



## Land Use & Natural Resources Committee

November 27, 2013

### **2013-2014 Flexible Funding Programming Round Recommendations and Adoption of the 2014 Regional Transportation Improvement Program**

**Issue:** How should SACOG invest its regional apportionment of flexible federal funds and its share of 2014 state funds programmed by the region?

**Recommendation:** None, for information only. The Transportation Committee will be taking action on this item.

**Discussion:** The Draft 2013-2014 Flexible Funding Round project list was released by the Board for public review on November 14, 2013. The recommended project list (Attachment A) contains \$190 million in new programming. Attachment B lists the scope of work, funding amount, and any conditions that are recommended for Board approval.

To date, staff has received comments on two projects. At the Transportation Committee meeting on October 31, staff received public comment on two projects. A citizen spoke in support of the Freeport Boulevard Road Diet project while elected and staff representatives of the Southeast Connector JPA expressed concerns about SACOG staff's recommended \$2 million funding level for project development work on that project (the JPA's request was for \$6 million). A robust discussion involving many Committee members, JPA representatives, and SACOG staff occurred. A summary of key points explored during the dialogue is included in Attachment C. SACOG staff will be meeting with Connector JPA representatives prior the Transportation Committee meeting to discuss specific activities that would be funded with the staff recommended funding level of \$2 million. The Transportation Committee will be briefed at its meeting on the outcome from this discussion.

Staff has coordinated with project sponsors to develop a balanced approach to the scheduling and delivery of projects. As in previous funding rounds, staff has sought to maximize project delivery through optimizing the use of SACOG's available federal, state, and local funds for the programming years available. In this cycle the programming period is Federal Fiscal Years 2015 – 2017 for flexible federal funds and State Fiscal Years 2014/15 – 18/19 for State Transportation Improvement Program (STIP) funds. Although most projects sponsors requested funding for early years, the most abundant fund source is STIP funds, mostly available in the final two programming years.

For project sponsors eager to receive funding earlier than proposed, it is important to keep in mind that having a project programmed in a later year does not preclude project delivery in an earlier year. For more than ten years, SACOG has advanced many projects when they were ready, and staff expects that the flexibility to fund some projects earlier will continue through the annual project Delivery Plan process.

SACOG must submit a RTIP to the CTC by December 15, 2013, 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 2014/15 and 2018/19. The CTC will evaluate and make final recommendations on the statewide STIP, as a whole, in March 2014 following a public process. Attachment D 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 MTIP. The timing of inclusion into 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 E is the template used for the MOU with the project sponsors.

Approved by:

Mike McKeever  
Chief Executive Officer

MM:RDO:ts  
Attachments

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**Draft 2014 Funding Recommendations**

<b>Project ID</b>	<b>Lead Agency</b>	<b>County</b>	<b>Project Title</b>	<b>Requested Funds</b>	<b>Recommendation</b>
1	Caltrans	VAR	District 3 Ramp Meters	\$ 22,286,400	\$ 11,500,000
2	Caltrans	SAC	SR 51 NB Transition Lane and Local Roadway Improvements	\$ 7,700,000	\$ 900,000
3	Caltrans	SAC	US 50 Natoma Overhead Operational Improvements	\$ 5,638,000	\$ -
4	Caltrans	SUT	Yuba City Operational Improvements	\$ 1,500,000	\$ -
5	City of Citrus Heights	SAC	Auburn Blvd Complete Streets - Phase 2 (Rusch Park to Northern City Limits)	\$ 11,503,200	\$ 4,000,000
6	City of Citrus Heights	SAC	Mariposa Safe Routes to School - Phase 3	\$ 990,000	\$ 990,000
7	City of Citrus Heights	SAC	Old Auburn Road Pedestrian and Bicycle Improvement Project	\$ 1,345,200	\$ -
8	City of Davis	YOL	Bicycle and Pedestrian Wayfinding & Data Collection Program	\$ 192,000	\$ 192,000
9	City of Davis	YOL	L Street Improvements	\$ 1,713,000	\$ 1,386,000
10	City of Davis	YOL	Mace Blvd Road Diet	\$ 1,912,000	\$ 1,912,000
11	City of Davis	YOL	Olive Drive - Pole Line Rd. Bicycle and Pedestrian Connection	\$ 400,000	\$ -
12	City of Davis	YOL	Third Street Improvements	\$ 2,139,000	\$ 1,900,000
13	City of Elk Grove	SAC	ITS Master Plan - Phase 4 Implementation	\$ 2,376,100	\$ 2,376,100
14	City of Elk Grove	SAC	Laguna Creek Trail - South Camden Spur	\$ 700,000	\$ 700,000
15	City of Elk Grove	SAC	Non-Motorized Transportation Plan	\$ 152,300	\$ -
16	City of Elk Grove	SAC	Old Town Elk Grove Streetscape Improvements - Phase 2	\$ 700,000	\$ 400,000
17	City of Elk Grove	SAC	Replacement of 3 Transit Buses	\$ 1,284,000	\$ 1,284,000
18	City of Elk Grove	SAC	Complete Streets Reconstruction - Waterman Rd.	\$ 4,870,400	\$ 2,900,000
19	City of Folsom	SAC	Green Valley Road Widening	\$ 3,500,000	\$ 3,500,000
20	City of Folsom	SAC	Historic Powerhouse Canal Trail - Johnny Cash Trail Connection Project - Bike/Ped Undercrossing	\$ 778,800	\$ 778,800
21	City of Folsom	SAC	Lake Natoma Trail Gap Closure Project	\$ 747,100	\$ 747,100
22	City of Folsom	SAC	West Leidesdorff Street Master Plan	\$ 100,000	\$ 100,000
23	City of Galt	SAC	2nd Street Infill Project	\$ 100,000	\$ 100,000
24	City of Galt	SAC	Complete Streets Rehabilitation - A St.	\$ 2,684,600	\$ 1,300,000
25	City of Galt	SAC	Westside Bike Lanes/Routes	\$ 267,600	\$ 267,600
26	City of Isleton	SAC	General Plan and Housing Element Updates	\$ 200,000	\$ 100,000
27	City of Live Oak	SUT	Live Oak Collaborative Highway 99 Streetscape Improvements	\$ 1,671,100	\$ 810,000
28	City of Live Oak	SUT	Live Oak Community Trail Segment 2	\$ 452,000	-
29	City of Marysville	YUB	Bicycle and Pedestrian Master Plan	\$ 88,500	\$ 88,500

**Draft 2014 Funding Recommendations**

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30	City of Marysville	YUB	Marysville Bounce Back Initiative	\$ 100,000	\$ 100,000
31	City of Rancho Cordova	SAC	Folsom Blvd Complete Streets -Phase 4	\$ 4,000,000	\$ 4,000,000
32	City of Rancho Cordova	SAC	Rancho Cordova Elementary School Bicycle and Pedestrian Improvement Project	\$ 1,575,800	\$ 1,575,800
33	City of Rancho Cordova	SAC	Road Rehabilitation - Sunrise Boulevard	\$ 4,177,300	\$ -
34	City of Rancho Cordova	SAC	Traffic Management Center	\$ 2,500,000	\$ 2,500,000
35	City of Rancho Cordova	SAC	White Rock Road Widening	\$ 2,406,000	\$ -
36	City of Rancho Cordova	SAC	Zinfandel Complex Improvements	\$ 700,000	\$ 700,000
37	City of Sacramento	SAC	Complete Street Reconstruction - Broadway	\$ 1,090,500	\$ -
38	City of Sacramento	SAC	Complete Street Rehabilitation - Bell Avenue	\$ 5,099,300	\$ 5,099,300
39	City of Sacramento	SAC	Complete Street Rehabilitation - Fruitridge Road	\$ 2,354,900	\$ 2,354,900
40	City of Sacramento	SAC	Complete Street Rehabilitation - Power Inn Road	\$ 2,794,900	\$ 2,300,000
41	City of Sacramento	SAC	Freeport Boulevard Road Diet	\$ 1,651,200	\$ 1,651,200
42	City of Sacramento	SAC	Meadowview Road Streetscape Project	\$ 443,000	\$ 443,000
43	City of Sacramento	SAC	North 12th Street Streetscape Project	\$ 1,200,000	\$ 1,200,000
44	City of Sacramento	SAC	R Street Corridors Phase II Streetscape Improvements, 16th to 18th Streets	\$ 2,700,000	\$ 2,700,000
45	City of Sacramento	SAC	Richards Blvd Median Streetscape Improvements Between Bercut St and N. 12th Ave.	\$ 1,400,000	\$ -
46	City of Sacramento	SAC	Riverfront Reconnection Project - Phase 1	\$ 9,400,000	\$ 9,080,000
47	City of Sacramento	SAC	Riverfront Reconnection Project - Phase 2	\$ 1,500,000	\$ -
48	City of Sacramento	SAC	South Sacramento Parkway Trail - West	\$ 827,800	\$ 827,800
49	City of Sacramento	SAC	Two Rivers Trail - Phase 2	\$ 2,399,700	\$ 1,726,900
50	City of West Sacramento	YOLO	Broadway Bridge Project Study Report	\$ 442,700	\$ 442,700
51	City of West Sacramento	YOLO	Pioneer Bluff Bridge Phase 2 - Village Parkway Extension	\$ 4,000,000	\$ 2,500,000

**Draft 2014 Funding Recommendations**

<b>Project ID</b>	<b>Lead Agency</b>	<b>County</b>	<b>Project Title</b>	<b>Requested Funds</b>	<b>Recommendation</b>
52	City of West Sacramento	YOLO	Sycamore Trail/Westacre and Bryte Bicycle Routes	\$ 801,000	\$ 730,400
53	City of Wheatland	YUB	City of Wheatland Bikeway Master Plan	\$ 148,800	\$ 61,500
54	City of Wheatland	YUB	Community and Residential Design Standards and Housing Element Update	\$ 100,000	\$ 100,000
55	City of Winters	YOL	Grant Avenue (SR 128) and West Main Street Intersection Improvements	\$ 101,800	\$ -
56	City of Winters	YOL	Railroad Avenue Improvements	\$ 100,000	\$ 100,000
57	City of Winters	YOL	Walnut Lane Roundabout	\$ 646,300	\$ 646,300
58	City of Woodland	YOL	Kentucky Avenue Complete Street Project	\$ 14,000,000	\$ 11,000,000
59	City of Yuba City	SUT	Feather River Bridge at 5th Street	\$ 17,100,000	\$ 17,100,000
60	City of Yuba City	SUT	Highway 20 Opportunity Based Implementation Plan	\$ 100,000	\$ 100,000
61	County of Sacramento	SAC	Elk Grove-Florin Road Widening	\$ 3,000,000	\$ -
62	County of Sacramento	SAC	Fair Oaks Blvd - Phase 3 (FOBI-3)	\$ 3,913,000	\$ 3,913,000
63	County of Sacramento	SAC	Fair Oaks Blvd - Phase 3A (FOBI 3A)	\$ 2,074,000	\$ -
64	County of Sacramento	SAC	Fair Oaks Boulevard Bicycle and Pedestrian Mobility Project	\$ 1,416,500	\$ 1,416,500
65	County of Sacramento	SAC	Florin Creek Trail/SOFA Bike & Pedestrian Improvements	\$ 1,576,700	\$ 1,134,000
66	County of Sacramento	SAC	Garfield Avenue Bike Lanes and Pedestrian Connectivity Project	\$ 2,213,200	\$ 2,213,200
67	County of Sacramento	SAC	Hazel Avenue Widening - Phase 2	\$ 3,000,000	\$ -
68	County of Sacramento	SAC	Hazel Avenue Widening - Phase 3	\$ 7,000,000	\$ 7,000,000
69	County of Sacramento	SAC	Old Florin Town Streetscape - Phase 2	\$ 4,000,000	\$ 4,000,000
70	County of Sacramento	SAC	Complete Streets Rehabilitation - East Parkway	\$ 706,100	\$ -
71	County of Sacramento	SAC	Complete Streets Rehabilitation - Antelope North Road	\$ 1,231,900	\$ -
72	County of Sacramento	SAC	Complete Streets Rehabilitation - Eastern Ave.	\$ 599,400	\$ 599,400
73	County of Sacramento	SAC	Complete Streets Rehabilitation - El Camino Ave.	\$ 976,700	\$ 976,700
74	County of Sacramento	SAC	Complete Streets Rehabilitation - Elkhorn Boulevard	\$ 559,700	\$ -
75	County of Sacramento	SAC	Complete Streets Rehabilitation - Florin Road	\$ 673,000	\$ -
76	County of Sacramento	SAC	Complete Streets Rehabilitation - Folsom Boulevard	\$ 392,600	\$ 392,600

**Draft 2014 Funding Recommendations**

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77	County of Sacramento	SAC	Complete Streets Rehabilitation - Gerber Road	\$ 1,581,000	\$ -
78	County of Sacramento	SAC	Complete Streets Rehabilitation - Goethe Road	\$ 349,000	\$ -
79	County of Sacramento	SAC	Complete Streets Rehabilitation - Greenback Lane	\$ 935,300	\$ 935,300
80	County of Sacramento	SAC	Complete Streets Rehabilitation - Marconi Ave.	\$ 170,300	\$ 170,300
81	County of Sacramento	SAC	Complete Streets Rehabilitation - Micron Ave.	\$ 511,800	\$ -
82	County of Sacramento	SAC	Complete Streets Rehabilitation - Sunrise Ave.	\$ 1,033,200	\$ 1,033,200
83	County of Sacramento	SAC	Complete Streets Rehabilitation - Elverta Road	\$ 616,200	\$ -
84	County of Sacramento	SAC	Complete Streets Rehabilitation of Fulton Ave.--1	\$ 712,400	\$ 712,400
85	County of Sacramento	SAC	Complete Streets Rehabilitation of Fulton Ave.--2	\$ 1,224,600	\$ 1,224,600
86	County of Sacramento	SAC	Complete Streets Rehabilitation of Fulton Ave.--3	\$ 883,400	\$ 883,400
87	County of Sacramento	SAC	Complete Streets Rehabilitation of Fulton Ave.--4	\$ 730,300	\$ 730,300
88	County of Sacramento	SAC	Complete Streets Rehabilitation of Palmer House Drive	\$ 671,600	\$ -
89	County of Sutter	SUT	Brittan Elementary School Pedestrian Route Improvement Project	\$ 467,000	\$ 467,000
90	County of Yolo	YOL	CR 98 Bike and Safety Improvement - Phase 2	\$ 1,800,000	\$ 1,593,500
91	County of Yolo	YOL	Road Rehabilitation - County Road 27	\$ 3,500,000	\$ 811,500
92	County of Yuba	YUB	Mathews Lane and Ramirez Road Farm-to-Market Project	\$ 2,178,000	\$ 2,178,000
93	County of Yuba	YUB	North Beale Road Complete Streets - Phase 2 Project	\$ 2,828,000	\$ 140,000
94	County of Yuba	YUB	Olivehurst Avenue Roundabout Project	\$ 717,000	\$ 717,000
95	Paratransit	VAR	Replace CNG Paratransit Vehicles	\$ 1,963,900	\$ 1,571,200
96	SACOG	VAR	Regional Bicycle and Pedestrian Data Collection	\$ 559,500	\$ 559,500
97	Sacramento/ West Sac/ SRTD/ YCTD	VAR	Downtown/Riverfront Transit (Streetcar) Project Development	\$ 5,000,000	\$ 5,000,000
98	Sacramento Regional Transit	SAC	CNG Replacement Buses, Communications Equipment, and Spare Parts	\$ 30,178,000	\$ 11,000,000
99	Sacramento Regional Transit	SAC	New Dos Rios Light Rail Station	\$ 500,000	\$ 500,000
100	Sacramento Regional Transit	SAC	New Horn Light Rail Station	\$ 500,000	\$ 500,000

**Draft 2014 Funding Recommendations**

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101	Sacramento Regional Transit	SAC	Operating Assistance - Year 3 Start Up Blue Line Light Rail Expansion - Phase 2	\$ 2,000,000	\$ 2,000,000
102	Southeast Connector JPA	VAR	Capital Southeast Connector Project	\$ 6,000,000	\$ 2,000,000
103	Sacramento Metro Air Quality Management District	VAR	Bike Share	\$ 3,905,000	\$ 3,905,000
104	Sacramento Metro Air Quality Management District	VAR	PHEV/PEV Incentive Program	\$ 1,500,000	\$ -
105	Yolo County Transportation District	YOL	Replace Paratransit Vehicles	\$ 798,000	\$ 798,000
106	Yolo County Transportation District	YOL	Rehabilitate and re-tank CNG buses	\$ 782,600	\$ 782,600
107	Yolo County Transportation District	YOL	Replace CNG Transit Buses	\$ 813,700	\$ 813,700
<b>Sub-total</b>				<b>\$ 272,594,900</b>	<b>\$ 169,943,800</b>

**Other Funding Commitments**

	SACOG and Regional Air Districts	VAR	Air Quality Programs* (SECAT, Spare the Air)	N/A	\$ 10,800,000
	SACOG and Regional TMAs	VAR	Transportation Demand Management*	N/A	\$ 3,600,000
	SACOG	VAR	Planning, Programming, and Monitoring (State Transportation Improvement Program)	N/A	\$ 3,344,000
	County of Sutter	SUT	RSTP Exchange	N/A	\$ 556,100
	County of Yolo	YOL	RSTP Exchange	N/A	\$ 701,200
	County of Yuba	YUB	RSTP Exchange	N/A	\$ 402,000
	SACOG	VAR	Planning, Programming, and Monitoring (Regional Surface Transportation Program)	N/A	\$ 647,900
<b>Sub-total</b>				N/A	<b>\$ 20,051,200</b>
<b>Grand Total</b>					<b>\$ 189,995,000</b>

\*This is an estimate based on historical commitment levels identified in the Ozone State Implementation Plan addressing the 1997 standards. Amounts and programs are subject to change with development of the Plan addressing the 2008 standards. Amounts reflect a six-county level commitment. Staff will be returning with a future item to program these TCM specific funds.

