

ASUCD Unitrans - Double Deck Bus Replacement & Transition to Zero Emission Technology

Project description

Replacement of two 2009 diesel powered double decker buses with two new battery-electric double decker buses.

Maintenance & Modernization Request: \$2,665,900

Recommendation: \$2,665,900

Project discussion

- The project will help preserve a high standard for reliability, cleanliness, and durability for people riding the bus.
- The project would serve a strong rider base, maintaining a reduction of vehicle miles traveled and greenhouse gases emitted.
- The project demonstrated strong planning coordination with the City of Davis.

Caltrans District 3 - I-5 Managed Lanes

Project description

The I-5 Managed Lanes Project proposes to construct a managed toll lane, ITS features and strategic auxiliary lanes in Sacramento County from just south of I-5/US 50 Interchange to the Sacramento River.

Transformative Request: \$10,000,000

Recommendation: Not recommended for funding

Project discussion

- The project is part of a larger ongoing effort to create a network of managed lanes which include tolling options.
- The implementation details of managed lanes in the region are still being developed, making it difficult for the working group to evaluate the benefits of the proposed project.
- The performance benefits to freight movement were not clearly demonstrated as part of the proposed project.

Caltrans District 3 - US 50 Design Build

Project description

In Sacramento County on US 50, from I-5 to 0.8 mile east of Watt Avenue, rehabilitation pavement, construct 14 lane miles of HOV (or bus/carpool) lanes, widen twelve bridge structures, construct sound walls from Stockton Blvd to 65th Street, incorporate Intelligent Transportation System (ITS) elements into the HOV system, and replace and/or upgrade ancillary facilities including drainage systems, overhead signs, lighting, approach slabs, guard rail, and safety barriers.

Transformative Request: \$5,000,000

Recommendation: Not recommended for funding

Project discussion

- The project did not clearly identify what the additional funding would support in a large project.
- The project would not fully address the congested conditions as described in the application, which noted by 2040 the project would not be able to serve all the users that want to use the highway system, resulting in increased vehicle miles traveled and delays.
- It was not clear the requested funds were already needed to fill a gap in funding, or if they had been identified as a risk in the ongoing multi-year construction of the project.

Caltrans District 3 - Yolo 80 Managed Lanes

Project description

Interstate 80 (I-80) and United States Route 50 (US 50) from the Solano/Yolo County Line, through Yolo County, and into Downtown Sacramento. Project improvements consist of Tolling Advanced Planning, tolled managed lanes, pedestrian/bicycle structure with enhanced termini, and Intelligent Transportation System (ITS) elements.

Transformative Request: \$13,000,000

Recommendation: \$3,000,000

Project discussion

- The project's request for construction funds seemed premature to the working group given the current stage of project development; the partial funding recommendation will support Tolling Advance Planning and the design and environmental phase.
- The project demonstrated wide support from many implementing partners.
- The project is part of a larger ongoing effort to create a network of managed lanes which include tolling options.
- The project aims to improve multimodal connections and potentially improve overall access and mobility.
- The implementation details of managed lanes in the region are still being developed, making it difficult for the working group to evaluate the benefits of the proposed project.

Capital SouthEast Connector Joint Powers Authority - Connector Segment D2a

Project description

Connector Segment D2A converts Grant Line Road between White Rock Road and Douglas Road into a complete street. The improvements include four-lane divided roadway, Class I multi-use path, and traffic signals to address safety, mobility, and goods movement needs.

Transformative Request: \$10,000,000

Recommendation: Not recommended for funding

Project discussion

- The project showed potential to support goods movement by improving the conditions on the corridor.
- It was not clear that the project would create continuous active modes connections on both ends of the project.
- Additional information describing the types and causes of crashes documented on the corridor would have helped the working group evaluate the performance of the project.

Capital SouthEast Connector Joint Powers Authority - Connector Segment D3b

Project description

Segment D3b converts White Rock Road between East Bidwell Street and the El Dorado County Line into a complete street. The improvements include four-lane divided roadway and Class I multi-use path, traffic signals to address safety and mobility needs.

Transformative Request: \$6,000,000

Recommendation: Not recommended for funding

Project discussion

- The project incorporated the needed elements to support intelligent transportation systems along the corridor, which could support a reduction in congestion.
- The project did not demonstrate connections to regional bikeway facilities or transit facilities.
- The working group observed that the project could have potential for supporting goods movement performance outcomes.

- The project did not identify a clear strategy to obtain construction funding for the project following the design and right-of-way funding request through the Transformative program.

City of Citrus Heights - Auburn Boulevard Complete Streets Project – Phase 2

Project description

In Citrus Heights, on Auburn Boulevard, from Rusch Community Park to Orlando Avenue (in Roseville): Complete Street Improvements, including wide separated sidewalks, Class II bike lanes, enhanced transit stops, wide landscaped medians, access control, driveway consolidation, traffic signal modifications/installation, signal interconnect, and undergrounding of aerial utilities.

Transformative/Community Design Request: \$8,100,000

Recommendation: \$8,100,000

Project discussion

- The project would provide an improved multimodal connection for residents of disinvested communities living adjacent to the corridor.
- The project includes improvements targeting the documented safety issues on a high-crash corridor that disproportionately impacts vulnerable roadway users, including the reduction of conflict points for people biking and walking along the project area.
- The project is a multi-phase strategy grounded in a strong planning effort to update the corridor and catalyze development and complements the policy changes and streamlined zoning implemented by the city.
- The working group expressed concern over if the proposed Class II bike lanes would provide a sufficiently comfortable and safe experience for people biking along the corridor.

City of Citrus Heights - San Juan Avenue Complete Streets Project – Phase 1

Project description

In Citrus Heights, on San Juan Ave, from Madison Ave to Spicer Dr.: Construct road rehabilitation, repair curb, gutter and sidewalk, infill pedestrian paths, add buffered class II bike lanes, ADA and transit stop improvements, and streetlights at side street intersections and other key points.

Maintenance & Modernization Request: \$4,293,000

Recommendation: \$4,293,000

Project discussion

- The project demonstrated robust public engagement as part of the project development and scoping.
- The project scope clearly reflected documented community needs and input.
- The project was developed with input from the transit operator, increasing the potential for positive multimodal impact.
- The project utilizes a comprehensive approach to improving safety and security in the project area.

City of Davis - Cowell Boulevard Improvements

Project description

Improve Cowell Boulevard with pavement rehabilitation, narrowed traveled lanes, improved buffered and separated bikeways, enhanced bus stops, and improved intersection control and pedestrian crossings.

