

### **ASUCD- Unitrans – Electric Bus & Charging Infrastructure Project**

*Program Category*  
2018 Partial Projects

*Funding Request* \$5,919,000  
*Award Recommendation* \$0

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

#### *Summary of Application Review Comments*

- The sponsor seeks to replace 12 compressed natural gas (CNG) buses with electric buses and corresponding charging infrastructure, moving the operator toward implementing a zero emission fleet.
- The applicant selected to be assessed on multimodal travel, economic benefit and state of good repair selection criteria. The highest performance outcome for the project is state of good repair. However, the Unitrans need measured lower than other peer agencies. The Transit Asset Management (TAM) data show the operator's existing fleet is newer and lower in mileage than most other transit agency fleets. While the working group recognized that running frequent short trips can add wear and tear to the transit asset, the selection criteria relied on TAM data and also evaluated the proposal in relation to the needs of all other funding requests. As a result, the working group found the vehicle replacement need relatively less pressing compared to the near-term state of good repair need reflected in the pool of applications.
- Because of Unitrans' desired transition to electric buses, their proposal is much more costly than buying or rehabilitating CNG vehicles, at over \$225,000 more per bus. The result is the project did not score as high for cost-effectiveness as projects recommended for funding. Recognizing the challenge of funding more costly electrification infrastructure, the board created a Green Region program in 2018 with selection criteria supportive of innovative projects that electrify both the transit and passenger vehicle fleets. Two electrification projects benefiting Davis were awarded funding in 2018. Unitrans' bold electric vehicle efforts would build on these efforts so the agency is encouraged to apply to any future funding program with Green Region-type selection criteria.
- The 2019 application provided more detail on the project match and scope elements compared to the original 2018 submittal. The working group appreciated the discussion of the different sources of funding and itemization of costs, but noted discrepancies between the engineers estimate form and the project programming request. As a result, the project did not demonstrate a higher match than the 2018 application, despite the considerable new ongoing revenue stream that has recently become available for Unitrans. Relative to the other agencies seeking funding for state-of-good-repair projects through this 2019 round, the Unitrans application suggested the availability of more funding resources to cover investment needs. In terms of funding leverage, the working group also felt that the application did not effectively address how additional funding in 2019 would catalyze additional investments in the immediate area.
- The working group recognized Unitrans' regional leadership in moving towards the electrification of transit fleets, but believe the agency will be more competitive in a future regional funding round. SACOG staff does not recommend an additional funding award

through the 2019 round, but will be working to support Unitrans pursue competitive grant opportunities for buses over the coming year.

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### **Caltrans District 3 – Capital City Freeway Improvement Project**

*Program Category*  
2018 Partial Projects

*Funding Request* \$2,000,000  
*Award Recommendation* \$0

*Proposed project:* In the City of Sacramento on State Route 51, from J St. to north of Arden Way: design the widening or replacement of structures to add a managed lane in each direction, auxiliary lanes, a multi-use trail on the American River Bridge adjacent to the northbound lanes; install or update Intelligent Transportation Systems/Traffic Operations Systems (ITS/TOS) elements, and ramp metering; improve the Arden way interchange; and modify on/off ramps to improve bicycle/pedestrian/transit accessibility.

#### *Summary of Application Review Comments*

- The purpose of the project is to address congestion, delays, and safety issues on the Capital City Freeway (SR-51). The sponsor identified the project's primary performance benefits as reducing congested VMT and VMT per capita, and increasing multimodal travel options.
- The project is in an area with demonstrated congestion. The freeway is Caltrans District 3's top bottleneck and is responsible for a large share of the total travel delay in the region. As such, the working group saw a clear congestion relief benefit from the project. In particular, the benefit cost analysis (BCA) results presented in the application corroborated the project's congestion relief argument. The working group noted that two separate BCA benefit measures had signs that were counter to the two other freeway projects submitted in the round.
- The project proposes to add facilities that will provide new walking and biking access across the American River. The supplemental material provided a further description of the benefits of these active transportation improvements.
- The working group thought the application could have better established the connection to the separate rail project and how together these could enhance multi-modal and VMT reducing performance outcomes. Likewise, the working group felt the treatment on other VMT reducing features—such as bus travel on the shoulder or managed strategies—could have been more fully documented. As such, the working group was less clear how the project would reduce VMT per capita, as the project would add vehicle capacity that would likely incentivize more vehicle trips.
- The 2019 supplemental section did address many of the issues raised in the 2018 working group comments, but the quantitative data cited in the application showing increased travel through the corridor is at odds with the application claim of reduced VMT per capita. This discrepancy was not addressed in the application.
- The working group was concerned about the increasing cost of the project from the prior funding applications when it was awarded SACOG funding. The cost increases created some concern as to whether a new funding award would complete a usable phase. As construction costs could exceed \$500 million, the reviewers also expressed concerns about the sponsor's ability to secure enough funds for multiple projects at once and recommend the sponsor explore ways to prioritize the multiple investments.

- The working group was also concerned by inconsistencies in how a new funding award would be spent. The budget worksheet in the application commits all funding to the PS&E phase, while the application description calls for splitting new funding between PS&E and Right of Way (ROW).
  - Given the working group findings summarized above, SACOG staff does not recommend a funding award on the project as part of the 2019 round but will work with Caltrans to ensure that the active project development work on this project continues to advance.
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### **Caltrans District 3 – I-5 Managed Lanes- Sutterville Road to Yolo County Line**

*Program Category*  
2018 Partial Projects

*Funding Request* \$1,350,000  
*Award Recommendation* \$1,350,000

*Proposed project:* In Sacramento County from 0.7 mile south of Interstate 5 (I-5)/US 50 Interchange to 0.5 miles south of the Yolo County Line: complete the environmental phase for northbound and southbound managed lanes on Interstate 5, add Intelligent Transportation System (ITS) infrastructure, and add a multiuse trail/crossing of the American River.

