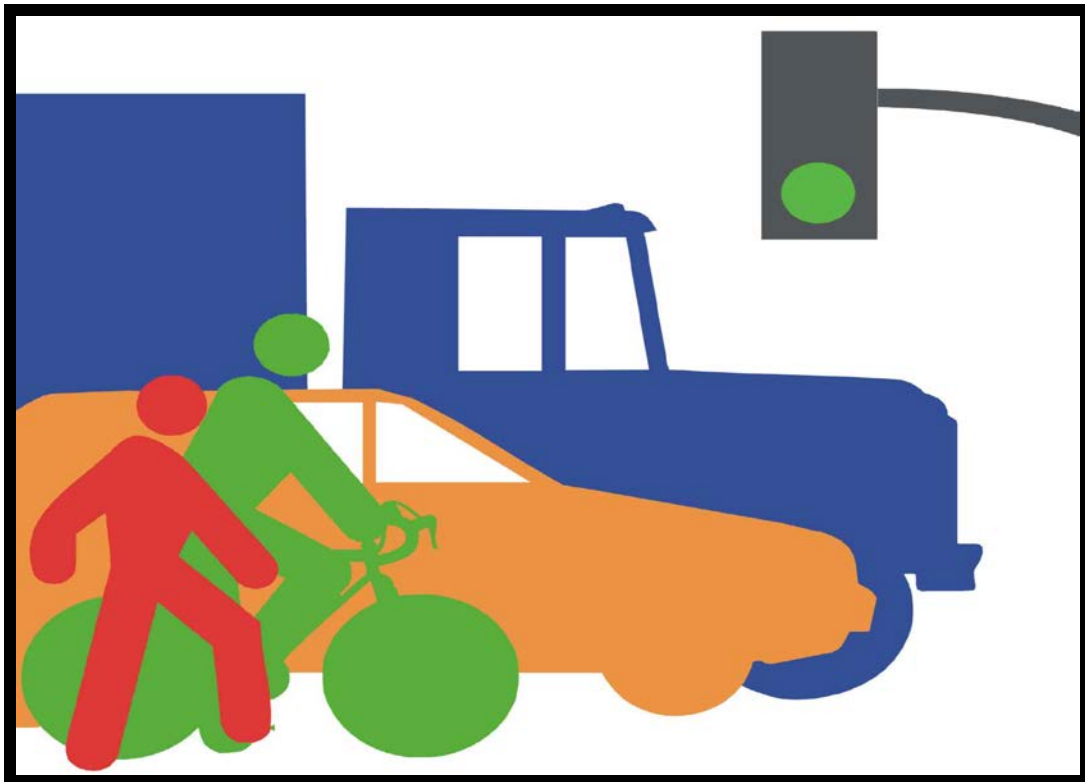




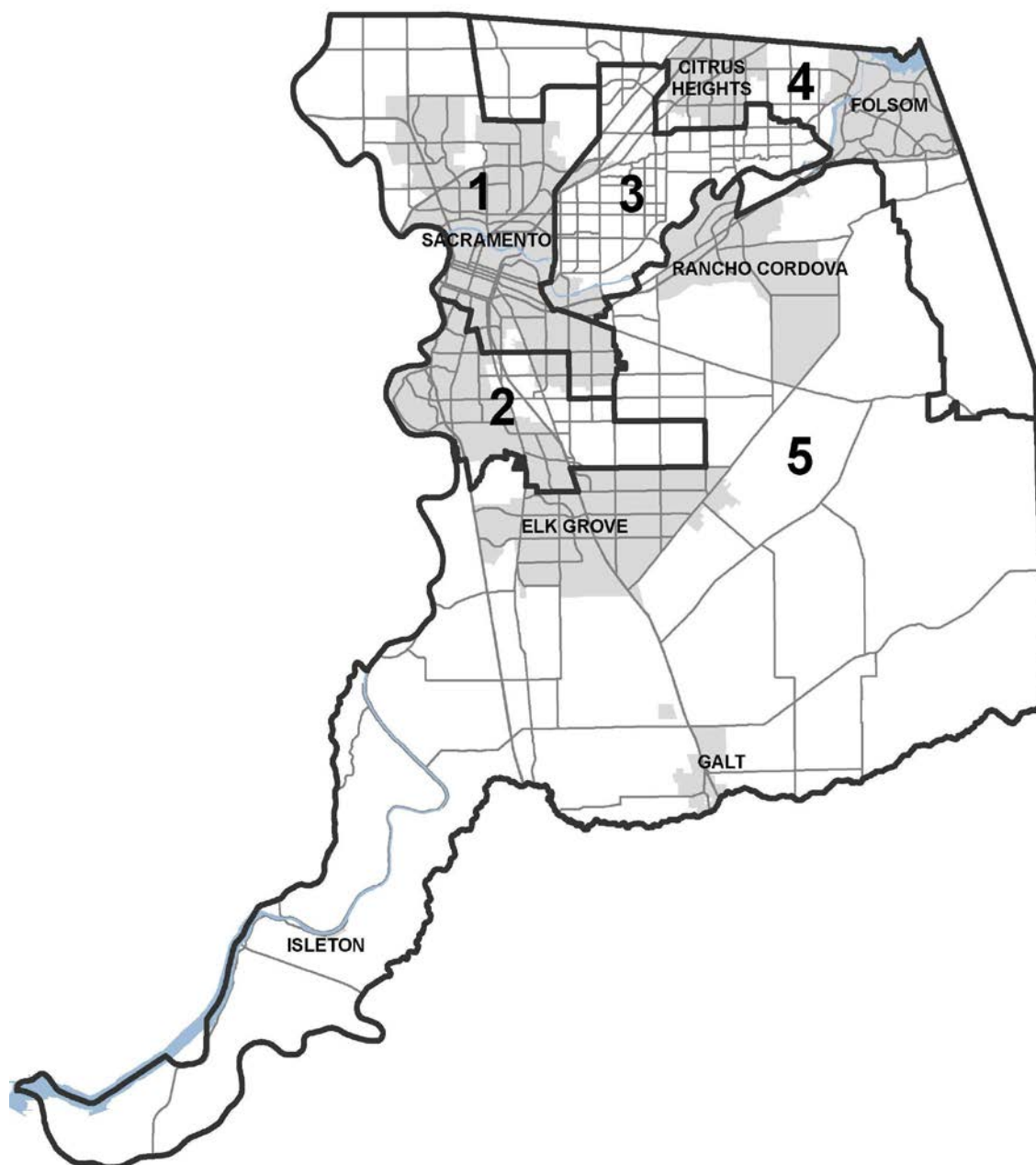
FIVE YEAR TRANSPORTATION IMPROVEMENT AND PROGRAM GUIDE 2019 - 2024



SACDOT
SACRAMENTO COUNTY DEPARTMENT OF TRANSPORTATION
PUBLIC WORKS AND INFRASTRUCTURE
Aug 2019

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2nd District:Patrick Kennedy
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Five Year Transportation Improvement and Program Guide 2019-2024

I. INTRODUCTION

The Five Year Transportation Improvement and Program Guide (TIPG) presents the capital improvement plan and the maintenance and operations program for Sacramento County's roadway, bikeway and pedestrian systems. This TIPG provides information regarding the capital improvement projects to be implemented by the County from fiscal year 2019/20 through 2023/24, including revenue, expenditure, schedule and summary information for all projects. The TIPG also details the County's current transportation maintenance and operations programs, their funding levels, and the project selection criteria and ranking process for each program. This document supports the County General Plan transportation goal of achieving a balanced transportation system that moves people and goods in a safe and efficient way that minimizes environmental impacts, that is supported by urban land uses and services rural needs.

Approval of this document by the Board of Supervisors authorizes various actions to implement the County's annual updates to its capital improvement and maintenance and operations programs. These actions include:

- Conceptually approve the allocation of anticipated funding to specific capital improvement projects, pending annual budget approvals and formal allocation approvals by administering agencies (e.g., Sacramento Transportation Authority (STA), Sacramento Area Council of Governments (SACOG), California Transportation Commission (CTC), and California State Department of Transportation – Caltrans).
- Authorize Department of Transportation (SACDOT) staff to pursue available funding opportunities to address shortfalls on capital improvement projects.
- Approve the priorities and recommended funding allocations for the pavement maintenance program, and for other maintenance needs, developed in consultation with the Board and as set forth in this document.
- Adopt the multi-year capital improvement programs for the Measure A Sales Tax and the Sacramento County Transportation Development Fee thereby complying with statutory requirements adopted by the voters and the Board for these funding programs.

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II. FUNDING SOURCES

The County relies on a wide range of funding sources to finance its transportation improvement projects and programs. These sources include federal, state and local funding programs that allocate funds through direct subventions, formula allocations, and competitive grants. The funding sources utilized to support the County's capital projects and maintenance programs can be grouped into three main categories: those restricted to capital improvements; those dedicated to maintenance programs and activities; and flexible funding sources that can be applied to either capital projects or maintenance programs. This section briefly describes each funding source, its reliability, restrictions on use, projected future revenue stream, and how recent or upcoming changes to the funding program may impact the County's projects and programs.

CAPITAL IMPROVEMENT FUNDING

The funding sources described below are restricted to the development and construction of capital improvement projects, based on statutes or regulations applicable to the specific funding program. All of the sources are restricted to specific activities, or grants that are dedicated to specific projects, and the County has limited discretion on their use. **Table II – 1.** provides a summary of the capital funding sources including the estimated funding levels over the next five years. "Activity Specific Sources" can only be used for specified types of transportation improvements (e.g., bicycles and pedestrians). "Project Specific Sources" include funding allocated directly to specific projects from competitive grant programs, allocations of state or federal funds, and adopted capital improvement plans for development mitigation fee programs and the Measure A sales tax. It should be noted that the amounts shown in the table are estimates and may be subject to the availability of funding in each program, the approval of future competitive grant applications, and priorities established by the Board of Supervisors or outside funding administering agencies.

