-
8	Regional Transit	SAC	Horn Road Light Rail Transit Station	\$ 500,000	\$ 500,000	-
9	City of Sacramento	SAC	4th St. Pedestrian Access	\$ 443,000	-	-
10	City of Sacramento	SAC	Franklin Blvd. Streetscape	\$ 443,000	\$ 443,000	-
11	City of Sacramento	SAC	Meadowview Rd. Streetscape Phase 1	\$ 2,475,000	\$ 2,475,000	-
12	City of Sacramento	SAC	16th St. Streetscape	\$ 443,000	\$ 443,000	-
13	City of Sacramento	SAC	R St. Streetscape Phase 3	\$ 4,000,000	\$ 2,987,000	-
14	Sacramento County	SAC	Fair Oaks Blvd., - Completing the Complete Street- Stanley Ave. to South of Landis Ave.	\$ 2,074,000	\$ 2,074,000	-
15	Sacramento County	SAC	Greenback Lane Complete St. Improvements Phase 1	\$ 2,390,000	-	-
16	City of West Sacramento	SAC	Riverfront Street Extension	\$ 3,681,000	\$ 1,934,500	\$ 1,746,500
17	Yuba City	YUB	Highway 20 Revitalization	\$ 1,770,000	-	-
18	Yuba County	YUB	North Beale Road Complete Streets Phase 2	\$ 2,400,000	-	\$ 1,200,000
			Community Design Subtotal	\$ 28,296,000	\$ 15,297,500	\$ 2,946,500

Regional/Local Funding Program Recommendations

ID	Lead Agency	County	Project Title	Requested Funds	Tier 1	Tier 2
1	Caltrans District 3	VAR	Ramp Meters, I-80, SR51, SR65, SR99	\$ 22,500,000	-	-
2	Caltrans District 3	SAC	State Route 51 (Capital City) Corridor Improvements: J St to Arden	\$ 10,270,000	\$ 4,000,000	\$ 5,400,000
3	City of Citrus Heights	SAC	Comprehensive Transit System Analysis & Transit Asset Management Project	\$ 183,300	\$ 183,300	-
4	City of Davis	YOL	14th St. / Villanova Corridor Improvements	\$ 992,000	\$ 992,000	-
5	City of Davis	YOL	Loyola Drive Improvements	\$ 1,042,000	-	-
6	City of Davis	YOL	Pole Line Road Improvements (Covell Blvd to North City Limits)	\$ 946,000	-	-
7	City of Elk Grove	SAC	Arterial Roads Rehabilitation Project	\$ 2,583,300	\$ 2,000,000	-
8	City of Elk Grove	SAC	Bradshaw / Sheldon Intersection Improvements	\$ 2,897,400	\$ 1,549,000	-
9	City of Elk Grove	SAC	Kammerer Road Widening and Extension	\$ 15,314,000	\$ 2,918,200	\$ 3,000,000
10	City of Elk Grove	SAC	Replacement Purchase of Nine 40' CNG Buses	\$ 4,661,100	Transit Lump Sum	Transit Lump Sum
11	City of Elk Grove	SAC	Replacement Purchase of Two (2) Paratransit Buses	\$ 185,900	Transit Lump Sum	Transit Lump Sum
12	City of Galt	SAC	South Galt Safe Routes to School and Rehabilitation	\$ 1,675,000	\$ 1,675,000	-
13	City of Marysville	YUB	Marysville Medical Arts District Transportation Development Project	\$ 1,460,700	\$ 700,000	-
14	City of Rancho Cordova	SAC	Mather Field Road/US 50 Interchange	\$ 252,300	-	-
15	City of Rancho Cordova	SAC	Sunrise Blvd St. Rehab (Folsom to White Rock)	\$ 3,995,700	-	-
16	City of Rancho Cordova	SAC	White Rock Rd Transportation Improvement Project	\$ 14,749,400	-	-
17	City of Rancho Cordova	SAC	Zinfandel Complex	\$ 3,738,200	\$ 1,869,100	\$ 1,869,100
18	City of Sacramento	SAC	14th Ave. Extension	\$ 3,284,200	-	-
19	City of Sacramento	SAC	Downtown Controller and Communications Upgrade	\$ 4,375,600	\$ 900,000	\$ 2,875,600
20	City of Sacramento	SAC	Downtown/Riverfront Streetcar	\$ 3,000,000	-	-
21	City of Sacramento	SAC	I-5 at Richards Blvd. Interchange	\$ 3,098,600	\$ 3,098,600	-
22	City of Sacramento	SAC	ITS Master Plan	\$ 221,300	-	-
23	City of Sacramento	SAC	Riverfront Reconnection Project, Phase II	\$ 1,500,000	-	-

ID	Lead Agency	County	Project Title	Requested Funds	Tier 1	Tier 2
24	City of West Sacramento	YOL	Road Rehabilitation & Complete Streets	\$ 9,003,600	\$ 2,300,000	-
25	City of Woodland	YOL	West Main St. Bicycle/Pedestrian Mobility and Safety Improvements	\$ 3,742,500	\$ 3,742,500	-
26	Sacramento County	SAC	Alta Mesa Road	\$ 771,100	-	-
27	Sacramento County	SAC	Antelope Road	\$ 423,500	\$ 423,500	-
28	Sacramento County	SAC	Eastern Ave., El Camino Ave., and Marconi Ave.	\$ 4,734,800	\$ 4,734,800	-
29	Sacramento County	SAC	Florin Road	\$ 1,091,000	-	\$ 1,091,000
30	Sacramento County	SAC	Gerber Road	\$ 1,857,600	\$ 1,857,600	-
31	Sacramento County	SAC	Goethe Road	\$ 477,400	\$ 477,400	-
32	Sacramento County	SAC	Hazel Ave. Improvement Project, Phase 3 (Sunset to Madison)	\$ 3,000,000	-	-
33	Sacramento County	SAC	Hillsdale Blvd. (Frizell to Palm)	\$ 1,685,300	-	-
34	Sacramento County	SAC	Keifer Blvd.	\$ 1,563,000	\$ 1,563,000	-
35	Sacramento County	SAC	Kenneth Ave.	\$ 1,020,500	-	-
36	Sacramento County	SAC	Micron Ave.	\$ 634,400	-	\$ 634,400
37	Sacramento County	SAC	MLK Blvd.	\$ 870,100	-	\$ 870,100
38	Sacramento County	SAC	Oak Ave. (Hazel to San Juanita)	\$ 1,318,700	-	-
39	Sacramento County	SAC	Power Inn Rd Improvement Project (450' SO Loucreata Dr. to 52 Ave.)	\$ 6,055,000	\$ 4,000,000	-

ID	Lead Agency	County	Project Title	Requested Funds	Tier 1	Tier 2
40	Sacramento County	SAC	South Watt Ave. Improvement Project (Florin to SR 16)	\$ 2,500,000	-	-
41	Sacramento County	SAC	Walerga Road	\$ 1,600,400	-	-
42	Sacramento County	SAC	West Elkhorn Blvd. (Sac City Limit to UPRR)	\$ 471,400	-	-
43	Sacramento County	SAC	West Elkhorn Blvd. (UPRR to 2nd)	\$ 665,100	-	-
44	Sacramento County	SAC	West Elverta Road	\$ 1,413,900	-	-
45	Sacramento County	SAC	Wilhaggin Dr.	\$ 435,700	-	-
46	Sacramento County	SAC	Winding Way	\$ 908,600	-	-
47	Sacramento County	SAC	Woodmore Oaks Dr.	\$ 955,800	-	-
48	Sutter County	SUT	Howsley Road Farm to Market project (Natomas to Pleasant Grove)	\$ 2,948,300	-	-
49	Yolo County	YOL	CR 27 Rehabilitation	\$ 1,892,700	\$ 1,892,700	-
50	Yolo County	YOL	CR 27 Rural Complete St.	\$ 752,500	-	-
51	Yuba County	YUB	Feather River Blvd. – Farm to Market & State of Good Repair	\$ 1,198,000	\$ 1,198,000	-
52	Yuba County	YUB	Woodruff Lane & Ramirez Rd. - Farm to Market & Rehab	\$ 964,000	\$ 964,000	-
53	SACOG	VAR	Household Travel Survey	\$ 750,000	\$ 750,000	-
54	SACOG	VAR	ITS Master Plan	\$ 330,000	\$ 330,000	-
55	Regional Transit	SAC	New Light Rail Vehicle Specification Development Project & Light Rail Low Floor Station Conversion & CIPD Study	\$ 7,215,900	\$ 2,000,000	Transit Lump Sum
56	Regional Transit	SAC	Project Development for the Green Line LRT (Township 9 to North Natomas)	\$ 6,000,000	-	-
57	Regional Transit	SAC	Siemens Light Rail Vehicle (LRV) Replacement-13 vehicles	\$ 78,004,500	Transit Lump Sum	Transit Lump Sum
58	Capital SouthEast Connector JPA	VAR	Southeast Connector - Segment D3	\$ 15,000,000	\$ 7,500,000	-

ID	Lead Agency	County	Project Title	Requested Funds	Tier 1	Tier 2
59	Unitrans	YOL	Purchase High-Capacity Transit Buses	\$ 2,704,600	Transit Lump Sum	Transit Lump Sum
60	Yolo County Transportation District	YOL	Yolobus Fixed Route Bus Replacement (13 CNG and 2 Electric)	\$ 8,517,600	Transit Lump Sum	Transit Lump Sum
N/A	Various Transit Agencies	VAR	Transit Lump Sum		\$ 11,000,000	\$ 18,148,300
			Regional/Local Subtotal	\$ 276,403,500	\$ 64,618,700	\$ 33,888,500
			All Programs Grand Total	\$ 345,406,600	\$89,758,000	\$38,795,000
				Target	\$89,758,000	\$38,795,000

Community Design \$100k Non-Competitive Projects

ID	Lead Agency	County	Project Title	Requested Funds	Recommended
19	City of Citrus Heights	SAC	Community Corridor Revitalization Program	\$ 100,000	\$ 100,000
20	City of Galt	SAC	Pedestrian Safety Crossing Project	\$ 100,000	\$ 100,000
21	City of Isleton	SAC	General Plan Revisions	\$ 100,000	\$ 100,000
22	City of Marysville	YUB	2016 Pavement Management Update and Medical Arts District Parking Study	\$ 100,000	\$ 100,000
23	Sutter County	SUT	Barry Elementary School Pedestrian Improvement Project	\$ 100,000	\$ 100,000
24	City of Wheatland	SAC	Climate Action Plan (CAP)	\$ 100,000	\$ 100,000
25	City of Winters	YOL	Grant Av./SR 128/ Russell Blvd. Corridor Improvements PSR-PDS	\$ 100,000	\$ 100,000
26	Yolo County	YOL	Grant Av./SR 128/ Russell Blvd. Corridor Improvements PSR-PDS	\$ 100,000	\$ 100,000
27	City of Woodland	YOL	Green Bicycle Lanes Project	\$ 100,000	\$ 100,000
			Total	\$ 900,000	\$ 900,000

Other Funding Commitments

ID	Lead Agency	County	Project Title	Recommended
N/A	SACOG	VAR	Planning, Programming, and Monitoring	\$ 425,300
N/A	Various	VAR	RSTP Exchange	\$ 1,106,300
N/A	SACOG	VAR	Air Quality Transportation Control Measures	\$ 9,600,000
			Total	\$ 11,131,600

These are non-competitive funding commitments. The RSTP exchange is a three county sub-total based upon estimates. Planning and monitoring is RSTP funding for SACOG activities. The current Transportation Control Measures (TCMs) are Transportation Demand Management, SECAT, and Spare the Air. The amount programmed to the TCMs is based upon historical commitment levels identified in the Ozone State Implementation Plan addressing the 1997 standards. Staff will be returning with a future item to program TCM-specific funds.

Bicycle and Pedestrian Funding Program

Project selection for this program was based upon the Policy Framework outlined in Attachment D. Projects competing in this program were able to utilize a streamlined process that enables applicants to compete sequentially in three programs for bicycle and pedestrian projects. The earliest program is the State Active Transportation Program (ATP). It is then followed by the Regional ATP (6-County), and lastly the Bicycle and Pedestrian Funding Program (4-County).

Bicycle and Pedestrian Projects with Funding Identified in Tier 1 and Tier 2:

- The Working Group utilized Board-approved scoring to develop a consensus-based priority list of projects for SACOG staff to use in developing the draft list of projects. Projects were scored out of 100 possible points.
 - Prioritization of pre-development work was applied to the recommended consensus list by SACOG staff to maximize the number of projects receiving funding in Tier 1.
 - Projects in Tier 2 are listed in priority order and include a construction phase of a Tier 1 project and other pre-development work.
- The three projects successful in the State ATP and the six projects recommended for funding in the Regional ATP were removed from the Bicycle and Pedestrian Funding Program.
 - The one exception is the City of Sacramento's "Del Rio Trail" project, which is recommended for full funding using partial funding from both the Bicycle and Pedestrian Funding Program and Regional ATP. This is due to insufficient available in Regional ATP funds. This recommendation for funds through the two distinct programs is based on the project's ability to compete successfully within the criteria identified for each program.

The Regional ATP has a ranked contingency list, which was developed to mitigate risk of losing Regional ATP funds and will be in effect until the approval of the State ATP for Cycle 3. In the event that an ATP Cycle 2 contingency project, which is recommended for Tier 1 or Tier 2 Bicycle and Pedestrian funding, is recommended for Regional ATP funding, the project would be removed from the Bicycle and Pedestrian tiered project lists. Put another way, a Tier 2 Bicycle and Pedestrian project, project phase, or project component, could move from Tier 2 to Tier 1 listing if a Regional ATP project moves from the Regional ATP contingency list to the recommended list. Additionally, projects in the Bicycle and Pedestrian Tier 2 list could receive funding in the event of new legislation, or as part of the Tier 2 Delivery Strategy evaluation. Savings recovered from Bicycle and Pedestrian program projects would be directed to Tier 2 Bicycle and Pedestrian projects.

Project Descriptions and Analyses for Bicycle/Pedestrian Funding Program (Round 7)

City of Citrus Heights

1. Old Auburn Road Bicycle-Pedestrian Improvement Project

Request: \$3,237,700

Recommendation for Funding: Not Recommended

The purpose of the project is to provide complete streets infrastructure, with a priority focus on improving safety for pedestrian, bicycle, transit, and vehicle movement and promoting active transportation. The project would replace existing curb, gutter, and sidewalk with new vertical curb and wide, ADA compliant sidewalk with enhanced landscaping; construct infill curb, gutter and sidewalk; install new street safety lights; construct raised medians at the major intersections; and re-stripe the road to provide continuous Class II bicycle lanes. Construction activities would be on Old Auburn Rd. between Sunrise Blvd. and Garry Oak Dr., and on Fair Oaks Blvd. from Old Auburn Rd. to Villa Oak Dr.

Snapshot of Application Review Comments and Analysis

The project scored 58 out of 100 points and demonstrated moderate potential to increase biking and walking by connecting to schools, transit, removing barriers, and closing gaps. The project also demonstrated moderate potential to reduce or shorten vehicle miles traveled.

- The project design emphasized active transportation access, mobility, and comfort including transit connections and intersection geometry that would serve to slow traffic speeds, but would require full reconstruction of in-place infrastructure.
- While the project offers roadway rehabilitation co-benefits, a considerable amount of the project scope would go towards this rehabilitation and replacement of existing functional sidewalks.
- The project application was not competitive in its ability to demonstrate potential to generate new active transportation trips proportionate to the level of investment.

City of Elk Grove

2. East-West Arterial Road Bike Lane Improvements

Request: \$584,000

Recommendation for Funding: Not Recommended

The purpose of the project is to create continuous bikeway facilities on major east-west arterial roads by correcting existing deficiencies and closing gaps. Improvements on Elk Grove Blvd. and Laguna Blvd./Bond Rd. between Harbour Point Dr. and Bradshaw Rd. would include construction of new escape ramps and Class II bicycle lanes, restriping of existing shoulders to meet Class II bicycle lane standards, and adding roadside signs to improve bicycle and pedestrian safety and mobility.

Snapshot of Application Review Comments and Analysis

The project scored 51 out of 100 points and demonstrated moderate potential to increase biking and walking by connecting to schools, transit, removing barriers, and closing gaps. The project also demonstrated moderate potential to reduce or shorten vehicle miles traveled.

- The project focuses on improving existing facilities, but also includes some extension of facilities to attract new bicycle riders.
- The project would correct instances of substandard shoulders currently being used as bicycle lanes.
- The project did not clearly demonstrate changes to the roadway that would result in a bicycle-riding experience accessible to less-experienced riders.

City of Elk Grove

3. Laguna Creek Trail and Bruceville Road SRTS Improvements

Request: \$1,837,000

Recommendation for Funding: Full Tier 1

The purpose of the project is to improve access to a nearby elementary school and activity center for both residents and students using the Elk Grove pedestrian network, including the Laguna Creek multi-use trail. The project would construct Class I multi-use trail extensions and gap closures on the Laguna Creek Trail, such as from Lewis Stein Rd. to Bruceville Rd., and between Bruceville Rd., Mannington St., and Center Pkwy. The project would also construct sidewalks along Bruceville Rd. south of Center Pkwy. to Big Horn Blvd., and north of Laguna Blvd.

Snapshot of Application Review Comments and Analysis

The project scored 70 out of 100 points and demonstrated significant potential to increase biking and walking by connecting to schools, transit, removing barriers, and closing gaps. The project also demonstrated moderate potential to reduce or shorten vehicle miles traveled.

- The project would increase safety for people biking and walking by closing gaps on school routes and travel paths to multi-family housing.
- The project would fill in multi-use trail and sidewalk gaps to strengthen the active transportation network in Elk Grove.
- The project would increase active transportation access between residential areas and three nearby schools, and increase access between the residential areas and schools to the aquatic center.

City of Folsom

4. Folsom/Placerville Rail Trail

Request: \$1,048,000

Recommendation for Funding: Full Tier 1

The purpose of the project is to improve active transportation access to Folsom Lake College and to extend the multi-use trail within the City of Folsom. The project would construct approximately 1.3 miles of Class I multi-use trail to fill a gap and extend the Folsom Placerville Rail Trail from Broadstone Parkway to Iron Point Rd., connecting to the 16-mile Humbug-Willow Creek (HBWC) Trail and the Folsom Lake College campus.

Snapshot of Application Review Comments and Analysis

The project scored 69 out of 100 points and demonstrated significant potential to increase biking and walking by connecting to schools, transit, removing barriers, and closing gaps. The project also demonstrated significant potential to reduce or shorten vehicle miles traveled.

- The project would resolve many of the indirect connections in the area and to the college.
- The project would extend the existing multi-use trail system in and around City of Folsom, and provide new connections between residential areas and the Folsom Lake College campus and other activity centers.
- The trail would be adjacent to the rail line, but the project sponsor determined there is sufficient right-of-way to leave rail infrastructure intact while still providing a comfortable distance between the rail line and the trail.

City of Galt

5. Galt Bike / Pedestrian Path Gap Closure

Request: \$486,000

Recommendation for Funding: Not Recommended

The purpose of the project is to close gaps in the City's bicycle system that serves both residents and students in the northeast area of Galt. The project would complete the design and environmental work for bicycle improvements in the area bounded by Twin Cities to the north, Marengo to the east, UPRR to the south and East Stockton to the west, including Class II bicycle lanes on the west side of Marengo Rd., a Class I multi-use trail on the north side of Deadman's Gulch between Vintage Oak Ave. and Emerald Vista Dr., and Class III bicycle routes along Lake Park Ave., Park Terrace Dr., Bay Shore Dr., Elk Hills Dr., Vintage Oak Ave., Cedar Flat Ave., Lake Canyon Ave., Fermoy Way, Adare Way, and Emerald Vista Dr.

