

**U.S. DEPARTMENT OF TRANSPORTATION**

**GRANT AGREEMENT UNDER THE  
FISCAL YEAR 2023 NEIGHBORHOOD ACCESS AND EQUITY GRANT PROGRAM**

This agreement is between the United States Department of Transportation (the “USDOT”) and the California Department of Transportation (the “**Recipient**”) and the Sacramento Area Council of Governments (the “Subrecipient”).

This agreement reflects the selection of the Recipient to receive a Neighborhood Access and Equity (NAE) Grant for the SACOG Green Means Go: Green Zone Access and Equity Regional Planning Project.

If schedule A to this agreement identifies a Designated Subrecipient, that Designated Subrecipient is also a party to this agreement, and the parties want the Designated Subrecipient to carry out the project with the Recipient’s assistance and oversight.

The parties therefore agree to the following:

**ARTICLE 1  
GENERAL TERMS AND CONDITIONS.**

**1.1 General Terms and Conditions.**

- (a) In this agreement, “**General Terms and Conditions**” means the content of the document titled “General Terms and Conditions Under the Fiscal Year 2023 Neighborhood Access and Equity Program: FHWA Projects,” dated October 1, 2024, which is available on the RCN [website](#). The General Terms and Conditions reference the information contained in the schedules to this agreement. The General Terms and Conditions are part of this agreement.
- (b) The Recipient states that it has knowledge of the General Terms and Conditions.
- (c) The Recipient acknowledges that the General Terms and Conditions impose obligations on the Recipient and that the Recipient’s non-compliance with the General Terms and Conditions may result in remedial action, terminating of the NAE Grant, disallowing costs incurred for the Project, requiring the Recipient to refund to the USDOT the NAE Grant, and reporting the non-compliance in the Federal-government-wide integrity and performance system.

**ARTICLE 2  
SPECIAL TERMS AND CONDITIONS.**

There are no special terms for this award.

**SCHEDULE A**  
**ADMINISTRATIVE INFORMATION**

**1. Application.**

Application Title: SACOG Green Means Go: Green Zone Access and Equity  
Regional Planning Project

Application Date: 09/28/2023

**2. Recipient's Unique Entity Identifier.**

UK66CLDX71

**3. Recipient Contact(s).**

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**4. Key Personnel.**

Name	Title or Position
Bomasur Banzon	District Local Assistance Engineer, D3
Anmol Mishra	Discretionary Grants Coordinator
Garett Ballard-Rosa	Senior Planner
Greg Chew	Senior Planner

**5. USDOT Project Contact(s).**

-  
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and

Kenneth N. Petty II  
Planning/Regional Partnership - Planning  
Director, Office of Planning

Federal Highway Administration  
Office of Planning, Environment, and Realty  
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**6. Payment System.**

USDOT Payment System: FMIS

**7. Office for Subaward and Contract Authorization.**

USDOT Office for Subaward and Contract Authorization: FHWA Office of Acquisition and Grants Management

**8. Federal Award Identification Number.**

See section 24.2 of the General Terms and Conditions.

**9. Designated Subrecipient.**

Designated Subrecipient: Sacramento Area Council of Governments (SACOG)

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## **SCHEDULE B PROJECT ACTIVITIES**

### **1. General Project Description.**

The “Green Zone Access and Equity Regional Planning Project,” will advance planning, engineering, design and project development activities to address barrier transportation facilities in nine federally designated disadvantaged communities that are (1) locally prioritized for infill development and (2) share the challenge of high volume, autocentric facilities that bisect existing neighborhoods to limit both economic and transportation mobility. SACOG will establish a Community-Based Organization Working Group to support equity-centered planning processes that engage traditionally marginalized groups. SACOG will also partner with Valley Vision – the region's workforce intermediary – to establish career pathways for vulnerable community members into jobs that will be created during the implementation of the projects planned with DOT NAE grant funds. Finally, SACOG will provide technical assistance to disadvantaged Green Zone communities to help prepare for the implementation phase.

2. Statement of Work.

**Scope of Work Summary Table**

Grant Task #	Description	Lead	Planning Activities Summary
1	Disadvantaged Communities Green Zone Planning projects	Nine local jurisdictions	See below task table and write up of the nine local jurisdiction scopes
2	Project management and grant administration	SACOG	Execute Memorandum of Understanding with each partner. Conduct ongoing monitoring of each project component/task
3	Community Engagement Strategies	CBO working group	Establish Community Based Organization working group to enable local expertise in marginalized communities that have largely been left out of traditional planning processes
4	Workforce Development	Valley Vision	Outreach to local workforce boards, organized labor and training agencies to map job training pathways for residents of DAC Green Zones to quality infrastructure jobs
5	Technical Assistance	SACOG	Technical assistance to local agencies, working groups and partners to ready disadvantaged Green Zone for implementation phase