Table II – 1. Funding Summary – Capital Improvements (\$ Millions)

Funding Source	2019-20	2020-21	2021-22	2022-23	2023-24
Activity Specific Sources					
Measure A – Traffic Control and Safety	\$1.6	\$1.7	\$1.7	\$1.8	\$1.8
Measure A – Safety, Streetscape, Bike & Ped	\$2.3	\$2.4	\$2.5	\$2.5	\$2.6
Subtotal	\$3.9	\$4.1	\$4.2	\$4.3	\$4.4
Project Specific Sources					
Measure A – Local Arterials	\$14.4	\$18.1	\$18.0	\$12.5	\$10.0
Financing Districts	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5
SCTDF Program	\$2.5	\$3.0	\$3.5	\$4.0	\$4.0
Fed/STIP – Regional/Local	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0
Fed/STIP – Community Design	\$2.0	\$5.0	\$5.0	\$4.0	\$4.0

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Fed HBP	\$18.4	\$25.5	\$18.0	\$7.0	\$7.0
Fed HSIP	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0
State Grants – Active Transportation Program (ATP)	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5
Regional ATP	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5
Senate Bill 1 (SB1) – Formulaic Program	\$1.0	\$2.6	\$2.6	\$2.6	\$2.6
Senate Bill 1 (SB1) – Competitive Programs	\$0.0	\$5.0	\$0.0	\$5.0	\$0.0
Subtotal	\$58.8	\$79.7	\$67.6	\$55.6	\$48.1
Total Capital	\$62.7	\$83.8	\$71.8	\$59.9	\$52.5

Local Revenue Sources

Measure A Sales Tax and Mitigation Fee In 1988, Sacramento County voters approved a 20-year half-cent sales tax to fund local transportation and air quality improvements including roadway and transit capital improvements, road maintenance and transit operations. The original Measure A sales tax expired on March 31, 2009, and was replaced by New Measure A, which was approved by Sacramento County voters in November 2004 and is a 30-year extension of the original sales tax. In addition to approving the extension of the Measure A sales tax, voters also adopted the Sacramento Countywide Transportation Mitigation Fee (SCTMF), which established a uniform development fee to be collected by all Sacramento County jurisdictions on new building permits. Funds generated by the SCTMF will supplement sales tax revenues to support Measure A capital projects. The expenditure plan approved with New Measure A continues to provide funding for most of the roadway and transit programs funded under the original sales tax. However, the expenditure plan modified the allocation of Measure A funds to provide enhanced funding levels for roadway maintenance and transit operations; dedicated funding for elderly and disabled transit services; funding for state highway and local arterial projects specified in the ballot measure; and dedicated funding for safety improvements, landscaping improvements, and bicycle and pedestrian improvements including an annual commitment of funding to improve and maintain the American River bike trail.

Sacramento County Transportation Development Fee Program (SCTDF) As a condition of receiving Measure A funds, the County enacted a development fee program in 1988 for new residential, commercial and industrial development. The development fees complement the Measure A sales taxes by mitigating the impacts of new development. In 2008, the Board of Supervisors approved a comprehensive update to the SCTDF including the adoption of new fee rates, district boundaries, and capital improvement program. The SCTDF funds improvements to major roadway, transit, bicycle and pedestrian facilities needed to accommodate travel demand generated by new development through 2032. It includes six districts encompassing the entire unincorporated area, each with its own fee schedule. On April 23, 2019, the Board of Supervisors adopted an update to the SCTDF program including the nexus analysis and updated fee schedules. This update is effective as of June 22, 2019. The updated SCTDF program maintains the fee districts and improvement types from the previous

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program, and includes a new Transit Impact Fee to fund capital projects implemented by Sacramento Regional Transit. The update also revised the capital improvement program and fee schedules to reflect growth projections through 2050 and current improvement construction costs. The SCTDF fee rates are subject to annual adjustments based on construction cost indices. Allocation of SCTDF funds to specific projects is based on project need and the availability of revenues within the program. Fee revenue availability is dependent upon the level of development activity. Project prioritization and allocations of fee revenues will be set forth as part of the annual update and approval of the five-year TIPG.

Financing District Special financing districts have been established, within the unincorporated area to address the infrastructure needs associated with major new land development projects and specific planning areas. The public facilities financing plan for each district includes a capital improvement program and revenue strategy to construct transportation improvements that are needed to mitigate the impacts of the new development. Revenues are typically derived from development fees and/or bonding mechanisms. The TIPG includes projects from the following financing plans:

- Antelope Public Facilities Financing Plan
- Florin Vineyard Community Plan Public Facilities Financing Plan
- Mather Public Facilities Financing Plan
- Metro Air Park Public Facilities Master Plan
- North Vineyard Station Public Facilities Financing Plan
- Vineyard Public Facilities Financing Plan

State Revenue Sources

State Transportation Improvement Program (STIP) The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account including state fuel taxes and other federal and state funding sources. Eligible projects include

- Improving state highways, local roads, public transit, intercity rail
- Pedestrian and bicycle facilities
- Grade separations
- Transportation system/demand management
- Sound walls
- Inter-modal facilities
- Safety

STIP funds are apportioned to the Sacramento region by the California Transportation Commission (CTC) as part of its biennial statewide Fund Estimate process. The counties, cities and transit agencies in the region are eligible to receive funding for capital project development and construction. The

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availability of funding for new projects in each STIP cycle is dependent upon the revenue projections for the five-year period covered by the STIP cycle. SACOG, as the Regional Transportation Planning Agency, is responsible for the programming of STIP funds in the Sacramento Region. SACOG programs STIP funds to specific projects through its regional funding programs which allocate federal and state funds to regionally significant highway and transit projects, local road projects, air quality and transportation demand management programs, bicycle and pedestrian projects, and community design projects.

Active Transportation Program (ATP). The ATP is a competitive grant program that provides funding for complete street projects (including pedestrian, bicycle, transit, and streetscape improvements), safe routes to school projects, and other projects that support increased non-motorized transportation. The ATP is administered by the CTC. ATP funding is allocated to projects through two programs: a statewide competitive grant program (Statewide ATP) and a regional grant program (Regional ATP). SACOG manages the Regional ATP using formulaic funds allocated to the Sacramento Region. SACOG coordinates the Regional ATP with the Statewide ATP to ensure that funding is made available to the maximum number of projects possible. There have been four ATP funding cycles since the program was established. The most recent Statewide and Regional ATP cycles (Cycle 4) were completed in 2018.

Senate Bill 1 (SB 1) The Road Repair and Accountability Act of 2017 (SB 1) created several new grant funding programs for state and local transportation improvements. These include the Local Partnership Program (LPP) Competitive Grant and Formulaic Programs, the Trade Corridor Enhancement Program (TCEP) and the Solutions for Congested Corridors Program (SCCP). The LPP provides funding to agencies that have a voter-approved tax or an imposed mitigation fee dedicated to transportation. Sacramento County is eligible for the LPP due to the Measure A Sales Tax and the SCTDF. LPP funding is available for a broad range of multi-modal projects including roadway, bicycle, pedestrian and transit capital improvements. The TCEP provides funding for projects that enhance the movement of goods along corridors with high volumes of freight traffic. TCEP funding may be used for improvements on the freight system that relieve congestion and improve safety, preserve infrastructure, implement technology or innovation, and reduce adverse community and/or environmental impacts. The SCCP funds projects that implement a balanced set of transportation, environmental and community access improvements in highly congested corridors. Eligible improvements include roadway, bicycle, pedestrian and transit improvements designed to reduce congestion.

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Federal Revenue Sources

Regional Funding Programs. Federal funds are made available to states and local jurisdictions through multi-year authorizations adopted by Congress and the President. The Sacramento Region receives funding from the following federal programs:

- **Regional Surface Transportation Program (RSTP)** funds can be used for a wide variety of roadway, transit and transportation management projects. Specific eligible activities include:
 - Roadway and bridge construction
 - Transit capital projects
 - Bicycle and pedestrian facilities
 - Traffic management and intelligent transportation systems
 - Landscaping
 - ADA improvements in the public right of way
- **Congestion Mitigation and Air Quality (CMAQ) Program** funding is directed to projects that help meet the requirements of the Clean Air Act. Qualifying projects must have documented congestion/emission reduction benefits associated with them. CMAQ eligible activities include:
 - Transit capital projects
 - Travel demand management strategies
 - Traffic flow/management improvements
 - Bicycle and pedestrian facilities
 - Public fleet conversions to cleaner fuels
 - Transit operating costs on new or expanded service for up to three years.

As the Metropolitan Planning Organization for the region, SACOG is responsible for distributing the above Federal funding to jurisdictions, transit operators and other eligible agencies, and for determining the timing and process for programming available funds. SACOG currently allocates RSTP and CMAQ funding, as well as funding from the STIP, to specific projects through the following competitive grant programs:

- **Regional Program:** Includes roadway, transit and active mode (bicycle and pedestrian) capital projects that implement SACOG's Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), provide regional benefits, and maintain the regional transportation network.
- **Community Design Program:** Provides funding for transportation projects that support and promote smart growth and Blueprint principles such as compact development, mixed-use, and housing and transportation options.

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Highway Bridge Program (HBP). HBP is a safety program administered by Caltrans that provides federal funds to replace and rehabilitate structurally deficient public highway bridges. Applications are accepted by Caltrans on an on-going basis. Projects must qualify based on a Caltrans inspection report and rating on bridge facilities.

Highway Safety Improvement Program (HSIP). HSIP is a federal aid competitive grant program administered by Caltrans that provides funding for safety improvements on public roads and highways. The program goal is to reduce the number and severity of traffic accidents at hazardous locations. Project nominations are submitted to Caltrans for ranking within each Caltrans district. The latest cycle was complete in 2018.

MAINTENANCE AND OPERATIONS FUNDING

The funding sources described below are dedicated to maintenance and operations activities, based on statutes or regulations applicable to the specific funding program. Some of these programs (e.g., Measure A) include a wide variety of maintenance and operation projects and programs as eligible uses, and the County has considerable discretion as to their allocation to specific projects and programs. Other sources are restricted to specific maintenance activities or projects. **Table II - 2** provides a summary of the maintenance and operations funding sources including the estimated funding levels over the next five years. The funding sources identified in the table as “Discretionary Sources” may be applied to a wide range of maintenance and operations programs at the County’s discretion. “Activity Specific Sources” can only be used for specified projects or maintenance activities (e.g., pavement maintenance, street lights, landscaping).

Table II – 2. Funding Summary – Maintenance and Operations (\$ Millions)

Funding Source	2019-20	2020-21	2021-22	2022-23	2023-24
Discretionary Sources					
Measure A Maintenance	\$16.2	\$16.7	\$17.2	\$17.7	\$18.2
Subtotal	\$16.2	\$16.7	\$17.2	\$17.7	\$18.2
Activity Specific Sources					
Fed RSTP - Road Rehabilitation	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0
CSA 1 – Street Lights	\$2.0	\$2.2	\$2.5	\$2.5	\$2.5
Landscape Maintenance Districts	\$1.9	\$2.1	\$2.3	\$2.5	\$2.5
Subtotal	\$5.9	\$6.3	\$6.8	\$7.0	\$7.0
Total Maintenance	\$20.7	\$21.9	\$23.3	\$24.6	\$24.6

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Local Revenue Sources

Measure A Sales Tax. Measure A funds may be used for a wide variety of maintenance and operations activities. Allocations to specific road maintenance projects and ongoing program activities are approved by the Board of Supervisors as part of the annual budget process. Maintenance Funds are allocated by the STA to the County and the cities based on the Measure A distribution formula which uses population and roadway mileage to establish each jurisdiction's funding share.

County Service Area No. 1 (CSA1) CSA1 was formed in 1986 to provide a financing mechanism for the operation and maintenance of street and highway safety lights in the unincorporated area of the County. The funding for the CSA1 programs is from annual service charges levied as separate items on the annual property tax bill pursuant. The service charges to each property are the result of applying an equitable method of distributing the costs of providing street and safety lighting to properties in proportion to the benefits received from the services. Funds are expended throughout the year for electricity, maintenance, and administrative costs. In 2006 the Board of Supervisors created several service charges to be utilized within new developments. The additional funds generated by these service charges must be utilized to enhance service, or to maintain decorative street light fixtures, within those new developments.