Maintenance & Modernization Request: \$5,000,000

Recommendation: \$5,000,000

Project discussion

- The project would provide meaningful connections within the community and strengthen the transportation network; however, the project did not include a strong discussion of how transit would be enhanced as a result of this investment.
- The project dovetails with nearby transportation and land use investments on Richards Blvd.
- The project demonstrated a roadway maintenance need and incorporated strong modernization benefits benefiting a wide range of roadway users.
- The project demonstrated potential to increase safety with the proposed scope, especially for vulnerable roadway users biking and walking.

City of Elk Grove - East Stockton Blvd. Rehabilitation and Complete Streets

Project description

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.

Maintenance & Modernization Request: \$3,052,000

Recommendation: Not recommended for funding

Project discussion

- The project demonstrated roadway maintenance needs.
- The project did not have a clear approach for improving safety in the project area.
- The project demonstrated gap-closing potential to increase multimodal trips.
- The project is located in an area with few potential destinations that would attract or generate multimodal trips.

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

Project description

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 SR-99 northbound ramps: upgrade traffic signal controllers, communications equipment and vehicle detection system, install a master traffic signal control and a data collection system.

Maintenance & Modernization Request: \$842,000

Recommendation: Not recommended for funding

Project discussion

- The project would support improved safety and security by updating systems.
- The working group noted that the equipment was comparatively new compared to other projects with stronger state of good repair needs.
- The project did not demonstrate strong potential for greenhouse gas emissions reduction benefits.

City of Elk Grove - Franklin Blvd Cycle Track Elk Grove Blvd to Laguna Blvd

Project description

Franklin Blvd from Elk Grove Blvd to Laguna Blvd Work includes replacement of the existing class II bike lanes with one-way Class IV bikeways or cycle track on Franklin Blvd. from Elk Grove Blvd. to Laguna Blvd. Work includes pavement maintenance, separated bike lanes, adding green pavement markings in high conflict areas, and related signs and markings.

Maintenance & Modernization Request: \$1,120,000

Recommendation: \$1,120,000

Project discussion

- The project would repurpose a traffic lane to become a protected bikeway, which would in turn reduce the city's pavement needs for that segment of road.
- The project would clearly address documented safety concerns on the roadway by designating a separate space for people biking and increasing visibility at conflict zones.
- The project supports regional connections by extending the protected bike lane further south from the existing and funded improvements that start further north in the City of Sacramento.

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

Project description

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.).

Maintenance & Modernization Request: \$3,140,000

Recommendation: \$3,140,000

Project discussion

- The project uses a multifaceted approach to improving safety and security, including adding a traffic signal to improve safety for road and increasing the space and visibility for people biking.
- The project implements the sponsor's Intelligent Transportation Systems (ITS) plan with adaptive signals and included ways to prepare for future projects that would allow a more thorough application of ITS treatments.
- The project focused the project scope on safety benefits and modernizing to increase the multimodal functionality of the project area, only requiring minor treatments to enhance the state of good repair.

City of Elk Grove - Whitelock Parkway/State Route 99 Interchange Project Pedestrian Overcrossing Component

Project Description

This project would help towards the construction of a new bicycle/pedestrian overcrossing on SR 99 that would connect the existing and planning systems on both sides of the highway. This grant

would fund the preliminary engineering for the bicycle pedestrian overcrossing, which is a part of the Whitelock Parkway interchange project.

Community Design Non-Competitive Level 2 Request: \$400,000

Recommendation: \$400,000

City of Folsom - Class I Trail Maintenance and Repair

Project description

In Folsom, within the Humbug-Willow Creek Trail corridor, Class I trail pavement rehabilitation of approximately 8 miles of Class I trails. Scope of work consists of crack seal with slurry seal cap assuming 15% asphalt digouts and incidental work to pavement rehabilitation.

Maintenance & Modernization Request: \$1,770,000

Recommendation: Not recommended for funding

Project discussion

- Insufficient information was provided to demonstrate the existing condition of the project and the need for maintenance.
- Information on travel patterns, nearby destinations, and mode usage in the project area would have helped the working group evaluate the performance of the project.
- The described safety issues were cited from a nearby facility, making it difficult to evaluate the safety benefits of maintaining the existing project.

City of Folsom - East Bidwell Pavement Resurfacing Project

Project description

In Folsom, on East Bidwell Street, from Blue Ravine Road to Riley Street: Pavement rehabilitation of 1.1 miles of 4-lane major arterial roadway.

Maintenance & Modernization Request: \$1,439,000

Recommendation: Not recommended for funding

Project discussion

- The project demonstrated a roadway maintenance need.
- The project demonstrated moderate safety benefits with the described scope, but insufficient information was provided to demonstrate a strong safety benefit.
- The project did not demonstrate how the referenced schools and lower-income communities had identified the project as needed or as a priority.

City of Folsom - Folsom-Placerville Rail Trail Gap Closure

Project description

Project is located within the Sacramento Placerville Transportation Corridor (SPTC) Joint Powers Authority (JPA) rail corridor north of E Bidwell Street, and runs between the Humbug Willow Creek Trail and Scholar Way, and between Broadstone Parkway and Iron Point Road.

Maintenance & Modernization Request: \$1,500,000

Recommendation: This project was awarded funding through the SACOG 2023 Regional Active Transportation Program in March and was withdrawn from the Maintenance & Modernization program.

City of Folsom - Natoma Street Drainage Phase 3 Project

Project description

The project will realign, replace and rehabilitate existing failing storm drain facilities near the intersection of Natoma Street and Riley Street, and along Riley Street from Natoma Street to Mormon Street. Improvements will include new storm drain pipe, cured-in-place pipe lining, manholes, drainage inlets, culverts, and culvert headwalls, as well as channel bank stabilization.

Maintenance & Modernization Request: \$200,000

Recommendation: Not recommended for funding

Project discussion

- The project demonstrated roadway maintenance need and evidence of drainage failures that would contribute to pavement failure.
- The project did not demonstrate how the scope would achieve safety benefits for roadway users; more information about demonstrated safety issues and potential countermeasures would have helped the working group evaluate the safety performance.
- The project did not address potential benefits beyond improved drainage.

City of Folsom - Roundabout Feasibility Assessment

Project description

This project would complete the citywide Intersection Control Evaluation and focus on 10 initial intersections for which traffic control will be evaluated and preliminary concepts developed. The

study would analyze the potential use of roundabouts at these intersections. The effort includes drafting a traffic control policy for city council adoption and application throughout the city.

Community Design Non-Competitive Level 2 Request: \$400,000

Recommendation: \$400,000

City of Folsom - Santa Juanita Realignment Project

Project description

In Folsom, on Santa Juanita Road, the project would determine feasibility, Right of Way acquisition, preferred alternative, and costs of realignment of Santa Juanita Road to remove two abrupt curves which have been the site of a number of collisions.