Snapshot of Application Review Comments and Analysis

The project scored 44 out of 100 points and demonstrated moderate potential to increase biking and walking by connecting to schools, transit, removing barriers, and closing gaps. The project also demonstrated moderate potential to reduce or shorten vehicle miles traveled.

- The project would address a number of low-volume streets with documented speeds above the posted limits.
- The proposed improvements did not seem to address the documented safety concerns of collisions and higher speeds in the project area.
- The project did not clearly demonstrate potential to increase the number of utilitarian biking trips.

City of Rancho Cordova

6. Cordova Park Safe Routes to School Project

Request: \$3,043,000

Recommendation for Funding: Not Recommended

The purpose of the project is to complete the pedestrian network in the Cordova Park Neighborhood to allow for safer pedestrian activity. The project would construct curb, gutter, sidewalks, ADA sidewalk ramps, and crosswalks along Coloma Rd., Dolcetto Dr., Ellenbrook Dr., Garrett Way, Gilbert Way, and Malaga Way. Additionally, the project would install traffic calming devices on surrounding streets of Dawes St., Dolcetto Dr., and Chase Dr.

Snapshot of Application Review Comments and Analysis

The project scored 58 out of 100 points and demonstrated moderate potential to increase biking and walking by connecting to schools, transit, removing barriers, and closing gaps. The project also demonstrated moderate potential to reduce or shorten vehicle miles traveled.

- The project would provide sidewalk in a residential area adjacent to three schools, and was identified as a priority project in the City's Pedestrian Master Plan.
- The proposed improvements did not seem to address the documented collisions in the project area.
- It was not clear that the project would increase active transportation proportional to the requested investment.

City of Sacramento

7. D.W. Babcock School Access Improvements

Request: \$1,963,000

Recommendation for Funding: Partial Tier 1

The purpose of the project is to create active transportation access across El Camino Ave. for students of D.W. Babcock School, and to designate a safer walking route connecting residential areas to the school. The project would install a signalized intersection with accessibility compliant crosswalks at the intersection of Albatross Way and El Camino Ave. and construct infill of sidewalks, curb ramps, and other access improvements along Frenza Ave. from Connie Dr. to Albatross Way, on Albatross Way from Frenza to Woolley Way, on Woolley Way from Albatross Way to D.W. Babcock School, and on Cormorant Way from D.W. Babcock School to Babcock Park.

Partial Tier 1 funding is recommended for the construction of the signalized intersection at El Camino Ave. and Albatross Way, and for sidewalk infill on Albatross Way and Wooley Way between the new intersection and D.W. Babcock School.

Snapshot of Application Review Comments and Analysis

The project scored 66 out of 100 points and demonstrated moderate potential to increase biking and walking by connecting to schools, transit, removing barriers, and closing gaps. The project also demonstrated moderate potential to reduce or shorten vehicle miles traveled.

- The project would directly increase pedestrian access and mobility in the project area, connecting neighborhoods to schools and nearby transit stops.
- The project application included scope elements that did not seem directly correlated with the referenced safety concerns and documented collisions in the area, primarily along El Camino Ave.

- The partial funding recommendation focuses on the identified need for a crossing of El Camino Ave. and sidewalk infill south of the new intersection connecting to the school, creating safer access between the neighborhoods to the north and D.W. Babcock School to the south.

City of Sacramento

8. Del Rio Trail

Request: \$2,213,000

Recommendation for Funding: Partial Tier 1

The purpose of the project is to provide new north/south bicycle access connecting neighborhoods to schools, activity centers, and the regional trail system in the Meadowview/South Land Park area. The project would design 4.5 miles of rails-to-trails project along an old railroad line for eventual construction of a new Class I multi-use trail with at-grade crossings and intersection modifications at each major arterial location from Sutterville Rd. to south of Meadowview Rd./Pocket Rd.

Partial Tier 1 funding is recommended to make up the balance of this project which is recommended through the Regional ATP. In combination the full project request is fulfilled.

Snapshot of Application Review Comments and Analysis

The project scored 68 out of 100 points and demonstrated significant potential to increase biking and walking by connecting to schools, transit, removing barriers, and closing gaps. The project also demonstrated moderate potential to reduce or shorten vehicle miles traveled.

- The project would extend the existing multi-use trail system to provide a direct, separated active transportation connection to the job and activity center of downtown Sacramento, and provide access to multiple transit stops and schools in the project area.
- The project would provide a more comfortable, safer active transportation option to traveling on Freeport Blvd. south of 14th Ave.
- The project is recommended for partial funding to complement the partial funding recommendation through the Regional ATP, which collectively would provide the fully requested funding amount.

City of Sacramento

9. Franklin Cycle Track

Request: \$2,028,000

Recommendation for Funding: Partial Tier 1; Full Tier 2

The purpose of the project is to provide bicycle and pedestrian connections to transit facilities and schools on Franklin Blvd. The project would provide a protected bicycle path, or "Cycle Track", on Franklin Blvd. between Cosumnes River Blvd. and Calvine Rd. to create a more protected and desirable bicycle facility.

Partial Tier 1 funding is recommended for preliminary engineering phase. The construction phase of the project is recommended for Tier 2 funding. Within the Tier 2 list this is priority one of two.

Snapshot of Application Review Comments and Analysis

The project scored 62 out of 100 points and demonstrated moderate potential to increase biking and walking by connecting to schools, transit, removing barriers, and closing gaps. The project also demonstrated moderate potential to reduce or shorten vehicle miles traveled.

- The project connects to the new Franklin Blvd. light rail station, providing regional transit connections.
- The project's creation of a two-way cycle track would address the area's documented history of wrong-way biking and subsequent collisions.
- The partial Tier 1 funding recommendation would complete early phases of the project, with the option of Tier 2 funding becoming available to complete the project.

City of Sacramento
10. Northwood School Access Improvements
Request: \$3,185,000
Recommendation for Funding: Partial Tier 1

The purpose of the project is to improve accessibility for students to walk and bicycle to Northwood School, and increase pedestrian access to transit. The project would construct new sidewalks along Fianza Ave., Clay St., and El Camino Ave., and construct a signalized intersection at Clay St. and El Camino Ave. with ADA compliant crosswalks.

Partial Tier 1 funding is recommended to complete the preliminary engineering phase.

Snapshot of Application Review Comments and Analysis

The project scored 63 out of 100 points and demonstrated moderate potential to increase biking and walking by connecting to schools, transit, removing barriers, and closing gaps. The project also demonstrated moderate potential to reduce or shorten vehicle miles traveled.

- The project would increase pedestrian access to a nearby light rail station, providing regional transit connections.
- The project has documented parental support due to its potential to provide safer pedestrian access to Northwood School.
- The partial funding recommendation would complete early phases of the project.

City of Sacramento
11. Old Sacramento Riverfront Bike Trail
Request: \$455,000
Recommendation for Funding: Not Recommended

The purpose of the project is to provide an active transportation connection along the waterfront south of the confluence of the Sacramento River and American River. The project would design a Class I multi-use trail connection along the Old Sacramento Riverfront from the boardwalk to I St. and connect to the West Tunnel ramps access sidewalk by the California State Railroad Museum parking lot.

Snapshot of Application Review Comments and Analysis

The project scored 58 out of 100 points and demonstrated moderate potential to increase biking and walking by connecting to schools, transit, removing barriers, and closing gaps. The project also demonstrated moderate potential to reduce or shorten vehicle miles traveled.

- The project would increase access to local and regional transit, such as Amtrak, light rail, and buses traveling within and outside of Sacramento.
- The project would address recreational and commuter travel needs, but did not clearly demonstrate benefits for other biking and walking trips.
- The project did not clearly demonstrate the potential for reducing auto trips and fit with other facilities planned within the project area.

Sacramento County
12. Folsom/ Cottage Sidewalk Infill Project
Request: \$1,485,000
Recommendation for Funding: Full Tier 1

The purpose of the project is to complete pedestrian facilities on Cottage Way and Folsom Blvd. as a complement to other in-progress road diet projects and transit-oriented development planning efforts. The project would construct

sidewalk along Cottage Way from Watt Ave. to Fulton Ave., and infill sidewalk along Folsom Blvd. from Watt Ave. to Sunrise Blvd.

Snapshot of Application Review Comments and Analysis

The project scored 64 out of 100 points and demonstrated moderate potential to increase biking and walking by connecting to schools, transit, removing barriers, and closing gaps. The project also demonstrated moderate potential to reduce or shorten vehicle miles traveled.

- The Folsom Blvd. portion of the project would increase active transportation access to the Butterfield light rail station, consistent with the community outreach conducted through a multi-jurisdictional corridor planning effort.
- The Cottage Way portion of the project complements a road diet/safety improvement project being constructed in the project area.
- Both segments of the project have demonstrated significant neighborhood and public support for the proposed changes.

Sacramento County

13. Hazel Avenue Sidewalk Improvements - Central Ave. to Elm Ave.

Request: \$1,239,000

Recommendation for Funding: Full Tier 1

The purpose of the project is to increase active transportation access to activity centers on Hazel Ave. The project would design and construct Class II bicycle lanes and sidewalks on Hazel Ave. between Central Ave. and Elm Ave., install a signalized mid-block crossing, and complete transit stop improvements in accordance with the Sacramento County Bus Stop Transition Plan.

Snapshot of Application Review Comments and Analysis

The project scored 65 out of 100 points and demonstrated moderate potential to increase biking and walking by connecting to schools, transit, removing barriers, and closing gaps. The project also demonstrated moderate potential to reduce or shorten vehicle miles traveled.

- The project would provide safer active transportation access to multiple after-school destinations, and increase pedestrian access across the roadway with a mid-block crossing.
- The project sponsor is working with the transit provider to increase the accessibility of the bus stop in the project area to better meet the needs of the community.
- The project has demonstrated significant neighborhood support for the proposed changes.

Capital SouthEast Connector Joint Powers Authority (CSECJPA)

14. White Rock Road Corridor Bike Path

Request: \$2,862,000

Recommendation for Funding: Not Recommended

The purpose of the project is to provide a new bicycle and pedestrian route adjacent to White Road Rd. The project would construct a Class I multi-use trail adjacent to White Rock Rd. between Prairie City Rd. and Carson Crossing Rd. servicing Sacramento and El Dorado counties.

Snapshot of Application Review Comments and Analysis

The project scored 38 out of 100 points because it did not demonstrate clear potential to increase biking and walking by connecting to schools, transit, removing barriers, and closing gaps. The project also did not demonstrate clear potential to reduce or shorten vehicle miles traveled.

- The project demonstrated potential for recreational use, but did not demonstrate clear potential for increasing utilitarian bicycle trips at this time.
- While the project may benefit future growth along the corridor, the near-term demand and potential for active transportation use along the corridor was not as clear as projects recommended for funding.

City of Yuba City
15. Franklin Ave. Pedestrian Improvements
Request: \$376,200
Recommendation for Funding: Full Tier 1

The purpose of the project is to provide a safer, continuous pedestrian facility in Yuba City along Franklin Rd. The project would construct sidewalks, gutters, and curb ramps on the north and south sides of the road between South Palora Ave. and Gray Ave. to improve accessibility and promote pedestrian traffic along Franklin Ave.

Snapshot of Application Review Comments and Analysis

The project scored 61 out of 100 points and demonstrated significant potential to increase biking and walking by connecting to schools, transit, removing barriers, and closing gaps. The project also demonstrated minimal potential to reduce or shorten vehicle miles traveled.

- The project would provide a safer pedestrian route for Yuba City High School students traveling to and from nearby activity centers and neighborhoods.
- The project complements other nearby projects aiming to increase active transportation access and safety to and around schools on Franklin Rd.
- Though the project application did not address the potential for reduced or shortened vehicle miles traveled, the project's emphasis on creating a safer pedestrian connection between the community and businesses would be expected to yield an increase in utilitarian walking trips.

City of Davis
16. Safe Routes to School Infrastructure Improvements
Request: \$1,652,000
Recommendation for Funding: Not Recommended

The purpose of the project is to construct infrastructure safety improvements targeted at increasing bicycling and walking to school among elementary and junior high students. The project would restripe/repaint crosswalks, add hi-vis signage and flashing beacons, and add intersection improvements (e.g. two-stage left-turn boxes) and other safety treatments designated in the City's recently completed Walk-Bicycle Audit Report. New infrastructure would include construction of Class I multi-use trail at Emerson Junior High; Class III bicycle routes and buffered bicycle lanes around Pioneer Elementary School.; and curb extensions at Montgomery Elementary School.

Snapshot of Application Review Comments and Analysis

The project scored 58 out of 100 points and demonstrated moderate potential to increase biking and walking by connecting to schools, transit, removing barriers, and closing gaps. The project also demonstrated moderate potential to reduce or shorten vehicle miles traveled.

- The inclusion of new infrastructure around the four school sites, such as buffered bicycle lanes and a Class 1 multi-use trail, would emphasize comfort and safety for bicyclists of all ages and capabilities.
- It was unclear how much of the scope was dedicated towards standard maintenance of existing facilities, which would not extend access to new users.
- It was not clear that many of the project improvements would result in higher rates of biking and walking to school given the presence of existing facilities.

City of West Sacramento
17. Clarksburg Branch Line Trail Extension
Request: \$1,484,000
Recommendation for Funding: Not Recommended

The purpose of the project is to provide an off-street active transportation facility through the Southport area of West Sacramento. The project would construct and pave a trail along with two road crossing enhancements such as high visibility crosswalks beginning at River City High School and extending south 2.2 miles to South River Rd.

Snapshot of Application Review Comments and Analysis

The project scored 61 out of 100 points and demonstrated moderate potential to increase biking and walking by connecting to schools, transit, removing barriers, and closing gaps. The project also demonstrated moderate potential to reduce or shorten vehicle miles traveled.

- The project would extend the existing trail system further south, connecting River City High School to developing portions of West Sacramento.
- The project runs parallel to Jefferson Blvd. and could serve as an alternative to biking on a higher-speed roadway, but included minimal connections for entry to/egress from the trail.
- The project did not clearly demonstrate significant potential to increase utilitarian active transportation trips.

City of West Sacramento

18. Linden Road Sidewalk Extension

Request: \$429,000

Recommendation for Funding: Not Recommended

The purpose of the project is to fill a gap in the pedestrian and bicycle network in the Southport area of West Sacramento. The project would complete the construction of 620 feet of new sidewalk, undergrounding of existing drainage, and the addition of a bicycle lane on the north side of Linden Rd. between the Clarksburg Branch Line Trail and Stonegate Blvd., and 85 feet of the same improvements on the south side of Linden Rd. west of the Clarksburg Branch Line Trail.

Snapshot of Application Review Comments and Analysis

The project scored 53 out of 100 points and demonstrated moderate potential to increase biking and walking by connecting to schools, transit, removing barriers, and closing gaps. The project also demonstrated moderate potential to reduce or shorten vehicle miles traveled.

- The project would connect to an existing multi-use trail, and increase pedestrian access to nearby commuter and local transit stops.
- The potential increase active transportation trips in the project area was unclear given the residential nature of the project area and the presence of sidewalks on the opposite side of the street.
- In contrast to projects with recommended funding, it was not clear there was the potential to generate many active transportation trips as a result of the investment.

City of West Sacramento

19. Sycamore Park Phase 2 and 3 Bicycle and Pedestrian Overpass

Request: \$6,965,000

Recommendation for Funding: Partial Tier 1

The purpose of the project is to create a connection across Highway 50 for the students of Westmore Oaks Elementary School and the residents of West Sacramento. The project would construct a 1,500-foot concrete overpass over US 50, construct a 2,690-foot extension of the Sycamore Trail from Westmore Oaks to Stone Blvd., and conduct a three-year SRTS program at Westmore Oaks Elementary School.

Partial Tier 1 funding is recommended to complete the preliminary engineering and right-of-way phases.

Snapshot of Application Review Comments and Analysis

The project scored 60 out of 100 points and demonstrated moderate potential to increase biking and walking by connecting to schools, transit, removing barriers, and closing gaps. The project also demonstrated moderate potential to reduce or shorten vehicle miles traveled.

- The project would overcome a significant barrier to walking and biking in West Sacramento.
- The project would directly increase active transportation access to two elementary schools with attendance boundaries bisected by US 50, as well as increase north/south active transportation access for non-student residents.
- The partial funding recommendation would complete early phases of the project.

City of West Sacramento

20. West Capitol Ave. Cycle Track

Request: \$513,000

Recommendation for Funding: Not Recommended

The purpose of the project is to create a prioritized active transportation connection within the City of West Sacramento's neighborhoods. The project would construct a Class 1 multi-use trail and raised median within the public right-of-way, and convert West Capitol Ave. into a one-way, one-lane road between the UPRR underpass and 5th St. The project would also remove of signal and raised crossing at 5th St. intersection.

Snapshot of Application Review Comments and Analysis

The project scored 57 out of 100 points and demonstrated moderate potential to increase biking and walking by connecting to schools, transit, removing barriers, and closing gaps. The project also demonstrated moderate potential to reduce or shorten vehicle miles traveled.

- It was not clear if safety for eastbound bicyclists would be negatively impacted by the removal of the signalized intersection.
- While the project would prioritize bicycle and pedestrian travel through this area of West Sacramento, the project did not clearly demonstrate connections to schools or transit.

City of Woodland

21. Sports Park Drive Pedestrian Overcrossing

Request: \$1,087,000

Recommendation for Funding: Not Recommended

The purpose of the project is to design a bicycle/pedestrian overcrossing of State Route 113, approximately 0.5 miles south of the State Route 113/East Gibson Rd. interchange. The project would connect neighborhoods, parks, and schools to future development and planned multi-use trails east of proposed overcrossing.

Snapshot of Application Review Comments and Analysis

The project scored 50 out of 100 points and demonstrated moderate potential to increase biking and walking by connecting to schools, transit, removing barriers, and closing gaps. The project also demonstrated moderate potential to reduce or shorten vehicle miles traveled.

- The project's potential to increase walking and bicycling was unclear due to existing poor connections that would remain on the eastern end of the project area.
- The project did not demonstrate an increase in local connectivity to schools or transit due to the remote location.
- The project would benefit future development projects, but in contrast to recommended projects it did not focus on benefits for people currently biking and walking in Woodland.

UC Davis

22. Sprocket Bikeway Improvement

Request: \$412,000

Recommendation for Funding: Not Recommended

The purpose of the project is to increase safety and accommodate a campus mobility shuttle, and increased bicycling and walking on the UC Davis campus. The project would widen the existing Sprocket Bikeway from 16 ft. to 20 ft. paved width between the Housing Administration building and California Ave. and construct a 6-foot wide walkway on the south side of Sprocket Bikeway.

Snapshot of Application Review Comments and Analysis

The project scored 34 out of 100 points and demonstrated minimal potential to increase biking and walking by connecting to schools, transit, removing barriers, and closing gaps. The project also demonstrated minimal potential to reduce or shorten vehicle miles traveled.

- The proposed widening of existing active transportation facilities to provide sufficient space for a motorized shuttle is not consistent with the goals and outcomes of the funding program.
- The project did not demonstrate potential to expand the bicycle network in Davis nor generate a competitive increase in new ridership as a result of the investment.
- The application described a significant number of UC Davis students and employees using the project area who could potentially benefit from the project, but did not clearly illustrate benefits to community members who are not associated with the university.

Yolo County

23. Interstate 80 Corridor Bicycle Route Improvements

Request: \$669,200

Recommendation for Funding: Not Recommended

The purpose of the project is to increase the safety of bicycle facilities along a popular intercity bicycle commute route. The project would construct 6-foot wide asphalt concrete bicycle lanes along a 1.46 mile section of County Road 32A east of Davis, between the Old Highway 40 Class I multi-use trail within city limits and Interstate 80/Yolo Causeway bridge.