## Project Descriptions and Analyses

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<b>Caltrans</b>	\$22,286,400	Total Cost
<b>1. District 3 Ramp Meters</b>	\$22,286,400	Request
<i>The project would install 15 ramp meters with High Occupancy Vehicle (HOV) Bypass lanes on I-80, SR51/Capital City Freeway, and SR 99, focusing the project on SR 99 southbound afternoon traffic from downtown to Cosumnes Blvd. The purpose of the project is to reduce regional congested vehicle miles traveled (CVMT), support goods movement, and reduce vehicle miles traveled (VMT).</i>	<b>\$11,500,000</b>	<b>Recommended</b>

*Staff recommends partially funding this project for Caltrans District 3's top ten prioritized ramp meter locations.*

### Snapshot of Application Review Comments and Analysis

- The information provided in the application and subsequent staff review identified project need and benefits along a key travel corridor with significant population and projected travel.
- The application demonstrated the project would fulfill performance outcomes, such as reducing CVMT, supporting goods movement, and reducing VMT by creating more High Occupancy Vehicle (HOV) incentives.
- Funding meters in the most congested locations along SR 99 would provide useful information about how much travel time savings may be expected at additional locations in the future, and allow Caltrans staff to complete "before and after" studies examining the benefits of additional ramp metering on SR 99.

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<b>Caltrans</b>	\$7,700,000	Total Cost
<b>2. SR 51 NB Transition Lane and Local Roadway Improvements</b>	\$7,700,000	Request
<i>The project would build a northbound transition lane on SR 51/Capital City Freeway from the E St on-ramp to the American River Bridge by closing the E St on-ramp, as well as build local roadway improvements on 30th St. The purpose of the project is primarily to reduce congested vehicle miles traveled (CVMT).</i>	<b>\$900,000</b>	<b>Recommended</b>

*Staff recommends partially funding this project for preliminary engineering only.*

### Snapshot of Application Review Comments and Analysis

- The project demonstrated potential to shift northbound traffic bottlenecks away from the SR 50/51/99 interchange, positively impacting eastbound and westbound traffic.
  - The application discussed potential travel time saving for the highway but not the impact on travel time reductions for an entire trip, such as the impact on local routes to the freeway on-ramps, making estimation of reduced CVMT difficult.
  - Completing preliminary engineering would provide the agency with the opportunity to move forward on the project while working on important and necessary project details. These details include further analysis of the E Street ramp options, impacts on local streets, estimating project costs and complementary local improvements, and identifying future construction funding.
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## Project Descriptions and Analyses

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### Caltrans

\$6,938,000 Total Cost  
\$5,638,000 Request  
**\$0 Recommended**

#### 3. US 50 Natoma Overhead Operational Improvements

*The project would widen the Natoma Overhead of US50/Folsom Blvd. Interchange to add a new transition lane, install ramp meters and an HOV bypass lane, and extend the transition and weave lanes east of Natoma Overhead. The purpose of the project is to reduce regional congested vehicle miles traveled (CVMT).*

#### Snapshot of Application Review Comments and Analysis

- The project is anticipated to provide congestion relief and enhanced safety along a major regional corridor connecting emerging regional employment centers.
- The project application and subsequent discussions with Caltrans staff have addressed issues related to this proposed construction approach, including those related to Sacramento Regional Transit District high voltage lines.
- Staff does not recommend the project for regional flexible funds because this project has been recommended for available funding in 2014 through the State's Trade Corridor Improvement Fund (TCIF) program. The project has been endorsed by the Northern California Trade Coalition as long as it meets the deadlines established for this program.

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### Caltrans

\$4,200,000 Total Cost  
\$1,500,000 Request  
**\$0 Recommended**

#### 4. Yuba City Operational Improvements

*The project would install a traffic signal on SR 99 at Hunn Rd., upgrade existing signal electronics, add detection loops, install highway advisory radio (HAR), changeable message signs (CMS), closed-circuit TV cameras (CCTV), and other operations improvements. The purpose of the project is to reduce regional congested vehicle miles traveled (CVMT) and increase safety.*

#### Snapshot of Application Review Comments and Analysis

- The information in the application did not explain how current or future CVMT is an issue in the project area. Also, the supporting documentation did not demonstrate how much congestion would be addressed through the proposed operational improvements.
- Caltrans proposes partially funding this project by reprogramming \$2.7M awarded to the SR 70/20 Adaptive Signal Project through the 2010 Flexible Funding Programming Round, as that project has been deemed infeasible by them.
- Staff recommends discussions between Caltrans District 3 staff and the cities of Marysville and Yuba City staff before shifting operational improvement funds from the SR 70/20 corridor to the SR 99 corridor. Any reprogramming action would go through the SACOG Board.

## Project Descriptions and Analyses

### City of Citrus Heights

#### 5. Auburn Blvd. Complete Streets - Phase 2 (Rusch Park to Northern City Limits)

\$16,826,600	Total Cost
\$11,503,200	Request
<b>\$4,000,000</b>	<b>Recommended</b>

*This project phase would rebuild and revitalize Auburn Blvd. from the northern city limits to as far south as Rusch Park by upgrading infrastructure to support mixed land uses and improving bicycle and pedestrian safety. The purpose of the project is to promote and improve pedestrian, bicycle, transit and vehicle movement and safety, encourage economic development, and revitalize an aging commercial corridor.*

*Staff recommends partially funding this project for environmental clearance, design, right-of-way, and city gateway improvements on Auburn Blvd.*

#### Snapshot of Application Review Comments and Analysis

- The project offers integrated complete streets treatments that support the changing of the land uses from strip mall-commercial centers to mixed-use infill areas.
- The City has demonstrated considerable local commitment to the project through phased improvements over several years. In the last funding round, the project sponsor received \$3million in regional funds for the Phase 1 improvements.
- The project could have been more competitive for a larger recommendation if the application had included additional documentation on how the design features will lead to the performance outcomes described in the application.
- The project’s distant construction schedule (2018) would allow the City to phase the project and request funding for construction in the next regional funding cycle, the competitive Active Transportation Program (ATP), or from other available funding sources for which the project would be competitive.

### City of Citrus Heights

#### 6. Mariposa Safe Routes to School Phase 3

\$1,118,200	Total Cost
\$990,000	Request
<b>\$990,000</b>	<b>Recommended</b>

*The project would construct one mile of curbs, gutters, sidewalks, bicycle lanes (Class II), and curb access ramps along the east side of Mariposa Ave. from Northridge Drive to Eastgate Ave. The purpose of the project is to eliminate gaps in the City’s bicycle and pedestrian network and improve access to schools.*

#### Snapshot of Application Review Comments and Analysis

- The project would increase network connectivity by completing the street with context-sensitive bicycle and pedestrian facilities.
- The project is the third and final phase of a Safe Routes to School (SRTS) project to provide almost one mile of bicycle and pedestrian infrastructure that included major intersection upgrades, sidewalks, bicycle lanes, and lighting features.
- The project would provide connections within and between neighborhoods, elementary schools and a local high school.
- The project is identified through the elementary school’s SRTS plan, demonstrates significant local community and school support, and has leveraged additional funding to complete the project.

## Project Descriptions and Analyses

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<b>City of Citrus Heights</b>	\$1,519,438	Total Cost
<b>7. Old Auburn Rd. Pedestrian and Bicycle Improvement Project</b>	\$1,345,200	Request
<i>The project would design and construct curbs, gutters, sidewalks, bicycle lanes, roadway realignments, and intersection modifications along Old Auburn Rd. from Sunrise Blvd. to Fair Oaks Blvd. The purpose of the project is to improve access to transit and to minimize a gap in the bicycle and pedestrian network by improving safety, access, and visibility of facilities.</i>	<b>\$0</b>	<b>Recommended</b>

Snapshot of Application Review Comments and Analysis

- The project would provide improvements to increase access to transit on Sunrise Blvd. and access to a park on Old Auburn Rd. from a nearby elementary school.
- The project could have been more competitive for funding if the application had addressed how the remaining network gap between the project area and existing bicycle/pedestrian infrastructure to the east would be addressed, or if the entire segment had been proposed as part of the project.
- The application did not clearly address potential bicycle/automobile conflicts along the corridor, or fully address safety concerns about free right turn lanes at intersections.

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<b>City of Davis</b>	\$217,600	Total Cost
<b>8. Bicycle and Pedestrian Wayfinding &amp; Data Collection Program</b>	\$192,000	Request
<i>The project would implement a bicycle and pedestrian wayfinding system and install permanent and temporary automated bicycle and pedestrian counters at strategic locations throughout the city of Davis. The purpose of the project is to maximize use of existing facilities by increasing access of infrastructure, as well as to increase the data surrounding bicycle and pedestrian travel.</i>	<b>\$192,000</b>	<b>Recommended</b>

Snapshot of Application Review Comments and Analysis

- Due to the high number of college students living in Davis, each year a significant portion of its population arrive new to neighborhoods, unaware of existing bicycle facilities. The project demonstrates a cost effective approach to help new potential bicyclists safely maximize existing facilities by improving awareness.
  - The project would increase access to existing off-street infrastructure and cut-throughs by providing guidance to key destinations (e.g. schools, parks, shopping centers, transit stops, etc.).
  - The agency presents a well-developed approach for implementing a wayfinding system that could serve as a “learning lab” to help other cities and counties implement similar projects in the future.
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## Project Descriptions and Analyses

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<p><b>City of Davis</b></p> <p><b>9. L St. Improvements</b></p> <p><i>The project would rehabilitate L St. from Second St. to Covell Blvd., upgrade bicycle and pedestrian facilities, and install bollards and a buffered bicycle lane. The purpose of this project is to help maintain a state of good repair on L St. and improve bicycle and pedestrian safety and access.</i></p>	<p>\$1,935,000</p> <p>\$1,713,000</p> <p><b>\$1,386,000</b></p>	<p>Total Cost</p> <p>Request</p> <p><b>Recommended</b></p>
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*Staff recommends partially funding this project for pavement rehabilitation, complete streets improvements, and connectivity improvements on the northern boundary of the project area.*

Snapshot of Application Review Comments and Analysis

- The complete streets features of the project would enhance safety and improve mobility on the northern portion of the corridor where the bicycle and pedestrian travel is highest today.
- The application described substantial immediate benefits from implementation of the project, such as improving pavement conditions that are currently very poor, and the introduction of pedestrian refuge islands for improved safety along the corridor.
- Funding would also support bicycle and pedestrian access improvements on the northern boundary of the project area and connectivity to the north of Covell Blvd.

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<p><b>City of Davis</b></p> <p><b>10. Mace Blvd. Road Diet</b></p> <p><i>The project would reduce Mace Blvd. from four to two travel lanes, rehabilitate pavement, add buffered bicycle lanes, add two-way buffered cycle-track, improve the Mace Blvd. and Cowell Blvd. intersection for bicycles and pedestrians, and install a traffic signal at Mace Blvd. and San Marino Dr. The purpose of the project is to increase bicycle and pedestrian use and reconstruct pavement.</i></p>	<p>\$2,160,000</p> <p>\$1,912,000</p> <p><b>\$1,912,000</b></p>	<p>Total Cost</p> <p>Request</p> <p><b>Recommended</b></p>
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Snapshot of Application Review Comments and Analysis

- The project application offered good documentation of performance benefits, including increased multi-modal travel and an improved state of good repair.
- Road diet design features, including a two-way “cycle track” buffered bicycle lanes would encourage more bicycle and pedestrian use along Mace Blvd, creating a complete street.
- Innovative intersection improvements at San Marino Dr., such as a high intensity activated crosswalk, would encourage more students to walk and bicycle to school by connecting neighborhoods east of Mace Blvd. to the extensive Davis off-street bicycle and pedestrian path network.
- Intersection improvements at Mace Blvd. and Cowell Blvd. would help pedestrians and persons with disabilities cross a perceived barrier.
- Current pavement conditions are very low and require pavement reconstruction prior to building any bicycle and pedestrian improvements of this complete street project.

## Project Descriptions and Analyses

**City of Davis**

	\$2,500,000	Total Cost
	\$400,000	Request
	<b>\$0</b>	<b>Recommended</b>

**11. Olive Drive - Pole Line Rd. Bicycle and Pedestrian Connection**

*The project would design and engineer a bicycle/pedestrian connection from Olive Drive up to the Pole Line Overcrossing to link this community that is isolated by the railroad tracks and I-80, and connect to the US 40 bicycle path that connects to Sacramento. The purpose of this project is to provide a connection for an economically disadvantaged neighborhood that has limited access surrounding its perimeter with I-80 and railroad tracks.*

Snapshot of Application Review Comments and Analysis

- The project would provide a second bicycle/pedestrian access point into a lower-income neighborhood that is otherwise difficult to enter or exit.
- The Community Design review committee recognized the value of improvements in this area, but recommended that additional planning would be good before funds for preliminary engineering were awarded. Specifically, the review committee suggested that the project sponsor address the safety concerns surrounding a multi-use path adjacent to freeway off-ramps and the potentially complicated right-of-way issues.
- The project could be more competitive for future funding if the project scope was not focused on Pole Line Road, but more towards downtown Davis where more bicycle and pedestrian travel demand is oriented.

**City of Davis**

	\$5,560,000	Total Cost
	\$2,139,000	Request
	<b>\$1,900,000</b>	<b>Recommended</b>

**12. Third St. Improvements**

*The project would improve bicycle and pedestrian safety, enhance aesthetics and create a university/city gateway, and upgrade infrastructure to support mixed use on Third St. from B St. to just west of the eastern entrance to the UC Davis campus at A St. The purpose of this project is to create a safe, welcoming entryway and interface for bicyclist and pedestrians between the city and UC Davis.*

*Staff recommends partially funding this project to construct bicycle/pedestrian and streetscape improvements on the city-owned segment from B St. to the east of university property.*

Snapshot of Application Review Comments and Analysis

- The project would serve a large number of pedestrians and bicyclists within the city and is projected to further increase the bicycle and pedestrian mode share in that area.
- The streetscape design supports Blueprint goals, enhances existing infrastructure and includes innovative new design elements
- The project has a relatively high cost for the short distance it covers, but it does incorporate innovative design features that may serve as prototypes for future streetscape improvements elsewhere in the region.
- The partial funding award will cover the improvements planned along the City of Davis portion of the corridor. The City of Davis is coordinating with UC Davis on additional funding support to cover the unfunded improvements that extend onto the campus.

## Project Descriptions and Analyses

**City of Elk Grove**

\$2,684,000 Total Cost  
 \$2,376,100 Request  
**\$2,376,100 Recommended**

**13. ITS Master Plan - Phase 4 Implementation**

*The project would create a Transportation Management Center in the City of Elk Grove, upgrade and add bicycle/pedestrian detection at 25 new signal controllers, and add fiber interconnectivity. The purpose of the project is to reduce CVMT, enhance bicycle and pedestrian travel, improve security through improved emergency response, improve goods movement, and maintain a “state of good repair.”*

Snapshot of Application Review Comments and Analysis

- The information in the application effectively demonstrates that the ITS investment would help the City make more efficient use of existing road capacity, provide traveler information, and enhance safety. Each of these outcomes is an objective of the region’s ITS Partnership.
- The project would facilitate non-motorized travel with the innovative design features, including bicycle detection hardware and improved pedestrian accessible push buttons.
- Improvements in goods movement travel are supported by the projects coordinating signals along federal and state truck routes.
- The project improves safety and security with a CCTV camera real-time monitoring system that allows real-time signal modification due to congestion or accidents and facilitates better emergency response.
- By replacing older signal equipment that is more prone to signal malfunction, this project helps maintain a state of good repair.

**City of Elk Grove**

\$1,250,200 Total Cost  
 \$700,000 Request  
**\$700,000 Recommended**

**14. Laguna Creek Trail - South Camden Spur**

*The project would construct .5 miles of multi-use path (Class I) through an existing field from Camden Park to Bond Rd. The purpose of the project is to connect several neighborhoods to a nearby job center with transit access, extend Elk Grove’s trail network to other bicycle infrastructure, and contribute to safe routes to school efforts.*

Snapshot of Application Review Comments and Analysis

- The project would build off of previous Safe Routes to School efforts by completing a trail connection for students living north of Bond Rd. to elementary schools and a high school in central Elk Grove.
- The project would improve north/south connectivity and provide an alternative to traveling along high volume arterials. Additional design considerations could improve the connection between the trail’s southern terminus and bicycle lanes and bicycle routes (Class III) south of Bond Rd.
- The City has demonstrated considerable local commitment and staff effort to advance the implementation of this multi-use path, and is leveraging multiple fund sources to deliver the project.

## Project Descriptions and Analyses

<p><b>City of Elk Grove</b></p> <p><b>15. Non-Motorized Transportation Plan</b></p> <p><i>The project would develop a plan to provide a strategic direction for the development of bicycle, pedestrian, and trail facilities in the City of Elk Grove's existing and future multi-modal transportation network. The purpose of the project is to combine and update existing trail and bicycle/pedestrian planning documents, focusing on non-infrastructure improvements to maximize use of the existing infrastructure.</i></p>	<p>\$172,000</p> <p>\$152,300</p> <p><b>\$0</b></p>	<p>Total Cost</p> <p>Request</p> <p><b>Recommended</b></p>
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Snapshot of Application Review Comments and Analysis

- The application described extensive public outreach that could help bolster local support for a plan of this nature, but did not demonstrate how the project would improve upon the recent existing plans it seeks to update and combine.
- The application did not describe how the project would modify existing bicycle/pedestrian planning practices or efforts in Elk Grove.
- The program goals support local jurisdictions seeking funding to develop an initial bikeway master plan that would help the community plan bicycle and pedestrian infrastructure and programs. However, the application described this project as compiling together several existing plans, and therefore does not meet the spirit of the program goals.