Maintenance & Modernization Request: \$350,000

Recommendation: Not recommended for funding

Project discussion

- The project was identified through public comments and neighborhood outreach.
- An assessment of the impact of the recently implemented safety improvements would have helped strengthen the understanding of the need for the project.
- Additional information describing the number and types of crashes that occurred leading to the proposed feasibility study would have helped the working group evaluate the performance of the project.

City of Folsom - US 50 at Empire Ranch Road Interchange

Project description

US 50 at Empire Ranch Road: Construct 4 lane interchange with US 50 at Empire Ranch Road (formerly Russel Ranch Road)

Transformative Request: \$10,000,000

Recommendation: Not recommended for funding

Project discussion

- The project's outreach and foundational documents are almost 20 years old and in need of updating.
- The project benefits seemed more connected to future needs around anticipated congestion in the project area than existing conditions.

- The project scope did not clearly explain what the layout of the improvements would be or include information about where bikeways described in the application would be constructed as part of the project.

City of Galt - C Street Enhancements Project

Project description

Complete Street improvements including raised median landscaping and Type IV buffered bike lanes on C Street, from Civic Drive to Sixth Street.

Maintenance & Modernization Request: \$2,842,000

Recommendation: \$2,842,000

Project discussion

- The project demonstrated a strong maintenance need.
- The project augments the existing active modes network by improving connections to an area rich with destinations.
- The project would support creating a sense of place downtown and slow speeds as people driving exit the nearby freeway and enter the business district.

City of Galt - Carillion Boulevard Safety Improvements

Project description

In Galt, on Carillion Boulevard from Twin Cities Road/SR 104 to Walnut Avenue: Rehab approximately 0.90 miles of pavement, place green bike lane markings, narrow lanes with new lane striping, ADA compliant pedestrian ramps, and permanent speed feedback signs.

Maintenance & Modernization Request: \$2,797,000

Recommendation: Not recommended for funding

Project discussion

- The project would widen and increase the visibility of bikeways in the area.
- The project demonstrated moderate safety benefits within the described scope, though additional treatments could be considered to effectively reduce speeds on the corridor.
- The working group considered how safety benefits would likely be further diminished if traffic increased with the infill development mentioned in the application.

City of Galt - Fourth Street Promenade Extension

Project description

This project would conduct the preliminary engineering and right of way phases to extend the Fourth Street Promenade by completing the remaining 225 feet north to A Street. The improvements would include a sidewalk 20-30 feet in width, road reconstruction, on-street parking, landscaping, irrigation, and decomposed granite board around the sidewalk.

Community Design Non-Competitive Level 2 Request: \$275,000

Recommendation: \$275,000

City of Isleton - General Plan Update Phase 5: Environmental Review/CEQA Clearance/Adoptions

Project description

This project would complete the remaining tasks for the city's General Plan update, including environmental review and CEQA clearance and final adoption.

Community Design Non-Competitive Level 1 Request: \$100,000

Recommendation: \$100,000

City of Live Oak - General Plan Elements Update

Project description

This project would update the Community Character, Conservation and Open Space, Economic Development and the Parks and Recreation elements of the city's General Plan. This project would create consistency with the recent development and potential changes in the city, including changes to state law.

Community Design Non-Competitive Level 1 Request: \$100,000

Recommendation: \$100,000

City of Live Oak - Pennington Road Complete Streets Rehabilitation

Project description

Pennington Road from Connecticut Avenue to Broadway. Rehabilitate roadway and restripe bicycle lanes.

Maintenance & Modernization Request: \$350,000

Recommendation: \$350,000

Project discussion

- The project demonstrated a strong roadway maintenance need.
- The project serves as a goods movement route supporting the agricultural economy.
- The project also demonstrated solid multimodal connections to the center of the community.

City of Marysville - E. 22nd St Multi-Modal Maintenance & Modernization Safety Improvements Project

Project description

In Marysville, on E. 22nd Street, from SR-20/Levee Rd to Ramirez St: Roadway reconstruction, construct protected bike lanes, improve transit stops, close sidewalk gaps, add ADA ramps and implement traffic calming.

Maintenance & Modernization Request: \$3,500,000

Recommendation: \$3,500,000

Project discussion

- The project demonstrated a strong roadway maintenance need.
- The project responds effectively to community input, adapting what had been a straightforward re-paving project into a more holistic project that addresses many local needs.
- The project included safety-focused improvements that target the documented safety concerns and community input.
- The project's proximity to a school and access to transit stops also supported an increase in multimodalism.

City of Marysville - Historic Downtown Marysville Safety and Walkability Enhancements

Project description

This project would construct safety and walkability enhancements such as street lighting and pedestrian enhancements along Historic Downtown Marysville's D Street Corridor. Pedestrian safety features include brighter lighting, raised crosswalks, improved shade landscaping and other pedestrian amenities.

Community Design Non-Competitive Level 2 Request: \$250,000

Recommendation: \$250,000

City of Rancho Cordova - Folsom-Citrus-Mercantile Bike Path Connection Feasibility Study

Project description

City staff seeks to examine the feasibility of bike path improvements to connect the one-mile stretch of Folsom Blvd from Sunrise Blvd to Mercantile Dr, extending approximately 1,000 feet to both the north and south, into the greater local and regional trail network. The project will entail community listening, examining existing conditions, identifying design guidelines and alignment options, and establishing the preferred alignment and cost estimates.

Community Design Non-Competitive Level 1 Request: \$100,000

Recommendation: \$100,000

City of Rancho Cordova - Sunrise Blvd Rehabilitation Phase 2 Project

Project description

In Rancho Cordova, on Sunrise Blvd., from White Rock Rd. to Douglas Rd.: Pavement rehabilitation and partial reconstruction, landscaped medians, new ADA curb ramps and drainage improvements.

Maintenance & Modernization Request: \$5,000,000

Recommendation: \$5,000,000

Project discussion

- The project demonstrates strong roadway maintenance needs.
- The project demonstrates potential safety improvements at intersections and maintains job access to a significant job center.
- The project commits significant locally controlled funding to maximize the impact of regional funds.
- The project is in a Green Zone and is expected to see increased housing; however, the project did not address infrastructure needed to support potential transit access or active modes network deficiencies for current or incoming residents.

City of Sacramento - Broadway Complete Street Project

Phase 3

Project description

In Sacramento, on Broadway, from 19th Street to 21st Street and 24th Street to 29th Street: Complete street improvements, including lane reduction, buffered Class II bicycle lanes, signal improvements, at-grade rail crossing improvements, and pedestrian crossing improvements.

Community Design Competitive Request: \$3,863,000

Recommendation: \$3,863,000

Project discussion

- The project corridor serves a dense area and supports a high ridership bus line.
- The project is in an area with entitled projects that have not broken ground, and the needed policies are in place to catalyze development.
- The project includes multiple opportunities for placemaking and increased multimodalism.

