

Summary of 2021 Regional Program and Community Design Application Review

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SAC-5 Managed Lanes– I-5/US 50 to Sacramento River Bridge

Caltrans District 3

Regional Program	(Transformative)	Funding Request	\$19,461,000
		Award Recommendation	\$6,711,000

Proposed Project

In the City of Sacramento and Sacramento County, on Interstate 5, from the Interstate 5/United States Highway 50 interchange to the Sacramento River Bridge (Br No 22-0025): construct managed lanes in both directions, ramp meters at southbound West El Camino Avenue and I Street ramps, and a southbound deceleration lane for the Elkhorn Rest Area.

Summary of Application Review Comments

The sponsor identified the project's primary performance outcomes as providing long-term economic benefit and reducing congested vehicle miles travelled per capita. All projects in the Transformative category were also assessed on cost effectiveness, project leverage, risk, and deliverability evaluation criteria.

The sponsor drew on the region's Congestion Management Process (CMP) to show the facility to be highly unreliable. The working group felt the application may have even understated the facility's congestion case: the Project Performance Assessment (PPA) results were for the ultimate project extent past the airport, while the funding request was for work on I-5 between US 50 and the Sacramento River. Sponsor-provided and separate PPA data shows that stretch of the corridor to be heavily congested (the second-most congested freeway stretch in the region). As for the Capital City and Yolo Causeway requests, this application used project modeling to argue how the project would alleviate congestion and improve reliability. Finally, the land uses surrounding the project corridor are expected to grow and densify significantly, which would only add to congestion over time.

Growth in the project corridor also influenced the reviewers' assessment of the project's contribution to regional economic prosperity. The full project extent is bookended by two key economic anchors: downtown and the international airport. In between are high potential job growth sites such as the Railyards and the redevelopment of the former Kings arena. Indeed, the MTP/SCS projects this I-5 project corridor will add the most jobs of any corridor with an application in the Transformative category. Given these economic anchors, the review group felt the corridor was primed for an innovative approach to the project's managed lane scope features and strongly encouraged the sponsor to consider a priced option for the project's managed lane.

With an estimated 11% freight mode share, the facility serves a major role in the important goods movement sector. Despite these strengths, some reviewers felt the application used a narrow interpretation of how the project would serve disadvantaged communities with less evidence of outreach, which was one critique from the economic prosperity section review. However, with support letters from transit providers, communities and major regional economic development partners, the application gave evidence of broader engagement and support. Finally, the modeling provided in the application suggested a benefit-to-cost ratio below one for the project. Through the supplemental interview materials the sponsor explained the issues with that calculation as an outlier of the project's benefit estimates.

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With a Trade Corridor Enhancement Program award in hand, the phase is well leveraged (though the application's Project Programming Request could have been clearer in listing the various sources of funding). The application had a strong answer to the second component of the leverage criteria: how the project will build upon/interact with land use to transform the project area.

The engineers' review noted that much of the engineer's estimate relied on lump sum totals, which made the project more difficult to assess. The reviewers appreciated the application's thorough discussion of project risk, however, and felt like the project had a solid strategy to manage those risks identified in the environmental phase (the phase considered for funding) but less so for the subsequent design and construction phases. Ultimately, the review concluded the project is ready for PA&ED (environmental phase), but that there are still many uncertainties around future technical phases.

Staff recommends a partial award of \$6,711,000 to complete the PA&ED phase. The award is conditioned on the sponsor demonstrating a commitment to pursuing a managed lane strategy that considers a pricing option, and continuing to engage SACOG in the project development activities.

SAC-51 Capital City Freeway Managed Lane Project

Caltrans District 3

Regional Program	(Transformative)	Funding Request	\$69,000,000
Award Recommendation			\$6,000,000

Proposed Project

On State Route (SR) 51, from J Street to Arden Way (PM 1.05/4.8): extend managed lanes; widen the American River Bridge to 10 lanes (6 general purpose, 2 auxiliary, and 2 managed) and add a new Class I bike path on the bridge; add a new auxiliary lane from Exposition Blvd to E St in both directions and a SB auxiliary lane from Arden Way on-ramp to Exposition Blvd off-ramp; replace the B St UP, A St OC, and Elvas UP; widen the EB 160/SR 51 separation structure; and widen the Cal Expo UC (Tribute Rd UC).

Summary of Application Review Comments

The sponsor selected to be assessed on the long-term economic benefit and congestion relief performance outcomes. All projects in the Transformative category were also assessed on cost effectiveness, project leverage, risk, and deliverability evaluation criteria.

Within the congestion outcome the application demonstrated significant need: the facility ranked as the top congested spot in the region the last two years according to the sponsor's Mobility Performance Statistics. The Project Performance Assessment (PPA) tool, run on every application, had a similar finding: the facility had the greatest variation between free flow and congested speeds of any project in the Transformative category. The sponsor used travel demand modeling results to show how the project improvements would address the existing congestion need through travel time savings and improved reliability. The application material also provided a case study (I-80 Across the Top project) of how a similar project within the region led to noticeable performance benefits. Finally, the project includes associated scope elements that will encourage more transportation options. While the primary benefit will come through the added vehicular lanes, the review found the related third track project of the Capital Corridor and the new bicycle/pedestrian bridge across the American River to be strong co-

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benefits of the project (in particular, the application provided a compelling visual of how active transportation travel times would be improved with the new bridge).

While the working group saw clear need in the congestion outcome, some questioned if the proposed solution would be the most cost-effective approach. Some reviewers thought the benefits of a managed lane would be concentrated on peak period travel, while others suggested the reliability and speed data showed a need throughout the day. Others wondered if there could be an operational improvement in lieu of the full build project.

Within the economic prosperity theme, the project material showed clear evidence of how the facility provides extensive jobs and educational accessibility; the significant congestion discussed above acts as a hindrance on even further job and service access. The application also included information on the transit service on the corridor and that role in job access for a wider swath of the population, with support letters from transit providers and major regional economic development partners. Finally, the review felt the route was a vital artery for travel within the SACOG region, connecting multiple job centers and a broader workforce. Like for the congestion outcome, the review gave the application high scores in the economic prosperity criteria.

Any regional award will ultimately be a small component of the project's overall cost. The project does have significant leverage in terms of \$135 million in associated SHOPP funds, and the review recognized the need for funding early project development work. However, the project will have a very high ultimate cost, leading to questions about what an appropriate level of funding is across various potential sources and major capital projects.

As with the other freeway projects, the delivery review group noted the uncertainty with the ultimate project but found the most pressing request (coordinating with the CCJAP on overcrossings) had less delivery risk.

Staff recommends an award of \$6,000,000, which would enable the sponsor to develop conceptual designs to replace the multiple underpass structures and continue other project development activities.

Staff proposes the award is conditioned on the sponsor demonstrating a commitment to pursuing a managed lane strategy, continuing to engage SACOG in the project's development, and working with SACOG's project delivery team and partner agencies to develop a strategy to address the project's construction phase funding needs

SAC-PLA 80 Managed Lanes: Project Study Report- Project Development Support

Caltrans District 3

MTP/SCS EIR Legal Settlement	Funding Request	\$250,000
	Award Recommendation	\$250,000

Proposed Project

Fund the development of a Project Study Report- Project Development Support (PSR-PDS) to study the potential conversion of the existing High Occupancy Vehicle (HOV) lane, including an evaluation of

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pricing and/or tolling, on Interstate 80 from El Camino Boulevard in Sacramento County to Rocklin Road in Placer County.

Summary of Application Review Comments

The estimated 12-month effort will study multiple alternative uses of the I-80 corridor that extends west of I-5 in Sacramento County to east of SR-65 in Placer County. The scope will focus on the potential introduction of pricing and/or tolling lanes and changing occupancy requirements for free use. Caltrans District 3 staff will develop the PSR-PDS in coordination with SACOG and Placer County Transportation Planning Agency (PCTPA). This PSR-PDS is a critical next step to implement the express lanes network and pricing policies identified in the 2020 MTP/SCS and will prepare the project for competitive state and federal funding sources. The project stems from the legal settlement to the 2020 MTP/SCS EIR.

U.S. Route 50 Integrated Corridor Management Project

Caltrans District 3

Regional Program	(Maintenance & Modernization)	Funding Request	\$3,283,000
Award Recommendation			\$0

Proposed Project

In Yolo, Sacramento, and El Dorado counties, on U.S. Route 50 (US 50), between West Sacramento and El Dorado Hills, Caltrans seeks to evaluate Integrated Corridor Management (ICM) strategies and add additional ICM infrastructure by developing ICM corridor specific Traffic Study and completing pre-construction phases for ten High Occupancy Vehicle Preferential Lane (HOVPL) ramp meters between West Sacramento and El Dorado Hills. The City of Rancho Cordova seeks to implement pre-construction phases for various and Intelligent Transportation Systems (ITS) elements, some of which include system detection, Bluetooth readers, static trail blazer signs/way finding signs, traffic signal controller system upgrades, detection system upgrades, video surveillance, signal communication, vehicle and bike detection, and variable message signs.

Summary of Application Review Comments

The sponsor selected the long-term economic benefit and safety and security outcomes as the project's primary modernization benefits. All projects within the Maintenance & Modernization category were also assessed on priority, cost effectiveness, deliverability, and asset need evaluation criteria.

For the economic outcome, the working group appreciated the level of information in the application. The INRIX data showing the corridor's level of travel time reliability was a particularly strong point. Though while the provided data called attention to the Howe and Watt Ave segments of the facility as hot spots, the working group did not see scope elements that would contribute as directly to issues on that segment. The review group also felt the description of the performance outcomes of each part of the project somewhat unconnected, making it harder to assess the benefit of the project as a whole.

For the safety benefit the review had similar findings: the project has modernization benefits, though it was more difficult to connect the various elements of the project to a final assessment.

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While there were minor discrepancies between the sponsor-provided Benefit/Cost text and table, (that also had different costs than those provided in the Project Programming Request), the working group generally agreed the approach would be cost effective.

In terms of the asset condition and use, the review noted the high volumes on the corridor, but also how the application suggested the ITS infrastructure considered for replacement was only three years old. Given the striking asset need within the overall Maintenance & Modernization category, the working group found the asset condition argument for this project less pressing. Further, the application could have more fully answered the prompt on funding strategy, given that the request was for project development.

The delivery review group also noted variations between the project cost estimate and the various project elements. Notably, the project request was for \$3.2 million, but the individual Project Programming Requests summed to less than that total. The engineering group had questions on if the planning study would have eligibility issues with federal funding. As such, the engineers' review felt the application could have scored better in the delivery section with clearer cost estimations across the three project elements.

Staff does not recommend a project award in the oversubscribed 2021 regional funding round, but will be continuing to support Caltrans in the pursuit of competitive federal and state grant opportunities for this project.

Yolo 80 Managed Lanes Project

Caltrans District 3

Regional Program	(Transformative)	Funding Request	\$15,200,000
		Award Recommendation	\$4,000,000

Proposed Project

Along Interstate 80 (I-80) and United States Route 50 (US 50) from the Solano/Yolo County line, through Yolo County, and into Downtown Sacramento: construction of improvements consisting of managed lanes, pedestrian/bicycle structure with enhanced termini, and Intelligent Transportation System (ITS) elements.

Summary of Application Review Comments

The sponsor selected primary performance benefits of (1) reducing congestion and (2) providing long-term economic benefit. All projects in the Transformative category were also assessed on the following evaluation criteria: cost effectiveness, project leverage, risk, and deliverability.

The facility showed evidence of a congestion need, but relative to the other two major highway project requests in the Transformative category (I-5 and Cap City), congestion on this facility was not as prominent. The application did provide however a compelling statistic of how congestion on the corridor has increased noticeably during the last two years of available data (2018/2019). The working group scored the project higher on the congestion indicator, but not as high as the other highway projects, given the lesser need relatively. Some also questioned if there could be more operational improvements

to address key contributing factors (such as sudden merging from traffic entering the facility from the nearby fruit stand) in the near-term.

A stronger part of the application was the corridor's role in the regional economy. The region's Prosperity Strategy calls out the importance of connecting two main innovation drivers (UC Davis, and the UC Davis Medical Center). Improvements to the I-80 corridor would better link those key nodes through both vehicular and transit accessibility (and even active transportation, through the improved bicycle path). The facility also is the primary way the region connects to the Bay Area, so serves an important role in the megaregional economy. The application's supplemental letters from regional economic development, community, employer and transit partners spoke to the project's support within the economic outcome. As for the I-5 project, the review felt this corridor to have strong potential for a full managed component and strongly encouraged the sponsor to fully explore priced options through the current project development.

With over \$45 million to count for match, the project has clear leverage. The engineers' review had some concerns if the cost estimates were consistent with those of similar projects. That review noted the project would require extensive coordination with local agencies to deliver the non-freeway portion of the project, but that this coordination is underway.

Across the sponsor's three requests in the Transformative category, the working group saw clear benefits but also pointed to the significant project development costs requested on the regional program. The working group expressed concerns about the sponsor's ability to secure enough funds for multiple projects at once, and recommended the sponsor explore ways to prioritize the multiple investments, including potential near-term operational improvements on some of the corridors as a potential way to focus on one of the managed lane projects.

Staff recommends an award of \$4,000,000 to continue project development, conditioned on the sponsor demonstrating a commitment to pursuing a managed lane strategy that considers a pricing option and continuing to engage SACOG in the project's development activities.

Capital SouthEast Connector Segment D2a

Capital SouthEast Connector Joint Powers Authority

Regional Program	(Transformative)	Funding Request	\$8,288,000
Award Recommendation			\$0

Proposed Project

The project, located in Rancho Cordova/Sacramento County on Grant Line Road from Douglas Road to White Rock Road, will reconstruct the road to meet current geometric standards and accommodate approved general plan buildout and mining conveyor as well as construct a new signalized intersection with turn lanes at Raymer Way.

Summary of Application Review Comments

Sponsor-identified project performance benefits are to (1) improve goods movement in and through the region and (2) significantly improve safety and security. All projects in the Transformative category were also assessed on cost effectiveness, project leverage, risk and deliverability evaluation criteria.

Within the goods movement outcome, the application referenced the nearby quarry and aggregate activities as well as the landfill and recycling facilities in the broader area that contribute to trucking activity. The working group had questioned if the cited roughly 3,800 quarry truck trips was current or future year evidence. The supplemental interview confirmed this was a future year estimate. The supplemental interview also provided more detail on the timing of the expected additional quarries in the project area, responding well to that working group question. The review group and sponsor disagreed somewhat however on the existing conditions in the project area. Through the supplemental interview the sponsor brought forward intersection level analysis arguing for AM peak hour delay at multiple intersections in the project vicinity. In contrast, the working group felt that observed speed data from the National Performance Management Research Data Set showed the corridor typically operated without congestion, thus leading to fewer conflict points between freight and other travel.

The working group found less forceful the application's argument that the investment will support agriculture, in that the full project could likely open existing agricultural and grazing lands to urban or other development (with all agricultural lands along the corridor expected to be converted by 2040 based on the land use forecast of the MTP/SCS).

The pre-application meeting between the sponsor and SACOG flagged several questions relating to the safety performance outcome. The application responded to many of the questions raised in that pre-application consultation. In particular, the working group found the application appendix describing the methodology for the application's cited collision data a great resource that was important part of the working group deliberation.

While just a single part of the overall project evaluation, the working group raised several additional points and questions about the material within the application's safety performance outcomes section, given that the sponsor had selected this as a primary outcome.

First, the appendix noted the application analysis used the Sacramento County Crossroads for a detailed investigation of all collisions in the project corridor. The review group felt the application could have been stronger by describing if the comparison facilities for that analysis included a detailed summary of

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all collisions or used the standard SWITIRS data. Staff appreciates the productive conversation in the supplemental interview and the more details provided in the sponsor's analysis relating to this question, however, the review still felt that the sponsor-provided data compiled specifically for the corridor used a more labor intensive, detailed approach compared to the base collision rate used in the comparator facilities.

Next, the intersection at Douglas and Grant Line has been recently signalized. The working group felt that improvement could be an important countermeasure already in place that addresses some of the issues seen in the older years of provided data. The review thought other improvements, such as access consolidation, could likewise provide a near-term benefit for the corridor.

Finally, Table 1 in the safety section of the application gives very useful information about the total collisions in the corridor. The working group appreciated the property damage collision discussion and found it a valuable additional point of reference. However, as mentioned above, the working group wondered about the rate-based comparison given the issues raised in the application appendix about the challenges in compiling property damage only collision data. In addition to the total collisions discussed in the broader application, the same table provided in the application also suggests the facility could have a lesser rate on the class of collisions tracked through the TIMS data set. Indeed, relative to other applications in Transformative category, the corridor had one of the lowest TIMS rate. Reviewers noted the injury/fatality rate is, in their opinion, the most commonly used safety metric, and what is used in the statewide safety performance target that all metropolitan regions must report on.

Notwithstanding the above technical questions, the working group recognized the important role the corridor plays for the nearby community. Like many other facilities in the region, the corridor has less of or no recovery zone and little or no shoulders. In particular, the group discussed the challenges caused by high-speed traffic on the curve around Rymer. The working group found these and the provided community quotes, letters and narrative to be valuable contributions to the application, but that other projects in the oversubscribed Transformative category also exhibited strong evidence of need.

With the minimum required local match, the project was less leveraged compared to the peer set of applications in the Transformative category. The application did mention secured funds from Measure A that will be programmed and the potential for impact fee funding. However, relative to its peer group, the project scored lower on the leverage criteria. Further, the review felt the cost effectiveness calculation relied more heavily on future year volumes of the ultimate full build, not from the proposed geometric improvements to a two-lane facility.

Staff does not recommend a funding award through the oversubscribed 2021 regional funding round but welcomes the opportunity to support the sponsor in pursuing funding opportunities for the near-term targeted operational improvements discussed through the review.

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Scott Road Realignment Project**Capital SouthEast Connector Joint Powers Authority**

Regional Program	(Maintenance & Modernization)	Funding Request	\$3,459,000
Award Recommendation			\$3,459,000

Proposed Project

In Folsom/ Sacramento County, on Scott Road from approximately 1-mile south of White Rock Road to Prairie City Road: Reconstruct existing 2-lane road to meet current geometric standards. Construct new roundabout intersection at California State Parks entrance.

Summary of Application Review Comments

Sponsor-identified project modernization benefits are to: (1) provide long-term economic benefit to the region, and (2) improve safety and security. All projects within the Maintenance & Modernization category were also assessed on priority, cost effectiveness, deliverability, and asset need/use evaluation criteria.

Within the asset condition and use criteria, the review noted that from a pavement condition perspective the facility is in better condition than many others being considered for funding, but that intersection design and turn movements are now outdated given the construction of the D3 Connector segment on White Rock. The engineers review found the project highly ready.

For the modernization outcomes the review found the project's strongest benefit to be within the safety evaluation criteria. The project responds to a clear community-identified safety need evidenced in the application's supplemental materials. And the working group agreed that the existing need would be exacerbated as volumes increase on White Rock.

For the economic prosperity outcome, the review noted that for a rural setting the facility provides more access to jobs and services than its place-type average. But the group found the application statistic that the project serves 45% of the region's jobs was not substantiated by the application material. Relative to the higher need seen in the safety outcome, the working group gave the project a more moderate assessment within the economic benefit outcome.

Given the project's demonstrated safety need, priority, and deliverability, staff recommends a full funding award of \$3,459,000 through the 2021 regional funding round.

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Auburn Boulevard Complete Streets (Phase 2)**City of Citrus Heights**

Regional Program	(Maintenance & Modernization)	Funding Request	\$4,865,000
Regional Program	(Transformative)	Funding Request	\$8,865,000
Community Design		Funding Request	\$4,000,000
<i>Total Funding Request</i>			<i>\$9,000,000</i>
Award Recommendation			\$9,000,000

Proposed Project

Construct 4,800 LF of Auburn Boulevard Complete Streets Project (Phase 2) between Orlando Avenue (Roseville) and Rusch Park (Citrus Heights). The project includes a new intersection between two commercial centers, wide separated sidewalks, utility undergrounding (non-participating), class II bike lanes, enhanced transit stops, wide landscaped medians, access control and ATMS upgrades.

Summary of Application Review Comments

The project competed across the Transformative, Maintenance & Modernization and Community Design programs of the 2021 funding round.

Those on the Community Design review group found the project to have a well-designed streetscape plan, with the provided evidence of community support, clarity of vision and large local match all pointing to the importance of the corridor to the community. The group saw clear signs of several infill developments along the corridor, though thought the project area could have more limited growth for new development. Some on the review group felt the proposed active transportation features could be uncomfortable for cyclists, though overall the project scored highly on its ability to support the Blueprint principles.

For the Transportation and Maintenance & Modernization categories the sponsor identified the project's primary performance outcomes as increasing multi-modal travel/choice and transportation options and significantly improving safety and security. All projects in the Maintenance & Modernization category were assessed on asset condition, cost effectiveness, priority, risk, and deliverability evaluation criteria, while the Transformative review also considered leverage.

The Regional Program multi-modal review saw strong use of visuals in the narrative and appendix to showcase some of the barriers to current active mode travel on the boulevard; as an auto-oriented aging commercial corridor, the existing facility is unfriendly to active modes. The application also referenced PPA data (such as intersection density, land use diversity, activity generators and transit service) as well as scope components (such as the transit center connection or wide sidewalks) to speak to the multi-modal potential of the corridor once the investment was complete. With a lack of other nearby bike routes, this would be the key active transportation route for the community (leading to a continuous 4-mile bike route), though some on the working group thought standard class II bike lanes would not be the optimal treatment given speeds and volumes on the boulevard. However, across the multiple reviews the evaluation group found the driveway consolidation to be a major strength, both in the multi-modal and safety outcomes.

