

City of Citrus Heights

Funding Request: \$1,214,000

Funding Recommendation: \$1,214,000

ARCADE CRIPPLE CREEK TRAIL: SYLVAN TO STOCK RANCH EXTENSION

Project description

Along the Arcade Creek corridor between the existing trail at the Stock Ranch Commercial Center and Sylvan Road: Complete preliminary engineering, environmental documentation, right of way, and final engineering and construction documents for 0.45 miles of new Class I multiuse trail; conduct community engagement for the project with events anticipated during the Preliminary Design, Environmental Documentation, and Final Design Phases.

Working Group Discussion

- The application and scope connected the project with climate adaptation strategies and important destinations such as larger employers and schools.
 - The scope identified clear connections to public health and safety and identified approaches to improve trail user safety at at-grade trail crossings.
 - The project described significant benefits from connecting to existing and in-progress segments of the Arcade Cripple Creek Trail system.
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City of Elk Grove

Funding Request: \$566,592

Funding Recommendation: \$566,592

LAGUNA CREEK INTER-REGIONAL TRAIL SEGMENT 4

Project description

The Laguna Creek Inter-Regional Trail Segment 4 (Waterman Rd to Sierra River Dr) includes a grade separated undercrossing of Waterman Rd and a new Class I trail on Bond Rd, closing a gap in the network between two existing trails.

Working Group Discussion

- The application thoroughly described the safety concerns in the project area and identified a strong local need with many community engagement opportunities that would help shape the project.
- The project demonstrated potential to reduce carbon by making meaningful connections in the community, such as to the high school, and many more connections as part of the longer ten-mile trail.

- The working group encourages the project sponsor to engage with residents of the apartment complex to strengthen the potential for disinvested community use and ownership of the trail.
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City of Rancho Cordova

Funding Request: \$1,177,000

Funding Recommendation: \$1,061,911

COMMUNITY-BASED TRAVEL PLANNING, BIKE PARKING, AND WAYFINDING

Project description

In Rancho Cordova: expand the existing community-based travel planning program throughout Rancho Cordova; conduct an Active Transportation Wayfinding study; develop a bike parking program.

Working Group Discussion

- The partial recommendation would fund the travel behavior program and the wayfinding plan, which were discussed as the components with the strongest connection to carbon reduction, safety, and local need.
 - The travel planning campaign would operate for up to five years, which would provide sufficient time to determine its efficacy in shaping travel behavior and utility for longer-term carbon reduction potential.
 - The project would work to extend travel planning program benefits to disinvested residents who do not currently have access to the existing programs in newer developments within the city.
 - The wayfinding plan would complement the community-based travel planning program while providing opportunities to highlight locally significant destinations and increase community acceptance of biking and walking.
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City of Rancho Cordova

Funding Request: \$252,310

Funding Recommendation: \$252,310

EV CHARGING NEEDS ASSESSMENT AND NETWORK PLANNING

Project description

Within the City of Rancho Cordova: complete an electric vehicle (EV) charging needs assessment and charging infrastructure network planning project. The project will develop policies and strategies for overcoming community, financial, and infrastructural obstacles for the widespread deployment of EV charging infrastructure. The project will focus on level 1 and level 2 charging

infrastructure for light duty vehicles across the entire city with focuses on single-family residential, multi-family residential, and business locations.

Working Group Discussion

- The project demonstrated strong potential to reduce carbon emissions and is a direct result of the City's Climate Action & Adaptation Plan.
 - The scope and application effectively connected the need for the project to the needs of disinvested communities, such as examining the challenges to adding charging infrastructure to multifamily units and working with landlords.
 - The working group discussed how the project's engagement strategy would be stronger with more direct meetings to inform the final plan.
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City of Roseville, CA

Funding Request: \$600,000

Funding Recommendation: Contingency list

DRY CREEK GREENWAY EAST TRAIL, PHASE 2 - RIGHT OF WAY

Project description

Along the Dry Creek corridor between Rocky Ridge Drive in East Roseville to Old Auburn Road on the city boundaries: fund acquisition of right of way for the 1.6 mile phase 2 of the Dry Creek Greenway multi-use trail project.

Working Group Discussion

- The project would connect sensitive populations to significant destinations like regional parks and sports centers, and appears to have people using it in its current unimproved state.
 - The application highlighted the potential for transportation benefits such as alleviating traffic on nearby roads.
 - The scope and application did not identify how this funding request related to prior awards, nor did it outline strategies to mitigate risks in the right of way phase.
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City of Sacramento

Funding Request: \$273,647

Funding Recommendation: Contingency list

WALKING AND BICYCLING WAYFINDING PLAN

Project description

In the City of Sacramento: create a wayfinding plan to encourage residents to use active transportation and transit for their daily needs.