City of Sacramento - El Camino Avenue Vision Zero

Project description

In Sacramento, on El Camino Avenue, from Ueda Parkway to Del Paso Boulevard: Complete Street improvements, including lane width reduction, Class II bicycle lane gap closures, intersection modifications, signal improvements and pedestrian crossing improvements.

Community Design Competitive Request: \$1,062,000

Recommendation: \$1,062,000

Project discussion

- The project was bolstered with strong community support in a disinvested community.
- The project demonstrated potential to address documented safety issues in an area with relatively high numbers of people biking and walking.
- The project would increase access to transit, improving the potential for multimodal transportation.
- The project lacked innovative scope elements that could help spur a re-imagining of the corridor or expedite redevelopment.

City of Sacramento - Fruitridge Road Improvements Project

Project description

In Sacramento, on Fruitridge Road, from 65th Street to Power Inn Road: rehabilitate pavement, upgrade signals and improve pedestrian crossings at intersections. Evaluate lane reduction for complete street improvements

Maintenance & Modernization Request: \$5,000,000

Recommendation: Not recommended for funding

Project discussion

- The project responded to community input by adding scope features to the proposed project.
- The working group was unable to determine that the road diet was a definite outcome of the project that the project sponsor was committed to, making it difficult to evaluate the performance potential for the project.
- The project approach at the railroad crossing was unclear and may create the need for additional improvements, such as signal modifications to address queueing.

City of Sacramento - Norwood Avenue ITS Signal Improvements

Project description

In Sacramento, on Main Avenue from Northgate Boulevard to Norwood Avenue, and Norwood Avenue/Norwood Bypass/Grove Avenue from Main Avenue to Arden/Del Paso Boulevard; Install intelligent transportation system (ITS) and Accessible Pedestrian Signal (APS) upgrades including traffic signal cabinets and controllers, traffic signal interconnect, advanced loop detection, pedestrian pushbuttons and countdown pedestrian heads.

Maintenance & Modernization Request: \$5,000,000

Recommendation: \$5,000,000

Project discussion

- The project would serve a disinvested community and provide needed accessibility improvements.
- The project would implement the sponsor's ITS plan with highlighted improvements to increase safety for people biking in the project area.
- The project demonstrated potential to support increases in active modes with the described improvements.

City of Sacramento - Richards Boulevard/I-5 Interchange

Project description

In the City of Sacramento, at Richards Boulevard and I-5: Interchange improvements

Transformative Request: \$7,082,400

Recommendation: Not recommended for funding

Project discussion

- The project area has documented congestion with anticipated additional congestion as infill development occurs; the working group was not clear on the timeline for the infill development.
- It was not clear how the recommended design for the project would operate in an urban environment.
- The project did not identify a clear strategy to obtain construction funding for the project following the right-of-way funding request through the Transformative program.

City of Sacramento - Sacramento River Parkway

Project description

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.

Transformative Request: \$15,237,000

Recommendation: \$6,803,000

Project discussion

- The project would create a seamless all ages and abilities active modes connection from the South Levee Path to the Del Rio Trail and further north to downtown.
- The project's potential to reduce vehicle miles travelled and greenhouse gas emissions was not clear given the distance to destinations downtown and other likely destinations.
- The partial recommendation reflects the anticipated challenges with property acquisitions and delivery of the second segment of trail.

City of Sacramento - Setzer Tunnel Share Use Trail

Project description

In Sacramento, two blocks south of Broadway connecting existing shared use trails on the east and west sides of Interstate 5, from 3rd Street to Front Street.

Community Design Competitive Request: \$2,656,000

Recommendation: Not recommended for funding

Project discussion

- The project area was noted for its potential for placemaking.
- The project demonstrated the potential to increase safe active transportation connections for residents traveling to and from downtown for commute and other purposes.
- The project uses the existing asset of a tunnel to make the proposed connection, which may be difficult to transform into a secure route.
- Additional information about the use and travel patterns on the existing trails would have helped the working group better evaluate the transportation potential of the project.

City of West Sacramento - Great California Delta Trail

Regional Connection

Project description

This project would evaluate the historical value and structural integrity of bridge coverings along the California Delta Trail Regional Connection. The CDTR would be a segment of a continuous regional recreation corridor through the Delta to the San Francisco Bay Trail system to the Sacramento River Trails. The project would complete preliminary engineering design, prepare environmental analysis, complete final engineering, and prepare documents for “shovel ready” construction.

Community Design Non-Competitive Level 2 Request: \$400,000

Recommendation: \$400,000

City of West Sacramento - Marshall Road and Higgins Road

Safety and Traffic Calming Improvements

Project description

In West Sacramento, on Marshall Road and Higgins Road: Conduct traffic study, environmental, and design for improvements on Higgins Road and Marshall Road. The City will consider opportunities for safety, traffic calming, and bike/pedestrian improvements.

Maintenance & Modernization Request: \$1,181,000

Recommendation: Not recommended for funding

Project discussion

- The project demonstrated a roadway maintenance need.
- The project did not demonstrate a clear scope or approach for what would be developed for the project improvements, nor did it clearly discuss what is planned in the project area.

- The multimodal benefits were unclear in the project scoping, though the project would connect to a high school.

City of West Sacramento - Enterprise Corridor and Bridge Crossing Project (Phase 1)

Project description

Conduct site evaluation, environmental analysis and CEQA/NEPA documentation, and preliminary engineering design (30%) for complete-streets corridor infrastructure improvements on Enterprise Boulevard and new multimodal bridge crossing over the Deep-Water Ship Channel.

Transformative Request: \$5,000,000

Recommendation: Not recommended for funding

Project discussion

- The project includes multimodal scope elements but did not clearly demonstrate how it would lower vehicle miles traveled.
- The area accessed by the project is still being envisioned through the ongoing Port Specific Plan.
- It was not clear who would use the project and what performance outcomes it would achieve.

City of Wheatland - Zoning Code Update

Project description

This project would prepare a comprehensive update to the city's Zoning Code. The current code was last updated in 1991, and this update would make it consistent with the General Plan as it is being updated.

Community Design Non-Competitive Level 1 Request: \$100,000

Recommendation: \$100,000

City of Winters - Paseo Park Phase 2

Project description

This project would complete the remaining work for the installation of a multi-use path in downtown Winters. This second phase would install metal frames, decompose granite surfacing, landscaping and seat walls.

Community Design Non-Competitive Level 1 Request: \$100,000

Recommendation: \$100,000

City of Woodland - East Main Street Neighborhood Livability Project (I-5/SR 113 Connectors)

Project description

In Woodland where East Main Street meets I-5 and SR 113: Complete Supplemental Project Report and Project Design for highway-to-highway connectors between northbound SR 113 and southbound I-5 and northbound I-5 and southbound SR 113.