The proposed transportation investments would be coupled with a supportive land use plan (the Boulevard Plan) that enhances the project's complete street improvements. As more mixed and denser land use comes to the boulevard, so too will the generators of more active transportation travel.

While some on the Transformative review were more mixed on the project's multi-modal potential, the majority across the three programs thought the investment would be a needed improvement to a major commercial corridor. Further, these reviewers found the project a context-sensitive solution for an aging, auto-oriented corridor. The working group also felt the application demonstrated clear community support for the project's design features, as seen in the 25 letters included in the appendix as well as the referenced Boulevard Plan.

While the project on average scored high on the multi-modal outcome, it received even higher marks in the safety criteria review. The facility has had a high number of injury collisions, including those affecting bicyclists/pedestrians. The review saw a safety need across each of the PPA indicators, and the project design includes countermeasures to improve travel for vehicles, bicyclists, and pedestrians. As mentioned above, the driveway consolidation was an importation aspect of the project design for the safety review group, as was signalizing the Whyte Ave intersection (which showed in the safety hot spot analysis). The application also included a compelling statistic of how similar improvements in the project's first phase led to a noticeable reduction in collisions.

The funding request to the 2021 round comes highly leveraged. The project has secured 37% in non-federal funding, plus further funding through prior SACOG and other awards. The application also had a compelling answer to the second aspect of the leverage prompt relating to how the infrastructure improvement could leverage private investment in the corridor.

Some on the engineers' review felt the costs were higher than for similar projects and noted the uncertainty across the various asks in the 2021 round. But overall, the engineers' review generally found little other delivery risk on the project.

Staff recommends a full funding award of \$9 million. The award would consist of \$8,324,000 from the combined 2021 Community Design and Regional programs, plus \$676,000 from the Smart Growth Incentive Program funds approved by the board of the Sacramento Transportation Authority which serve as leverage in the Cycle 9 Community Design program.

Anderson Road-Chavez Elementary School Improvements

City of Davis

Regional Program	(Maintenance & Modernization)	Funding Request	\$3,090,000
		Award Recommendation	\$3,090,000

Proposed Project

Complete streets improvement project in Davis, on Anderson Road between Villanova Drive and Amherst Drive: separated bicycle facilities, frontage improvements, on-site improvements for loading activity and parking at Cesar Chavez Elementary School, intersection safety improvements at Villanova Drive and Rutgers Road, transit stop improvements, and on street parking construction and landscaping at Redwood Park adjacent to the southern Cesar Chavez Elementary School Driveway.

Summary of Application Review Comments

The sponsor selected the project's primary modernization benefits as increasing multi-modal travel/transportation options and improving safety and security. All projects within the Maintenance & Modernization category were also assessed on priority, cost effectiveness, deliverability, and asset need evaluation criteria.

The working group found very high modernization benefits within both selected outcomes. Given the transit use on the facility (some of the highest ridership routes of both Unitrans and YCTD), the reviewers would have liked to have seen more evidence of coordination with transit agencies. Besides that comment, the group thought the application did an excellent job pairing Project Performance Assessment (PPA) with local data to make a compelling case for the project and its benefits. The project is the sponsor's number one priority in the Maintenance and Modernization category and in the overall round.

The engineers' review had questions on if the proposed schedule was realistic, noting the project is in its early phases yet aims to have design completed by fiscal year 21/22 and construction the following year. As such, some reviews gave lower scores on the readiness delivery criteria, which is one part of the overall evaluation.

Staff recommends a full funding award of \$3,090,000, conditioned on the sponsor working with SACOG's Project Delivery Team to address review comments from engineer's working group on project schedule.

Fifth Street Improvements (L to Pole Line)

City of Davis

Community Design	Funding Request	\$100,000
		Award Recommendation
		\$100,000

Proposed Project

On Fifth Street between L Street and Pole Line Road, this project would perform engineering work to extend the reconfiguration that reduced the number of vehicular lanes from four to three (two travel lanes plus turn lane).

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Summary of Application Review Comments

Staff reviewed the application material and found the project met the criteria for the Non-competitive Category Community Design Program. Staff recommends a full funding award that is conditioned on the project sponsor working with SACOG Programming and Project Delivery staff on the final approval of the project scope.

H Street Pathway and Parking Improvements- Phase II

City of Davis

Regional Program	(Maintenance & Modernization)	Funding Request	\$1,823,000
Award Recommendation			\$1,823,000

Proposed Project

This project includes parking, roadway improvements, and traffic calming improvements on H Street from the H Street bike/pedestrian tunnel entrance to just south of the Davis Little League fields, pathway improvements between J Street and H Street, pathway improvements at existing H Street tunnel, retaining wall improvements, new sidewalk, installation of fencing, utility adjustments, and new pathway along H Street.

Summary of Application Review Comments

The application selected to be assessed on the multi-modal and safety modernization benefits. All projects within the Maintenance & Modernization category were also assessed on the following criteria: priority, cost effectiveness, deliverability, and asset need.

With a failed pavement condition score, the project has a clear asset need. Yet with volumes lower on the facility relative to other suburban projects, the project received a slightly lower score on the asset use and cost effectiveness criteria.

Within the modernization selection criteria the group saw a good discussion of connectivity and active multi modal users. The group found the visuals in application element #8 helpful in understanding the project and its extent. The fact that the project builds off a successful phase 1 was a strong point (though could have been emphasized more in the narrative). Generally the group was supportive of the design as an appropriate treatment to address existing needs, and the project received relatively high marks on the multi modal modernization outcome.

For the safety outcome the review group felt the application made good use of photos in the exhibits to demonstrate existing conditions and felt the roundabout a suitable solution to slow down speeds at a point with poor visibility.

Compared to other applications, this project application was somewhat less supported with quantitative evidence, but the review group saw several relevant indicators within the Project Performance Assessment tool (such as the complete streets index) that spoke to project need. The review group did understand how bicycle-to-bicycle or bicycle-to-pedestrian incidents are almost never reported and thought the count of bicycle users on the facility was helpful in measuring project need. Staff recommends a full award of \$1,823,000 through the 2021 regional funding round.

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Tulip Lane and Ponteverde Lane Bike Way Project**City of Davis**

Regional Program	(Maintenance & Modernization)	Funding Request	\$311,000
Award Recommendation			\$0

Proposed Project

This project includes a speed table mid-block crossing, bike path re-alignment, and traffic calming improvements on Tulip Lane just north of Ponteverde Lane. The project will reconstruct an existing bike path and construct a new bike path on the other side of Tulip Lane to provide a safer route for bicyclists, primarily elementary school students, to cross Tulip Lane.

Summary of Application Review Comments

The sponsor selected the multi modal/transportation options and safety/security performance outcomes as the project's primary modernization benefits. All projects within the Maintenance & Modernization category were also assessed on priority, cost effectiveness, deliverability, and asset need evaluation criteria.

The working group understood the 90 degree turn movement for active transportation users of the existing facility to be an issue for the local context but did not find it the highest modernization need relative to the pool of other projects. For the asset condition, the group did feel the project would extend the life of the facility but was not the most pressing in the overall round. Staff does not recommend a funding award through the oversubscribed 2021 regional cycle.

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East Stockton Boulevard Pavement Rehab and Complete Streets**City of Elk Grove**

Regional Program	(Maintenance & Modernization)	Funding Request	\$2,405,000
Award Recommendation			\$0

Proposed Project

East Stockton Blvd. from Grant Line Road to Elk Grove Florin Road. Work includes adding bike lanes, upgrading curb ramps, adding bicycle detection at Grant Line signal, pavement maintenance and rehabilitation.

Summary of Application Review Comments

In the asset condition and use criteria the review found the application's discussion of the different treatments for the corridor based on varying pavement conditions to be a strong point. Overall the corridor had a rehabilitation need, but not as pressing relative to the pool of other candidate projects. The facility also had lower volumes compared to similar project types.

For the modernization benefits the sponsor selected the multi-modal and safety outcomes. In the multi-modal review the working group found the project would provide some gap closure in the active transportation network, but that the area lacked as many activity generators and destinations as other peer projects, and that the multi-modal design treatments may not be as effective given the vehicle speeds on the facility. And while the reviewers anticipated the area surrounding the project would be growing through time (leading to more trips of all types), the group generally scored the project lower on immediate need. Finally, the application's explanation of safety benefits was less documented, and the review generally gave the project lower scores relatively on the modernization criteria. Staff does not recommend a funding award for the project in the 2021 round.

Elk Grove Boulevard Adaptive Traffic Signal Pilot Project**City of Elk Grove**

Regional Program	(Maintenance & Modernization)	Funding Request	\$1,035,000
Award Recommendation			\$1,035,000

Proposed Project

In Elk Grove, along Elk Grove Blvd from Backer Ranch Rd to Elk Grove Florin Rd, at 13 signalized intersections including E Stockton Blvd and SR99 northbound ramps: upgrade traffic signal controller, communications equipment and vehicle detection system, install a master traffic signal control and data collection system.

Summary of Application Review Comments

The sponsor selected the reduce regional vehicle miles travelled/greenhouse gas emissions and improve safety and security outcomes as the project's primary modernization benefits. All projects within the Maintenance & Modernization category were also assessed on priority, cost effectiveness, deliverability, and asset need evaluation criteria.

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The asset condition working group noted the heavy existing demand on the facility. While the pavement conditions are not as pressing as other projects, the proposed ITS elements would extend the life of the facility. In particular, the application made a strong case of how existing bandwidth is lower than industry standards, which is not sufficient for a major facility such as Elk Grove Blvd. Given the use on the corridor, the group also felt the project could be a promising way to explore more cost-effective solutions to dealing with existing challenges. The group felt the application did a good job explaining how a pilot investment could allow the sponsor to continue to monitor project performance and adjust through time.

The sponsor selected the reduce VMT/GHG outcome as one of the project's modernization benefits. While the group felt the application had a good use of evidence to demonstrate congestion (and thus idling), the reviewers did not think the application made as strong a connection to finish out the argument: how an investment would then improve air quality or reduce vehicle miles travelled. For the safety section the application identified the causes of recent collisions on the corridor and referenced how the proposed countermeasure could be effective in reducing many of the rear end collisions experienced on the corridor. The safety review group was somewhat more mixed on if the project design would fully address the causes of collisions on the corridor.

Overall, the review felt the project had performance merit as a promising pilot. Further, for the delivery criteria the engineers review identified few delivery risks. Staff recommends a full funding award of \$1,035,000.

Grant Line Road and Wilton Road Operational Improvements

City of Elk Grove

Regional Program	(Maintenance & Modernization)	Funding Request	\$500,000
Award Recommendation			\$500,000

Proposed Project

In Elk Grove, on Grant Line Rd., from Sherman Oaks Ct. to Aleilani Lane: PA&ED only for intersection operational improvements, consistent with the JPA future project. The project would improve traffic operations to the intersection of Grant Line Rd./Wilton Rd. and immediate vicinity, in the form of a signal modification or a roundabout, with possible realignment of Wilton Road to the south, modification of the intersection of Grant Line Rd. and Pleasant Grove School Rd, and modification of adjacent commercial driveways to address conflicts.

Summary of Application Review Comments

Sponsor identified project modernization benefits are to (1) provide long-term economic benefit within the region and (2) improve safety and security. All projects within the Maintenance & Modernization category were also assessed on priority, cost effectiveness, deliverability, and asset need evaluation criteria.

The asset condition review noted the high volumes and poor conditions in the project area, and how the project responded to community-raised concerns. Relating to the modernization outcomes, the application used speed and reliability data to firmly establish how the corridor is heavily congested today and will become more so through time. However, the group thought the application could have

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been stronger by better connecting congestion to the selected economic prosperity outcome. For example, the group thought the section could have been stronger with a discussion of the economic uses in the area, and how the project would improve job accessibility or travel time to employment or other economic activity.

The working group was also concerned about the cost of the ultimate improvement and questioned how soon the future year volumes referenced in the application would materialize. But the review thought the funding request on the 2021 Regional Program was reasonable relative to project need and would allow the sponsor to advance through an identified project phase.

For the safety outcome the working group was also more varied in its assessment. The group felt the application gave more documentation on the existing congestion, less on safety, but did find the intersection collision data provided in the application to be helpful. The engineers' review found the requested project phase had little delivery risk.

While the working group had more variation in their assessment overall, the review determined that the project responds to an existing maintenance and modernization need. Staff recommends a full funding award of \$500,000 for the project phase requested this cycle.

Kammerer Road Two-Lane Extension I-5 to Bruceville Road (Segment A1)

City of Elk Grove

Regional Program	(Transformative)	Funding Request	\$5,000,000
Award Recommendation			\$5,000,000

Proposed Project

This project will construct a 2-lane Kammerer Rd. extension including a grade separated crossing at the Union Pacific Railroad (UPRR) tracks and modifications to the I-5 Hood Franklin Interchange. The project also includes the extension of Willard Pkwy to Kammerer Road. Right-of-way will be secured for the 2-lane project and 4-lane right of way will be preserved where feasible.

Summary of Application Review Comments

The sponsor selected the reduce congestion and enhance economic prosperity performance outcomes. All projects in the Transformative category were also assessed on the following evaluation criteria: cost effectiveness, project leverage, risk, and deliverability.

The application drew on data from parallel facilities (most notably, Laguna and Elk Grove Blvd) to argue the congestion relief case for the project. Both these facilities show evidence of congestion, and the application material did a good job visualizing how these were the two main east-west connections in Elk Grove between I-5 and SR-99 (and thus how the proposed project, as a new third connection, could help relieve conditions on those facilities). Further, congested conditions could be expected to worsen if unaddressed, given the growth expected on those corridors.

In addition to the east-west connection, the application referenced PPA data layers showing unreliable conditions on other nearby facilities. The review felt the discussion of increasing land use diversity in the

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area could help lead to some shorter trips (and more alternative trips), which could also reduce congestion.

In comparison to these benefits, some on the working group thought the project could instead lead to more congestion, by inducing travel demand. Others noted the cited speed and reliability data showed a need, but so did many other projects within the Transformative category.

Within the economic prosperity outcome, the working group referenced how the project corridor would provide higher job and educational accessibility than its place-type average. The application also included material describing how the investment aims to help activate employment opportunities in the southern part of the community and region. For example, the support letter from the sponsor's Economic Development Director showed the coordinated approach the sponsor is taking to planning the corridor and highlighted the Southeast Policy Area (SEPA) and its goal of attracting more jobs in tradable sectors, which is also an objective of the region's Prosperity Strategy.

The application included detailed modeling analysis to demonstrate project benefit. The working group felt this was a valuable addition, given how the PPA tool is less relevant to a project whose alignment does not yet exist. The modeling shows the facility would accommodate much higher volumes in the area. Further, the modeling results suggested an increase in jobs-housing balance in the area as the surrounding land uses build out. Building a jobs center in the southern part of the region has been a shared regional objective. Given the importance of the planned employment in SEPA to this objective, the working group was concerned about the recent shift away from employment-oriented land uses to lower density housing in the corridor. The reviewers felt the project made its case in the application but felt that if this shift continued, the project's contribution to the economic prosperity outcome in future applications would be weakened.

Within the leverage criteria the project scored very high: the project sponsor is providing an approximately 50 percent match in local funds. And the engineers' review had fewer questions about this technical phase of project development. Staff recommends a full funding award of \$5 million through the 2021 funding round.

Laguna Creek Inter-Regional Trail Crossing at State Route 99

City of Elk Grove

Regional Program	(Maintenance & Modernization)	Funding Request	\$1,775,000
		Award Recommendation	\$1,271,000*
		*Additional \$504,000 recommended through ATP	

Proposed Project

In Elk Grove, at State Route 99 and Laguna Creek between Sheldon Road and Laguna Blvd./Bond Rd. Interchanges: A new Class 1 bicycle and pedestrian overcrossing.

Summary of Application Review Comments

The application selected to be assessed on the increase multi-modal and improve safety and security modernization benefits. All projects within the Maintenance & Modernization category were also

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assessed on priority, cost effectiveness, deliverability, and asset need evaluation criteria. The project is also competing within the Regional Active Transportation Program.

As the improvement would be a new piece of infrastructure, the project did not score as high on the asset condition criteria in the Maintenance & Modernization category. The project also scored lower on the cost effectiveness criteria given concerns about ultimate construction costs, but high on the selected modernization benefits (multi-modal and safety). For the multi-modal outcome, the review found the project would lead to strong network connectivity, especially given the momentum of other locally funded elements of the Laguna Trail. Once those various investments come in, the corridor will provide seven miles of trail serving the community. For both the multi-modal and safety outcomes, the reviewers felt the application clearly established how State Route 99 is a major active transportation barrier, where current active-mode users are forced to cross the highway along high stress major arterials (such as Sheldon and Bonn). Application element #8 was a particularly strong component, providing a thorough analysis of safety issues on those parallel facilities.

The reviewers also felt the application provided good evidence of community support and noted the investment would connect an environmental justice community to schools, employment, and other activities. Some reviewers felt the project's connectivity would be more limited, as many of the activity generators and destinations are along the same high stress arterials mentioned above, not on the trail alignment. Others on the working group did feel the project would lead to enhanced connectivity, with the working group being more mixed on that assessment.

The Regional Active Transportation review group recommended an award of \$504,000 through the ATP program to fund the project's environmental phase. In the four-county 2021 SACOG funding round staff recommends an additional award of \$1,271,000 to cover the rest of the project's requested phases.

Laguna West Mobility Hub

City of Elk Grove

Community Design	Funding Request	\$1,426,000
Award Recommendation		\$0

Proposed Project

On Vaux Avenue from Laguna Main Street to Peets Street, this project would provide ADA bus stops and shelters, areas for electric bike and scooter and vehicle ridesharing, Class III bike route, accessible curb ramps and crossing improvements at multiple intersections within the project area. Of the \$1,426,000 of total funding, the request on the Community Design program was \$1,069,500 (with \$356,500 as proposed leverage in the SGIP).

Summary of Application Review Comments

The review group felt the broader project corridor had a mix of uses such as several diverse businesses and large employers and surrounding housing. The project would help unify the transit function of this site.

The reviewers, however, saw less population and near-term transit user demand in this immediate area. The application material and supplemental interview did speak to development under review on several

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vacant parcels of land. But the review group was less certain on if the proposed public investment in this area would lead to further private transformational investment. Relative to the other projects in the program, the application scored lower on creative placemaking. Likewise, the reviewers recognized the benefits of the active transportation improvements but saw less potential to spur transportation choice relative to other applications in the round. Staff does not recommend an award through the 2021 cycle.

North Laguna Creek Area Big Horn Boulevard and Franklin Boulevard Improvements

City of Elk Grove

Regional Program	(Maintenance & Modernization)	Funding Request	\$2,575,000
Award Recommendation			\$2,575,000

Proposed Project

Franklin Boulevard from Big Horn Boulevard to Laguna Boulevard. Work includes replacing the existing class II bike lanes with one-way class IV bikeways or cycle track for completion of the Franklin Boulevard Cycle Track Phase 2 and adding green pavement markings in high conflict areas. Big Horn Boulevard from Franklin Boulevard to Laguna Creek High School (Vicino Drive). Work includes pavement maintenance and rehabilitation, creation of buffered bike lanes, adding green pavement markings in high conflict areas, and upgrading curb ramps.

Summary of Application Review Comments

The sponsor selected the multi-modal and safety outcomes as the project's primary modernization benefits. All projects within the Maintenance & Modernization category were also assessed on priority, cost effectiveness, deliverability, and asset need evaluation criteria.

The review felt the project was very strong within the selected modernization criteria. Within the multi-modal outcome, the project will provide a continuous class IV/cycle track active transportation route to the nearby high school and the City of Sacramento's similar improvement. The group felt the cited PPA data, reference of clear activity generators, and context-sensitive design even further made the case for the project's benefit. The reviewers also found the extension of the active transportation system, including into an underserved community, to be highly valuable. Likewise, the safety outcome group felt the design treatments would be effective countermeasures to address the high number of collisions involving bicyclists and pedestrians in the project corridor.

The engineers' review noted the project was still in its early phases, which could lead to unknown risks, but also thought the project's smaller size and lack of any right of way helped mitigate any potential risk. Staff recommends a full funding award of \$2,575,000 for the project through the 2021 funding round.

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Power Inn Road Safety and Congestion Relief Project**City of Elk Grove**

Regional Program	(Maintenance & Modernization)	Funding Request	\$2,028,000
Award Recommendation			\$0

Proposed Project

In the City of Elk Grove and Sacramento County, on Power Inn Rd., from Calvine Rd. to Sheldon Rd.: Pavement resurfacing, green bike lane markings, new bike lane buffer, ADA curb ramp upgrades, and traffic signal installation (at Power Inn Rd. and Geneva Pointe Dr.).

Summary of Application Review Comments

The application selected to be assessed on the increase multi-modal travel and improve safety modernization benefits. All projects within the Maintenance & Modernization category were also assessed on priority, cost effectiveness, deliverability, and asset need evaluation criteria.

The review concluded the project had less of an asset need relative to the pool of nearly 60 other projects in the Maintenance & Modernization category. For the modernization elements of the evaluation criteria, the review did not see as much evidence that would differentiate the project in a highly oversubscribed program. The cost effectiveness assessment felt the funding request was slightly large relative to scope elements. The strongest part of the review came in the safety outcome, where the working group felt the application's treatments appropriately considered all modes of travel. Given the lower scores and lower priority ranking, staff does not recommend a funding award in the 2021 round.