<p><b>City of Elk Grove</b></p> <p><b>16. Old Town Elk Grove Streetscape Improvements, Phase 2</b></p> <p><i>The project would design the final phase of the Old Town Elk Grove Blvd. street frontage improvements, including expanded decorative sidewalks, landscape strips, and corner bulb-outs. The purpose of this project is to complete the second half of streetscape improvements along the City's main street.</i></p>	<p>\$5,837,000</p> <p>\$700,000</p> <p><b>\$400,000</b></p>	<p>Total Cost</p> <p>Request</p> <p><b>Recommended</b></p>
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*Staff recommends partially funding this project to conduct the most essential engineering design, environmental, and right-of-way to enable continued progress on the project.*

Snapshot of Application Review Comments and Analysis

- The project proposes continuing the design utilized in previous successful phases of this corridor's streetscape improvements, creating a sense of identity along the City's main street that supports infill and connects to planned rail station improvements.
- The application describes many design elements that would create a pedestrian-friendly environment that would encourage active transportation, especially in the core area.
- A partial funding recommendation would allow City of Elk Grove staff to continue progress on the project and look closer at opportunities to address bicycle connectivity and expand access through this corridor. The review committee noted that the most promising segment is the central project area.

## Project Descriptions and Analyses

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<p><b>City of Elk Grove</b></p> <p><b>17. Replacement of Three Transit Buses</b></p> <p><i>The project would replace three older Bluebird buses that have incurred high maintenance costs and have exceeded their useful life with new low-floor CNG buses. The purpose of the project is to help maintain a “State of Good Repair” for transit fleets.</i></p>	<p>\$1,605,000</p> <p>\$1,284,000</p> <p><b>\$1,284,000</b></p>	<p>Total Cost</p> <p>Request</p> <p><b>Recommended</b></p>
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Snapshot of Application Review Comments and Analysis

- This project would improve the efficiency of the transit system by enabling uninterrupted operation of transit service.
- Project benefits would also include reducing congestion, improving air quality, and offering more access and mobility options in the region, specifically in City of Elk Grove.
- The project would procure new buses with low floor systems that offer easier access for elderly and disabled passengers, consistent with the City’s fleet replacement strategy.
- The project applicant demonstrated clear need for bus replacement funds by referencing a recently completed Short Range Transit Plan, consistent with their fleet replacement plan.

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<p><b>City of Elk Grove</b></p> <p><b>18. Complete Streets Reconstruction - Waterman Rd.</b></p> <p><i>The project would reconstruct pavement on Waterman Rd., from Bond Rd. to Sheldon Rd., and add bicycle lanes, and also realign Waterman Rd. where it intersects with Sheldon Rd. and install a traffic signal or roundabout. The purpose of the project is to improve the operations of the intersection, maintain Waterman Rd. in a state of good repair, and close gaps in bicycle lanes.</i></p>	<p>\$6,581,700</p> <p>\$4,870,400</p> <p><b>\$2,900,000</b></p>	<p>Total Cost</p> <p>Request</p> <p><b>Recommended</b></p>
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*Staff recommends partially funding this project for pavement reconstruction with bicycle improvements on Waterman Blvd. from Bond to Sheldon Rd.*

Snapshot of Application Review Comments and Analysis

- This reduced project award provides needed pavement reconstruction benefits along a roadway with above average daily traffic counts and a lower pavement condition index than most other projects submitted for funding consideration.
- The partial award allows the City of Elk Grove to address the priority need identified in the application – the failing pavement condition and the gaps in the bike network along Waterman.



## Project Descriptions and Analyses

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City of Folsom	\$3,500,000	Total Cost
<b>19. Green Valley Rd. Widening</b>	\$3,500,000	Request
<i>The project would widen Green Valley Rd. from two lanes to four lanes and provide bicycle lanes. The purpose of the project is to reduce congested vehicle miles traveled (CVMT) and improve safety on Green Valley Rd. while also filling a gap in the regional bicycle network.</i>	<b>\$3,500,000</b>	<b>Recommended</b>

Snapshot of Application Review Comments and Analysis

- The application provides solid documentation of congestion relief and safety benefits from the project.
- The roadway and bicycle capacity improvements described in the application are consistent with various plans. The relevant plans include SACOG’s Regional Bicycle, Pedestrian, and Trails Master Plan; the City of Folsom’s General Plan; and, the County of El Dorado’s General Plan.
- The project would increase bicycle travel and connectivity by closing a gap between the existing bicycle facilities in El Dorado County to the east, and at the East Natoma St. intersection to the west.
- The project would address safety concerns, such as documented collisions from cars crossing into opposing traffic, with improvements to the center median and to an evacuation route near Folsom Dam.

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City of Folsom	\$1,889,800	Total Cost
<b>20. Historic Powerhouse Canal Trail - Johnny Cash Trail Connection Project - Bike/Ped Undercrossing</b>	\$778,800	Request
<i>The project would construct a bicycle/pedestrian undercrossing to connect two multi-use paths 100 ft. north of East Natoma St. at the Folsom Prison Access Rd. The purpose of the project is to complete a six-mile regionally significant multi-use trail connecting the 32-mile American River Trail to eastern trail segments in Placer and El Dorado counties.</i>	<b>\$778,800</b>	<b>Recommended</b>

Snapshot of Application Review Comments and Analysis

- The project eliminates a network gap by creating a connection between two segmented trails that contribute to a regional network, while also eliminating potential roadway conflicts along a high-volume arterial.
  - The project applicant proposed an undercrossing that addresses concerns from the previous funding program’s working group, and has worked with local stakeholders at length, providing most of the groundwork to ensure the project is delivered.
  - Regional funding was previously awarded to complete trail segments to the north and west of the undercrossing the project seeks to construct, and the City of Folsom is demonstrating significant local commitment to the project by covering more than one-half the project costs with local funding.
  - The application provided support for the project’s ability to enhance access to transit, as well as to Folsom Prison, a large employer and traffic generator.
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## Project Descriptions and Analyses

City of Folsom

\$1,519,000	Total Cost
\$747,100	Request
<b>\$747,100</b>	<b>Recommended</b>

**21. Lake Natoma Trail Gap Closure Project**

*The project would construct bikeway improvements to close the final 1,000 ft. gap in the regional Lake Natoma Trail along Leidesdorff St. and Riley St between the Lake Natoma Inn driveway and Scott St. The purpose of the project is to increase safety for bicyclists and pedestrians, provide bicycle access to a popular light rail transit station, and provide connections to popular destinations.*

Snapshot of Application Review Comments and Analysis

- The project description includes building a cycle track that historically increases mode share, and would reduce potential conflicts with automobiles.
- The project would create new access across a high volume road that may increase the perception of safety and comfort, and therefore increase the number of users willing to bicycle on more protected facilities.
- The project would provide connections to the City’s Historic District, light rail stations, and new mixed use developments by connecting to the completed portions of the Lake Natoma Trail, and would complete the last 1,000 ft. of improvements for a phased corridor improvement strategy with a history of coordinated local and regional funding support.
- The project is listed as the top priority in the Folsom Bikeway Master Plan, with the local commitment evident through a funding strategy that leverages funding from other sources to cover more than one-half of the project costs.

City of Folsom

\$110,000	Total Cost
\$100,000	Request
<b>\$100,000</b>	<b>Recommended</b>

**22. West Leidesdorff St. Master Plan**

*The project would define the appropriate land use to replace the City Corporation yard once it is relocated. The purpose of the project is to create a plan enabling the area to become mixed-use and high density.*

Snapshot of Application Review Comments and Analysis

This project is an eligible project in the Non-Competitive Category #3 of the Community Design Program and is therefore recommended for funding.

City of Galt

\$110,000	Total Cost
\$100,000	Request
<b>\$100,000</b>	<b>Recommended</b>

**23. 2nd St. Infill Project**

*The project would install infill concrete sidewalks, curb, gutter, and other improvements along this route to the adjacent elementary and middle school. The purpose of the project is to increase pedestrian safety and accessibility, and increase access to two schools.*

Snapshot of Application Review Comments and Analysis

This project is an eligible project in the Non-Competitive Category #3 of the Community Design Program and is therefore recommended for funding.

## Project Descriptions and Analyses

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<p><b>City of Galt</b></p> <p><b>24. Complete Streets Rehabilitation - A St.</b></p> <p><i>The project would rehabilitate pavement along A St. from the Central Galt Interchange to the City Limits and Lincoln Wy., from Live Oak Ave. to South City Limits. The purpose of this project is to help maintain a state of good repair on A St. and Lincoln Wy., and to increase bicycle and pedestrian safety and accessibility.</i></p>	<p>\$3,082,400</p> <p>\$2,684,600</p> <p><b>\$1,300,000</b></p>	<p>Total Cost</p> <p>Request</p> <p><b>Recommended</b></p>
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*Staff recommends partially funding this project to rehabilitate A St.*

Snapshot of Application Review Comments and Analysis

- The project includes complete street elements by adding new bicycle lanes and new sidewalks while maintaining a state of good repair consistent with the City’s use of pavement management practices.
- City of Galt staff prioritized A St. rehabilitation and improvements to focus benefits on school-related bicycle and pedestrian network gap closures.

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<p><b>City of Galt</b></p> <p><b>25. Westside Bike Lanes/Routes</b></p> <p><i>The project would fund the construction of bicycle lanes and bicycle routes west of the Union Pacific railroad tracks and south of West Elm St. in Galt, where there are currently bicycle network gaps. The purpose of the project is to enhance bicycle connectivity throughout the City of Galt, enabling and encouraging more utilitarian trips by bicycle by designating space for bicycle travel.</i></p>	<p>\$322,300</p> <p>\$267,600</p> <p><b>\$267,600</b></p>	<p>Total Cost</p> <p>Request</p> <p><b>Recommended</b></p>
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Snapshot of Application Review Comments and Analysis

- The project would enhance connections to multiple schools that are currently only accessible by automobile or by traveling/biking on a gravel shoulder for segments.
- The lanes and routes are strategically selected to close a large number of gaps in the existing bicycle network, many connecting to recent downtown revitalization efforts.
- The project has the potential to decrease VMT by increasing utilitarian bicycle trips and creating a continuous bicycle network in the southern portion of the city.

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<p><b>City of Isleton</b></p> <p><b>26. General Plan and Housing Element Updates</b></p> <p><i>The project would update the City of Isleton’s 2000 General Plan and incomplete 2006 Housing Element. The purpose of the project is to provide a long-range plan for how the city will grow and address its land use, housing and other elements critical to the community’s future.</i></p>	<p>\$110,000</p> <p>\$200,000</p> <p><b>\$100,000</b></p>	<p>Total Cost</p> <p>Request</p> <p><b>Recommended</b></p>
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*Staff recommends partially funding this project as part of a larger funding strategy.*

## Project Descriptions and Analyses

### Snapshot of Application Review Comments and Analysis

This project is an eligible project in the Non-Competitive Category #3 of the Community Design Program and is therefore recommended for the maximum funding of \$100,000.

City of Live Oak

\$1,899,100 Total Cost

#### **27. Live Oak Collaborative Highway 99 Streetscape Improvements**

\$1,671,100 Request

**\$810,000 Recommended**

*The project would widen SR 99 between Riviera Rd. and Paseo Ave. from two to four lanes and build streetscape improvements. The purpose of the project is to improve the very high roadway crown of SR 99 while simultaneously serving as Live Oak's "main street" and gateway to the City.*

*Staff recommends partially funding the project approval/environmental document (PA/ED) phase, contingent on the completion of a Project Study Report/Project Development Support (PSR/PDS) document, which would estimate the cost of this project's PA/ED phase and subsequent development phases..*

### Snapshot of Application Review Comments and Analysis

- The City of Live Oak's *Highway 99 Streetscape Master Plan*, funded through a competitive grant by Caltrans, helped define the scope of this project through a collaborative and public process.
- The project would improve aesthetics, encourage redevelopment, increase multi-modal access, and improve transportation safety along the SR 99 corridor in Live Oak.
- The improvements would allow the roadway to continue to function as a regional travel corridor, while improving access for pedestrians and bicyclists and enhancing aesthetics to create an inviting environment.
- A PSR/PDS is a required step to understand project costs associated with a very high roadway crown before road widening and streetscaping projects can be designed and phased.
- SACOG staff anticipates further discussions with City of Live Oak staff and Caltrans staff about the best method of project phasing to effectively fund an early construction phase with the recommended funding available.

City of Live Oak

\$513,000 Total Cost

#### **28. Live Oak Community Trail Segment 2**

\$452,000 Request

**\$0 Recommended**

*The project would construct the last of four segments of a multi-use path connecting downtown to surrounding neighborhoods between Elm St. and Pennington Rd. The purpose of this project is to offer active transportation connections from Live Oak neighborhoods to the downtown area.*

### Snapshot of Application Review Comments and Analysis

- The City has demonstrated a strong commitment to prior phases of the project through phased capital improvements leveraging multiple funding sources. However, the City's priority project in the near-term is advancing the Hwy. 99 streetscape improvements project.

## Project Descriptions and Analyses

- The trail appears to serve more of a recreational purpose so an application for funding in the future would be strengthened by more evidence of trip demand and connectivity benefits from completing this final phase of the community trail.

<b>City of Marysville</b>	\$100,000	Total Cost
<b>29. Bicycle and Pedestrian Master Plan</b>	\$88,500	Request
<i>The project would develop an updated master plan for bicycle and pedestrian access routes within the City of Marysville. The purpose of the project is to create a bicycle and pedestrian master plan compliant with Streets and Highway Code, Section 891.2(a) through (k) that would integrate with other City of Marysville plans, and current and proposed bicycle and pedestrian routes in recently completed plans in adjacent jurisdictions.</i>	<b>\$88,500</b>	<b>Recommended</b>

Snapshot of Application Review Comments and Analysis

- The project proposes a cost-effective approach to understand existing and future bicycle and pedestrian planning needs, and provides a framework for future planning efforts by creating the first bicycle/pedestrian master plan specifically for Marysville.
- To contribute to regionally coordinated plans that create connectivity across city and county boundaries, the project would build off of the recently completed bicycle/pedestrian master plans for Yuba City and Yuba County.
- The project would leverage the concurrent Bounce Back Study by integrating the bicycle, pedestrian, and transit accessibility elements of the five specific zones in Marysville examined in that plan.
- The city of Marysville is ineligible to apply for several state-wide active transportation funding sources without a Master Plan certified as compliant with Streets and Highway Code, Section 891.2(a)-(k).

<b>City of Marysville</b>	\$110,000	Total Cost
<b>30. Marysville Bounce Back Initiative</b>	\$100,000	Request
<i>The project would complete community planning, urban design and economic optimization study. The purpose of the project is to rejuvenate the City of Marysville's economy, heighten walkability, and increase livability.</i>	<b>\$100,000</b>	<b>Recommended</b>

Snapshot of Application Review Comments and Analysis

This project is an eligible project in the Non-Competitive Category #3 of the Community Design Program and is therefore recommended for funding.

<b>City of Rancho Cordova</b>	\$5,000,000	Total Cost
<b>31. Folsom Blvd. Complete Streets (Phase 4)</b>	\$4,000,000	Request
<i>The project would provide streetscape improvements from Folsom Blvd. between Horn and Rod Beaudry and Sunrise Blvd. to Kilgore Rd. by installing new and bifurcated sidewalks and landscaped medians. The purpose of this project is to finish re-making the complete streets elements of the City's main corridor.</i>	<b>\$4,000,000</b>	<b>Recommended</b>

## Project Descriptions and Analyses

### Snapshot of Application Review Comments and Analysis

- The project contributes important investments that can be a catalyst for promoting transit oriented development near a light rail station and supporting the revitalization of a commercial corridor with mixed-use infill development.
- The City has demonstrated considerable local commitment to the project through phased improvements over several years, with this segment being the final phase in a series of complete streets investments along the corridor.
- Through the application process, the project sponsor demonstrated that the project would create a pedestrian-friendly environment connecting to community activity centers and that the investment is important to realize the mixed-use development vision for the area.

City of Rancho Cordova

\$1,848,500 Total Cost

### **32. Rancho Cordova Elementary School Bicycle and Pedestrian Improvement Project**

\$1,575,800 Request

**\$1,575,800 Recommended**

*The project would fill in gaps in sidewalks, crosswalks, and bicycle routes along Chasella Wy. and Pedro Wy. between Malvasia Dr. and Zinfandel Dr., on Malaga Wy. and Sarda Wy. between Vernaccia Wy. and Furmint Wy., and on Furmint Wy. between Malaga Wy. and north of Saltana Wy. The purpose of the project is to increase access to a nearby elementary school by improving a well-used corridor with inadequate facilities and designating space for bicycle and pedestrian travel, thus encouraging others to use active modes of transportation.*

### Snapshot of Application Review Comments and Analysis

- The application demonstrated a strong need for bicycle and pedestrian infrastructure adjacent to an elementary school, where parents and students currently walk in the street due to incomplete sidewalk networks.
- The project proposes to “complete” local streets with a context-sensitive approach appropriate to the needs of the community, as evidenced in local planning documents and support from the affected school.
- The project has the potential to provide indirect benefits by increasing access to a nearby light rail transit stop.

City of Rancho Cordova

\$4,733,500 Total Cost

### **33. Complete Streets Rehabilitation - Sunrise Blvd.**

\$4,177,300 Request

**\$0 Recommended**

*The project would rehabilitate Sunrise Blvd. from Folsom Blvd. to White Rock Rd. and construct bicycle and pedestrian improvements, such as ADA ramps and restriping existing bicycle lanes and crosswalks. The purpose of this project is to help maintain a state of good repair along Sunrise Blvd. for all modes.*

### Snapshot of Application Review Comments and Analysis

- The pavement quality index (PCI) is relatively high compared to other projects receiving a funding recommendation.

## Project Descriptions and Analyses

- The project would have been more competitive if the application included more specific information on complete streets features that would be improved or added.