Sacramento County Landscape Maintenance District (LMD). The Sacramento County LMD was established in accordance with the Landscaping and Lighting Act of 1972, and provides funding for the maintenance of landscape corridors, landscape medians, and open space throughout the County. Funding is derived from annual assessments levied on property within the LMD together with interest income. Expenditures include contract costs, water, electricity and administration. Private landscape contractors provide the landscape maintenance services performed within the LMD.

City of Rancho Cordova When the City of Rancho Cordova incorporated in 2003, the County and City entered into an agreement for maintenance and operations services. The original Agreement was amended in 2012 and provides for SACDOT to perform bridge, traffic signal and operations services within the City's jurisdiction for compensation. The current Agreement will remain in effect until June 30, 2022, unless otherwise terminated by either agency. Based on this Agreement, the City of Rancho Cordova has established a minimum budget of \$1 million for each fiscal year, and has agreed to pay SACDOT at least fifty percent (50%) of the minimum budget annually for services rendered during the life of the Agreement.

State and Federal Revenue Sources

The County has applied for and received federal RSTP and STIP funds for pavement rehabilitation and complete street projects under SACOG's competitive Regional Funding Program. Pavement rehabilitation remains a high priority for the County in identifying candidates for Regional Funding cycles.

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FLEXIBLE FUNDING SOURCES

The funding sources described below may be applied to either capital improvement projects or to maintenance activities at the County's discretion. **Table II-3** provides a summary of flexible funding sources including the estimated funding levels over the next five years. The funding sources identified in the table as "Discretionary Sources" may be applied to a wide range of transportation projects and programs at the County's discretion. "Activity Specific Sources" can only be used for specified types of programs or projects (e.g., bicycle and pedestrian).

Table II – 3. Funding Summary – Flexible (\$ Millions)

Funding Source	2019-20	2020-21	2021-22	2022-23	2023-24
Discretionary Sources					
Gas Tax	\$30.5	\$31.4	\$32.4	\$33.3	\$34.3
SB 1 - LSRP	\$20.9	\$21.5	\$22.2	\$22.8	\$23.5
Subtotal	\$51.4	\$52.9	\$54.6	\$56.1	\$57.8
Activity Specific Sources					
TDA/SB 325 – Bike and Ped	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5
Subtotal	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5
Total Flexible	\$51.9	\$53.4	\$55.1	\$56.6	\$58.3

Gas Tax The County road fund is comprised primarily of funding allocated from the State Highway Users Tax Account (HUTA), commonly referred to as the gas tax. Gas tax is the County's most flexible transportation funding source and can be used to finance capital improvements, maintenance and operations activities, transportation planning, and the costs to administer and support the development, construction and maintenance of the transportation system. Gas tax funding allocations from the HUTA to counties and cities are based on several statutory formulas; however, the County receives its monthly allocations as a single lump sum. The gas tax is made up of two components: a fixed tax (18 cents per gallon) that has been in place for many years, and a variable tax created in 2010 that is subject to an annual adjustment based on the price of gas. As a result of Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017, the variable gas tax will be reset to its original amount (17.3 cents per gallon) on July 1, 2019, and will no longer be adjusted according to gas prices. SB 1 further provides that beginning July 1, 2020, all gas taxes, including both the previously fixed and variable components, will be adjusted annually based on the Consumer Price Index. These changes enacted by SB 1 are expected to significantly enhance the gas tax as a sustainable transportation funding source that keeps pace with inflation. The County currently uses the majority of its gas tax revenues to fund ongoing maintenance and operations programs. The County's gas tax revenues are also used to finance SACDOT's planning and administrative support services, and for mandated or allocated expenses that SACDOT is required to finance. The gas tax is one of the only sources available for which these costs are eligible. Gas tax revenues have been used on a very limited basis for capital projects, and are typically used where a project does not meet the eligibility requirements of other local capital funding sources.

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SB 1 In addition to enacting changes to the existing gas taxes as described earlier, SB 1 created new funding sources for state and local transportation improvements. The new funding sources include fuel taxes and vehicle fees which will generate more than \$5 billion annually for roadways and other transportation needs. One of the key funding programs created by SB 1 is the Local Streets and Roads Program (LSRP), which allocates up to \$1.5 billion per year directly to counties and cities for local streets, and road maintenance, safety improvements and complete street improvements including facilities for bicycles and pedestrians. Funds are apportioned to counties and cities based on the same allocation formulas for the existing gas taxes. Since the new taxes and fees went into effect in November 2017, Sacramento County has received about \$27 million from the LSRP through fiscal year 2018-19. This amount will increase in future years and the County expects to receive an average of more than \$24 million per year over the next 10 years. SB 1 includes significant accountability and transparency requirements to ensure that the funding generated by the new taxes and fees is expended efficiently and is used to improve and maintain the local street and roadway system. One of these requirements is that prior to receiving an allocation of LSRP funds, the County must complete and submit a list of projects that are proposed to be funded by the LSRP during the fiscal year. The project list must be adopted by the Board of Supervisors in a public hearing and submitted to the CTC who will make the project list available for review by the public.

Transportation Development Act (TDA)/SB325. The TDA apportions funding derived from a quarter-cent statewide sales tax to Sacramento County for transportation purposes. The majority of TDA funds apportioned to the County fund public transit services in the south and east areas of the County. The County also receives an annual apportionment of TDA funds for pedestrian and bicycle programs, which may be used for capital projects, maintenance activities or planning.

III. CAPITAL IMPROVEMENT PROGRAM

The TIPG describes the capital improvement projects that the County is currently undertaking as well as projects that are scheduled for design and construction over the next five years. Projects scheduled for later years, and for which no preliminary studies have been conducted other than an identified need, are less certain in terms of scope, cost and schedule than the projects currently underway. As these projects progress through further analysis, their project cost and schedule will be refined.

Capital Improvement Project Selection

The projects included in the TIPG address the many transportation goals and challenges facing Sacramento County. The General Plan Circulation Element and Transportation Plan sets forth the policies and general guidance for the County's transportation goals and objectives. Accordingly, SACDOT utilizes the following processes to identify, evaluate and recommend specific projects for funding and implementation:

- Project Priority List
- Measure A Program
- Sacramento County Transportation Development Fee Capital Improvement Program
- Special Financing District Capital Improvement Programs
- Federal and State Funding Program Grant Application and Programming Processes
- The County Bikeway Master Plan
- Americans with Disabilities Act (ADA) Transition Plan
- Pedestrian Master Plan
- Environmental Justice Element
- Ongoing Input from the Board of Supervisors and the Public

Project Priority List (PPL)

The PPL is an annual inventory of potential transportation improvement projects to address identified safety and congestion needs. The PPL includes the following project listings:

- Traffic Signals
- Left Turn Lanes
- Major Roadway Improvements
- Major Intersection Improvements
- Channelization Projects
- Bridge Projects

The projects included within the PPL are evaluated and prioritized based on an analysis of traffic conditions and safety data in the project location. Each project listing uses a unique set of criteria to determine if specific projects are warranted and their relative ranking.

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Measure A Program

The Measure A expenditure plan adopted by the voters in 2004 identifies arterial and state highway projects within the unincorporated area that will be allocated funds over the 30-year life of the measure. Specific funding allocations to these projects are set forth in the Measure A Capital Allocation Plan adopted by the STA. The County also receives annual Measure A allocations for various projects including pedestrian, bicycle, disabled access, traffic safety and operations, and landscape/streetscape improvements. Specific funding allocations to these projects are defined in an annually-updated five-year expenditure plan approved by the STA.

Sacramento County Transportation Development Fee Capital Improvement Program

The Sacramento County Transportation Development Fee (SCTDF) Program includes a capital improvement program (CIP) that identifies the eligible projects and their corresponding allocation of SCTDF funds. The majority of funding from the SCTDF is allocated to capacity improvements on arterial and thoroughfare roadways to mitigate the impacts of increased traffic generated by new development. Funds are also allocated from the SCTDF to major transit projects, intelligent transportation systems, level of service improvements at intersections, sidewalks and pedestrian improvements, bikeways, and rural road improvements.

Special Financing District Capital Improvement Programs

Public facilities financing plans developed in conjunction with major land development projects or specific plans identify capital improvement projects to mitigate the traffic impacts of the new development. Financing plans include privately-implemented transportation improvements that are constructed by developers along with their projects, and publicly-implemented projects constructed by the County. Public projects are recommended for funding and implementation based on traffic conditions and level of service on the roadways impacted by development in the specific plan area. The TIPG includes the public projects from the financing plans scheduled for implementation over the next five years. The scope, schedule and funding for these projects are subject to actual revenues collected from development fees and are adjusted annually to reflect any changes in revenue.

Federal and State Funding Programs

The County competes for federal and state funding that is allocated at the regional level by SACOG and at the statewide level by the CTC and Caltrans. Regional funding application cycles are determined by SACOG, and jurisdictions in the region are given the opportunity to prepare and submit candidate projects. Projects proposed by the County for these funding cycles are identified and selected through some of the processes described in this section; however, additional projects may be identified through public outreach efforts and consultation with the Board of Supervisors. Statewide funding programs administered by Caltrans include the federal HBP and HSIP. Projects are selected for these programs based on bridge inspection reports, accident history and traffic safety studies. The CTC administers statewide competitive grant programs including ATP and the SB 1 Competitive Grant programs. Projects proposed by the County for these grant programs are selected similarly to the SACOG regional programs.

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Bikeway Master Plan

Projects are included in the TIPG to implement the County's bikeway system proposed in the Master Plan. Specific projects from the Master Plan are prioritized for implementation based on criteria adopted by the Sacramento County Bicycle Advisory Committee (SacBAC). SacBAC is also consulted as bikeway projects are developed, designed and constructed.

Americans with Disabilities Act (ADA) Transition Plan

This Plan is required under the ADA to bring public right of way infrastructure into compliance with ADA mandated standards. The Transition Plan outlines capital improvement priorities for curb ramps, pedestrian signals, sidewalks and bus stops. Projects included in the TIPG are derived from the priorities set forth in the ADA Transition Plan, requests from the public, and in consultation with the County's Disability Advisory Committee.

Pedestrian Master Plan

The goal of the Master Plan is to enhance walking as a viable transportation option by improving pedestrian safety and access on public streets. The Master Plan includes a capital improvement program for pedestrian facilities from which projects are recommended for inclusion in the TIPG including installation and upgrade of sidewalks and intersection improvements.

Environmental Justice Element

As part of the Sacramento County's General Plan, the Board of Supervisors has adopted an Environmental Justice (EJ) Element that designates EJ communities in Sacramento County and requires that improvements for these areas shall address the community's unique and compounded needs. The three EJ communities areas are North Highlands, West Arden-Arcade, and South Sacramento. The Department of Transportation has been addressing transportation needs in these communities through its funding applications for ATP and HSIP grants. Transportation improvements in EJ communities are a high priority for ATP and HSIP grants as many people living in these communities rely on alternative modes of travel including walking, bicycling, and transit. In this five-year TIPG, 80 percent of the ATP projects and 50 percent of the HSIP projects are located in EJ Communities.