#### *Summary of Application Review Comments*

- The purpose of the project is to improve mobility on I-5 and access to Sacramento International Airport. The project sponsor asserts the project's primary performance benefits are to (1) reduce congested VMT per capita, (2) reduce VMT per capita, and (3) provide long-term economic benefit.
  - The 2019 supplemental material responds clearly to the 2018 working group request for a fuller discussion on the congestion performance outcome, including good use of modeled data. The project proposes to implement managed lanes on I-5 that, if implemented effectively, could have a significant impact on reducing congestion.
  - The proposed project will support the I-5/Natomas area which has high anticipated growth and economic development potential. The corridor serves several existing job centers that would realize improved accessibility from the project, and could help activate this emerging jobs corridor.
  - The 2019 supplemental material responds to the 2018 working group request for a fuller discussion on the timing of growth in the area, and the working group discussed the economic development potential resulting from improved accessibility to the airport and developing a jobs innovation corridor.
  - At this early stage of project development, the working group was concerned about the lack of leverage and stressed the importance of considering all alternatives for this stretch of I-5 to ensure the best possible performance outcomes.
  - Staff recommends a full award of \$1,350,000 on the project, conditioned on the sponsor (1) providing supplemental evidence of securing project match, (2) launching the \$350,000 I-5 Innovation Corridor efforts in 2020, (3) limiting project development efforts to the portions of the corridor included in the MTP/SCS, (4) demonstrating a commitment to pursuing a managed land strategy, and (5) continuing to engage SACOG in the project's development.
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### **Caltrans District 3 – Yolo I-80 Managed Lane Project**

*Program Category*  
2018 Partial Projects

*Funding Request* \$2,000,000  
*Award Recommendation* \$2,000,000

*Proposed project:* On Interstate 80/US-50 from Kidwell Rd. into Downtown Sacramento: complete the environmental phase for eastbound and westbound managed lanes, pedestrian/bicycle structure with enhanced termini, and Intelligent Transportation System elements.

#### *Summary of Application Review Comments*

- The purpose for the project is to close a gap in the region's managed lane highway network, mitigate congestion, improve safety and accessibility for active mode users, and move in concert with a rehabilitation project on the facility. The applicant highlighted performance benefits of reducing VMT/capita and congestion, and increasing multimodal travel options.
- The review found strong evidence of congestion on I-80 in both directions, and expects conditions to worsen if unaddressed. The project is exploring creative managed lane policy solutions to congestion issues, such as bus-on-shoulder alternatives which have been successfully deployed elsewhere.
- The 2018 working group did not think the project will necessarily reduce VMT/capita unless a managed lanes strategy involving pricing is fully implemented. The 2019 application provided evidence of a commitment to explore managed strategies, as well as park and ride and other VMT reducing strategies.
- The current facility already has bike infrastructure, so the 2018 working group thought the project proposal may not offer as strong potential for growth in active transportation mobility compared to other applications. The 2019 supplemental review noted the application's discussion on enhanced bike infrastructure termini helps address this comment, though some of these improvements fall outside the scope of the project.
- The 2019 working group discussed the Benefit Cost Analysis (BCA) results of the project in comparison to other freeway projects, but also noted some of the challenges of the BCA tool.
- The 2019 working group found the application well-argued with a clear performance need. The reviewers thought the project had an added performance benefit of enhancing regional economic prosperity, though some were concerned that the investment would lead to longer commutes and that the region needs a paired focus of increasing housing near job centers.
- Eventual construction costs on the facility could exceed \$450 million. As there are also improvement needs on other regional freeway segments, the working group expressed concerns about the sponsor's ability to secure sufficient funds for multiple projects at once, and recommended the sponsor explore ways to prioritize the multiple investments.
- The review committee found the project to be a clear priority for Caltrans, as reflected in the large amount of SHOPP funds committed to the project.
- Staff recommends a full funding award of \$2,000,000. Staff recommends the award be conditioned on the sponsor continuing coordination with the local jurisdictions along the corridor, demonstrating a commitment to pursuing a managed lane strategy, continuing to engage SACOG in the project's development, and ensuring that corridor planning includes an Integrated Corridor Management strategy for potential near-term improvements along the corridor.

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**Capital SouthEast Connector JPA – Capital SouthEast Connector Expressway- Segment D3**

*Program Category*  
2018 Partial Projects

*Funding Request* \$2,500,000  
*Award Recommendation* \$2,500,000

*Proposed project:* In the County of Sacramento and City of Folsom along White Rock Road, from Prairie City Rd. to East Bidwell St.: reconstruct and widen the existing two-lane road to divided four-lane expressway with new signalized intersections and a Class I multiuse path.

*Summary of Application Review Comments*

- The purpose of the project is to better connect communities in El Dorado Hills and Folsom with job centers in Rancho Cordova, reduce congestion along US-50, and improve safety and circulation in the corridor. The sponsor selected primary performance benefits as (1) reducing congested VMT per capita, (2) providing long-term economic benefit, and (3) improving safety and security. The sponsor lists the City of Folsom and Sacramento County as co-applicants.
- The application provided evidence of how the proposed investment would provide safety benefits on a rural road with outdated design standards. In particular, the benefit cost analysis (BCA) results presented in the application helped highlight the safety benefits of the project, though the working group was less confident in a separate BCA result suggesting active transportation benefits nearly equaling those of vehicular travel. The BCA cited in the application also had a different total cost than the segment proposed in the funding round, suggesting that analysis may have been for a longer segment of the overall project.
- The application provided evidence on how the investment could reduce congestion on US-50, a heavily-used parallel facility. The working group found the other congestion reduction benefits less significant relative to other projects also recommended for funding.
- The project will connect to a regional jobs center in Rancho Cordova and will support an area with a high amount of future projected growth. The working group discussed the land use protections in the project vicinity and the project's alignment with the vision and phasing for this segment of the Connector and planned developments in the area. The 2018 working group was mixed on the timing of the expected growth. The 2019 supplemental application provided evidence of growth in the project vicinity, which bolstered the near-term performance case for the congestion mitigation, safety, and job accessibility benefits.
- The project programming request confirmed a large match for the project comprised of local, regional, and other grant funding.
- SACOG staff recommends a full funding award of \$2,500,000 conditioned on the sponsor (1) capping the segment's public share of project funding to the amount reflected in the 2019 programming request, (2) reaffirming the 2015 JPA/SACOG agreement to prioritize construction of the project's end segments (White Rock and Kammerer) before the middle segment of Grant Line, and (3) updating the fee program forecast for local contributions prior to the JPA being considered for additional regional funding awards in the future.