Working Group Discussion

- The working group was unsure if the funding request would be enough to deliver the work described in the application and scope.
 - The project focused on existing conditions that deter people from biking and walking, which would improve public health and safety when addressed.
 - The application did not have a clear discussion of how the project would benefit disinvested communities and did not describe how the project would expand access to people that do not speak English.
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City of Sacramento

Funding Request: \$442,600

Funding Recommendation: Contingency list

NIÑOS PARKWAY REGIONAL TRAIL CONNECTION STUDY

Project description

Study alternatives to construct safe and accessible bicycle and pedestrian improvements to close the gap in the City's active transportation network between the Niños Parkway Class I trail and the American River Parkway Class I trail, including preliminary engineering and community outreach.

Working Group Discussion

- The project demonstrated strong potential to connect a heavily impacted disinvested community with the regional trail, the American River Parkway.
 - The scope of work did not propose strong community engagement with potential users and impacted communities to help shape the project and determine the preferred alternative.
 - The application did not identify how the project would remove barriers facing the community, nor how the project would support carbon reduction.
 - The application did not explain how this potential crossing related to other in-progress crossings of the American River.
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City of West Sacramento

Funding Request: \$1,974,077

Funding Recommendation: \$1,899,952

CA DELTA TRAIL: CLARKSBURG BRANCH LINE EXTENSION

Project description

Along the Clarksburg Branch Line rail corridor from the West Sacramento city limits to Willow Point Road in the community of Clarksburg : complete Alternatives Analysis, PA&ED, PS&E, and

R/W for 6.4 miles of Class I multimodal trail and fiber optic connectivity; engage with key project partners through one-on-one interviews, workshops, and pop-ups, including agricultural and adjacent property owners, tribal representatives, local businesses, community organizations, and residents.

Working Group Discussion

- The project sponsor agreed to receive the partial funding recommendation for their scope of work; the remaining scope request is identified on the contingency list should any other recommended projects fail to deliver.
 - The project was submitted by the City of West Sacramento on behalf of a coalition of multiple agencies each providing unique expertise and support for the project, demonstrating strong partnerships.
 - The application and scope thoroughly discussed public health and safety benefits that would result from the project by connecting a rural unincorporated community to other communities by offering a protected corridor as an alternative to the limited, high-speed rural roads.
 - The working group encourages the project sponsors to strengthen their approach in identifying how the project would benefit low-wage earners.
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Placer County Transportation Planning Agency (PCTPA)

Funding Request: \$1,200,000

Funding Recommendation: \$1,200,000

COUNTYWIDE ZERO EMISSION VEHICLE (ZEV) INFRASTRUCTURE PLAN

Project description

In the PCTPA planning area: develop a Countywide Zero-Emission Vehicle (ZEV) Infrastructure Plan with the goal of accelerating and sustaining ZEV market growth; the project includes an assessment of equity impacts and will provide recommendations to improve equitable outcomes. Deliverables include a Public Fleet Transition Plan, ZEV land use planning tools, and an Implementation Plan.

Working Group Discussion

- The application and scope acknowledged needs for multilingual outreach, making materials will be available in English and Tagalog, and Russian for specific materials where the County has a growing Russian population, but did not identify how it would bridge the gap for disinvested residents in Placer County.
- The working group recognized the scope would result in implementable projects to advance ZEV Infrastructure and support state goals and strategies for carbon reduction.

- In addition to the listed partners, the working group encourages the project sponsor to coordinate with Nevada County on the infrastructure plan development.
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Sacramento County Department of Transportation

Funding Request: \$564,864

Funding Recommendation: \$564,864

NORTHERN TRAIL EXTENSION PROJECT

Project description

Along the Sacramento Northern Rail corridor: conduct PA&ED for 1.5 miles of Class I multiuse trail from the existing terminus to the Sacramento County/Placer County border; the project includes a feasibility analysis and outreach for a 0.25 mile segment continuation of the trail into Placer County.

Working Group Discussion

- The project application demonstrated strong local need for the project with community support from existing residents.
 - The project demonstrated a strong connection to carbon reduction potential and clear scope that would help deliver the benefits discussed in the application.
 - The working group also noted the planned North Valley Rail station in West Elverta that may serve as a significant future connection for the trail.
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Sacramento Regional Transit District

Funding Request: \$400,000

Funding Recommendation: Contingency list

FIRST-LAST MILE (FLM) PROGRAM

Project description

The First-Last Mile Program would provide a two-year program of on-demand transportation within the Sacramento Regional Transit District service area with a fare subsidy for enrolled customers; the program would require that subsidized trips begin or end at light rail stations or key transit hubs. The project would also include marketing targeted to low income and disadvantaged populations to raise awareness of the program.