Snapshot of Application Review Comments and Analysis

The project scored 55 out of 100 points and demonstrated moderate potential to increase biking and walking by connecting to schools, transit, removing barriers, and closing gaps. The project also demonstrated moderate potential to reduce or shorten vehicle miles traveled.

- The project would create more space in the roadway for people riding bicycles for utilitarian and recreational purposes.
- It was not clear how the project would attract additional users given the relatively long distance between potential destinations.
- It was unclear whether the proposed project would fully address the safety concerns of high speeds and truck traffic to increase comfort for people riding bicycles along the project area, or to attract new users.

City of Marysville

24. Marysville Bicycle Network Striping and Signage Upgrade

Request: \$250,000

Recommendation for Funding: Not Recommended

The purpose of the project is to expand bicycle facilities within the City of Marysville. The project includes striping and signage for both new and existing bicycle lanes and routes throughout the City of Marysville. The existing locations are bicycle lanes and routes that were previously identified and striped in the City but now need the striping replaced and new identification and routing signs installed. New locations are bicycle lanes identified in city plans and documents that were never striped and signed properly. Improvements would be at various locations in the city, such as around the levee; in Riverfront Park; and on main arterials, such as 5th St., 14th St., 18th St., 22nd St., and Ramirez St., Yuba St., and Covillaud St.

Snapshot of Application Review Comments and Analysis

The project scored 41 out of 100 points and demonstrated moderate potential to increase biking and walking by connecting to schools, transit, removing barriers, and closing gaps. The project also demonstrated moderate potential to reduce or shorten vehicle miles traveled.

- The project's placemaking potential and connections to schools and transit were not clearly developed.
- The application lacked clarity about the location, design specifications, and prioritization of new bicycle facilities.
- The project proposed increasing access to schools and transit but did not illustrate how to accomplish these goals.

Yuba County

41. McGowen Parkway Bicycle Path and Pedestrian Route Improvements

Request: \$1,204,000

Recommendation for Funding: Partial Tier 2

The purpose of the project is to increase active transportation access to the Olivehurst community which is enveloped by two state highways. The project, along McGowen Pkwy. between Powerline Rd. and State Route 65, would design and construct curb, gutter, sidewalk, Class II bicycle lanes, a continuous turn lane, curb ramps, new crosswalk, and striping for a route to multiple schools.

Partial Tier 2 funding is recommended to complete the preliminary engineering and right-of-way phases. Within the Tier 2 list this is priority two of two.

Snapshot of Application Review Comments and Analysis

The project scored 60 out of 100 points and demonstrated moderate potential to increase biking and walking by connecting to schools, transit, removing barriers, and closing gaps. The project also demonstrated moderate potential to reduce or shorten vehicle miles traveled.

- The project would increase active transportation access between an isolated neighborhood and the rest of the community of Olivehurst.
- The project would extend active transportation facilities to local and commuter transit stops, as well as multiple schools.
- The partial funding recommendation would complete early phases of the project and allow the project sponsor to determine what design elements would maximize the project's benefits for active transportation.

Community Design Projects

Project selection for this program was based on a series of input and review steps described in the Policy Framework outlined in Attachment D. Projects are first evaluated for eligibility of the funding source. In the next step, the Community Design Working Group reviews each project and provides recommendations to SACOG staff, including a project ranking list that is based upon program funding target scenarios. A separate, but integrated aspect of the process is an evaluation by the SACOG/Caltrans Review Team to scrutinize project delivery issues, including the eligibility of projects for federal funds.

Community Design Projects with Funding Identified in Tier 1 and Tier 2:

The projects are listed in alphabetical order by jurisdiction. Projects are described as: Not Recommended, Full Tier 1, Partial Tier 1, Tier 2 and Partial Tier 2. Tier 2 projects are listed in priority order. Savings recovered from Community Design program projects would be directed to Tier 2 Community Design projects.

Projects funded through the Community Design program are expected to be a catalyst for land use changes over time that support the implementation of the Blueprint. Funded projects will be monitored to assess their implementation progress towards achieving the Blueprint outcomes they committed to during the Community Design project selection process. Projects receiving funding will be required to demonstrate that the major planning assumptions are implemented in the spirit in which they were characterized in the application. If actions contradictory or opposed to the commitments in the application take place after funds are awarded, funding for a project may be deprogrammed and the project may become ineligible to compete for future funds to implement later phases of the project.

Implementation commitments, including performance metrics, are typically unique to individual projects and, as such, will be monitored individually through quarterly reports provided to SACOG. Community Design quarterly reports have been required for previously awarded projects, but new this round SACOG will require more specific detail on implementation progress (e.g. meeting project delivery milestones) and whether complementary land use regulation changes (e.g. zoning code updates) are being made to increase the potential of the project to be an infill development catalyst. Through the quarterly reports, Community Design projects will also be required to provide information on land use changes to the affected project area over time, and SACOG will track these land changes compared to the assumptions in the application. For example, if a project will make complete street improvements along a corridor that the jurisdiction intends to attract compact, mixed-use growth, SACOG will track through the quarterly reports whether the jurisdiction is making the needed zoning changes and supportive infrastructure investments in a timely manner to achieve the project milestones that will ultimately support the Blueprint outcomes suggested in the project application.

Community Design Projects with Non-Competitive Funding:

For eligible cities and counties that choose not to submit competitive grant applications in the Community Design program (Category 1 or 2 applications), they may request non-competitive Category 3 projects. These non-competitive grants allow jurisdictions to receive up to \$100,000 for projects that promote the Blueprint in some capacity. Jurisdictions are required to provide a 10% local cash match and are limited to one request per funding cycle.

Project Descriptions and Analyses for the 2015 Community Design Program (Round 7)

City of Davis

1. Anderson Road Improvements Phase 1

Request: \$1,897,000

Recommended for Funding: Not Recommended

The project would design streetscape improvements on a one mile segment of Anderson Road and construct improvements for about one quarter of a mile between Amherst Drive and Villanova Drive. Construction would include vehicle lane reductions, buffered bike lanes and the widening of sidewalks. The purpose of the project is to provide an enhanced north-south arterial connection to UC Davis, including complete street design and creating a “sense of place” at Chavez Elementary School.

Snapshot of Application Review Comments and Analyses

- This project retrofits the street from an auto-oriented corridor to a multi-modal corridor creating more visible walking and biking facilities and greenscaping, especially near the Chavez Elementary School.
- Relative to other projects seeking funding, the projected land use impacts such as new infill development, a mix of land uses, and revitalization of the existing neighborhood was low. Much of the built out corridor is low density, although there are some multi-family zoned parcels on the north side of the corridor.
- While the project would reduce lanes north of Chavez Elementary School, the Working Group suggested that a more comprehensive phasing strategy needed to be considered to insure the project benefit would not be offset by leaving four lanes south of the school intact.
- Although the project addresses important safety concerns, the Working Group felt that it lacks some of the design creativity and potential community impact of other projects, and therefore does not meet as many of the Blueprint principles.
- More innovative street design features would help, particularly if the applicant works more extensively with the surrounding neighborhood residents.

City of Davis

2. Olive Drive - Pole Line Connection

Request: \$500,000

Recommended for Funding: Not Recommended

This pre-construction project would accomplish preliminary design and engineering of a bicycle/pedestrian connection from Olive Drive up to the Pole Line Overcrossing. The purpose of the project is to provide a safe connection from the Olive Drive neighborhood which contains affordable housing that is separated by railroad tracks and the I-80 freeway from destinations such as Downtown Davis, schools and grocery stores.

Snapshot of Application Review Comments and Analyses

- The bicycle/pedestrian ramp, upon construction, would provide a second bicycle/pedestrian access point into a lower income neighborhood that is otherwise difficult to enter or exit and improve access for other bicyclists in this area.
- The area has both near and long term development projects that could benefit from these additional connections.
- The Review Team noted that comparable facilities recently constructed within the region, and the state, are coming in at a significantly higher costs than this application indicates. The Review Team suggests exploring alternatives to access which may have a higher cost benefit ratio. There was not enough evidence to suggest that a lot of users would use the facility.
- The application indicated that there are signs of cooperation with Caltrans and the railroad on right-of-way needs. As noted by both the Working Group and Review Team, it is unclear whether each entity would grant permission for the project, which could be a major obstacle after the design work is completed.

- The design is such that the access onto the Pole Line overpass would only be on the southbound side. It is unclear how a pedestrian or bicyclist could safely access the northbound side.

City of Elk Grove

3. Old Elk Grove Streetscape Phase 2

Request: \$450,000

Recommended for Funding: Full Tier 1

This is a pre-construction project that would acquire right-of-way and design for street frontage improvements along Elk Grove Boulevard from west of Derr Street to Waterman Road. Improvements would include Class II bicycle lanes, landscaping, sidewalks, crosswalks, bus shelters, pedestrian benches, refuse receptacles, undergrounding of utilities, and signing/stripping improvements. The purpose of the project is to provide enhancements and beautification to revitalize business, development and community interest in the area.

Staff recommends that the conceptual and preliminary designs of the future public plaza next to the railroad tracks be reviewed for compatibility with the intent the streetscape design funded for with this project. If the plaza design is incompatible, this would significantly affect the availability of this project to received future construction funding.

Snapshot of Application Review Comments and Analyses

- The project would provide consistent design elements throughout the old town corridor building upon prior corridor investment. This would help unify the existing streetscape improvements and help to further create a sense of place in the city center.
- The future public plaza next to the railroad could serve as an attraction piece for this area if designed correctly; however, if not, the streetscape and the plaza could be incompatible.
- The Working Group had mixed reactions concerning how much Blueprint compatible private development would result from the project. For instance, the lack of zoning changes would need to be addressed before the city considers requesting future construction funds. This should be considered and actions taken as the city prepares its designs and prepares for its construction request in the future.

City of Elk Grove

4. Transit Shelters Lighting Project

Request: \$339,000

Recommended for Funding: Not Recommended

The project would design, purchase, and install replacement lighting fixtures on 43 critical bus shelters that support the City's e-Tran local and commuter transit service. The purpose of the project is to improve safety and security at the bus stop locations, and enhance the overall attractiveness of the City's transit system. (The City received funding in 2008 from the Community Design Program to construct 38 bus shelters and install solar lighting fixtures to each one.)

Snapshot of Application Review Comments and Analyses

- The project proposes to replace lighting for 43 bus shelters, most of which were funded and constructed with funding from a prior Community Design Program funding round. The new lighting would replace existing solar lights that are no longer functioning.
- The opinion of the Working Group was that the lighting replacement implied maintenance rather than the promotion of the Blueprint principles.
- The application did not describe how the project would lead to further infill, mixed use or higher density private development by itself. Adding safety and security features to transit bus stop locations would assist with the attractiveness of the City's transit system, but it would not necessarily create this connection.

Live Oak

5. Live Oak Community Trail Phase 4

Request: \$491,000

Recommended for Funding: Full Tier 1

The project would construct the third of four segments of a Class I bike trail on the Live Oak Community Trail. This is an approximately 1/4 mile segment, from Kola Street to Epperson Way. The trail would turn an abandoned railroad corridor into a cohesive trail and greenway system. The purpose of the project is to provide connectivity between nearby homes and apartment buildings, commercial areas, civic uses, schools, and parks.

Snapshot of Application Review Comments and Analyses

- The proposed segment brings the City closer to providing an alternative mode trail running the length of the community that will benefit for all users.
- For a small, rural community, the project would have a significant impact, especially by means of creating a sense of community and connecting people through alternative transportation options.
- Building upon prior SACOG investment, the City has demonstrated a strong commitment to prior phases of the project through phased capital improvements leveraging multiple funding sources.
- With two phases of this segment already constructed, the city has worked through many technical issues that this third phase should be constructed seamlessly.

Rancho Cordova

6. Rancho Cordova - Folsom Blvd Complete Streets Phase 5 (Bradshaw to Horn)

Request: \$3,500,000

Recommended for Funding: Partial Tier 1

The project would construct streetscape improvements along Folsom Boulevard, from Bradshaw Road to Horn Road, near the location of the planned new Sacramento Regional Transit light rail station. Improvements would include sidewalk gap closure, new bifurcated sidewalks, landscaped buffer, and landscaped medians to promote traffic calming. This is the fifth of five phases of improvements along this corridor. The purpose of the project is to enhance pedestrian safety and promote redevelopment opportunities.

Staff recommends that prior to programming awarded construction funds in the MTIP that the city work with RT to incorporate feasible element of Center for Public Interest Design (of Portland State University) planning into final designs.

Snapshot of Application Review Comments and Analyses

- The project would finish the reconstruction work in this corridor. The prior four phases have been constructed and serve as examples of a transformed streetscape.
- The project would tie in access to a potential future light rail station at Horn Rd., which adds to its potential scope and benefit.
- The project would create a pedestrian-friendly environment connection to community activity centers and that the investment is important to realize the mixed-use development vision for the area.

Regional Transit

7. Dos Rios Light Rail Transit Station

Request: \$500,000

Recommended for Funding: Full Tier 1

The project would complete final design for a light rail station on the east side of North 12th Street, south of Richards Boulevard, on the Blue Line. The purpose of the project is to deliver shelf ready station plans to serve the Twin Rivers Redevelopment efforts. The project is anticipated to be an integral component of the SHRA plan to expand housing options and increase mixed transportation options in the Dos Rios area near Richards Boulevard and North 12th Street.

Staff recommends funding this project as part of a contingent action that would require Regional Transit to examine ways to not increase travel times along the Blue Line if this station is constructed. This could be achieved by closing an underperforming Blue Line rail station and/or system improvements that improve travel time along the corridor.

Snapshot of Application Review Comments and Analyses:

- The proposed station would provide a transit connection to the Twin Rivers residential area, which is a disadvantaged community with 215 residential units. SHRA will be receiving a \$30 million HUD Choice Neighborhood grant to redesign and rebuild this into a 650+ residential unit to serve a mixed income, mixed use community.
- There are potential issues with such a complicated project, including coordination, schedule, and funding for construction. The projected construction costs of the project at \$20 million is excessively high. Funds from this grant would provide the applicant a better opportunity to explore ways to find more cost-effective ways to design and construct this project.
- The project dovetails with the City of Sacramento's efforts to transform North 12th St. into a complete street that is pedestrian friendly.

Regional Transit

8. Horn Road Light Rail Transit Station

Request: \$500,000

Recommended for Funding: Full Tier 1

The project would complete engineering and design for a new light rail station on the Gold Line light rail corridor, located at the southeast corner of Horn Road and Folsom Boulevard. The purpose of the project is to supplement the City of Rancho Cordova's Folsom Boulevard Complete Street Project and to provide a light rail station in a gap area of this corridor. (The project received funding for the first phase of engineering design from Community Design in 2013.)

Staff recommends funding this project as part of a contingent action that would require Regional Transit to examine ways to not increase travel times along the Gold Line if this station is constructed. This could be achieved by closing an underperforming Gold Line rail station and/or system improvements that improve travel time along the corridor.

Snapshot of Application Review Comments and Analyses

- Coupled with the proposed Folsom Blvd Complete Street Phase 5 Project, the project would set the stage for access to the proposed light rail station and help fill a gap for a major corridor.
- The project would help highlight the gateway into the City and provide transit options to an existing mixed use area of residential, commercial, and civic amenities.
- The project would provide connectivity to important civic locations in the area, including the Rancho Cordova Library, which are difficult to reach from current light rail station locations.

City of Sacramento

9. 4th Street Pedestrian Access

Request: \$443,000

Recommended for Funding: Not Recommended

The project would provide design and environmental clearance for street-grade pedestrian access improvements on 4th Street between I Street and J Street through Chinatown in Downtown Sacramento. The project would develop both horizontal street level connections and vertical ADA accessible facilities to the lower level Chinatown Mall business and public housing entrance. The purpose of the project is to improve pedestrian circulation and connectivity of the Sacramento Valley Station, Railyards Development, Chinatown, and Entertainment Sports Complex.

Snapshot of Application Review Comments and Analyses

- The project would help improve connectivity between Sacramento Valley Station and the new Entertainment Sports Complex, attracting business and further development.
- The application would have been strengthened by addressing bike connectivity, ADA issues, and the privacy concerns of residents within the adjacent residential building.
- The project application did not provide information on the selection of this proposed alternative in comparison to potentially other less expensive alternative routes that would just need better signage, particularly along 5th Street where there are already existing streetlights.

City of Sacramento**10. Franklin Boulevard Streetscape****Request: \$443,000****Recommended for Funding: Full Tier 1**

The project would provide planning and engineering design for lane reduction, bike lanes, landscaping, and on-street parking on Franklin Boulevard, from Sutterville Road/12th Avenue to the Sacramento County line. The purpose of the project is to evaluate and develop alternatives for reducing the number of through travel lanes to provide room for bicycle/pedestrian improvements.

Snapshot of Application Review Comments and Analyses

- The project would dramatically alter the streetscape along Franklin Boulevard by reducing the number of travel lanes from four to two while introducing landscaping and other road diet features.
- The project would improve the bicycle/pedestrian experience in a disadvantaged area where one in five residents do not own a car and transit options are limited.
- The Working Group questioned as to whether the result of the project would lead to investment in the corridor that is Blueprint friendly. However, there are many vacant sites along this corridor and the community has been working towards plans to fill those vacancies.

City of Sacramento**11. Meadowview Rd. Streetscape Phase 1****Request: \$2,475,000****Recommended for Funding: Full Tier 1**

The project will construct bicycle/pedestrian improvements on Meadowview Road between 24th St. to Coral Gables Court heading towards the Meadowview light rail station. The improvements include new crosswalks, pavement treatments, landscape medians, six foot wide separated sidewalks, modified traffic signals, pavement treatments, bike lanes, and vertical curbs. The purpose of the project is to promote alternative transportation choices by increasing the ease of walking and biking to the existing light rail station. (The project received engineering design funds from the Community Design Program in 2013.)

Staff recommends that prior to programming awarded construction funds in the MTIP that the city work with RT to incorporate feasible element of Center for Public Interest Design (of Portland State University) planning into final designs.

Snapshot of Application Review Comments and Analyses

- Improvements along this corridor would make it safer for biking and walking along the street. In addition, these improvements would help with access to the existing light rail station.
- This segment is the key area that connects the main intersection at 24th Street and will eventually lead to the light rail station.
- The corridor is in a disadvantaged community that needs more transportation options for the low income residents who do not own cars.

City of Sacramento
12. 16th Street Streetscape
Request: \$443,000
Recommended for Funding: Full Tier 1

The project would complete environmental and design for streetscape improvements on North 16th Street between C Street and Richards Boulevard. Improvements would include separated sidewalks, pedestrian lighting, striping/signage, on-street parking, and clean-up of the pedestrian tunnels. The purpose of the project is to provide street-grade pedestrian improvements in an existing downtown neighborhood.

Snapshot of Application Review Comments and Analyses

- The improvements would correspond with the commercial residential infill units that are proposed in this neighborhood and the downtown core in general. They would make the pedestrian experience safer and potentially slow traffic speeds while maintaining traffic flow.
- The proposed on-street parking would only be in effect during non-peak hours, and there is no clearly defined proposed bikeway. The bikeway for this area would depend on another project that is recommended for funds through Active Transportation Program.
- The project provides lighting and other improvements to the two pedestrian tunnels, to make them more inviting and safe, but does not address the long term plans of how this tunnels or tracks will be integrated into future uses of this area.