Transformative Request: \$6,000,000

Recommendation: Not recommended for funding

Project discussion

- The project's foundational documents are almost 20 years old and in need of updating.
- The project showed potential for improved emergency vehicle access and to re-establish Main Street's sense of place and community.
- It was not clear that Caltrans is supportive of the project; additionally, the proposed project approach is different from current Caltrans standards for comparable projects.
- The project could have unanticipated impacts on induced travel demand, in part due to travelers attempting to avoid congestion on I-80.

City of Woodland - Main Street Complete Street Project from Walnut to West Street

Project description

This project would complete preliminary engineering and environmental clearance along Main Street between West Street and Walnut Street. The design would consider alternatives to reduce vehicle travel reduction and road diet near the downtown core area. The project would include land reductions, buffered bike lane installation, new pavement and re-striping and other complete street elements.

Community Design Non-Competitive Level 2 Request: \$300,000

Recommendation: \$300,000

City of Woodland - Woodland Safe Routes to School and ATP Connectivity Project

Project description

In the City of Woodland, on Ashley Avenue (Beamer St. to Kentucky Ave), Beamer Street (California St. to East St.), Cross Street (West St. to East St.) and El Dorado Avenue (CR 98 to Sixth St.).

Improvements include pavement rehabilitation (2' Grind & Overlay), buffered bike lanes, ADA curb ramp construction, signal timing and camera upgrades.

Maintenance & Modernization Request: \$5,000,000

Recommendation: Not recommended for funding

Project discussion

- The project demonstrated roadway maintenance needs.
- The proposed project scope combined four streets into one project without a clear nexus, complicating the evaluation of proposed benefits of the project.
- The project demonstrated potential benefits for increased multimodalism with buffered bike lanes.
- The connection to safety benefits was unclear in relation to the proposed improvements.

City of Yuba City - Garden Highway Improvement Project

Project description

In Yuba City, on Garden Hwy., from Lincoln Rd. to Bogue Rd.: Roadway rehabilitation and reclamation; safety improvements – updating signage, ADA-compliant curb ramp installation; intersection modernization improvements – upgrading signal controllers/detectors and installing/updating loop detectors; bicycle/pedestrian improvements – adding buffer bicycle lanes to delineate from vehicle lanes, painting transition areas.

Maintenance & Modernization Request: \$4,332,000

Recommendation: \$4,332,000

Project discussion

- The project applies multiple relevant treatments for a holistic corridor improvement to goods movement and safety and security.
- The project responds effectively to the surrounding context and land uses while addressing a roadway maintenance need.
- The project would provide multimodal facilities serving a high demand area.

City of Yuba City - Gateway Signs Improvement Project

Project description

This project would provide a framework for restoring gateway signs welcoming visitors to the city. The project would plan, design, purchase and install the signs off Highway 20 and Highway 99 entering the city.

Community Design Non-Competitive Level 1 Request: \$100,000

Recommendation: \$100,000

City of Sacramento, Sacramento County, Sacramento Regional Transit District - Stockton Boulevard Multimodal Partnership and BRT Corridor

Project description

In Sacramento (City and County), on Stockton Boulevard, from Florin Road to Alhambra Boulevard: Multi-modal and safety improvements, including bus lanes and/or other transit enhancements, bicycle lanes, and pedestrian upgrades. The project will also include an alternatives analysis phase for the bus rapid transit (BRT) and BRT-lite treatments along the longer Sacramento Regional Transit District's Route 51 alignment between South Sacramento and the Sacramento Valley Station, which includes Stockton Boulevard (between Florin Road and Broadway), Broadway (between Stockton Boulevard and 8th Street), and segments of 7th, 8th and 9th Streets.

Transformative Request: \$13,711,000

Recommendation: \$5,200,000

Project discussion

- The partial funding recommendation would support alternatives analysis and the environmental phase to generate accurate design estimates.
- The project demonstrated strong potential to increase multimodal connections on a challenging corridor.
- The partnership developed to propose the multi-jurisdictional project is a critical first step for this transformative project.

Sacramento County - AC Overlay Project Auburn Boulevard

Project description

In the County of Sacramento, on Auburn Blvd from Myrtle Ave to Madison Ave, overlay roadway with new on-street buffered bike lanes and ADA improvements.

Maintenance & Modernization Request: \$2,932,000

Recommendation: Not recommended for funding

Project discussion

- The project demonstrated a roadway maintenance need.
- The project would add active transportation infrastructure into an area.
- The sidewalks and bikeway improvements would not create a continuous path for travel and did not access any specific destinations.
- The project did not demonstrate strong safety potential given the demonstrated safety issues and proposed treatments.

Sacramento County - AC Overlay Project Elkhorn Boulevard

Project description

In the County of Sacramento, on Elkhorn Blvd from 26th St to 32nd St, overlay roadway with new on-street buffered bike lanes and ADA improvements.

Maintenance & Modernization Request: \$2,476,000

Recommendation: Not recommended for funding

Project discussion

- The project demonstrated a strong roadway maintenance need.
- The sidewalks and bikeways in the project area would still be discontinuous with the proposed improvements, diminishing the potential for increased active modes trips.
- The proposed safety treatments did not appear to sufficiently address the demonstrated safety issues.

Sacramento County - AC Overlay Project Fair Oaks Boulevard

Project description

In the County of Sacramento, on Fair Oaks Blvd from Garfield Ave to Marconi Ave, overlay roadway with new on-street buffered bike lanes and ADA improvements.

Maintenance & Modernization Request: \$4,391,000

Recommendation: Not recommended for funding

Project discussion

- The project demonstrated a strong roadway maintenance need.
- The proposed treatments did not appear to address the documented safety issues in the project area.
- The sidewalks in the project area would still be discontinuous with the proposed improvements, diminishing the potential for increased active modes trips.

Sacramento County - AC Overlay Project Florin Road

Project description

In the County of Sacramento, on Florin Rd from French Rd to Elk Grove-Florin Rd, overlay roadway with new on-street buffered bike lanes and ADA improvements.

Maintenance & Modernization Request: \$4,048,000

Recommendation: Not recommended for funding

Project discussion

- The project demonstrated a strong roadway maintenance need.
- The proposed treatments did not appear to address the documented safety issues in the project area.
- Additional information describing the safety issues, the surrounding context, and mode usage in the project area would have helped the working group evaluate the performance of the project.

Sacramento County - AC Overlay Project Madison Avenue

Project description

In the County of Sacramento, on Madison Ave from Jackson St to Harrison St, overlay roadway with new on-street bike lanes and ADA improvements.