## City of Citrus Heights – San Juan Avenue Rehabilitation and Complete Streets

### Improvements- Phase 1

*Program Category*

State of Good Repair

*Funding Request* \$2,841,000

*Award Recommendation* \$2,000,000

*Proposed project:* On San Juan Ave., from Madison Ave. to Spicer Dr.: design and complete right-of-way to rehabilitate pavement; repair curb, gutter, and sidewalk; infill pedestrian paths; add buffered class II bike lanes, ADA and transit stop improvements, and streetlights at sidestreet intersections and other key points. On San Juan Ave. from Madison Ave. to Chesline Dr.: construct road rehabilitation, repair curb, gutter, and sidewalk, infill pedestrian paths; add buffered class II bike lanes, ADA and transit stop improvements, and streetlights at sidestreet intersections and other key points.

#### *Summary of Application Review Comments*

- The data and analysis provided in the application demonstrated a state of good repair need for the corridor. The facility's Pavement Condition Index (PCI) is low from a regional perspective, showcasing such need. However, the pool of fellow applications in the 2019 State of Good Repair program also demonstrated a compelling state of good repair need, with several other applications documenting lower PCI scores.
- The facility volumes and narrative description speak to the vital role the facility plays in local circulation. Project benefit from the proposed improvements is clear.
- The working group found the application made the case for how the investment would support complete streets outcomes. Some of the strongest material cited in the application include how the investment would complement an already heavily-used transit line that will soon increase service, and how the project will improve active transportation access to a food bank serving a vulnerable population, many of whom do not own vehicles.
- The application combined the project map and project cross section into a single document, which made it more difficult to assess the role of surrounding land uses as activity generators for multi-modal travel. However, the project had a relatively high score on the complete street index, which tracks some of the drivers of multi-modal demand.
- The facility has had fewer collisions involving cyclists and pedestrians compared to peer projects, suggesting near-term safety needs may be more pronounced on other projects considered for funding. However, the working group also recognized that the existing lack of continuous active transportation facilities on the corridor has limited multi-modal use on the facility.
- The cost of the scope features is within the range for similar complete streets projects, but on the high-end for a corridor that is under one-half mile.
- The facility has had a high rate of vehicular collisions, showcasing the need for improvements. The application speaks to safety design elements, most notably, vehicle speed reduction through roadway geometry. The application's safety case could have been even stronger if it connected the causes of the collision history to the proposed design countermeasures.

- SACOG staff recommends a partial award of \$2,000,000. The project sponsor is responsible for any cost overruns and adhering to the schedule established in the application.
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### **City of Davis – I-80/ Richards Boulevard Interchange Improvement Project**

*Program Category*  
2018 Partial Projects

*Funding Request* \$2,700,000  
*Award Recommendation* \$2,700,000

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

#### *Summary of Application Review Comments*

- The purpose of the project is to improve safety, multimodal access, and mobility, relieve congestion, and accommodate growth in the project area. Sponsor-identified project performance benefits are to (1) reduce VMT per capita, (2) improve safety and security, and (3) increase multimodal travel options.
  - Both the 2018 and 2019 working groups found the project design considers the area holistically and includes features that improve the function of the intersections and facility for all modes, while demonstrating strong potential to achieve the cited performance outcomes.
  - The 2019 working group found the supplemental material fully responsive to the 2018 working group prompt, including evidence of coordination with the Yolo I-80 Managed Lane project and further clarity on the timeline.
  - SACOG staff recommends a full award of \$2,700,000, conditioned on the sponsor's continued coordination on the Yolo I-80 Managed Lane project through active participation on the Yolo I-80 Steering Committee and in-kind support for a Yolo I-80 ICM strategy.
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### **City of Elk Grove – Elk Grove-Florin Road Complete Street and Resurfacing**

*Program Category*

State of Good Repair

*Funding Request* \$3,000,000

*Award Recommendation* \$3,000,000

*Proposed project:* On Elk Grove-Florin Rd. from Elk Grove Blvd. to Calvine Rd.: construct road rehabilitation and sidewalk gap closures, ADA curb ramp upgrades, Class II bike lanes between La Haya Dr. and just south of Brown Rd, Class III bike routes between Sierra St. and La Haya Dr., upgrades to video detection, and pedestrian interval prioritization.

#### *Summary of Application Review Comments*

- The performance review found the application a cost-effective approach to extend active transportation investments and targeted state of good repair treatments over a large area. The facility volumes cited in the application are among the highest of the candidate pool, demonstrating the important role the facility plays in mobility and accessibility. The review found the proposal an effective response to preserve and extend the life of both a local and regionally-serving facility.
  - The working group noted the high potential for the project to increase multi-modal travel along the corridor. First, the proposal builds off investments being made in two other grant awards, one through the Active Transportation Program, and one through the Regional/Local Program, to expand multi-modal treatments and improve the state of good repair. Second, the corridor has many generators of multi-modal demand, including a mix of schools (especially the southern extent) and commercial uses (especially the northern extent). The working group found the middle segment of the project had less density and mix of uses, but also noted this section provides access to the Laguna Creek Trail network. Third, the data cited by the applicant showed a clear existing safety need for pedestrians and cyclists along the corridor, with a high incidence of collisions. Given the complete streets connectivity provided through this and the other two separate grant awards, some on the review questioned if the design features could have done more to support active transportation travel, as vehicle speeds along the corridor are high. In general, the application could have been clearer in describing if the added class II and III bike lanes connected to existing bicycle facilities, or if gaps in the active transportation network remain.
  - SACOG staff recommends a full award of \$3,000,000. As part of the board's programming action staff recommends capping the regional funding component of the segment to the full 2019 award. As for all awards funded through the regional round, the project sponsor is responsible for any cost overruns and adhering to the project schedule established in the application.
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### **City of Folsom – Active Transportation Plan**

*Program Category*

Planning/Project Development

*Funding Request* \$150,000

*Award Recommendation* \$150,000

*Proposed project:* Create a new Active Transportation Master Plan for the City of Folsom to guide the planning, development, and maintenance of existing and future bicycle and pedestrian facilities within the city, and recommend citywide active transportation network improvements.