**Task 1. Disadvantaged Communities Green Zone Planning projects summary table**

<b>Task #</b>	<b>Jurisdiction /Project</b>	<b>Major barrier facility</b>	<b>Planning Activities Summary</b>
1.1	City of Citrus Heights Sunrise Tomorrow	Sunrise Blvd	Preliminary engineering to help transition a 100-acre decaying mall in a low VMT area with high quality transit into mixed use, high density, and transit-oriented development.
1.2	City of Marysville Re-Envision Downtown Marysville Plan	SR20, SR70, RR tracks	Plan that re-envision system through downtown for multimodal transportation & plan for a downtown traffic calming program.
1.3	City of Rancho Cordova Folsom Blvd: Transforming Old Lincoln Highway Plan	Folsom Blvd, light rail tracks, US50	Update to Folsom Blvd Specific Plan analyzing mobility options, circulation, infill development opportunities, climate resiliency, zoning / development codes, and infrastructure needs.
1.4	City of Sacramento Reconnecting Old North Sacramento	SR 160, Capital City Freeway, and UPRR tracks	Community plan of projects, programs, and policies aimed at reconnecting disadvantaged residents to daily destinations through affordable, accessible, and multi-modal transportation.
1.5	Sacramento County Re-Imagine North Watt Corridor	North Watt Avenue	Implementing North Watt Avenue corridor plan through project development and strategies to bolster bicycle, pedestrian, and transit modes through populous corridor/job center that suffers from high traffic, safety issues, and absence of complete street infrastructure.

1.6	City of West Sacramento US 50 Community Connectivity Project & Sycamore Trail Project	US 50/I-80 biz, UPRR tracks, Jefferson Blvd, Sac River deep water ship channel	(1) Planning to unlock 13 acres of vacant land in center of region's urban core for infill development that is currently isolated by freeways and high-speed access roads. (2) Feasibility studies, cost estimates, and community engagement for first and only multi-use and low transportation stress trail connecting City's northern and Southern areas.
1.7	City of Woodland East Street Corridor Complete Streets	East Street, UPRR to west of facility	Feasibility study for road diet and complete streets through the East Street corridor.
1.8	Yuba City Central City Green Zone Redevelopment Plan	State Highway 20	(1) SR20 bike/ped crossing feasibility. (2) Develop form-based objective design standards to streamline review/approval, provide clear design direction, & ensure compatible development in Central City and (3) update Central City Specific Plan.
1.9	Yuba County East Linda Gateway: Lindhurst Corridor Revitalization project	Lindhurst Ave, SR70 and nearby railroad tracks	Design and engineering of rural main street project that will transform the Avenue into a community entry point by providing multimodal improvements, and beautification upgrades.



## **Scope of Work Description**

### **Task 1 Project Descriptions**

#### **Task 1.1. City of Citrus Heights Sunrise Tomorrow Project**

Extent: Sunrise Specific Plan area (Sunrise Avenue from Madison to Greenback)

The City of Citrus Heights’ “Sunrise Tomorrow” project will complete preliminary design and engineering for transportation infrastructure improvements to support the transition of a 100-acre decaying suburban mall into a mixed use, high density, transit-oriented development project. The Sunrise Tomorrow project is the second-largest infill redevelopment opportunity within the SACOG region and will facilitate up to 2,200 multifamily housing units, 480 hotel rooms, 320,000 SF of Retail, 960,000 SF of Office, and 450,000 SF of community/institutional uses along with 25 acres of Open Space. Green Means Go has supported development of a [land use specific plan](#) for the site and infrastructure feasibility analysis.

With US DOT NAE funds, Citrus Heights will complete preliminary design for significant transportation infrastructure improvements along the frontage of the site. This includes preliminary engineering of a multi-use trail with a physically separated 10-foot wide pathway along the site perimeter; a mobility center capable of accommodating existing transit and anticipated BRT with regional connectivity through Sacramento Regional Transit’s network; underground infrastructure connections from existing trunk-line infrastructure necessary to serve site redevelopment; and intersection improvements to facilitate transit priority signalization and improved ingress and egress to the site. Funding will eliminate the remaining transportation barriers needed to transform the site into a mixed-use vibrant and community-orientated infill housing development.

#### **Task 1.2 City of Marysville: Re-Envision Downtown Marysville**

Extent: Downtown Marysville Green Zones (roughly along SR70 from Yuba River to E 24th St. SR 20 from 12th St to Feather River).

City of Marysville’s NAE project to Re-envision Downtown Marysville Plan will develop a plan for the city’s downtown that re-imagines the existing transportation network for multimodal transportation modes, as well as a plan for a downtown traffic calming program. The city is bisected by two state highways – Highway 70 and Highway 20 – that present barriers to mobility and bike/ped access and safety. Marysville’s downtown Green Zone is over 50 percent people of color and over 50 percent low income (household annual incomes below \$40,000 a year). Most traffic in the city is regional through-traffic, which leads to heavy congestion, traffic queuing, and constraints to city’s underserved business and residents. The City will engage transportation engineers and the community in developing a plan to improve connectivity and safety for walking, rolling, and other non-vehicular transportation modes. The study will evaluate changes consistent with the California Transportation Plan 2050 objectives and actions. The City will also formulate plans for a traffic calming program in the Green Zone area of downtown.

### **Task 1.3. City of Rancho Cordova: Folsom Blvd-: Transforming Old Lincoln Highway Plan**

Extent: Folsom Blvd from Bradshaw to Hazel

The City of Rancho Cordova’s NAE project will result in the Folsom Blvd: Transforming Old Lincoln Highway project, which will analyze mobility options, circulation, infill development opportunities, climate resiliency, zoning and development codes, and infrastructure needs to update the Folsom Blvd Specific Plan. The project has three components: (1) update to Folsom Blvd specific plan; (2) a targeted mixed-use and multifamily housing study; and (3) financial feasibility testing for incremental infill.