<b>City of Rancho Cordova</b>	\$3,005,000	Total Cost
<b>34. Traffic Management Center</b>	\$2,500,000	Request
<i>The project would install a traffic management center in the City of Rancho Cordova and upgrade the existing coordinated traffic signal network. The purpose of the project is to improve coordination of traffic signals on the city’s high priority corridors, which would improve traffic flow, reduce congestion, and reduce traffic accidents.</i>	<b>\$2,500,000</b>	<b>Recommended</b>

Snapshot of Application Review Comments and Analysis

- The project illustrates the advantage of cost-effective operational strategies that can postpone or avoid more costly capacity expansion projects in a growing community.
- Improved traffic flow and bottleneck congestion relief is anticipated through the comprehensive coordination of traffic signals made possible by this investment.
- This project would enhance regional goods movement by improving the efficiency of travel along routes leading to Mather Field and travel to the wide variety of businesses along Sunrise Blvd., ranging from large retailers to manufactured goods and vehicle recyclers.
- Non-motorized travel safety benefits are also supported through the upgrade to the traffic signal controllers that will give additional green time to bicyclists crossing the intersection.

<b>City of Rancho Cordova</b>	\$10,156,000	Total Cost
<b>35. White Rock Rd. Widening</b>	\$2,406,000	Request
<i>The project would widen White Rock Rd. from two to four lanes with a median and bicycle lanes from Sunrise Blvd. to the City Limits.</i>	<b>\$0</b>	<b>Recommended</b>

Snapshot of Application Review Comments and Analysis

- The project received \$3.5 million in the 2010 SACOG funding round. At that time, all project costs were estimated to be fully funded by the sponsor. As the project nears 70% design and the environmental analysis is nearly complete, it is apparent that additional funding is needed to complete the planned four lane widening.
- Due to funding constraints and the need to address “independent utility and logical termini” issues, City staff is considering the preparation of a proposal that would downsize the scope of the widening for the initial project and partner with Sacramento County on a potentially longer corridor improvement. Any scope change that involves the previously awarded \$3.5M in regional funds would come before the SACOG Board at a later date for consideration.
- Confirming a final scope for the project and providing updated documentation on performance benefits would strengthen an application for funding in the future.
- The application makes clear the importance of the corridor in accessing the growing Rancho Cordova employment center and would complement an adjacent corridor improvement under construction with State Corridor Mobility Improvement Account (CMIA) bond funds.

## Project Descriptions and Analyses

<p><b>City of Rancho Cordova</b></p> <p><b>36. Zinfandel Complex Improvements</b></p> <p><i>The project would conduct the preliminary engineering to modify US 50 ramp intersections on Zinfandel Blvd., lengthen turn pockets, add additional overhead signage, and build pedestrian refuge islands. The purpose of the project is to ease congestion and improve access for cyclists and pedestrians.</i></p> <p><u>Snapshot of Application Review Comments and Analysis</u></p> <ul style="list-style-type: none"> <li>• The application documentation demonstrates that the operational improvements can achieve strong performance benefits in a cost-effective way that avoids more costly capacity expansions.</li> <li>• Targeted operational improvements are likely to reduce CVMT by reducing vehicle queues backing up onto both local roadways and freeway approaches.</li> <li>• The improvements would be a first step in the City’s work with Caltrans staff to further analyze proposed operational improvements at this US 50 interchange.</li> <li>• The project would also improve pedestrian access to transit stops with targeted improvements, such as the addition of refuge islands.</li> </ul>	<p>\$5,410,000</p> <p>\$700,000</p> <p><b>\$700,000</b></p>	<p>Total Cost</p> <p>Request</p> <p><b>Recommended</b></p>
<p><b>City of Sacramento</b></p> <p><b>37. Complete Streets Reconstruction - Broadway</b></p> <p><i>The project would reconstruct Broadway from Marina View Dr. to Front S., construct new bicycle lanes and new sidewalks. The purpose of the project is to maintain a state of good repair on Broadway and to increase bicycle and pedestrian access to Miller Park.</i></p> <ul style="list-style-type: none"> <li>• This project is not eligible for federal funding as it is not part of the federal-aid system.</li> </ul>	<p>\$1,443,600</p> <p>\$1,090,500</p> <p><b>\$0</b></p>	<p>Total Cost</p> <p>Request</p> <p><b>Recommended</b></p>
<p><b>City of Sacramento</b></p> <p><b>38. Complete Streets Rehabilitation - Bell Ave.</b></p> <p><i>The project would rehabilitate Bell Ave. from Bollenbacher Ave. to Astoria St., fill in sidewalk gaps, add new bicycle lanes, add two-way left turn lanes, and add bus pullouts. The purpose of the project is to help maintain a state of good repair along Bell Ave., increase access to transit, and increase bicycle and pedestrian safety and access.</i></p> <p><u>Snapshot of Application Review Comments and Analysis</u></p> <ul style="list-style-type: none"> <li>• This project would rehabilitate pavement while also addressing active transportation needs by adding new facilities to improve bicycle and pedestrian access, mobility, and safety.</li> <li>• The project would also address traffic congestion through new turn lanes and bus pullouts.</li> <li>• The project demonstrates potential to raise the profile of and improve the transit experience by creating additional space in the roadway for transit vehicles to pick up passengers.</li> </ul>	<p>\$5,760,000</p> <p>\$5,099,300</p> <p><b>\$5,099,300</b></p>	<p>Total Cost</p> <p>Request</p> <p><b>Recommended</b></p>



## Project Descriptions and Analyses

<p><b>City of Sacramento</b></p> <p><b>39. Complete Streets Rehabilitation - Fruitridge Rd.</b></p> <p><i>The project would rehabilitate Fruitridge Rd., from 65th St. to Power Inn Rd., bring sidewalks up to standard, and add bicycle lanes, actuated crosswalks, and new crosswalks. The purpose of the project is to help maintain a state of good repair along Fruitridge Rd. and increase bicycle and pedestrian safety and access.</i></p> <p><u>Snapshot of Application Review Comments and Analysis</u></p> <ul style="list-style-type: none"> <li>• This project would rehabilitate pavement while also addressing active transportation needs by adding new facilities to improve bicycle and pedestrian access, mobility, and safety.</li> <li>• The addition of bicycle lanes on Power Inn Rd. would contribute to the bicycle network by connecting to a multi-use path north of Fruitridge Rd. and Power Inn Rd.</li> <li>• The project would benefit lower income communities in the vicinity by improving safety and accessibility.</li> </ul>	<p>\$3,100,000 Total Cost</p> <p>\$2,354,900 Request</p> <p><b>\$2,354,900 Recommended</b></p>
<p><b>City of Sacramento</b></p> <p><b>40. Complete Street Rehabilitation - Power Inn Rd.</b></p> <p><i>The project would rehabilitate Power Inn Rd., from Folsom Blvd. to Fruitridge Rd. It would also install ADA-compliant curb ramps and restripe bicycle lanes. The purpose of this project is to help maintain a state of good repair on the Power Inn Rd. while also addressing active transportation needs by improving bicycle and pedestrian access, mobility, and safety.</i></p> <p><i>Staff recommends partially funding this project for pavement rehabilitation on Power Inn Rd. from Folsom Blvd. to 14th Ave.</i></p> <p><u>Snapshot of Application Review Comments and Analysis</u></p> <ul style="list-style-type: none"> <li>• The project would rehabilitate pavement while also addressing active transportation needs by improving bicycle and pedestrian access, mobility, and safety.</li> <li>• The project includes complete street elements by adding ADA-compliant ramps and repainting Class II bike lanes.</li> <li>• The improvements should improve goods movement and traffic flow on a heavily traveled corridor. The rehabilitation is along an identified goods movement corridor and serves a regional employment center.</li> </ul>	<p>\$3,416,200 Total Cost</p> <p>\$2,794,900 Request</p> <p><b>\$2,300,000 Recommended</b></p>
<p><b>City of Sacramento</b></p> <p><b>41. Freeport Blvd. Road Diet</b></p> <p><i>The project would reduce Freeport Blvd. from four to two travel lanes between Sutterville Rd. and 4th Ave/21st St., add median turn pockets, add bicycle lanes, add transit turnouts, and rehabilitate pavement. The purpose of the project is to improve safety and provide connectivity to existing bicycle facilities.</i></p> <p><u>Snapshot of Application Review Comments and Analysis</u></p> <ul style="list-style-type: none"> <li>• This project would provide substantial improvements for bicycle, pedestrian, and transit modes of travel while also rehabilitating pavement.</li> </ul>	<p>\$2,491,000 Total Cost</p> <p>\$1,651,200 Request</p> <p><b>\$1,651,200 Recommended</b></p>

## Project Descriptions and Analyses

- With dedicated turn pockets and bus pullouts, the proposed road diet would move traffic efficiently with fewer travel lanes dedicated to automobile traffic.
- This project area is widely used by bicyclists, pedestrians, and drivers who access various land uses, including McClatchy High School, Sacramento City College, and multiple parks.

**City of Sacramento**

\$4,000,000 Total Cost

**42. Meadowview Rd. Streetscape Project**

\$443,000 Request

*The project would design features to enhance the safety and aesthetics along Meadowview Rd. from the light rail station to I-5 and along 24th St from Meadowview Rd. to Florin Rd. including medians, sidewalk treatments, and crosswalks. The purpose of this project is to design safety and accessibility improvements along a corridor needing revitalization.*

**\$443,000 Recommended**

Snapshot of Application Review Comments and Analysis

- There has been valuable planning completed by the project sponsor to revitalize the Meadowview corridor. The application is strong in describing the economic needs of the project area.
- The investment will complete the project development work and result in a construction ready project.
- The review committee recommends the project sponsor focus its efforts on the light rail station, the intersection at 24th St. and sidewalk improvements.

**City of Sacramento**

\$1,545,400 Total Cost

**43. North 12th St. Streetscape Project**

\$1,200,000 Request

*The project would convert North 12th St. between North B St. and Richards Blvd. into a pedestrian- and transit-friendly corridor by constructing six to eight feet sidewalks, drainage, and adding wrought iron fencing to separate pedestrians from light rail tracks. The purpose of this project is to improve pedestrian safety in a well-used corridor and to integrate with a future light rail station.*

**\$1,200,000 Recommended**

Snapshot of Application Review Comments and Analysis

- The project would help improve the gateway into downtown Sacramento by widening sidewalks in an area with high volumes of pedestrian traffic, and improving pedestrian access to social services along the corridor.
- The project complements other planned investments along the corridor, including the revitalization of the Twin Rivers Public Housing Project and the Township 9 infill developments that are anticipated to increase multi-modal travel along North 12<sup>th</sup> Street.
- The project would also support transit oriented development around the Dos Rios light rail station planned at Sproule Avenue.

## Project Descriptions and Analyses

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<b>City of Sacramento</b>	\$3,500,000	Total Cost
<b>44. R St. Corridor Phase II Streetscape Improvements, 16th to 18th St.</b>	\$2,700,000	Request
	<b>\$2,700,000</b>	<b>Recommended</b>

*The project would construct pedestrian safety improvements from 16th to 18th St., link transit to current and future mixed use developments, and create a pedestrian plaza. The purpose of this project is to extend pedestrian-friendly segments along this corridor.*

Snapshot of Application Review Comments and Analysis

- The R Street corridor represents a strong public/private partnership between the City of Sacramento, the Capitol Area Development Authority (CADA) and private interests. A considerable amount of planning and investment has been made on this corridor.
- The project completes the second of three phases of streetscape infrastructure improvements. The high quality streetscape is likely to attract additional private investment and activity.
- Clear non-motorized travel benefits are evident. The application demonstrates the walkability of the area and how the new infrastructure will enhance it further.

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<b>City of Sacramento</b>	\$1,902,900	Total Cost
<b>45. Richards Blvd. Median Streetscape Improvements Between Bercut St and N. 12th Ave.</b>	\$1,400,000	Request
	<b>\$0</b>	<b>Recommended</b>

*The project would construct raised median curbs with landscaping throughout the length of the corridor, including high canopy trees, left turn lanes, and restriping the existing crosswalks. The purpose of this project is to provide complete street elements to the rapidly revitalizing corridor that serves several segments of the population.*

Snapshot of Application Review Comments and Analysis

- The information provided in the application demonstrated the need for improved sidewalks and bicycle facilities, but the Community Design Review Committee noted that the focus of the planning and investment was on installing medians. Medians would improve the aesthetics of the corridor without necessarily improving access or pedestrian/bicycle safety.
  - The project application did not provide cross sections or other drawings to describe in detail what was proposed for the corridor, and the lacked emphasis on the sidewalks and bicycle facilities.
  - A lot of private investment is coming into the corridor, but the opinion of the Community Design Review Committee was that more of the investments should be paid for by the developers.
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## Project Descriptions and Analyses

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<b>City of Sacramento</b>	\$10,600,000	Total Cost
<b>46. Riverfront Reconnection Project - Phase 1</b>	\$9,400,000	Request
<i>The project would build a new ramp to Old Sacramento at Capitol Mall and Second St., build a new traffic signal on Capitol Mall at Second St., build a sidewalk on O St. Bridge, and build new sidewalks and bicycle lanes on Capitol Mall. The purpose of the project is to improve travel along Capitol Mall, provide better access to Riverfront businesses, and provide multi-use connectivity for existing and future development.</i>	<b>\$9,080,000</b>	<b>Recommended</b>

*Staff recommends partially funding this project for improvements along Capitol Mall and Second St.*

Snapshot of Application Review Comments and Analysis

- This project would provide substantial improvements to accommodate the anticipated growth in non-motorized travel in this area and provide continuity from 3rd Street into the City of West Sacramento.
- The proposed 2nd Street Bridge from Capitol Mall to Historic Old Sacramento would create a new intersection on Capitol Mall that would improve access to Old Sacramento and become a gateway.
- Removal of the N St. to Capitol Mall connection would open adjacent land to planned mixed-use infill development near I-5.
- The project improvements would complement future investments in the area, including the Entertainment Sports Complex and the Downtown Streetcar project.
- The City has invested considerable resources in this project to complete project development work and prepare it for construction.

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<b>City of Sacramento</b>	\$12,900,000	Total Cost
<b>47. Riverfront Reconnection Project - Phase 2</b>	\$1,500,000	Request
<i>The project would complete final design for the construction of a new Front St. Bridge. The purpose of the project is to mitigate the separation of downtown and the Riverfront due to I-5 construction and provide multi-use connectivity for existing and future development.</i>	<b>\$0</b>	<b>Recommended</b>

Snapshot of Application Review Comments and Analysis

- The project is part of a multi-phase effort to improve transportation options along the Riverfront in City of Sacramento by creating the south leg of the new Capitol Mall/2nd Street intersection to be built as part of Phase 1.
- The scope of this project and may come into sharper for a future funding request after major development projects in the vicinity, including the Entertainment Sports Complex (ESC) and Downtown/Riverfront streetcar, advance further in their planning or implementation.

## Project Descriptions and Analyses

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**City of Sacramento**

\$935,000 Total Cost  
 \$827,800 Request  
**\$827,800 Recommended**

**48. South Sacramento Parkway Trail - West**

*The project would design and construct a multi-use trail across a significant barrier (Interstate 5) and eliminating a gap between the Freeport Shores Bike Trail and the North Delta Shore Bike Trail. The purpose of the project is to improve inter-community bicycle and pedestrian connectivity between south Sacramento and the Pocket neighborhood.*

Snapshot of Application Review Comments and Analysis

- The project would remove a substantial barrier to bicycle/pedestrian travel through a densely populated community by constructing a multi-use trail across Interstate-5 with minimal auto traffic interaction.
- The project would eliminate a gap in two existing trails, increasing east-west connectivity in south Sacramento and Pocket neighborhoods.
- The project would contribute to the completion of a trail network comprised of existing, funded, and planned trails that would ultimately contribute to a regional network of trails.

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**City of Sacramento**

\$2,710,600 Total Cost  
 \$2,399,700 Request  
**\$1,726,900 Recommended**

**49. Two Rivers Trail - Phase 2**

*The project would construct two multi-use paths to fill trail gaps on either side of a trail at Sutter’s Landing Park, connecting the Sacramento Northern Bike Trail and the American River Bike trail. The purpose of the project is to create a continuous trail network on the south side of the American River within the City of Sacramento that would complete and enhance existing trail networks and increase east/west access and comfort for bicyclists and pedestrians.*

*Staff recommends partially funding this project to construct the eastern segment of the multi-use path, connecting the American River Parkway at H St. in East Sacramento to the trail at Sutter’s Landing Park in Midtown.*

Snapshot of Application Review Comments and Analysis

- The project would create a continuous and relatively direct off-street route from California Sacramento State University to Midtown, increasing convenient access to schools, transit, and employment centers south of the American River.
  - The project previously received regional funding to conduct engineering design and environmental review and is continuing to build on those efforts, as the project is one of the City’s top multi-use trail priorities.
  - The project would increase accessibility to existing bicycle and pedestrian facilities and remove existing barriers by providing access across two railroad crossings and a freeway.
  - The project could have been more competitive for larger funding if the application had comprehensively discussed the non-recreational benefits of the project and the inadequacy of existing parallel facilities.
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## Project Descriptions and Analyses

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<p><b>City of West Sacramento</b></p> <p><b>50. Broadway Bridge Project Study Report</b></p> <p><i>The project would complete a project study report (PSR) and preliminary engineering for a bridge between the Cities of West Sacramento and Sacramento to identify the scope, alternatives, schedule, costs, and funding options for the project. The purpose of the project is to construct a 1/3-mile multi-modal roadway spanning the Sacramento River.</i></p>	<p>\$500,000</p> <p>\$442,700</p> <p><b>\$442,700</b></p>	<p>Total Cost</p> <p>Request</p> <p><b>Recommended</b></p>
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Snapshot of Application Review Comments and Analysis

- The project has been identified as a regionally important investment in the MTP/SCS. The recently completed Sacramento River Crossings Alternatives Study demonstrated the significant travel and economic benefits from a new river crossing in the Broadway Bridge area.
- The project scope would examine the area—the Broadway Bridge Area—with the highest current and projected population and employment growth projected among the seven river crossing study areas.
- The project has the potential to reduce VMT by providing a multi-use path river crossing and spur economic development within the cities of West Sacramento and Sacramento
- The successful prior planning work is evident of strong multi-agency coordination between the two cities involved and raises the prospect that the PSR will lead to subsequent efforts towards implementation.