Maintenance & Modernization Request: \$1,541,000

Recommendation: Not recommended for funding

Project discussion

- The project demonstrated a strong roadway maintenance need.
- The project had clearly identified destinations and connections to transit.
- It was not clear how the project would encourage more biking, walking, or transit usage given the network gaps on either side of the project and small project segment.

Sacramento County - AC Overlay Project Stockton Boulevard

Project description

In the County of Sacramento, on Stockton Blvd from Whitewillow Dr to Florin Rd, overlay roadway with new on-street buffered bike lanes and ADA improvements.

Maintenance & Modernization Request: \$4,909,000

Recommendation: Not recommended for funding

Project discussion

- The project demonstrated a strong roadway maintenance need.
- The proposed safety treatments did not appear to sufficiently address the demonstrated safety issues.
- The project would add active transportation infrastructure into an area but would still leave many network gaps.

Sacramento County - AC Overlay Project Twin Cities Road

Project description

In the County of Sacramento, on Twin Cities Rd from Pellandini Rd to W. Stockton Blvd, overlay roadway with rubberized asphalt concrete and restripe to enhance safety.

Maintenance & Modernization Request: \$1,581,000

Recommendation: Not recommended for funding

Project discussion

- The project demonstrated a strong roadway maintenance need.
- The project did not demonstrate strong potential to increase safety and security with the proposed treatments.
- The existing jobs in the project area are lower than in comparable communities in the region; further, the project area does not have much job growth anticipated in the area.
- The project did not make a strong connection between the scoped improvements and mitigating the causes of crashes on the roadway.

Sacramento County - AC Overlay Project Watt Avenue

Project description

In the County of Sacramento, on Watt Ave from Elkhorn Blvd to Antelope Rd, overlay roadway with new on-street buffered bike lanes and ADA improvements.

Maintenance & Modernization Request: \$4,896,000

Recommendation: Not recommended for funding

Project discussion

- The project demonstrated a strong roadway maintenance need.
- The project would add sidewalk to the area but did not eliminate the gaps in pedestrian access and connecting facilities.
- The project would not provide a continuous bikeway along the corridor, leaving vulnerable roadway users exposed at intersections.
- The proposed treatments did not appear to address the documented safety issues in the project area.

Sacramento County - Alta Arden Expressway Phase 1

Project description

In Sacramento County, on Alta Arden Expressway from Howe Avenue to Fulton Avenue. The project will include sidewalk gap closures, buffered bike lanes, and pavement resurfacing.

Maintenance & Modernization Request: \$4,000,000

Recommendation: \$4,000,000

Project discussion

- The project demonstrated potential to improve multimodal connections to daily destinations and address input heard through a community outreach process.
- The project is located on a roadway with high average daily traffic and speeds of up to 40 miles per hour; a higher degree of separation (i.e., a Class IV separated bikeway) would usually be identified for new bikeways in this context.
- The pedestrian-focused improvements would contribute to a safer, more comfortable walking environment.
- The project demonstrated a strong roadway maintenance need.

Sacramento County - Arden Way Phase 1 and 2

Project description

On Arden Way from Morse Ave to Watt Ave (Phase 1) and Fulton Ave. to Morse Ave (Phase 2). In Phase 1 the County is requesting funds for construction cost escalation from a prior funded Community Design grant that would conduct environmental clearance, design and right-of-way

acquisition and construction. Phase 2 would perform environmental clearance, acquire right-of-way, and construct Complete Street improvements including separated sidewalks, new Class IV separated bike lanes, curb and gutter bus turnouts and landscaping.

Community Design Competitive Request: \$4,000,000

Recommendation: \$1,000,000

Project discussion

- The project demonstrated significant community input and matching funds.
- The proposed improvements would increase safety for vulnerable road users, such as children attending nearby schools.
- It was unclear how the project would include separated bikeways (Class IV) with the proposed turns lanes in the project plans; further, it did not appear the separated bikeway would cover the length of the project area.
- The project area and land uses are automobile-focused, making biking and walking less attractive options for residents. The proposed improvements would address the missing transportation facilities, but the land uses and zoning would not support increased multimodalism.

Sacramento County - Folsom Blvd Complete Streets Phase 2

Project description

In Sacramento County, on the southerly frontage of Folsom Boulevard between Starfire Drive and Mayhew Road: Continuous 6-foot wide sidewalk infill separated from traffic with a landscape strip of shade trees, street lights, buffered bike lanes, 4-foot metal security rail fence, ADA ramps, median improvement, and traffic and pedestrian signal crossing enhancements.

Community Design Competitive Request: \$4,000,000

Recommendation: Not recommended for funding

Project discussion

- The project would improve active modes facilities serving a disadvantaged population.
- The project demonstrated limited potential for placemaking and serves as a travel corridor more than a destination.
- It was not clear how or if the project is integrated into Sacramento Regional Transit's planning for the light rail station.
- Additional information about active modes travel patterns and transit ridership data in the project area would have helped the working group better evaluate the multimodal benefits of the project.

Sacramento County - Greenback Lane Complete Street Improvements and Undergrounding Project

Project description

In Sacramento County, on Greenback Lane., from Chestnut Avenue to the City of Folsom/Sacramento County boundary line (750 feet east of Main Avenue). The project will construct complete bicycle and pedestrian improvements on Greenback Lane such as landscaped separated sidewalks, buffered bike lanes, medians with landscaping, utility undergrounding, street lighting, enhanced crosswalks, and other features.

Transformative Request: \$10,000,000

Recommendation: Not recommended for funding

Project discussion

- The project demonstrated strong community engagement on proposed improvements.
- The project scope did not seem to fully address the described conditions of unsafe speeds on the roadway and how the roadway is part of a high-injury network.
- The working group noted the project seemed better fitted to the Maintenance & Modernization program framework.

Sacramento County - Historic (1894) Meiss Road Steel Through Truss Bridge Reconstruction in the Dry Creek Parkway

Project description

Reconstruct Sacramento County's Historic Meiss Road Bridge within the Dry Creek Parkway to provide a Class I trail connection across Dry Creek from Northbrook Park to Gibson Ranch Park in Rio Linda-Elverta for pedestrian, bicycle, and equestrian use.

Maintenance & Modernization Request: \$5,000,000

Recommendation: Not recommended for funding

Project discussion

- The project would provide multimodal benefits by improving biking and walking connections, though it was not clear how much it would impact current traffic volumes.
- The project would improve safety for vulnerable roadway users by providing a separate facility off the roadway.

- The project was not able to demonstrate a state of good repair benefit, making it difficult to compete effectively within the Maintenance & Modernization program.