City of Sacramento
13. R Street Streetscape Phase 3
Request: \$4,000,000 (min request: \$2,987,000)
Recommended for Funding: Partial Tier 1

The project would construct streetscape improvements along three blocks of R Street between 13th and 16th Streets for pedestrian safety and accessibility. Improvements would include adequate pedestrian walkways, parking, roadway surfaces, lighting, pedestrian crossings, and roadway drainage. The purpose of the project is to enhance existing R Street Phase III area infill projects and catalyze the construction of future developments.

Partial Tier 1 funding is recommended for the reconstruction of the streetscape from 13th to 15th Streets for \$2.987 million proposed improvements. The improvements between 15th and 16th Streets will not be funded as part of the minimum request, as this segment is in the best condition within the corridor.

Snapshot of Application Review Comments and Analyses

- The project would provide streetscape improvements to go along with current redevelopment in the corridor. Private and public investments, such as the Ice Blocks buildings, add to the land use and mixed use elements.
- The public agencies redeveloping this corridor have delivered on prior phases with a positive result in private investment, strong planning, and development infusing the corridor.
- The corridor is one of the signature examples in the region for how public investment in an underused area can lead to private, Blueprint-friendly mixed use development and finalizes a corridor that has used prior Community Design funding.

Sacramento County
14. Fair Oaks Boulevard, - Completing the Complete Street- Stanley Ave. to South of Landis Ave.
Request: \$2,074,000
Recommended for Funding: Full Tier 1

The project would construct street improvements on a 1,100 foot segment of Fair Oaks Blvd., between Stanley Avenue/Angeline Avenue and 300 ft. south of Landis Avenue. Improvements would include landscaping strips, Class

It bike lanes, landscaped medians, ADA curb ramps, bus stops, and other enhancements. The purpose of the project is to transform this section of Fair Oaks Boulevard into a vibrant mixed-use commercial and residential district.

Snapshot of Application Review Comments and Analyses

- The project would connect two segments of this corridor that were funded for construction in prior Community Design cycles completing a 1100 foot stretch of road.
- The intent of all the work done in this corridor is for it to serve as the community main street, with the belief that it will catalyze compact development and stimulate revitalization in this area of Carmichael.
- The prior construction projects in this corridor helped to improve safety, fill in sidewalk gaps and offer provide transit amenities along this heavily trafficked corridor.

Sacramento County

15. Greenback Lane Complete Street Improvements Phase 1

Request: \$2,390,000

Recommended for Funding: Not Recommended

The project would construct complete bicycle and pedestrian improvements on Greenback Lane., from 500 feet west of Main Avenue east to the City of Folsom/Sacramento County line, for the first phase of work in the Greenback Lane Business Corridor. Improvements include separated sidewalks, landscaped buffers, bike lanes, medians with landscaping, street lighting, enhanced crosswalks, and other features. The purpose of the project is to provide a safer, more conducive environment for pedestrians, bicyclists, and transit and bus riders.

Snapshot of Application Review Comments and Analyses

- The project could help in building an identity for Orangevale. However, the project scope does not have some basic components that would provide a conducive environment for pedestrians or bicyclists, such as a fine street grid or buildings that are oriented to bicyclists, pedestrians, or transit users.
- The existing lands uses in the area are auto-oriented, and streets hold high volumes of vehicle travel at high speeds.
- The proposed project did not propose any lane reductions or bike facilities, which would help reduce vehicle speeds and increase bicycle/pedestrian usage along this corridor.
- Compared to other requests for funding, the subject area does not have much projected job or residential growth.

City of West Sacramento

16. Riverfront Street Extension

Request: \$3,681,000

Recommended for Funding: Partial Tier 1 and Partial Tier 2

Project Description:

The project would construct a new 0.3 mile multi-modal street connection to extend Riverfront Street from Mill Street to a new four-way intersection, including two-lane roadway, sidewalks, protected bike lanes, dry and wet utilities, lighting, and landscaping, and will accommodate a future north-south streetcar line extending from Tower Bridge Gateway through the Bridge District. The purpose of the project is to enable the build-out of riverfront mixed-use developments and allow multi-modal connectivity in the area.

Partial Tier 1 is recommended for pre-construction activities and constructing one 13 foot wide multiuse bike track that has the capacity to be converted into a two lane roadway. If Tier 2 funds become available the remaining request balance would go towards the construction of the two lane roadway and intersection. Within the Tier 2 list this is priority one of two.

Snapshot of Application Review Comments and Analyses

- The project would provide access to land that would facilitate private development, meeting the Blueprint Principles of transportation options, infill development, and quality design.
- The City has led an inclusive and thorough community planning process that resulted in a Blueprint-supportive design that can support multi-modal travel.
- Public and private infrastructure and housing investments have already been along the corridor, including several multi-family housing units, and the corridor is being planned to support an eventual extension of the Downtown/Riverfront Streetcar line.

Yuba City

17. Highway 20 Revitalization

Request: \$1,770,000

Recommended for Funding: Not Recommended

The project would complete project plans and construction for the revitalization of Highway 20, from Highway 99 to the Fifth Street Bridge. The project would provide sidewalks, landscaping, curb ramps, lighting, and signage. The purpose of the project is to revitalize economic growth and to promote the Blueprint Principles along the Highway 20 corridor.

Snapshot of Application Review Comments and Analyses

- The information provided in the application demonstrates the need for urban revitalization is present, and the corridor work has a plan that provides a clear vision, but in the opinion of the Working Group it was unclear if the City plans to make efforts beyond aesthetics to transform the area, such as reducing vehicle travel lanes and adding bike lanes. In addition, there is not a plan for how land uses will change if the highway improvements are made. For instance, many properties have very large parking lots that are deterrents from pedestrian usage.
- The Community Design Review Team noted that much of the right of way affected by the project is owned and controlled by Caltrans. The application would be strengthened by demonstrating coordination and partnership with Caltrans.
- Compared to other projects seeking funding, the proposed project did not demonstrate how pedestrian and streetscape improvements would increase pedestrian travel along a high speed and high traffic volume roadway, and deal with the numerous parking lots, and a lack of shade issues facing the larger corridor.

Yuba County

18. North Beale Road Complete Streets Phase 2

Request: \$2,400,000

Recommended for Funding: Partial Tier 2

Project Description:

Partial Tier 2 funding is recommended for developing workable phase leading to construction. The fully funded project would construct complete streets improvements, including bicycle lanes, sidewalks, enhanced bus turnouts, enhanced crosswalk features, street lighting, minor road reconstruction, and landscaping in the unincorporated Community of Linda, on North Beale Rd., from Hammonton-Smartsville Rd. to Yuba Community College at Linda Avenue. The purpose of the project is to complete Phase 2 of the North Beale Road Complete Street Revitalization Project. (The Community Design program funded the design work for this segment, and the construction of the other half of this corridor.)

Within the Tier 2 list this is priority two of two.

Snapshot of Application Review Comments and Analyses:

- This corridor has many challenges for bicyclists and pedestrians, such as safety issues in an area of high vehicle use. As a rural community, improvements to infrastructure go a long way in helping these communities. There is a definite need to provide facilities for alternative travel choices.

- The construction of Phase I of this corridor was helpful in making it safer. The project proposes continuing the design utilized in previous successful phases of this corridor.
- A partial funding recommendation would allow Yuba County to continue progress on the project and work out schedule refinements.

Community Design \$100k Non-Competitive Projects.

These projects are eligible for the Non-Competitive Category #3 of the Community Design Program and are therefore recommended for funding. Each project would receive \$100,000 in program grant funding.

City of Citrus Heights

19. Community Corridor Revitalization Program

Project Description: *This project would review the Auburn Boulevard Plan regulations to identify plan changes, review development fee structure to encourage active uses, mixed uses, and redevelopment, establish a technical assistance program, and provide technical assistance.*

City of Galt

20. Pedestrian Safety Crossing Project

Project Description: *This project would install pedestrian safety devices along Walnut Ave. and Carillion Blvd., such as rapid flashing beacons and signing and striping, serving an area with three elementary schools.*

City of Isleton

21. General Plan Revisions

Project Description: *The project would perform a variety of activities: complete the city's general plan update, and bring it together with the city's strategic plan, housing element, and the previous general plan.*

City of Marysville

22. 2016 Pavement Management Update and Medical Arts District Parking Study

Project Description: *First, the project would update the City's Pavement Management System surveys from 15 years ago, to reflect current condition of city streets and ranking individual streets; and secondly, it would perform a parking study for the Medical Arts District to determine the unmet parking need.*

Sutter County

23. Barry Elementary School Pedestrian Improvement Project

Project Description: *This project would provide 6 ft. wide elevated concrete sidewalks along the north side of Barry Road adjacent to the Barry Elementary School.*

City of Wheatland

24. Climate Action Plan (CAP)

Project Description: *This project would promote the SACOG Blueprint Project through the introduction of policies addressing air quality and GHG emissions.*

City of Winters

25. Grant Ave./SR 128/ Russell Blvd. Corridor Improvements PSR-PDS

Project Description: *This project would prepare a Project Study Report-Project Development Support (PSR-PDS) to establish alternatives and a preferred option to facilitate safe pedestrian and bike access along project area, including the freeway overpass.*

Yolo County

26. Grant Ave./SR 128/ Russell Blvd. Corridor Improvements PSR-PDS

Project Description: *In partnership with City of Winters; see project scope for City of Winters.*

City of Woodland

27. Green Bicycle Lanes Project

Project Description: *This project would install 12,000 sq. ft. of green bike lanes along E. Main St.*

Regional/Local Process Overview

Project selection for this program was based upon the Regional Local Program Policy Framework provided in **Attachment D**. The Regional Local Program Working Group, comprised of staff from SACOG and external agencies, evaluated projects against Board-adopted goals and priorities, seven performance outcomes, and special consideration criteria related to project delivery. Following this step, another round of review was undertaken by SACOG staff and ultimately SACOG management, who reviewed the Working Group recommendations and conducted additional analyses, including color-of-money scenarios to optimize the allocation of the available revenues. In light of a reduced funding target, staff also received Board direction in September to emphasize the program's four goals and priorities in shaping the final project recommendations.

Regional/Local Projects Recommended for Funding

All submitted projects are listed in alphabetical order by funding applicant. Projects are described as: Not Recommended, Tier 1, Tier 2 or a split between Tier 1 and 2. Some projects include recommendations for contingencies for the project applicants to address prior to final programming. These contingencies are further described in the section that follows. Tier 2 projects are listed in priority order. As described in more detail in Attachment A, new revenues captured through the State Transportation Improvement Program (STIP) or project delivery savings recovered from Regional/Local program projects would be directed to Tier 2 Regional/Local projects.

Regional/Local Projects with Direct Funding Identified in Tier 1:

Staff recommends Tier 1 awards of full or partial funding for projects that achieve multiple high performance outcomes.

- **Full funding** reflects the amount requested by the applicant within the context of their application and/or supplemental information provided during phone interviews with the Working Group. These projects were viewed by the Working Group as having provided high performance outcomes and are supportive of one or more program goals. Within the pool of applicants these projects were identified as high impact and offering nearer-term implementation opportunities.
- **Partial funding** reflects a project minimum identified by the applicant or through analysis by SACOG programming and project delivery staff. Partial recommendations can be for phases of projects that are most likely to lead to strong performance outcomes when the project is implemented in the near future through other revenues. In some instances partial funding reflects a smaller scaled portion of a project that can still achieve strong performance outcomes.

Nearly all of the recommended projects include a construction phase, but a subset of projects with only project analysis, environmental, and design (PAED) activities are recommended for funding in this round. Such an approach reflects the program goal for a “relatively small but strategically allocated portion of the total revenue” and is consistent with prior funding rounds. Staff recommendations for PAED awards include both full and partial project funding awards.

Regional/Local Projects with Funding Identified in Tier 2:

Tier 2 funding recommendations are also for projects that achieve multiple high performance outcomes and support program goals, but were not as highly ranked as the Tier 1 recommendations. There are three types of Tier 2 projects: road rehabilitation projects with complete streets features, road capacity projects, and transit asset management projects.

Tier 2 projects have in common the fact that they support program goals, offer high performance outcomes, and are anticipated to have project delivery efficiencies. During the comment period for the draft staff recommendations, SACOG staff will work with Tier 2 project sponsors to reconfirm project delivery status. Based on delivery readiness to request authorization of identified funding in a timely manner, this review may result in some recommended changes to the draft Tier 2 priority order. The draft ranking of the Tier 2 projects:

1. Transit Asset Management Lump Sum Partial of \$5,000,000
2. Caltrans: State Route 51 (Capital City) Corridor Improvements: J St to Arden (#2)
3. County of Sacramento: complete streets/rehabilitation projects (#29, #36, #37)
4. City of Rancho Cordova: Zinfandel Complex (#17)
5. City of Elk Grove: Kammerer Road Widening and Extension (#9)
6. City of Sacramento: Downtown Controller and Communications Upgrade (#19)
7. Transit Asset Management Lump Sum Remaining Total of \$13,000,000

Each of the three Tier 2 project types has different strategies and/or contingent actions:

Tier 2 Complete Streets & Road Rehabilitation Projects

For the three projects with funding recommended, SACOG staff suggests that the project sponsor discuss programming and delivery alternatives with SACOG staff as the next Metropolitan Transportation Improvement Program (MTIP) is being developed in the summer of 2016. This coordination can help focus on delivery options and priorities between these rehabilitation projects.

Tier 1 & 2 Road Capacity Projects

The road capacity projects with funds split between Tier 1 and Tier 2 were viewed by the Working Group as having strong performance outcomes and are supportive of program goals. These projects demonstrate regional benefit, but relative to other candidate projects, may need to:

- refine project scope or costs;
- evaluate timing and procurement of right of way/utilities/permits;
- secure all necessary public and private support;
- demonstrate a financial plan where SACOG dollars result in realistic project development; or,
- pursue a way to leverage limited SACOG dollars to advance plan goals through timing or creative financing mechanisms.

For these projects, the project sponsor will need to complete pre-design, or conceptual planning with identified Tier 1 dollars to be eligible to access Tier 2 dollars should they become available. Work completed with Tier 1 dollars needs to lead to a useable phase and/or strategy for pursuing funding outside of SACOG as well as competing in future competitive rounds. To access Tier 2 dollars, should they become available, would require sponsors to demonstrate fulfillment of contingency steps.

To drive contingent actions forward and potentially fund ready-to-go Tier 2 projects, projects that fail to complete significant progress toward completing contingent actions in 12 months will run the risk of losing their Tier 1 funding and/or Tier 2 priority order. Projects that fail to complete these contingent actions in 24 months will forfeit their award and funding will be directed into the next funding round.

Sponsors with project finance needs greater than the amount of their Tier 1 funding award are encouraged to leverage their Tier 1 award towards a loan or alternative financing option that secures additional revenues. Additional financed revenue to close project budget gaps can ensure the project meets the delivery milestones in the project application. The benefit of this approach is to implement the project sooner and thereby reduce the risk of any negative outcomes from tighter “use it or lose it” project delivery strategies that are anticipated beginning in 2017. SACOG would be supportive of prioritization of projects that pursue creative finance options through future delivery plan processes within the amount identified in Tier 2. Similarly, a project sponsor could wait to see if full Tier 2 funding becomes available and make use of both Tier 1 and 2 dollars

Tier 1 & 2 Transit Asset Management Projects

Staff recommends establishing an \$11 million Tier 1 and a cumulative \$18 million Tier 2 transit asset management lump-sum award that will be allocated between the four transit agencies that applied for bus or light rail vehicle replacements or transit asset management planning. The allocation split between the four transit operators will be established following the completion of a Transit Asset Management Plan (TAM) process, as briefly described below.

As an anticipated outcome of new Federal Transit Administration rulemaking, TAM provides an opportunity for SACOG and transit operators to collaboratively evaluate regional vehicle asset needs in a more uniform and consistent manner. Through the TAM effort, additional financial analyses will be conducted on the transit asset management funding options for the four agencies who applied for regional funds and key metrics will be established to prioritize vehicle replacement needs between them and the amount of funding needed for associated operator-specific studies.

In terms of process, staff is recommending that the Transit Coordinating Committee (TCC) establish an ad-hoc committee of operators to initiate the development of the TAM, which would then be used to determine proposed allocation amounts from the transit lump sum. The proposed recommendation would be vetted through the full Transit Coordinating Committee and eventually result in a staff recommendation to the SACOG Board.

Waiting to program the Tier 1 transit asset management awards until an initial TAM is completed is not anticipated to delay operators’ access to funds. Tier 1 project awards made available during this programming round will be programmed between fiscal years 2017/18-2019/20 for federal funds, and as late as fiscal year 2020/21 for state funds. Tier 2 project awards will only be available when new funding is secured.

Tier 1 funds awarded through this programming round will be added as part of the 2017 MTIP, development of which is scheduled to take place in the summer of 2016. The proposed timing of the recommendation would allow the individual programming of projects to fold into the 2017 MTIP.

Establishing key TAM metrics to assess vehicle replacement needs between the four operators is also expected to be an important first step towards the eventual development of a regional TAM that includes all of the transit operators in the region.

**Project Descriptions and Analyses for Regional/Local Funding Program
(Round 7)**

Caltrans District 3**1. Ramp Meters, I-80, SR51, SR65, SR99****Total Request:** \$22,500,000**Recommendation for Tier 1:** Not Recommended**Recommendation for Tier 2:** Not Recommended

The project would install ramp meters on I-5, I-80, SR 51, and SR 9 at 21 locations in Sacramento and Yolo Counties. The purpose of the project is to improve state highway traffic flow along congested corridors.

Snapshot of Application Review Comments and Analyses

- The project has the potential to address state highway traffic flow along several congested corridors.
 - The application would have been stronger had there been a discussion of how local streets would be affected by ramp metering projects, such as those ramp meters proposed near Downtown Sacramento on I-5 and the Capital City Freeway.
 - The Working Group recognized the potential to address state highway traffic flow along several congested corridors; however, the lack of data and limited discussion of performance outcomes in the application did not adequately demonstrate the benefits of ramp metering along the corridors identified.
 - The application would have been strengthened by additional analysis that responded to the recommendation in the 2013 Funding Round when strategic funding was awarded to ramp meters. In those recommendations, it was recommended that Caltrans staff complete “before and after” studies examining the benefits of additional ramp metering on SR 99.
-

Caltrans District 3**2. State Route 51 (Capital City) Corridor Improvements: J St to Arden****Total Request:** \$10,270,000**Recommendation for Tier 1:** \$4,000,000**Recommendation for Tier 2:** \$5,400,000

The project would extend bus and carpool lanes from J St. to Arden Way; widen the American River Bridge to four lanes with bus/carpool lanes in both directions; and construct a Class I bicycle trail adjacent to northbound lanes. The purpose of the project is to improve safety and flow on the Capital City Corridor, and to close a bicycle trail gap in an area of high bicycle traffic.

SACOG Staff recommends awarding \$4,000,000 from Tier 1 and \$5,400,000 from Tier 2. Access to Tier 1, Tier 2 or a combination of both is contingent upon Caltrans entering into a partnership agreement to

plan and implement a suite of partner-sponsored Capital City Freeway corridor mobility projects with the involved local agencies.

Snapshot of Application Review Comments and Analyses

- The project addresses a major regional bottleneck with the potential to develop multi-modal solutions.
- Caltrans has already showed effectiveness with their advance work on the American River bridge deck, and is anticipated to capture a significant amount of new SHOPP funds that will provide leverage for future planned improvements.
- The project would close a gap in the existing bike trail and add needed connectivity for high bicycle traffic over the American River.
- The proposed suite of state highway project elements that would be studied with the requested funding would require substantial long-term investments and solid partnerships between partner agencies responsible for local and regional mobility on the corridor.
- As an expensive, multi-phase effort, the project's prospects for implementation will be strengthened through a comprehensive public outreach strategy and local partnership consensus on the multi-modal corridor investment strategy.