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<p><b>City of West Sacramento</b></p> <p><b>51. Pioneer Bluff Bridge Phase 2 - Village Parkway Extension</b></p> <p><i>The project would build the Village Parkway Extension, a 0.42 mile multi-modal street connecting the new Pioneer Bluff Bridge and the Stone Lock facility in West Sacramento. The purpose of this project is to create a multi-modal connection for infill and new development and create better community-wide connectivity between existing and new communities.</i></p>	<p>\$4,900,000</p> <p>\$4,000,000</p> <p><b>\$2,500,000</b></p>	<p>Total Cost</p> <p>Request</p> <p><b>Recommended</b></p>
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*Staff recommends partially funding this project as part of an overall funding strategy between the City of West Sacramento and interested private developers.*

Snapshot of Application Review Comments and Analysis

- This project would significantly increase access and connectivity to riverfront areas in the city of West Sacramento and City of Sacramento.
  - The project would be the start of the central transportation spine that opens up opportunities for infill and new development in the areas of Stone Lock, Pioneer Bluff, Bridge District and Washington District.
  - This project, combined with the Pioneer Bluff Bridge, would provide an important emergency access route and congestion relief for commuter travel between the Southport area and the central business district of West Sacramento and Sacramento.
  - The project is recommended for partial funding because similar projects typically include a substantial contribution from development agreements or local funding sources.
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## Project Descriptions and Analyses

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<p><b>City of West Sacramento</b></p> <p><b>52. Sycamore Trail/Westacre and Bryte Bicycle Routes</b></p> <p><i>The project would construct .5 miles of a multi-use path from Rice Ave. to West Capitol Ave., street crossing enhancements, and two bicycle routes—one through the Bryte Neighborhood between Harbor Blvd. and 3rd St. and one connecting Jefferson Blvd. to Michigan Rd.—to help implement a city-wide low-stress bicycle network. The purpose of the project is to fill in gaps in the city’s bicycle network, and increase access to activity centers such as schools, parks, transit stops, and grocery stores.</i></p>	<p>\$904,700</p> <p>\$801,000</p> <p><b>\$730,400</b></p>	<p>Total Cost</p> <p>Request</p> <p><b>Recommended</b></p>
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*Staff recommends partially funding this project to construct the Sycamore multi-use path and the Bryte bicycle route.*

Snapshot of Application Review Comments and Analysis

- The multi-use trail would enhance north/south bicycle and pedestrian access to schools and transit by utilizing a sewer right of way, decreasing uncertainty in the variables that could affect the project implementation schedule while improving the area for greater uses.
- The implementation of bicycle routes and traffic calming measures on low-volume streets parallel to higher capacity roadways are a cost-effective way to contribute to the city’s growing bicycle network while demonstrating strong potential to increase access to schools.
- The project helps the city implement a low-stress bicycle network for users of all ages and abilities by providing an inviting biking and walking environment parallel to a high-volume roadway.
- The project would have been more competitive for full funding if the application had discussed additional street improvements that would discourage potential increases in automobile traffic over time.

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<p><b>City of Wheatland</b></p> <p><b>53. City of Wheatland Bikeway Master Plan</b></p> <p><i>The project would develop a master plan to identify a comprehensive bikeway system in the City of Wheatland and establish policies to ensure that new development is supportive of active modes of transportation. The purpose of the project is to provide a foundation for future active transportation developments.</i></p>	<p>\$168,000</p> <p>\$148,800</p> <p><b>\$61,500</b></p>	<p>Total Cost</p> <p>Request</p> <p><b>Recommended</b></p>
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*Staff recommends partially funding this project to complete a bicycle master plan compliant with Streets and Highway Code, Section 891.2(a) through (k).*

## Project Descriptions and Analyses

### Snapshot of Application Review Comments and Analysis

- This would be the first bicycle/pedestrian master plan specifically for the City, and having a master plan would make the City eligible to apply for state-wide active transportation funding sources.
- The City seeks to use the master plan as a framework for prioritizing bicycle and pedestrian infrastructure improvements, and as a tool to enforce development standards as it gradually achieves its future projected growth.
- Standard master plans generally cost \$100,000 and the application did not make a strong case for a higher cost. Staff recommends awarding \$61,530 to augment the \$27,000 the City received from a prior funding round for the public outreach portion of a bicycle master plan, which would enable the City of Wheatland to create a complete bicycle master plan.

**City of Wheatland**

\$110,000 Total Cost

**54. Community and Residential Design Standards and Housing Element Update**

\$100,000 Request

**\$100,000 Recommended**

*The project would update the City's community and residential design standards to provide developers desired community features, amenities, landscaping, infrastructure, and transportation facilities, and would update the City's housing element. The purpose of the project is to maintain community cohesiveness by preparing Community and Residential Design Standards for incorporation into the City of Wheatland Zoning Code.*

### Snapshot of Application Review Comments and Analysis

This project is an eligible project in the Non-Competitive Category #3 of the Community Design Program and is therefore recommended for funding.

**City of Winters**

\$115,000 Total Cost

**55. Grant Ave. (SR 128) and West Main St. Intersection Improvements**

\$101,800 Request

**\$0 Recommended**

*The project would complete the engineering phase to construct a new traffic signal and bicycle/pedestrian improvements at Grant Ave. and West Main St. The purpose of the project is to mitigate congestion and provide for non-vehicular modes of travel.*

### Snapshot of Application Review Comments and Analysis

- The application would have been strengthened by specific incident data to support the safety benefit suggested in the application.
- Additional public outreach and planning would help better define the project scope and the proposed improvements at this intersection.



## Project Descriptions and Analyses

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City of Winters	\$110,000	Total Cost
<b>56. Railroad Ave. Improvements</b>	\$100,000	Request
<i>The project would complete environmental review, design, and construction of street improvements on Railroad Ave. from between Grant Ave. and Niemann St., including street rehabilitation of deficient pavement. The purpose of the project is to rehabilitate the roadway to increase ride-ability and safe passage for all modes of travel.</i>	<b>\$100,000</b>	<b>Recommended</b>

Snapshot of Application Review Comments and Analysis

This project is an eligible project in the Non-Competitive Category #3 of the Community Design Program and is therefore recommended for funding.

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City of Winters	\$730,000	Total Cost
<b>57. Walnut Lane Roundabout</b>	\$646,300	Request
<i>The project would construct a roundabout at Grant Ave (SR128) and Walnut Lane and stripe bicycle lanes. The purpose of the project is to improve safety for all modes of travel and support adjacent economic growth consistent with the City's small town character.</i>	<b>\$646,300</b>	<b>Recommended</b>

Snapshot of Application Review Comments and Analysis

- The project increases active transportation options by adding bicycle and pedestrian facilities along a popular corridor in the City of Winters, as described in the City of Winter's "Completes Streets Concept Plan."
- The City incorporated walking and biking access in the design of the roundabout by connecting those paths to a previously funded multi-use bicycle and pedestrian path.
- The roundabout would support goods movement along SR128 by incorporating mountable curbs for truck traffic.
- This project is part of a public-private partnership to revitalize the City of Winters, reflecting six different private partners who have stepped forward to fund over \$10 million in complementary complete streets improvements.

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City of Woodland	\$18,800,000	Total Cost
<b>58. Kentucky Ave. Complete Streets Project</b>	\$14,000,000	Request
<i>The project would widen Kentucky Ave. from two to four lanes, add a landscaped center median, buffered bicycle lanes, and landscape-separated sidewalks between East and College; between East and West, it would rehabilitate pavement on Kentucky Ave., add median turn lanes, buffered bicycle lanes, and landscape-separated sidewalks to form a complete street. The purpose of this project is to widen, rehabilitate, and complete a corridor at the northern city limits of Woodland.</i>	<b>\$11,000,000</b>	<b>Recommended</b>

*Staff recommends partially funding this project.*

Snapshot of Application Review Comments and Analysis

- This project would help maintain Kentucky Ave. in a "state of good repair," funded in part with a local sales tax measure for pavement maintenance.

## Project Descriptions and Analyses

- The project would offer many well-designed complete streets features that accommodate non-motorized travel in an area that currently does not support safe travel for pedestrians or cyclists.
- The project would serve to maintain a key east/west farm to market route, one of the few in the city, while interfacing with an existing neighborhood and abutting vacant lots that could be developed.
- This project is adjacent to environmental justice areas identified by SACOG where 45% or more of the population earns 200% or less of the federal poverty level.

<b>City of Yuba City</b>	\$69,496,800	Total Cost
<b>59. Feather River Bridge at 5th St.</b>	\$17,100,000	Request
<i>The project would replace the 5th St. Bridge over the Feather River, widen it from two to four lanes, add a multi-use path and connections, and improve the approaches to bridge for local traffic flow. The purpose of the project is to replace a functionally-obsolete, seismic- and structurally-deficient bridge, which would, in turn, reduce vehicle miles traveled, reduce congestion, and maintain a state of good repair.</i>	<b>\$17,100,000</b>	<b>Recommended</b>

### Snapshot of Application Review Comments and Analysis

- The application provides good documentation on how this is a regionally significant investment with strong performance outcomes. Strong multi-agency support is evident from the cities of Marysville and Yuba City and the counties of Sutter and Yuba.
- The project would create a modern, safer, and reliable river crossing to improve regional connectivity between SR 99 and SR 70/65, improving one of only two crossings across the Feather River between the cities of Yuba City and Marysville.
- The project would improve the regional transportation and circulation system, including improving emergency response times to the area’s only trauma center in Marysville.
- The project would also improve transit services, as Yuba-Sutter Transit does not currently operate fixed route services over the bridge due to the narrow bridge width and awkward approaches.
- This project would make bicycle and pedestrian improvements and provide users with a separated multi-use path with a minimal grade, making walking and biking easier, accessible, and more convenient.
- The project is being coordinated with state levee work that will replace stop logs with new flood walls that will allow 5th St. to serve as an evacuation route during a 200-year flood event.

## Project Descriptions and Analyses

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<b>City of Yuba City</b>	\$110,000	Total Cost
<b>60. Highway 20 Opportunity Based Implementation Plan</b>	\$100,000	Request
<i>The project would identify specific improvements along the Highway 20 corridor in Yuba City, including sidewalks, lighting, and signage. The purpose of the project is to create specific design plans for each segment of the Hwy 20 corridor for future implementation.</i>	<b>\$100,000</b>	<b>Recommended</b>

Snapshot of Application Review Comments and Analysis

This project is an eligible project in the Non-Competitive Category #3 of the Community Design Program and is therefore recommended for funding.

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<b>County of Sacramento</b>	\$10,200,000	Total Cost
<b>61. Elk Grove-Florin Rd. Widening</b>	\$3,000,000	Request
<i>The project would widen Elk Grove-Florin Rd., between Gerber Rd and Florin Rd., from two to four lanes, and add a landscaped center median and bicycle lanes. The purpose of the project is to improve traffic congestion and close a gap in the bicycle network between South Sacramento and US 50.</i>	<b>\$0</b>	<b>Recommended</b>

Snapshot of Application Review Comments and Analysis

- Other road widening and capacity increasing projects demonstrated higher needs with regard to congestion and multi-modal travel.
- The application identified funding to leverage from southern project segments already funded through Caltrans Highway Bridge Program funds.

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<b>County of Sacramento</b>	\$4,420,000	Total Cost
<b>62. Fair Oaks Blvd. Phase 3 (FOBI-3)</b>	\$3,913,000	Request
<i>The project would design and construct improvements on Fair Oaks Blvd., from north of Marconi Ave. to Stanley Ave., with design work continuing north to North Ave., including sidewalk gap closures and improvements, landscaped medians, and continuous bicycle lanes. The purpose of this project is to finish the first of two segments remaining in the complete street efforts in this corridor.</i>	<b>\$3,913,000</b>	<b>Recommended</b>

Snapshot of Application Review Comments and Analysis

- The project would complete the last phase for the design and engineering of a number of smart growth characteristics on a corridor which has been a top-priority project for the County for many years.
- The project improvements would greatly improve the perception of safety and convenience of travel by bicyclists, pedestrians and motorists.
- Investing in the design of both segments now would allow Sacramento County to more comprehensively plan improvements to the corridor while reducing costs by streamlining the design phase.
- This project would also provide funding for construction of the first segment, which would be ready for construction near-term.

## Project Descriptions and Analyses

County of Sacramento

\$2,343,000 Total Cost

**63. Fair Oaks Blvd. Phase 3A (FOBI 3A)**

\$2,074,000 Request

**\$0 Recommended**

*The project would complete the first phase by installing continuous separated sidewalks, bicycle lanes, improved transit facilities, median channelization and improved street lighting on Fair Oaks Blvd. between Stanley Ave./Angelina Ave. and north of North Ave. The purpose of this project is to finish the second of two remaining segments of complete street efforts in this corridor.*

Snapshot of Application Review Comments and Analysis

- The proposed project is contingent upon completion of the Fair Oaks Blvd. Phase 3 project, which also applied for funding this round and is recommended for funding. As the two projects are not independent phases but one large project, recommending the funding of both would violate the intent of the maximum project request amount stated in the program guidelines.
- The review committee suggested that additional design and engineering should be completed so the multi-modal benefits become more apparent and it will be easier to assess if the project can be implemented as quickly as stated in the application.
- The project would complete making transit and pedestrian improvements along this key corridor, although details about the design were unclear because engineering design has not been completed.

County of Sacramento

\$1,600,000 Total Cost

**64. Fair Oaks Blvd. Bicycle and Pedestrian Mobility Project**

\$1,416,500 Request

**\$1,416,500 Recommended**

*The project would develop a master plan and preliminary engineering for bicycle and pedestrian improvements along Fair Oaks Blvd. between Howe Ave. and Munroe St., and design and construct two traffic signals within the project limits. The purpose of the project is to create a complete street that would benefit bicyclists, pedestrians, and transit users by increasing access and mobility.*

Snapshot of Application Review Comments and Analysis

- The application demonstrated a comprehensive planning effort is needed to determine the most effective solutions for improving active transportation options on Fair Oaks Blvd.
- The application illustrated that the popular area has no existing traffic signals, marked pedestrian crossings, continuous sidewalks, or bicycle facilities in the project area, demonstrating a high level of need for well-planned, context-sensitive, and prioritized bicycle and pedestrian mobility and safety improvements.
- The project area is near a major activity center that includes employment, medical, and shopping centers—the project would lay the groundwork for improving active transportation access to these trip generators.
- Within the three-quarter mile project area, two signalized intersections would be added where there are currently none, creating new, safer bicycle and pedestrian access across Fair Oaks Blvd.

## Project Descriptions and Analyses

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<b>County of Sacramento</b>	\$1,781,000	Total Cost
<b>65. Florin Creek Trail/SOFA Bike &amp; Pedestrian Improvements</b>	\$1,576,700	Request
<i>The project would provide trail lighting, security cameras, bicycle parking racks, bollards, wayfinding signage, a raised crosswalk, ADA street crossing improvements along and leading to Florin Creek Trail, a 1.2 mile multi-use trail that runs east/west south of Florin Rd. and crosses Stockton Blvd. and SR 99; sidewalk, curbs, and gutters along Persimmon Ave. between Florin Creek Trail and approximately 400 ft. south of Orange Ave.; and streetscape improvements, traffic calming, and bicycle lanes along Florin Mall Dr. between Florin Rd. and Orange Ave. The purpose of the project is to close gaps in and expand the bicycle and pedestrian transportation network.</i>	<b>\$1,134,000</b>	<b>Recommended</b>

*Staff recommends partially funding this project to construct the improvements along Florin Creek Trail and on Florin Mall Dr., and for wayfinding signage and bicycle parking racks.*

Snapshot of Application Review Comments and Analysis

- The application demonstrates potential to connect several different parts of a neighborhood to nearby transit centers, and to increase biking and walking as transportation through safety enhancements.
- The area surrounding the project is very diverse, with a significant number of multi-family housing developments nearby.
- The project would have been more competitive for more funding if the application had discussed the need and benefit for all proposed enhancements along Persimmon Ave., and how the investment would increase the number of utilitarian bicycle and walking trips.
- Sacramento County and Southgate Recreation and Park District would coordinate on this project and to extend the hours of the Florin Creek Trail to increase its usability for transportation purposes.

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<b>County of Sacramento</b>	\$2,499,900	Total Cost
<b>66. Garfield Ave. Bike Lanes and Pedestrian Connectivity Project</b>	\$2,213,200	Request
<i>The project would design and construct bicycle lanes and sidewalks along Garfield Ave., a major north-south corridor, from Whitney Ave. to Madison Ave., as well as install a traffic signal and lighting at a major intersection. The purpose of the project is to extend bicycle lanes and fill in sidewalk gaps to improve access and mobility for bicyclists and pedestrians as they travel throughout the county, and increase bicycle and pedestrian connectivity.</i>	<b>\$2,213,200</b>	<b>Recommended</b>

Snapshot of Application Review Comments and Analysis

- The project focuses bicycle and pedestrian investments on improving a locally preferred route that serves as the lowest stress alternative for north-south travel in Carmichael.
- The project would increase bicycle and pedestrian access to five schools located along Garfield Ave., and to American River Community College to the west of the project area.
- Garfield Ave. is one of the highest priority bikeway corridors in the Sacramento County Bicycle Master Plan, and does not have significant risks to scope, schedule, or cost changes.
- The application demonstrates the project’s indirect benefits, including increasing bicycle and pedestrian access to transit centers and transit stops both east and west of the corridor.