Replacement of Six 40-ft (Compressed Natural Gas) Buses**City of Elk Grove**

Regional Program	(Maintenance & Modernization)	Funding Request	\$3,264,000
Award Recommendation			\$2,176,000

Proposed Project

Replace six, 2008 Orion Compressed Natural Gas (CNG) buses that have exceeded their 12-year FTA useful life. The buses will be used to support fixed-route local and commuter transit service (e-tran) for the City of Elk Grove.

Summary of Application Review Comments

The sponsor selected the reduce VMT/GHG and increase multi-modal travel as the project's primary modernization benefits. All projects within the Maintenance & Modernization category were also assessed on priority, cost effectiveness, deliverability, and asset need evaluation criteria.

The working group found the application to be well written and supported with clear evidence of need. The associated material showed a transit state of good repair need for the sponsor, though the extent of vehicles that exceed their useful life and average mileage for the replacement vehicles were not as high as some of the other peer transit applications in the round. The application did lay out the unique position of the sponsor and its limited access to other funding sources. Further, the group found the

Summary of 2021 Regional Program and Community Design Application Review

application made a good case of road call needs of the older fleet, and how the new vehicles would be more cost effective and efficient.

Within the modernization benefits, the application had strong documentation of ridership numbers and good evidence of how the service supports the local community. Like for all transit projects, the working group wondered what future ridership will be, especially for a service with many commuter routes, but did note the evidence of ridership stabilizing after the adoption of the COA. Finally, the group was curious about the sponsor's strategy to ultimately convert to electric vehicles, but overall the review scored the application higher on the reduce VMT, increase multi modal travel, and improve state of good repair objectives. The engineers review identified little delivery risk for the proposed project. Staff recommends an award of \$2,176,000, which would fund four of the requested buses.

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American River Canyon Road Diet**City of Folsom**

Regional Program	(Maintenance & Modernization)	Funding Request	\$2,655,000
Award Recommendation			\$0

Proposed Project

In Folsom, on American River Canyon Drive between Oak Avenue Parkway and Greenback Lane, convert existing four-lane arterial with Class II bike lanes and all-way stop control at three intersections to two-lane arterial with buffered bike lanes and mini roundabouts at five intersections.

Summary of Application Review Comments

The sponsor selected primary modernization benefits as (1) increasing multi-modal travel options and (2) improving safety and security. All projects within the Maintenance & Modernization category were also assessed on priority, cost effectiveness, deliverability, and asset need evaluation criteria.

The project was the lowest priority for the sponsoring agency. The working group saw value in the project design features but felt the application's description of project benefits to be sparser and more focused on the scope elements. Some on the review wondered if the sponsor could try a demonstration pilot, given some concerns about community support that often accompany projects with similar scope features. The application referenced less neighborhood engagement, which exacerbated the review's concerns about project delivery. Staff does not recommend a funding award as part of the 2021 funding cycle.

Blue Ravine Road Pavement Rehabilitation**City of Folsom**

Regional Program	(Maintenance & Modernization)	Funding Request	\$778,000
Award Recommendation			\$0

Proposed Project

In Folsom, on Blue Ravine Road, from Prairie City Road to Oak Avenue Parkway: Pavement Rehabilitation of 2.4miles of 4-lane arterial roadway.

Summary of Application Review Comments

Sponsor-identified project modernization benefits are to (1) improve goods movement and (2) improve safety and security. All projects within the Maintenance & Modernization category were also assessed on priority, cost effectiveness, deliverability, and asset need evaluation criteria.

The project serves as a major arterial with high volumes, though the pavement condition need is less pressing than for many other projects also under consideration. The working group felt the modernization arguments were less substantiated, especially the freight discussion, while the safety outcome could have been stronger by discussing how the proposed modernization design features respond to the corridor's existing safety conditions.

Summary of 2021 Regional Program and Community Design Application Review

The engineers' review found the project with little delivery risks, though overall the project was a low priority for the sponsoring agency. Staff does not recommend a funding award as part of the 2021 regional funding round.

Central Business District Streetscape Study

City of Folsom

Community Design	Funding Request	\$100,000
Award Recommendation		\$100,000

Proposed Project

This project would evaluate the current roadway configurations along East Bidwell Street and Riley Street to determine if bicycle and pedestrian improvements are feasible.

Summary of Application Review Comments

Staff reviewed the application material and found the project met the criteria for the Non-competitive Category Community Design Program. Staff recommends a full funding award that is conditioned on the project sponsor working with SACOG Programming and Project Delivery staff on the final approval of the project scope.

Folsom Boulevard Overcrossing

City of Folsom

Regional Program	(Maintenance & Modernization)	Funding Request	\$200,000
Award Recommendation			\$0

Proposed Project

In City of Folsom, located along Folsom Blvd., between Blue Ravine Road and Glenn Drive/Glenn LRT station: a grade separated Class I trail overcrossing (bridge) between Blue Ravine Road and Glenn Drive/Glenn LRT station to connect existing Folsom Class I trails to the American River Parkway Class I trails.

Summary of Application Review Comments

The application selected to be assessed on the increase multi-modal travel and improve safety/security modernization benefits. All projects within the Maintenance & Modernization category were also assessed on priority, cost effectiveness, deliverability, and asset need evaluation criteria.

The working group thought the application demonstrated how Folsom Blvd is a wide, heavily trafficked corridor with high vehicle speeds. Given these conditions, it would be more difficult for active modes to cross the facility. The application could have been stronger with evidence (such as counts) of active mode users, and the nearby destinations. Some reviewers questioned whether the solution would be the most cost-effective option, suggesting HAWK beacons or other at-grade measures could also be an effective solution. The engineers review raised concerns from the project delivery standpoint while the project also stood low on the sponsoring agency's priority list. Staff does not recommend a funding award as part of the 2021 Regional Program.

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Folsom-Placerville Rail Trail**City of Folsom**

Regional Program	(Maintenance & Modernization)	Funding Request	\$134,000
Award Recommendation			\$0

Proposed Project

In City of Folsom, adjacent to East Bidwell Street and the Sacramento-Placerville Transportation Joint Powers Authority (JPA) railroad right-of-way, from Humbug-Willow Creek Trail to Iron Point Road/Old Placerville Road Class I trail: Complete design/engineering (PS&E) phase for a Class I (off-street) bicycle/pedestrian trail, including roadway crossings, crossing safety features, and trail connections to adjacent trails. The existing consultant design contract includes plans developed to a 30% level of completion; this funding request would get the project to 100% complete plans.

Summary of Application Review Comments

The application selected to be assessed on the reduce VMT/GHG and increase multi-modal travel outcomes as evidence of the project's modernization benefits. All projects within the Maintenance & Modernization category were also assessed on the following selection criteria: priority, cost effectiveness, deliverability, and asset need.

The project would complete a phase of technical work (advancing from 30% to 100% design), which was part of the evaluation criteria for project development requests.

The delivery review identified few risks for the phase, and the project scored higher on the modernization benefits section, though the review felt that the application could have been stronger by describing the level of stress for active uses on the adjacent facility (E. Bidwell) as well as how the proposed trail would fit in with the corridor's existing class II lanes and sidewalks. Ultimately the reviewers saw value in the goal of extending a trail network into El Dorado, but in a heavily oversubscribed program this project did not rise to the top in terms of immediate need or agency priority. Staff does not recommend a funding award in the 2021 cycle.

Intelligent Transportation System Master Plan and Implementation**City of Folsom**

Regional Program	(Maintenance & Modernization)	Funding Request	\$4,346,000
Award Recommendation			\$4,346,000

Proposed Project

In Folsom, throughout the entire City, this project will install new Intelligent Transportation System (ITS) equipment that includes advanced traffic signal controllers, CCTVs to monitor traffic flow, upgrading of outdated fiber optic and installation of new fiber optic, and installation of communication equipment to fill gaps and expand capabilities of traffic management center. Project will also install Variable Message Boards (VMS) to broadcast messages to motoring public, and expand City's use of Signal Performance Measures (SPM) software to proactively adjust traffic signal efficiency and quickly identify maintenance issues.

Summary of 2021 Regional Program and Community Design Application Review

Summary of Application Review Comments

The sponsor selected the reduce VMT/GHG per capita outcome as the project's primary modernization benefit. All projects within the Maintenance & Modernization category were also assessed on priority, cost effectiveness, deliverability, and asset need evaluation criteria.

Without a corresponding project performance assessment (PPA) analysis or additional sponsor-provided data, the working group felt the project struggled somewhat to make that performance case in the modernization section, but also recognized the varied criteria within the Maintenance & Modernization category. Some reviewer scores were lower in this section, though others felt the project would contribute positively across several performance objectives.

The engineers' review raised some questions about the project's schedule, given the early phase. The review also wondered if the proposed system is compatible with nearby agencies, which would further enhance the project's benefits. Finally, the project had a small budget for the engineering phase, though the engineers review group thought this could be in line with similar recently completed ITS projects.

In the asset condition section of the application the review found evidence of need: the sponsor can no longer service the existing traffic controllers, given their age. As such, the proposed investment would clearly extend the life of the system. The application also differentiated itself with a more detailed discussion on how the sponsor would maintain the investment once installed. The project scored high in the state of good repair section and was the sponsor's highest priority in the category. Staff recommends a full funding award of \$4,346,000 through the 2021 Maintenance & Modernization category.

Natoma Street Drainage Phase 2

City of Folsom

Regional Program	(Maintenance & Modernization)	Funding Request	\$250,000
Award Recommendation			\$0

Proposed Project

The project will realign, replace and rehabilitate existing failing storm drain facilities along Natoma Street from Scott Street to Riley Street, and along Riley Street from Natoma Street to Mormon Street. Improvements will include new storm drainpipe, manholes, drainage inlets, culverts, and culvert headwalls, as well as channel bank stabilization.

Summary of Application Review Comments

The sponsor selected the primary modernization benefit as improving safety and security. All projects within the Maintenance & Modernization category were also assessed on priority, cost effectiveness, deliverability, and asset need evaluation criteria.

Unlike other roadway projects focused on pavement conditions, the asset need for this project stemmed from drainage and flooding issues. The project competed within the Maintenance & Modernization category, yet the review felt the application could have been stronger with more documentation of the project need beyond what was provided in the application. Given this, the reviewers had a higher deviation in their assessment, but generally the project landed more middling in the relative review.

Summary of 2021 Regional Program and Community Design Application Review

Given the oversubscribed nature of the program and the varied review, staff does not recommend a funding award in the 2021 Maintenance & Modernization category.

Oak Avenue Complete Streets

City of Folsom

Regional Program	(Maintenance & Modernization)	Funding Request	\$655,000
Award Recommendation			\$0

Proposed Project

In Folsom, on Oak Avenue Parkway between Folsom-Auburn Road and Baldwin Dam Road, widen from two lanes to four lanes and construct Class I bicycle/pedestrian facility. Includes capacity and safety improvements at Folsom-Auburn Road intersection and traffic circle at Baldwin Dam Road intersection.

Summary of Application Review Comments

The project sponsor selected the project's primary modernization benefits as (1) reduce VMT/GHG, (2) increase multi-modal travel options, and (3) improve safety and security. The guidelines called for sponsors to select up to two outcomes, so the working groups only evaluated to the project on the multi-modal and safety criteria. All projects within the Maintenance & Modernization category were also assessed on priority, cost effectiveness, deliverability, and asset need evaluation criteria.

Given the added vehicular lanes, the project had eligibility questions within the Maintenance & Modernization category. The working group was more mixed in its assessment of project benefits. The strongest element of the modernization benefits, according to the working group review, came from the improved left turn lane to address queuing at a high speed and lower visibility segment of Folsom-Auburn. For the multi modal outcome, the project would add connectivity with bicycle and sidewalk elements, though the reviewers felt the corridor lacked the multi-modal destinations and activity generators compared to other modernization projects, so questioned the ultimate use of the active mode scope elements. Finally, the review also found the potential connection to the nearby bike trail on the east to be more aspirational, given the existing grade difference between the two projects.

The project scored slightly below average in the asset condition category, given the relative need across the entire candidate pool, and about average on the delivery risk assessment. Staff does not recommend a funding award for the project within the 2021 Regional Program.

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U.S. Highway 50 at Empire Ranch Road Interchange**City of Folsom**

Regional Program	(Transformative)	Funding Request	\$10,000,000
		Award Recommendation	\$2,500,000

Proposed Project

The project will construct a new 4-lane interchange with US 50 at Empire Ranch Road near the Sacramento/El Dorado County line and auxiliary lanes on mainline US 50 between adjacent interchanges.

Summary of Application Review Comments

Sponsor-identified project performance benefits are to (1) reduce congested VMT/capita and (2) provide long-term economic benefit to the region. All projects in the Transformative category were also assessed on cost effectiveness, project leverage, risk, and deliverability evaluation criteria.

As the proposed interchange does not yet exist, the PPA tool gives more limited results. However, the review team felt the application made a thoughtful case of using the tool to show the existing conditions and need at the two adjacent interchanges. This PPA data shows those nearby interchanges heavily congested and unreliable, showing the need for relief today. The application's discussion of the project's ITS elements, while limited, was also a good addition to the congestion section. The application argued that the proposed improvement would be further needed as more growth comes to the project vicinity. The application provided strong visuals of how the improvement situated in terms of nearby housing growth, an existing business park, and other employment opportunities that contributed to the economic prosperity outcome.

The review found the project responded to an existing need but was more mixed on the expected timing of the full buildout of this growth (also relating to the project's evaluation in the economic prosperity criteria). As such, timing was a key question for the review, though the group recognized the near-term and ongoing growth in the south of 50 area, and the time it will take for the project to move through the design phase.

The project will provide a class I trail for a multi-modal crossing of the freeway. The working group noted the lack of existing active transportation crossings, and how Highway 50 serves as a major barrier that limits north-south transportation options. As growth in the area comes in, the added trail could be a useful addition in enhancing the vibrancy, and thus economic potential, of the area.

Relating to the leverage criteria, for the 2021 application the project did not provide higher than the standard match. The review recognized that ultimately the project will be heavily leveraged with impact fees but grounded their assessment on the material in the current application. The engineers' review found the project schedule could be overly optimistic and noted the funding costs. As such, the technical review flagged some delivery risks for this project.

Overall, the combined review saw the value of the ultimate improvement to respond to an existing and emerging need in both the congestion and economic development outcomes. Staff recommends a partial award of \$2,500,000 to help the project move forward in the design phase, conditioned on the sponsor providing an updated cost and time estimate of the design phase.

U.S. Highway 50/East Bidwell Improvement Project

City of Folsom

Regional Program	(Transformative)	Funding Request	\$4,570,000
		Award Recommendation	\$4,570,000

Proposed Project

In Folsom, on East Bidwell Street at Iron Point Road, convert one westbound through lane at East Bidwell Street to a third left turn lane and add a second mixed flow lane to the westbound on-ramp from East Bidwell Street onto US Highway 50.

Summary of Application Review Comments

The sponsor identified the project's primary performance outcomes as improvements to goods movement travel and a reduction in congested vehicle miles travelled per capita. All projects in the Transformative category were also assessed on cost effectiveness, project leverage, risk, and deliverability evaluation criteria.

Data provided by both the sponsor and the PPA tool show conditions in the project area to be heavily congested. Indeed, the project had the highest unreliability of its peer group in the Transformative category. As growth in the corridor continues, conditions would likely only worsen. The working group felt the application could have been stronger with a more thorough explanation of why the proposed design was the most appropriate countermeasure. Still, the review ultimately thought the project would be very beneficial, with the project receiving high scores in the congestion mitigation outcome.

The goods movement review group focused on the role the corridor plays as a designated local truck route, the freight travel generated by the numerous 'big box' retailers, and the nearby connection to US 50. The review saw how the congestion and unreliability discussed above would be a hindrance to the goods movement industry. The review also felt the project's benefits extended beyond the peak periods, as the facility is operating in congested conditions for most of the day and in the weekends.

The project programming request had the standard match, but the application did describe how the improvement could leverage further private investment, especially in the Folsom Plan Area. Still, the project scored lower on the leverage criteria compared to the significant match provided in many other Transformative applications. The delivery review noted the application's engineers estimate relied heavily on lump sum numbers, which made it more difficult to assess the cost estimate. Another potential risk stems from the project's right of way phase (though the reviewing engineers note it is typical to have these uncertainties at the current level of design), while the project schedule could be optimistic. The engineers' review raised questions about the project's readiness, given the level of detail provided and its early phase. The application did provide clear evidence of support from Caltrans, which was a strong point in the engineers' review.

By improving the functions on an existing facility with high use and clear need, the project scored high on the cost effectiveness criteria. Given the higher reviews across most all the selection criteria, staff recommends a full funding award of \$4,570,000 through the 2021 funding round, conditioned on the sponsor providing more detail to the engineer's estimate when the project is programed.

Summary of 2021 Regional Program and Community Design Application Review

Kost Road Improvements at UPRR Crossing**City of Galt**

Community Design	Funding Request	\$320,000
	Award Recommendation	\$320,000

Proposed Project

The project would conduct the preliminary engineering, environmental and right of way phases for improvements to the Kost Road railroad crossing by widening the existing roadway to allow for bicycle and pedestrian connectivity and addressing safety issues for all modes of travel. The request on Community Design was \$275,000, with \$45,000 of identified SGIP match.

Summary of Application Review Comments

Staff reviewed the application material and found the project met the criteria for the Non-competitive Category Community Design Program. Staff recommends a full funding award of \$275,000 through Community Design. The award also leverages \$45,000 in additional matching funds from the Smart Growth Incentive Program. The funding recommendation is conditioned on the project sponsor working with SACOG Programming and Project Delivery staff to receive final approval of the project scope.

Walnut Ave Improvements**City of Galt**

Regional Program	(Maintenance & Modernization)	Funding Request	\$2,000,000
		Award Recommendation	\$2,000,000

Proposed Project

In Galt, on Walnut Ave, from Carillion to Elk Hills Dr: Overlay the street and upgrade the bike lanes to high-visibility green standard. On Walnut Ave, west of Vintage Oak Ave for 400 feet, construct sidewalk gap closure. At Walnut Ave and Emerald Vista Dr construct pedestrian improvements.

Summary of Application Review Comments

The application selected to be assessed on the increase multi-modal travel and improve safety and security modernization benefits. All projects within the Maintenance & Modernization category were also assessed on priority, cost effectiveness, deliverability, and asset need evaluation criteria.

The reviewers found the project's asset condition section well documented, including the explanation of why the proposed project would be the optimal solution compared to other design alternatives. While the project's pavement conditions were not the lowest in the round, the reviewers recognized the growing daily travel and local need.

The reviewers also recognized the project's small-town context. In the area are schools, parks, and trails, plus nearby parcels that when developed could lead to even more demand for further travel options. Given the nearby class II bike lanes, some on the review questioned how much the new active transportation features would be used. For the safety section, the reviewers felt the pedestrian crossing was the strongest element, with the application relying more on a narrative case instead of the PPA tool.

Summary of 2021 Regional Program and Community Design Application Review

The engineers review found the project, the sponsor's top priority in the round, to be highly deliverable with little risk. Staff recommends a full award of \$2,000,000 through the 2021 regional funding round.

General Plan Update Phase 4

City of Isleton

Community Design	Funding Request	\$100,000
Award Recommendation		\$100,000

Proposed Project

This project would conduct Phase 4 of the city's General Plan update by updating the land use, environmental justice, circulation, conservation, and open space elements, and it would result in an analysis of development capacity within the city limits.

Summary of Application Review Comments

Staff reviewed the application material and found the project met the criteria for the Non-competitive Category Community Design Program. Staff recommends a full funding award that is conditioned on the project sponsor working with SACOG Programming and Project Delivery staff to receive final approval of the project scope. The sponsor has requested SACOG be the contract manager of the award.

General Plan Elements

City of Live Oak

Community Design	Funding Request	\$100,000
Award Recommendation		\$100,000

Proposed Project

For the city's General Plan, this project would update the Community Charter, Conservation and Open Space and Economic Development and Parks and Recreation elements to create consistency with the recent and potential changes in the city.

Summary of Application Review Comments

Staff reviewed the application material and found the project met the criteria for the Non-competitive Category Community Design Program. Staff recommends a full funding award that is conditioned on the project sponsor working with SACOG Programming and Project Delivery staff to receive final approval of the project scope.

Summary of 2021 Regional Program and Community Design Application Review

5th Street Road Rehabilitation Project**City of Marysville**

Regional Program	(Maintenance & Modernization)	Funding Request	\$1,000,000
		Award Recommendation	\$1,000,000

Proposed Project

The project is located on 5th Street from the E Street intersection to the J Street intersection in Marysville. The rehabilitation of the 5th Street Corridor includes road structural rehabilitation from back of walk to back of walk with pedestrian accessibility improvements at all the intersections, driveways, and alley crossings; adding a pedestrian crossing signal at F Street; and upgrading the traffic signal at H Street for pedestrian access and additional turning movements.

Summary of Application Review Comments

The sponsor selected the project's primary modernization benefit as improving safety and security. All projects within the Maintenance & Modernization category were also assessed on priority, cost effectiveness, deliverability, and asset need evaluation criteria.