SACDOT also partners with the Sacramento Housing and Redevelopment Agency (SHRA) to deliver pedestrian, bicycle and complete street projects utilizing Community Development Block Grant (CDBG) funds from the U.S. Department of Housing and Urban Development (HUD). These funds are dedicated for improvement in low to moderate income areas that primarily fall within the EJ communities. SHRA is committed to giving these communities priority in regards to spending funds and delivering projects based on action plans approved by the Board. This five-year TIPG includes seven projects funded by CDBG including pedestrian and bicycle improvements, street light installation and complete street improvements.

Board of Supervisors and Public Input

Ongoing input from the Board and the public is a key source for identifying transportation needs and potential TIPG projects. Projects requested by the Board and public can be reviewed and evaluated as part of the processes described above, or considered independently for funding commitments in the TIPG.

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Capital Improvement Project Categories

The capital improvement projects presented in the TIPG have been proposed to address the transportation needs defined in the project selection processes described above. Projects in the TIPG can be grouped into the following categories based on the transportation needs they serve.

- Multi-Purpose Corridor Improvements
- Major Roadway and Intersection Improvements
- Corridor Enhancements
- Pedestrian, Bicycle and Disabled Access Improvements
- Safety Projects
- Bridge Replacement and Rehabilitation Projects

Following is a description of the transportation project categories represented in the TIPG, and a listing of the projects in the TIPG for each category. Detailed summaries of each project are provided in **Appendix A**.

Multi-Purpose Corridor Improvements

Major transportation corridors in the County that are slated for their ultimate expansion or improvement as set forth in the County General Plan Circulation Element undergo an analysis of corridor needs which results in a range of improvements to provide the most benefit to all modes. SACDOT has completed comprehensive planning studies to develop projects in these corridors, which implement complete streets through roadway, traffic signal, pedestrian, bicycle and public transit improvements, as well as safety and aesthetic enhancements such as lighting, landscaping and streetscape improvements. These projects address multiple goals of improving roadway capacity and safety, reducing traffic congestion, beautifying and enhancing the corridor and surrounding community, and optimizing mobility for pedestrians, bicyclists and transit users. Multi-purpose corridor improvement projects included in the TIPG are listed in **Table III - 1**.

Table III - 1. Multi-Purpose Corridor Improvements

Project	Page Number See Appendix A	Total Project Cost (\$1,000)
Fair Oaks Blvd Improvements, Phase III - Marconi Ave to North Ave	A2 - 43	\$13,362
Hazel Ave @ U.S. Highway 50 Interchange	A2 - 63	\$83,496
Hazel Ave, Phase III - Sunset Ave to Madison Ave	A2 - 65	\$17,483
Madison Ave Widening - Fair Oaks Blvd to Hazel Ave	A2 - 83	\$29,037
		\$143,378

Major Roadway and Intersection Improvements

Increased traffic demand on major roadways and intersections in the County may exceed the capacity of the existing facilities and impact level of service. The projects in this category typically involve pavement widening, intersection expansion, new traffic signals, operational improvements to mitigate traffic congestion and enhance safety, and bicycle and pedestrian improvements. The projects in this category also include interim widening projects where the roadway is expanded to less than its ultimate configuration on the General

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Plan (e.g., widening from two to four lanes on a roadway with an ultimate General Plan configuration of six lanes) to address congestion in the foreseeable future. Potential projects are evaluated in the PPL and selected for implementation based on volume-to-capacity ratio in addition to consideration of safety, cost effectiveness, public acceptance, financial feasibility and deliverability. Major roadway and intersection improvement projects included in the TIPG are listed in **Table III - 2**.

Table III - 2. Major Roadway and Intersection Improvements

Project	Page Number See Appendix A	Total Project Cost (\$1,000)
Douglas Road Extension – Project Scoping	A2 - 33	\$102
Elk Grove-Florin Road Widening - North of Elder Creek to Florin Rd	A2 - 37	\$11,410
Elverta Road - Dutch Haven Blvd to Watt Ave	A2 - 39	\$21,028
I-5 @ Metro Air Parkway Interchange	A2 - 73	\$27,871
Jackson Road at Sunrise Boulevard Intersection Project	A2 - 79	\$2,516
Power Inn Road Improvement Project - Loucreta Dr. to 52nd Ave	A2 - 99	\$4,732
South Watt Ave Widening Project - Florin Rd to Jackson Road (SR16)	A2 - 109	\$29,125
		\$96,784

Corridor Enhancements

There are many older street corridors in the County that are built out to their ultimate traffic lane configuration, but lack adequate facilities for pedestrians, bicyclists and transit users, and are aesthetically unattractive thereby impacting the surrounding community and businesses in the corridor. The primary goal of corridor enhancement projects is to develop a complete street that improves safety and access for all modes of travel, and enhance livability in the corridor and surrounding community, rather than expanding vehicular capacity. Corridor enhancement projects also support economic development efforts within commercial corridors. Specific improvements are identified through comprehensive corridor revitalization plans, community input, and the evaluation of specific corridor travel issues. Improvements include median and frontage landscaping and streetscape, themed lighting and signage, curbs, gutters and sidewalks, bikeway improvements, utility relocation, transit access improvements, and safety enhancements. Corridor enhancement projects included in the TIPG are listed in **Table III - 3**.

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Table III - 3. Corridor Enhancements

Project	Page Number See Appendix A	Total Project Cost (\$1,000)
Folsom Blvd Complete Streets Improvements, Phase 1	A2 - 51	\$6,671
Folsom Blvd Complete Streets Improvements, Phase 2	A2 - 53	\$4,777
Greenback Lane Complete Street Improvements, Phase 1	A2 - 61	\$4,845
Old Florin Town Streetscape Improvements, Phase 2	A2 - 95	\$8,103
Watt Avenue Complete Street Improvement Project – Phase 1	A2 - 121	\$4,186
		\$28,582

Pedestrian, Bicycle and Disabled Access Improvements

This category includes projects that improve safety and mobility for pedestrians and bicyclists, including construction of sidewalks, walkways, new or upgraded bike lanes and bike paths, intersection upgrades and pedestrian signals. Pedestrian projects are identified in the Pedestrian Master Plan, and bicycle projects are identified in the Bikeway Master Plan. Projects are also derived from Safe Routes to School Programs and focused Walk Audits. The ADA Transition Plan includes a capital improvement program that prioritizes disabled access improvements such as curb ramps, sidewalk improvements, bus stop improvements and pedestrian signal improvements. Projects included in the TIPG are developed in consultation with the County Disability Advisory Committee, and in accordance with the policies and priorities set forth in the ADA Transition Plan. Pedestrian, bicycle and disabled access improvement projects included in the TIPG are listed in **Table III - 4**.

Table III - 4. Pedestrian, Bicycle and Disabled Access Improvements

Project	Page Number See Appendix A	Total Project Cost (\$1,000)
44th Avenue Pedestrian/Beautification Project - Phase 2	A2 - 1	\$713
47th Avenue Pedestrian and Bicycle Improvements	A2 - 3	\$4,330
Accessible Curb Ramp Improvement Project – Various Locations	A2 - 19	\$5,875
Auburn Boulevard Bike/Pedestrian Improvements	A2 - 25	\$2,370
Bikeway Master Plan Implementation - Various Locations	A2 - 27	\$850
Curb, Gutter, and Sidewalk Replacement	A2 - 31	\$2,370
Fair Oaks Blvd Bicycle and Pedestrian Mobility Project – Phase 2	A2 - 41	\$6,800
Fern Bacon Middle School Safe Routes to School (SRTS)	A2 - 45	\$992
Florin Road Bicycle/Pedestrian Improvement Project	A2 - 49	\$4,050
Folsom Blvd Cottage Way Sidewalk Infill Project	A2 - 55	\$1,801

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Garfield Ave Bicycle and Pedestrian Connectivity Project	A2 -59	\$4,212
Hazel Ave Sidewalk Improvements - Central Ave to Elm Ave	A2 -67	\$1,700
Howe Ave Bicycle and Pedestrian Improvement Project	A2- 69	\$2,583
Howe Ave Sidewalk Infill Project	A2 -71	\$778
Morse Ave Sidewalk Infill and Street Light Project	A2 -89	\$1,563
Power Inn Road - Elsie Avenue to 400 feet north of Macfadden Drive	A2 -97	\$3,795
Power Inn Road Sidewalk Improvements - Loucreta Dr. to Florin Rd	A2 -101	\$2,717
Sidewalk Infill and Street Light Project – Various Locations	A2 -105	\$2,679
Thomas Edison Safe Route to School (SRTS) Hurley Way and Morse Ave	A2 -113	\$1,349
		\$51,527

Safety Projects

These projects are proposed to address specific safety issues such as reducing traffic accident incidents and severity, or supporting safe operating conditions for all modes of travel. Safety projects include roadway and intersection improvements, traffic and speed control measures, traffic signalization and street lighting. Safety projects may be identified through the PPL evaluation and ranking process, accident surveillance, the Neighborhood Traffic Management Program, and community input. Safety projects included in the TIPG are listed in **Table III - 5**.

Table III - 5. Safety Projects

Project	Page Number See Appendix A	Total Project Cost (\$1,000)
Florin Area Street Light Project – Phase 2	A2 -47	\$935
LED Street Light Installation Project – Phase 2	A2 -81	\$386
Neighborhood Traffic Management Program	A2 -91	\$3,000
Rosemont Area Street Light Project	A2 -103	\$2,494
Traffic Signal Project – Roseville Rd and Diablo Dr./Stationers Way	A2 -115	\$882
		\$7,697

Bridge Replacement and Rehabilitation Projects

Bridge projects are evaluated through an inspection program conducted by Caltrans. Bridge replacement/rehabilitation projects are eligible for federal HBP funding based upon a rating provided by Caltrans inspectors. Traffic volumes, detour length, and appraisal data are some of the other criteria that influence the rating. A bridge that does not have a structural deficiency rating sufficient to qualify for federal funds may qualify for replacement based on being “functionally obsolete”. This includes inadequate traffic capacity, drainage channel flow inefficiencies, or needed roadway improvements. Bridge replacement and rehabilitation projects included and listed in the TIPG. are listed in **Table III - 6**.

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Table III - 6. Bridge Replacement and Rehabilitation Projects

Project	Page Number See Appendix A	Total Project Cost (\$1,000)
Alta Mesa Road Bridge Replacement at Laguna Creek	A2 - 21	\$7,019
Elk Grove-Florin Road Bridge Replacement at Elder Creek	A2 - 35	\$9,684
Franklin Blvd Bridge Replacement at Lost Slough	A2 - 57	\$11,651
Ione Road Bridge Replacement at Buckeye Creek	A2 - 75	\$3,206
Ione Road Bridge Replacement at Willow Creek	A2 - 77	\$2,364
McKenzie Road Bridge Replacement at Laguna Creek	A2 - 85	\$3,975
Michigan Bar Road Bridge Replacement at Consumnes River	A2 - 87	\$7,465
New Hope Road Bridge Replacement at Grizzly Slough	A2 - 93	\$5,736
Twin Cities Road Bridge Replacement at Snodgrass Slough	A2 - 117	\$17,992
Walnut Grove Bridge Crossing Rehabilitation	A2 - 119	\$2,878
Winding Way Bridge Replacement at Chicago Creek	A2 - 123	\$4,377
		\$76,347

Capital Improvement Changes from Prior Years

Projects Added to the TIPG

New projects appearing in the TIPG for the first time are listed below.