US-50 and the SacRT light rail bisect Rancho Cordova, disconnecting the older northern end of the city from the developing southern end. Folsom Blvd (the old Lincoln Highway that runs through the middle of Rancho Cordova) still maintains local accessibility challenges from when it was the key east-west thoroughway in the entire Sacramento region, while the construction of US50 has affected the economic viability of the corridor; like many of the other nine DAC Green Zones, the area is over 50 percent low income as well as 50 percent people of color. The plan will assess low-stress options for north-south connections; micro mobility options within the corridor; infill development opportunities; access and need assessment for the nearby business park; climate resilience; zoning, code, and infrastructure needs. The plan will recommend improvements to enhance mobility choices and access to and across the Folsom Blvd corridor, pathways to overcome barriers of the built environment, zoning codes that will encourage infill development, and recommendations on density bonuses.

### **Task 1.4. City of Sacramento Reconnecting Old North Sacramento Community Plan**

Extent: Highway 160 (from 12/16th St Bridge to Cap City), Cap City (from American River to N. of El Camino), UP RR (from river to north of El Camino).

“Reconnecting Old North Sacramento” community plan (Plan) of the City of Sacramento will address legacy impacts and harms caused by Highway 160, Capital City Freeway (i.e., Interstate Business 80 Loop, State Route 51), and the Union Pacific Railroad lines to Old North Sacramento communities. Plan will propose projects, programs, and policies aimed at reconnecting residents and communities to daily destinations through affordable, accessible, and multi-modal transportation. The dividing transportation facilities have cut off Old North Sacramento communities from employment, healthcare, recreation, active transportation, retail, and entertainment opportunities and resources. These barriers have resulted in a limited street network and with dangerous crossings that are identified on the City’s Vision Zero High Injury Network as streets in Sacramento with the highest number of severe injuries and traffic fatalities.

The area transportation network fails to support active transportation, leading to SOV use that contributes to poor air quality and climate change. As for Del Paso Blvd, the construction of the barrier facilities has resulted in generations of harm to the local businesses on Del Paso

Boulevard – formerly the business main street and community center - as traffic was diverted onto the freeway facilities. Today, decades and generations later, the Boulevard continues to struggle: based on census estimates, nearly 100% of households in the area earn less than \$40,000 a year. The Reconnecting Old North Sacramento plan will be a community-driven, implementation-oriented plan that identifies near- and long-term projects, programs, and policies aimed at enhancing mobility, access, and safety, while supporting local businesses and residents.

### **Task 1.5 Sacramento County: Re-Imagine North Watt**

Extent: N. Watt Avenue from Elkhorn to Antelope

The County of Sacramento’s NAE funding to implement the “Re-Imagine North Watt Corridor Plan” will serve an underserved corridor home to 21,000 residents and 6,000 jobs that suffers from high traffic, safety issues, and the absence of complete street infrastructure. Through the Green Zone Access and Equity project, Sacramento County will complete facility project development to prepare North Watt’s transformation to a place where residents can effortlessly access jobs, schools, and open spaces by walking, biking, or riding transit, creating safer routes for students, parents, and commuters, all while fostering economic growth and a stronger sense of community.

The County anticipates a substantial 27% rise in dwelling units within a one-mile radius of Watt Avenue by 2040, with a significant 44% increase within a half-mile. To accommodate regional growth, the North Watt corridor will need to balance jobs and housing and foster multimodal connectivity to nearby employment centers like the McClellan Park business complex. This transformation will reduce automobile dependence within the community and contribute to a notable reduction in greenhouse gas emissions, aligning with the shared environmental goals. The projected densification of the corridor, combined with existing and planned investments in the vicinity, presents a unique opportunity for the North Watt area to become a sustainable and equitable hub for mobility and livability.

### **Task 1.6. City of West Sacramento: US50 Community Connectivity Project and Sycamore Trail Project**

Extent: US50/Tower Bridge Gateway from Westacre to W. Capitol; Jefferson Blvd from W. Capitol to Drever; Union Pacific Railroad and Sac River Deep Water Channel

The City of West Sacramento portion of the Regional Planning Partnership will improve two DAC Green Zone projects—1. US Highway 50 Community Connectivity Project and 2. Sycamore Trail Project—that reflect the inherited legacy of transportation projects designed to move people through, not within, the community. Today, Green Zones in West Sacramento primarily consist of cleared and redeveloping brownfield land in the obsolete industrial area along the river and of corridors defined by overbuilt arterial roads built as state highways and

lined with declining parking lot-oriented commercial buildings that cut through and divide disadvantaged communities.

The US Highway 50 Community Connectivity Project will unlock 13 acres of vacant brownfields land in the center of the region's urban core for infill development that is currently isolated by freeways and high-speed access roads. The State of California relinquished Tower Bridge Gateway (formerly State Route 275) and Jefferson Boulevard (formerly State Route 84 and today the most dangerous arterial in the city) to the City in the early 2000s. Since then, the City has been working to transform former state-controlled access freeways to local arterial boulevards. Yet the intersection of US50/BUS80, Tower Bridge Gateway, and Jefferson Boulevard remains a major transportation barrier that has impeded bike/ped mobility within the City, inhibited access to jobs and resources, and stymied development and progress for the surrounding communities.

The City will conduct planning studies and conceptual designs to explore the obsolete decommissioned freeway structures on Tower Bridge Gateway and design alternatives for local use; incorporate complete street elements and proposed local to connect communities; complement City plans and projects such as planned light rail extension from Downtown Sacramento to expand accessibility and mobility options; and support nearby planned and underway mixed-use and housing projects. Grant funds would also move forward a long-awaited bike and pedestrian connection that has broad community support.