The project has a clear and pressing state of good repair need and serves substantial volumes for a small-town environment. In addition to the pavement conditions, the project would also improve the oldest signal in the city. The review found the project highly cost effective, with less delivery risk, and in accordance with the modernization goals of the program category. Use on this facility will likely only increase given the improvements in the project area, further emphasizing the need for the improvement. SACOG staff recommends a full funding award of \$1,000,000 conditioned on the project sponsor adhering to the schedule reflected in the application and no additional regional funding going towards the implementation of this project phase.

Galvan Park Modernization**City of Marysville**

Community Design	Funding Request	\$100,000
	Award Recommendation	\$100,000

Proposed Project

This project would replace outdated and damaged play equipment and play surfacing, add benches, and an ADA accessible path from the street to the playground to Galvan Park.

Summary of Application Review Comments

Staff reviewed the application material and found the project met the criteria for the Non-competitive Category Community Design Program. Staff recommends a full funding award that is conditioned on the project sponsor working with SACOG Programming and Project Delivery staff to receive final approval of the project scope.

Summary of 2021 Regional Program and Community Design Application Review

Chase Drive - American River Parkway Connection Project**City of Rancho Cordova**

Community Design	Funding Request	\$3,150,000
	Award Recommendation	\$3,150,000

Proposed Project

On Chase Drive from Coloma Road to Hagan Community Park, this project would install active transportation and safety improvements including a Class I multiuse path, landscaped parkway, pedestrian lighting, ADA curb ramps, vertical curb and gutter, and high visibility crosswalks connecting students to school, community and regional facilities. The sponsor requested \$2,362,000 from the Community Design program, with the remainder from the SGIP.

Summary of Application Review Comments

The working group found the project would help tie together the public resources in the area, such as the high school, regional parkway and community facilities and events such as the annual July 4 parade. Further, the application and interview showcased a high level of community engagement and support from the surrounding community and organizations.

The reviewers did not think the project would lead to as much transformational development, such as privately funded mixed use or infill housing, given there are not as many land use opportunities in the immediate area. As such, the project scored lower on the land use change criteria. However, the review felt the project would more broadly support the Blueprint principles, such as transportation choice. For example, the project interview provided more detail on the high collision rate for active transportation uses of the corridor. The proposed design features would make the corridor safer for all modes. Staff recommends a full award of \$2,362,000 through Community Design. Such an award would also leverage \$788,000 from STA's Smart Growth Incentive Program. The match from STA however is conditioned on that board's action on April 8, 2021.

Mather Field Road Rehabilitation Project**City of Rancho Cordova**

Regional Program	(Maintenance & Modernization)	Funding Request	\$3,750,000
		Award Recommendation	\$3,750,000

Proposed Project

Rehabilitate the Mather Field corridor between Folsom Boulevard and the transition to International Drive at the intersection of Mather Field Road and International Drive (approximately 1 mile). This project also includes rehabilitating the roadway, standardize Class II bicycle lane widths, enhance medians, install & replace sidewalks, improve ADA access & ramps, striping and traffic signal upgrades. The goal of the project is to encourage alternative means of transportation, support travelling public, support economic development & investment, while revitalizing the corridor.

Summary of 2021 Regional Program and Community Design Application Review

Summary of Application Review Comments

Sponsor-identified project modernization benefits are to (1) provide long-term economic benefit within the region and (2) improve safety and security. All projects within the Maintenance & Modernization category were also assessed on priority, cost effectiveness, deliverability, and asset need evaluation criteria.

The asset, which serves substantial travel each day, is in poor condition. Given the existing use and proposed design treatments the review felt the project would be a cost-effective approach to extend the life of the facility. The project's modernization benefit within the economic criteria is evidenced by the number of jobs in the corridor. For the safety outcome some on the review thought the corridor would remain a higher stress environment for active modes. While the project mentioned green painting at conflict zones, the working group wanted clarity on if this included at the freeway on/off ramps. The engineers working group did not identify any major delivery risk and scored the project high on technical readiness. Staff recommends a full funding award of \$3,750,000 for the 2021 request.

White Rock Road- 0.5 Mile East of Rancho Cordova Parkway to Easterly City Limits

City of Rancho Cordova

Regional Program	(Transformative)	Funding Request	\$17,807,000
		Award Recommendation	\$5,500,000

Proposed Project

The total White Rock Road Safety and Congestion Relief Project is a multi-phased project that will replace the existing two-lane undivided road with a new four-lane road with class II bicycle lanes and a landscaped median from Sunrise Boulevard to the City's easterly Limits. This final phase of White Rock Road – 0.5 Mile East of Rancho Cordova Parkway to the Easterly City Limits will be widened to four lanes, add class II bike lanes in each direction, low impact developed landscaped median, drainage facilities, fiber interconnect network and new traffic signals at the intersections of Fitzgerald Road and Rancho Cordova Parkway. The project will also include ITS improvements.

Summary of Application Review Comments

The sponsor selected to be assessed on the multi-modal and state of good repair performance outcomes. All projects in the Transformative category were also assessed on the following evaluation criteria: cost effectiveness, project leverage, risk, and deliverability.

In a relative review with the other Transformative submittals, this project did not score high on the multi-modal outcome. The reviewers saw a stronger need in the state of good repair outcome. The project has a low pavement condition index, and the application and supplemental interview gave more evidence of the freight need on the corridor that would likely grow through time given the near-term job potential in the goods movement/logistics sector; heavy freight vehicles have a disproportionate effect on pavement conditions, further highlighting the corridor's state of good repair need.

The second part of the state of good repair application prompt asks the applicant to describe how the proposed design elements/treatments address the transportation needs of both existing and future

Summary of 2021 Regional Program and Community Design Application Review

users. Here the application drew on the expected increase in travel, expanding congestion and peak hour delay, and (as discussed in the interview) unreliability to demonstrate both existing and future need. Further, the supplemental interview gave more evidence of the near-term need of the corridor, both in connecting the south of 50 area to the large jobs center in the City of Rancho Cordova, as well as providing a better jobs and housing balance in the immediate corridor. The interview gave evidence of both employment and housing momentum in the near-term on the corridor. The project application also showed strong letters of support, including from GSEC and major employers.

For leverage, the project request has slightly above the standard match. The reviewers asked about possible other funding sources the project could secure. The interview confirmed that the sponsor match listed in the project programming request (PPR) included impact fees and other locally controlled sources.

The engineers' review noted this is the last phase of a project that had successfully implemented similar scope elements in the prior phase. The group felt the project's potential right of way risks were mitigated by a single property owner. The review found the project highly ready to receive funding. As such, the project scored higher in the delivery review criteria.

Staff recommends an award of \$5.5 million that (along with the listed local match) would advance the project through the design and right of way phases and serve as partial funding for the construction phase. Such an award could help position the project for future state and regional discretionary rounds while not slowing momentum on project development work.

Summary of 2021 Regional Program and Community Design Application Review

14th Avenue Extension**City of Sacramento**

Regional Program	(Transformative)	Funding Request	\$6,468,000
Award Recommendation			\$0

Proposed Project

In Sacramento, on 14th Avenue between Power Inn Road and Florin Perkins Road: widen and extend 14th Avenue with class II bike lanes, bifurcated sidewalks with landscaped planters on the south side of the roadway, new water and drainage facilities, streetlights, a new traffic signal at 14th Avenue and Florin Perkins Road, and modifications to the existing traffic signal at 14th Avenue and Power Inn Road.

Summary of Application Review Comments

The sponsor identified the project's primary performance outcomes as increasing multi-modal travel and providing long-term economic benefit. All projects in the Transformative category were also assessed on cost effectiveness, project leverage, risk, and deliverability evaluation criteria.

Within the economic benefit outcome, the working group found the statistic of economic output in the area a strong addition to the application material. The corridor provides job accessibility that exceeds its broader place-type average, but not as high in comparison to the submitted application pool of its peer group. Overall, the review group felt this section of the application had a good use of data and narrative, though wanted to know more about outreach to the nearby environmental justice community and how the project would support that community.

Within the multi-modal outcome the reviewers recognized the benefits of the improvement, but in a relative review of an oversubscribed program, did not see the project as having the highest multi-modal benefits of its category. Further, the review felt that much of the potential benefits were predicated on future redevelopment that would lead to more multi-modal demand yet felt this growth likely would be in the greater surrounding areas and less on the immediate corridor.

The project does have some funding leverage as well as a strong partnership through the Power Inn Alliance. Yet the delivery review group thought the project's right of way phase could cause a delay or design change and wanted to see more information or discussion of utility underground or relocation, as this is often another source of project risk. The engineers flagged several risks within the delivery criteria. Staff does not recommend an award as part of the oversubscribed 2021 funding cycle.

Broadway Complete Street**City of Sacramento**

Community Design		Funding Request	\$2,656,000
Regional Program	(Transformative)	Funding Request	\$9,024,000
<i>Total Funding Request</i>			<i>\$9,024,000</i>
Award Recommendation			\$9,024,000*
*multi cycle award: \$6,575,000 + \$2,449,000 next cycle			

Summary of 2021 Regional Program and Community Design Application Review

Proposed Project

In Sacramento, on Broadway, between 3rd Street and the SB SR-99 on-ramp: Complete street improvements, include a vehicle-lane reduction, new buffered Class II bike lanes, new signal and signal improvements, curb, gutter and sidewalk replacements, bulb-outs, and pedestrian crossing improvements. New roadway segment connecting X Street to Broadway at the SB SR-99 on-ramp; and conversion of 16th Street between X Street and Broadway to two-way traffic.

Summary of Application Review Comments

The project competed in Community Design as well as the Transformative category. Within the Transformative category, the sponsor identified the project's primary performance outcomes as reducing vehicle miles travelled/greenhouse gases and increasing multi-modal travel and transportation options. All projects in the Transformative category were also assessed on cost effectiveness, project leverage, risk, and deliverability evaluation criteria.

For both the VMT and multi-modal outcomes the Transformative review saw compelling project benefits. The review felt the application convincingly combined PPA and sponsor data with supporting narrative and analysis to make the project's performance case. Currently there is no continuous east-west bike lanes in the communities immediately south of US 50. The working group found the project would transform a high-stress facility into low-stress corridor for all types of transportation. The application also included a comprehensive discussion of destinations and activity generators. Given how the corridor is home to the busiest bus line in the region (as well as light rail) the review group would have liked however to have seen a fuller discussion of the project design's treatments of transit stops. Besides that comment, the multiple review groups found the project to have transformative benefits and clear community support. The project request is also heavily leveraged through an Active Transportation award.

The Community Design review group noted the project application shows evidence of redevelopment momentum and investment in the corridor, while the proposed design features (such as lane reductions and bike lanes) would make the area much more bicycle and pedestrian friendly. Further, the group felt that this project would result in meaningful land use changes and more housing along the corridor. However, the reviewers felt that although there has been community involvement, the sponsor may need to do more to ensure stakeholder buy-in given the magnitude of proposed changes.

Staff recommends a multi-cycle award to fully fund the project request. Through the 2021 funding round, staff recommends an award of \$5,825,000 through the combined Regional and Community Design programs. Such an award would also make available \$750,000 in Smart Growth Incentive Program funds (for a total award of \$6.575 million) if the STA board approves the staff recommendation they will consider at their meeting on April 8. Together with the additional local match, the awards would fully fund the construction request from 3rd to 24th street and the design work for the 24th to SB-99 segment. Staff then recommends an award of \$2,449,000 for the next regional round, which would fund the construction phase of the segment from 24th to the SB SR-99 on ramp. Note that staff's multi-cycle award recommendation is limited to funds SACOG manages. Any additional match funds from the SGIP would be subject to a later STA board action.

Summary of 2021 Regional Program and Community Design Application Review

Envision Broadway in Oak Park (Highway 99 to MLK)**City of Sacramento**

Community Design	Funding Request	\$950,000
Award Recommendation		\$950,000

Proposed Project

On Broadway from State Route 99 to Martin Luther King Jr. Blvd, the project would perform preliminary engineering and environmental clearance. The project would design Complete Street improvements such as lane reduction, buffered Class II bike lanes, signal improvements and pedestrian crossing improvements.

Summary of Application Review Comments

The review group felt the potential for development in the corridor would be immediate while the project would provide a strong improvement for safety, as there are many unsafe crossings along the facility. The corridor has a strong cultural identity with many historic buildings and serves as a transition zone from housing into denser retail and mixed use. Given the cultural identity of an environmental justice community, the working group raised concerns that the project could lead to displacement without a solid plan by the sponsor. The application material did provide evidence of the work the sponsor is conducting to gather genuine community engagement. Staff recommends an award of \$731,000 to further this early project work and engagement activities, which, when combined with a match of \$237,000 from the Smart Growth Incentive Program, would result in fully funding the request. The match from STA however is conditioned on the April 8, 2021 action of that board.

Florin Road Intersection Safety Improvements**City of Sacramento**

Regional Program	(Maintenance & Modernization)	Funding Request	\$3,057,000
Award Recommendation			\$3,057,000

Proposed Project

Florin Road between Greenhaven Drive and Luther Drive: convert from pedestal mounted to mast arms at 7 intersections; install advanced detection at Florin Rd/24th St, and Florin Rd/Freeport Blvd; Install communications fiber; Install Countdown Ped Heads' and Replace 8" with 12" LED 3 Section Heads.

Summary of Application Review Comments

The application selected to be assessed on the multi-modal and safety performance outcomes. All projects within the Maintenance & Modernization category were also assessed on priority, cost effectiveness, deliverability, and asset need evaluation criteria.

The project review found the safety modernization benefits in an environmental justice community to be the strongest component of the application. The facility is an identified high injury network, which is confirmed by project performance assessment (PPA) data. In particular, the facility has a disproportionate number of incidents involving pedestrians and cyclists. The reviewers generally felt the application established how the modernization benefits were an appropriate measure given the existing

Summary of 2021 Regional Program and Community Design Application Review

need, and the project scored very high on the safety outcome. On the asset side and multi modal elements the reviewer scores were slightly lower than the safety assessment, but still above average. The engineers' review found the project cost estimates to be high, but less delivery risk for the project. Staff recommends a full funding award of \$3,057,000.

Florin Road Vision Zero

City of Sacramento

Regional Program	(Transformative)	Funding Request	\$5,102,000
		Award Recommendation	\$5,102,000

Proposed Project

In Sacramento, on Florin Road, from 24th Street to Munson Way: Street scape and safety improvements including bicycle lane gap closures, upgrading existing bike lanes to protected bike lanes, sidewalk improvements, pavement repair, new traffic signals, and additional controlled crossings of Florin Road.

Summary of Application Review Comments

The sponsor selected to be assessed on the multi-modal and safety performance outcomes. All projects in the Transformative category were also assessed on the following evaluation criteria: cost effectiveness, project leverage, risk, and deliverability.

The multi-modal reviewers found the proposal provided a strong use of local data relating to bicycle and pedestrian infrastructure coverage. The vertical separation proposed in the scope would be a needed benefit to foster multi-modal travel, though the review also noted this would be on a subset of a high speed/high volume facility. And the modeling of the project corridor did not predict as high of alternative mode shares as some of the other corridors. Still, the review gave the project higher scores in the multi-modal outcome given the project design and scope elements.

The reviewers found the application's response to the safety criteria to be even stronger. The corridor had the highest number of collisions involving a bicyclist or pedestrian in its category. Similarly, the sponsor has identified the corridor as a top Vision Zero priority. While the application material gave a good discussion of the project's design features, some on the review wondered if the proposed design elements did enough to slow down vehicle speeds which, according to the application, seemed to be a main cause of collisions. The working group's largest outstanding question centered on the scope elements of the already-funded segment versus those requested of the Regional Program. The supplemental interview helped bring clarity to that working group question on the additional improvements through a regional award.

The project request comes heavily leveraged relative to its costs, but the delivery review raised concerns about timing and the status of the leverage. The sponsor recognizes that potential project risk and discussed risk management strategies in the supplemental interview.

Staff recommends a full funding award of \$5,102,000 through the 2021 Transformative category, conditioned on the sponsor securing a time extension on the associated funds counting as project leverage.

Summary of 2021 Regional Program and Community Design Application Review

Franklin Boulevard Complete Street**City of Sacramento**

Community Design		Funding Request	\$2,656,000
Regional Program	(Maintenance & Modernization)	Funding Request	\$4,971,000
<i>Total Funding Request</i>			<i>\$6,161,000</i>
Award Recommendation			\$6,161,000

Proposed Project

In Sacramento, on Franklin Boulevard, between Sutterville Road and 32nd Avenue: Complete street improvements, including a lane reduction, installation of Class IV bikeways, sidewalk reconstruction and widening, landscaping, pavement rehabilitation, and drainage and utilities.

Summary of Application Review Comments

The project competed in both the Community Design and Maintenance & Modernization categories of the 2021 regional funding round.

The project scored very high across all aspects of the Maintenance & Modernization review for its potential to increase multi-modal travel and reduce vehicle miles travel.

The Community Design review group found the project to be a well-designed streetscape plan with impressive facility improvements. The addition of trees will help climate resilience and public health while making the corridor more walkable. The project serves a disadvantaged community with strong cultural identity. Displacement is a concern for this community, though the community has been engaged in the project through the planning and development process. One minor concern is that the review group felt it will be challenging for the construction of this project to be done in a timely manner without disrupting too many businesses, but overall, the project scored high within the Blueprint principles.

Staff recommends a full funding award in the 2021 round. The award would consist of \$5,411,000 from the combined Regional and Community Design programs plus \$750,000 from the Smart Growth Incentive Program match made available through the Sacramento Transportation Authority, for a total of \$6,161,000. Following the guidelines of the Maintenance & Modernization category, the sponsor does not need to provide a match on this regional award, as the project serves a disadvantaged community (while the match for the Community Design program is covered through the associated STA funds).

Lampasas Avenue Safety Improvements**City of Sacramento**

Regional Program	(Maintenance & Modernization)	Funding Request	\$1,545,000
Award Recommendation			\$1,545,000

Proposed Project

In Sacramento at the intersection of Lampasas Boulevard and Rio Linda Avenue: restripe and realign approaches to improve sight distance, install pedestrian refuge island on uncontrolled pedestrian crossing, and install enhanced pedestrian crossing across all legs.

Summary of 2021 Regional Program and Community Design Application Review

Summary of Application Review Comments

The sponsor selected the primary modernization benefit as improving safety and security. All projects within the Maintenance & Modernization category were also assessed on priority, cost effectiveness, deliverability, and asset need evaluation criteria.

Within the asset condition criteria, the investment would improve an intersection with clear design challenges. Yet given the existing pavement need of the facility, the working group questioned why the project did not also include pavement treatment elements. Still, the working group placed the project high on their assessment of asset need. For the safety outcome the project also received similarly higher scores. The material referenced safety countermeasures that would help improve the function of the intersection.

Within the engineers' assessment, some on the review thought the project's cost estimates were high relative to those of similar projects, while the original HSIP-funded work may have been underestimated. The review also flagged some right of way risks that could extend the project schedule, so the delivery score was lower compared to the high scores on the modernization outcomes. But based on the high assessment within the asset condition, sponsor priority, and modernization benefits criteria, staff recommends a full funding award of \$1,545,000.

Marysville Boulevard Vision Zero Project

City of Sacramento

Regional Program	(Maintenance & Modernization)	Funding Request	\$885,000
Award Recommendation			\$0

Proposed Project

In Sacramento, on Marysville Boulevard, from Arcade Boulevard to North Avenue: roadway diet including separated bike lanes, new enhanced pedestrian crossing, advanced dilemma zone detection, and existing signal modification.

Summary of Application Review Comments

Sponsor-identified project modernization benefits are to improve safety and security. All projects within the Maintenance & Modernization category were also assessed on priority, cost effectiveness, deliverability, and asset need evaluation criteria.

The project had high scores within the modernization outcomes, but less so on the other evaluation criteria. Some on the review wanted to see more information on the feasibility of the road diet, given the high daily travel. The ultimate funding strategy for the corridor is still unclear, so the reviewers also had questions relating to the project's deliverability. The project also stood low on the sponsor's priority list. Staff does not recommend a funding award in this 2021 cycle but sees merit for the project returning to compete in future cycles, including a funding opportunity through SACOG's upcoming Engage, Empower, and Implement program.

Summary of 2021 Regional Program and Community Design Application Review

Meadowview Road Complete Street**City of Sacramento**

Regional Program	(Project Gap Funding Support)	Funding Request	\$1,868,000
Award Recommendation			\$1,500,000

Proposed Project

The project competed within the Project Funding Gap Support category of the 2021 Regional Program, a much smaller category within the overall Regional Program.

Summary of Application Review Comments

The application material laid out the unexpected delays in the project's environmental analysis, as well as how travel lane closure restraints limited the amount of work that could be completed each day. This assessment responded to the questions contained in the guidelines and application prompts. The project scope, support, and implementation also did not change, so the project aligned with the delivery assessment criteria of the program guidelines.

The engineers' review for the project was more mixed, with one of the highest deviations in scores in the full round. Many felt the project did demonstrate the need and fit the criteria under the Gap Funding category requirements, though some reviewers felt the application did not make the case of why it should be considered in the category.

The project is heavily leveraged with additional funding and greatly exceeds the local match requirement of the category. The last part of the category's evaluation criteria comes from sponsor priority ranking- this project is the sponsor's overall top priority not only in the category, but the entire funding round.

The program guidelines establish a \$1.5 million cap per funding award in the category. The project request exceeds the program cap. As such, staff recommends a funding award of \$1.5 million for the project in the 2021 cycle.