City of Citrus Heights

3. Comprehensive Transit System Analysis & Transit Asset Management Project

Total Request: \$183,300

Recommendation for Tier 1: \$183,300

Recommendation for Tier 2: Fully funded through Tier 1

The plan would analyze transit service and asset management for the City of Citrus Heights, and to update the relevant components of the comprehensive operations analysis (COA) with SACRT. The purpose of the plan is to develop a comprehensive understanding of local and regional service gaps and ridership needs.

Snapshot of Application Review Comments and Analyses

- The project is an effective way to address the City of Citrus Heights' specific transit needs within a regional transit system framework.
- The project could serve as a best practice guidance for other cities looking to incorporate more locally specific planning within the larger regional framework.
- The application demonstrated Sacramento Regional Transit support of this planning effort in collaboration with the City of Citrus Heights.

City of Davis

4. 14th Street / Villanova Corridor Improvements

Total Request: \$992,000

Recommendation for Tier 1: \$992,000

Recommendation for Tier 2: Fully funded through Tier 1

The project would construct bicycle/pedestrian safety improvements along Fourteenth St. and Villanova Dr., serving key destinations along Fourteenth St., including Safe Routes to School infrastructure improvements for North Davis Elementary School. The purpose of the project is to provide safety and enhanced mobility for all modes of travel along these corridors.

Snapshot of Application Review Comments and Analyses

- The project effectively incorporates bicycle improvements with street rehabilitation efforts.
- The project cost-effectively addresses multi-modal safety concerns in the area, documented by public engagement efforts from City of Davis staff and collision histories.
- The project would help tie together neighborhoods with multiple destinations such as schools and libraries.

City of Davis

5. Loyola Drive Improvements

Total Request: \$1,042,000

Recommendation for Tier 1: Not Recommended

Recommendation for Tier 2: Not Recommended

The project would provide street resurfacing and complete streets improvements on Loyola Dr., between Pole Line Rd. and Monarch Ln. The purpose of the project is to provide safety and enhanced mobility for all modes of travel.

Snapshot of Application Review Comments and Analyses

- Compared to other projects seeking funding, the data to support the need for the project from a ‘safety and security’ perspective was limited.
- The application did not clearly address current and future potential bicycle/automobile conflicts.

City of Davis

6. Pole Line Road Improvements (Covell Blvd to North City Limits)

Total Request: \$946,000

Recommendation for Tier 1: Not Recommended

Recommendation for Tier 2: Not Recommended

The project would conduct street resurfacing and complete street improvements along Pole Line Rd., between E. Covell Blvd. and the north City limit. The purpose of the project is to increase safety and comfort for intercity bicyclists.

Snapshot of Application Review Comments and Analyses

- In comparison to other projects seeking funding for similar improvements, the projected increase in bicycling from the proposed changes would not be as impactful because the area already has adequate bicycle facilities.
- While accident data was included in the application, it was unclear to the Working Group if proposed improvements would appropriately address these incidents, and there is potential that the plans would make incidents worse.

City of Elk Grove

7. Arterial Roads Rehabilitation Project

Total Request: \$2,583,300

Recommendation for Tier 1: \$2,000,000

Recommendation for Tier 2: Not Recommended

The project would rehabilitate 3.5 miles of roads, and will add 2.3 miles of Class II bicycle lanes, on 6 segments in Elk Grove, including portions of Waterman Rd., Elk Grove Florin Rd., Elk Grove Blvd., Kent St., and Dino St. The purpose of the project is to rehabilitate streets with a current Pavement Condition Index (PCI) ranging from 28 to 62, and raise the PCI to between 90 and 95. Adding Class II bicycle lanes will improve safety for multi-modal transportation.

SACOG staff recommends a partial award of \$2,000,000 from Tier 1 to address street segments along Waterman Rd., Elk Grove Florin Rd., and Elk Grove Blvd.

Snapshot of Application Review Comments and Analyses

- The Waterman Rd. segment has a history of bicycle collisions, which would be addressed with the project's proposed wider shoulders.
- Materials from the application suggest that there are project segments with both low pavement condition index scores and high stress, leading SACOG staff to recommend that City of Elk Grove staff focus partial funding for specific segments.
- Future commercial developments in the southeast area of the project area will result in added travel pressures on Bradshaw Rd. and Waterman Rd.

City of Elk Grove

8. Bradshaw / Sheldon Intersection Improvements

Total Request: \$2,897,400

Recommendation for Tier 1: \$1,549,000

Recommendation for Tier 2: Not Recommended

The project would install either a signal or roundabout at the Bradshaw Rd./Sheldon Rd. intersection, and would add bicycle and pedestrian facilities. The purpose of the project is to relieve congestion and

reduce traffic delays at this intersection, while meeting the City's roadway, bicycle, and intersection service standards.

Staff recommends partial funding for a traffic signal and not the roundabout design with a partial award of \$1,549,000 from Tier 1.

Snapshot of Application Review Comments and Analyses

- The project has the potential to reduce incidents of vehicle accidents by enhancing traffic control from a 4-way stop.
- The project has the potential to address future demand needs and congestion issues by improving operations with a traffic signal.
- The application noted significant cost increases for utility relocations and bridge expansions if a roundabout is the preferred alternative. The escalated cost for the larger scope does not align with the projected safety benefits at this time.
- Should the City of Elk Grove secure additional funding from other sources, SACOG staff would revisit the roundabout scope for reprogramming purposes.

City of Elk Grove

9. Kammerer Road Widening and Extension

Total Request: \$15,314,000

Recommendation for Tier 1: \$2,918,200

Recommendation for Tier 2: \$3,000,000

The project would conduct design and acquire right of way to extend Kammerer Rd. for 3.0 miles to I-5 and widen the existing 2.5 miles from 2 to 4 lanes, including Class II bicycle lanes in both directions and a Class I bicycle trail on the north side of the new extension. The purpose of the project is to improve mobility, traffic operations, and safety within the project area.

Staff recommends partial funding for preliminary engineering with an award of \$2,918,200 from Tier 1 and \$3,000,000 from Tier 2, with programming of awarded funds in the MTIP contingent on the City of Elk Grove having secured full funding for preliminary engineering.

Snapshot of Application Review Comments and Analyses

- The project provides a missing link in the transportation network by connecting two freeways and supporting a connected network of bicycle facilities in a growing portion of Elk Grove that includes the Southeast Policy Area where a significant amount of commercial and residential development is forecasted.
- Safety and accessibility should increase for both motorists and active transportation users through the corridor design, modifications to the I-5 & Hood/Franklin interchange, and new bicycling facilities.
The project will support goods movement and inter-jurisdictional connections along the Capital Southeast Connector.

City of Elk Grove**10. Replacement Purchase of Nine 40' CNG Buses****Total Request:** \$4,661,100**Recommendation for Tier 1:** Transit Asset Management Lump Sum**Recommendation for Tier 2:** Transit Asset Management Lump Sum

The project would allow for the purchase of nine new 40' CNG buses to replace seven 2002 Orion VII buses that will be past their useful life in 2017, and two 2003 Orion V buses that will be past their useful life in 2018. The purpose of the project is to replace a total of nine buses that will reach their useful life by 2017 and 2018, and allow the City to maintain a 10% spare ratio for its fixed-route transit fleet.

All transit fleet vehicle replacement and rehabilitation funding requests are recommended for Tier 1 and Tier 2 funds subject to the contingent action described in Attachment A and outlined in the introduction above.

Snapshot of Application Review Comments and Analyses

- The current buses run at high levels of vehicle miles traveled (VMT), and replacement buses would ensure that this high demand will continue to be met.
- The City aims to maintain their fleet in a state of good repair by replacing buses that are near the end of their useful life; hubometer readings for six of nine vehicles show 460,000+ miles.

City of Elk Grove**11. Replacement Purchase of Two (2) Paratransit Buses****Total Request:** \$185,900**Recommendation for Tier 1:** Transit Asset Management Lump Sum**Recommendation for Tier 2:** Transit Asset Management Lump Sum

The project would replace two 2006 paratransit buses that have reached the end of their useful life. The purpose of this project is to allow the City to maintain existing paratransit service levels, and maintain a spare ratio of 12%.

All transit fleet vehicle replacement and rehabilitation funding requests are recommended for Tier 1 and Tier 2 funds subject to the contingent action described in Attachment A and outlined in the introduction above.

Snapshot of Application Review Comments and Analyses

- This request shows efforts by the City to maintain their fleet in a state of good repair.
- The City of Elk Grove was unable to show the working group that this project helped achieve other performance outcomes, such as increasing multimodal travel or reducing VMT.
- While the age of two of the City of Elk Grove's paratransit vehicles exceed FTA standards for years of life, the Working Group did not receive data on their mileage.

City of Galt**12. South Galt Safe Routes to School and Rehabilitation****Total Request:** \$1,675,000**Recommendation for Tier 1:** \$1,675,000**Recommendation for Tier 2:** Fully funded through Tier 1

The project would rehabilitate W. A St. and Lincoln Way, and provide bicycle and pedestrian improvements in south Galt on streets adjacent to, or near, Greer Elementary, Valley Oaks Elementary, and Galt High Schools. The purpose of the project is to improve safety and accessibility of bicycle and pedestrian facilities.

Snapshot of Application Review Comments and Analyses

- The application offered good documentation of a high volume of students using active modes to get to school, suggesting high demand for these bicycle and pedestrian improvements.
- The project will improve state of good repair and enhance bicycle and pedestrian facilities, making for easier and safer travel to and from school.
- Current pavement conditions are moderately deteriorated and are a good candidate for cost effective preventative maintenance treatments, such as micro-surfacing.

City of Marysville**13. Marysville Medical Arts District Transportation Development Project****Total Request:** \$1,460,700**Recommendation for Tier 1:** \$700,000**Recommendation for Tier 2:** Not Recommended

The project would rehabilitate 5th St. and extend and realign 2nd St. from Hwy 70 to J St., including the Medical Arts District. The purpose of the project is to handle the increased traffic loads on 5th and 3rd Streets; provide safe access to the Rideout Regional Medical Facility for all modes of travel; provide safe movement for pedestrians, bicycles, and vehicles within the Medical Arts District; connect to surrounding residential areas; and provide complete street improvements.

SACOG staff recommends partial funding of this project for \$700,000 of Tier 1 funds for preliminary engineering of 5th St. rehabilitation as well as studying a project to extend and realign 2nd St. from Hwy 70 to J St.

Snapshot of Application Review Comments and Analyses

- Bicycle and pedestrian improvements would support the objectives of two major City of Marysville projects - the hospital improvements and the Bounceback Plan.
- Proposed improvements have the potential to increase and improve access to the hospital.
- A bypass lane on 2nd St. could be beneficial to the functionality of the Medical Arts District.

- The extension of 2nd Street as a capacity project is not included in the current MTP/SCS, and the Working Group suggests further analysis before the project is considered for construction funds through a future funding round.

City of Rancho Cordova

14. Mather Field Road/US 50 Interchange

Total Request: \$252,300

Recommendation for Tier 1: Not Recommended

Recommendation for Tier 2: Not Recommended

The project would complete environmental clearance and design for modifications to the existing eastbound off-ramp to add an additional lane north of the ramp. The lane will square up the intersection to provide better sight distance and remove the "weave" in the Class II bicycle lane. The purpose of the project is to improve the existing intersection, safety for cyclists, and existing pavement conditions.

Snapshot of Application Review Comments and Analyses

- The application would have been stronger with the inclusion of data to support how the movement of freight and goods to Mather Field would be improved from the project.
- The application states that more analysis of potential congestion benefits through Congested Vehicle Miles Traveled (CVMT) reductions and safety benefits would be understood after the project was funded.
- The Working Group recommends working more closely with Caltrans District 3 on more comprehensive US50 Corridor Planning to help plan for projects with corridor-wide benefits.

City of Rancho Cordova

15. Sunrise Blvd Street Rehab (Folsom to White Rock)

Total Request: \$3,995,700

Recommendation for Tier 1: Not Recommended

Recommendation for Tier 2: Not Recommended

The project would rehabilitate Sunrise Blvd., from Folsom Blvd. to White Rock Rd. with a two-inch rubberized asphalt overlay, and pedestrian and signal improvements. The purpose of the project is to rehabilitate roadway pavement and provide enhanced bicycle and pedestrian facilities.

Snapshot of Application Review Comments and Analyses

- Relative to similar projects with a funding recommendation, the average *Pavement Condition Index (PCI)* score of 54 is not especially low.
- The project would have been more competitive if the application had included more specific information on complete streets features to improve or add, and how these facilities would support land use changes along the corridor.
- The Working Group did not see notable congestion relief elements in the project scope, despite the fact it was one of the priority performance outcomes discussed in the application.

City of Rancho Cordova**16. White Rock Rd. Transportation Improvement Project****Total Request:** \$14,749,400**Recommendation for Tier 1:** Not Recommended**Recommendation for Tier 2:** Not Recommended

The project would widen White Rock Rd., from Sunrise Blvd. to Grant Line Rd., from two to four lanes, add 6' bike lanes, and improve the safety of the roadway. The purpose of the project is to serve both local and regional travel while relieving congestion, linking residential areas to jobs and recreational areas, and providing needed safety improvements.

Snapshot of Application Review Comments and Analyses

- The application cites congestion and volume issues, but current SACOG modeling suggests volume and congestion issues to be lower than those included in the application, with the exception of some high volumes near Sunrise Blvd.
- The application is likely to improve connections into the Rancho Cordova job center, but the application did not provide strong data and analysis to make the case for this benefit.
- The application did not clearly explain how the project will be important for near-term development projects along the corridor.
- The project received \$3.5 million in the 2010 SACOG funding round. At that time, a full funding package was believed to be in place by the sponsor. As project development work continues, it is apparent that additional funding is needed to complete the four-lane expansion project.

City of Rancho Cordova**17. Zinfandel Complex****Total Request:** \$3,738,200**Recommendation for Tier 1:** \$1,869,100**Recommendation for Tier 2:** \$1,869,100

The project would modify intersections, add and lengthen turn pockets, and add overhead signage at the Zinfandel Drive Interchange with Hwy. 50. The purpose of the project is to ease congestion and improve access for transit riders, cyclists, and pedestrians.

SACOG staff recommends partial funding for construction with an award of \$1,869,100 from Tier 1 and \$1,869,100 from Tier 2, with programming of awarded funds in the MTIP contingent on the City of Rancho Cordova having secured full funding for construction.

Snapshot of Application Review Comments and Analyses

- Safety improvements should help to mitigate documented safety issues for vehicles, bicycles, and pedestrians in the project area.

- The project proposes a cost-effective and modestly scaled operational improvement to address existing problems at the interchange.
- The application had minimal emphasis on alternative modes, but the Working Group recognizes built environment constraints to bicycle and pedestrian improvements.
- This project could benefit from additional planning coordination with Caltrans and other US50 Corridor partners to understand future multimodal safety and freight issues.

City of Sacramento

18. 14th Avenue Extension

Total Request: \$3,284,200

Recommendation for Tier 1: Not Recommended

Recommendation for Tier 2: Not Recommended

The project will widen the existing roadway and provide streetscape and bicycle lane improvements on 14th Ave. between Power Inn Rd. and Florin Perkins Rd. The purpose of the project is to provide an east-west connection between Power Inn Rd. and Florin Perkins Rd.

Snapshot of Application Review Comments and Analyses

- The application offers discussion of plans for future employment in the area. The application would have been strengthened with the inclusion of data to demonstrate that the area south of 14th Ave. is a fast-growing employment center with near-term investment needs.
- While the project aims to references connectivity issues to employment areas, there are alternative ways to access this area without the planned improvements.

City of Sacramento

19. Downtown Controller and Communications Upgrade

Total Request: \$4,375,600

Recommendation for Tier 1: \$900,000

Recommendation for Tier 2: \$2,875,600

The project would replace 246 existing end of life controllers, install fiber cables in existing conduits, install fiber switches, and replace some cabinets and CCTVs in Downtown Sacramento. The purpose of the project is to provide efficient and reliable systems to increasing development and increasing travelers in the project area. The purpose of the project is to meet the Fix It First goals with a focus on maintenance of transportation streets and corridors that serve an existing and forecasted travel demand.

SACOG staff recommends a partial award of \$900,000 of Tier 1 funding for preliminary engineering and a partial award of \$2,875,600 of Tier 2 funding, contingent on the completion of an ITS Master Plan update.

Snapshot of Application Review Comments and Analyses

- The project is likely to help increase mobility for multiple modes in the Downtown Sacramento area, if the City takes future ITS planning steps to implement transit signal priority and enhanced pedestrian signal timing during special events.
- The project addresses necessary systematic upgrades to serve an area with current and increasing development and increasing multi-modal traffic management, including bicycle and pedestrian crossings at transit intersections.
- Due to the large scope and the high cost, the project could be phase able with respect to priority corridors.

City of Sacramento

20. Downtown/Riverfront Streetcar

Total Request: \$3,000,000

Recommendation for Tier 1: Not Recommended

Recommendation for Tier 2: Not Recommended

The project was proposed to fill a funding gap for the 3.3 mile streetcar alignment from the West Sacramento Civic Center to Midtown Sacramento. The purpose of the project is to improve transit service and local circulation in the project area.

Snapshot of Application Review Comments and Analyses

- The project will provide a promising new transit option to connect existing and near-term developments along the corridor, while also serving as an economic development catalyst that complements other major projects in the immediate area.
- The City's funding request was precipitated by the unsuccessful Community Facilities District formation in the Spring of 2015, which was designed to raise \$30 million in funding for the Streetcar project. An alternative district proposal would have resulted in a \$3 million funding gap. The City's current funding concepts cover the full \$30 million funding need and a clear need for the \$3 million is not identified at this time.

City of Sacramento

21. I-5 at Richards Blvd Interchange

Total Request: \$3,098,600

Recommendation for Tier 1: \$3,098,600

Recommendation for Tier 2: Not Recommended

The project would conduct PA/ED for the I-5/Richards Blvd. interchange to identify a viable interchange configuration for the ultimate build-out of the I-5/Richards Blvd. and complete environmental clearance. The purpose of the project is to enhance the mobility of this interchange to new development in the Railyards area.

SACOG staff recommends full funding with \$3,098,600 of Tier 1 funds for preliminary engineering, contingent on submitting a scope of work to SACOG staff that addresses not only new development proposals but also pedestrian, bicycle, and transit access through the interchange.

Snapshot of Application Review Comments and Analyses

- The project could address existing mobility needs in the area and will provide new Railyard developments with access to I-5.
- As part of project development, both Caltrans and the City need to approach balancing increasing demand for development in the area before funding is available to support increased capacity. Greater understanding of the potential for multi-modal connections in relation to new development proposals in the area needs to be part of this dialogue.
- Expanding the preliminary engineering scope of work to include outreach and consensus-building to build a comprehensive understanding of future traffic demand in the area could lead to a project that balances the demands of all modes.

City of Sacramento
22. ITS Master Plan

Total Request: \$221,300

Recommendation for Tier 1: Not Recommended

Recommendation for Tier 2: Not Recommended

The project would prepare an ITS master plan to provide a review of the existing ITS transportation system, and provide overall strategies and guidance for future ITS projects to support anticipated growth of the transportation system.

Snapshot of Application Review Comments and Analyses

- This is a state of good repair project, as the City does not have identified funding to replace existing controllers that are vital to running traffic signals in the Downtown Sacramento area.
- The project's needs can be addressed by the Regional ITS Master Plan request, as discussed in the City of Sacramento's letter of support for the regional project.
- There is a need to understand how the project informs and fits with the Downtown Controller request.