- A.C. Overlay / Pavement Project – 2020 SB1
- A.C. Overlay / Pavement Project – SB1 (LPP) – Cycle 2
- Arden Way Complete Streets - Phase 1
- Capital SouthEast Connector
- Fair Oak Blvd Bicycle and Pedestrian Mobility Project – Phase 2
- Fern Bacon Middle School Safe Routes to School (SRTS)
- Florin Area Street Light Project – Phase 2
- Folsom Blvd Complete Street Improvements – Phase 2
- LED Street Light Installation Project – Phase 2
- Morse Ave Sidewalk Infill and Street Light Project
- Sidewalk Infill and Street Light Project – Various Locations
- Street Light Installation Project – Various Locations
- Traffic Signal Project – Roseville Road and Diablo Dr./Stationers Way

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Projects Under Construction in Fiscal Year 2019/20

The following projects are currently under construction or proposed for construction during the 2019/20 fiscal year.

Projects Under Construction

- 44th Avenue Pedestrian Beautification Phase 2
- A.C. Overlay / Pavement Project – 2018 (Tier 2)
- A.C. Overlay / Pavement Project – Folsom Boulevard
- A.C. Overlay / Pavement Project – SB1 (LPP) Cycle 1
- Garfield Avenue Bicycle and Pedestrian Connectivity Project
- Ione Road Bridge Replacement at Buckeye Creek
- Ione Road Bridge Replacement at Willow Creek
- McKenzie Road Bridge Replacement at Laguna Creek
- Old Florin Town Streetscape Improvement Phase 2 Power Inn Road to Florin Perkins Road
- Power Inn Sidewalk Improvements from Loucreta Drive to Florin Road
- Rosemont Area Street Light Project
- Thomas Edison Elementary Safe Routes to School
- Winding Way Bridge Replacement at Chicago Creek

Projects Proposed for Construction

- 47th Avenue Pedestrian and Bicycle Improvement Project
- A.C. Overlay / Pavement Project – 2019 SB1 (LSR)
- A.C. Overlay / Pavement Project – SB1 (LPP) Cycle 2
- Auburn Blvd Bike Pedestrian Improvements
- Elk Grove-Florin Road Bridge Replacement at Elder Creek
- Elk Grove-Florin Road Widening – North of Elder Creek to Florin Road
- Fair Oaks Boulevard Improvements, Phase 3 – Marconi Avenue to North Avenue
- Folsom Blvd Cottage Way Sidewalk Infill Project
- Franklin Boulevard Bridge Replacement at Lost Slough
- Hazel Avenue Phase III - Sunset Ave to Madison Ave
- Hazel Avenue Sidewalk Improvements – Central Avenue to Elm Avenue
- Howe Avenue Sidewalk Installation and Infill Project
- I-5 @ Metro Air Parkway Interchange
- New Hope Rd Bridge Replacement at Grizzly Slough

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Completed Projects

The following projects will be complete as of June 30, 2019. These projects have been removed from the current TIPG.

- A.C. Overlay / Pavement Project – 2017 Drayton Heights
- A.C. Overlay / Pavement Project – Federal – 2015 Garfield Avenue
- A.C. Overlay / Pavement Project - Federal – 2017
- Accessible Curb Ramp Improvement Project - SHRA 2017, Dist. 4
- Curb, Gutter, and Sidewalk Replacement Project - SHRA 2017, Dist. 1
- Florin Area New Street Light Project
- Florin Creek Trail Bicycle and Pedestrian Improvement Project
- Hazel Avenue Phase II – Curragh Downs Drive to Sunset Avenue
- Jibboom Street Bridge Rehabilitation
- LED Street Light Installation Project – SHRA 2017 District 2
- Median Fencing Project – District 3
- Rio Linda Boulevard Bridge Replacement at North Channel Creek

IV. MAINTENANCE AND OPERATIONS

The Five Year TIPG provides an overview of SACDOT's current maintenance programs, funding levels, project selection criteria, and ranking process within each program. The priority lists included in this document for each program will be used to allocate funds and develop projects. Approval of the TIPG will enable SACDOT to proceed with the implementation of the projects and their associated contracts. Following is a brief summary of the County's major maintenance and operations programs. Details of these programs are presented in **Appendix B**.

Pavement and Roadside Maintenance Program

The County's pavement maintenance program utilizes a Pavement Management System (PMS) to prioritize street maintenance work to maximize cost effectiveness and traffic safety. A sidewalk database is also maintained to track and prioritize locations that need repair or replacement.

The maintenance staff is divided in to two primary sections. The North and South Roadway Maintenance Sections are responsible for maintaining the structural integrity of the County roadway system in an "as constructed" condition. These sections perform scheduled maintenance and as-needed repairs to paved roads, roadside shoulders, gravel roads, roadside ditches and culverts, curb, gutters, and sidewalks. In addition, these sections are available on a continuous basis, to abate roadway hazards, remove hazardous materials related to incidents and storms, and to provide emergency support to other agencies.

The Bridge Maintenance and Operations section is responsible for operating and maintaining the County's six draw bridges and network of 405 bridges. The section maintains bridges and culverts by performing scheduled maintenance and as-needed repairs in accordance with California Department of Transportation specifications. Right of way fences, steel, guardrails, sound walls and retaining walls are maintained in "as constructed" condition by this section. See **Appendix B-1** for further details about this program.

Environmental Justice Element

As part of the Sacramento County's General Plan, the Board of Supervisors has adopted an Environmental Justice Element that designates three communities in Sacramento County and requires that improvements for these areas shall address the community's unique and compounded needs. The three Environmental Justice (EJ) Communities areas are North Highlands, West Arden-Arcade, and South Sacramento. As noted above, pavement maintenance is programed utilizing a computerized system that maximizes cost effectiveness. Although this system prioritizes without regard to the community, it does prioritize based on actual pavement conditions. Thus areas with greater needs will have a larger percentage of work programmed. SACDOT is currently developing a 5-year plan that utilizes Senate Bill 1 (SB1) gas tax funding. Each EJ community's unique and compounded needs will be considered as the 5-year plan is developed.

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Signals and Street Light Maintenance Program

The Signal Maintenance and Street Lights section maintains traffic signals and streetlights on the County roadway system. Traffic signal maintenance staff is available 24/7 (holidays and weekends included). See **Appendix B-2** for further details about this program. SACDOT also maintains streetlights in the City of Rancho Cordova. See **Appendix B-6** for further details about this program.

Signs and Striping Maintenance Program

The Signs and Markings section performs maintenance on all non-electrical traffic control devices including traffic signs, lane lines, pavement markers, guide markers and pavement markings (arrows, legends, limit lines, crosswalks). This program also includes graffiti abatement in the unincorporated area and in contract cities. See **Appendix B-3** for further details about this program.

Tree and Landscape Maintenance Program

Tree and Landscape Maintenance Program maintains landscaping and trees within the road right-of-way including medians, road dividers, and frontages. The program also includes roadside vegetation control and pedestrian walkway maintenance. See **Appendix B-4** for further details about this program.

Engineering and Operations Programs

Following is a brief summary of the County's major engineering and operations programs. Details of these programs are presented in **Appendix B-5**.

Right-of-Way Management Section

Right-of-Way Management is responsible for managing construction and other activities within the County roadway system. Managing these activities involves: 1) Review of traffic control plans to verify that construction activities in the right-of-way are implemented in a safe and efficient manner; 2) Coordination of construction activities to minimize trench cuts in newly paved roadways; 3) Fee collection and fine monitoring; and 4) Review and monitoring of encroachment permit application work.

Traffic Engineering Section

The Traffic Engineering Section is responsible for the safe and efficient movement of motorists, bicyclists, and pedestrians within the County road right-of-way. The section utilizes and manages the Accident Report Surveillance Program, engineering and traffic surveys, and traffic data collected by staff to investigate complaints of traffic issues. The section makes recommendations and prioritizes locations to resolve the traffic complaint. The Traffic Engineering Section also manages the Neighborhood Traffic Management Program to address traffic and speed control concerns in neighborhood areas.

Signal Operations Section

The Signal Operations section is responsible for the safe and efficient operation of the County's signalized intersections. Together with Maintenance and Operations and Design, it is the duty of the section to ensure that the operation of the signals utilizes the most current timing and design standards, and provides safe and comfortable passage for the traveling public. This section also manages the County's Traffic Operations Center (TOC) which manages traffic flow and operations in major congested corridors through a network of field cameras, changeable message signs and centralized communication systems. SACDOT participates in

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regional transportation management efforts, and works with other local agencies to coordinate TOC operations and implement ITS technologies and techniques across jurisdictional boundaries.

Safety Management Section

This section ensures a safe and healthy working environment for all SACDOT employees by promoting safe working practices and training.

Hazardous Materials Section

This section responds to hazardous materials incidents within the County and City of Rancho Cordova involving roadway and storm drain systems, and County-controlled property such as County Parks.

City Services program

SACDOT is currently under contract to provide maintenance services for the City of Rancho Cordova. See **Appendix B-6** for further details about this program.

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Transportation Maintenance and Operations Budget and Proposed Projects for 2019/20

The collaborative process with the Board of Supervisors has greatly assisted SACDOT in identifying and prioritizing the general and specific maintenance needs in the unincorporated areas of the County. SACDOT's funding practice is to effectively utilize revenues for maintenance and operations programs and to provide cost-effective services to the public. **Exhibit IV – 1** provides an overview of the County's maintenance and operations programs and revenue sources anticipated in fiscal year 2019/20.

Exhibit IV – 1. Transportation M&O Budget (2019/20)

EXPENDITURE		REVENUE	
M & O PROGRAMS	NORTH MAINTENANCE \$10,548,035	ROAD FUND/GAS TAX \$25,990,328	
	SOUTH MAINTENANCE \$5,865,401	MEASURE "A" \$16,246,802	
	SIGNS AND MARKINGS \$7,213,705	COUNTY SERVICE AREA \$3,123,241	
	TRAFFIC SIGNAL & STREET LIGHT \$6,280,904	RANCHO CORDOVA \$800,000	
	TREES & LANDSCAPE \$6,166,333	WATER RESOURCES \$250,000	
	CLEANSWEEP & BRIDGE \$4,397,255	OTHER \$980,000	
	MAINTENANCE ENGINEERING/OPERATIONS \$8,392,118	GENERAL FUND \$1,473,480	
		SB1 TBD	

TOTAL PROGRAM BUDGET: \$ 46,364,066

EXPENDITURE		REVENUE	
MAINT. CONTRACTS	MAINTENANCE CONTRACTS \$35,888,750	ROAD FUND \$12,386,352	
		GENERAL FUND \$0	
		FEDERAL (Proposed) \$7,724,876	
		SB1 \$13,770,000	
	LMD CONTRACTS \$1,713,653	LMD \$1,713,653	
	LANDSCAPE MAINTENANCE \$1,490,000	FEDERAL/OTHER \$3,497,522	

TOTAL CONTRACT BUDGET: \$39,092,403

TOTAL M & O BUDGET 2019/20: \$85,456,469

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The ongoing maintenance and operations activities are primarily funded through local funds derived from the state gas tax and Measure A Sales Tax. Revenues from state and federal sources are used primarily to fund pavement resurfacing and rehabilitation projects, and is a key in reducing the County's deferred pavement maintenance needs. SACDOT also continuously monitors other potential maintenance eligible funding sources to seek additional allocations to help fund the deferred maintenance needs.