Northwood School Access Improvements**City of Sacramento**

Regional Program	(Maintenance & Modernization)	Funding Request	\$2,070,000
Award Recommendation			\$2,070,000

Proposed Project

In the City of Sacramento near Northwood Elementary School, along El Camino Ave, Lexington St, Clay St, Fienza Ave, and Taft St: new curb, gutter, planters, and sidewalk, curb ramps and crosswalks; pavement reconstruction and rehabilitation, drainage systems, street and pedestrian-scale lighting, and signal modifications.

Summary of 2021 Regional Program and Community Design Application Review

Summary of Application Review Comments

The application selected to be assessed on the increase multi-modal travel and improve safety/security modernization benefit criteria. All projects within the Maintenance & Modernization category were also assessed on priority, cost effectiveness, deliverability, and asset need evaluation criteria.

The project serves an environmental justice community, is highly leveraged, and scored high across the asset condition criteria as well as the safety and multi-modal modernization outcomes. The engineers' review raised questions about how much of the project is on the federal-aid system and some minor issues with the project schedule. As such, the recommended full funding award of \$2,070,000 is conditioned on the sponsor working with SACOG to confirm federal-aid eligibility for the project.

Pedestrian Crossing at R Street and 29th/30th Street

City of Sacramento

Regional Program	(Maintenance & Modernization)	Funding Request	\$3,320,000
Award Recommendation			\$3,320,000

Proposed Project

In Sacramento, on R Street, at the 29th and 30th Street intersections: signalize both intersections, construct bulb-outs, interconnect the signals with light rail operations, and relocate existing crossing signals.

Summary of Application Review Comments

The sponsor selected primary modernization benefits as (1) increasing multi-modal travel options and (2) improving safety and security. All projects within the Maintenance & Modernization category were also assessed on priority, cost effectiveness, deliverability, and asset need evaluation criteria.

Within the asset condition section of the selection criteria the review felt the application material provided a good discussion of how the project reached a preferred alternative that considered what is feasible for the project area. Though some reviewers felt the facility, unlike other facilities considered in the round, did not face a threat of asset failure. Overall, the project scored about average in this selection criteria relative to the equally significant state of good repair needs evidenced in the larger candidate pool of submittals.

The reviewers also raised questions on the project's cost effectiveness relative to the added scope elements and felt the sponsoring agencies could have put more toward project match given the referenced priority. In contrast, the project scored higher on the safety and multi modal outcomes. The nearby transit accessibility was a clear plus on the multi modal outcome, while travel demand modeling predicts very high active and transit mode share, which the project could help to achieve. The safety argument was largely qualitative, relying on letters of support and community testimonials to demonstrate need. The reviewers did think the design treatments would be effective in supporting this modernization outcome. Staff recommends a full funding award of \$3,320,000 in the 2021 Maintenance & Modernization category, with a condition that no additional regional funding will go towards the implementation of the scope.

Summary of 2021 Regional Program and Community Design Application Review

Sacramento River Parkway**City of Sacramento**

Regional Program	(Transformative)	Funding Request	\$6,250,000
		Award Recommendation	\$3,120,000

Proposed Project

In Sacramento, atop the east levee of the Sacramento River, between Garcia Bend Park and Zacharias Park: construct levee-top multi-use trail for bicycle and pedestrian access, and construct ramps to provide neighborhood access.

Summary of Application Review Comments

Sponsor-identified project performance benefits are to (1) reduce vehicle miles travelled/ greenhouse gases and (2) increase multi-modal travel and choice of transportation options. All projects in the Transformative category were also assessed on cost effectiveness, project leverage, risk, and deliverability evaluation criteria.

The application used data on parallel facilities to showcase performance potential as travel would shift to the new trail facility. Conditions on parallel routes (such as Riverside or Freeport) are higher stress for active transportation modes, though from a relative perspective are not the most severe in the region. The working group stressed that in order for the project to be most successful, the investment would need to be oriented for entire region, not simply as an asset for the nearby neighborhood. In the supplemental interview the sponsor noted the extensive outreach the project will complete with surrounding communities, including Meadowview, which responded to the working group's questions about outreach. The working group also recognized how the project would help add more trail access but that a network gap would still exist, while the broader area would already have access to another north-south active transportation facility which could be a more promising facility for commuting and other trips. In the supplemental interview the sponsor discussed the community support and strong momentum in the project corridor, the reasoning to start in the proposed location, the value of a river trail network, and argued for the separate roles the different active transportation facilities would play in serving the community and region.

The engineers' review flagged potential hurdles in the project's right of way phase, which lowered the application's deliverability assessment. The engineers review thought the project should first advance through the right of way phase and then return for construction funding.

Staff recommends an award of \$3,120,000. The award would fund the environmental and design phases of the full project extent (between Garcia Bend Park and Zacharias Park) and complete right of way for the Garcia Bend Park to Arabella Way segment.

Stockton Boulevard Complete Street

City of Sacramento

Community Design		Funding Request	\$1,000,000
Regional Program	(Maintenance & Modernization)	Funding Request	\$885,000
		<i>Total Funding Request</i>	<i>\$1,000,000</i>
		Award Recommendation	\$650,000

Proposed Project

In Sacramento, on Stockton Boulevard, between Alhambra Boulevard and 47th Avenue: Complete street improvements, including segments with lane reductions, bicycle lanes, shared-use paths, new signals and signal modifications, and crossing modifications. (Preliminary engineering and environmental only.)

Summary of Application Review Comments

Sponsor-identified project modernization benefits are to (1) reduce regional vehicle miles travelled and greenhouse gas emissions and (2) increase multi-modal travel or choice of transportation options. All projects within the Maintenance & Modernization category were also assessed on the following criteria: priority, cost effectiveness, deliverability, and asset need. The project also competed within the Community Design program.

For Maintenance and Modernization, the project scored lower on relative asset criteria but higher on the potential to reduce vehicle miles travelled and increase transportation options. The reviewers felt the project also could have likely competed well in the safety outcome, should the sponsor select that criteria in the future. The engineers' review in the program saw less risk for the immediate project phase, but high delivery risk for the project's construction phase, given the very high expected costs. The review also noted the project's high costs in the cost effectiveness criteria of the review and the low rank on the sponsor's priority listing.

The Community Design review group found the project corridor has several large vacant parcels that could be a transformative redevelopment opportunity for the community. The corridor has a history of disinvestment, but good community engagement and an active business association. The review group concluded the proposed street improvements seem consistent with the overall planning objectives of the corridor. The review felt the costs of the proposed improvements are high compared to other projects, with less leverage from other sources. As such, the review felt there were several other potential funding partners that should be fully explored, such as the opportunity for a broader funding partnership to take advantage of Aggie Square and the associated development in the corridor.

Staff recommends a partial award of \$500,000 through the combined Regional and Community Design programs to begin project work, which would leverage a match of \$150,000 from the Smart Growth Incentive Program.

Truxel Bridge Concept and Feasibility Study

City of Sacramento

Regional Program	(Transformative)	Funding Request	\$552,000
Award Recommendation			\$0

Proposed Project

In City of Sacramento, crossing the Lower American River, from Truxel Road to Sequoia Pacific Boulevard: Complete a project study report (PSR) and preliminary engineering to identify the scope, alternatives, schedule, costs, and funding options for the project. The purpose of the ultimate project is to construct a 2,300' crossing of the American River for pedestrians, bicycles, cars, buses, and future light rail.

Summary of Application Review Comments

The sponsor selected primary performance benefits of (1) reducing VMT/GHG per capita and (2) providing long-term economic benefit to the region. All projects in the Transformative category were also assessed on cost effectiveness, project leverage, risk, and deliverability evaluation criteria.

Within the VMT/GHG outcome, the working group saw evidence through both the PPA indicators and application material of expected redevelopment and growth that could lead to shorter trips or more demand for additional transportation options. The review also found strong the application's narrative noting how the only current river crossings in the immediate vicinity are on state highway facilities. Yet in a relative review, the working group wondered if the project's strong benefits outweighed the substantial ultimate costs, with lower scores in the cost effectiveness criteria. The review group also noted the proposed scope included a vehicular component, which could mean less VMT reduction benefits compared to earlier concepts. The group was curious about the treatment of transit on the proposed new crossing, and if the concept would consider busway as an evolutionary phase to an ultimate light rail crossing. Finally, the group noted the concept has been studied multiple times, so wanted to understand better the outcomes of this new request in relation to prior planning efforts.

Within the economic benefit section, the group saw potential for benefit on the southern side of the project, but perhaps less so on the northern side in the immediate term. The project proposal did not provide above the standard required match, so scored lower on the leverage criteria. Next, the delivery review was varied, seeing higher uncertainty and financial risk on the ultimate costs. While the engineers' review felt the sponsor could deliver on the requested phase, some raised concerns about the deliverability of the full project, noting it was relying upon significant uncommitted fund sources. As such, the review found lower risks for the requested project phase, but higher for the overall project. Staff does not recommend a funding award through the 2021 Regional Program.

Summary of 2021 Regional Program and Community Design Application Review

I Street Deck Conversion for Active Transportation**City of West Sacramento**

Regional Program	(Maintenance & Modernization)	Funding Request	\$3,239,000
		Award Recommendation	\$3,239,000

Proposed Project

The I Street Bridge Deck Conversion for Active Transportation (“Deck Conversion”) Project will convert the upper deck of the historic I Street railroad bridge from motor vehicle access to a dedicated bikeway/walkway, connecting designated disadvantaged community zones in the cities of West Sacramento and Sacramento. The cities seek funding to prepare final plans, specifications and estimates (PS&E) and Right-of-Way engineering/acquisition (R/W) to facilitate the re-purposing of a listed historic bridge; maintaining direct access to the regional intermodal transit hub; increasing opportunities to reduce vehicle miles traveled by closing an ADA accessibility and bicycle route gap and fostering local economic development and recreation opportunities.

Summary of Application Review Comments

The application selected to be assessed on the reduce VMT/GHG and increase multi-modal travel benefits. All projects within the Maintenance & Modernization category were also assessed on priority, cost effectiveness, deliverability, and asset need evaluation criteria.

Concerns from the working group reviews centered on the large outstanding construction cost and less evidence in the application of an active role by the City of Sacramento. The engineers’ review also raised several delivery risks given the multitude of coordinating agencies. But regarding the modernization benefits the various reviews gave the project high marks. The new facility would be a low-stress active transportation connection between two key nodes. The application combined PPA data and appropriate literature/case studies to demonstrate project need. And with future growth in the project vicinity, the need for the project will only grow. Staff recommends a full award through the 2021 Maintenance & Modernization category, conditioned that the sponsor adheres to the project schedule, with no additional regional funding going towards the completion of the project phase getting funded.

Sacramento Avenue Complete Streets Corridor Improvement Plan**City of West Sacramento**

Community Design	Funding Request	\$273,000
	Award Recommendation	\$273,000

Proposed Project

This project would outline a vision of transportation and land enhancements for the Sacramento Avenue Corridor by documenting existing conditions and challenges, providing design recommendations, and presenting an implementation plan to improve multimodal travel, public safety, local amenities, promote affordable housing, and facilitate development with a more cohesive, vibrant character.

Summary of 2021 Regional Program and Community Design Application Review

Summary of Application Review Comments

Staff reviewed the application material and found the project met the criteria for the Non-competitive Category Community Design Program. Staff recommends a full funding award with a condition that the sponsor works with SACOG's programming and project delivery staff to receive a final approval of the project scope.

Sycamore Trail Phase 2/3 Bicycle and Pedestrian Overcrossing and Extension

City of West Sacramento

Regional Program	(Transformative)	Funding Request	\$6,189,000
Award Recommendation			N/A*
			*Funded in ATP

Proposed Project

Sycamore Trail (Phase 2 & 3), constructing a 1,940-foot concrete bicycle and pedestrian overpass (Phase 2) and completing design, ROW, and construction of 4,100-foot Class 1 trail extension (Phase 3) with park-like amenities and safety enhancements. The combined Phase 2/3 trail project utilizes the Lower Northwest Interceptor (LWNI) sewer easement, connecting from the Sycamore Trail Phase 1 terminus at Joey Lopes Park, bridging the barrier of Highway 50 south, and continuing to the intersection of Park Blvd and Stone Blvd.

Summary of Application Review Comments

The project has been fully funded through the Active Transportation Program (ATP). The state ATP program funded Phase 2, with the regional ATP program recommending full funding for Phase 3.

Summary of 2021 Regional Program and Community Design Application Review

Wheatland Zoning and Development Capacity Analysis**City of Wheatland**

Community Design	Funding Request	\$100,000
Award Recommendation		\$100,000

Proposed Project

This project would review the city's existing zoning and conduct a residential development capacity analysis and review of residential development standards and guidelines.

Summary of Application Review Comments

Staff reviewed the application material and found the project met the criteria for the Non-competitive Category Community Design Program. Staff recommends a full funding award, with a condition that the sponsor works with SACOG's programming and project delivery staff to receive a final approval of the project scope.

Spenceville Road Improvement Project**City of Wheatland**

Regional Program	(Revolving Match Fund)	Funding Request	\$1,360,000
Award Recommendation			\$1,360,000

Proposed Project

The proposed project will provide pavement rehabilitation and bike lane installation over approximately 5 miles of roadway between Main Street and Hollis Lane. If sufficient funding is obtained, the project will upgrade the striping and signage on approximately 2.4 miles of the County-owned portion of Spenceville Road to make a complete corridor of bike lane additions and safety enhancements.

Summary of Application Review Comments

The project competed in the Revolving Match Fund category of the 2021 Regional Program. The project is seeking to leverage a regional award to serve as a match on a much larger application to FHWA's Federal Lands Access Program (California Region).

If awarded, the project would leverage an additional nearly \$10 million of new discretionary federal funding to be brought into the region. The review found the project strongly aligned with the goals of the program. The rural arterial serves Beale Air Force Base, rural residential and agricultural lands, and the Spenceville Wildlife Area, while also providing interregional connectivity to Placer and Nevada Counties.

As the project would rely on a federal grant, the engineers' review noted concerns about the project's financial readiness, and if further funds would be needed given the estimated construction year. That review also thought the listed PA&ED phase could be too short but thought that risk was mitigated by the buffer time between the listed environmental and construction phases. Further, the application also explained the steps the project design will take to avoid right of way or other project delivery risks. The project also showed clear support from partners such as Beale Air Force Base and Yuba County.

Summary of 2021 Regional Program and Community Design Application Review

Staff recommends a full funding award of \$1.36 million through the Revolving Match Fund category. If the sponsor is unsuccessful in the federal grant application, the \$1.36 million award would be returned for future SACOG regional funding rounds, per the requirements established in the program guidelines.

Grant Avenue Pedestrian Improvements

City of Winters

Community Design	Funding Request	\$100,000
Award Recommendation		\$100,000

Proposed Project

This project would plan and design pedestrian improvements along Grant Avenue near Morgan Street, including extending the existing sidewalk, provide access to a bus stop, medical offices, and a shopping center.

Summary of Application Review Comments

Staff reviewed the application material and found the project met the criteria for the Non-competitive Category Community Design Program. Staff recommends a full funding award with a condition that the sponsor works with SACOG's programming and project delivery staff to receive a final approval of the project scope.

Main Street Feasibility Study

City of Woodland

Community Design	Funding Request	\$100,000
Award Recommendation		\$100,000

Proposed Project

This project would study the safety issues on Main Street between West Street and Walnut Street by implementing vehicle travel reduction or road diet near downtown core area. This would analyze new bike lanes as well the potential for new on-street parking.

Summary of Application Review Comments

Staff reviewed the application material and found the project met the criteria for the Non-competitive Category Community Design Program. Staff recommends a full funding award with a condition that the sponsor works with SACOG's programming and project delivery staff to receive a final approval of the project scope.

Matmor Road and E. Gum Avenue Complete Streets Project

City of Woodland

Regional Program	(Maintenance & Modernization)	Funding Request	\$5,000,000
Award Recommendation			\$5,000,000

Proposed Project

Project is a complete streets project on Matmor Road from Main Street to Gibson Road and on E. Gum Avenue from East Street to Matmor Road. The project will rehabilitate failing pavement on both segments (1.5 miles in total), reduce vehicle travel lanes to accommodate new buffered bike lanes, ADA ramp construction for non-existing and non-compliant curb ramps, sidewalk, curb and gutter repair as needed.

Summary of Application Review Comments

The sponsor selected primary modernization benefits of (1) increasing multi-modal travel and (2) improving safety and security. All projects within the Maintenance & Modernization category were also assessed on priority, cost effectiveness, deliverability, and asset need evaluation criteria. The project also competed in the regional Active Transportation Program.

The project scored highly across the asset need, sponsor priority, and modernization benefit selection criteria. The facility has substandard pavement conditions. The proposed design treatments would lead to a valuable improvement in an underserved portion of the community. The application could point to several compelling data indicators, such as the complete street index or land use diversity score, to demonstrate project benefit. And given the lack of other active transportation infrastructure on the surrounding facilities, the reviewers agreed it made sense to transform this primary corridor into a low-stress network that better accommodated all modes.

The safety outcome review echoed the strong multi-modal assessment. The safety reviewers noted the high number of collisions involving a bicyclist or pedestrian, both from the PPA and sponsor-provided data. The review felt the application made the case for how the proposed design would be an effective counter measure, with that evaluation team giving the project high marks.

The engineers' review highlighted minor potential delivery concerns. The application suggested no right of way would be needed, though the engineers review questioned how that conclusion was reached, given the age of the improvements in the area. The review also thought the contingency could be too low. Besides these potential issues, the engineers' review felt the project was generally ready from the delivery perspective. Staff recommends a full funding award of \$5 million in the 2021 Maintenance & Modernization category.

Summary of 2021 Regional Program and Community Design Application Review

Butte House Road Complete Streets**City of Yuba City**

Community Design	Funding Request	\$590,000
	Award Recommendation	\$300,000

Proposed Project

On the north side of Butte House Road between Tharp Road to Belvin Road, this project would construct an ADA-accessible sidewalk and a Class II bike lane.

Summary of Application Review Comments

The working group felt that by helping bring in more housing and commercial infill, the project could potentially lead to some transformational change to the area. The reviewers felt the application elements align to program outcomes by addressing rezoning in this area to make available more housing. The review recognized that promoting infill in more rural parts of the region is challenging. This area has a specific plan and a focused effort, which can help address some of those challenges. With these strong points, the review still felt the project, in a relative review of a highly competitive program, scored lower around the selected Blueprint principles outcomes. Staff recommends a partial award of \$300,000, which would lead to a useable reduced scope option.

Walton Avenue Project**City of Yuba City**

Regional Program	(Maintenance & Modernization)	Funding Request	\$3,750,000
		Award Recommendation	\$3,750,000

Proposed Project

The City is proposing to install sidewalks on the west side of Walton Ave, creating a complete sidewalk path for Walton Ave, paving dirt shoulders for the addition of a buffered bike lane, upgrading traffic signals with 2070 controllers to accommodate future ITS improvements, upgrade battery backup systems to improve safety during power outages, and performing various pavement repairs for a 2.3 mile section of Walton Ave from Hazel Ave on the south end to just north of Lassen Avenue on the north end. The proposed project is designed to promote safety of non-motorized users and pedestrians and encourage increased walking and bicycling among students, along a primary walking route to Andros Karperos Middle School and Lincoln Elementary, while providing urgently needed pavement maintenance.

Summary of Application Review Comments

Sponsor-identified project modernization benefits are to (1) increase multi-modal travel and (2) improve safety and security. All projects within the Maintenance & Modernization category were also evaluated on priority, cost effectiveness, deliverability, and asset need.

The review found the submittal to be a well-documented, cost-effective approach to maintain the life of a key facility while also bringing needed modernization benefits to serve a wider user group. The reviewers were impressed with the design treatment and thought process underpinning the application

Summary of 2021 Regional Program and Community Design Application Review

narrative. The application brought in both PPA and sponsor-provided data to demonstrate need. The engineers' review felt the listed contingency was low for the project phase but flagged fewer other potential delivery risks. Staff recommends a full project award of \$3.75 million through the 2021 Regional Program.

Access for Youth Travel Training Program

Paratransit Incorporated

Regional Program	(Transformative)	Funding Request	\$750,000
Award Recommendation			\$0

Proposed Project

If funded, Paratransit Inc. will implement an expansion of our Moving Youth to Jobs Program, to include the six-county SACOG region. This expansion of service will consist of a region-wide network for youth and young adults ages 12 to 26 to access transportation literacy education.

Summary of Application Review Comments

The sponsor identified the project's primary performance outcomes as increasing multi-modal travel and providing long-term economic benefit to the region. All projects in the Transformative category were also assessed on cost effectiveness, project leverage, risk, and deliverability evaluation criteria.

The application argued an award would increase multi-modal travel as more youth are trained in how to use different modes. The application could have been stronger by citing the number of youth expected to be served through an award (or the number of youth served to date through the program). The application did provide a statistic about 250 people per year using transit, though it was not clear if this referenced the specific program or more general activities.

The working group was more mixed on if a travel training program would change behavior, in that the program would not lead to any changes to service. Some of the review did see a high need for the training. However, most on the review felt the project would be a better fit to compete in the TDM/Innovative Mobility Program set by the board as part of the 2021 round. Staff does not recommend an award through the 2021 Regional Program but encourages the sponsor to consider the funding opportunities anticipated through the TDM/Innovative Mobility program.