#### *Summary of Application Review Comments*

- The overall goal of project strongly aligns with MTP implementation, especially the plan's access and mobility priority. However, the review committee found the application read more generically and could have provided further information about the local context and challenges.
  - The sponsor provided a large match, showing major local commitment.
  - The sponsor has a strong record of implementing active transportation projects. This proposed project can help build off that record in prioritizing future investments.
  - SACOG staff recommends a full award of \$150,000 towards the planning study.
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### **City of Isleton – Main Street Road Rehabilitation and Streetscape Improvements**

*Program Category*

State of Good Repair

*Funding Request* \$337,000

*Award Recommendation* \$337,000

*Proposed project:* In Isleton on Main St. from E St. to H St.: design and construct pavement rehabilitation, sidewalk repairs, ADA ramps, and streetscape improvements.

#### *Summary of Application Review Comments*

- The working group found the application made a compelling case of the need for investing in a main street that has not seen any improvements for several decades. The group thought the investment would make a real, near-term impact in a small rural community, and that the investment aligns with the program's goals to fund state of good repair investments with complete street elements.
- The working group raised a few possible inconsistencies between material cited in the application. For example, the condition of the pavement described in the application suggested a much lower pavement condition index than what was cited.
- The group noted the project's low cost in achieving the performance outcomes but recommended a more detailed engineers estimate to confirm project cost. The group also raised some concerns about the complexity of delivering a federal aid project so recommended the agency seek technical assistance to confirm implementation plan details.
- The application spoke to other exciting efforts showing momentum in the corridor, such as participation in Civic Lab and coordination with transit agencies.
- SACOG staff recommends a full funding award of \$337,000 conditioned on the sponsor developing a more detailed implementation strategy in consultation with project delivery staff at SACOG and SacDOT.

### **City of Live Oak – General Plan Update**

*Program Category*

Planning/Project Development

*Funding Request* \$250,000

*Award Recommendation* \$250,000

*Proposed project:* Update the Land Use Element, Circulation Element, Public Utilities Services and Facilities Element, Public Safety, and Environmental Justice Element, and the associated Environmental Impact Report in Live Oak's General Plan.

#### *Summary of Application Review Comments*

- The working group saw a clear need addressed by the proposal, noting the planning update would serve the community moving forward. The effort ties broadly to the MTP/SCS priorities, including improving access and mobility.
  - Of the various project components, the review found the update to the sponsor's circulation element to have the highest value within the program's guidelines. The working group was supportive of the additional scope elements, though noted they would require a combination of federal aid and SACOG managed funds for implementation.
  - SACOG staff recommends a full funding award of \$250,000. Staff recommends the award consist of a combination of federal aid and SACOG managed funds that are conditioned on the project sponsor meeting with SACOG Programming and Project Delivery staff for final approval of project scope and fund sources.
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### **City of Marysville – 5th Street Road Rehabilitation Project**

*Program Category*

State of Good Repair

*Funding Request* \$2,850,000

*Award Recommendation* \$1,500,000

*Proposed project:* On 5th St. from F St. to J St.: construct a new fifth lane with medians and turn pockets at H, G, and F streets and road rehabilitation; add pedestrian accessibility improvements at all intersections, driveways, and alley crossings and a pedestrian crossing signal at F St.; upgrade the traffic signal at H St. for pedestrian access and additional turning movements.

#### *Summary of Application Review Comments*

- The working group found the proposal responds to a compelling state of good repair need of very low pavement quality conditions. The project serves a key corridor that has not been rehabilitated in over 50 years.
  - Given the serious pavement concerns, the working group wanted a fuller discussion of the design elements and how the treatments are the best to preserve the life of the facility. The review also noted inconsistencies in the Pavement Condition Index (PCI) levels cited in different application sections and the need for additional detail in the project programming request.
  - The working group felt the proposal lacked as strong complete streets elements compared to other applications under consideration. The project's complete streets index score clearly showed the potential for more multi-modal travel in the corridor, but many of the project's design elements seemed focused primarily on vehicular travel. The program's guidelines stressed both state of good repair need and multi-modal travel potential. Further consideration of all potential users of the facility could make the proposal even stronger.
  - SACOG staff recommends a partial award of \$1,500,000 with a condition that the sponsor must complete the project's PS&E phase by the summer of 2020 to be eligible to compete for additional regional funding in 2020 for full construction. The sponsor must also provide additional detail on its strategy to cover life-cycle maintenance costs.
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## **City of Rancho Cordova – White Rock Road Safety and Congestion Relief Improvement Project**

*Program Category*  
2018 Partial Projects

*Funding Request* \$3,000,000  
*Award Recommendation* \$3,000,000

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

### *Summary of Application Review Comments*

- The applicant's identified purpose is to improve overall mobility, strengthen connectivity, spur economic development, and improve the overall safety for all modes of travel. The sponsor selected the reduce congestion, increase multimodal travel options, and provide long-term economic benefit performance outcomes.
  - The application lays out an ultimate vision of a regional-serving facility connecting a major job center with existing communities and high growth areas.
  - The timing of corresponding development was a primary issue discussed by both the 2018 and 2019 working groups. The current group noted how building activity in the larger project vicinity has picked up, which leads to increased near-term demand for the completion of this project.
  - The working group found the project's strongest performance outcomes were in congestion relief and economic benefit. Notably, the project serves the region's second largest concentration of economic base jobs. The project performance assessment data from the original application package showed a clear congestion issue if growth continues and local infrastructure is not improved in turn.
  - The working group did not see the scoped project as having as strong multimodal benefits as other project applications addressing that outcome. In the case of this project, the project performance assessment score was low because distances to activity generators are long and parcels are large.
  - The working group, however, found the project supports the other performance benefits well and has additional advantages from being highly leveraged with local dollars and ready to go to construction with 100% design completed.
  - SACOG staff recommends a full funding award. This recommendation includes a condition that the combined SACOG awards up through the 2019 round represent the total regional investment on the project segment. This condition applies only to the project extent reflected in the 2019 application, not the full White Rock Road corridor that extends east to Grant Line Road.
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### **City of Sacramento – Del Rio Trail**