The Sycamore Trail Project will complete planning and design to establish the City's first and only multi-use and low-transportation stress trail connecting the City's northern and southern areas. It will cross three barrier transportation facilities that have denied disadvantaged communities access to the high-quality amenities in the City's newer, wealthier areas: UPRR, US-50/I-80 Business and the Sacramento Deep Water Channel. These facilities were imposed on the community by the federal, state, and regional governments before the City was incorporated.

The Sycamore Trail Project will help to solve the division caused by the barrier transportation facilities' grade separation and impermeability. Sycamore Trail Phases 1-3 (including a bike/ped bridge over US 50) have already been funded through a variety of state, regional and local funds. This grant request for Phases IV and V will address crossing the Union Pacific tracks and the deep water canal, respectively. US DOT NAE funds will support feasibility studies, cost estimates, and community engagement for these critical connections.

### **Task 1.7 City of Woodland: East Street Corridor Complete Streets**

Extent: East Street: Kentucky Ave to south of Gibson Road (County Fair Mall)

The City of Woodland has joined the regional partnership with the East Street Corridor Complete Streets project, a scope to study the East Street corridor, a historically underserved community

(78 percent community of color) with fewer opportunities to access jobs, education, and amenities, to determine the feasibility of a road diet and conversion to a complete street. This evaluation will include a full traffic study of current and future roadway needs, public outreach within the community, project scoping, and preliminary design to allow the City to adopt a plan line for use with future redevelopment and reinvestment in the corridor. Currently, this vehicle-centric corridor does not provide bicycle facilities and inadequately provides for pedestrians and other non-motorized users. Even without these facilities, the corridor is a necessary travel area for many school-aged children who live in the areas east of East Street who must travel to schools located west of the corridor. The City's General Plan identifies the corridor as an economic focus area and a corridor to consider for a road diet to catalyze improved land values and encourage new development and reinvestment in this corridor.

### **Task 1.8 City of Yuba City: Central City Green Zone Redevelopment Plan**

Extent: Yuba City downtown Green Zones (SR20 from Sutter St to Harter Parkway)

As part of the Regional Partnerships Challenge, the City of Yuba City's NAE funded Central City Green Zone Revitalization Plan has three components: first, to study bicycle and pedestrian crossings across SR20, secondly, to develop Objective Design Standards, and thirdly, to update the Central City Specific Plan. Yuba City is cut in half by Highway 20, stretching east to west, dividing the northern and southern sections of the small city. As with most major corridors across the Sacramento region, there are few pedestrian crossings and very limited multimodal forms of transportation for its residents, 58% of whom are people of color.

Yuba City will develop an Objective Design Standard to barriers to securing approvals for multi-family residential infill development. This effort will focus on developing form-based objective design standards that will streamline review and approval, provide clear design direction, and ensure compatible development in the city's Central City. The city will explore using a combination of increased height limits, increased density, new floor area ratio (FAR) standards, build-to lines, and parking reductions along with the new objective design standards to encourage new infill multi-family and residential mixed-use development. The objective is to allow for the development of quality, attractive affordable and market-rate development in these areas that have been predominantly underutilized, vacant, or outdated commercial. Finally, Yuba City's updated Central City Specific Plan would provide the policies, land use, infrastructure constraints analysis and analysis to accelerate infill multi-family residential in the improved corridor.

### **Task 1.9 Yuba County: East Linda Gateway. Lindhurst Corridor Revitalization Project**

Extent: Lindhurst Avenue from Erle Road to North Beale Road and North Beale Road from Lindhurst Ave to SR70

Yuba County’s NAE component of the regional partnership will complete preliminary design and engineering for the “Linda Gateway: Lindhurst Corridor Revitalization,” an entryway corridor beautification project that will transform the Avenue into a rural main street through multi-modal physical improvements as detailed below. The unincorporated community of Linda is over 60% people of color and 57% of its households earn less than \$40,000 a year. Much of the community’s development occurred over the past century on a piece-meal basis, resulting in a lack of community-serving infrastructure. In particular, Lindhurst Avenue, the community’s main throughway, lacks sidewalks, continuous bike lanes, landscaping, seating or shaded areas, lights, trash receptacles, or drainage. Lindhurst Avenue is sandwiched between SR70 and active freight rail, meaning any community member must use the facility (and its inadequate infrastructure) to move north-south through Linda.

With US DOT NAE grant funds, the County will complete project approval and environmental documentation (PA&ED), as well as plans, specification, and estimates (PS&E). Upon implementation, the project will transform Lindhurst Avenue into a rural main street and establish a cultural connection for the entire community. The project will convert what is essentially a trash-ridden, inaccessible throughway into a multi-modal public space by providing several improvements including landscaping, a continuous sidewalk with ADA accessible ramps, lighting, seating areas, shaded areas, local artwork, improved drainage facilities, and trash receptacles. Long-term maintenance will be through a cooperative effort between Yuba County, local community members, and SAYlove -- a grassroots citizen organization that cares for, supports, and cleans up the Yuba-Sutter.

**Task 1 Deliverables:** nine completed DAC Green Zone plans, facility feasibility, engineering, design, or other project development.

## **Task 2: Project Management and Grant Administration**

SACOG has established a project management team responsible for guiding the regional planning process, managing the Community-Based Organization (CBO) Working Group and Valley Vision workforce mapping, coordinating with participating local agencies (subrecipients), establishing performance metrics, and conducting quality assurance. SACOG’s Finance Director, Grants/Budget Analyst, and Accountant will work together on grant administration and reporting. This team will coordinate with US DOT to execute the grant award, conduct procurement and contracting in accordance with federal, state, and local standards; administer the grant funding; and complete all financial reporting.