City of Sacramento
23. Riverfront Reconnection Project, Phase II

Total Request: \$1,500,000

Recommendation for Tier 1: Not Recommended

Recommendation for Tier 2: Not Recommended

The project would complete final design and construction of a new Front Street Bridge to create the south (fourth) leg of Capitol Mall/ 2nd St. intersection from Phase I; add dedicated bicycle lanes and

pedestrian path on Neasham Circle under the Front Street Bridge; and realign the new Front St. and the existing Front St./Neasham Circle to include bicycle lanes and pedestrian access.

Snapshot of Application Review Comments and Analyses

- The project would help address the overall barrier of I-5 to the Riverfront.
 - The project would increase connectivity between Old Sacramento and Downtown Sacramento, and continue efforts to provide a connection along Capitol Mall St.
 - The application did not clearly address the value added from the proposed vehicle, bicycle, and pedestrian improvements of this project relative to phase 1 of this project.
-

City of West Sacramento

24. Road Rehabilitation & Complete Streets

Total Request: \$9,003,600

Recommendation for Tier 1: \$2,300,000

Recommendation for Tier 2: Not Recommended

The project would rehabilitate 8.65 miles of roadway throughout the City of West Sacramento.

SACOG staff recommends partial funding of \$2,300,000 for complete street rehabilitation along West Capitol Avenue.

Snapshot of Application Review Comments and Analyses

- The scaled project would provide a complete street project in a disadvantaged community with numerous opportunities for affordable housing projects.
 - The scaled project would help complete the bicycle lane network and address multiple pedestrian crossings on West Capitol Avenue, the identified local agency priority.
 - The project request is scalable, with the other corridors having Average Daily Trips (ADT) and/or a *Pavement Condition Index (PCI)* that is not as competitive with similar projects that have funding recommended.
-

City of Woodland

25. West Main Street Bicycle/Pedestrian Mobility and Safety Improvements

Total Request: \$3,742,500

Recommendation for Tier 1: \$3,742,500

Recommendation for Tier 2: Fully funded through Tier 1

The project would construct full road vehicle, bicycle, and sidewalk improvements between West St. and CR 98.

Snapshot of Application Review Comments and Analyses

- This complete streets rehabilitation project adequately includes bicycle, pedestrian, and transit considerations in project scope, where the City has worked collaboratively with Yolobus to install transit amenities as part of their project.
 - The project will close a gap in the current bicycle and pedestrian routes along Main St., linking prior improvements from various SACOG funding programs.
 - The project addresses mobility needs in a disadvantaged community.
-

County of Sacramento

26. Alta Mesa Road

Total Request: \$771,100

Recommendation for Tier 1: Not Recommended

Recommendation for Tier 2: Not Recommended

The project would rehabilitate and improve Alta Mesa Rd. by overlaying the roadway with rubberized asphalt concrete (RAC), adding a safety edge, and re-striping to enhance safety.

Snapshot of Application Review Comments and Analyses

- For comments regarding this project, please review "Various County of Sacramento Pavement Rehabilitation Projects" listed as the last County of Sacramento project in this attachment.
-

County of Sacramento

27. Antelope Road

Total Request: \$423,500

Recommendation for Tier 1: \$423,500

Recommendation for Tier 2: Not Recommended

The project would rehabilitate and improve Antelope Rd. by overlaying the roadway with rubberized asphalt concrete (RAC), adding a safety edge, installing ADA improvements, and re-striping to enhance safety.

Snapshot of Application Review Comments and Analyses

- The project would address pavement rehabilitation needs.
- Relative to other projects seeking funding, this project has a strong goods movement focus.
- The project has a low cost with high safety improvement.

County of Sacramento

28. Eastern Ave., El Camino Ave, and Marconi Ave

Total Request: \$4,734,800

Recommendation for Tier 1: \$4,734,800

Recommendation for Tier 2: Not Recommended

The project would rehabilitate and improve Eastern Ave., El Camino Ave., and Marconi Ave. by overlaying the roadway with rubberized asphalt concrete (RAC), installing new Class II bicycle lanes and bike detection at intersections, installing ADA improvements, and restriping the roadway for safety.

Snapshot of Application Review Comments and Analyses

- The project provides improvements along major streets with high Average Daily Trips (ADT) and low *Pavement Condition Index (PCI)* relative to other projects seeking funding.
- The project address bicyclist needs by adding Class II bicycle lanes and bike detection.
- The application recognized transit routes in the project area and incorporated design elements that improve access to bus stops.
- Relative to other funding requests for similar projects, the project offers clear complete streets benefits and demonstrated rehabilitation need through a combination of the Average Daily Traffic (ADT) and Pavement Condition Index (PCI) numbers.

County of Sacramento

29. Florin Road

Total Request: \$1,091,000

Recommendation for Tier 1: Not Recommended

Recommendation for Tier 2: \$1,091,000

The project would rehabilitate and improve Florin Rd. by overlaying the roadway with rubberized asphalt concrete (RAC), adding a safety edge, and re-striping to enhance safety.

Snapshot of Application Review Comments and Analyses

- The project provides improvements along major streets with high Average Daily Trips (ADT) and low *Pavement Condition Index (PCI)* relative to other projects seeking funding.
- The project address bicyclist needs by adding Class II bicycle lanes and bike detection.
- The application recognized transit routes in the project area and incorporated design elements that improve access to bus stops.

County of Sacramento

30. Gerber Road

Total Request: \$1,857,600

Recommendation for Tier 1: \$1,857,600

Recommendation for Tier 2: Not Recommended

The project would rehabilitate and improve Gerber Rd. by overlaying the roadway with rubberized asphalt concrete (RAC), installing new Class II bicycle lanes and bike detection at intersections, installing ADA improvements, and restriping the roadway for safety.

Snapshot of Application Review Comments and Analyses

- The project addresses major streets with high Average Daily Trips (ADT) and low *Pavement Condition Index (PCI)* relative to other regional state-of-good repair rehabilitation and complete streets projects with funding recommendations.
- The project address bicyclist needs by adding Class II bicycle lanes and bike detection.
- Relative to other funding requests for similar projects, the project offers clear complete streets benefits and demonstrated rehabilitation need through a combination of the Average Daily Traffic (ADT) and Pavement Condition Index (PCI) numbers.

County of Sacramento

31. Goethe Road

Total Request: \$477,400

Recommendation for Tier 1: \$477,400

Recommendation for Tier 2: Fully funded through Tier 1

The project would rehabilitate and improve Goethe Rd. by overlaying the roadway with rubberized asphalt concrete (RAC), installing new Class II bicycle lanes and bike detection at intersections, repairing damaged sidewalks, installing ADA improvements, and restriping the roadway for safety.

Snapshot of Application Review Comments and Analyses

- The application describes the project as having a high level of bicycle benefit noting connections to residential areas to various destinations.
- Relative to other funding requests for similar projects, the project offers clear complete streets benefits and demonstrated rehabilitation need through a combination of the Average Daily Traffic (ADT) and Pavement Condition Index (PCI) numbers.

County of Sacramento

32. Hazel Ave Improvement Project, Phase 3 (Sunset to Madison)

Total Request: \$3,000,000

Recommendation for Tier 1: Not Recommended

Recommendation for Tier 2: Not Recommended

The project would widen Hazel Ave. from four to six lanes between Sunset Blvd. and Madison Ave., install Class II bicycle lanes, construct continuous sidewalk, install new transit stops, installing ADA improvements, and rehabilitate and resurface the existing pavement.

Snapshot of Application Review Comments and Analyses

- The Hazel corridor remains regionally important because the expansion projects directly support improved commute and goods movement travel between the region's second and third largest employment centers (South Placer and Rancho Cordova).
 - As noted in a prior funding award for the corridor, there are already significant congestion and safety issues that can be improved through the ongoing Hazel corridor expansion project.
 - The corridor segment previously received a SACOG funding award (\$7,000,000 award in 2013).
 - While the corridor improvements are important, the project was not as competitive for another funding award because the proposal is focused on completing a previously awarded project and not on new scope features that provide additional Regional/Local performance outcome benefits.
-

County of Sacramento**33. Hillside Blvd (Frizell to Palm)****Total Request:** \$1,685,300**Recommendation for Tier 1:** Not Recommended**Recommendation for Tier 2:** Not Recommended

The project would rehabilitate and improve Hillside Blvd. from Frizell Ave. to Palm Ave. by overlaying the roadway with rubberized asphalt concrete (RAC), installing new Class II bicycle lanes and bike detection at intersections, repairing damaged sidewalks, installing ADA improvements, and restriping the roadway for safety.

Snapshot of Application Review Comments and Analyses

- For comments regarding this project, please review "Various County of Sacramento Pavement Rehabilitation Projects" listed as the last County of Sacramento project in this attachment.
-

County of Sacramento**34. Keifer Blvd****Total Request:** \$1,563,000**Recommendation for Tier 1:** \$1,563,000**Recommendation for Tier 2:** Not Recommended

The project would rehabilitate and improve Keifer Blvd. by overlaying the roadway with rubberized asphalt concrete (RAC), installing new Class II bicycle lanes and bike detection at intersections, repairing damaged sidewalks, installing ADA improvements, and restriping the roadway for safety.

Snapshot of Application Review Comments and Analyses

- The application describes the project as having a high level of bicycle benefit noting connections to residential areas to various destinations.

- Relative to other funding requests for similar projects, the project offers clear complete streets benefits and demonstrated rehabilitation need through a combination of the Average Daily Traffic (ADT) and Pavement Condition Index (PCI) numbers.
-

County of Sacramento
35. Kenneth Ave.

Total Request: \$1,020,500

Recommendation for Tier 1: Not Recommended

Recommendation for Tier 2: Not Recommended

The project would rehabilitate and improve Kenneth Ave. by overlaying the roadway with rubberized asphalt concrete (RAC), installing new Class II bicycle lanes and bike detection at intersections, repairing damaged sidewalks, installing ADA improvements, and restriping the roadway for safety.

Snapshot of Application Review Comments and Analyses

- For comments regarding this project, please review "Various County of Sacramento Pavement Rehabilitation Projects" listed as the last County of Sacramento project in this attachment.
-

County of Sacramento
36. Micron Ave.

Total Request: \$634,400

Recommendation for Tier 1: Not Recommended

Recommendation for Tier 2: \$634,400

The project would rehabilitate and improve Micron Ave by overlaying the roadway with rubberized asphalt concrete (RAC), installing new Class II bicycle lanes, repairing damaged sidewalks, installing ADA improvements, and re-striping the roadway for safety.

Snapshot of Application Review Comments and Analyses

- The application describes the project as having a high level of bicycle benefit noting connections to residential areas to various destinations.
 - Relative to other funding requests for similar projects, the project offers clear complete streets benefits and demonstrated rehabilitation need through a combination of the Average Daily Traffic (ADT) and Pavement Condition Index (PCI) numbers.
-

County of Sacramento
37. MLK Blvd.

Total Request: \$870,100

Recommendation for Tier 1: Not Recommended

Recommendation for Tier 2: \$870,100

The project would rehabilitate and improve MLK Blvd by overlaying the roadway with rubberized asphalt concrete (RAC), installing new separate Class II bicycle lanes and bicycle detection and at signalized intersections, repairing damaged sidewalks, installing ADA improvements, and re-striping the roadway for safety.

SACOG staff recommends full funding with \$870,100 in Tier 2 funds, contingent on the County of Sacramento finalizing their choice of street rehabilitation projects.

Snapshot of Application Review Comments and Analyses

- The application describes the project as having a high level of bicycle benefit noting connections to residential areas to various destinations.
- Relative to other funding requests for similar projects, the project offers clear complete streets benefits and demonstrated rehabilitation need through a combination of the Average Daily Traffic (ADT) and Pavement Condition Index (PCI) numbers.

County of Sacramento**38. Oak Avenue (Hazel to San Juanita)**

Total Request: \$1,318,700

Recommendation for Tier 1: Not Recommended

Recommendation for Tier 2: Not Recommended

The project would rehabilitate and improve Oak Ave by overlaying the roadway with rubberized asphalt concrete (RAC), installing new Class II bicycle lanes, repairing damaged sidewalks, installing ADA improvements, and re-striping the roadway for safety.

Snapshot of Application Review Comments and Analyses

- For comments regarding this project, please review "Various County of Sacramento Pavement Rehabilitation Projects" listed as the last County of Sacramento project in this attachment.

County of Sacramento**39. Power Inn Rd Improvement Project (450' SO Loucreata Dr to 52 Ave)**

Total Request: \$6,055,000

Recommendation for Tier 1: \$4,000,000

Recommendation for Tier 2: Project fully funded through Tier 1 and the State ATP award

The project would widen Power Inn Road from three to four lanes between Florin Rd. and 52nd Ave. and modify the intersection of Florin Rd. and Power Inn Rd. The project will also install curb, gutter, sidewalk infills, ADA ramps, bicycle lane improvements, and landscape medians.

Staff is recommending a partial request that fully funds this project, given the County of Sacramento's recent recommended award of \$2,000,000 in Active Transportation Program funding.

Snapshot of Application Review Comments and Analyses

- The project emphasizes design features supportive of a multimodal project that increases the roadway capacity for auto and truck travel, while also providing clear complete streets benefits.
- The application demonstrated that County of Sacramento staff conducted extensive outreach with residents in the area to develop this project for pedestrian safety enhancement.
- The project successfully leverages \$2,000,000 in funding secured from State ATP.

County of Sacramento

40. South Watt Avenue Improvement Project (Florin to SR16)

Total Request: \$2,500,000

Recommendation for Tier 1: Not Recommended

Recommendation for Tier 2: Not Recommended

The project would widen South Watt Avenue from 2 to 4 lanes between Florin Rd and SR 16 (Jackson Rd); install landscaped medians and center turn lanes; install Class II bicycle lanes; install pedestrian walkways and connections with existing sidewalks; ADA ramps; and rehabilitation of pavement.

Snapshot of Application Review Comments and Analyses

- The eventual expansion of the South Watt corridor will reduce congestion, support forecasted community growth, and create a safer goods movement corridor.
- While the application demonstrates clear benefits from improving South Watt, the project was not as competitive in the 2015 funding round because the Board-adopted policy framework places a priority on projects for which the sponsor has already funded initial project development phases with local resources.
- The project has the potential to leverage future highway bridge program funds. Leveraging funds would help increase the project's competitiveness in a future regional funding round.

County of Sacramento

41. Walerga Road

Total Request: \$1,600,400

Recommendation for Tier 1: Not Recommended

Recommendation for Tier 2: Not Recommended

The project would rehabilitate and improve Walerga Road by overlaying the roadway with rubberized asphalt concrete (RAC), improving Class II bicycle lanes and bicycle detection and at signalized intersections, repairing damaged sidewalks, installing ADA improvements, and re-striping the roadway for safety.

Snapshot of Application Review Comments and Analyses

- For comments regarding this project, please review "Various County of Sacramento Pavement Rehabilitation Projects" listed as the last County of Sacramento project in this attachment.
-

County of Sacramento

42. West Elkhorn Boulevard (Sac City Limit to UPRR)

Total Request: \$471,400

Recommendation for Tier 1: Not Recommended

Recommendation for Tier 2: Not Recommended

The project would rehabilitate and improve West Elkhorn Blvd by overlaying the roadway with rubberized asphalt concrete (RAC), installing new Class II bicycle lanes, repairing damaged sidewalks, installing ADA improvements, and re-striping the roadway for safety.

Snapshot of Application Review Comments and Analyses

- For comments regarding this project, please review "Various County of Sacramento Pavement Rehabilitation Projects" listed as the last County of Sacramento project in this attachment.
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County of Sacramento

43. West Elkhorn Boulevard (UPRR to 2nd)

Total Request: \$665,100

Recommendation for Tier 1: Not Recommended

Recommendation for Tier 2: Not Recommended

The project would rehabilitate and improve West Elkhorn Blvd by overlaying the roadway with rubberized asphalt concrete (RAC), installing new Class II bicycle lanes and bicycle detection and at signalized intersections, repairing damaged sidewalks, installing ADA improvements, and re-striping the roadway for safety.

Snapshot of Application Review Comments and Analyses

- For comments regarding this project, please review "Various County of Sacramento Pavement Rehabilitation Projects" listed as the last County of Sacramento project in this attachment.
-

County of Sacramento

44. West Elverta Road

Total Request: \$1,413,900

Recommendation for Tier 1: Not Recommended

Recommendation for Tier 2: Not Recommended

The project would rehabilitate and improve West Elverta Rd. by overlaying the roadway with rubberized asphalt concrete (RAC), improving Class II bicycle lanes and bicycle detection and at signalized intersections, repairing damaged sidewalks, installing ADA improvements, and re-striping the roadway for safety.

Snapshot of Application Review Comments and Analyses

- For comments regarding this project, please review "Various County of Sacramento Pavement Rehabilitation Projects" listed as the last County of Sacramento project in this attachment.

County of Sacramento

45. Wilhaggin Dr.

Total Request: \$435,700

Recommendation for Tier 1: Not Recommended

Recommendation for Tier 2: Not Recommended

The project would rehabilitate and improve Wilhaggin Dr. by overlaying the roadway with rubberized asphalt concrete (RAC), installing new Class II bicycle lanes, repairing damaged sidewalks, installing ADA improvements, and re-striping the roadway for safety.

Snapshot of Application Review Comments and Analyses

- For comments regarding this project, please review "Various County of Sacramento Pavement Rehabilitation Projects" listed as the last County of Sacramento project in this attachment.

County of Sacramento

46. Winding Way

Total Request: \$908,600

Recommendation for Tier 1: Not Recommended

Recommendation for Tier 2: Not Recommended

The project would rehabilitate and improve Winding Way by overlaying the roadway with rubberized asphalt concrete (RAC), installing new Class II bicycle lanes and bicycle detection and at signalized intersections, repairing damaged sidewalks, installing ADA improvements, and re-striping the roadway for safety.

Snapshot of Application Review Comments and Analyses

- For comments regarding this project, please review "Various County of Sacramento Pavement Rehabilitation Projects" listed as the last County of Sacramento project in this attachment.

County of Sacramento

47. Woodmore Oaks Dr.**Total Request:** \$955,800**Recommendation for Tier 1:** Not Recommended**Recommendation for Tier 2:** Not Recommended

The project would rehabilitate and improve Woodmore Oaks Dr. by overlaying the roadway with rubberized asphalt concrete (RAC), installing new separate Class II bicycle lanes and bicycle detection and at signalized intersections, repairing damaged sidewalks, installing ADA improvements, and re-striping the roadway for safety.

Snapshot of Application Review Comments and Analyses

- For comments regarding this project, please review "Various County of Sacramento Pavement Rehabilitation Projects" listed as the last County of Sacramento project in this attachment.

County of Sacramento***Various Road Pavement Rehabilitation Projects*****Total Request:** \$11,246,400 (Cumulative Total from Above Listed Projects)**Recommendation for Tier 1:** Not Recommended**Recommendation for Tier 2:** Not Recommended

The following 11 projects would rehabilitate and improve various roadways by overlaying the roadway with rubberized asphalt concrete (RAC), adding a safety edge, and re-striping to enhance safety: Alta Mesa Road, Hillsdale Blvd (Frizell to Palm), Kenneth Ave, Oak Avenue, (Hazel to San Juanita), Walerga Road, West Elkhorn Boulevard (Sac City Limit to UPRR), West Elkhorn Boulevard (UPRR to 2nd), West Elverta Road, Wilhaggin Dr, Winding Way, and Woodmore Oaks Dr.

Snapshot of Application Review Comments and Analyses

- The applications for these 11 projects would have been strengthened by describing individual project designs and performance outcomes. Applications should be specific to the individual project area context and multimodal needs.
- Acknowledgment of nearby schools or other community destinations can enhance the selection of project design elements that can lead to safety and access benefits from planned improvements near these destinations.
- Relative to other funding requests for complete streets & road rehabilitation projects, the projects were not as competitive with the combination of Average Daily Traffic (ADT) and Pavement Condition Index (PCI) numbers.
- A strong methodology, rooted in adopted bicycle or pedestrian master plans, can help future applications present a clear link to bicycle and pedestrian mode benefits.