*Program Category*  
2018 Partial Projects

*Funding Request* \$4,890,000  
*Award Recommendation* \$4,890,000

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

#### *Summary of Application Review Comments*

- The applicant's described purpose for the project is to create north/south connectivity in the City of Sacramento's off-street bike network, and increase bike ridership, safety, and equitable investment in bikeway infrastructure. The sponsor selected the reduce VMT/capita, increase multimodal travel options, and improve safety and security performance outcomes.
  - The working group identified the project as a compelling example of adaptive reuse of an old rail corridor that can be a unique regional opportunity.
  - The application made a strong case on the safety performance outcome.
  - The working group discussed the multi-modal benefits of the project. While the project goes through stable neighborhoods where distances to activity generators are longer, the working group felt that new developments such as electric bike share could enhance the reach of the investment, especially given the project's improved connections to other active transportation infrastructure.
  - In its deliberation the working group noted that the proposed project could have broader quality of life benefits in supporting the region's goal to be a leader in active transportation.
  - The 2019 working group concurred with the prior review committee's assessment that improved accessibility in the Meadowview neighborhood, which lacks many safe or comfortable transportation options, is a cornerstone of the project's ultimate performance benefits. The supplemental application made a compelling case that only funding a single segment would significantly vitiate the project's overall performance benefits.
  - The project demonstrates performance benefits but also has substantial costs. The working group was concerned about the low amount of local dollars on the project relative to the pool of candidate applications; correspondingly, the project scored lower on the leverage selection criteria.
  - SACOG staff recommends a full award of \$4,890,000 with conditions that the project sponsor provide additional detail on its strategy to cover life-cycle maintenance costs and that no further regional funding can be used to complete the full project.
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### **City of Sacramento – I Street Bridge Replacement Project**

*Program Category*  
2018 Partial Projects

*Funding Request* \$15,437,000  
*Award Recommendation* \$4,000,000

*Proposed project:* In Sacramento and West Sacramento across the Sacramento River between Railyards Blvd. in Sacramento and C St. in West Sacramento: construct a new two-lane bridge with Class II buffered bike lanes and sidewalks, with a 330-foot long vertical lift movable center.

#### *Summary of Application Review Comments*

- The applicants seek to replace a functionally obsolete bridge with a multimodal bridge that will support redevelopment efforts in the Railyards and River District in Sacramento and the Washington District in West Sacramento. The project sponsor identified the project's primary performance benefits as (1) increasing multimodal travel options, (2) providing long-term economic benefit, and (3) demonstrating state of good repair benefits. The sponsor lists the City of West Sacramento as a co-applicant.
  - The 2018 working group believed the project demonstrates significant potential for achieving the three performance outcomes, with the project design activating the land use potential and offering important connectivity to emerging development on both sides of the Sacramento River. The 2019 working group agreed with this earlier assessment, noting the substantial performance benefits of the project.
  - While the project is heavily leveraged with Highway Bridge Program (HBP) funding, the working group noted the very small local funding contributions to the project and the lack of precedence for SACOG to provide regional funding to match a HBP project. The program guidelines instruct the working group to consider the level of local match committed to the project as part of the leverage criteria. Likewise, the guidelines directed the working group to consider if a logical phase of the project could be completed very soon through the 2019 funding round, and the group raised concerns about likely additional cost escalations beyond what was included in the project application.
  - The working group raised some questions on the near-term deliverability of the project, given that the project is still in the design phase and will have an even larger funding gap if an iconic design is selected.
  - The total funding request is inconsistent with the program guideline's consideration for "small and medium sized projects" in requesting over 25 percent of the estimated funding available in the entire round.
  - SACOG staff and the working group recommends a partial award of \$4,000,000 with a condition that the project sponsors must increase the local funding committed to the project to be competitive in future regional funding cycles.
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## City of West Sacramento – West Capitol Avenue Road Rehabilitation and Safety

### Enhancement Project

*Program Category*  
2018 Partial Projects

*Funding Request* \$2,844,000  
*Award Recommendation* \$2,844,000

*Proposed project:* On West Capitol Ave. between Enterprise Blvd. and Harbor Blvd.: construct roadway rehabilitation with sidewalk infill, drainage improvements, signal modifications, lighting, and crosswalks, and install Class II buffered bike lanes from west of Northport Dr. to Enterprise Blvd.

#### *Summary of Application Review Comments*

- The sponsor's stated purpose is to correct the deficiencies of the roadway and address the diverse needs of its users, from heavy truck traffic to bicycle commuters and pedestrians. The project sponsor identified that the project's primary performance benefits are to (1) increase multimodal travel options, (2) improve goods movement, and (3) reduce regional VMT/capita.
  - The working group noted many jobs located along the project corridor, and that the improvements could strengthen multimodal commuter access within the city and beyond.
  - The application discussed the benefits of making active transportation improvements leading into the planned redevelopment of the project area, although the 2019 working group felt that, even with the material provided in the supplemental application, land use changes are not anticipated for several years. While the investment may not lead to as pronounced near-term mode shifts, the working group recognized the safety benefits that would accrue to existing pedestrians and bicyclists from the project. Notably, the corridor already has a demonstrated user base of longer-distance cycling commuters and provides regional bike connectivity.
  - The working group had positive comments about the outreach and engagement cited in the application that led to the selected design treatment.
  - The prior 2018 working group wanted more information on how the project design would eliminate conflicts across modes, recognizing how the corridor serves freight, auto, and active transportation needs. The 2019 review found the supplemental section responsive to this request, with the 2019 application providing detail on how the project's design features limit modal conflicts.
  - By reaching 95% design the project sponsor showed clear progress from when the 2018 application was submitted. The working group ranked the project high from a delivery standpoint and recognized the cost savings associated with delivering both project phases at once.
  - SACOG staff recommends a full funding award of \$2,844,000, with the condition that the project is completed with no additional regional funds. As for all awards funded through the regional round, the project sponsor is responsible for any cost overruns and adhering to the project schedule established in the 2019 application.
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### **City of Wheatland – Wheatland Road Complete Streets Project**

*Program Category*

Planning/Project Development

*Funding Request* \$250,000

*Award Recommendation* \$250,000

*Proposed project:* On Wheatland Rd. from State Route (SR-65) to the intersection of Wheatland Rd. and Wheatland Park Rd.: complete the design phase to rehabilitate pavement, improve and extend existing sidewalks and Class 2 bike lanes, and add safety lighting. On Wheatland Rd. from Wheatland Park Rd. to Oakley Ln.: complete the design phase to rehabilitate pavement and add buffered Class II bike lanes.