**Task 2.1:** SACOG will develop and execute a Memorandum of Understanding (MOU) among the ten participating jurisdictions, outlining the proposed planning process, reporting requirements, and guidelines. SACOG’s Senior Planner, Greg Chew, will administer the MOU.

**Task 2.3:** Each participating local Agency (subrecipient), its staff, and any subcontractors shall establish and maintain an accounting system and reports that properly accumulate incurred

project costs by line. The grant manager of the subrecipient town, city, or county, will be the primary point of contact in the project.

**Task 2.4:** SACOG’s administrative team will conduct ongoing monitoring of the DAC Green Zone planning projects to ensure each project is complete before September 30, 2031.

**Task 2.5:** Each local agency will report to SACOG on a quarterly basis, as detailed in the MOU, providing a written progress report and invoices, as applicable.

**Task 2.6:** With regular progress updates from subrecipients, SACOG will regularly submit Performance Progress Reports (SF-PPR) and Federal Financial Reports (SF-425) to monitor project programs and will submit annual reports that address project administration and overall benefits delivered.

**Task 2 Deliverables:** Progress reports from SACOG and partner agencies.

### **Task 3. Establish Community-Based Organization (CBO) Working Group and Develop Community Engagement Strategies**

**Task 3.1:** Building upon SACOG’s extensive work partnering with CBOs to work in systemically oppressed and marginalized communities that have largely been left out of traditional planning processes, SACOG will establish a CBO Working Group for this project that will enable each participating jurisdiction to tap into CBO’s local expertise to foster inclusive outreach and engagement to inform its planning effort. SACOG will align the CBO Working Group with the work of its Race, Equity, and Inclusion (REI) Working Group and the Engage, Empower, Implement (EEI) program. The REI Working Group is made up of local elected officials from the SACOG Board and external members from public agencies, CBOs, and other organizations invested in improving equity outcomes in the Sacramento region. The EEI initiative will guide participating jurisdictions in deploying equitable and justice-based planning practices that can transform community-identified issues and ideas into implementable projects.

**Task 3.2:** The CBO Working Group will create and disseminate a toolkit for the participating jurisdictions to help incorporate community-led planning and design principles into each project.

**Task 3.3:** The CBO Working Group will develop a community engagement strategy and schedule of meetings and events tailored to its local DAC Green Zone area. Community engagement strategies will build upon the EEI initiative to address barriers to participation for historically disadvantaged, vulnerable, and marginalized community members who are often left out of local decision-making.

**Task 3 Deliverables:** CBO Working Group established; Community Engagement Plan & Outreach toolkit developed/disseminated.

### **Task 4: Workforce Development**

SACOG's partner [Valley Vision](#) (VV), the region's workforce intermediary and lead entity for developing the region's federal Comprehensive Economic Development Strategy (CEDS), will conduct outreach to and stakeholder engagement with local workforce boards, organized labor, and training agencies to assess potential workforce needs associated with implementation of the DAC Green Means Go planning projects and will develop local workforce for the implementation phase of the DAC Green Means Go project. VV will collaborate with educators, employers, labor and a diverse array of workforce development partners, coordinating and aligning regional goals based on data and feedback from CBO groups.

**Task 4.1:** VV to coordinate with CBO Working Group and each DAC Green Zone project to assess potential job creation and hiring needs for implementation of the proposed plans.

**Task 4.2:** VV to engage with job training and workforce partners to establish clear pathways for local jobseekers to obtain high-quality jobs in design and engineering, construction, trades, and other positions that will grow significantly throughout the region as DAC Green Zone projects advance to the implementation phase.

**Task 4.3:** VV to initiate stakeholder engagement to identify local disadvantaged, women-owned, and minority businesses operating in relevant fields, as well as companies/contractors with strong labor standards, pro-active anti-discrimination and anti-harassment plans, workplace rights notice.

**Task 4 Deliverables:** Green Zone workforce ecosystem mapping, labor force pipeline analysis and partnership convenings.

### **Task 5: Technical Assistance**

**Task 5.1:** SACOG will provide technical assistance to disadvantaged Green Zone communities to coordinate between the local jurisdiction planning scopes, community-based working groups, workforce development mapping and other activities to ready the underserved Green Zone for implementation and redevelopment. At least 50 percent of this technical assistance will go to rural communities within disadvantaged Green Zones.

**Task 5 Deliverables:** Green Zone technical assistance to federally-designated disadvantaged communities.



**SCHEDULE C**  
**AWARD DATES AND PROJECT SCHEDULE**

**1. Award Dates.**

Budget Period End Date: September 30, 2031

Period of Performance End Date: September 30, 2031

**2. Estimated Project Schedule.**

Milestone	Schedule Date
Planned Project Completion Date:	March 31, 2031

**3. Special Milestone Deadlines.**

None.

**4. Mandatory Prerequisite Dates.**

Milestone	Date
Added to Unified Planning Work Program (UPWP)	06/2024

**SCHEDULE D**  
**AWARD AND PROJECT FINANCIAL INFORMATION**

**1. Award Amount.**

NAE Grant Amount: \$22,500,000

**2. Federal Obligation Information.**

Federal Obligation Type: Single

**3. Approved Project Budget.**

Eligible Project Costs	
Total	
NAE Funds:	[\$22,500,000]
Other	[\$XXX]
Federal	
Funds:	
Non-Federal	[\$0]
Funds:	
Total:	[\$22,500,000]

**4. Cost Classification Table**

Reserved.