Each year SACDOT consults with the Board of Supervisors to develop pavement overlay and resurfacing projects. Pavement overlay contracts are prepared for projects on major thoroughfare and arterial roads, and in residential neighborhoods. Local funds are also allocated for pavement maintenance and repair work performed by County crews including pothole patching, crack sealing, and spot paving of residential and rural streets.

SACDOT has developed recommended project priority lists for work to be completed during fiscal year 2019/20 and also Candidate Locations for future overlays, based on input from the Board of Supervisors. A summary of the recommended projects is provided in **Exhibit IV – 2**. Details of the priority lists and recommended projects can be found in **Appendix B1-1**.

SACDOT takes full advantage of all available funding opportunities and strives to deliver projects in a timely manner so as to maintain a consistent annual effort to reduce the pavement maintenance backlog. Recent accomplishments in meeting this goal are presented in **Exhibit IV – 3**, which identifies the overlay and pavement maintenance projects completed by SACDOT in fiscal year 2018/19. During the current year and into the future, new revenues from SB 1 will provide significant funding to further SACDOT's efforts to reduce the maintenance backlog.

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Exhibit IV – 2

FY (2019/20) Proposed Projects

- Accessible Curb Ramp Project 2019 **\$1,100,000**

FY (2020/21) Proposed Projects

DESCRIPTION

AMOUNT

- A.C. Overlay Project – El Camino Avenue **\$2,795,000**

Dist. Location

3 El Camino Avenue from 300' e/o Mission Avenue to 300' w/o Garfield Avenue

- A.C. Overlay Project – SB1 Phase 3 **\$12,122,000**

Dist. Location

3 Kingsford Avenue from American River Drive to Arden Way

3 Marconi Avenue from Eastern Avenue to Walnut Avenue

3/4* Madison Avenue from Dewey Drive to San Juan Avenue

4 Hazel Avenue from Pershing Avenue to Greenback Lane

4 Kenneth Avenue from Central Avenue to Elm Avenue

4 Rio Linda Boulevard from Elverta Road to County Line

* Madison Avenue roadway segment is split between District 3 and District 4.

- A.C. Overlay Project – SB1 Phase 4 **\$9,177,000**

Dist. Location

1 18th Ave - 44th Ave - 23rd Ave - Del Norte Blvd (FR04 South)

3 Ashton Drive from Saverien Drive to Wixford Way

3 Barberry Lane from Morse Avenue to Watt Avenue

3 California Avenue from Oak Avenue to Palm Avenue

3 Charleston Drive from Rustic Road to Winding Way

3 Holly Drive from Crocker Road to Larch Lane

3 Robertson Avenue from Walnut Avenue to Fair Oaks Boulevard

3 Saverien Drive from American River Drive to Fair Oaks Boulevard

3 Watt Avenue from Cottage Way to El Camino Avenue

3 Wixford Way from American River Drive to End

4 Elkhorn Boulevard from West 2nd Street to 2nd Street

4 Kenneth Avenue from Elm Avenue to Oak Avenue

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DESCRIPTION

AMOUNT

- **A.C. Overlay Project – SB1 Phase 5**

\$(To Be Determined)

Dist. Location

To Be Determined

- **A.C. Overlay Project/Pavement Project – Force Account**

\$2,240,000

Dist. Location

- 3 Doneva Avenue from Minnesota Ave to East End
- 5 Colony Road from Woods Road to (Valensin Road at) Alta Mesa Road
- 5 Arnold Way from Mather Subdivision to Mather Boulevard
- 5 Colony Road from Valensin Road to n/o Ijuana Lane
- 5 Jackson Slough Road from s/o Terminous Road to n/o HWY 12
- 5 Main Street (Locke) from Locke Road to Levee Road
- 5 Sargent Avenue from New Hope Road to Kost Road
- 5 Sherman Island Crossing from HWY 160 to Levee
- 5 Terminous Road from Jackson Slough Road to HWY 12
- 5 Valensin Road from east of Oak Road to west of Colony Road

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Exhibit IV - 3

Completed Projects in FY 18/19

DESCRIPTION

AMOUNT

- **A.C. Overlay/Pavement Project – 2017 Federal**

\$12,691,000

Dist. Location

- 2 Gerber Road from Power Inn Road to French Road
- 3 Eastern Avenue from Marconi Avenue to Whitney Avenue
- 3 El Camino Avenue from Fulton Avenue to Watt Avenue
- 3 Marconi Avenue from Watt Avenue to Eastern Avenue
- 4 Antelope North Road from Poker Lane to Olive Drive
- 4 Garfield Avenue from Spruce Avenue to Greenback Lane
- 5 Goethe Road from Mayhew Road to Branch Center Road
- 5 Kiefer Road from Huntsman Drive to Bradshaw Road

- **Accessible Curb Ramp Project 2017**

\$273,000

- **Curb, Gutter, and Sidewalk Replacement Project 2017**

\$243,000

Approved Projects to be Completed in 2019

DESCRIPTION

AMOUNT

- **A.C. Overlay Project - SB1 Phase 1**

\$5,055,000

Dist. Location

- 1 West Elkhorn Boulevard from East Levee Road to railroad tracks
- 3 Hillsdale Boulevard from Frizell Avenue to Walerga Road
- 4 Elkhorn Boulevard from railroad tracks to West 2nd Street
- 4 Oak Avenue from Hazel Avenue to Chestnut Ave

- **A.C. Overlay Project - Federal 2018 Tier 2**

\$3,392,000

Dist. Location

- 2 Martin Luther King Jr. Boulevard from 47th Ave to HWY 99 Bridge
- 5 Florin Road from Waterman Road to Bradshaw Road
- 5 Micron Avenue from Mayhew Road to Bradshaw Road

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DESCRIPTION

AMOUNT

- **A.C. Overlay Project – Folsom Boulevard Federal**

\$1,238,000

Dist. Location

- | | |
|---|--|
| 2 | Folsom Boulevard from Mayhew Road to Bradshaw Road |
|---|--|

- **A.C. Overlay/Pavement Project - Force Account**

\$1,571,000

Dist. Location

- | | |
|---|---|
| 1 | Powerline Road from West Elverta Road to W. Elkhorn Boulevard |
| 1 | San Juan Road from Garden Highway to City Limits |
| 1 | West Elverta Road from Powerline Road to Pritchard Avenue |
| 2 | Bar Du Lane from Rogers Road to 4000 ft. south |
| 2 | Reese Road from Gerber Road to 3000 ft. west |
| 2 | Rogers Road from Bradshaw Road to East End |
| 3 | Campoy Street from Minnesota Avenue to Fair Oaks Boulevard |
| 3 | Oriana Court from New York Avenue to West end |
| 3 | Vincent Avenue from Hazel Avenue to east end |
| 4 | 18th Street from Elkhorn Boulevard to Q Street |
| 4 | Poker Lane from Antelope North Road to east end |
| 4 | Mountain Avenue from Cherry Avenue to Golden Gate Avenue |
| 5 | Alta Mesa Road from County Line to Walkerville Road |
| 5 | Boessow Road from Cherokee Lane to 2500 feet east |
| 5 | Clay Station Road from Dillard Road to Canal |

Approved Projects to be Completed in FY 19/20

- **A.C. Overlay Project - SB1 Phase 2**

\$15,310,000

Dist. Location

- | | |
|---|---|
| 1 | Parker Avenue – 44 th Street – 14 th Avenue – Stockton Boulevard (FR04 Partial) |
| 2 | Florin Road – Power Inn Road – Stockton Boulevard (FN23) |
| 3 | Arden Way – Hurley Way – Morse Avenue – Watt Avenue (AP03) |
| 3 | Hurley Way – Morse Avenue – Watt Avenue – Northrop Avenue (AP06) |
| 3 | Leader Avenue, Verner Avenue, and Walnut Avenue |
| 3 | Watt Avenue at El Camino Avenue intersection |
| 5 | Sutters Gold Drive – Manlove Drive – New Dawn Drive – South Port Drive (RM01/RM06) |

Plan Summary

The Five Year Transportation Improvement and Program Guide (TIPG) 2019-2024 allocate a total of \$399.2 million to capital improvement projects, for the period of July 1, 2019 through June 30, 2024. Measure A Sales Tax allocations identified in the TIPG also include \$20.2 million for annual transportation programs. The allocated revenues and various expenditure categories are shown as follows:

Summary of Revenues and Expenditures in the Five Year TIPG 2019-2024

Revenues (All Figures in \$millions)	
Measure A Sales Tax	\$ 58.6
Development Fees	\$ 62.8
Road Fund ¹	\$ 46.9
Financing Districts	\$ 37.4
Federal Programs ²	\$ 107.2
State Programs ³	\$ 17.7
Other ⁴	\$ 68.6
Total	\$399.2
Expenditures	
Capital Improvement Projects – Local Roadways	\$ 379.0
Annual Programs	\$ 20.2
Total	\$399.2

¹ This figure includes allocations from the Gas Tax and from Transportation Development Act (TDA) revenues. Road Fund revenues are primarily used for maintenance activities.

² This figure includes funding from RSTP, CMAQ, HBP and HSIP and other Federal-Aid Highway Act Funds. The current federal transportation bill is referred to as the Fixing America's Surface Transportation Act (FAST Act), 2015.

³ This figure includes STIP and ATP funding.

⁴ This figure is comprised of fair share/ in lieu contributions by development, other agency contributions, and unidentified funding.