## Project Descriptions and Analyses

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<b>County of Sacramento</b> <b>67. Hazel Ave. Widening - Phase 2</b> <i>The project would pay for undergrounding utilities on Hazel Ave. from Curragh Downs Dr. to Sunset Ave. The purpose of the project is to cover additional elective costs to a project funded by SACOG in a prior round.</i>	\$23,500,000 \$3,000,000 <b>\$0</b>	Total Cost Request <b>Recommended*</b>
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*\* Rather than program funds, staff recommends that the SACOG Board consider loaning the County funds in later actions as part of the 2014 Delivery Plan.*

Snapshot of Application Review Comments and Analysis

- The full project would make strategic capacity improvements to one of the region’s largest north-south corridors in the region that connects two of the region’s primary employment centers.
- The project was awarded \$10,000,000 in regional funds through prior programming rounds. This project application requests an additional \$3,000,000 for underground utility work and rights of way issues that were identified after the previous regional funding award. Staff recommends loaning funds to cover this project’s increased costs for right-of-way issues.
- The full project includes the construction of separated bicycle and pedestrian infrastructure, providing necessary improvements to a popular route for bicycle-commuters along the high-volume, high-speed thoroughfare.

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<b>County of Sacramento</b> <b>68. Hazel Ave. Widening - Phase 3</b> <i>The project would widen Hazel Ave. from four to six lanes from Sunset Ave. to Madison Ave., and install new traffic signals, bicycle lanes, and sidewalks. The purpose of the project is to improve traffic congestion and pedestrian and bicycle mobility in the corridor.</i>	\$14,500,000 \$7,000,000 <b>\$7,000,000</b>	Total Cost Request <b>Recommended</b>
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Snapshot of Application Review Comments and Analysis

- The application provides good documentation on how this is a regionally significant investment with strong performance outcomes. The project offers both corridor-specific and system-wide congestion relief benefits because Hazel is a primary link between two growing regional employment centers.
  - The high local contribution on the project demonstrates the project sponsors financial commitment to the project.
  - Multi-modal travel benefits are evident through the construction of separated bicycle and pedestrian infrastructure that will provide important improvements to a popular route for bicycle-commuters along the high-volume, high-speed thoroughfare.
  - This is the last project segment along Hazel Ave. currently proposed for capacity improvements in the MTP/SCS by 2020. Future Hazel Ave capacity from Sunset Ave. to the Sacramento/Placer County line is projected to be complete by 2035.
  - The project has secured local funds for undergrounding utilities by 2015 for this phase, thereby decreasing uncertainty in the variables that could affect the project implementation schedule.
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## Project Descriptions and Analyses

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County of Sacramento	\$4,700,000	Total Cost
<b>69. Old Florin Town Streetscape Phase 2</b>	\$4,000,000	Request
<i>The project would augment phase 1 of the streetscape by installing continuous separated sidewalks, bicycle lanes, improved transit facilities, median channelization, and improved street lighting on Florin Rd. out to Power Inn Rd. to the west and Florin Perkins Rd/French Rd. to the east. The purpose of this project is to finish the remaining half of this complete street corridor in the heart of this community.</i>	<b>\$4,000,000</b>	<b>Recommended</b>

Snapshot of Application Review Comments and Analysis

- There has been valuable planning completed by Sacramento County to revitalize this area. The application is strong in describing the economic needs of the project area.
- The project has well designed streetscape features that would help revitalize this community and create a more pedestrian friendly environment.
- The review committee noted that both phases of the overall project have had extensive public engagement and resulted in a thoughtful design with strong community support.
- Located in a historic area, the project has the potential to create a sense of community through innovative design features that will also improve multi-modal access and mobility along a corridor with travel demand for such improvements.

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County of Sacramento	\$792,100	Total Cost
<b>70. Complete Streets Rehabilitation - East Parkway</b>	\$706,100	Request
<i>The project would rehabilitate East Parkway from Center Parkway to Florin Rd. and repair sidewalks. The purpose of the project is to maintain a state of good repair on East Parkway.</i>	<b>\$0</b>	<b>Recommended</b>

Snapshot of Application Review Comments and Analysis

- The project features are adequately described, but the application would have been stronger if it had included discussion of pedestrian demand for the existing sidewalks along the corridor segment. The low Average Daily Trips (ADT) along the corridor suggests limited travel demand.
- The application would have been strengthened by including complete streets design features that offer demonstrated travel benefits for bicyclists, pedestrians, and transit riders.

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County of Sacramento	\$1,362,900	Total Cost
<b>71. Complete Streets Rehabilitation - Antelope North Rd.</b>	\$1,231,900	Request
<i>The project would rehabilitate Antelope North Rd. from Poker Ln. to Olive Ave. and would also repair sidewalks. The purpose of the project is to maintain a state of good repair on Antelope North Rd.</i>	<b>\$0</b>	<b>Recommended</b>

Snapshot of Application Review Comments and Analysis

- The estimated project cost for this project is high in comparison to other road rehabilitation projects that are receiving a funding recommendation.
  - The application would have been strengthened by including new complete streets design features. No improvements other than repairing sidewalks were identified.
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## Project Descriptions and Analyses

<p><b>County of Sacramento</b></p> <p><b>72. Complete Streets Rehabilitation - Eastern Ave.</b></p> <p><i>The project would rehabilitate Eastern Ave. from El Camino Ave. to Marconi Ave., repair damaged and discontinuous sidewalks, add new bicycle lanes, and install bicycle detection and curb ramps. The purpose of this project is to help maintain a state of good repair on Eastern Ave. and increase bicycle and pedestrian safety and accessibility.</i></p> <p><u>Snapshot of Application Review Comments and Analysis</u></p> <ul style="list-style-type: none"> <li>● Relative to other projects seeking funding, the corridor has high Average Daily Trips (ADT) and considerable bicycle and pedestrian travel demand.</li> <li>● Economic benefits are likely along the corridor that has been targeted for revitalization efforts.</li> <li>● The project would also include many complete streets features that would improve bicycle and pedestrian access, mobility, and safety. For example, the new bike lanes would provide connectivity to other routes in the area.</li> </ul>	<p>\$758,000 Total Cost</p> <p>\$599,400 Request</p> <p><b>\$599,400 Recommended</b></p>
<p><b>County of Sacramento</b></p> <p><b>73. Complete Streets Reconstruction- El Camino Ave.</b></p> <p><i>The project would reconstruct and rehabilitate El Camino Ave. from Howe Ave. to Fulton Ave., repair damaged and discontinuous sidewalks, install bicycle detection at traffic signals, install curb ramps, and close bicycle lane gaps. The purpose of this project is to help maintain a state good of repair along El Camino Ave. and increase bicycle and pedestrian safety and accessibility.</i></p> <p><u>Snapshot of Application Review Comments and Analysis</u></p> <ul style="list-style-type: none"> <li>● The complete street project would rehabilitate pavement as well as build various bicycle and pedestrian improvements to improve access, safety, and mobility.</li> <li>● The bicycle improvements would include adding bicycle detection at traffic signals, restriping existing bicycle lanes, and painting new lanes to fill gaps and provide continuous lanes for travel.</li> <li>● In completing the project, the County would utilize a combination of overlays, including rubberized asphalt.</li> </ul>	<p>\$1,229,200 Total Cost</p> <p>\$976,700 Request</p> <p><b>\$976,700 Recommended</b></p>
<p><b>County of Sacramento</b></p> <p><b>74. Complete Streets Rehabilitation - Elkhorn Blvd.</b></p> <p><i>The project would rehabilitate Elkhorn Blvd. from the railroad tracks west of W. 6th St. to Marysville Blvd. It would also add new bicycle lanes and make use of rubberized asphalt. The purpose of this project is to help maintain a state of good repair along Elkhorn Blvd. and increase bicycle and pedestrian safety and accessibility.</i></p> <p><u>Snapshot of Application Review Comments and Analysis</u></p> <ul style="list-style-type: none"> <li>● Relative to other projects seeking funding, the corridor has medium level of Average Daily Trips (ADT).</li> <li>● The application would have been strengthened by including improvements to the sidewalk network gaps in the area.</li> <li>● The limited infill anticipated along the corridor does not qualify the project for the special funding consideration given to targeted infill corridors.</li> </ul>	<p>\$670,700 Total Cost</p> <p>\$559,700 Request</p> <p><b>\$0 Recommended</b></p>



## Project Descriptions and Analyses

<p>County of Sacramento</p> <p><b>75. Complete Streets Rehabilitation - Florin Rd.</b></p> <p><i>The project would rehabilitate Florin Rd. from South Watt Ave. to Bradshaw Rd. The purpose of this project is to help maintain a state of good repair on Florin Rd. and increase bicycle and pedestrian safety and accessibility.</i></p> <p><u>Snapshot of Application Review Comments and Analysis</u></p> <ul style="list-style-type: none"> <li>• Relative to other projects seeking funding, the corridor has an average Pavement Condition Index (PCI).</li> <li>• The application would have been strengthened by including new complete streets design features. No improvements other than restriping the roadway were identified.</li> <li>• The limited infill anticipated along the corridor does not qualify the project for the special funding consideration given to targeted infill corridors.</li> </ul>	<p>\$749,000 Total Cost</p> <p>\$673,000 Request</p> <p><b>\$0 Recommended</b></p>
<p>County of Sacramento</p> <p><b>76. Complete Streets Rehabilitation - Folsom Blvd.</b></p> <p><i>The project would rehabilitate Folsom Blvd. from Butterfield Wy. to Bradshaw Rd. It would also fill a sidewalk gap, fill bicycle lane gaps and upgrade the existing bicycle lanes. The purpose of this project is to maintain a state of good repair along Folsom Blvd. and increase bicycle and pedestrian safety and accessibility to transit.</i></p> <p><i>Staff recommends funding the project at the requested amount contingent that the County, at its own expense, covers the subsequent \$50,000 cost increase to fill a sidewalk gap not included in the original application.</i></p> <p><u>Snapshot of Application Review Comments and Analysis</u></p> <ul style="list-style-type: none"> <li>• The project addresses significant pavement rehabilitation needs along a busy arterial.</li> <li>• The project provides an important Class II bicycle lane gap closure that will improve safety along a well-traveled route.</li> <li>• There has been valuable planning completed along the corridor to revitalize it and support mixed-use infill development.</li> </ul>	<p>\$505,500 Total Cost</p> <p>\$392,600 Request</p> <p><b>\$392,600 Recommended</b></p>
<p>County of Sacramento</p> <p><b>77. Complete Streets Rehabilitation - Gerber Rd.</b></p> <p><i>The project would rehabilitate Gerber Rd. from Power Inn Rd. to French Rd. It would also fill in sidewalk gaps, upgrade bicycle lanes, add curb ramps, and add bicycle detection. The purpose of this project is to maintain a state of good repair along Gerber Rd. and increase bicycle and pedestrian safety and accessibility.</i></p> <p><u>Snapshot of Application Review Comments and Analysis</u></p> <ul style="list-style-type: none"> <li>• The estimated project cost for this rehabilitation project is high in comparison to other projects that are receiving a funding recommendation for road rehabilitation projects with complete streets features.</li> <li>• Relative to other projects seeking funding, the corridor has an average Pavement Condition Index (PCI).</li> </ul>	<p>\$1,757,000 Total Cost</p> <p>\$1,581,000 Request</p> <p><b>\$0 Recommended</b></p>

## Project Descriptions and Analyses

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County of Sacramento	\$400,000	Total Cost
<b>78. Complete Streets Rehabilitation - Goethe Rd.</b>	<b>\$349,000</b>	Request
	<b>\$0</b>	<b>Recommended</b>

*The project would rehabilitate Goethe Rd. from Mayhew Rd. to Bradshaw Rd. It would also add bicycle detection, fill gaps in bicycle lanes, upgrade existing bicycle lanes, repair sidewalks, and add curb ramps. The purpose of this project is to maintain a state good of repair along Goethe Rd. and increase bicycle and pedestrian safety and accessibility.*

Snapshot of Application Review Comments and Analysis

- Relative to other projects seeking funding, the corridor has low Average Daily Trips (ADT).
- The limited infill anticipated along the corridor does not qualify the project for the special funding consideration given to targeted infill corridors.

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County of Sacramento	\$1,177,500	Total Cost
<b>79. Complete Streets Rehabilitation - Greenback Lane</b>	<b>\$935,300</b>	Request
	<b>\$935,300</b>	<b>Recommended</b>

*The project would rehabilitate Greenback Lane from Chestnut Ave. to Folsom City Limits, add new bicycle lanes, repair damaged and discontinuous sidewalks, install curb ramps, and add bicycle detection at traffic signals. The purpose of this project is to maintain a state of good repair along Greenback Ln. and to increase bicycle and pedestrian safety and accessibility.*

Snapshot of Application Review Comments and Analysis

- The project emphasizes design features that support greater connectivity of all travel modes. There are comprehensive complete street features that include bicycle lanes, sidewalks, and safety improvements at intersections.
- The project addresses important road rehabilitation needs and includes safety features at intersections that offer site-specific benefits for a corridor that needs safe routes to schools. The project would bridge sidewalk gaps to create a continuous walking network for pedestrians along Greenback Ln.
- The project addresses important road rehabilitation needs along a heavily-traveled commercial corridor that connects two communities.

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County of Sacramento	\$458,400	Total Cost
<b>80. Complete Streets Rehabilitation - Marconi Ave.</b>	<b>\$170,300</b>	Request
	<b>\$170,300</b>	<b>Recommended</b>

*The project would rehabilitate Marconi Ave. from Highway 80 to Howe Ave., add new bicycle lanes, repair damaged and discontinuous sidewalks, install curb ramps, and add bicycle detection at traffic signals. The purpose of this project is to maintain a state of good repair along Marconi Ave. and to increase bicycle and pedestrian safety and accessibility.*

## Project Descriptions and Analyses

- Snapshot of Application Review Comments and Analysis
- The project would address pavement rehabilitation needs as well as bicycle and pedestrian improvements by including many complete street features.
- The project would bridge sidewalk gaps to create a continuous walking network for pedestrians along Marconi Ave.
- The County would utilize a combination of overlays, including rubberized asphalt.

**County of Sacramento**

\$582,800 Total Cost  
 \$511,800 Request  
**\$0 Recommended**

**81. Complete Streets Rehabilitation - Micron Ave.**

*The project would rehabilitate Micron Ave. from Mayhew Rd. to Bradshaw Rd., add new bicycle lanes, install curb ramps, add bicycle detection at signals, and repair damaged and discontinuous sidewalks. The purpose of this project is to maintain a state of good repair along Micron Ave. and to increase bicycle and pedestrian safety and accessibility.*

Snapshot of Application Review Comments and Analysis

- The project has a high Pavement Quality Index (PQI) and low Average Daily Trips (ADT) relative to other projects receiving a funding recommendation.
- The limited infill anticipated along the corridor does not qualify the project for the special funding consideration given to targeted infill corridors.

**County of Sacramento**

\$1,293,000 Total Cost  
 \$1,033,200 Request  
**\$1,033,200 Recommended**

**82. Complete Streets Rehabilitation - Sunrise Ave.**

*The project would rehabilitate Sunrise Ave. from 700 ft. north of Gold Express to American River Bridge, multi-use path crossings, install bicycle detection and curb ramps, and repair damaged and discontinuous sidewalks. The purpose of this project is to maintain a state of good repair along Sunrise Ave. and to increase bicycle and pedestrian safety and accessibility.*

Snapshot of Application Review Comments and Analysis

- The project would address pavement rehabilitation needs as well as bicycle and pedestrian improvements by including many complete street features.
- The project would bridge sidewalk gaps to create a continuous walking network for pedestrians along Sunrise Ave.
- The project would increase safety for bicyclists at traffic stops by adding bicycle detection, eliminating the need for a cyclist to cross the intersection against a red light because the signal would not change.
- The County would utilize a combination of overlays, including rubberized asphalt.

**County of Sacramento**

\$772,000 Total Cost  
 \$616,200 Request  
**\$0 Recommended**

**83. Complete Streets Rehabilitation - Elverta Rd.**

*The project would rehabilitate Elverta Rd. from SR 99 to East Drainage Canal. It would also add bike lanes. The purpose of this project is to maintain a state of good repair along Elverta Rd. and increase bicycle and pedestrian safety and accessibility.*

## Project Descriptions and Analyses

Snapshot of Application Review Comments and Analysis

- The project has a high Pavement Quality Index (PQI) and low Average Daily Trips (ADT) relative to other projects receiving a funding recommendation.
- The limited infill anticipated along the corridor does not qualify the project for the special funding consideration given to targeted infill corridors.

**County of Sacramento**

	\$915,700	Total Cost
	\$712,400	Request
	<b>\$712,400</b>	<b>Recommended</b>

**84. Complete Streets Rehabilitation of Fulton Ave.—1**

*The project would rehabilitate Fulton Ave. from Cottage Way to El Camino Ave. It would also construct new sidewalks, repair and infill damaged/discontinuous sidewalks, install curb ramps, and add bicycle detection at traffic signals. The purpose of this project is to maintain a state of good repair along Fulton Ave. and to increase safety and accessibility for pedestrians and bicyclists.*

Snapshot of Application Review Comments and Analysis

**For Fulton Ave. Projects 1, 2, 3, and 4:**

- The road rehabilitation and complete streets needs along the corridor have been clearly documented in the project sponsor’s pavement management plan and corridor planning efforts completed. As noted in the application and corridor plans, there are good complete street benefits for bicyclists, pedestrians, and transit riders that are made possible through the each of the segments recommended for funding.
- Additionally, the County has a bike and pedestrian master plan that has strong features, including ADA retrofits, identified for the Fulton Ave. corridor that would be realized through this project. For example, the project would bridge sidewalk gaps and extend sidewalks to create a continuous walking network for pedestrians along Fulton Ave.
- The Fulton corridor has notable safety issues at some intersections that will be addressed through this project. For example, the project would increase safety at traffic stops for non-motorized travelers by adding bicycle detection that will eliminate the need for a cyclist to cross the intersection against a red light because the signal does not change.
- Meaningful economic benefit is likely because the improvements are along a major commercial corridor with planned mixed-use infill developments.