Summary of 2021 Regional Program and Community Design Application Review

65th Street Complete Streets Rehabilitation**Sacramento County**

Regional Program	(Maintenance & Modernization)	Funding Request	\$2,011,000
Award Recommendation			\$2,011,000

Proposed Project

In Sacramento County, on 65th Street from Florin Road to Stockton Boulevard: Construct Complete Street improvements consisting of an asphalt concrete overlay, installing new Class II buffered bike lanes, installing new ADA curb ramps, performing sidewalk repairs, and re-striping the roadway to enhance safety.

Summary of Application Review Comments

The sponsor selected primary modernization benefits as those (1) increasing multi-modal travel and (2) improving safety and security. All projects within the Maintenance & Modernization category were also assessed on priority, cost effectiveness, deliverability, and asset need evaluation criteria.

Like the several other peer complete street rehabilitation projects submitted by the sponsor, this segment showed a clear state of good repair need. Relative to those and other projects in the round, the reviewers felt the scope elements for this project had strong modernization benefits. The proposed buffered bike lanes would help support more transportation choice in an environmental justice community with existing transit service and activity generators, yet where alternative modes are not currently accommodated. Likewise, the project performance assessment showed strong quantitative outcomes within each modernization benefit. The review felt the project would be cost effective, with no major delivery concerns. Staff recommends a full award of \$2,011,000 through the Maintenance & Modernization category.

Andrea-Antelope-Watt Complete Streets Rehabilitation**Sacramento County**

Regional Program	(Maintenance & Modernization)	Funding Request	\$4,566,000
Award Recommendation			\$4,566,000

Proposed Project

In Sacramento County, on Andrea Boulevard from Roseville Road to Elkhorn Boulevard, on Antelope North Road from Olive Avenue to 250' north of Great Valley Drive, on Watt Avenue from A Street to Don Julio Boulevard: Construct Complete Street improvements consisting of an asphalt concrete overlay, installing new Class II bike lanes, performing traffic signal upgrades including new video detection cameras with bicycle detection, installing new ADA curb ramps, performing sidewalk repairs, and re-striping the roadway to enhance safety.

Summary of Application Review Comments

The application selected to be assessed on the increase multi-modal travel and improve safety/security modernization benefits. All projects within the Maintenance & Modernization category were also assessed on priority, cost effectiveness, deliverability, and asset need evaluation criteria.

Summary of 2021 Regional Program and Community Design Application Review

The project used similar reasoning and evidence to that of the other submitted complete street rehabilitation applications. The project scored high on the priority, asset need, cost effectiveness and delivery reviews, which together add up to a large portion of the evaluation criteria. For the modernization outcomes the reviewers felt the project bundling (treatments for Andrea, Antelope and Watt in a single application) made it harder to isolate individual performance outcomes, but generally, saw the most modernization benefit on the Andrea segment. For the multi modal outcomes the reviewers felt the traffic signal upgrades and new sidewalks would add good benefit to the community, but the bicycle treatments may not be enough to encourage a low-stress environment on Watt Avenue where vehicle speeds and volumes are high. Based on the high scores from the asset condition, sponsor priority, deliverability, and cost-effectiveness, staff recommends a full funding award of \$4,566,000 for the project request.

Arden Way Complete Street Phase 2

Sacramento County

Community Design	Funding Request	\$5,225,000
	Award Recommendation	\$2,053,000

Proposed Project

On Arden Way from Fulton to Morse Avenue, the full project would design and construct street improvements including separated sidewalks, curb and gutter, new Class II buffered bike lanes, bus turnouts and landscaping. A smaller version of this project would conduct preliminary engineering and acquire right of way. The sponsor requested \$3,919,000 from Community Design, with \$1,306,000 as match from the Smart Growth Incentive Program.

Summary of Application Review Comments

The review group noted the project would help close a gap in the active transportation network, with the proposed buffered bike lanes making conditions safer for more users. However, some on the review felt the proposed bike lane design does not offer as much buffer space relative to peer projects.

In terms of the project's connection to activating land use, the application spoke to the vacant and underutilized lands along the corridor. The reviewers saw the possibility for infill, and residential mixed use for the corridor. Notably, there has been a lot of community outreach and education, but the review felt more will be needed for the project to be transformational on the land use side. In particular, the review group encouraged the sponsor to further develop how more housing can be encouraged along the corridor, and how to entice more private investment into the area, as the proposed streetscape construction may be ahead of the future development for the corridor. Staff recommends an award of \$1,540,000 with a leveraged match of \$513,000 from the Smart Growth Incentive Program, which will advance the project through the project development phases. The match from the STA is conditioned on the April 8, 2021 action of that board.

Summary of 2021 Regional Program and Community Design Application Review

Bradshaw Road at Jackson Road Intersection Improvement Project**Sacramento County**

Regional Program	(Transformative)	Funding Request	\$4,000,000
Award Recommendation			\$0

Proposed Project

In Sacramento County at the Bradshaw Road/Jackson Road intersection: Widen approaches on Bradshaw Road to include a right turn lane, three through lanes, and dual left turn lanes; widen approaches on Jackson Road to include a right turn lane, two through lanes, and dual left turn lanes; traffic signal modifications.

Summary of Application Review Comments

The sponsor identified the project's primary performance outcomes as reducing congestion and improving safety. All projects in the Transformative category were also assessed on cost effectiveness, project leverage, risk, and deliverability evaluation criteria.

Within the congestion performance outcome, the application gave evidence of a low existing level of service at the intersection. The application argued the scope features (dual left turns, additional through lane and right turn lane) are the most appropriate treatments to alleviate congestion. The material also spoke to why the sponsor sees this as the preferred approach over other options (such as signal timing adjustments). The working group largely agreed with the assessment, but also noted that from a regional perspective the facility did not have the most direct needs relatively. The group felt the investment will be needed in the future, especially as more growth comes to the corridor. But in an oversubscribed program with multiple compelling near-term needs, this was not one of the working group's highest priorities in the category. For the safety outcome, the application used a TIMS analysis to show the corridor's collision history. The safety review group felt the application could have been stronger with a clearer discussion of how the proposed design improvements are the appropriate countermeasures. Overall, the review scored the project higher on the congestion compared to the safety performance outcome section. Staff does not recommend a funding award through the oversubscribed 2021 regional round.

Central Ave and Greenback Lane Complete Streets Rehabilitation**Sacramento County**

Regional Program	(Maintenance & Modernization)	Funding Request	\$4,896,000
Award Recommendation			\$1,586,000

Proposed Project

In Sacramento County, on Central Avenue from Main Avenue to Hazel Avenue, on Greenback Lane from Kenneth Avenue to Beech Avenue: Construct Complete Street improvements consisting of an asphalt concrete overlay, upgrading shoulders and installing new Class II bike lanes, performing traffic signal upgrades including new video detection cameras with bicycle detection, installing new ADA curb ramps, performing sidewalk repairs, and re-striping the roadway to enhance safety.

Summary of 2021 Regional Program and Community Design Application Review

Summary of Application Review Comments

The sponsor selected primary modernization benefits as (1) increasing multi-modal travel and (2) improving safety/security. All projects within the Maintenance & Modernization category were also assessed on priority, cost effectiveness, deliverability, and asset need evaluation criteria.

As for the other complete street rehabilitation projects submitted by the sponsor, this application showed clear state of good repair need. But the modernization review scores were lower given the proposed design features relative to speeds and volumes, though the project could help create a key east-west bike lane in an area with less active transportation infrastructure. The safety review gave the project more middling scores on that outcome for similar reasons to the multi modal review, yet the project scored higher on the delivery and cost effectiveness criteria. Given the varied review across the evaluation criteria, staff recommends a partial award of \$1,586,000 to fund two of the proposed segments (on Central Ave) or to pair with local funds for the full corridor investment.

Elverta Road Improvement Project: Dutch Haven Blvd to Watt Avenue**Sacramento County**

Regional Program	(Transformative)	Funding Request	\$5,000,000
		Award Recommendation	\$5,000,000

Proposed Project

In Sacramento County: Elverta Road from Dutch Haven Boulevard to Watt Avenue; Widen Elverta Road from two to four lanes and install Class II bike facilities and landscaped median. Replace the existing functionally obsolete two-lane bridge over North Channel Dry Creek with a new six-lane bridge, including bike lanes, sidewalk and equestrian path. Modify the traffic signal at the intersection of Elverta Road and 28th Street.

Summary of Application Review Comments

The sponsor selected to be assessed on the safety and state of good repair performance outcomes. All projects in the Transformative category were also assessed on cost effectiveness, project leverage, risk, and deliverability evaluation criteria.

The project corridor has a significant collision history. The application references a Cal B/C model run that suggests the proposed improvement would reduce collisions. The application also discussed the project's proposed countermeasures, providing documentation of the expected benefits of converting an undivided facility to a divided facility with raised medians, especially as many of the prior collisions seemed related to left turns. The working group questioned if the other discussed countermeasure (class II bike lanes) would be as effective given the facility's vehicle speeds and volumes but noted the reference to partner support from the Sacramento Area Bicycle Advocates and local community/business groups. Finally, as both a safety and state of good repair need, the sponsor pointed to the flood risk from the functionally obsolete Dry Creek bridge.

As further evidence of the project's state of good repair need, the application described the facility's poor pavement condition. The working group questioned if the cited PCI was for the full corridor or a project segment, and the supplemental interview helped give more detail on the most pressing aspects

Summary of 2021 Regional Program and Community Design Application Review

of the state of good repair request: based on 2018 survey data, the project's PCI is estimated between 35 and 40, save for a small stretch of the facility that has been improved recently through nearby development.

Within the leverage and delivery criteria the project scored high. The project has secured multiple sources of match, including HBP and local sponsor funds. The project stands at 75% funding secured. The working group on project delivery scored the project very high on technical and financial readiness and saw little delivery risk, as the application demonstrated a clear management plan.

Staff recommends a full funding award of \$5,000,000 through the 2021 Regional Program. Staff recommends the award include a condition that the combined SACOG awards up through the 2021 round represent the total regional investment on the project segment. This condition applies only to the project extent reflected in the application, not to future projects that extend the improvements along the corridor.

Fair Oaks Boulevard Bicycle and Pedestrian Mobility Project, Phase 2

Sacramento County

Regional Program	(Project Gap Funding Support)	Funding Request	\$1,327,000
Award Recommendation			\$0

Proposed Project

The project competed in the separate Project Gap Funding Support category, a small category within the overall Regional Program.

Summary of Application Review Comments

The heavily weighted engineers' review felt the application's description of the prior implementation issues did not meet the threshold requirement for the funding gap program. In particular, the application did not fully address how the challenges were unexpected or unavoidable. The reviewers felt the issues on the design phase of the project could have been mitigated prior, which affected the project's technical readiness review. Another major criterion in the selected category is sponsor ranking- this project was near the bottom of the agency's priority list. Staff does not recommend a funding award in the 2021 cycle.

Florin Road Complete Streets Rehabilitation

Sacramento County

Regional Program	(Maintenance & Modernization)	Funding Request	\$2,949,000
Award Recommendation			\$0

Proposed Project

In Sacramento County, on Florin Road from French Road to Elk Grove Florin Road: Construct Complete Street improvements consisting of rubberized asphalt concrete (RAC), installing new Class II buffered bike lanes and bicycle detection at signalized intersections, repairing damaged sidewalks, installing ADA

Summary of 2021 Regional Program and Community Design Application Review

improvements including new curb ramps, traffic signal upgrades including installation of video detection cameras, and re-stripping the roadway to enhance safety.

Summary of Application Review Comments

The sponsor-selected primary modernization benefits were: (1) increase multi-modal travel and (2) improve safety and security. All projects within the Maintenance & Modernization category were also assessed on priority, cost effectiveness, deliverability, and asset need evaluation criteria.

With lower pavement conditions scores and higher use, the project scored strongly on the asset condition/need criteria. However, the working group's review of the selected multi-modal modernization benefit felt the design features may not go far enough to support active transportation in an environmental justice community given the volumes and especially speeds on the facility, a finding also echoed by the safety review group. As such, the project received lower scores on the modernization criteria. Further, the engineers' review thought the cost estimate relied too heavily on static unit costs, and that the contingency could be too low to account for inflation and the time need to complete design. Staff does not recommend an award through the oversubscribed 2021 regional funding round.

Folsom Boulevard Complete Streets Phase 3

Sacramento County

Regional Program	(Maintenance & Modernization)	Funding Request	\$4,883,000
Award Recommendation			\$0

Proposed Project

In Sacramento County, along the southern frontage of Folsom Boulevard, between the Watt/Manlove and Starfire Light Rail Stations: Streetscape improvements, including sidewalk gap closure with a new separated sidewalk, landscape strip, and pedestrian lighting; buffered bike lane upgrade; storm drainage improvements.

Summary of Application Review Comments

The sponsor selected the multi-modal and safety outcomes as evidence of the project's modernization benefits. All projects within the Maintenance & Modernization category were also assessed on priority, cost effectiveness, deliverability, and asset need evaluation criteria.

The review felt the project drew on strong evidence of a supporting master plan and community engagement. Within the selected multi-modal modernization outcome, the working group did note the higher stress environment for active mode user and the supportive scope features for bicyclists yet felt the pedestrian-oriented treatments on the south side of the facility could be less effective, given the current land uses on that side of the corridor and how existing signalized intersections allow a user to reach the north side of the facility. The application could have been stronger with evidence of active mode users and demand, given the selected outcomes. The group saw benefit for the multi-phase project, but the application did not rise to the top of a heavily oversubscribed program. Staff does not recommend a funding award for the project through the 2021 regional round.

Summary of 2021 Regional Program and Community Design Application Review

Folsom Boulevard Intelligent Transportation System Upgrade**Sacramento County**

Regional Program	(Maintenance & Modernization)	Funding Request	\$674,000
Award Recommendation			\$0

Proposed Project

In Sacramento County, on Folsom Boulevard from South Watt Avenue to Bradshaw Road, and from Hazel Avenue to the Folsom City Limit; Upgrade the traffic signal controllers and cabinets, install fiber optic communications, closed circuit television (CCTV) cameras, video detection and data collection devices, and dynamic message & static guide signs.

Summary of Application Review Comments

Sponsor-identified project modernization benefits are to (1) reduce vehicle miles travelled or greenhouse gases and (2) improve safety and security. All projects within the Maintenance & Modernization category were also assessed on priority, cost effectiveness, deliverability, and asset need evaluation criteria.

The review found the primary benefit to be from the update to the traffic control equipment, with the performance outcomes and modernization case less well documented. The engineers' review saw little risk, yet the project was the sponsor's lowest priority in the entire round. Staff does not recommend a funding award for the project through the 2021 cycle.

Fruitridge Road Complete Streets Rehabilitation**Sacramento County**

Regional Program	(Maintenance & Modernization)	Funding Request	\$4,999,000
Award Recommendation			\$4,999,000

Proposed Project

In Sacramento County and the City of Sacramento on Fruitridge Road from Highway 99 to Stockton Boulevard: Construct Complete Street improvements consisting of rubberized asphalt concrete (RAC), installing new Class II bike lanes and bicycle detection at signalized intersections, repairing damaged sidewalks, installing ADA improvements including new curb ramps, traffic signal upgrades including installation of video detection cameras, and re-striping the roadway to enhance safety.

Summary of Application Review Comments

The sponsor selected primary modernization benefits as (1) increasing multi-modal travel and (2) improving safety and security. All projects within the Maintenance & Modernization category were also assessed on priority, cost effectiveness, deliverability, and asset need evaluation criteria.

The project scored high not only on the asset condition but also the modernization benefits and cost effectiveness criteria. The review found the project a good example of supporting a facility within an environmental justice community that spans jurisdictions. Further, the investments would help encourage more bike, walk and transit accessibility in an underserved area, though some of the review team felt the application could have been even stronger if it included additional design features, given

Summary of 2021 Regional Program and Community Design Application Review

the facility and its use. The engineers review did not identify any major risks to the project. Staff recommends a full funding award of \$4,999,000.

Greenback Lane Complete Street, Phase 1

Sacramento County

Community Design	Funding Request	\$3,131,000
	Award Recommendation	\$3,131,000

Proposed Project

On Greenback Lane, from Walnut Avenue to Chestnut Lane, this project would construct streetscape improvements including wide, separated sidewalks, continuous bike lanes, a bus turn out, conversion of an existing, two-way turn lane into a median with trees and landscaping, traffic signal improvements and signalization, and install trees and monuments. The funding request on the Community Design program was \$2,348,000, with the remainder as proposed leverage from SGIP.

Summary of Application Review Comments

The working group felt the application showed clear momentum in the community stemming from the energy and outreach of community volunteers. The application material showed some private investment coming into the area, and there is a desire by community leaders for infill housing. The review group felt the proposed street improvements will help encourage more housing. Some on the review felt the improvements may not change mode share much towards walking and biking, as the community is still very automobile oriented. But overall, the review felt the project could help begin the transformation of an auto-oriented corridor into a more complete street. Staff recommends an award of \$2,348,000 through the Community Design program, which would leverage an additional \$783,000 through the Smart Growth Incentive Program for a full funding award.

Greenback Lane Complete Street Rehabilitation

Sacramento County

Regional Program	(Maintenance & Modernization)	Funding Request	\$3,017,000
		Award Recommendation	\$3,017,000

Proposed Project

In Sacramento County, on Greenback Lane from Fair Oaks Boulevard to Kenneth Avenue: Construct Complete Street improvements consisting of an asphalt concrete overlay, installing new Class II buffered bike lanes, performing traffic signal upgrades including new video detection cameras with bicycle detection, constructing new sidewalk areas at “infill” locations, installing new ADA curb ramps, performing sidewalk repairs, and re-striping the roadway to enhance safety.

Summary of Application Review Comments

Sponsor-identified project modernization benefits are to (1) increase multi-modal travel and (2) improve safety and security. All projects within the Maintenance & Modernization category were also assessed on priority, cost effectiveness, deliverability, and asset need evaluation criteria.

Summary of 2021 Regional Program and Community Design Application Review

The application demonstrated a clear state of good repair need. The modernization benefits include a buffered bike lane and a sidewalk gap fill on the north side of the corridor. The additions would be a needed improvement and build towards a continuous east-west bike lane in an area with few other active transportation routes/options. Some of the review however thought the design could have gone further to support more transportation modes.

The review group felt that the redevelopment of the nearby mall over the next few years could lead to more demand for a multi-modal corridor, further buttressing the need for the improvement. As the project is still at the feasibility study level, the engineers review felt the cost estimate contingency could be too low, which could lead to issues in the construction phase. Besides that identified issue, the review had few other questions on the project's deliverability. Staff recommends a full funding award of \$3,017,000.

Hazel Avenue/U.S. Route 50 Interchange Project

Sacramento County

Regional Program	(Transformative)	Funding Request	\$11,000,000
Award Recommendation			\$0

Proposed Project

In Sacramento County: Hazel Avenue between Folsom Boulevard and US 50; Modify the existing Hazel Avenue interchange at US 50 (PM 15.0/17.2), extend and grade-separate Hazel Avenue over Folsom Boulevard and the Sacramento-Placerville Transportation Corridor Joint Powers Authority (SPTC-JPA) rail line corridor, widen Hazel Avenue from 4 lanes to 6 lanes between Folsom Boulevard and US 50, and provide multi-modal corridor improvements.

Summary of Application Review Comments

Sponsor-identified project performance benefits are to (1) reduce congestion and (2) provide long-term economic benefit. All projects in the Transformative category were also assessed on the following evaluation criteria: cost effectiveness, project leverage, risk, and deliverability.

The review on the congestion outcome saw less immediate need both for congestion relief and reliability improvements relative to the multiple other asks in this outcome within the Transformative category. Further, the application used a design year past the horizon of the current MTP/SCS to demonstrate performance benefit, which suggested a later realization of the project's full benefits. However, in the supplemental interview the sponsor explained the later design year was standard practice when working on interchange projects that look out towards the ultimate needed features.

The working group felt the project's economic prosperity case was also largely predicated on future growth. The review felt there was less momentum in the immediate term but should expect increasing momentum over the course of the MTP/SCS. The supplemental interview, while helpful, did not provide as much additional evidence of more near-term momentum in the vicinity relative to other peer projects.

The project is well matched through Measure A and has the potential for further funding leverage through development fees. However, even with a regional award the project would still have a large

Summary of 2021 Regional Program and Community Design Application Review

funding gap. The cost effectiveness review pointed to the high price of the ultimate improvement in relation to its benefits. Some on the working group thought the project design could be larger than what is needed to be effective, though the supplemental interview did provide the reasoning behind the proposed design treatment.

Staff does not recommend an award through the oversubscribed 2021 funding round but encourages the sponsor to collaborate with SACOG on efforts to position the project for future funding success.

Madison Avenue Complete Streets Improvements

Sacramento County

Regional Program	(Transformative)	Funding Request	\$1,500,000
Award Recommendation			\$0

Proposed Project

In Sacramento County: Madison Avenue from Sunrise Boulevard to Hazel Avenue; Construct traffic capacity and safety improvements; install sidewalks, Class II bike lanes, and ADA improvements including curb ramps; modify existing intersections and traffic signals; rehabilitate and resurface pavement; install landscape/streetscape enhancements.

Summary of Application Review Comments

The sponsor selected primary performance benefits of (1) congestion relief and (2) safety. All projects in the Transformative category were also assessed on cost effectiveness, project leverage, risk, and deliverability evaluation criteria.