**5. Approved Pre-award Costs**

**None.** The USDOT has not approved under this award any costs incurred under an advanced construction authorization (23 U.S.C. 115), any costs incurred prior to authorization (23 C.F.R. 1.9(b)), or any pre-award costs under 2 C.F.R. 200.458.

## SCHEDULE E CHANGES FROM APPLICATION

**INSTRUCTIONS FOR COMPLETING SCHEDULE E:** Describe all material differences between the scope, schedule, and budget described in the application and the scope, schedule, budget described in schedules B–D. The purpose of this schedule E is to clearly and accurately document the differences in scope, schedule, and budget to establish the parties’ knowledge and acceptance of those differences. If there are notable changes in aspects of the Project other than scope, schedule, and budget (*e.g.*, recipient changes), those changes should also be described. See section 3.1 of the General Terms and Conditions.

**Scope:** there are three scope differences between the application and grant agreement, each described below:

1. **Same scope elements, longer extent for City of Rancho Cordova scope.** The grant agreement includes a slightly longer extent for the City of Rancho Cordova’s Folsom Blvd scope (updated to Folsom Blvd from Bradshaw to Hazel. Grant application was a shorter extent: Folsom Blvd to Mercantile). SACOG and Rancho Cordova reviewed the corridor and found the project could cover the longer extent while keeping all scope elements contained in the grant application. The longer extent leads to a more logical endpoint (the major arterial Hazel Avenue) that better aligns with Rancho Cordova’s Green Zone.
2. **Same scope elements, longer extent for Yuba County scope.** The grant agreement includes a slightly longer extent for Yuba County’s Lindhurst Avenue scope, extending from Lindhurst Avenue along North Beale Road. SACOG and Yuba County reviewed the corridor and found the project could cover the longer extent while keeping all scope elements contained in the grant application. The longer extent allows the project to better address State Route 70 as a major barrier facility.
3. **Rescope and recipient change of \$500,000 City of Isleton SR 160 Bike/Ped Bridge Design project to Green Zone Technical Assistance task.** In the application phase SACOG coordinated with local leadership in each of the federally designated disadvantaged Green Zone communities to identify ten local jurisdiction scopes, including a \$500,000 scope for the City of Isleton to begin design on a pedestrian bridge across SR160. The City of Isleton has requested to withdraw from the regional partnership, citing staff changes and fiscal challenges. Notably, the long-tenured City Engineer/City Manager (same person) recently left Isleton. Given the city’s size (about 800 people, the smallest in the SACOG region), the City feels it no longer has the technical ability to conduct this work. Further, the City has faced some unexpected fiscal challenges and feels it would be unable now to cover costs while waiting for reimbursement. SACOG reviewed both aspects of this request and agrees that the proposed Isleton scope is no longer tenable.

The updated grant agreement shifts the \$500,000 originally planned for the Isleton scope to a technical assistance task led by SACOG that would serve federally-designated

disadvantaged communities that have a locally-adopted Green Zone. Green Zone communities felt this technical assistance would be especially valuable given the interconnected aspect of the regional planning partnership, desire for holistic outcomes, and the varying states of each corridor. The requested scope change represents less than 2.5% of the total grant budget.

*Scope Change Summary*

Component	Application Extent	Grant Agreement Extent	Notes
City of Rancho Cordova: Transforming Old Lincoln Highway	Folsom Blvd from Bradshaw to Mercantile	Folsom Blvd from Bradshaw to Hazel	Longer extent with same scope elements.
Yuba County: East Linda Gateway	Lindhurst Ave from Erle Road to North Beale Rd	Lindhurst Avenue from Erle Road to North Beale Road and North Beale Road from Lindhurst to SR70	Longer extent with same scope elements.
City of Isleton: SR160 Bike/Ped Bridge Design	SR 160 from A St to H St	Rescoped to Technical Assistance program	At least 50% of technical activity to serve rural DAC green zones

**Schedule:** No changes

**Budget:** No changes to overall budget. Grant agreement shifts \$500,000 (less than 2.5% of total budget) from the City of Isleton SR160 task to technical assistance task.

**SCHEDULE F**  
**NAE PROGRAM DESIGNATIONS**

**1. Capital Construction or Planning Designation.**

Capital-Planning- Designation: Planning

**2. Regional Partnership Challenge Grant**

Regional Partnership Designation: Yes

**3. Economically Disadvantaged Community Designation.**

Economically Disadvantaged Community Designation: Yes

**4. Funding Source.**

Funding Source: General Fund

**5. Security Risk Designation.**

Security Risk Designation: Low

**SCHEDULE G**  
**NAE PERFORMANCE MEASUREMENT INFORMATION**

**Reserved.**

## SCHEDULE H CLIMATE CHANGE AND ENVIRONMENTAL JUSTICE IMPACTS

### 1. Consideration of Climate Change and Environmental Justice Impacts.

The Recipient states that rows marked with “X” in the following table are accurate.