**County of Sacramento**

	\$1,584,300	Total Cost
	\$1,224,600	Request
	<b>\$1,224,600</b>	<b>Recommended</b>

**85. Complete Streets Rehabilitation of Fulton Ave.—2**

*The project would rehabilitate Fulton Ave. from Marconi Ave. to Auburn Blvd., modify a signalized intersection for bicycle lanes, construct and repair new and existing sidewalks, install curb ramps, and add bicycle detection at signals. The purpose of this project is to maintain a state of good repair along Fulton Ave. and to increase safety and accessibility for pedestrians and bicyclists.*

Snapshot of Application Review Comments and Analysis

See above for detail on the Fulton Ave. Complete Streets Rehabilitation projects.

## Project Descriptions and Analyses

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<b>County of Sacramento</b> <b>86. Complete Streets Rehabilitation of Fulton Ave.—3</b> <i>The project would rehabilitate Fulton Ave. from Arden Way to Cottage Way, add new bike lanes, modify signalized intersections for bicycle lanes, construct/repair new and existing sidewalks, install ADA curb ramps and bicycle detection at signals. The purpose of this project is to maintain a state of good repair along Fulton Ave. and to increase safety and accessibility for pedestrians and bicyclists.</i>	\$1,113,900 \$883,400 <b>\$883,400</b>	Total Cost Request <b>Recommended</b>
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Snapshot of Application Review Comments and Analysis

See above for detail on the Fulton Ave. Complete Streets Rehabilitation projects.

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<b>County of Sacramento</b> <b>87. Complete Streets Rehabilitation of Fulton Ave.—4</b> <i>The project would rehabilitate Fulton Ave. from El Camino Ave. to Marconi Ave., add new bike lanes, repair damaged sidewalks, install curb ramps, and add bicycle detection traffic signals. The purpose of this project is to help maintain a state of good repair along Fulton Ave. and increase safety for pedestrians and bicyclists.</i>	\$925,900 \$730,300 <b>\$730,300</b>	Total Cost Request <b>Recommended</b>
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Snapshot of Application Review Comments and Analysis

See above for detail on the Fulton Ave. Complete Streets Rehabilitation projects.

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<b>County of Sacramento</b> <b>88. Complete Streets Rehabilitation of Palmer House Drive</b> <i>The project would rehabilitate Palmer House Dr. from Gerber Rd. to Skander Way, repair damaged sidewalks, install curb ramps, and add bicycle detection at traffic signals. The purpose of this project is to maintain a state of good repair along Palmer House Dr. and to increase safety and accessibility for pedestrians and bicyclists.</i>	\$752,600 \$671,600 <b>\$0</b>	Total Cost Request <b>Recommended</b>
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Snapshot of Application Review Comments and Analysis

- The project has low Average Daily Trips (ADT) relative to other projects receiving a funding recommendation.
- The limited infill anticipated along the corridor does not qualify the project for the special funding consideration given to targeted infill corridors.

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<b>County of Sutter</b> <b>89. Brittan Elementary School Pedestrian Route Improvement Project</b> <i>The project would provide six-foot wide sidewalks around the perimeter of Brittan Elementary School in the community of Sutter. The purpose of this project is to provide safer pedestrian and bicycle connections to the elementary school.</i>	\$553,500 \$467,000 <b>\$467,000</b>	Total Cost Request <b>Recommended</b>
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## Project Descriptions and Analyses

### Snapshot of Application Review Comments and Analysis

- This project would make it safer for schoolchildren to walk to school by creating continuous sidewalks for pedestrians.
- The school is located in the center of the community, which would allow the project to yield benefits related to increased pedestrian activity to the community as a whole.

<b>County of Yolo</b>	\$15,600,000	Total Cost
<b>90. CR 98 Bike and Safety Improvement - Phase 2</b>	\$1,800,000	Request
<i>The project would conduct preliminary engineering to rehabilitate County Road 98 (CR 98) from 1300 feet south of CR 29 (the terminus of Phase I) to the Solano County line, widen shoulders, add multi-use paths and bicycle lanes, and install roundabouts at CR 31, Russell Blvd., and Hutchison Dr. The purpose of the project is to improve safety and mobility for all users, especially bicyclists.</i>	<b>\$1,593,500</b>	<b>Recommended</b>

*Staff recommends partially funding this project's requested amount of 100% federal share with a more typical and standard 88.53% federal share.*

### Snapshot of Application Review Comments and Analysis

- This project would substantially improve goods movement, bicycle and pedestrian travel, and safety along this rural corridor that connects the City of Woodland with the City of Davis and University of California at Davis, and to I-80 in Solano County.
- The County of Yolo proposes to build this project in partnership with UC Davis, who has committed to providing the 11.47% local match for roadway improvements adjacent to campus lands.
- This project would provide enhanced mode choices by improving safety conditions for bicyclists traveling between the western portions of Woodland and Davis, including the Russell Blvd. multi-use path and the Hutchison Dr. bicycles lanes on the UC Davis campus.
- The project would improve the safety of a rural-to-urban-corridor that has a combination of high speed commute traffic, bicyclists, slow-speed farm equipment, farm to market trucking, and Cache Creek-sourced aggregate materials trucking.

<b>County of Yolo</b>	\$3,500,000	Total Cost
<b>91. Complete Streets Road Reconstruction - County Road 27</b>	\$3,500,000	Request
<i>The project would reconstruct CR 27, from CR 97 to CR 102, adding wider paved shoulders for bicycles, consistent with the rural character of the road. The purpose of this project is to help maintain a state of good repair along CR 27, improve goods movement, and improve bicycle safety and accessibility.</i>	<b>\$811,524</b>	<b>Recommended</b>

*Staff recommends partially funding this pavement rehabilitation project on CR 27 from CR 98 to CR 99.*

### Snapshot of Application Review Comments and Analysis

- CR 27 is one of the few east-west routes in Yolo County for agricultural goods movement.
- The complete corridors features address bicycle needs through wider shoulders that provide a co-benefit for rural goods movement travel.

## Project Descriptions and Analyses

- Most of the safety improvements made along this corridor were part of a previously funded project on CR98.
- The project would utilize a cement-treated, full-depth reclamation process to recycle the road in place, a cost-effective measure for the rehabilitation work.

<b>County of Yuba</b>	\$2,460,400	Total Cost
<b>92. Mathews Ln. and Ramirez Rd. Farm-to-Market Project</b>	\$2,178,000	Request
<i>The project would reconstruct Matthews Ln., from Woodruff Ln. to Ramirez Rd., and Ramirez Rd., from Matthews Ln. to Fruitland Rd., to connect to Farm-to-Market truck destinations. The purpose of the project is to rebuild the road and remove the 22-ton weight restriction in the project area, resulting in reduced travel distances for goods movement and decreased congestion within the City of Marysville.</i>	<b>\$2,178,000</b>	<b>Recommended</b>

Snapshot of Application Review Comments and Analysis

- The project would repair pavement in poor condition along a route that requires reconstruction before agricultural trucks can use it.
- The project would cut agricultural trip distances by six miles by providing a more direct route to this area’s rice dryers, and also eliminate the need for those trucks to drive through the City of Marysville.
- Complete streets elements include adding bicycle route signage, consistent with the Yuba County Bikeway Master Plan and the rural character of the roadway.

<b>County of Yuba</b>	\$3,195,000	Total Cost
<b>93. North Beale Rd. Complete Streets Phase 2 Project</b>	\$2,828,000	Request
<i>The project would construct bicycle lanes, curb and gutter, sidewalks and other improvements at North Beale Rd. through the corridor, from Lindhurst Ave. to Griffith Ave., along this impoverished area that serves as the main corridor for this community. The purpose of this project is to transform the remaining half of this existing corridor into a complete street.</i>	<b>\$140,000</b>	<b>Recommended</b>

*Staff recommends partially funding this project for right-of-way acquisition.*

Snapshot of Application Review Comments and Analysis

- The application discussed a long-term project schedule that anticipates construction closer to 2017 to complete the second half of improvements on this corridor.
- The project needs to have the design, right-of-way and environmental ready for five intersections. It would be difficult to do all of that within three years.
- Funding the right-of-way acquisition would help advance the project towards construction, and enable the project sponsor to seek construction funds closer to the needed date.

## Project Descriptions and Analyses

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<b>County of Yuba</b>	\$810,000	Total Cost
<b>94. Olivehurst Ave. Roundabout Project</b>	\$717,000	Request
<i>The project would construct a roundabout, widen sidewalks to facilitate pedestrians and bicyclists around the perimeter of the roundabout, and provide refuge islands at Powerline Rd. to the east and Oliverhurst Ave. to both the north and south. The purpose of this project is to provide safety and multi-modal access at this key intersection.</i>	<b>\$717,000</b>	<b>Recommended</b>

Snapshot of Application Review Comments and Analysis

- The project demonstrates potential to increase safety and visibility at a key intersection in a small community that is considered an environmental justice area in the MTP/SCS. The roundabout will help create a safe transition from traffic moving quickly to/from a state highway into the commercial center of the community with considerable travel to/from residential areas and schools in the area.
- The project reflects considerable planning efforts by the community and is a priority
- The addition of street lighting and wide sidewalks could encourage active transportation in Olivehurst.

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<b>Paratransit</b>	\$2,218,400	Total Cost
<b>95. Replace CNG Paratransit Vehicles for Elderly, Disabled, CTSA Service</b>	\$1,963,900	Request
<i>The project would replace 20 CNG paratransit vehicles to provide service to elderly and disabled passengers, as well as to provide for consolidated transportation service agency (CTSA) needs that ensure safe and reliable transportation that can serve the growing demand for such services.</i>	<b>\$1,571,200</b>	<b>Recommended</b>

*The project would replace 20 CNG paratransit vehicles to provide service to elderly and disabled passengers, as well as to provide for consolidated transportation service agency (CTSA) needs that ensure safe and reliable transportation that can serve the growing demand for such services.*

*Staff recommends a partial funding award for up to 16 new paratransit vehicles that would be available to Paratransit, Inc. for ADA Type 1 services through their lease agreement with Sacramento Regional Transit District (SRTD) and the subsequent release of an equal number of used vehicles for CTSA services provided directly by Paratransit, Inc.*

Snapshot of Application Review Comments and Analysis

- The project application and supporting documentation demonstrate significant need for replacement ADA vehicles and evidence that the transit services provided by the project applicant increase access and mobility options for a growing segment of the population.
  - The recommendation allows for the replacement of the oldest ADA vehicles currently in service with new vehicles. The replacement of these vehicles will result in a subsequent release of an equal number of used vehicles for CTSA services coordinated by Paratransit, Inc.
  - Replacing transit vehicles that are beyond their useful life helps address a "state of good repair" challenge for transit operators across the region, including Paratransit, Inc. that are struggling to secure funding to maintain existing service levels, let alone plan the expansion of transit services to meet growing demand.
-



## Project Descriptions and Analyses

### SACOG

#### 96. Regional Bicycle and Pedestrian Data Collection

*The project would develop regional standards for evaluating bicycle/pedestrian projects, procure and place automated bicycle/pedestrian counters, and develop a smartphone applications for collecting user's bicycle/pedestrian travel data. The purpose of the project is to increase the data available to make informed decisions about future bicycle and pedestrian transportation investments.*

\$632,000	Total Cost
\$559,500	Request
<b>\$559,500</b>	<b>Recommended</b>

#### Snapshot of Application Review Comments and Analysis

- The project intends to establish a universal standard for bicycle and pedestrian data collection, and metrics for evaluating the benefit of bicycle/pedestrian projects across region, which would standardize the measurement of investment and activity. Project evaluation standards are expected to be incorporated into the next regional funding program guidelines to create a “level playing field” for all project evaluation.
- The project demonstrates cost effectiveness by leveraging existing tools and local resources, such as working with local members to analyze and recommend bicycle/pedestrian counters and locations to the Bicycle & Pedestrian Advisory Committee.
- Regional data collection would support the efforts of cities and counties seeking to increase information about bicycle and pedestrian travel, and provide hard data to support local jurisdictions developing grant applications.
- Project evaluation standards can prove or disprove how performance measures are being met, which is a consideration for federal transportation dollars under Moving Ahead for Progress in the 21st Century (MAP-21).

#### Sacramento/West Sacramento/Regional Transit/Yolo County Transportation District Joint Application

#### 97. Downtown/Riverfront Transit (Streetcar) Project Development

*The project would complete preliminary engineering, environmental clearance, and design to develop the Downtown/Riverfront Transit Streetcar project in the Cities of Sacramento and West Sacramento. The purpose of the project is to improve transit service and local circulation, especially for shorter trips, by connecting the urban core of Sacramento and West Sacramento and supporting existing and future development on both sides of the Sacramento River.*

\$12,300,000	Total Cost
\$5,000,000	Request
<b>\$5,000,000</b>	<b>Recommended</b>

*Staff recommends full funding of the request, contingent upon the participating agencies securing the estimated remaining balance of \$7,300,000 for full project development costs. All policy board actions by the agencies committing current or future revenues towards the project are required before the allocation of \$5,000,000 in regional funds is made.*

#### Snapshot of Application Review Comments and Analysis

- The application and supporting documentation demonstrate strong performance benefits from the project, including the reduction of VMT, expanded mobility options, and serving as a catalyst for economic development in the urban core of both Sacramento and West Sacramento.

## Project Descriptions and Analyses

- The multi-jurisdictional application is highly leveraged by local contributions, demonstrating support and cooperation among multiple agencies that will be critical for successful early implementation of the project.
- The project capitalizes on substantial private investment being made along the corridor, including a major infill project in West Sacramento and the Entertainment and Sports Complex (ESC) in downtown Sacramento.
- The new development projects underway or planned in the urban core of Sacramento and West Sacramento are projected to generate significant travel demand in the near-term that would be served by the streetcar.

<b>Sacramento Regional Transit</b>	\$34,087,900	Total Cost
<b>98. CNG Replacement Buses, Communications Equipment, and Spare Parts</b>	\$30,178,000	Request
	<b>\$11,000,000</b>	<b>Recommended</b>

*The project would replace Sacramento Regional Transit District's (SRTD) CNG buses and cutaway vehicles. The purpose of the project is to help maintain a "State of Good Repair" for transit fleets.*

*Staff recommends partially funding this project based on SACOG transit staff analysis of fleet replacement plans and future service expansions planned by SRTD.*

Snapshot of Application Review Comments and Analysis

- The recommendation is in support of the MTP/SCS goal of improving the region's "state of good repair" for transit services. The funding award will bolster the project sponsors efforts to secure enough funds over the next four years to replace or rehabilitate/retank the buses that are scheduled for retirement by 2017.
- The partial funding recommendation includes the option for the project sponsor to determine the balance between full sized 40' coaches and smaller 26' buses that will be procured with the funds received. There is also the option to apply the funding towards rehabilitation/retanking of the buses that would otherwise be retired.
- The performance benefits demonstrated in the application include reducing congestion, improving air quality, and offering more access & mobility options in the SRTD service area.

<b>Sacramento Regional Transit</b>	\$8,500,000	Total Cost
<b>99. New Dos Rios Light Rail Station</b>	\$500,000	Request
	<b>\$500,000</b>	<b>Recommended</b>

*The project would achieve final environmental clearance and design completed for a new light rail station on the east end of 12th St., south of Richards Blvd. The purpose of this project is to provide a light rail station to a low income area whose residents depend on public transportation.*

Snapshot of Application Review Comments and Analysis

- Renewing the environmental clearance and design described in the project would be the first key step in providing a new light rail station to serve a mixed-use, infill community.
- The project dovetails with the City of Sacramento's efforts to transform North 12th St. a complete street that is pedestrian and transit-friendly.

## Project Descriptions and Analyses

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Sacramento Regional Transit	\$600,000	Total Cost
<b>100. New Horn Light Rail Station</b>	\$500,000	Request
<i>The project would update the existing NEPA/CEQA clearance and completion of design/engineering for a new light rail station at Horn Rd. The purpose of this project is to provide a light rail station in a gap area to a neighborhood that is projected to have high transit usage.</i>	<b>\$500,000</b>	<b>Recommended</b>

Snapshot of Application Review Comments and Analysis

- The project would provide a new station on the existing Gold light rail line between the Butterfield station in Sacramento County and the Mather/Mills station in Rancho Cordova, catalyzing planned development consistent with long-range plans for the City of Rancho Cordova and Sacramento Regional Transit.
- By partnering with the City of Rancho Cordova, the project demonstrates the potential to coordinate Sacramento Regional Transit efforts with Rancho Cordova efforts, such as the city’s ongoing Folsom Blvd. complete streets conversions.