The application provided evidence of congestion on the facility. But relative to the other applications within the Transformative category, the review group did not find the need as pressing. In contrast, the project scored higher on the safety outcome. However, the PPA suggests much of the corridor's collision history has been at the intersections bookending the segment. As such, the review group felt the safety outcome could have been stronger with treatments at the intersections in addition to the discussed countermeasures. Further, speeding seems to be a cause of many prior incidents. The review felt that the additional capacity in upon itself could not be enough to address the underlying factors. While the project scored higher in the leverage criteria, staff does not recommend a funding award through the 2021 cycle given the lower scores in the other aspects of the relative review of an oversubscribed program.

North Watt Avenue Bike/Ped Crossing at UPRR

Sacramento County

Regional Program	(Maintenance & Modernization)	Funding Request	\$800,000
Award Recommendation			0

Proposed Project

In Sacramento County: Watt Avenue, from Roseville Road to Peacekeeper Way. Widen Watt Avenue to construct bicycle and pedestrian facilities. Modify the existing traffic signals for bicycle detection. Also

Summary of 2021 Regional Program and Community Design Application Review

modify existing storm water pump station. The railroad underpass structure will be replaced by the Capitol Corridor Joint Powers Authority (CCJPA) as part of the Sacramento to Roseville Third Main Track. PA&ED Only.

Summary of Application Review Comments

The application selected to be assessed on its multi-modal and safety modernization benefits. All projects within the Maintenance & Modernization category were also assessed on priority, cost effectiveness, deliverability, and asset need evaluation criteria.

The working group felt the application could have been clearer by explaining if the ultimate improvement would include pavement rehabilitation in addition to the signal modification, expanded facilities, and the replaced railroad underpass structure, especially as the application notes the heavy truck use on the corridor which has a disproportionate impact on pavement conditions. The review also thought the project's partnership with the CCJPA could have been more fully described.

The application used visuals and PPA data to make a case of the shortcoming of the current facility, especially for active modes. And with a higher complete street index score and proximity to transit and jobs the review felt there was latent demand for a more complete corridor, though some questioned when the corridor could expect more land use changes leading to more active mode activity generators. The safety modernization outcome review saw performance outcome benefits, as the application discussed how the proposed design elements would support the project area, but also saw need throughout the many other projects submitted in the oversubscribed program.

Ultimately the review sees strong potential for the improvement, though found the timing could be less immediate than other projects competing in the category. Given the lower sponsor priority, staff does not recommend a funding award through the 2021 round but encourages the sponsor to return in future cycles. The review also felt the project could be a strong candidate in upcoming competitive state discretionary grant funding programs.

South Sacramento Sidewalk Gap Closure Project

Sacramento County

Regional Program	(Maintenance & Modernization)	Funding Request	\$2,756,000
Award Recommendation			\$2,756,000

Proposed Project

In Sacramento County, on Power Inn Rd from Stevenson Ave. to about 630 feet south; at the intersection of Elsie Ave. and Power Inn Rd.; on Stevenson Ave., from Cottonwood Ln. to 975 feet west; and on Cottonwood Ln. between Elsie Ave. and Stevenson Ave. Construct sidewalk gap closures near Anna Kirchgater Elementary School and Florin High School, including crossing upgrades and ADA curb ramp upgrades.

Summary of Application Review Comments

The sponsor selected primary modernization benefits of (1) increasing multi-modal travel and (2) improving safety and security. All projects within the Maintenance & Modernization category were also assessed on priority, cost effectiveness, deliverability, and asset need evaluation criteria.

Summary of 2021 Regional Program and Community Design Application Review

The review gave strong scores to the project's cost effectiveness and modernization benefits. The project would lead to sidewalk gap closure to provide important pedestrian connections to elementary and high schools in an underserved community. The application focused on community destinations and the review agreed that the project would increase walking. And while the project used multiple PPA runs, the application concisely summarized the different results into a more coherent narrative. The investment would clearly extend the life of the associated facilities, with a useful life estimate of 80 years.

The safety outcome review found similar strong benefits. High volume/high speed facilities such as Power Inn serve as a major deterrent to walking if lacking the appropriate pedestrian infrastructure. The group thought the segment on Cottonwood Lane near Florin High School would benefit from the improved accessibility across modes. One concern the group had was the outreach referenced in the application, which seemed dated. As the request was for all project development phases, the engineers' review raised standard concerns about potential risk as the project advances. Drawing on the strong review in the asset need and modernization outcome criteria staff recommends a full award conditioned on the sponsor completing further public engagement through the grant award.

South Watt Avenue Improvement Project: Florin Road to Jackson Road (SR-16)

Sacramento County

Regional Program	(Transformative)	Funding Request	\$9,000,000
		Award Recommendation	\$7,000,000

Proposed Project

In Sacramento County, on South Watt Avenue between Florin Road and Jackson Road (SR-16): widen South Watt Avenue from two to four lanes, construct landscaped medians, ADA upgrades, bike and pedestrian facilities, and intersection upgrades. The improvements also include the replacement of the bridge at Morrison Creek.

Summary of Application Review Comments

Sponsor-identified project performance benefits are to (1) reduce congestion and (2) provide long-term economic benefit to the region. All projects in the Transformative category were also assessed on cost effectiveness, project leverage, risk, and deliverability evaluation criteria.

The working group saw clear evidence in the application material of current congestion and unreliability on the corridor. While the observed speed data suggested the need was not the most severe relative to other projects in the category (though still high), the application distinguished itself with a use of detailed modeling to show the expected person hours of travel time saved from the project.

For the economic prosperity outcome, the application drew on the corridor's high existing freight use (an estimated 9% of total travel), support from a coalition of nearly 1,100 business and property owners in the area, and strong job accessibility to demonstrate the project benefit.

The project was one of the most leveraged in the category, with an LPP competitive award, developer fees, Measure A, and prior regional funding. The engineers' review tasked on assessing project delivery

Summary of 2021 Regional Program and Community Design Application Review

found some potential project risk relating to utilities, at-grade crossing, and right of way impacts, but generally gave a higher score on deliverability and readiness.

However, the working group had questions about the cost of the improvements, which was the main concern from the application review. The project's supplemental interview explained the difference between the application request and the pre-application consultation. Yet, the working group raised concerns about the project cost estimate this cycle, which was more than double that of prior cycles. A large part of this stems from the addition of the project's middle segment into the overall scope and estimate, but the review felt the project had further cost risks and discussed the appropriate level of regional investment given the escalating cost relative to the set project benefit. As such, the project scored lower on the financial risk and readiness criteria.

Staff recommends an award of \$7 million through the 2021 funding round which, when combined with the awards from the prior funding cycle, would exceed \$15 million of regional funds invested on the corridor. This funding recommendation includes a condition that the SACOG awards provided up through the 2021 round will be the regional investment cap for the project.

Traffic Signal (Intelligent Transportation System) Interconnect Upgrade

Sacramento County

Regional Program	(Maintenance & Modernization)	Funding Request	\$1,068,000
Award Recommendation			\$0

Proposed Project

In Sacramento County, on Kiefer Boulevard from Southport Drive to Bradshaw Road, Bradshaw Road from Kiefer Boulevard to Gerber Road, Gerber Road from Bradshaw Road to Stockton Boulevard, Elk Grove-Florin Road from Gerber Road to Calvine Road, Calvine Road from Vineyard Road to SR99 SBR, and Stockton Boulevard from Florin Road to Elsie Road/Mack Road: Install new fiber optic cable in existing empty conduit, replace existing copper interconnect with fiber and connect to an existing fiber optic network on Stockton Boulevard. Upgrade communications equipment, signal controllers, and install CCTV cameras as needed.

Summary of Application Review Comments

The primary modernization benefits selected in the application are to reduce VMT/GHG and improve safety and security. All projects within the Maintenance & Modernization category were also assessed on priority, cost effectiveness, deliverability, and asset need evaluation criteria.

The asset condition section of the application made clear reference to the age of the existing ITS infrastructure, and how the investment would improve and extend the life of the various facilities. The application struggled somewhat compared to the peer candidate pool in tying that asset need to additional modernization benefits. Given that the sponsor has made other ITS investments through time, the working group felt the application could have been stronger by referencing the benefits from those projects in relation to the selected performance outcomes. The project also fell low on the sponsor's priority list for the round, where sponsor ranking is part of the selection criteria for the Maintenance & Modernization category. Staff does not recommend a funding award through the oversubscribed 2021 cycle.

Summary of 2021 Regional Program and Community Design Application Review

Watt Avenue Sidewalk Gap Closure Project**Sacramento County**

Regional Program	(Maintenance & Modernization)	Funding Request	\$1,804,000
Award Recommendation			\$1,804,000

Proposed Project

In Sacramento County, on Watt Avenue between Don Julio Boulevard and Elkhorn Boulevard. Construct sidewalk gaps closures, extension of culvert within creek, and landscaping.

Summary of Application Review Comments

The sponsor selected primary modernization benefits as (1) increasing multi-modal travel and (2) improving safety and security. All projects within the Maintenance & Modernization category were also assessed on priority, cost effectiveness, deliverability, and asset need evaluation criteria.

Within the asset criteria the working group felt the application could have been somewhat stronger by referencing estimated multimodal users or the useful life estimate of the proposed improvement but felt the poor pavement and sidewalk conditions demonstrated a clear existing need in an underserved environmental justice community. Further, the review felt the application made good use of corresponding visuals and relevant PPA data to reiterate such need for more multi modal facilities. The safety working group generally concurred, though felt the application could have focused more on issues directly relating to pedestrians. The review had some concerns about cost effectiveness, but also recognized that proposed design improvements such as culvert extensions do lead to higher costs. As for other projects in their early project development phases, the engineers' review identified several potential minor delivery risks for the project sponsor to track. Overall staff sees a clear maintenance & modernization need for a corridor serving an environmental justice community and recommends a full funding award of \$1,804,000.

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Sacramento Emergency Clean Air Transportation (SECAT)**Sacramento Metropolitan Air Quality Management District**

Regional Program	(Maintenance & Modernization)	Funding Request	\$5,000,000
Award Recommendation			\$5,000,000

Proposed Project

In the SACOG region, Sac Metro Air District will provide an incentive for the purchase of zero emission medium and heavy-duty vehicles, following the established SECAT Guidelines.

Summary of Application Review Comments

The project selected the reduce VMT/GHG and enhance economic prosperity outcomes as primary modernization benefits. For the former, the reviewers drew on the knowledge of the success of the SECAT program through time, seeing strong greenhouse gas reduction benefits in modernizing the vehicle fleet with zero emission vehicles. The project scored high on the reduce VMT/GHG benefit.

The review also found the project fit well within the goals of the Maintenance and Modernization category but would have liked to have seen more documentation of benefit in the application. Within the cost effectiveness criterion, the reviewers felt the application and associated elements lacked some specifics, which made the criteria difficult to assess. The application could have been stronger by more directly discussing how many zero-emission medium and heavy-duty vehicles could be purchased with an award.

The engineers' review felt the project was highly deliverable. Finally, within the economic prosperity outcome the review group found the focus on ten potential communities to be promising but thought the application could have given a fuller reasoning on how owning a zero-emission vehicle provided an economic (not just an air quality) benefit to the communities served.

Overall, the project scored high on the deliverability, reduce VMT and GHG, and priority (was the sponsor's top priority in the category and round) evaluation criteria. Staff recommends a full award of \$5,000,000 through the 2021 regional cycle, conditioned on the sponsor continuing to engage with SACOG staff on any potential SECAT program guidelines before SMAQMD board policy actions are taken. Through strengthening the policy connections in the SECAT and related SACOG funding program guidelines, there is an opportunity to further leverage EV investments across the six-county region.

Summary of 2021 Regional Program and Community Design Application Review

Compressed Natural Gas (CNG) Tank and Bus Replacement**Sacramento Regional Transit District**

Regional Program	(Maintenance & Modernization)	Funding Request	\$5,000,000
Award Recommendation			\$5,000,000

Proposed Project

The proposed project would assist SacRT to re-tank thirty (30) and replace sixty-one (61) of its current fleet of 2008 Orion 40' CNG transit buses. SacRT has ninety-one (91) 2008 Orion buses that have exceeded their useful life and which CNG tanks will expire in 2023, to minimize the adverse effects of replacing all of these vehicles at once SacRT is proposing to re-tank a third of the vehicles and replace the other two-thirds.

Summary of Application Review Comments

Sponsor-identified project modernization benefits are to (1) reduce vehicle miles travelled and greenhouse gases and (2) increase multi-modal travel. All projects within the Maintenance & Modernization category were also assessed on priority, cost effectiveness, deliverability, and asset need evaluation criteria. The project was the sponsor's top priority in the category.

The engineers review thought the application provided little detail on the specifics of the cost estimate. Some questions this review raised include if the cost estimate contained all associated costs (sales tax, fareboxes, bike racks, etc.) and if the agency would procure the new buses from an open contract. The engineers' review also did not think the project schedule was reasonable given the unfunded need, so the project had lower scores within the deliverability review (one aspect of the overall evaluation criteria). Through the supplemental interview the sponsor gave more detail on the project timeline and cost. In particular, the agency has an existing contract for vehicle purchases, which helped respond to some of the concerns of the delivery review group.

Within the performance outcomes criteria, the sponsor noted that 50% of its 40' bus fleet exceeded the FTA useful life benchmark, with an average vehicle mileage of over 500,000. As a result, the project scored higher on the asset need criteria. The working group that reviewed the selected multi-modal and VMT outcomes had additional questions about the application material relating to ridership, costs, and zero emission vehicles. The sponsor responded to these questions in the supplemental interview. Staff recommends a full funding award of \$5 million through the 2021 Regional Program, the sponsor's top priority for the category, conditioned on the sponsor providing an update to the transit vehicle fleet data discussed in the supplemental interview.

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Connect Card 2.0**Sacramento Regional Transit District**

Regional Program	(Maintenance & Modernization)	Funding Request	\$5,000,000
Award Recommendation			\$0

Proposed Project

Throughout the entire six-county SACOG Region, fare media software and hardware upgrade for transit agencies throughout the SACOG region including: SacRT, YoloBus, E-Tran, Roseville Transit, El Dorado Transit, South County Transit, Yuba Sutter Transit, and Placer County Transit.

Summary of Application Review Comments

The application selected to be assessed on the multi-modal and safety performance outcomes as the primary indicators of modernization benefit. All projects within the Maintenance & Modernization category were also assessed on priority, cost effectiveness, deliverability, and asset need evaluation criteria.

One of the application's stronger points came from the summary of fare revenue, showing how much revenue comes from electronic payments. In terms of the asset condition however, the reviewers on the state of good repair group noted the existing Connect Card is much newer relative to other technology-related systems that are 25 or more years old. Thus, in a relative comparison of submitted applications the project scored lower on the asset need criteria, as the current system works (though is not optimized), unlike some other assets that are failing.

For the modernization benefits section the reviewers felt the application could have made a stronger case for why an account-based ticketing system would improve the selected outcomes. The reviewers felt the performance case was likely there, but less directly apparent through the supporting material.

The review also had concerns if the project budget would lead to a useable product. Some on the review wondered if it could be more cost effective to join with an existing account-based system as a potential alternative. Staff does not recommend a funding award through the oversubscribed 2021 cycle.

Light Rail Modernization Phase 1 & 2 Light Rail Vehicles Purchase**Sacramento Regional Transit District**

Regional Program	(Transformative)	Funding Request	\$21,922,000
Award Recommendation			\$21,922,000*
*\$14 million this cycle, \$7.9 million in next cycle			

Proposed Project

Purchase sixteen (16) new low-floor light rail vehicles (LRVs) to replace sixteen (16) high-floor LRVs that have reached the end of their useful life. The new S700 low-floor LRVs will have low level boarding at every doorway, spacious seating design and feature improved accessibility with wider aisle, built-in storage and areas for bicycle.

Summary of 2021 Regional Program and Community Design Application Review

Summary of Application Review Comments

The sponsor selected to be assessed on three performance outcomes: reduce VMT/GHG, increase multi-modal travel and demonstrate state of good repair benefits. The guidelines and application cap each submittal to two performance outcomes. As such, the reviewers only assessed the application on the VMT and state of good repair outcomes. All projects in the Transformative category were also assessed on cost effectiveness, project leverage, risk, and deliverability evaluation criteria.

Within the VMT outcome the application narrative centered on the expected redevelopment and growth in the light rail station areas. The data and analysis showed these station areas are expected to density over the course of the MTP/SCS, with the review finding transit service to be key for the expected VMT reductions that underpin the performance of the plan. For the state of good repair outcome, the application showed that over half the light rail vehicle fleet is over its useful benchmark of 25 years (with an average of 1.8 million miles on the vehicles being requested to replace). Indeed, many of these vehicles are no longer supported by the manufacturer, which makes servicing more expensive and cumbersome. The working group recognized this significant state of good repair need facing the regional system.

As in prior rounds, part of the working group deliberation looked at the feasibility of the ultimate improvement, given the large need and how low floor vehicles cannot be coupled with high floor vehicles. The two prior working groups (2018 and 2019 funding rounds) likewise recognized a large vehicle replacement need but noted the lack of an overall funding strategy to help fulfill identified resource needs. The project applicant has since secured several state discretionary grants, which greatly increased the project's score this cycle in the leverage criteria.

In the final two evaluation criteria (cost effectiveness and delivery), the project scored somewhat lower compared to its high scores on reduce VMT, improve state of good repair and leverage. The engineers' review thought the overall project's schedule was optimistic given the outstanding funding need, though recognized the request was just for a smaller phase. The concern for the engineers lay in the availability of committed funding to meet the project scope elements and timeline. However, in the supplemental interview the sponsor described the phased strategy to meet the overall improvement, including the substantial momentum and progress over the last several years. In particular, the agency has an existing contract for vehicle purchases and spoke to the milestones it has met in the near term around vehicle purchases and the requested phase. Yet the cost effectiveness review noted the very high price of the ultimate improvement.

In short, the combined working groups saw clear strengths and need in the state of good repair and VMT outcomes, though reviewers would have liked more detailed to better demonstrate project benefit. Through the supplemental interview the sponsor gave this further detail about the systematic approach to transition to a modernized vehicle fleet. In particular, the sponsor discussed its operations plan that allows both low floor and high floor vehicles and stations to operate concurrently as well as how the station design advancements will help with vehicle phasing, and more detail on unit costing.

As a regional system that serves multiple jurisdictions, the project request fits well under the Transformative category criteria for multi cycle awards. Staff recommends a multi cycle award to fully fund the project request. The staff recommendation is for a \$14,000,000 award in the 2021 cycle, plus an award of \$7,922,000 through the next regional funding round.

Light Rail Modernization Phase 2- Four Station Conversions

Sacramento Regional Transit District

Regional Program	(Maintenance & Modernization)	Funding Request	\$2,388,000
Award Recommendation			\$0

Proposed Project

Light Rail Vehicle Station Conversions are required in order to operate low-floor light rail vehicles (LRVs). Station conversions include raising the platform up at least 8 inches above the top of the rail in order to allow for automatic passenger ramp deployment. Without the conversion of the stations low-floor vehicles will not be able to provide service on the Blue Line Northeast Corridor (NEC). This project will convert four (4) of the twelve (12) stations on the Blue Line NEC.

Summary of Application Review Comments

The sponsor selected primary modernization benefits as (1) reducing VMT/GHG per capita and (2) increasing multi-modal travel/transportation options. All projects within the Maintenance & Modernization category were also assessed on priority, cost effectiveness, deliverability, and asset need evaluation criteria.

The application's discussion of development coming in around the station areas (and thus the need for the improvements) was strong, though the multi modal section was less documented (even though there was supporting PPA data to draw from). The applicant did not directly respond to the asset condition questions of the application, though the reviewers recognized those questions were less relevant for the project type. Both the engineers' review and outcomes working groups wanted to see more specifics about which stations would be improved with a potential award and a discussion of how the sponsor reached the preferred alternative. And the engineers raised potential risks about project delivery, both on the readiness and funding criteria. The supplemental interview gave useful information about the proposed new module station design, but the request still sat lower on both the review group and sponsor priority ranking. Staff does not recommend an award through the 2021 program.

Light Rail Modernization Phase 2- Light Rail Vehicles

Sacramento Regional Transit District

Regional Program	(Maintenance & Modernization)	Funding Request	\$5,000,000
Award Recommendation			\$0

Proposed Project

Purchase eight (8) new low-floor light rail vehicles (LRV) to replace eight (8) high-floor light rail vehicles that have reached the end of their use full life. The S700 low-floor LRVs will have low-level boarding at every doorway, a spacious seating design and feature improved accessibility with wider aisles, built-in storage space and areas for bicycles.

Summary of 2021 Regional Program and Community Design Application Review

Summary of Application Review Comments

The Maintenance & Modernization project funding request is a scaled ask of the larger Transformative category application. Staff's recommendation is to fund the much larger Transformative program category light rail vehicle replacement request.

Sacramento Valley Station Loop Stations- Project Development

Sacramento Regional Transit District

Community Design	Funding Request	\$2,861,000
Regional Program (Maintenance & Modernization)	Funding Request	\$1,702,000
	<i>Total Funding Request</i>	<i>\$4,563,000</i>
	Award Recommendation	\$4,563,000

Proposed Project

In Sacramento, just north of the Sacramento Valley Station (SVS) adjacent and east of the Amtrak Access Walkway: Project Development for SVS realigned and relocated light rail station and Streetcar terminus. In Sacramento, just north of the intersection of Railyards Boulevard and 7th Street: Project Development for the Railyards light rail station.

Summary of Application Review Comments

The project competed in both the Maintenance & Modernization and Community Design programs. Within the Maintenance and Modernization category the sponsor selected primary modernization benefits of (1) increasing multi-modal travel and (2) providing long-term economic benefit within the region. The review of these outcomes saw promise and potential across each, including strong access to jobs and education in the economic theme and facilitating multiple transportation options in the multi-modal criteria. The reviewers however felt the application could have more clearly stated its scope elements and broader goals and provided more detail on the performance outcomes.