x	The Project is a planning project and incorporates consideration of climate change and environmental justice impacts. <i>(Identify how the planning project incorporates consideration of climate change and environmental justice impacts in the narrative below.)</i>
	The Project directly supports a Local/Regional/State Climate Action Plan that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
	The Project directly supports a Local/Regional/State Equitable Development Plan that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
	The Project directly supports a Local/Regional/State Energy Baseline Study that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
x	The Recipient or a project partner used environmental justice tools, such as the Climate & Economic Justice Screening Tool (CEJST), USDOT’s Equitable Transportation Community (ETC) Explorer, or the EPA’s EJSCREEN, to minimize adverse impacts of the Project on environmental justice communities. <i>(Identify the tool(s) in the supporting narrative below.)</i>
	The Project supports a modal shift in freight or passenger movement to reduce emissions or reduce induced travel demand. <i>(Describe that shift in the supporting narrative below.)</i>
	The Project utilizes demand management strategies to reduce congestion, induced travel demand, and greenhouse gas emissions. <i>(Describe those strategies in the supporting narrative below.)</i>
	The Project incorporates electrification infrastructure, zero-emission vehicle infrastructure, or both. <i>(Describe the incorporated infrastructure in the supporting narrative below.)</i>
	The Project supports the installation of electric vehicle charging stations. <i>(Describe that support in the supporting narrative below.)</i>
	The Project promotes energy efficiency. <i>(Describe how in the supporting narrative below.)</i>
	The Project serves the renewable energy supply chain. <i>(Describe how in the supporting narrative below.)</i>
	The Project improves disaster preparedness and resiliency <i>(Describe how in the supporting narrative below.)</i>

	The Project avoids adverse environmental impacts to air or water quality, wetlands, and endangered species, such as through reduction in Clean Air Act criteria pollutants and greenhouse gases, improved stormwater management, or improved habitat connectivity. <i>(Describe how in the supporting narrative below.)</i>
	The Project repairs existing dilapidated or idle infrastructure that is currently causing environmental harm. <i>(Describe that infrastructure in the supporting narrative below.)</i>
	The Project supports or incorporates the construction of energy- and location-efficient buildings. <i>(Describe how in the supporting narrative below.)</i>
	The Project includes recycling of materials, use of materials known to reduce or reverse carbon emissions, or both. <i>(Describe the materials in the supporting narrative below.)</i>
	The Recipient has taken other actions to consider climate change and environmental justice impacts of the Project. <i>(Describe those actions in the supporting narrative below.)</i>
	The Recipient has not yet taken actions to consider climate change and environmental justice impacts of the Project but, before beginning construction of the Project, will take relevant actions described in schedule B. <i>(Identify the relevant actions from schedule B in the supporting narrative below.)</i>
	The Recipient has not taken actions to consider climate change and environmental justice impacts of the Project and will not take those actions under this award.

## 2. Supporting Narrative.

The project used the Climate and Environmental Justice Screening Tool to identify federally-designated environmental justice communities and only includes scopes within these communities. When built, scopes within these environmental justice communities will lead to mode shifts to reduce vehicle emissions. The project has a community-based working group to provide context on environmental justice impacts and ensure historically marginalized environmental justice communities have a pathway for input.



## SCHEDULE I EQUITY AND BARRIERS TO OPPORTUNITY

### 1. Efforts to Improve Equity and Reduce Barriers to Opportunity.

The Recipient states that rows marked with “X” in the following table are accurate:

X	The Project is a planning project and incorporates consideration of racial equity and barriers to opportunity. <i>(Identify how the planning project incorporates consideration of racial equity and barriers to opportunity in the narrative below.)</i>
	A racial equity impact analysis has been completed for the Project. <i>(Identify a report on that analysis or, if no report was produced, describe the analysis and its results in the supporting narrative below.)</i>
	The Recipient or a project partner has adopted an equity and inclusion program/plan, or has otherwise instituted equity-focused policies related to project procurement, material sourcing, construction, inspection, hiring, or other activities designed to ensure racial equity in the overall delivery and implementation of the Project. <i>(Identify the relevant programs, plans, or policies in the supporting narrative below.)</i>
	The Project includes physical-barrier-mitigating land bridges, caps, lids, linear parks, and multimodal mobility investments that either redress past barriers to opportunity or that proactively create new connections and opportunities for underserved communities that are underserved by transportation. <i>(Identify the relevant investments in the supporting narrative below.)</i>
	The Project includes new or improved walking, biking, and rolling access for individuals with disabilities, especially access that reverses the disproportional impacts of crashes on people of color and mitigates neighborhood bifurcation. <i>(Identify the new or improved access in the supporting narrative below.)</i>
	The Project includes new or improved freight access to underserved communities to increase access to goods and job opportunities for those underserved communities. <i>(Identify the new or improved access in the supporting narrative below.)</i>
	The Recipient has taken other actions related to the Project to improve racial equity and reduce barriers to opportunity. <i>(Describe those actions in the supporting narrative below.)</i>
	The Recipient has not yet taken actions related to the Project to improve racial equity and reduce barriers to opportunity but, before beginning construction of the Project, will take relevant actions described in schedule B. <i>(Identify the relevant actions from schedule B in the supporting narrative below.)</i>
	The Recipient has not taken actions related to the Project to improve racial equity and reduce barriers to opportunity and will not take those actions under this award.

**2. Supporting Narrative.**

The project aligns with and incorporates the work of its Race, Equity, and Inclusion (REI) Working Group and the Engage, Empower, Implement (EEI) program. The REI Working Group is made up of local elected officials from the SACOG Board and external members from public agencies, CBOs, and other organizations invested in improving equity outcomes in the Sacramento region to guide participating jurisdictions in deploying equitable and justice-based planning practices that can transform community-identified issues and ideas into implementable projects.