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Measure A (Sales Tax)

(\$1,000)

Page No.	Facility Code	PROJECT	Board Approval	Project Total Cost	Prior Thru 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	Post 23/24	Total Sales Tax
3	0XEA	47th Avenue Pedestrian and Bicycle Improvements	Dec-19	\$ 4,330	63	177	84	182	-	-	-	-	\$ 506
19	0XDS	Accessibility Curb Ramp Improvement Project - Various Locations	Ongoing	\$ 5,875	-	375	300	300	300	300	300	-	\$ 1,875
23	0DGG	Ardan Way Complete Streets - Phase 1	Jul-21	\$ 5,549	-	-	180	81	388	-	-	-	\$ 649
25	0XDP	Auburn Boulevard Bike/Pedestrian Improvements	Mar-19	\$ 2,370	136	191	-	-	-	-	-	-	\$ 327
27	0TSL	Bikeway Master Plan Implementation - Various Locations	Ongoing	\$ 850	-	100	150	150	150	150	150	-	\$ 850
39	0TWY	Elverta Rd - Dutch Haven Blvd to Watt Ave	Dec-21	\$ 21,028	289	-	-	-	-	-	-	-	\$ 289
41	0XEC	Fair Oaks Blvd Bicycle and Pedestrian Mobility Project - Phase 2	Nov-20	\$ 6,800	-	23	247	250	353	-	-	-	\$ 873
45	0XEH	Fern Bacon Middle School Safe Routes to School (SRTS)	Oct-21	\$ 992	-	-	57	40	87	-	-	-	\$ 184
49	0XDY	Florin Road Bicycle/Pedestrian Improvement Project	Feb-20	\$ 4,050	49	281	60	387	-	-	-	-	\$ 777
51	0DGE	Folsom Blvd Complete Street Improvements - Phase 1	Jan-20	\$ 6,671	102	78	704	1,607	-	-	-	-	\$ 2,491
53		Folsom Blvd Complete Street Improvements - Phase 2	Jan-23	\$ 4,777	-	-	-	99	45	84	348	-	\$ 576
55	0XDR	Folsom Blvd Cottage Way Sidewalk Infill Project	Dec-19	\$ 1,801	61	60	134	61	-	-	-	-	\$ 316
59	0XDB	Garfield Ave Bicycle and Pedestrian Connectivity Project	Feb-18	\$ 4,212	770	191	1,038	-	-	-	-	-	\$ 1,999
61	0XEB	Greenback Lane Complete Street Improvements - Phase 1	Oct-22*	\$ 4,845	48	35	404	283	25	2,105	-	-	\$ 2,900
63	0L41	Hazel Ave @ U.S. Highway 50 Interchange	Nov-21	\$ 83,496	1,653	121	285	5,304	2,772	2,228	5,000	5,000	\$ 22,363
65	0XCJ	Hazel Ave, Phase 3 - Sunset Ave to Madison Ave	Dec-19	\$ 17,483	1,066	-	-	-	-	-	-	-	\$ 1,066
67	0XDJ	Hazel Ave Sidewalk Improvements - Central Ave to Elm Ave	Sep-19	\$ 1,700	72	21	11	357	-	-	-	-	\$ 461
69	0DGD	Howe Ave Bicycle and Pedestrian Improvement Project	Oct-21	\$ 2,583	15	20	16	93	-	-	-	-	\$ 144
71	0DXD	Howe Ave Sidewalk Infill Project	Jan-19	\$ 778	20	59	199	-	-	-	-	-	\$ 278
73	0J02	I-5 @ Metro Air Parkway Interchange	Apr-19	\$ 27,871	539	-	-	-	-	-	-	-	\$ 539
79	0XXX	Jackson Road at Sunrise Blvd Intersection Project	Feb-22	\$ 2,516	-	50	75	225	377	1,789	-	-	\$ 2,516
83	0XAG	Madison Ave Widening - Fair Oaks Blvd to Hazel Ave	Nov-21*	\$ 29,037	1,497	154	77	1,317	7,292	-	-	-	\$ 10,337
89	0XEE	Morse Ave Sidewalk Infill and Street Light Project	Jul-21	\$ 1,563	-	2	18	9	127	-	-	-	\$ 156
91	0XBD	Neighborhood Traffic Management Program	Ongoing	\$ 3,000	-	500	500	500	500	500	500	-	\$ 3,000
97	0XDT	Power Inn Road - Elsie Ave to 400 feet north of Macfadden Drive	Nov-19	\$ 3,795	25	28	313	275	-	-	-	-	\$ 641
101	0XDM	Power Inn Road Sidewalk Improvements - Louceta Dr to Florin Rd	Apr-19	\$ 2,717	143	62	69	-	-	-	-	-	\$ 274
105	0XEF	Sidewalk Infill and Street Light Project - Various Locations	Oct-21	\$ 2,679	-	4	17	10	237	-	-	-	\$ 268
109	0XDG	South Watt Ave Widening Project	Feb-21*	\$ 29,125	527	326	514	5,663	-	-	-	-	\$ 7,030
113	0XDL	Thomas Edison Safe Route to School (SRTS)	Mar-19	\$ 1,349	177	70	157	94	-	-	-	-	\$ 498
121	0XDN	Watt Avenue Complete Street Improvement Project - Phase 1	Feb-21	\$ 4,186	242	27	80	176	717	-	-	-	\$ 1,242
TOTAL				\$ 288,028	\$ 7,494	\$ 2,955	\$ 5,689	\$ 17,463	\$ 13,370	\$ 7,156	\$ 6,298	\$ 5,000	\$ 65,425

Annual Transportation Programs													
	ADA Facilities - Various Locations	N/A	N/A	-	-	1,015	1,083	1,155	1,230	1,305	-	-	5,788
	Landscape/Streetscape - Various Locations	N/A	N/A	-	-	305	325	346	369	392	-	-	1,737
*	Neighborhood Traffic Management Program	N/A	N/A	-	-	592	625	660	696	724	-	-	3,297
	Pedestrian and Bicycle Safety Facilities- Various Locations	N/A	N/A	-	-	711	758	808	861	914	-	-	4,052
	Safety Improvements - Various Locations	N/A	N/A	-	-	300	324	351	379	407	-	-	1,761
	School Xing Guard Program	N/A	N/A	-	-	175	175	175	175	175	-	-	875
	Install, Upgrade and Coordinate Traffic Signals - Various Locations	N/A	N/A	-	-	396	418	441	465	489	-	-	2,209
TOTAL				-	-	\$ 3,494	\$ 3,708	\$ 3,936	\$ 4,175	\$ 4,406	-	-	\$ 19,719

* This annual program is also represented under the list of Measure a projects.

Five Year Transportation Improvement and Program Guide 2019-2024

Development Fee (\$1,000)

Page No.	Facility Code	PROJECT	Board Approval	Project Total Cost	Prior Thru 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	Post 23/24	Total Dev Fee
29		Capital SouthEast Connector		\$ 2,200	-	-	-	-	-	-	2,200	-	\$ 2,200
39	0TWY	Elverta Rd - Dutch Haven Blvd to Watt Ave	Dec-21	\$ 21,028	84	153	672	798	939	2,188	3,432	-	\$ 8,266
43	0DEL	Fair Oaks Blvd Improvements, Phase 3 - Marconi Ave to North Ave	Jun-19	\$ 13,362	260	2,594	3,634	81	-	-	-	-	\$ 6,569
63	0L41	Hazel Ave @ U.S. Highway 50 Interchange	Nov-21	\$ 83,496	31	-	-	5,745	720	413	11,506	9,972	\$ 28,387
65	0XCJ	Hazel Ave, Phase 3 - Sunset Ave to Madison Ave	Dec-19	\$ 17,483	1,379	1,308	1,113	3,449	2,168	-	-	-	\$ 9,417
83	0XAG	Madison Ave Widening - Fair Oaks Blvd to Hazel Ave	Nov-21*	\$ 29,037	280	-	-	-	4,226	5,186	-	-	\$ 9,692
109	0XDG	South Watt Ave Widening Project	Feb-21*	\$ 29,125	-	-	-	-	2,914	1,408	-	-	\$ 4,322
	TOTAL			\$ 195,731	\$ 2,034	\$ 4,055	\$ 5,419	\$ 10,073	\$ 10,967	\$ 9,195	\$ 17,138	\$ 9,972	\$ 68,853

Five Year Transportation Improvement and Program Guide 2019-2024

Road Fund

(\$1,000)

Page No.	Facility Code	PROJECT	Board Approval	Total Project Cost	Prior Thru 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	Post 23/24	Total Road Fund
1	0DFL	44th Avenue Pedestrian/Beautification Project, Phase 2	Nov-18	\$ 713	15	-	-	-	-	-	-	-	\$ 15
11	0D58	A.C. Overlay / Pavement Project - Federal - 2015 Folsom Blvd	Jan-19	\$ 1,168	-	347	429	-	-	-	-	-	\$ 776
21	0DDK	Alta Mesa Road Bridge Replacement at Laguna Creek	Oct-20	\$ 7,019	187	-	-	-	-	-	-	-	\$ 187
23	0DGJ	Arden Way Complete Streets - Phase 1	Jul-21	\$ 5,549	-	-	-	-	903	-	-	-	\$ 903
31	0D57	Curb, Gutter, and Sidewalk Replacement	On-going	\$ 2,370	-	395	395	395	395	395	395	-	\$ 2,370
43	0DEL	Fair Oaks Blvd Improvements, Phase 3 - Marconi Ave to North Ave	Jun-19	\$ 13,362	606	-	-	-	-	-	-	-	\$ 606
57	0DCP	Franklin Blvd Bridge Replacement at Lost Slough	Nov-19	\$ 11,651	292	-	-	-	-	-	-	-	\$ 292
69	0DGD	Howe Avenue Bicycle and Pedestrian Improvement Project	Oct-21	\$ 2,583	-	-	-	-	160	1,879	-	-	\$ 2,039
75	0DDB	Ione Road Bridge Replacement at Buckeye Creek	Sep-18	\$ 3,206	457	-	-	-	-	-	-	-	\$ 457
81	0DGG	LED Street Light Project - Phase 2	Apr-19	\$ 386	-	15	48	-	-	-	-	-	\$ 63
85	0DDD	McKenzie Road Bridge Replacement at Laguna Creek	Sep-18	\$ 3,975	261	-	-	-	-	-	-	-	\$ 261
87	0DDE	Michigan Bar Road Bridge Replacement at Consumnes River	Nov-19	\$ 7,465	352	-	-	-	-	-	-	-	\$ 352
93	0DDH	New Hope Road Bridge Replacement at Grizzly Slough	Dec-20	\$ 5,736	214	-	-	-	-	-	-	-	\$ 214
95	0DEH	Old Florin Town Streetscape Improvements, Phase 2	Nov-18	\$ 8,103	910	-	-	-	-	-	-	-	\$ 910
99	0DFJ	Power Inn Road Improvement Project - Loucreta Dr to 52nd Ave	Dec-19	\$ 4,732	50	-	-	-	-	-	-	-	\$ 50
103	0DFS	Rosemont Area Street Light Project	Mar-19	\$ 2,494	-	10	-	-	-	-	-	-	\$ 10
117	0DCK	Twin Cities Road Bridge Replacement at Snodgrass Slough	May-20	\$ 17,992	438	-	-	-	-	-	-	-	\$ 438
119	0D61	Walnut Grove Bridge Crossing Rehabilitation	Feb-22	\$ 2,878	7	12	70	80	333	-	-	-	\$ 502
123	0XDN	Winding Way Bridge Replacement at Chicago Creek	Feb-19	\$ 4,377	79	-	-	-	-	-	-	-	\$ 79
	TOTAL			\$ 105,759	\$ 3,868	\$ 779	\$ 942	\$ 475	\$ 1,791	\$ 2,274	\$ 395	\$ -	\$ 10,524

Five Year Transportation Improvement and Program Guide 2019-2024

Financing Districts

(\$1,000)

Page No.	Facility Code	PROJECT	Board Approval	Project Total Cost	Prior thru 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	Post 23/24	Total FDs	Program
35	0E17	Elk Grove-Florin Road Bridge Replacement at Elder Creek	May-19	\$ 9,684	702	423	1,010	776	-	-	-	-	\$ 2,911	VIN
37	0E24	Elk Grove-Florin Road - North of Elder Creek to Florin Rd	May-19	\$ 11,410	1,665	371	7,438	1,936	-	-	-	-	\$ 11,410	VIN,NVS,FVCP
39	0TWY	Elverta Rd - Dutch Haven Blvd to Watt Ave	Dec-21	\$ 21,028	1,114	-	-	-	-	-	-	-	\$ 1,114	APFFP
73	0J02	I-5 @ Metro Air Parkway Interchange	Apr-19	\$ 27,871	3,020	870	12,482	10,960	-	-	-	-	\$ 27,332	METRO AP
109	0XDG	South Watt Avenue Widening Project	Feb-21*	\$ 29,125	-	-	-	1,436	1,337	-	-	-	\$ 2,773	
	TOTAL			\$ 99,118	\$ 6,501	\$ 1,664	\$ 20,930	\$ 15,108	\$ 1,337	\$ -	\$ -	\$ -	\$ 45,540	