#### *Summary of Application Review Comments*

- The application clearly demonstrated how the project supports the goals of the funding program, including leveraging funds for near-term project development, maintaining a state of good repair, and targeting active transportation investments. The sponsor also showed how the award would result in a usable phase, meeting the second criteria of the program.
  - If the project returned for construction funding, the working group recommended the sponsor provide more detail on the land use designation surrounding the proposed project, and if it is planned to stay as agriculture.
  - SACOG staff recommends a full funding award of \$250,000 to be used for project development purposes.
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### **City of Winters – Grant Ave/SR 128/I 505/Russell Blvd Corridor Improvements Project**

*Program Category*

Planning/Project Development

*Funding Request* \$250,000

*Award Recommendation* \$250,000

*Proposed project:* On Grant Ave./State Route 128 (SR-128)/Interstate 505 (I-505)/Russell Blvd. from Railroad Ave. to Fredericks Dr.: Complete the environmental phase for the addition of bike and pedestrian improvements, roundabouts, beautification, and an alternate method for pedestrians crossing the SR-128/I-505 interchange.

#### *Summary of Application Review Comments*

- The application spoke to how the investment would improve access and mobility and thereby meet the MTP/SCS principle of complete streets that recognize all potential users. The working group found the project an example of a rural complete street that serves vehicular, agricultural and active transportation users.
- The working group was concerned about the project's overall cost and ability to secure a full funding strategy. The application material suggests the 2019 investment leads to a usable project development phase, but the working group was concerned that the project's existing large funding gap limits the feasibility of reaching the construction phase. The working group encourages the sponsor to explore design alternatives that can help reduce project costs, such as the length of the 4-lane roadway.
- As the project meets the program screening criteria, staff recommends a full funding award of \$250,000 to be used for project development activities.



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### **City of Woodland – W. Gibson SRTS Improvement Project**

*Program Category*

State of Good Repair

*Funding Request* \$3,000,000

*Award Recommendation* \$3,000,000

*Proposed project:* In Woodland, on W. Gibson Rd., from West St. to CR 98: construct a road diet (reduce travel lanes from four to three) with buffered Class II bike lanes, ADA corner/crossings, transit, traffic signal improvements, and road reconstruction.

#### *Summary of Application Review Comments*

- The project application demonstrated state of good repair pavement needs, though the proposal did not have as low of pavement conditions relative to some of the other applications within the program category. However, the applicant noted the facility's average pavement score masked the diverging pavement conditions on the facility, where many stretches include failed pavement. Some on the working group questioned if a full reconstruction was merited, though the application did expound on the proposed maintenance strategy, noting little cost savings for rehabilitation in lieu of reconstruction.
- The project's context includes a mix of uses, suggesting trip and activity generators for multiple user modes. While the project's complete streets index score was not as high as some of the other applications, the project design features show a clear commitment to multi-modal outcomes. In particular, the proposed road diet coupled with buffered bike lanes allow a physical separation between modes. The facility is also served by transit and the project includes improved pedestrian crossings. The working group noted that a buffered bike lane can make it more difficult for transit service to merge in and out of stops, but also pointed to many successful examples incorporating this design feature.
- The project performance assessment tool shows a very high incidence on the facility for collisions involving bicyclists and pedestrians. The application also provided local data that showed a total collision rate 50 percent higher than the average for the local jurisdiction and referenced local community feedback evidencing safety concerns. The safety narrative of the application clearly made the connection between the cause of collisions and the proposed countermeasures.
- SACOG staff recommends a full award of \$3,000,000. Staff recommends the award include a condition that if there is delivery failure in the Active Transportation Program (ATP) and the project is funded through an ATP supplemental programming action, that the funding from this 2019 SACOG regional award be reprogrammed to a new project through a future regional funding cycle. As for all awards funded through the regional round, the project sponsor is responsible for any cost overruns and adhering to the project schedule established in the 2019 application.

**City of Yuba City – Bridge Street Reconstruction Development Phase (SR 99 - Gray Avenue)**

*Program Category*

Planning/Project Development

*Funding Request* \$250,000

*Award Recommendation* \$250,000

*Proposed project:* On Bridge St. between SR-99 and Gray Ave.: complete the environmental and design phases for roadway improvements that will support biking, walking, traffic volumes, and consistency with the facility's eastern segment connecting to the 5th St. bridge, while attracting business investment and maintaining the character of the neighborhood.

*Summary of Application Review Comments*

- The project review found the submittal responsive to both program selection criteria. In particular, the proposal holds promise in supporting the MTP/SCS priority on Economic Vitality, as the project serves to improve a major commercial corridor. To further maximize performance outcomes the reviewers wanted to see more information on how the project would support complete streets.
  - The sponsor did not provide the standard match requirement. However, the working group found the project eligible, in that the project serves an environmental justice community and, per the program guidelines, can reduce its local match.
  - SACOG staff recommends a full funding award of \$250,000 toward project development.
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### **Sacramento County – Arden Way Complete Streets- Phase 1**

*Program Category*  
2018 Partial Projects

*Funding Request* \$2,997,000  
*Award Recommendation* \$2,997,000

*Proposed project:* On Arden Way from Howe Blvd. to Watt Ave.: master plan and complete the environmental phase. On Arden Way from Watt Ave. to Morse Ave.: design and construct sidewalks, buffered Class II bike lanes, traffic signal modifications, crossing enhancements, bus turnouts and stations, channelized landscaped medians, and street lighting.