The engineers' review raised several more notable delivery concerns. The group understood this is an evolving, complex project but thought it difficult to assess the cost estimate given the lack of supporting material, while the lack of contingency could expose the project to future cost risks. The review also flagged uncertainties over the deliverability of the construction phase of the project.

The Community Design review group felt that the project would help the broader Railyards development, which includes residential and employment uses, move forward. The review felt there has been a lot planning for the whole area. However, the reviewers felt the scope and use of the requested funds were not clear from the application, while the application material missed a lot of important details for what is a large request for a non-construction project. The Maintenance & Modernization group had similar findings, which were addressed through the supplemental interview questions.

Staff recommends a full award of \$4,563,000 based on the modernization/performance benefits and priority criteria. Of this award, \$3,755,000 would come from the combined Regional and Community Design programs. The award recommendation also includes \$808,000 in Smart Growth Incentive Program funds to serve as match to the 2021 Community Design program.

Summary of 2021 Regional Program and Community Design Application Review

Watt Ave I-80 Light Rail Transit Station**Sacramento Regional Transit District**

Community Design	Funding Request	\$2,133,000
	Award Recommendation	\$1,644,000

Proposed Project

The project would construct station improvements at the Watt Avenue I-80 Light Rail Transit station, including expanding the station plaza, constructing a new stairway, installing pedestrian lighting, removing concrete barriers, and adding more passenger amenities such as seating, shade/rain shelters.

Summary of Application Review Comments

This review found the facility to be a key hub to several transit lines and generally supportive of the Blueprint principle of transportation choice. Further, the applicant has found other sources of funds to help pay for a sizable amount of these improvements, so came highly leveraged. The surrounding area would not likely redevelop because of an investment to station improvements, as most of the nearby area is industrial with little opportunity for housing. As such, the project scored lower on the working group's review of land use criteria. Further, the working group wanted to see more information on how the facility fell into disrepair and how the proposed improvements will fare better through time. Staff recommends a partial award of \$1,644,000 through the Community Design program for a usable reduced scope. The sponsor did not identify any SGIP match as part of the application material.

Summary of 2021 Regional Program and Community Design Application Review

Parks and Open Space Planning**Sutter County**

Community Design	Funding Request	\$100,000
Award Recommendation		\$100,000

Proposed Project

This project would develop a plan to implement the County's General Plan Policy on park and open space standards through the identification of opportunities and development of programs.

Summary of Application Review Comments

Staff reviewed the application material and found the project met the criteria for the Non-competitive Category Community Design Program. Staff recommends a full funding award with a condition that the sponsor works with SACOG's programming and project delivery staff to receive a final approval of the project scope.

Riego Road/Baseline Road Improvement Project**Sutter County**

Regional Program	(Transformative)	Funding Request	\$8,409,000
Award Recommendation			\$0

Proposed Project

In Sutter County on Riego Road and in Placer County and the City of Roseville on Baseline Road, from State Route 99 to Foothills Boulevard (12 miles): widen Riego Road/Baseline Road to four 11-foot lanes with 14-foot-wide two-way left turn lanes, widen existing UPRR at-grade crossing, replace existing bridge over Steelhead Creek with a wider structure, add 6-foot bike lanes, bus stops/turnouts, and a 12-foot multi-use path with landscaping.

Summary of Application Review Comments

The sponsor identified the project's primary performance outcomes as reducing congestion and providing long-term economic benefit. All projects in the Transformative category were also assessed on the following evaluation criteria: cost effectiveness, project leverage, risk, and deliverability.

The project scored lower on the congestion outcome in the immediate term. The facility is less congested currently than many of the other projects in the Transformative category. The review also thought the cited volumes were more likely to be on the eastern end of the broader corridor, and higher than some recent count data, while improvements through the 80/65 project could lessen the need for an alternative route to interstate 80, especially in the nearer term. However, the supplemental interview gave good evidence, shown through the project's detailed traffic study, of volumes across the corridor as well as expected volumes the facility would serve in the future. Still, the PPA and other data showed existing congestion levels to be low.

For both the congestion and economic benefit outcomes, the application argument is centered on the project need as the corridor grows. The MTP/SCS notes the timing of many of the developments along corridor is uncertain. In the supplemental interview the spoke to near-term land use momentum in the

corridor. Tentative maps on the closest development have been approved, and the sponsor expects site infrastructure next year with model homes the subsequent year.

The timing of growth in the project corridor was also a factor in project's evaluation within the economic benefits outcome. The review found the application and supplemental interview provided good insights about recent economic interest in the area, with the connection to the international airport particularly promising. However, the working group thought this proposed transportation project would not as directly affect the buildout of employment opportunities around the airport (as the project has an east-west alignment) or the redevelopment of McClellan Air Base (referenced in the application as a project benefit). Instead, the nearest term momentum, based on the working group assessment, seemed to be less employment and more housing oriented.

Within the leverage criteria the project provided the standard match. The interview delved into other sources of leverage, including the portion of the corridor outside of the 4-county funding program. Notably, the next phase of the joint work would be to finalize a fair share agreement between the project partners. Part of this will include mitigation measures for the Sutter portion of the corridor and the associated material also demonstrated strong support from a wide array of project partners. But compared to other projects in the category, the request was much less leveraged.

As for other project in early phases, the engineers' review raised uncertainties and potential risks. In addition to the typical risks associated with an early project, the engineers review called attention to the railroad crossing and potential utility approvals as further risks. The group thought the project's design and right of way constraints are not fully scoped, though noted that the purpose of the PA&ED phase is to help define those risks. The group also thought it could be unrealistic to complete the environmental phase within 12 months, given the project's complexity. Finally, the reviewers felt the application could have more clearly distinguished which cost elements were the responsibility of the sponsor, and which were for the partner agencies.

Staff does not recommend an award through the 2021 round but encourages the sponsor to collaborate with SACOG on efforts to position the project for future funding success.

Summary of 2021 Regional Program and Community Design Application Review

Battery Electric Bus Modernization & Replacement Program**Unitrans**

Regional Program	(Maintenance & Modernization)	Funding Request	\$2,523,000
Award Recommendation			\$2,523,000

Proposed Project

In Davis, replace three 40' compressed natural gas buses beyond their useful life with three 40' battery-electric buses.

Summary of Application Review Comments

Sponsor-identified project modernization benefits are to (1) reduce VMT/GHG and (2) increase multi-modal travel. All projects within the Maintenance & Modernization category were also assessed on priority, cost effectiveness, deliverability, and asset need evaluation criteria.

The working group review generally gave marks of high benefit across the modernization criteria. Throughout the application the reviewers found good use of narrative and supporting data/analysis to make the performance case. However, some questions from prior cycles persisted, relating to other funding that could be brought to the project, coordination with the City of Davis, the requested cost per bus replaced, and the (relatively) lower mileage of the fleet being replaced. The working group also wondered about a potential partnership to reuse the replaced buses. Despite this concern, the project received a high assessment score across all other criteria. Staff recommends a full funding award of \$2,523,000, conditioned on the sponsor providing an updated cost estimate from the vendor.

Summary of 2021 Regional Program and Community Design Application Review

County Road 27 Bike Lane & Road Rehabilitation**Yolo County**

Regional Program	(Maintenance & Modernization)	Funding Request	\$1,643,000
Award Recommendation			\$1,643,000

Proposed Project

On County Road (CR) 27, from CR 99 to the railroad tracks east of CR 100A, rehabilitate the existing road and bike lane to a minimum of a 20-year design. Improve this rural complete street by widening the existing bike lane from four feet to six feet to meet current Caltrans standards for a Class II bike lane.

Summary of Application Review Comments

The application selected to be assessed on the multi-modal and safety modernization benefits, while all projects within the Maintenance & Modernization category were also evaluated on priority, cost effectiveness, deliverability, and asset need.

With a PCI (pavement condition index) below 30, the facility had some of the worst roadway conditions of any project in the 2021 round. And while volumes were lower, the review recognized the rural context of the project. The project scored high in both the priority and asset need criteria. In terms of modernization outcomes, that review saw value in the clear recovery zone, believing this could benefit both farm equipment and other users. The review group had a question on if the shoulder base would be extended, but the engineers' review raised few other concerns. The project was the sponsor's top priority in the round. Staff recommends a full funding award of \$1.643 million in the 2021 Maintenance & Modernization category.

County Road 31 Bike Lane & Road Rehabilitation- CR97 to CR95**Yolo County**

Regional Program	(Maintenance & Modernization)	Funding Request	\$2,251,000
Award Recommendation			\$0

Proposed Project

Preliminary engineering, design phase, and construction for a project that will reconstruct a section of County Road (CR) 31 including the existing paved shoulder for an improved structural road section for farm to market and bicycle transportation.

Summary of Application Review Comments

The sponsor selected primary modernization benefits of (1) increasing multi-modal travel and (2) improving safety/security. All projects within the Maintenance & Modernization category were also evaluated on priority, cost effectiveness, deliverability, and asset need.

As for the other submittals on this corridor, the review team saw a clear asset condition need. Yet the modernization benefits, as described in the application material, were not as clear. The application could have been stronger with estimates of active mode or freight/goods movement uses. And the working group felt that given the PPA data in the safety outcome, the sponsor could better speak to how

Summary of 2021 Regional Program and Community Design Application Review

the proposed design would serve as an effective countermeasure. Staff does not recommend a funding award for the project in the oversubscribed 2021 regional funding round.

County Road 31 Bike Lane & Road Rehabilitation- CR98 to CR97

Yolo County

Regional Program	(Maintenance & Modernization)	Funding Request	\$1,147,000
Award Recommendation			\$0

Proposed Project

Preliminary engineering, design phase, and construction for a project that will reconstruct a section of County Road (CR) 31 including the existing paved shoulder for an improved structural road section for farm to market and bicycle transportation.

Summary of Application Review Comments

Sponsor-identified project modernization benefits are to (1) increase multi-modal travel and (2) improve safety and security. All projects within the Maintenance & Modernization category were also evaluated on priority, cost effectiveness, deliverability, and asset need.

As for the other submittals on this corridor, the review team saw a clear asset condition need. The application used the same documentation as the other submitted projects, which made it harder to differentiate project benefits and outcomes. Further, the working group wondered if the reference to green box and paint illustrated a potential improvement or was part of the project scope. The safety outcome had fewer supporting data or narrative analysis. Staff does not recommend a funding award for the project in the 2021 cycle.

County Road 31 Bike Lane & Road Rehabilitation- CR95 to CR93A

Yolo County

Regional Program	(Maintenance & Modernization)	Funding Request	\$2,085,000
Award Recommendation			\$0

Proposed Project

Preliminary engineering, design phase, and construction for a project that will reconstruct a section of County Road (CR) 31 including the existing paved shoulder for an improved structural road section for farm-to-market and bicycle transportation.

Summary of Application Review Comments

Sponsor-identified project modernization benefits are to (1) increase multi-modal travel and (2) improve safety and security. All projects within the Maintenance & Modernization category were also evaluated on the following criteria: priority, cost effectiveness, deliverability, and asset need.

The working group carried forward the same findings as the other submitted projects on the corridor. Staff does not recommend a funding award for the project in the oversubscribed 2021 cycle.

County Road 98 Safety & Bicycle Improvement- Phase 2

Yolo County

Regional Program	(Transformative)	Funding Request	\$28,106,000
		Award Recommendation	\$6,223,000*
*\$3,223,000 this round + \$3,000,000 next round			

Proposed Project

In Yolo County, along County Road (CR) 98 from 1,300 feet south of CR 29 (extent of CR 98 Phase I Project) to Solano County. It includes widening the road, adding shared eight-foot paved shoulders, roundabouts at intersections with CR 31, CR 32 and Hutchison Dr., and connecting the University of California at Davis to the existing Class I Bikeway along the south side of Russell Boulevard (CR 32), west of the City of Davis.

Summary of Application Review Comments

Sponsor-identified project performance benefits are to (1) increase multi-modal travel/choice of transportation options and (2) significantly improve safety. All projects in the Transformative category were also assessed on cost effectiveness, project leverage, risk, and deliverability evaluation criteria.

The project serves a rural corridor connecting Woodland with the city of Davis and UC Davis. The project did not have as high of PPA outcomes relative to the regional total, but within its place-type the tool and application material showed need for a rural complete street. For the multi-modal outcome, some reviewers felt the project exemplified a rural complete street, whose improvements recognized and would accommodate commuter traffic, farm and aggregate equipment, and cyclists. In particular, the proposed class I bike lane connecting UC Davis to the existing active transportation infrastructure on Russel could be a promising and well used addition to the active transportation network. Others on the multi-modal review however felt the project had less benefit relative to its cost and number of expected users, so the multi-modal review summary was more mixed.

The project is less leveraged than its peers relative to total cost. The working group wondered if the project could be a candidate for more value engineering to reduce the high ultimate cost and thus increase its leverage. Given the unconfirmed nature of the ultimate project cost, the engineers' review also noted risks from a financial readiness perspective.

Within the safety category the project had one of the highest rates on the PPA indicator relating to collision severity. This speaks to the rural nature of the corridor, where collisions often tend to be more serious given higher speeds. The project application described the proposed countermeasures, noting these design features are the number one countermeasure per the cited FHWA material. The design would also include multiple roundabouts. The review group did wonder how the roundabout would affect bicycle travel (a goal discussed under the selected multi-modal outcome), though saw vehicle collisions clustering around intersections (and thus the reasoning behind the design elements). Finally, the application provided a strong statistic about collision reduction in the project's first phase, which used many of the same design features proposed in this phase.

Summary of 2021 Regional Program and Community Design Application Review

The project fits the framework criteria for a multi-cycle award for a rural complete street corridor improvement that connects multiple jurisdictions. Staff recommends a multi-cycle award for the project, conditioned on the sponsor working with SACOG on value engineering features. The recommended award is for \$3,223,000 through the 2021 funding round for an identified phase, plus a guaranteed \$3,000,000 in the next regional round to begin accumulating construction funding. The sponsor could choose to apply and compete for additional funds through the next round, while the award also helps the project's leverage in other discretionary funding programs.

County Road 102/County Road 27 Intersection

Yolo County

Community Design	Funding Request	\$100,000
	Award Recommendation	\$100,000

Proposed Project

The County Road 32A Railroad Crossing Relocation Project would move to next stage by entering the design phase, which includes beginning right of way research, creating a facility funding plan, and preparing a feasible project completion schedule.

Summary of Application Review Comments

Staff reviewed the application material and found the project met the criteria for the Non-competitive Category Community Design Program. Staff recommends a full funding award with a condition that the sponsor works with SACOG's programming and project delivery staff to receive a final approval of the project scope.

Summary of 2021 Regional Program and Community Design Application Review

Increased Frequency on Route 42A/42B**Yolo County Transportation District**

Regional Program	(Transformative)	Funding Request	\$1,213,000
		Award Recommendation	\$1,213,000

Proposed Project

Increase frequency on Yolobus Route 42A/42B from 60 minutes to 30 minutes during peak hours, seven days per week, for a three-year demonstration period.

Summary of Application Review Comments

The sponsor selected to be assessed on the VMT/GHG and multi-modal performance outcomes. All projects in the Transformative category were also assessed on cost effectiveness, project leverage, risk, and deliverability evaluation criteria.

The application material clearly showed the mainstay role Route 42 provides in the operator's overall service. The application also provided good material documenting the link between increased frequency on high productivity routes and new ridership. The project's PPA data focused on the route's station areas, showing clear underpinnings for transit demand and trip generators. The working group would have liked to have seen more evidence of how the increased service would coordinate with other routes (such as existing express hour services or other airport services) but overall felt the request would be a cost-effective approach to support the selected performance outcomes.

The request is heavily leveraged with local funds and the delivery review sees little risk. Staff recommends a full funding award through the 2021 regional program.

Pedestrian Enhancements at Main and Industrial Way**Yolo County Transportation District**

Community Design	Funding Request	\$177,000
Award Recommendation		\$0

Proposed Project

This project would conduct engineering and environmental documents for pedestrian and accessibility enhancements on Industrial Way between the intersection of East Main and Industrial Way to the entrance of the Yolobus office.

Summary of Application Review Comments

The project has support from the cities of Winters and West Sacramento, but the working group did not see as much evidence of support from Woodland, where the project is based. The review group felt the project could have been stronger as a joint ask for improvements along Main Street. Likewise, the review felt the application could show more evidence of feedback from the community on the need and design. Within the land use criteria, the review group thought the project would not likely lead to improvements to the surrounding areas, as most of it is industrially zoned with less opportunity for housing in the immediate term. Staff does not recommend an award through the 2021 cycle.

Summary of 2021 Regional Program and Community Design Application Review

Re-Tank Nine Compressed Natural Gas Buses**Yolo County Transportation District**

Regional Program	(Maintenance & Modernization)	Funding Request	\$598,000
Award Recommendation			\$598,000

Proposed Project

Replace the compressed natural gas (CNG) tanks in nine (9) of Yolo County's existing 40-foot CNG Transit Buses (2008 Orion). The CNG tanks in these vehicles are due to expire between July and December 2022.

Summary of Application Review Comments

Sponsor-identified project modernization benefits are to (1) reduce VMT/GHG and (2) increase multi-modal travel. All projects within the Maintenance & Modernization category were also evaluated on priority, cost effectiveness, deliverability, and asset need selection criteria.

The review found the proposal a very cost-effective approach to address compelling asset condition needs. The average mileage of the buses scoped for tank replacement exceed 700,000, the highest of any application submittal in the round. The reviewers felt an award would be a solid investment for the dollar amount asked, and staff recommends a full funding award of \$598,000 in the 2021 Regional Program.

Summary of 2021 Regional Program and Community Design Application Review

Emission Reduction and Energy Conservation - Electric Charging Stations**Yuba County**

Community Design	Funding Request	\$100,000
Award Recommendation		\$100,000

Proposed Project

This project would install electronic charging stations for electronic vehicles at Yuba County facilities and installation of upgraded infrastructure to support level 2 charging stations.

Summary of Application Review Comments

Staff reviewed the application material and found the project met the criteria for the Non-competitive Category Community Design Program. Staff recommends a full funding award with a condition that the sponsor works with SACOG's programming and project delivery staff to receive a final approval of the project scope.

Hammonton Smartsville & Doolittle Drive Intersection Project**Yuba County**

Regional Program	(Maintenance & Modernization)	Funding Request	\$739,000
Award Recommendation			\$739,000

Proposed Project

In unincorporated Yuba County, at the intersection of Hammonton-Smartsville Road (HSR) and Doolittle Drive: add left-turn lane for westbound HSR; add right-turn lane and acceleration lane on eastbound HSR; and widen shoulders on both sides of HSR. Project will also construct a vertical curve correction to improve sight distance east of the HSR and Doolittle Drive intersection.

Summary of Application Review Comments

The application selected to be assessed on the economic prosperity, freight, and safety outcomes. The project was only evaluated on the economic and safety outcomes, given the guidelines cap of two outcomes. All projects within the Maintenance & Modernization category were also evaluated on priority, cost effectiveness, deliverability, and asset need criteria.

The sponsor and PPA data showed a high traffic collision fatality rate for the facility. And the application demonstrated how volumes at the intersection have greatly increased recently due to the opening of a new gate to Beale Air Force base. The working group saw a strong safety need, that would only increase if left unaddressed given the increase in demand. The review felt the application's proposed countermeasures would be an effective solution to a near-term issue in the rural setting. The group also saw benefits within the economic development outcome, especially through the improved access to Beale. The engineers' review thought the project would have relatively small risk of delivery failure but did think the project could be delayed in completing the environmental phase. Staff recommends a full funding award of \$739,000 through the 2021 SACOG funding round.

Summary of 2021 Regional Program and Community Design Application Review

Hammonton -Smartsville Road Overlay and Shoulder Widening Project**Yuba County**

Regional Program	(Maintenance & Modernization)	Funding Request	\$2,764,000
Award Recommendation			\$2,764,000

Proposed Project

In unincorporated Yuba County, on Hammonton Smartsville Road (HSR), approximately 2 miles east of Doolittle Drive. Current road is two 12' lanes with one-foot shoulders. Project scope includes digouts in failed areas, an overlay, plus constructing four-foot paved shoulders and two-foot unpaved shoulders on either side of the road plus adding thermoplastic centerline and edge-line striping.

Summary of Application Review Comments

The sponsor selected primary modernization benefits of (1) providing long-term economic benefit within the region, (2) improving goods movement, and (3) improving safety and security. The review only looked at the economic and safety outcomes, given the guidelines cap of two outcomes. All projects within the Maintenance & Modernization category were also evaluated on priority, cost effectiveness, deliverability, and asset need.

From the perspective of asset condition/need the application made a strong case: pavement conditions for the facility are low and the group also found compelling the reference to the total number of lane miles the sponsor maintains and the proactive steps taken to stay ahead of the maintenance cycle. Within the modernization outcomes the project improvements will help support two key economic drivers in the area (though an estimate of freight volumes could have made the supporting material even stronger). The project also connects to two recently completed rural safety projects, so an investment here would lead to modernization benefits along a longer corridor that serves as a primary trucking route with good connections to other facilities. The engineers' review thought the project could perhaps see minor right of way issues, but overall should have little delivery risk. Staff recommends a full funding award of \$2,764,000 through the 2021 Maintenance & Modernization category.