**3. Community Engagement Activities.**

The project will establish a CBO Working Group that will enable each participating jurisdiction to tap into CBO's local expertise to foster inclusive outreach and engagement to inform its planning effort.

**4. Activities to Safeguard Affordability.**

The Community Based Organization Working Group will provide community revitalization and other place-based strategies that enhance community vitality for existing residents. The work also ensures representation from underserved groups has shaped the vision for the area.

## SCHEDULE J LABOR AND WORKFORCE

### 1. Efforts to Support Good-Paying Jobs and Strong Labor Standards

The Recipient states that rows marked with “X” in the following table are accurate:

X	The Project is a planning project. <i>(Identify in the narrative below the extent to which, if any, the planning project incorporates consideration of good-paying jobs and strong labor standards.)</i>
	The Recipient or a project partner has adopted the use of project labor agreements in the overall delivery and implementation of the Project. <i>(Identify the relevant agreements and describe the scope of activities they cover in the supporting narrative below.)</i>
	The Recipient or a project partner has adopted the use of local and economic hiring preferences in the overall delivery and implementation of the Project, subject to all applicable State and local laws, policies, and procedures. <i>(Describe the relevant provisions in the supporting narrative below.)</i>
	The Recipient or a project partner has adopted the use of registered apprenticeships in the overall delivery and implementation of the Project. <i>(Describe the use of registered apprenticeship in the supporting narrative below.)</i>
	The Recipient or a project partner will provide training and placement programs for underrepresented workers in the overall delivery and implementation of the Project. <i>(Describe the training programs in the supporting narrative below.)</i>
	The Recipient or a project partner will support free and fair choice to join a union in the overall delivery and implementation of the Project by investing in workforce development services offered by labor-management training partnerships or setting expectations for contractors to develop labor-management training programs. <i>(Describe the workforce development services offered by labor-management training partnerships in the supporting narrative below.)</i>
	The Recipient or a project partner will provide supportive services and cash assistance to address systemic barriers to employment to be able to participate and thrive in training and employment, including childcare, emergency cash assistance for items such as tools, work clothing, application fees and other costs of apprenticeship or required pre-employment training, transportation and travel to training and work sites, and services aimed at helping to retain underrepresented groups like mentoring, support groups, and peer networking. <i>(Describe the supportive services and/or cash assistance provided to trainees and employees in the supporting narrative below.)</i>
	The Recipient or a project partner has documented agreements or ordinances in place to hire from certain workforce programs that serve underrepresented groups. <i>(Identify the relevant agreements and describe the scope of activities they cover in the supporting narrative below.)</i>

	<p>The Recipient or a project partner participates in a State/Regional/Local comprehensive plan to promote equal opportunity, including removing barriers to hire and preventing harassment on work sites, and that plan demonstrates action to create an inclusive environment with a commitment to equal opportunity, including:</p> <ul style="list-style-type: none"> <li>a. affirmative efforts to remove barriers to equal employment opportunity above and beyond complying with Federal law;</li> <li>b. proactive partnerships with the U.S. Department of Labor’s Office of Federal Contract Compliance Programs to promote compliance with EO 11246 Equal Employment Opportunity requirements;</li> <li>c. no discriminatory use of criminal background screens and affirmative steps to recruit and include those with former justice involvement, in accordance with the Fair Chance Act and equal opportunity requirements;</li> <li>d. efforts to prevent harassment based on race, color, religion, sex, sexual orientation, gender identity, and national origin;</li> <li>e. training on anti-harassment and third-party reporting procedures covering employees and contractors; and</li> <li>f. maintaining robust anti-retaliation measures covering employees and contractors.</li> </ul> <p><i>(Describe the equal opportunity plan in the supporting narrative below.)</i></p>
	<p>The Recipient has taken other actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards. <i>(Describe those actions in the supporting narrative below.)</i></p>
	<p>The Recipient has not yet taken actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards but, before beginning construction of the Project, will take relevant actions described in schedule B. <i>(Identify the relevant actions from schedule B in the supporting narrative below.)</i></p>
	<p>The Recipient has not taken actions related to the Project to improving good-paying jobs and strong labor standards and will not take those actions under this award.</p>

## 2. Supporting Narrative.

The project includes a workforce development task that will collaborate with educators, employers, labor and a diverse array of workforce development partners to establish clear pathways for local jobseekers to obtain high quality jobs in design, engineering, construction and the trades.

**RECIPIENT SIGNATURE PAGE**

The Recipient, intending to be legally bound, is signing this agreement on the date stated opposite that party's signature.

California Department of Transportation]

_____	By: _____
Date	Signature of Recipient's Authorized Representative
	Dee Lam
	_____
	Name
	Chief, Division of Local Assistance
	_____
	Title

**DESIGNATED SUBRECIPIENT SIGNATURE PAGE**

The Designated Subrecipient, intending to be legally bound, is signing this agreement on the date stated opposite that party's signature.

Sacramento Area Council of Governments

<hr/>	By: <hr/>
Date	Signature of Designated Subrecipient's Authorized Representative
	Loretta Su
	<hr/>
	Finance Director, Sacramento Area Council of Governments
	<hr/>

**USDOT SIGNATURE PAGE**

The USDOT, intending to be legally bound, is signing this agreement on the date stated opposite that party's signature.

United States Department of Transportation

_____	By: _____
Date	Signature of USDOT's Authorized Representative
	Elissa Konove
	_____
	Name
	FHWA California Division Administrator
	_____
	Title