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Sacramento Regional Transit	\$5,774,000	Total Cost
<b>101. Operating Assistance - Year 3 Start Up Blue Line Light Rail Expansion - Phase 2</b>	\$2,000,000	Request
<i>The project would provide operating assistance for the Blue Line Light Rail Expansion, year 3. The purpose of the project is to fund operations for the extended Blue Line from Meadowview Station to Cosumnes River College, a 4.3 mile extension.</i>	<b>\$2,000,000</b>	<b>Recommended</b>

Snapshot of Application Review Comments and Analysis

- Project provides a valuable service and the requested amount is relatively low compared to the other revenues secured for the project. The applicant has already shown a significant financial commitment to the project and is fully committed to ensuring that the project is completed.
  - In a prior funding round, SACOG awarded \$4M for the first two years of operating. Funding the third year of operations costs for the Blue Line Light Rail expansion completes its startup funding strategy. The amount recommended for the third year of funding could also be stretched to cover startup costs up to the fifth year of operations under recent federal guideline changes.
  - The project directly supports existing or planned mixed-use development areas, including significant transit oriented development (TOD) potential at the light rail stations.
  - The project reduces VMT for commuters on the SR 99 corridor to the Sac/Elk Grove border who will have a rail transit commute alternative.
  - The project emphasizes design features that support greater connectivity of all travel modes. Associated pedestrian improvements are planned for the light rail stations and there is a parking garage at Cosumnes River College (CRC) to support the large increase in commuters anticipated.
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## Project Descriptions and Analyses

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<b>Southeast Connector JPA</b>	\$311,766,000	Total Cost
<b>102. Capital Southeast Connector Project</b>	\$6,000,000	Request
<i>This project would help advance concept planning and scope for Phase 1 of the Capital Southeast Connector. The purpose of the project is to link residential areas and employment centers from Elk Grove to El Dorado Hills, and relieving congestion on area freeways and the congested two-lane local roadways that currently serve the corridor.</i>	<b>\$2,000,000</b>	<b>Recommended</b>

*This project would help advance concept planning and scope for Phase 1 of the Capital Southeast Connector. The purpose of the project is to link residential areas and employment centers from Elk Grove to El Dorado Hills, and relieving congestion on area freeways and the congested two-lane local roadways that currently serve the corridor.*

*Staff recommends partially funding this project as part of a contingent action which would require the JPA to complete, within one year of award, a Board-adopted phasing plan that identifies an initial Phase 1 project where the regional funds would be programmed for Planning, Analysis and Environmental Design (PA/ED) activities.*

Snapshot of Application Review Comments and Analysis

- The application documentation demonstrates that Phase 1 of the Connector is anticipated to provide multiple performance benefits when completed.
- The project reflects years of planning and multi-agency coordination in a growing portion of the region.
- The Phase 1 improvements being planned by the JPA largely align with the scope of the Connector corridor improvements included in the MTP/SCS. The key difference is the timing for implementation, with the MTP/SCS assuming a longer period for full completion of the project due to financial constraints.
- Given the status of active efforts to define the initial segments for environmental clearance and ROW acquisition, the JPA was unable to provide specifics on where along the 35 mile corridor the awarded funds would be spent for an initial construction phase. As a result, it is difficult to estimate project benefits when compared to other clearly scoped projects that were submitted for regional funding consideration.
- Another application for regional funds in two years would be strengthened by a segment phasing plan, including a detailed implementation strategy and evidence of committed funds for the segment where the regional funds would be spent.

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<b>Sacramento Metropolitan Air Quality Management District</b>	\$4,400,000	Total Cost
<b>103. Bike Share</b>	\$3,905,000	Request
<i>The project would fund an initial bike share system in three cities (Davis, Sacramento, and West Sacramento) and provide planning efforts for potential regional expansion of a Bike Share pilot program and create a comprehensive Equity Action Plan. The purpose of the project is to provide an active transportation option to a wide variety of users and help increase the visibility and public awareness about bicycling as a viable transportation option.</i>	<b>\$3,905,000</b>	<b>Recommended</b>

*The project would fund an initial bike share system in three cities (Davis, Sacramento, and West Sacramento) and provide planning efforts for potential regional expansion of a Bike Share pilot program and create a comprehensive Equity Action Plan. The purpose of the project is to provide an active transportation option to a wide variety of users and help increase the visibility and public awareness about bicycling as a viable transportation option.*

*Staff recommends funding this project as part of a contingent action which would require the project sponsor to incorporate the outcome of additional planning activities described below into a revised business plan.*

## Project Descriptions and Analyses

### Snapshot of Application Review Comments and Analysis

- The application demonstrated potential to increase access to transit and transit use by helping overcome barriers, such as the limited space and inconvenience of transporting bicycles on buses and trains, or the need to own and maintain a bicycle at the origin and destination of a transit route.
- The commitment from participating cities to assist financially and with siting kiosks (as needed) illustrates the strong local involvement with the project.
- The project has the potential to increase bicycle access to a wide variety of users, such as commuters, new bicyclists, and tourists, even increasing the number of women cyclists is suggested from similar projects implemented elsewhere in the country.
- The additional planning efforts would provide extra consideration for potential equity concerns, analyze new technology delivery options, and outline strategies for possible bike share system expansion to areas throughout the region.

### Sacramento Metropolitan Air Quality Management District

	\$6,000,000	Total Cost
	\$1,500,000	Request
	<b>\$0</b>	<b>Recommended</b>

#### **104. PHEV/PEV Incentive Program**

*The project would provide incentives and additional funds towards the purchase or lease of PHEV/PEV qualifying vehicles. The purpose of the project is to encourage the introduction of Medium-duty and Heavy-duty PHEV/PEV trucks and shuttles into the region.*

### Snapshot of Application Review Comments and Analysis

- The application states that the PHEV/PEV project is already included as part of the SECAT program where \$3m of regional funds are contributed annually.
- The application demonstrates that air quality and greenhouse gas reduction benefits are possible, but the application documentation does not demonstrate that VMT will be reduced.

### Yolo County Transportation District

	\$997,500	Total Cost
	\$798,000	Request
	<b>\$798,000</b>	<b>Recommended</b>

#### **105. Replace Paratransit Vehicles**

*The project would replace and rehabilitate 7 Yolo Special paratransit vehicles. The purpose of the project is to help maintain a "State of Good Repair" for transit fleets.*

### Snapshot of Application Review Comments and Analysis

- This project helps maintain a "State of Good Repair" for transit fleets.
- The benefits of the project would include reducing congestion, improving air quality, and offering more access and mobility options in Yolo County, with co-benefits also provided to Sacramento County as a result of the Yolo special services that extend to downtown Sacramento and medical offices in Sacramento.

### Yolo County Transportation District

	\$2,336,000	Total Cost
	\$782,600	Request
	<b>\$782,600</b>	<b>Recommended</b>

#### **106. Rehabilitate and re-tank CNG buses**

*The project would replace and rehabilitate 8 Yolo CNG buses. The purpose of the project is to help maintain a "State of Good Repair" for transit fleets.*

# Project Descriptions and Analyses

## Snapshot of Application Review Comments and Analysis

- This project helps maintain a "State of Good Repair" for transit fleets.
- The benefits of the project would include reducing congestion, improving air quality, and offering more access and mobility options in Yolo County, with co-benefits also provided to Sacramento County because of the Yolobus services offered to downtown Sacramento and to the Sacramento International Airport.

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### Yolo County Transportation District

\$4,833,000 Total Cost

#### **107. Replace CNG Transit Buses**

\$813,700 Request

*The project would replace nine Yolobus CNG buses. The purpose of the project is to help maintain a "State of Good Repair" for transit fleets.*

**\$813,700 Recommended**

## Snapshot of Application Review Comments and Analysis

- This project helps maintain a "State of Good Repair" for transit fleets.
  - The benefits of the project would include reducing congestion, improving air quality, and offering more access and mobility options in Yolo County, with co-benefits also provided to Sacramento County because of the Yolobus services offered to downtown Sacramento and to the Sacramento International Airport.
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## **October 31 Transportation Committee Discussion on Capitol Southeast Connector Funding Request**

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Three groups of people participated in the discussion on the recommended funding for the Capital Southeast Connector funding request by the Joint Powers Authority (JPA) managing the project. The JPA is comprised of five jurisdictions: the counties of El Dorado and Sacramento, and the cities of Elk Grove, Folsom and Rancho Cordova.

**Capital Southeast Connector JPA:** SACOG Transportation Committee Vice-Chair and JPA Board Chair David Sander, along with JPA Board members from Folsom (Jeff Starsky) and Elk Grove (Pat Hume). JPA Executive Director Tom Zlotkowski also attended and spoke on the item.

**SACOG staff:** Mike McKeever, Matt Carpenter and Reneé DeVere-OKi

**Transportation Committee members:** Chair Don Saylor and Directors Christopher Cabaldon, Nieves Castro (non-voting ex-officio member) Steve Cohn, Mark Crews (non-voting), Carl Hagen, Jim Holmes, Paul Joiner, Joe Krovoza, and Susan Peters. Also in attendance in the audience were Directors Stan Cleveland and Tom Stallard.

The following is a brief, thematic summary of the issues explored and the positions stated by various parties. Most of the discussion occurred within four broad categories:

- What was the process used to arrive at the staff draft recommendations?
- Was the recommended funding level for the SE Connector reasonable and fair compared to other recommendations?
- What would be the impacts on the JPA's active work from the staff's recommended \$2 million funding level? (compared to the request of \$6 million)
- What process should be used to address the questions/concerns raised?

In addition, there were points made about the overall benefits of constructing the Connector.

### **Key issues regarding the process used to arrive at the staff draft recommendations:**

- Funding levels, criteria for selecting projects, and the process to engage with applicants and stakeholders were discussed and approved by the Board earlier in the year.
- Multiple points of communication were offered between SACOG staff and applicants to provide clarity and technical assistance before and after the applications were submitted.
- Reviewers for the funding program that reviewed the Capital Southeast Connector (Connector) request included several SACOG staff with different types of expertise.

- Some find the process difficult to understand and not as transparent as desired, making it difficult to understand the result.
- Further refinements to the process may be appropriate in subsequent funding cycles.

**Key issues regarding whether the recommended funding level for the SE Connector reasonable and fair compared to other recommendations**

- Given the status of active efforts to define the initial segments for environmental clearance and ROW acquisition, the JPA was unable to provide specifics on where along the 35 mile corridor the awarded funds would be spent for an initial phase of effort. As a result, it was difficult to estimate project benefits when compared to other clearly scoped projects that were submitted for regional funding consideration and further along in their project development efforts.
- The Connector received a lower percentage of its requested funds than some other projects that also requested project development funds.
- By Board action, there is a guideline of limiting project development funding to 5 percent of the total funds awarded (i.e., primary emphasis of the fund is on construction and operation of projects).
- This project is recommended for more total funds for project development than any other project on the list at a similar stage of planning and development.
- Some projects received no funding at all.

**Key issues regarding what the impacts to the SE Connector would be of the staff's recommended \$2 million funding (compared to the request of \$6 million)**

- The recommended level of funding would stall the project and make it infeasible to meet its desired goal of starting construction in 2018.
- The project needs at least an additional \$2.5 million to stay on schedule.
- This is the first SACOG staff has heard that project work would not at all move forward if only \$2 million is provided through this funding round.
- The Connector also has funding for the affected time period from the Sacramento Transportation Authority, but at reduced funding levels from prior years.
- Answering this question precisely is challenging given information provided and lack of decision to date on phasing for the project.
- Funding is needed to develop the phasing plan.



### **Key issues regarding what process should be used to address the questions/concerns raised**

- It is uncommon and challenging for Board to make changes to project funding recommendations at this stage since it is a zero sum game, i.e. any additional funds added to one project must be subtracted from others.
- These are draft recommendations and Board is not expected to be a rubber stamp, (i.e. it does have discretion to make changes).
- The Board should focus its review on whether the criteria and process it approved have been followed by the staff in developing its recommendations.
- It is not fair to focus Board attention at this stage on merits/challenges of one project without giving other projects an equal chance to make their case.

### **Key issues re: overall benefits of constructing the project**

- Research conducted by the Connector JPA suggests significant economic, congestion, safety and other benefits from constructing the project.
- The Connector has been listed in the MTP for the last 3 plans, including the current MTP/SCS with \$300 million in projects by 2035 that are consistent with the JPA's preferred Phase I project.
- At issue during the MTP/SCS update process over next couple years will be whether it is appropriate to build Phase I of the Connector sooner, specifically by 2025 rather than by 2035. SACOG and JPA staff have held many meetings on this topic over the last several months and are hoping to develop a common set of technical assumptions and findings on this question and bring the information forward to the Transportation Committee in the next few months.
- It will be important to consider the dynamic of providing an opportunity for other projects throughout the region that will be seeking funding in the next MTP/SCS to also have access to the SACOG Board's committees and processes.

<b>SACOG 2014 RTIP Draft</b>
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<b>Sacramento</b>
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Agency	PPNO	SACOG ID	Project	Total	14-15	15-16	16-17	17-18	18-19
Caltrans	5835	CAL20466	I-5 HOV Lanes	\$ 2,000			\$ 2,000		
Caltrans			District 3 Ramp Meters	\$ 11,500			\$ 1,500	\$ 200	\$ 9,800
Caltrans			SR 51 NB Transition Lane and Local Roadway Improvements	\$ 900			\$ 900		
Elk Grove		SAC24119	Grant Line Rd. Widening	\$ 3,800				\$ 3,800	
Elk Grove			ITS Master Plan - Phase 4 Implementation	\$ 2,312					\$ 2,312
Elk Grove	5990	SAC24640	Laguna Creek Trail-North	\$ 500			\$ 500		
Folsom			Green Valley Road Widening	\$ 3,000					\$ 3,000
Galt	6576	SAC24642	C St/Central Galt Complete Streets	\$ 2,000		\$ 2,000			
Rancho Cordova			Zinfandel Complex Improvements	\$ 700			\$ 700		
Sac City		SAC24610	14th Ave Extension	\$ 4,008					\$ 4,008
Sac County			Hazel Avenue Widening - Phase 3	\$ 7,000					\$ 7,000
Sac County			Old Florin Town Streetscape Ph 2	\$ 3,328					\$ 3,328
Sac County	6579	SAC16800	Fair Oaks Blvd Improvement	\$ 1,600	\$ 1,600				
Sac RT	5988	REG18014	CNG Replacement Buses, Communications Equipment, and Spare Parts	\$ 18,500		\$ 6,300	\$ 6,300	\$ 5,900	
SACOG	0L30	SAC21710	Planning, Programming, and Monitoring	\$ 3,684	\$ 609	\$ 609	\$ 822	\$ 822	\$ 822
				<b>\$ 64,832</b>	<b>\$ 2,209</b>	<b>\$ 8,909</b>	<b>\$ 12,722</b>	<b>\$ 10,722</b>	<b>\$ 30,270</b>

<b>Sutter</b>
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Agency	PPNO	SACOG ID	Project	Total	14-15	15-16	16-17	17-18	18-19
SACOG	1L53	SUT10450	Planning, Programming, and Monitoring	\$ 340	\$ 56	\$ 56	\$ 76	\$ 76	\$ 76
Yuba City			Feather River Bridge at 5th Street	\$ 20,600				\$ 20,600	
				<b>\$ 20,940</b>	<b>\$ 56</b>	<b>\$ 56</b>	<b>\$ 76</b>	<b>\$ 20,676</b>	<b>\$ 76</b>

<b>Yolo</b>
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Agency	PPNO	SACOG ID	Project	Total	14-15	15-16	16-17	17-18	18-19
Caltrans	301X	CAL15881	I-5/Rt 113 Connection, Phase 2, Correction	\$ -					
Davis	8726	YOL19031	Third Street Improvements	\$ 3,292				\$ 3,292	
Davis			Mace Blvd Complete Street Project	\$ 1,912					\$ 1,912
SACOG	0L37	YOL17010	Planning, Programming, and Monitoring	\$ 711	\$ 119	\$ 118	\$ 158	\$ 158	\$ 158
West Sacramento			Pioneer Bluff Bridge Phase 2 - Village Parkway Extension	\$ 2,500				\$ 735	\$ 1,765
Woodland	8727	YOL19305	East Main St Improvements	\$ 1,080		\$ 1,080			
				<b>\$ 9,495</b>	<b>\$ 119</b>	<b>\$ 1,198</b>	<b>\$ 158</b>	<b>\$ 4,185</b>	<b>\$ 3,835</b>

<b>Yuba</b>
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Agency	PPNO	SACOG ID	Project	Total	14-15	15-16	16-17	17-18	18-19
SACOG	0L41	SAC21710	Planning, Programming, and Monitoring	\$ 259	\$ 43	\$ 42	\$ 58	\$ 58	\$ 58
Yuba County			Olivehurst Avenue Roundabout Project	\$ 717					\$ 717
Yuba County	9679	YUB16027	North Beale Rd Complete Streets Revitalization	\$ 1,765		\$ 1,765			
Yuba County		YUB16006	Powerline Rd Safe Routes to Schools Phase 2	\$ 500			\$ 500		
				<b>\$ 3,241</b>	<b>\$ 43</b>	<b>\$ 1,807</b>	<b>\$ 558</b>	<b>\$ 58</b>	<b>\$ 775</b>

<b>STIP GRAND TOTAL</b>				<b>\$98,508</b>	<b>\$2,427</b>	<b>\$11,970</b>	<b>\$13,514</b>	<b>\$35,641</b>	<b>\$34,956</b>
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**SACRAMENTO AREA COUNCIL OF GOVERNMENTS**

**RESOLUTION NO. X - 2013**

**ADOPTING THE 2014 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 2014 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 2014 SACOG RTIP; and
2. That SACOG will forward this RTIP for 2014 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 project PPNO 5988, 8726, 9679. Interchange, 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 12th day of December 2013, by the following vote of the Board of Directors:

**AYES:**

**NOES:**

**ABSTAIN:**

**ABSENT:**

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Mary Jane Griego  
Chair

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Mike McKeever  
Chief Executive Officer

## SACOG 2014 Programming Round Funding

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

(Draft November 20, 2013)

### 1. Introduction; Project Description and Scope of Work

- a. Program Description: The SACOG [REDACTED] 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 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 Manager is:

[REDACTED]  
[REDACTED] Program  
Sacramento Area Council of Governments  
1415 L Street, Suite 300  
Sacramento, CA 95814  
[EMAIL ADDRESS]  
Phone 916.321.9000  
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 is attached and incorporated herein as Exhibit "B". 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, 2016. 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 – 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, 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.
- 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, 2016. The expiration date of this Agreement is March 31, 2017, 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:

\_\_\_\_\_  
Legal Counsel to SACOG

**Exhibit “A” - Scope of Work, Deliverables, Milestones, and Timeline**

**Exhibit “B” – Recipient Application for Funding**