Working Group Discussion

- The application did not identify where additional project funding would come from to conduct the program for two years.
- The application did not identify how the sponsor would address the logistical challenges of setting up the program.

- The working group noted the potential cost benefits of exploring the outlined program compared to the costs of operating microtransit service.
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Sacramento Regional Transit District

Funding Request: \$250,000

Funding Recommendation: Contingency list

EV READINESS PLAN

Project description

The Plan will advance environmental goals by creating siting criteria and prioritize which of SacRT's 22 Park and Ride locations best suited to be transformed into EV Charging locations.

Working Group Discussion

- It was not clear if the desired outcome of the plan was a community-serving mobility hub or if it was to create charging plazas to complement a larger infrastructure network.
 - The application did not identify how or if the charging infrastructure would take up space needed for people driving to the park and ride lots.
 - The application and scope did not clearly identify the project outcomes and did not connect to public health or safety.
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Sacramento Transportation Authority

Funding Request: \$405,000

Funding Recommendation: Contingency list

READY, SET, TRAILS A COUNTYWIDE STRATEGY

Project description

Sacramento County will leverage the SACOG Board adopted six-county Sacramento Region Trail Network Action Plan to develop a countywide implementation strategy.

Working Group Discussion

- The application and scope effectively described the regional trail network plan and benefits of trail connections but did not identify how the project would further the network.
 - The scope and application described a partnership approach to community engagement that would include working with community-based organizations to reach a wider audience of residents.
 - The project demonstrated a reasonable connection to carbon reduction potential and how the project would address local needs.
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Southgate Recreation & Park District

Funding Request: \$682,000

Funding Recommendation: \$682,000

LAGUNA CREEK PARKWAY REGIONAL TRAIL & COMMUNITY CONNECTIVITY PROJECT

Project description

Following Laguna Creek, Calvine, and Excelsior Roads: Finalize construction documents, plans, environmental documents, and permits for three bicycle and pedestrian bridges; Develop construction documents, plans, environmental documents, and permits for new trail segments totaling approximately 1.5-miles and up to 1-mile of reconditioned existing trail, many of which will build on connections from recently completed segments; Conduct feasibility studies, environmental documents, and road crossing analyses for a portion of the trail from Ted M. Klein Park to west of Bradshaw Road.

Working Group Discussion

- The project scope identified clear travel paths that would be supported by the project, and demonstrated strong community support.
 - While not located within a disinvested community, the project application discussed how the communities had been engaged to help shape the project moving forward.
 - The application and scope demonstrated strong alignment with carbon reduction strategies and showed potential to reduce carbon emissions.
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City of Yuba City

Funding Request: \$1,500,000

Funding Recommendation: Contingency list

UPRR CORRIDOR CONVERSION PROJECT

Project description

The City of Yuba City proposes to acquire and remediate 0.38 miles of an abandoned Union Pacific Railroad (UPRR) corridor in preparation for the construction of a 2.3-mile class I multi-use pedestrian and bicycle pathway. Once complete, the project will provide safe and accessible active transportation infrastructure and lower emissions in the City, especially in disadvantaged areas.

Working Group Discussion

- The project would improve an underutilized, unimproved corridor crossing the City of Yuba City.

- The scope did not clearly identify the project work that would be completed with the requested funds or how it would bring in residents from disinvested communities.
 - The project demonstrated potential to support improved public health and safety.
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Yuba County

Funding Request: \$417,000

Funding Recommendation: Contingency list

PLUMAS LAKE REGIONAL TRAIL NETWORK IMPLEMENTATION

Project description

In the community of Plumas Lake: Design two legs of a Class I multiuse trail network that would run parallel to River Oaks Blvd in Plumas Lake. Path A starts at Feather River Blvd and River Oaks Blvd, while Path B starts 2,000 feet south of River Oaks Blvd and Feather River Blvd.

Working Group Discussion

- The working group recognized the trail was one segment of a larger network that would connect to disinvested communities but struggled to understand how the scoped outreach would engage with disinvested communities.
 - The project application demonstrated potential to improve public health and safety with relevant data and partnerships and had a clearly identified scope of work to develop “shovel ready” trails.
 - The application and scope discussed how trails are used for transportation but did not identify how people could use the project to access destinations.
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