County of Sutter**48. Howsley Road Farm to Market project (Natomas to Pleasant Grove)**

Total Request: \$2,948,300

Recommendation for Tier 1: Not Recommended

Recommendation for Tier 2: Not Recommended

The project would widen 1.97 miles of Howsley Rd., from Pacific Ave. East to Pleasant Grove Rd., to accommodate two 12 foot lanes with 5 foot paved shoulders. The purpose of the project is to bring Howsley Rd. up to current standards based on the County's Transportation Circulation and Improvement Plan.

Snapshot of Application Review Comments and Analyses

- The project serves a predominately focused on rice crop area; the rice harvesters that travel along Howsley Rd. are 16 feet wide and need the wider shoulders.
- The corridor has a low level of Average Daily Trips (ADT) and a *Pavement Condition Index (PCI)* of 89.
- Relative to other projects seeking funding the economic impact of the project from a regional perspective was limited as the project would address minimal farm equipment issues rather than capacity issues.
- The application could include additional information related to vehicle collisions or strategies aim to mitigate them.

County of Yolo

49. CR27 Rehabilitation

Total Request: \$1,892,700

Recommendation for Tier 1: \$1,892,700

Recommendation for Tier 2: Fully funded through Tier 1

The project would rehabilitate County Road 27 between County Road 94 and 95, and between County Road 97 and 98, utilizing cement-treated full-depth reclamation process to recycle the road in place. The purpose of the project is to rehabilitate roads for use by agricultural vehicles, agricultural equipment, and Farm to Market trucking.

Snapshot of Application Review Comments and Analyses

- The application demonstrates a clear need for rehabilitation of this roadway, with a *Pavement Condition Index (PCI)* near 30.
- This project has a strong goods movement connection serving both urban to rural traffic and agricultural traffic needs.
- The project area has a collision history that would be addressed by wider shoulders to accommodate farm vehicles.
- The project uses an innovative full-depth reclamation paving processes to recycle the roadway in place.

County of Yolo**50. CR27 Rural Complete Street****Total Request:** \$752,500**Recommendation for Tier 1:** Not Recommended**Recommendation for Tier 2:** Not Recommended

The project would conduct preliminary engineering and design to widen CR 27, from CR 102 and SR 113, adding bicycle lanes, clear recovery zones for safety, and a roundabout at the CR 102 intersection. The purpose of the project is to provide full bicycle lanes and room for agricultural equipment.

Snapshot of Application Review Comments and Analyses

- Compared to other projects seeking funding, it is unclear if the proposed complete streets improvements will generate more active transportation users.
- The project could have more strongly presented itself as a safety project, with additional analysis regarding the causes of accidents and potential future use of the roadway from nearby future developments.

County of Yuba**51. Feather River Boulevard – Farm to Market & State of Good Repair****Total Request:** \$1,198,000**Recommendation for Tier 1:** \$1,198,000**Recommendation for Tier 2:** Fully funded through Tier 1

The project would rehabilitate 4.0 miles of pavement on Feather River Blvd., between Algodon Rd. to 400 feet west of River Oaks Blvd. The purpose of the project is to connect adjacent farmland to State Route 70 and the regional markets in Sacramento and Stockton.

Snapshot of Application Review Comments and Analyses

- The project would provide clear links to farms and processing facilities in the area, linking 11,000 acres of prime farmland to State Route 70.
- The project will rehabilitate pavement prior to the County imposing weight restrictions that would preclude truck traffic, jeopardizing agricultural use of the adjacent farmland and three large processing facilities.
- While the project's available right-of-way restricts the County's ability to address multi-modal travel issues, the proposed pavement treatment will be able to endure additional truck traffic with fewer failures.

County of Yuba**52. Woodruff Lane & Ramirez Rd – Farm to Market & State of Good Repair****Total Request:** \$964,000**Recommendation for Tier 1:** \$964,000

Recommendation for Tier 2: Fully funded in Tier 1

The project would rehabilitate 1.52 miles of pavement on Woodruff Ln. and 1.63 miles of pavement on Ramirez Rd. The purpose of the project is to improve road conditions on a primary access road connecting local agricultural activities to State Route 70.

Snapshot of Application Review Comments and Analyses

- The project would restore pavement to a direct truck route currently under a 22-ton weight limit, which would resolve a freight routing problem by removing a 14 mile gap detour for heavy agriculture trucks.
- The project area experiences high truck traffic despite its 22-ton weight restrictions and very low pavement condition index ratings ranging from 38 to 46.
- The project serves an area with many agriculture facilities including several rice dryers and processing facilities.

SACOG**53. Household Travel Survey**

Total Request: \$750,000

Recommendation for Tier 1: \$750,000

Recommendation for Tier 2: Fully funded in Tier 1

The project would conduct a household travel survey (HTS) of residents in the SACOG region. The purpose of the project is to understand how residents weigh different travel options and what factors influence their travel choices, and be able to develop, calibrate, and update the SACOG regional travel demand models for transportation forecasting and regional and local transportation planning.

Snapshot of Application Review Comments and Analyses

- The project addresses issues with the current use of data from 2000, as travel demands and modes have changed greatly in the region since the previous survey.
- The survey output would serve the SACOG region, as it would be available for use by cities and counties in the region.
- The project would help to capture current modes of travel in the SACOG region, with benefit for all member agencies.
- The project has the potential to be instrumental in future project planning within the SACOG region.
- The project will help SACOG member agencies plan for new multimodal projects, but does not necessarily help advance preliminary engineering for specific construction projects.

SACOG**54. ITS Master Plan**

Total Request: \$330,000

Recommendation for Tier 1: \$330,000

Recommendation for Tier 2: Fully funded through Tier 1

The project would update individual agency ITS Master Plans and update the Regional ITS Architecture. It will update or create many regional partners' ITS Master Plans the Regional ITS Plan and the ITS Architecture. The purpose of the project is to collect existing investment and deployed technology documentation, determine future needs, and conclude with a variety of deliverables for each agency.

Snapshot of Application Review Comments and Analyses

- When compared to the City of Sacramento's stand-alone ITS project application, the project is more expensive but would serve the full SACOG region, leading to innovation and regional cost savings on technology.
- The plan itself will not result in performance outcomes, but subsequent projects sponsored by its supporters will quickly follow its completion.
- The application included a letter of support from the City of Sacramento for SACOG's ITS Master Plan project.
- The project provide an opportunity of scale to allow local agencies to update their individual plans.

Sacramento Regional Transit**55. New LRV Specification Development Project & Light Rail Low Floor Station Conversion & CPID Study**

Total Request: \$7,215,900

Recommendation for Tier 1: \$2,000,000 partial funding

Recommendation for Tier 2: Transit Asset Management Lump Sum

The project would complete an evaluation with design modification recommendations for all of RT's light rail stations in conjunction with the development of new Light Rail Vehicle (LRV) procurement specifications to convert to a low floor system. The purpose of the project is to comply with federal requirements, such as the Americans with Disabilities Act (ADA), for transit stations, and to provide for safety and mobility needs within Sacramento's transit system.

Staff recommends partially funding this request, as part of a contingent action that requires the RT Board to adopt, within six months of award, a work plan that directs the \$2,000,000 award towards ongoing CPID activities and the study of a limited number of prioritized stations. Evidence that the station conversion study work is thoughtfully integrated with capital improvements being planned and implemented at the priority stations should be clear in the adopted work plan.

Additional regional funding for this project, especially the vehicle specifications work, is possible through the Transit Asset Management Lump Sum that is recommended for both Tier 1 and Tier 2 funds. The process framework for the allocation of the lump sum is described on page 3 of this attachment.

Snapshot of Application Review Comments and Analyses

- The project supports a priority program goal of supporting asset management and improving the region's state of good repair for transit assets.

- The project addresses an important need for station modifications, and must be addressed before the new low-floor light rail vehicles can be purchased.
- The project provides design for LRV low platform, to comply with ADA and FTA mandates to transit stations.

Sacramento Regional Transit

56. Project Development for the Green Line LRT (Township 9 to North Natomas)

Total Request: \$6,000,000

Recommendation for Tier 1: Not Recommended

Recommendation for Tier 2: Not Recommended

The project would advance the Green Line project development through preparation of the FEIS/R for a Minimal Operating Segment and critical design components for a 5.5 to 8.0 mile segment between Township 9 and North Natomas, including a multi-modal crossing of the American River. The purpose of the project is to advance the Green Line project which would provide multi-modal access to the Natomas Basin and Sacramento International Airport, while improving congestion, emergency access, and bicycle and pedestrian connections in the area.

Snapshot of Application Review Comments and Analyses

- There are potential economic benefits associated with extending the Green Line through Natomas and to the Sacramento International Airport.
- The project addresses major regional connectivity issues, and serves as a critical piece for future connection to the airport.
- The project focuses on expansion of Sacramento Regional Transit's system while immediate vehicle replacement and planning needs are the current priority.
- It was unclear to the working group about the partnership between the City of Sacramento and Sacramento Regional Transit on the roles, responsibility, and scope of a preliminary engineering phase of an American River Bridge overcrossing projects in addition to planning new stations through the Natomas area.

Sacramento Regional Transit

57. Siemens Light Rail Vehicle (LRV) Replacement-13 vehicles

Total Request: \$78,004,500

Recommendation for Tier 1: Transit Lump Sum

Recommendation for Tier 2: Transit Lump Sum

The project would replace half (13 of 26) of the Siemens Light Rail Vehicles (LRV) that will reach the end of their useful life in the coming years. The purpose of the project is provide for the safety and mobility needs within Sacramento's transit system.

All transit fleet vehicle replacement and rehabilitation funding requests are recommended for Tier 1 and Tier 2 funds subject to the contingent action described in Attachment A and outlined in the introduction above.

Snapshot of Application Review Comments and Analyses

- The project supports the Regional/Local program's goal of asset management because any funding received will go towards the replacement of older vehicles.
- The light rail vehicles proposed to be replaced have high use and support an important and productive regional trunk transit service.
- While the project is likely to support important accessibility and safety benefits, the application could have been stronger with more data and analysis demonstrating the need and anticipated benefits from the replaced vehicles.
- The completion of the associated light rail vehicles and station study (application 55) should lead to important insights for approaching the timing and funding strategy for replacing the vehicles.

SECJPA

58. Southeast Connector - Segment D3

Total Request: \$15,000,000

Recommendation for Tier 1: \$7,500,000

Recommendation for Tier 2: Not Recommended

The project would reconstruct White Rock Rd., from the White Rock Rd. and Prairie City Rd. intersection to the El Dorado County line, on a new alignment to the south, as a four lane expressway with streetscape and landscape improvements, and will provide a contiguous Class I bike trail on the north side of the alignment. The purpose of the project is to reduce congestion, improve traffic operations, accommodate travel demand, and improve safety for all modes of travel.

Snapshot of Application Review Comments and Analyses

- The project will provide important access and mobility benefits to the Folsom Ranch growth area and provide the associated benefit of reducing congestion along US 50 through the parallel capacity provided.
- The project could address many of the safety factors associated with the 165 collisions, including 3 fatalities in the last 5 years.
- The project will feature many green construction design elements, such as the use of recycled materials, non-adjacent to the path, multifunctional landscape areas to control detention and runoff, permeable pavement in the shoulders and bike path, roadway lighting or luminaires that meet current energy star requirements, solar panels to offset energy, and vegetative bioswales or natural drainage systems for treatment of water runoff.
- The project will also construct the roadway with rubberized asphalt to reduce the impact of trucks on pavement deterioration.

Unitrans**59. Purchase High-Capacity Transit Buses****Total Request:** \$2,704,600**Recommendation for Tier 1:** Transit Asset Management Lump Sum**Recommendation for Tier 2:** Transit Asset Management Lump Sum

The project would allow for the purchase of three (3) high-capacity transit buses, generally 80 passenger double-deck buses similar to Alexander Dennis Enviro500 buses purchased in 2009. The purpose of the project is to increase the carrying capacity of the Unitrans fleet to serve the City of Davis.

All transit fleet vehicle replacement and rehabilitation funding requests are recommended for Tier 1 and Tier 2 funds subject to a contingent action described in Attachment A and outlined in the introduction above.

Snapshot of Application Review Comments and Analyses

- The project addresses vehicles that provide service on high demand corridors.
- Double-decker vehicles allow for more riders per vehicle, would help Unitrans avoid capacity issues, and is a more cost-effective method of providing service to riders than purchasing and operating two buses.

Yolo County Transportation District**60. Yolobus Fixed Route Bus Replacement (13 CNG and 2 Electric)****Total Request:** \$8,517,600**Recommendation for Tier 1:** Transit Asset Management Lump Sum**Recommendation for Tier 2:** Transit Asset Management Lump Sum

The project would allow for the purchase of thirteen (13) replacement 40' CNG and two (2) 40' electric transit buses. The purpose of the project is to replace unreliable, high-mileage transit buses with new more reliable vehicles.

All transit fleet vehicle replacement and rehabilitation funding requests are recommended for Tier 1 and Tier 2 funds subject to the contingent action described in Attachment A and outlined in the introduction above..

Snapshot of Application Review Comments and Analyses

- These high mileage buses may not have exceeded their useful life in years but have clearly done so in miles and service requests.
- The project supports the Regional/Local program's goal of asset management.

2015 BICYCLE & PEDESTRIAN FUNDING PROGRAM: SACRAMENTO, SUTTER, YOLO, YUBA COUNTIES

The purpose of this funding program is to provide facilities for walking and biking within the cities and towns of the Sacramento region, and to provide connections between communities. Having more people bike and walk for transportation is critical to successfully meeting state air quality conformity and greenhouse gas reduction goals. Further, the efficiency of a truly multimodal transportation system is a key component of achieving the goals set forth by the regional Blueprint and MTP/SCS.

In order to help implement the MTP/SCS, SACOG invests in bicycle and pedestrian facilities through the biannual Bicycle & Pedestrian Funding Program, adopted by the SACOG Board of Directors in September 2003. The Funding Program encourages locally-determined developments consistent with Blueprint principles, MTP/SCS policies and strategies, and local circulation plans that prioritize walking, bicycling and transit use as primary transportation considerations.

GOALS AND PRIORITIES

Capital Project Priorities

1. Increase access to transit services;
2. Increase access to schools;
3. Eliminate gaps in the existing bicycle/pedestrian network;
4. Remove physical barriers in the bicycle and pedestrian network;
5. Facility completion; and
6. Reduce vehicle miles traveled (VMT).

Non-capital Projects and Programs Goals

1. Encourage biking and walking through public information, education, and awareness;

2. Where needed, perform studies and develop plans for capital facilities that support the goals stated above; and
3. Increase the level of public agency staff expertise on bicycling and walking.

ELIGIBLE PROJECT TYPES

The projects eligible for this funding program are derived from the Regional Bicycle, Pedestrian and Trails Master Plan (Master Plan) which has been amended every two years since its initial adoption in 2004. The Master Plan provides an expansive set of policies and projects for regional bicycle and pedestrian planning efforts, and was developed through a working group and approved by the Regional Bicycle and Pedestrian Advisory Committee. Projects in the Master Plan that meet the adopted funding priorities (Capital Project Priorities) are encouraged to apply for this Funding Program.

Financial support for this program will come primarily from federal funding sources expected to be available to the region. Federal funding requirements from the Moving Ahead for Progress in the 21st Century Act (MAP-21) are applicable. Examples of eligible projects include multi-use paths, bicycle lanes and routes, sidewalks, shoulders, signals, crossings, and other infrastructure projects. For capital projects, federal funds may be used for construction, preliminary engineering, environmental work and design, and/or right-of-way. Non-infrastructure projects may include bike/pedestrian planning, education, information, and marketing efforts.

INELIGIBLE PROJECT TYPES

Projects and programs that are not eligible include facilities that serve only a recreational rather than a transportation function; projects in new developments that are considered "good practices" according to FHWA guidelines; bicycle and pedestrian facility maintenance; long-term staff positions; transit operations (except for

bus services for bicyclists); law enforcement; and bicycle racks for carpools, vanpools, or private vehicles.

PROJECT SELECTION PROCESS

The application process will be specific to the Bicycle & Pedestrian program and the Regional Active Transportation Program (ATP). Generally, project sponsors are encouraged to discuss potential Bicycle & Pedestrian Program projects with SACOG staff.

The applicant must submit a letter to SACOG staff identifying any projects for which the agency intends to apply for funding through the Regional ATP and/or Bicycle and Pedestrian program. Informing SACOG staff supports effective planning and coordination of project evaluation. This statement of intent is required for the project sponsor to submit a full application for the identified project(s).

SACOG staff will screen applications for eligibility. Applications will be removed from the competitive process if found ineligible for federal funds or the project does not meet other requirements identified under "Project Screening." SACOG staff will forward eligible applications to the Active Transportation Working Group.

The Working Group will be recruited from standing advisory committees, multidisciplinary, and represent a diverse geography across the region. The Working Group is required to review, evaluate, and score the applications according to its defined process. Working Group members will not vote or comment on applications from their own organizations.

Active Transportation Working Group Composition

Expertise	Number
Land Use Planners	1
Project Engineers	2
Bicycle/ Pedestrian Planning	4 (2 advocates, 2 planners/ engineers)
Air Quality	1
Public Health	1
Transit	1

Community Groups	1
Total	11

The Working Group prioritizes and ranks the projects, according to an iterative process that uses both quantitative and qualitative methods. The Working Group and/or SACOG staff reserves the right to contact applicants during this project selection process for additional information. The applicant will be provided the opportunity to address the Working Group either by phone or during a meeting to address questions related to the scope of work, budget, timeline, and performance considerations. After collectively evaluating the projects, the Working Group members will submit re-evaluated application recommendations to SACOG staff at the conclusion of the Working Group review period.

SACOG staff will use the re-evaluated applications to finalize the funding recommendation for the Bicycle & Pedestrian Program, and will present a unified recommendation incorporating all Regional Funding Program recommendations to the SACOG Board of Directors. Following the announcement of the statewide ATP awards and the development of the Regional ATP funding recommendation, SACOG staff will remove any projects recommended for funds through the State or Regional ATP from further consideration for the Bicycle & Pedestrian Program, and move up additional projects for funding using the Working Group's prioritized list.

PROJECT SCREENING

To be selected for funding from the Bicycle & Pedestrian Program, a project or program must meet the following screening criteria:

1. It is included in the Master Plan as a planned project. Only under very special circumstances will an application be considered for a project that is not listed in the Master Plan.
2. Project is identified in the project sponsor's letter of intent to apply.
3. It must be ready for inclusion in the Metropolitan Transportation Improvement

Program, with project scope and cost. The project application may include the cost of preparing environmental documents. However, for projects that will necessitate a full Environmental Impact Statement (EIS), the EIS can be funded separately from the design and construction of the project (which should seek funding in a later round of funding).

4. Project is eligible for appropriate funding sources (i.e., CMAQ, RSTP, STIP).
5. Project meets the minimum project size of \$282,390 (\$250,000 funding award + \$32,390 local match). Public agencies applying for funding for smaller projects may want to consider combining projects to meet the \$282,390 threshold, or consider a larger, multi-year program or project. The exceptions to this rule are funding for non-capital projects such as Bikeway Master Plans or other projects that would qualify for Federal Transit Agency Enhancement funds; and for pre-construction-only projects, which have a minimum project size of \$169,434 (\$150,000 funding award + \$19,434 local match).
6. The project is committed to increasing information available about quantifiable benefits of bicycle and pedestrian infrastructure and planning efforts (i.e., conducting bicycle and/or pedestrian counts both pre- and post-project implementation);

PROJECT EVALUATION

Projects will be evaluated based on the criteria described in the Funding Program Project Priorities, the community benefits, and other considerations (described below) that will be used by the Working Group and SACOG staff to make funding recommendations to the Board.