#### *Summary of Application Review Comments*

- The application clearly demonstrated local need and how the corridor could benefit from improvements. The working group fully supported the project goal of transforming an auto oriented facility into a walkable, mixed-use corridor, noting how suburban commercial corridors are a major part of the region and the need to figure out effective solutions given the changing retail environment.
  - The applicant is offering a sizable match, evidencing local commitment. Likewise, the supplemental 2019 material documented several examples of synergistic efforts in the corridor that would benefit from the investment. As a result, the project scored highly on the funding leverage selection criteria.
  - The prior 2018 working group felt the sponsor needed to do more outreach upfront, with additional planning and engagement with property owners along the corridor. The 2019 supplemental material showed notable progress in meeting this comment, including efforts through the local PBID.
  - SACOG staff recommends a full funding award of \$2,997,000 conditioned on the project remaining on the schedule reflected in the 2019 application and the sponsor providing additional detail on its strategy to cover life-cycle maintenance costs. As for all awards funded through the regional round, the project sponsor is responsible for any cost overruns.
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### **Sacramento County – South Watt Avenue Improvement Project- Phase 1**

*Program Category*  
2018 Partial Projects

*Funding Request* \$10,000,000  
*Award Recommendation* \$4,000,000

*Proposed project:* On South Watt Ave. from Florin Rd. to Jackson Rd. (State Route 16): Construct a road widening from two lanes to four lanes with a raised median, buffered Class II bike lanes, ITS improvements, and sidewalks; intersection and traffic signal upgrades at the intersections of South Watt Ave. with Jackson Rd., Fruitridge Rd., and Elder Creek Rd.

#### *Summary of Application Review Comments*

- The sponsor states they are seeking to support circulation, mitigate existing congestion, encourage more active mode use, enhance goods movement, and respond to expected growth. The applicant selected the reduce congestion, increase multimodal travel options, and improve goods movement performance outcomes.
- The project's performance benefits are strongest on the northern end of the project (Segment #3), including a strong performance benefit within the congestion outcome. The 2018 working group and engineers group believe that the widening and other treatments proposed for this section in the application seem justified given the level of congestion and expected growth, and the 2019 review concurred.
- The project performance assessment tool showed strong freight use along the corridor, and the application corroborated this finding with further data and analysis on how goods movement would benefit from the project.
- The project is highly matched with local funds and has good potential to activate infill commercial development along the northern segment of the corridor.
- The working group did not find as strong a multimodal benefit from the project, as speeds and volumes on the facility are high, connectivity lower, and land use and distances between activity generators not as conducive to multimodal travel. The proposed buffering of the bike facility could help, but the area would provide few near-term destinations, and likely still remain a challenging environment except for the most comfortable cyclists. The 2019 supplemental application did not provide any additional material to support a revision to the working group's assessment on the multi-modal performance outcome.
- Given the extensive state of good repair need in the region, the working group wanted to see a fuller discussion in the application's delivery section concerning the effect of an expansion project on overall pavement maintenance needs, and the sponsor's plan to maintain the investment over a longer time frame.
- The total funding request is inconsistent with the program guideline's consideration for "small and medium sized projects" in requesting almost 20 percent of the available funding.
- SACOG staff recommends a partial award of \$4,000,000 to fully fund Segment #3 (northern portion of the corridor) where the working group review found project performance assessment benefits to be highest. Staff recommends the award include a condition that no additional regional funds beyond the 2019 award are used to complete the corridor segments funded by SACOG. Given the round's emphasis on state of good repair, the working group also requested the sponsor provide additional detail on its strategy to cover life-cycle maintenance costs.

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**Sacramento County – Watt Avenue Complete Streets Improvements- Phase 1**

*Program Category*

2018 Partial Projects

*Funding Request* \$1,984,000

*Award Recommendation* \$1,984,000

*Proposed project:* On Watt Ave. from Winona Way to south of Orange Grove Ave.: design and construct roadway rehabilitation, landscaped medians, buffered Class II bike lanes, bus turnouts, median channelization, street lighting, traffic signalization improvements, and separated sidewalks.

*Summary of Application Review Comments*

- The project proposal has great synergy with other planned investments in the corridor, including the Courtyard Inn affordable housing project and the efforts to enhance the Watt/I-80 transit station. The ties to these other investments make a compelling performance case for the larger corridor that the supplemental section of the 2019 application discussed in further detail. The supplemental application's additional PBID discussion also helps demonstrate the timeliness of the project.
  - The project would serve a disadvantaged community and there is a clear need for complete street facilities for those without cars.
  - The applicant provided a high local match of \$1 million when seeking \$2.8 million (between the 2018 and 2019 rounds). The project received higher scores on the leverage criteria.
  - The working group raised concerns that the initial phase of the project will not fully connect to the synergetic developments along the corridor, and that the surrounding areas are still very auto-oriented. As such, the reach of the initial project is limited, though the review committee understands this is the first phase of a larger investment.
  - The 2018 working group thought the sponsor needed to demonstrate progress on engineering, utilities, and environmental work before coming back for construction funding. The 2019 review found the sponsor has made sufficient progress in these areas.
  - As such, SACOG staff recommends a full award of \$1,984,000 conditioned on the sponsor providing more detail on its strategy to cover life-cycle maintenance costs and adhering to the schedule reflected in the application, with no additional regional funding going towards the implementation of this project scope.
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## **Sacramento Regional Transit District – Maintaining and Modernizing the Regional Light Rail System**