Sacramento County - Jackson and Bradshaw Safe and Rural Connections

Project description

The Project is intended to provide operational and safety improvements at the intersection of Jackson Road and Bradshaw Road in Sacramento County. The project would add a travel lane and turn lanes at the intersection.

Transformative Request: \$3,000,000

Recommendation: \$3,000,000

Project discussion

- The project demonstrated potential to address the intersection-focused congestion with focused improvements.
- The project leverages local funds to maximize the impact of regional dollars on the construction phase.
- The project directly connected the documented safety issues to the scoped countermeasures, demonstrating strong potential for improved safety performance.

Sacramento County - Folsom Boulevard Intelligent Transportation System Upgrade Sacramento County

Project description

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.

Maintenance & Modernization Request: \$4,368,000

Recommendation: Not recommended for funding

Project discussion

- The project would upgrade old equipment with a demonstrated maintenance need.
- Additional information describing the safety issues and how the project would address them would have helped the working group evaluate the performance of the project.

- It was not clear how or if the project would be coordinated with the Gold Line light rail that runs parallel to the project corridor.

Sacramento County - US 50 Gold Line Corridor Enhancement Project

Project description

The US 50 Gold Line Corridor Enhancement Project consists of two components – the US 50 Interchanges and the Gold Line Modernization. The US 50 Interchanges improve the Hazel Avenue, Aerojet Road, and Folsom Boulevard interchanges. The project also includes the grade separation of Hazel Avenue over Folsom Boulevard and the Gold Line and Class I path adjacent to Hazel Avenue that crosses US 50.

Transformative Request: \$10,000,000

Recommendation: Not recommended for funding

Project discussion

- The project was approved for a Revolving Match award at the August 18, 2022, board meeting—the Revolving Match award is contingent upon Sacramento County successfully competing for state Local Partnership Program funds.
- The project would help strengthen active modes connections to existing trail networks along the American River.
- Many of the funding sources identified for the project are not secured, leaving questions about if the funding request could be used to complete a project phase or partial scope if the other awards were not granted.
- It was not clear how the project would tie into the upcoming development and support economic vitality in the area.
- The project benefits were framed around level of service metrics but did not discuss potential impacts on vehicle miles traveled or induced demand.

Sacramento County - Various ITS Corridors Sacramento County

Project description

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.

Maintenance & Modernization Request: \$2,478,000

Recommendation: Not recommended for funding

Project discussion

- The project would support implementation of the sponsor's Intelligent Transportation Systems (ITS) plan.
- The project did not demonstrate how the scope would achieve safety benefits for roadway users given the documented safety concerns.
- The proposed scope was not implementing the best practices in ITS implementation, risking the purchased equipment becoming obsolete in the immediate future.
- The project identified several different locations with no clear link or prioritization strategy between them.

Sacramento Regional Transit District - Light Rail Vehicle Replacement

Project description

In Sacramento County, within SacRT's light rail service area, 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.

Transformative Request: \$12,925,000

Recommendation: \$6,462,500

Project discussion

- The project demonstrated a strong need for replacement vehicles while transitioning the fleet to low-floor vehicles.
- The project will purchase vehicles that allow easier boardings and alightings for passengers with disabilities, mobility devices, bikes, strollers, and other carry-on items.
- The project would mitigate the documented safety issues of people struggling with the high-floor vehicles.
- The project lacked a clear plan for filling the remaining funding need to replace all the vehicles beyond their useful life.

Sacramento Regional Transit District - Sacramento Valley Station Light Rail Relocation

Project description

In Sacramento, just north of the Sacramento Valley Station (SVS) adjacent and east of the Amtrak Access Walkway: Relocation of the existing SacRT Light Rail Station to a new location west of 5th St. and reorientation of relocated station to a north-south direction, construction of a new center board platform, and realignment of affected tracks, including storage tracks.

Community Design Competitive Request: \$4,000,000

Recommendation: Not recommended for funding

Project discussion

- The project ties into the Railyards development and is the impetus for the project.
- The project aligned with transportation needs but did not demonstrate strong placemaking potential, a goal of the Community Design program.
- The working group noted that the request would address a near-term financing need while not creating or supporting a financing plan. The working group also noted the project received funding last cycle and may have persistent funding needs.

Sacramento Regional Transit District - SacRT Folsom Light Rail Station Conversion

Project description

In the City of Folsom, along Gold Line Light Rail Tracks, construct/modify existing station platform entrance/exit ramps, adjust & relocate existing handrails, station furniture & signage as necessary at Glenn Station and Historic Folsom Station.

Maintenance & Modernization Request: \$5,000,000

Recommendation: \$5,000,000

Project discussion

- The project would provide needed accessibility improvements at two stations on the Gold Line, allowing easier boardings and alightings for passengers with disabilities, mobility devices, bikes, strollers, and other carry-on items.
- The project is part of a critical effort to modify light rail stations to accommodate new low-floor vehicles, which will support increased accessibility.

- The project demonstrated moderate safety potential within the described scope; additional details about planned lighting and other safety improvements would have helped demonstrate a strong safety benefit.

Sacramento Regional Transit District - SacRT Railroad Tie Replacement

Project description

In Sacramento, along Gold Line tracks between College Greens and 34th Street, replace approximately 2.55 miles of railroad ties.

Maintenance & Modernization Request: \$4,500,000

Recommendation: Not recommended for funding

Project discussion

- The project represents a significant need to maintain safe travel of light rail vehicles, though it was not clear to the working group how urgent the request was.
- It was not clear whether there is a system-wide plan for replacing railroad ties, or if there would be future large requests to replace additional segments.
- It was not clear that resuming standard operations and speeds would increase ridership on the Gold Line.

Sacramento Regional Transit District - Watt Ave / I-80 Light Rail & Transit Center Improvements

Project description

In northeast Sacramento County, in North Highlands just before the Interstate 80, Business 80 interchange: improvements to bicycle, pedestrian, and bus access from the Watt Ave Station Plaza (on the west side of Watt Ave) to the Watt/I-80 Light Rail Station, including 2 new stairways connecting to the light rail platform, wider sidewalks, new pedestrian lighting, removal of concrete barriers, additional wayfinding signage, additional passenger seating and shade/rain shelters, landscape buffers between the Watt Ave station plaza and vehicular traffic, and new ornamental metal security fencing along the overcrossing.

Community Design Competitive Request: \$4,000,000

Recommendation: Not recommended for funding

Project discussion

- The project is informed by community engagement and would serve a disinvested community.
- The project would provide safety benefits at a transit hub that is the northern end of the Blue Line and also serves three bus lines.
- It was not clear how the project would catalyze land use changes as intended through the performance outcomes of the Community Design program. Placemaking is difficult for transit hub improvements that are not immediately close to future development.