Project Performance Outcomes (0-66 points, 11 points each)

1. Increase access to transit services;

2. Increase access to schools;
3. Eliminate gaps in the existing bicycle/pedestrian network;
4. Remove physical barriers in the bicycle and pedestrian network;
5. Facility completion; and
6. Reduce vehicle miles traveled (VMT).

Linking to MTP/SCS (0-10 points 5 points each)

1. Project supports land use and economic development efforts in alignment with the MTP/SCS land use vision for the area, as described in the SCS and the local general and/or specific plan;
2. Project demonstrates the potential for placemaking and VMT reduction by supporting bicycle/pedestrian travel as a means to achieve the MTP/SCS performance goals for the area, as described in the SCS and the local general and/or specific plan;

Community Benefits (0-12 points, 4 points each)

1. Project demonstrates the community need and community benefits qualitatively and/or quantitatively;
2. Project improves safety/security for bicyclists and pedestrians, and includes documentation of safety issues (if applicable);
3. Project design is context-sensitive and appropriate for surrounding environment.

Other Considerations (0-12 points)

1. Project sponsor's demonstrated readiness to move forward on a timely schedule (e.g., application includes a clear schedule, cost, risk to project, etc.);
2. Sponsor agency's commitment to implement the project, as evident by non-

- SACOG source funding commitments and/or inclusion in local policy documents;
3. Projects improving access to and around schools and/or transit provide demonstrated evidence of strong support by affected schools and/or transit agencies (e.g., a letter of partnership from the affected agency);
 4. Inter-community projects offer evidence of strong support by all local jurisdictions where the project is located, and include commitment to land use planning consistent with regional Blueprint principles;
 5. Project demonstrates cost effectiveness, which is achieved by minimizing projected capital and operating expenditures while offering strong performance benefits;
 6. Sponsor agency's historical performance in delivering federal aid projects (e.g., following federal rules, STIP guidelines, delivery timeliness, etc.);
 7. Application follows content requirements.

FUNDING RECIPIENT REQUIREMENTS

Projects awarded funding through the 2015 Regional Funding Programs must provide quarterly project status updates to appropriate SACOG staff in order to ensure successful project delivery.

2015 COMMUNITY DESIGN FUNDING PROGRAM: SACRAMENTO, SUTTER, YOLO, YUBA COUNTIES

The Community Design Program was established in 2003 by the SACOG Board of Directors to provide financial assistance to implement the principles of the Blueprint Project: mixed land uses, transportation options, housing choice, compact development, use existing assets, quality design, and natural resource protection. The program offers funding for transportation projects by local jurisdictions that implement these principles, but only 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 www.sacog.org/regionalfunding/betterways.pdf):

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 must be federal aid eligible and primarily lead to or include construction. Projects must be eligible for CMAQ, RSTP or 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

Expertise	Number
Land Use Planners	3-5
Project Engineers	1-2
Bicycle/ Pedestrian Planning	1
Air Quality	1
Urban Design	1
Transit	1
Community Groups	1
Transportation Demand Management	1
Total	10-13

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 Departments. 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; \$1.5 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.

Required local match

Projects in the competitive categories of the program (above \$100,000 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, this funding cycle, a renewed emphasis 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.

FUNDING RECIPIENT REQUIREMENTS:

All program fund recipients must expend the project funds within three years if programming funds are available in the 2015-16 or 2016-17 fiscal years. 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 2015 SACOG Programming Cycle. Failure to do so could result in negative impacts for future funding rounds.

2015 REGIONAL/LOCAL FUNDING PROGRAM: SACRAMENTO, SUTTER, YOLO, YUBA COUNTIES

The Regional/Local Program is SACOG's largest competitive program. The emphasis of the program is to fund projects that will help implement the MTP/SCS by providing regional benefits. 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. This is accomplished through the funding of capital and lump sum projects included in the 2012 MTP/SCS, asset management planning and projects, and the development of shelf-ready projects.

GOALS AND PRIORITIES

In September 2009, the Sacramento Area Council of Governments (SACOG) Board of Directors approved several policy considerations for the Regional/Local Funding Program that have been applied to subsequent Funding Rounds. The 2015 Funding Round has revised these policies as informed by feedback from prior cycles and new policy direction from 2016 MTP/SCS update committee dialogues:

1. EMPHASIZE COST-EFFECTIVE PROGRAMMING DECISIONS

The constrained federal and state funding environment calls for placing an even greater emphasis on making the most cost-effective programming decisions, which is achieved by maximizing performance outcomes and minimizing project costs. Priority will be given to projects for which the sponsor has already funded the initial phases with its own resources (i.e., environmental, design and/or right-of-way).

2. FIX IT FIRST: ASSET MANAGEMENT AND MAINTAINING A STATE OF GOOD REPAIR

Local and state transportation budgets are strained under the weight of stagnant revenues, the loss of gas tax buying power and growing deferred maintenance costs, reducing the ability of member agencies to operate and maintain existing facilities and services. The 2015

Regional/Local Program will continue to focus regional support on the maintenance of federal-aid eligible transportation facilities. Investment priorities include fix it first projects that address:

- complete streets/corridors 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.
- planning and budgeting studies to better manage existing assets, such as Pavement Management Systems and Transit Asset Management Plans.

3. FOCUS ON SMALL OR MEDIUM-SIZED CAPITAL PROJECTS

The Regional/Local Funding Program is an important source of capital funding. As in past funding cycles, capital projects providing regional benefits have been awarded funds through the Regional/Local program. A challenge for this policy priority is the limited number of projects that can be funded if the programming revenue is severely constrained. For the federal and state funds that are available, the emphasis will be on small- and medium- sized projects. Project performance outcomes will be assessed relative to the funding request amount.

4. LEVERAGE REGIONAL FUNDS FOR NEAR- TERM PROJECT DEVELOPMENT

Funding from competitive programs likely to appear in the near future need to have "shelf ready" capital projects that are deliverable and thereby ready to utilize funding. 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 2012 MTP/SCS.

ELIGIBLE PROJECT TYPES

Any projects listed in the MTP/SCS or a lump-sum project category are eligible. Any project eligible under the Community Design Program can apply without any maximum cost limitations, but will only be evaluated in the context of the Regional/Local program. Projects applying for the State or Regional ATP or the Bike & Pedestrian program will not be considered.

PROJECT SELECTION PROCESS

The application process has changed significantly from the last Regional/Local Program to increase transparency and external agency involvement.

A Regional/Local Working Group will review all pre-submittal letters and applications to draft a recommended list of prioritized projects to submit to SACOG staff for consideration. Working Group members will include SACOG and external agency staff who will evaluate letters and applications against their performance outcome area of expertise.

Pre-submittal letter for review by Working Group:

Applicants must submit a pre-submittal letter to SACOG prior to submitting a full application. The Working Group will reply with a letter indicating:

- a. whether the project is eligible or ineligible to apply,
- b. any foreseeable concerns with the project's scope of work, budget, and timeline; and
- c. feedback on the potential strongest performance outcomes of the project.

Full applications prioritized by Working Group:

A full application must be submitted to SACOG staff for preliminary screening; applications are then forwarded to the Working Group.

The Working Group prioritizes and ranks the projects, according to an iterative process that uses both quantitative and qualitative methods. The applicant will be provided the opportunity to address the Working Group either by phone or during a meeting to ensure the scope of work, budget, timeline, and performance outcomes meet program requirements and achieve high performance outcomes. The Working Group will

recommend a list of prioritized projects to SACOG staff for review.

SACOG staff will review all applications against screening criteria, project performance outcomes, and Working Group recommendations to recommend projects to the SACOG Board for funding.

SCREENING PROJECTS OUT

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

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

1. The project must be currently listed in the MTP/SCS or a lump-sum project category. Non-exempt projects must align with SACOG's air quality conformity and greenhouse gas objectives.
2. The project must be scheduled to begin construction no later than FFY 2021 with preliminary engineering and environmental analysis scheduled within three years.
3. The project costs and schedule estimates for environmental, engineering, ROW and start-up construction must be believable, based on standards for similar projects.
4. The project sponsor must have a track record that demonstrates technical capacity and reliability for similar projects.
5. A request for construction funding must demonstrate that environmental, engineering and ROW will be ready by the time funds are requested, and the financial capacity for ongoing operations and maintenance.

6. The project must be consistent with complete streets requirements (as applicable;
<http://www.sacog.org/complete-streets/toolkit/START.html>).

EVALUATING PROJECT PERFORMANCE

There are seven general evaluation criteria used by the review committees and SACOG staff to determine whether a project will be recommended for funding. The following performance outcomes will be used to evaluate projects submitted to the Regional/Local Funding Program:

1. A regional reduction in VMT per capita;
2. A regional reduction in congested VMT per capita;
3. An increase in multi-modal travel/alternative travel/choice of transportation options;
4. Provide long-term economic benefit within the region, recognizing the importance of sustaining both the 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 improve the efficiency of the existing transportation system.

Special considerations:

1. Special consideration will be given to agencies submitting a joint-proposal project; in other words, a project that can demonstrate multi-jurisdictional participation and benefits will receive some level of priority.
2. Special consideration will be given to agencies submitting a project for which the agency has already funded the initial phases with its own resources (i.e., environmental, design and/or right-of-way).
3. Special consideration will be given to projects that maximize the use of available federal and state funds.

FUNDING RECIPIENT REQUIREMENTS

Recipients must submit a quarterly update on all projects receiving funding during the 2015 SACOG Programming Cycle. Failure to do so could result in negative impacts for future funding rounds.



SACRAMENTO AREA COUNCIL OF GOVERNMENTS

RESOLUTION NO. XX

ADOPTING THE 2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, SACOG, as the Regional Transportation Planning Agency for the Sacramento region, is responsible for the preparation and adoption of a Regional Transportation Improvement Program (RTIP) for Sacramento, Sutter, Yolo, and Yuba counties; and

WHEREAS, state statutes Chapter 622 of 1997, enacted by Senate Bill 45, granted SACOG greater responsibilities in State Transportation Improvement Program (STIP) project selection, and included in these responsibilities are the planning, programming, and monitoring of state-funded transportation projects; and

WHEREAS, the California Transportation Commission (CTC) has developed programming policies, instructions, and criteria for the 2016 STIP and has asked regions to help implement them through their preparations of their RTIPs; and

WHEREAS, SACOG has passed a resolution (Resolution 1-2008) in 2008 to pool all 2008 STIP county shares and all subsequent county shares in Sacramento, Sutter, Yolo and Yuba counties in accordance with the authority granted it by state statutes, Chapter 622 of 1997 enacted by Senate Bill 45, for maximum programming impact; and

WHEREAS, the CTC State Transportation Improvement Program (STIP) Guidelines require that a regional agency seeking additional STIP funding for a previously programmed project must declare that the increase in STIP funding is not for the purpose of “back-filling” non-STIP funding previously committed to the project being redirected for non-capital purposes.

NOW THEREFORE, BE IT RESOLVED:

1. That SACOG hereby adopts the attached project nominations for Sacramento, Sutter, Yolo and Yuba counties for inclusion in the 2016 SACOG RTIP; and
2. That SACOG will forward this RTIP for 2016 to the CTC and recommend that the projects included be programmed and funded as presented by SACOG; and
3. That SACOG declares that the increase in STIP funding for the project PPNO #1670, Zinfandel Complex Improvements, is not for the purpose of “back-filling” local funds being redirected to non-capital activities and purposes; and

4. That SACOG staff is authorized to make technical modifications to the projects as proposed, to amend project descriptions, costs and program year as needed to reflect changes requested by project sponsors, to provide clarification, or to achieve a balance of program funding between programming years which may be requested by the CTC, to the extent these amendments do not alter project nominations substantially or remove any project from the RTIP.

PASSED AND ADOPTED, this 10th day of December 2015, by the following vote of the Board of Directors:

AYES:

NOES:

ABSTAIN:

ABSENT:

Don Saylor
Chair

Mike McKeever
Chief Executive Officer

Working Draft 2016 RTIP Programming

Because of very limited capacity in early years of the STIP, the CTC will require some projects to be programmed in later years. All programming years are subject to change pending discussions with the California Transportation Commission and local agency staff.

Sacramento

Agency	SACOG ID	Project	15-16	16-17	17-18	18-19	19-20	20-21	Total STIP Funding	Status
Caltrans	CAL20502	District 3 Ramp Meters		\$ 1,500	\$ 200	\$ 9,800			\$ 11,500	2014 RTIP programming. Caltrans working on SHOPP proposal to supplant STIP funds on a concurrent schedule with RTIP adoption
Caltrans	CAL20501	SR 51 NB Transition Lane and Local Roadway Improvements		\$ 900					\$ 900	2014 RTIP programming
Elk Grove	SAC24119	Grant Line Rd. Widening		\$ 3,800					\$ 3,800	2014 RTIP programming
Elk Grove	SAC24706	ITS Master Plan - Phase 4 Implementation				\$ 2,312			\$ 2,312	2014 RTIP programming
Elk Grove	SAC24640	Laguna Creek Trail-North		\$ 500					\$ 500	2014 RTIP programming
Folsom	SAC21280	Green Valley Road Widening				\$ 3,000			\$ 3,000	2014 RTIP programming
Galt	SAC24642	C St/Central Galt Complete Streets	\$ 2,000						\$ 2,000	2014 RTIP programming. Project anticipates seeking allocation by March, 2016.
Sac City	SAC24610	14th Ave Extension				\$ 4,008			\$ 4,008	2014 RTIP programming
Sac County	SAC24626	Hazel Avenue Widening - Phase 3				\$ 7,000			\$ 7,000	2014 RTIP programming
Sac County	SAC24753	Old Florin Town Streetscape Ph 2				\$ 3,328			\$ 3,328	2014 RTIP programming
SACOG	SAC21710	Planning, Programming, and Monitoring	\$ 609	\$ 822	\$ 822	\$ 822			\$ 3,075	2014 RTIP programming
Elk Grove		Arterial Roads Rehab Project					\$ 2,000		\$ 2,000	New proposed programming per 2015 funding round
Rancho Cordova	SAC24703	Zinfandel Complex Improvements		\$ 1,869					\$ 1,869	Propose increase funding per 2015 funding round
Sac County		Eastern Ave., El Camino Ave., and Marconi Ave.						\$ 4,735	\$ 4,735	New proposed programming per 2015 funding round
Sac County		Power Inn Rd Improvement		\$ 192	\$ 746	\$ 3,062			\$ 4,000	New proposed programming per 2015 funding round
SECJPA		Southeast Connector-Segment D3					\$ 7,500		\$ 7,500	New proposed programming per 2015 funding round
			\$ 2,609	\$ 9,583	\$ 1,768	\$ 33,332	\$ 9,500	\$ 4,735	\$ 61,527	

Sutter

Agency	SACOG ID	Project	15-16	16-17	17-18	18-19	19-20	20-21	Total STIP Funding	Status
Yuba City	SUT10828	Feather River Bridge at 5th Street			\$ 17,415				\$ 17,415	2014 RTIP programming
SACOG	SUT10450	Planning, Programming, and Monitoring	\$ 55	\$ 76	\$ 76	\$ 76			\$ 283	2014 RTIP programming
			\$ 55	\$ 76	\$ 17,491	\$ 76	\$ -	\$ -	\$ 17,698	

Yolo

Agency	SACOG ID	Project	15-16	16-17	17-18	18-19	19-20	20-21	Total STIP Funding	Status
Caltrans	CAL15881	I-5/Rt 113 Connection, Phase 2. Correction							\$ -	2014 RTIP programming
Davis	YOL19031	Third Street Improvements			\$ 3,292				\$ 3,292	2014 RTIP programming
Davis	YOL19327	Mace Blvd Complete Street Project				\$ 1,778			\$ 1,778	Reduce funding. \$3.2 million in STIP replaced by federal funds
Woodland	YOL19305	East Main St Improvements				\$ 580			\$ 580	Reduce funding. \$500K in STIP replaced by federal funds
SACOG	YOL17010	Planning, Programming, and Monitoring	\$ 118	\$ 158	\$ 158	\$ 158			\$ 592	2014 RTIP programming
Woodland		West Main Street Bicycle/Pedestrian Mobility and Safety Improvements					\$ 2,443		\$ 2,443	New proposed programming per 2015 funding round
West Sacramento		Road Rehabilitation and Complete Streets					\$ 2,300		\$ 2,300	New proposed programming per 2015 funding round
			\$ 118	\$ 158	\$ 3,450	\$ 2,516	\$ 4,743	\$ -	\$ 10,985	

Yuba

Agency	SACOG ID	Project	15-16	16-17	17-18	18-19	19-20	20-21	Total STIP Funding	Status
Yuba County	YUB16042	Olivehurst Avenue Roundabout Project			\$ 717				\$ 717	2014 RTIP programming
Yuba County	YUB16027	North Beale Rd Complete Streets Revitalization	\$ 1,765						\$ 1,765	2014 RTIP programming. Project anticipates seeking allocation by March, 2016.
SACOG	SAC21710	Planning, Programming, and Monitoring	\$ 42	\$ 58	\$ 58	\$ 58			\$ 216	2014 RTIP programming
			\$ 1,807	\$ 58	\$ 775	\$ 58	\$ -	\$ -	\$ 2,698	
		Total Programming	\$4,589	\$9,875	\$23,484	\$35,982	\$14,243	\$4,735	\$92,908	

SACOG 2016 Programming Round Funding (Round 7)

**Memorandum of Understanding (“MOU” or “Agreement”)
Between the Sacramento Area Council of Governments (“SACOG”) and the
[REDACTED] (“Recipient”)
For the Project known as “[REDACTED]”**

1. Introduction: Project Description and Scope of Work

A. Program Description:

The SACOG Community Design Funding Program (henceforth 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 Manager:

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 #

Fax #

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

Facsimile 916-321-9551

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

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. 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") and a copy of the Application may be found at: <http://www.sacog.org/regionalfunding/communitydesign.cfm>. The Application was evaluated through a competitive regional selection process and has been awarded \$ [REDACTED], to be provided under the terms and conditions of this Agreement. The Recipient has pledged \$ [REDACTED] in matching funds, and certified these funds are available to complete the Project scope. If Recipient incurs costs and expenses beyond the awarded amount, Recipient is responsible to cover those costs and expenses.

E. Project Description:

Based on the submitted Project Application, the Project's general purpose and scope is [Insert Brief General Description of Project]. Exhibit "A" to this Agreement, attached and incorporated herein, sets forth the detailed Scope of Work for the 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") (e-mail acceptable) to Recipient's Project Manager after this Agreement is fully signed. 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 Project 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, 2018. 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 7 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, written (e-mail acceptable) quarterly status report on the Project. The due date for each 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, in particular, 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's funding program (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 the SACOG Program Manager 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.

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.

B. 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 in Exhibit A, 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.

C. 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.

D. 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, 2018. The expiration date of this Agreement is March 31, 2019, which is the final date for submitting invoices to SACOG, and the date when all projects funded in the 2014 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 repeated 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

(Recipient Agency)

MIKE MCKEEVER
Chief Executive Officer

(Name)
(CEO title)

Date

Date

Approved as to form:

RENEE SLOAN HOLTZMAN SAKAI LLP
Legal Counsel to SACOG

Exhibit “A”

**SCOPE OF WORK
DELIVERABLES, MILESTONES, AND TIMELINE**

Exhibit “B”

RECIPIENT APPLICATION FOR FUNDING