*Program Category*  
2018 Partial Projects

*Funding Request* \$48,950,000  
*Award Recommendation* \$10,000,000

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

### *Summary of Application Review Comments*

- The sponsor is seeking to maintain and modernize the light rail system through a three-pronged approach: light rail vehicle replacements, light rail station conversions, and sidetracking to increase Gold Line frequencies. The project sponsor offered specific performance outcomes for each component of the application, noting that primary performance benefits are to (1) increase multimodal travel options, (2) reduce regional congested VMT/capita, (3) reduce regional VMT/capita, and (4) demonstrate state of good repair benefits.
- Through the application material the project sponsor demonstrated a significant and time-sensitive need for replacement vehicles in support of the state of good repair outcome. Much of the light rail fleet is past or approaching the end of its useful life, jeopardizing the ability to maintain service. The working group found the vehicle replacement component had the strongest performance need of the application's three elements.
- The working group found it more difficult to assess an application that consisted of two separate performance arguments—an overwhelming state of good repair need (for vehicle replacements and station retrofits) and a service expansion request (through the Gold Line double tracking). The working group recommended that in future funding requests the sponsor submit separate applications for separate projects.
- The 2018 engineers review raised concerns about the timing, cost, and delivery of the overall project. The 2019 supplemental material largely responded to the comment, including evidence of progress on the 2018 award, a joint procurement, and low-floor station design.
- While the application spoke to an overwhelming and time-sensitive vehicle replacement need, the 2018 working group noted the lack of an overall funding strategy to help fulfill identified resource needs. The 2019 working group also raised concerns about the project's funding strategy, including the lack of detail in the question regarding a long-term strategy for covering operations and maintenance funding needs.
- As light rail ridership has declined, the 2018 working group asked for more information on local commitment in terms of funding, supportive land uses, and other strategies to increase ridership that would make the performance outcome argument more compelling. The 2019 supplemental material included several promising examples, such as free transit fares for students, an affordable housing development near transit, and reduced fares/transfers.

- The total funding request is inconsistent with the program guideline’s consideration for “small and medium sized projects” in requesting nearly 90 percent of the estimated funding available in the entire round.
  - Given demonstrated state of good repair needs, staff recommends a partial funding award of \$10,000,000 to cover two light rail vehicles. Staff recommends the award include a condition that the sponsor is responsible for covering any cost increases for these vehicles, and that the sponsor provides additional detail on the funding strategy to address vehicle replacement needs.
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### **Yolo County – County Road 27 Bike Lane & Road Rehabilitation**

*Program Category*

*Funding Request* \$2,478,000

State of Good Repair

*Award Recommendation* \$1,239,000

*Proposed project:* On County Road (CR) 27 from CR 99 to the railroad tracks east of CR 100A, construct road rehabilitation and add Class II bike lanes where right-of-way and topography allow.

#### *Summary of Application Review Comments*

- The working group noted the poor pavement conditions on the facility, and how vehicular volumes are higher than many other rural roads. The project generally scored well on the road rehabilitation selection criteria.
  - The review found the application’s multi-modal section used general language about rural facilities rather than specific information on this project and context. The performance case could have been stronger with a more concrete discussion of the performance outcomes of the facility itself. While recognizing the rural context, the working group did not see as strong complete streets benefits in the application material compared to other applications. Safety data or a discussion of potential users could bolster the project’s safety and complete streets narrative.
  - SACOG staff recommends a partial award of \$1,239,000. Staff recommends the award includes three conditions: (1) the project complete its PS&E phase to be eligible to compete for additional regional funding in 2020, (2) the sponsor pursue additional design input on how the bike lane addresses site-specific issues at intersections and along the facility and (3) the sponsor provide additional detail on its strategy to cover life-cycle maintenance costs.
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**Yolo County Transportation District – Transit Vehicle Replacement, Phase II**

*Program Category*  
2018 Partial Projects

*Funding Request* \$2,921,000  
*Award Recommendation* \$0

*Proposed project:* Purchase five 40-foot CNG transit buses to replace vehicles in the Yolobus fleet.

*Summary of Application Review Comments*

- The purpose of the project is to help maintain a state of good repair. The sponsor identified the project's primary performance benefits as (1) increasing multimodal travel options, (2) demonstrating state of good repair benefits, and (3) reducing regional VMT/capita.
  - The application demonstrated the need for replacement vehicles. Transit Asset Management (TAM) data show the sponsor runs its buses for many more miles than the 500,000 mile threshold at which the Federal Transit Administration allows bus replacement requests. The 2019 supplemental material likewise used TAM data and analysis in support of the vehicle replacement need.
  - The 2018 working group found the arguments for decreased regional VMT and increased multimodal options less supported than the vehicle replacement need and asked for additional supporting detail in the 2019 supplemental application. This request for more data and analysis was not addressed in the 2019 application.
  - In terms of the funding leverage criteria, the project has a low local match relative to the peer group receiving funding awards and the application did not effectively address how additional funding in 2019 would become a catalyst for additional investments.
  - SACOG staff does not recommend a funding award through the 2019 cycle but will be working to support YCTD pursue competitive grant opportunities for buses over the coming year.
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### **Yuba County – Feather River Blvd- State of Good Repair Project**

*Program Category*

State of Good Repair

*Funding Request* \$1,701,000

*Award Recommendation* \$1,701,000

*Proposed project:* On Feather River Blvd. in the unincorporated community of West Linda from Garden Ave. to Alicia Ave.: design and construct road rehabilitation, sidewalk gap closure on the southeast side of Feather River Blvd.; add sidewalks on the northwest side of Feather River Blvd., Class II bicycle lanes, crosswalks, storm drains, striping, signage, curbs, gutters, ADA compliant ramps, LED street lights, and transit stop shelters and benches.

#### *Summary of Application Review Comments*

- The working group found high performance outcomes across both the state of good repair and multi-modal potential selection criteria.
  - The review recognized the performance benefits in bringing the busiest road in Linda towards a state of good repair. Likewise, the application made the case for why the proposed treatment is the best strategy to extend the life of the facility.
  - In addition to pavement needs, the working group found the application did a thorough job of addressing complete streets outcomes. Notable elements include the project's synergy with a recent Active Transportation Program grant project and a partnership with Yuba-Sutter Transit to improve access to bus stops serving a main transit line. Further, the project's safety data show that not only is there a demand for active transportation travel, but also a clear safety need—half of all collisions on the corridor in the last several years involved a bicyclist or pedestrian. Finally, the project serves a neighborhood of concentrated poverty, which illustrates not only need but the potential for active transportation use by residents that have fewer mobility options.
  - SACOG staff recommends a full funding award of \$1,701,000 conditioned on the project sponsor adhering to the schedule reflected in the application and providing additional detail on its strategy to cover life-cycle maintenance costs, with no additional regional funding to complete the phase.
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