Sacramento Regional Transit District - Y1 Substation Replacement

Project description

In Sacramento, on Academy Way, at the SacRT Light Rail Maintenance Facilities: Design and installation of replacement Y1 substation

Maintenance & Modernization Request: \$5,000,000

Recommendation: Not recommended for funding

Project discussion

- The project demonstrated a clear need for maintenance of the facility.
- The connection to transportation was less strong than other projects proposed by the project sponsor, as the main issue is around having a sufficient electricity supply.
- It was not clear that the project sponsor had coordinated with the utility provider to identify additional funding options or mechanisms.
- The project did not demonstrate strong greenhouse gas emissions reduction performance potential.

Sutter County - Maintenance Paving Project

Project description

The project consists of a pavement overlay and new thermoplastic striping on eight roadway segments totaling 17 miles of roadway in Sutter County.

Maintenance & Modernization Request: \$4,349,000

Recommendation: \$4,349,000

Project discussion

- The project connects to climate resiliency work by supporting safer evacuation routes in the event of flooding.

- The project demonstrated a strong roadway maintenance need.
- The project serves as an important connection between rural areas and the economic centers of Sutter County.

Sutter County - Recreational Trails Feasibility Study

Project description

This project would develop a feasibility study for recreational trails along the Gilsizer and Live Oak Canal drainage districts. The two drainage districts connect the developed portions of Yuba City to the rural portions of Sutter County.

Community Design Non-Competitive Level 1 Request: \$100,000

Recommendation: \$100,000

Yolo County - County Road 31 Bike & Safety Improvement Project

Project description

Rehabilitation of County Road 31 from County Road 93A to County Road 98 using the sustainable full depth reclamation (FDR) process and enhancing safety by adding buffer striping along the Class II bike lanes.

Maintenance & Modernization Request: \$5,000,000

Recommendation: Not recommended for funding

Project discussion

- The project's proposed bikeway treatments were inconsistently described throughout the application, making it difficult to assess the potential for increased multimodal performance.
- Additional information on travel patterns and mode usage in the project area would have helped the working group evaluate the performance of the project.
- The project demonstrated road rehabilitation needs on a roadway that serves people traveling between communities in Yolo County.

Yolo County - County Road 98 Bike & Safety Improvement Project Phase II

Project description

Yolo County will be constructing a Class II Bike Lane on County Road 98 from just south of County Road 29 to the Yolo/Solano county border. The roadway will include 12-foot travel lanes, 8-foot paved shoulders for the Class II Bike Lanes and an additional 12-foot gravel shoulders for a 20-foot clear recovery zone for the entire 4.10 miles.

Transformative Request: \$25,680,000

Recommendation: Not recommended for funding

Project discussion

- The proposed roundabout design in the project would increase safety for vulnerable roadway users at intersections.
- It was not clear how the scoped improvements would address documented speeding in the project area; it was also not clear if the bikeways would be buffered bike lanes for the full length of the project.
- Additional information about the modal use and travel patterns in the project area would have helped the working group better evaluate the multimodal potential of the project.

Yolo County - East Esparto Sidewalk Improvement Feasibility Study and Design

Project description

This project would evaluate the current drainage conditions and draft a stormwater drainage and sidewalk plan for Esparto, a community with gaps in the sidewalk system. The project would also improve pedestrian access and safety.

Community Design Non-Competitive Level 2 Request: \$300,000

Recommendation: \$300,000

Yuba County - Fleming Way Safe Routes to Schools

Project description

This project would complete design for Safe Routes to School project in the unincorporated area of Olivehurst. This would include engineering and design for 5,300 linear feet of sidewalks, new crosswalks, new crosswalks, striping, ADA compliant ramps, class III bike routes, curbs, gutters, and signage. This would result in safer accessways to an elementary school and intermediate school.

Community Design Non-Competitive Level 2 Request: \$300,000

Recommendation: \$300,000

Yuba County - Linda Avenue & Dunning Avenue - Safe Routes to School / ATP

Project description

In unincorporated Yuba County, on Linda Avenue from Hammonton-Smartsville Road to North Beale Road, and on Dunning Avenue from Hammonton-Smartsville Road to Linda Avenue. Design pedestrian and bicycle improvements to provide safe, multi-modal access for students, including sidewalks along all roadways, crosswalks, Class II bike lanes on Linda Avenue and Class III bike routes on Dunning Avenue.

Maintenance & Modernization Request: \$893,000

Recommendation: \$893,000

Project discussion

- The project would increase multimodal connections in the community, especially for students traveling to and from Linda Elementary.
- The project would add needed improvements that would serve a disinvested community.
- The project identified a strategy to obtain construction funding for the project following the design funding request through the Maintenance & Modernization program.

Yuba County - Lindhurst Avenue & North Beale Road - Complete Streets Project

Project description

In unincorporated Yuba County, on Lindhurst Ave from Erle Road to North Beale Road, and on North Beale Road from Lindhurst Avenue to SR70. Design a complete streets project to provide safe, multi-modal access for residents to this employment/commercial corridor.

Maintenance & Modernization Request: \$1,824,000

Recommendation: Not recommended for funding

Project discussion

- The project would serve a transportation need in the community by completing multimodal infrastructure.
- The project had an unclear path to construction with a large total project cost, possibly delaying implementation and the related benefits for the community.
- The project demonstrated moderate safety benefits within the described scope.

- The project did not demonstrate strong state of good repair benefits due to the uncertainty around construction.

Yuba County - Loma Rica Road & South Beale Road - State of Good Repair

Project description

In unincorporated Yuba County, on Loma Rica Road from SR20 to Fruitland Road and on South Beale Road from SR65 to the Beale AFB Gate, perform pavement repairs, overlay, and striping of the existing roadways.

Maintenance & Modernization Request: \$4,678,650

Recommendation: \$4,678,650

Project discussion

- The project demonstrated strong roadway maintenance need for a main connection to an otherwise isolated community.
- The project connects to climate resiliency work, as the corridor recently served as a wildfire evacuation route and the proposed improvements would remedy roadway damages from truck traffic traveling to and from the base camp.
- The project demonstrated strong community support.

Yuba-Sutter Transit Authority - NextGen Transit Facility Environmental & Engineering

Project description

Complete environmental documents and engineering work for the NextGen Transit Facility to be located on a 19.7 acre parcel at 6035 Avondale Avenue, Linda, CA 95901.

Maintenance & Modernization Request: \$3,500,000

Recommendation: \$3,500,000

Project discussion

- The project demonstrated a strong need to modernize the facility due to infrastructure constraints that will hinder the transit authority's efforts to transition to zero-emissions buses.
- The project's strategic funding request leverages other federal and state awards to develop a diverse funding plan.

- The project demonstrated a strong start to outreach, coordination, and planning for this facility to meet state energy requirements while providing community benefit.