Note: FD Codes are as follows: APFFP = Antelope Public Facilities Financing Plan, , NVS = North Vineyard Station, VIN = Vineyard Public Facilities Financing Plan, PIAD = Power Inn Road Assessment District, MAP= Metro Air Park Public Facilities Financing Plan, MF = Mather Field Public Facilities Financing Plan

Five Year Transportation Improvement and Program Guide 2019-2024

Federal (\$1,000)

Page No.	Facility Code	PROJECT	Board Approval	Project Total Cost	Prior thru 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	Post 23/24	Total Federal	Program
3	OXEA	47th Avenue Pedestrian and Bicycle Improvements	Dec-19	\$ 4,330	-	-	-	3,009	-	-	-	-	\$ 3,009	ATP
9	OD85	A.C. Overlay / Pavement Project - 2018 (Tier 2)	Feb-19	\$ 3,442	-	-	431	-	-	-	-	-	\$ 431	RSTP
11	OD88	A.C. Overlay / Pavement Project - Federal - 2015 Folsom Blvd	Jan-19	\$ 1,168	-	-	392	-	-	-	-	-	\$ 392	RSTP
21	ODDK	Alta Mesa Road Bridge Replacement at Laguna Creek	Oct-20	\$ 7,019	671	10	159	660	3,283	940	-	-	\$ 5,723	HBP
23	ODGJ	Arden Way Complete Streets - Phase 1	Jul-21	\$ 5,549	-	-	692	308	-	-	-	-	\$ 1,000	RSTP
25	OXDP	Auburn Boulevard Bike/Pedestrian Improvements	Mar-19	\$ 2,370	181	218	1,640	-	-	-	-	-	\$ 2,039	HSP, CMAQ
35	OE17	Elk Grove-Florin Road Bridge Replacement at Elder Creek	May-19	\$ 9,684	811	126	5,220	616	-	-	-	-	\$ 6,773	HBP
39	OTWY	Elverta Rd - Dutch Haven Blvd to Watt Ave	Dec-21	\$ 21,028	219	3	-	-	4,271	6,308	-	-	\$ 10,801	HBP
41	OXEC	Fair Oaks Blvd Bicycle and Pedestrian Mobility Project, Phase 2	Nov-20	\$ 6,800	-	177	578	1,384	3,788	-	-	-	\$ 5,927	RSTP
43	ODEL	Fair Oaks Blvd Improvements, Phase 3 - Marconi Ave to North Ave	Jun-19	\$ 13,362	947	618	3,422	1,000	-	-	-	-	\$ 5,987	CMAQ, RSTP
49	ODXY	Florin Road Bicycle/Pedestrian Improvement Project	Feb-20	\$ 4,050	89	521	111	2,552	-	-	-	-	\$ 3,273	RSTP
51	ODGE	Folsom Blvd Complete Street Improvements - Phase 1	Jan-20	\$ 6,671	-	-	1,000	2,472	-	-	-	-	\$ 3,472	ATP
55	OXDR	Folsom Blvd Cottage Way Sidewalk Infill Project	Dec-19	\$ 1,801	113	113	1,000	259	-	-	-	-	\$ 1,485	RSTP
57	ODCP	Franklin Blvd Bridge Replacement at Lost Slough	Nov-19	\$ 11,651	654	450	2,325	6,345	-	-	-	-	\$ 9,774	HBP
59	OXDB	Garfield Ave Bicycle and Pedestrian Connectivity Project	Feb-18	\$ 4,212	316	794	1,103	-	-	-	-	-	\$ 2,213	CMAQ
65	OXCI	Hazel Ave, Phase 3 - Sunset Ave to Madison Ave	Dec-19	\$ 17,483	-	-	3,870	3,130	-	-	-	-	\$ 7,000	STP-RIP
67	OXDJ	Hazel Ave Sidewalk Improvements - Central Ave to Elm Ave	Sep-19	\$ 1,700	177	158	77	827	-	-	-	-	\$ 1,239	CMAQ
75	ODDB	Ione Road Bridge Replacement at Buckeye Creek	Sep-18	\$ 3,206	297	110	1,488	-	-	-	-	-	\$ 1,895	HBP
77	ODDC	Ione Road Bridge Replacement at Willow Creek	Sep-18	\$ 2,364	472	530	1,217	-	-	-	-	-	\$ 2,219	HBP
83	OXAG	Madison Ave Widening - Fair Oaks Blvd to Hazel Ave	Nov-21*	\$ 29,037	-	-	100	100	-	-	-	-	\$ 200	CMAQ
85	ODDD	McKenzie Road Bridge Replacement at Laguna Creek	Sep-18	\$ 3,975	744	832	1,917	-	-	-	-	-	\$ 3,493	HBP
87	ODDE	Michigan Bar Road Bridge Replacement at Consummes River	Nov-19	\$ 7,465	716	152	329	972	4,509	-	-	-	\$ 6,678	HBP
89	OXEE	Morse Ave Sidewalk Infill and Street Light Project	Jul-21	\$ 1,563	-	11	162	87	1,147	-	-	-	\$ 1,407	HSP - Cycle 9
93	ODDH	New Hope Road Bridge Replacement at Grizzly Slough	Dec-20	\$ 5,736	320	154	58	1,250	3,187	-	-	-	\$ 4,969	HBP, RSTP
95	ODEH	Old Florin Town Streetscape Improvements, Phase 2	Nov-18	\$ 8,103	672	-	2,579	-	-	-	-	-	\$ 3,251	CMAQ
97	OXDT	Power Inn Road - Elsie Ave to 400 feet north of Macfadden Drive	Nov-19	\$ 3,795	221	243	402	2,288	-	-	-	-	\$ 3,154	HSP
99	ODFI	Power Inn Road Improvement Project - Loucreta Dr to 52nd Ave	Dec-19	\$ 4,732	236	154	-	-	-	-	-	-	\$ 390	RSTP
101	OXDM	Power Inn Road Improvement Project - Loucreta Dr to Florin Rd	Apr-19	\$ 2,717	-	-	355	-	-	-	-	-	\$ 355	CMAQ
105	OXEF	Sidewalk Infill and Street Light Project - Various Locations	Oct-21	\$ 2,679	-	9	338	216	1,848	-	-	-	\$ 2,411	HSP - Cycle 9
109	OXDG	South Watt Avenue Widening Project	Feb-21*	\$ 29,125	-	-	-	-	9,000	-	-	-	\$ 9,000	
111	ODGH	Street Light Installation Project - Various Locations	Nov-21	\$ 2,510	-	13	237	208	2,052	-	-	-	\$ 2,510	HSP - Cycle 9
115	OXED	Traffic Signal Project - Roseville Rd and Diablo Dr/Stationers Way	Nov-21	\$ 882	-	12	180	70	620	-	-	-	\$ 882	HSP - Cycle 9
117	ODCK	Twin Cities Road Bridge Replacement at Snodgrass Slough	May-20	\$ 17,992	848	506	1,211	1,284	6,958	4,216	-	-	\$ 15,023	HBP
119	ODG1	Walnut Grove Bridge Crossing Rehabilitation	Feb-22	\$ 2,878	38	38	130	170	2,000	-	-	-	\$ 2,376	HBP
121	OXDN	Watt Avenue Complete Street Improvement - Phase 1	Feb-21	\$ 4,186	-	33	615	658	1,494	-	-	-	\$ 2,800	CMAQ
123	OXDN	Winding Way Bridge Replacement at Chicago Creek	Feb-19	\$ 4,377	-	634	3,252	-	-	-	-	-	\$ 3,886	HBP, RSTP
TOTAL				\$ 259,642	\$ 8,742	\$ 6,619	\$ 36,590	\$ 29,865	\$ 44,157	#####	\$ -	\$ -	\$ 137,437	

Five Year Transportation Improvement and Program Guide 2019-2024
Senate Bill 1 (SB1)
(\$1,000)

Page No.	Facility Code	PROJECT	Board Approval	Project Total Cost	Prior Thru 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	Post 23/24	Total SB1	Program
1	ODFL	44th Avenue Pedestrian/Beautification Project - Phase 2	Nov-18	\$ 713	35	107	13	-	-	-	-	-	\$ 155	SB1 (LSR)
5	OD91	A.C. Overlay / Pavement Project - 2019 SB1 (LSR)	Dec-19	\$ 11,740	-	470	7,805	3,465	-	-	-	-	\$ 11,740	SB1 (LSR)
7	OD94	A.C. Overlay / Pavement Project - 2020 SB1	Ongoing	\$ 87,416	-	-	-	21,416	21,000	22,000	23,000	-	\$ 87,416	SB1 (LSR)
9	OD85	A.C. Overlay / Pavement Project - 2018 (Tier 2)	Feb-19	\$ 3,442	161	241	14	-	-	-	-	-	\$ 416	SB1 (LSR)
13	OD90	A.C. Overlay / Pavement Project - Federal - 2019 - SB1	Jul-19	\$ 2,795	-	60	2,735	-	-	-	-	-	\$ 2,795	SB1 (LSR)
15	OD86	A.C. Overlay / Pavement Project - SB1 (LPP) - Cycle 1	Mar-19	\$ 4,980	21	1,629	3,330	-	-	-	-	-	\$ 4,980	SB1 (LSR, LPP)
17	A.C. Overlay / Pavement Project - SB1 (LPP) - Cycle 2	Mar-19	\$ 2,560	-	60	2,500	-	-	-	-	-	-	\$ 2,560	SB1 (LSR, LPP)
19	OXDS	Accessible Curb Ramp Improvement Project - Various Locations	Ongoing	\$ 5,875	-	-	800	800	800	800	800	-	\$ 4,000	SB1 (LSR)
21	ODDK	Alta Mesa Road Bridge Replacement at Laguna Creek	Oct-20	\$ 7,019	39	21	41	136	678	194	-	-	\$ 1,109	SB1 (LSR)
47	ODGF	Florin Area Street Light Project - Phase 2	Apr-19	\$ 935	-	75	80	-	-	-	-	-	\$ 155	SB1 (LSR)
57	ODCP	Franklin Blvd Bridge Replacement at Lost Slough	Nov-19	\$ 11,651	150	137	453	845	-	-	-	-	\$ 1,585	SB1 (LSR)
75	ODDB	Ione Road Bridge Replacement at Buckeye Creek	Sep-18	\$ 3,206	167	143	544	-	-	-	-	-	\$ 854	SB1 (LSR)
77	ODDC	Ione Road Bridge Replacement at Willow Creek	Sep-18	\$ 2,364	15	59	71	-	-	-	-	-	\$ 145	SB1 (LSR)
81	ODGG	LED Street Light Project - Phase 2	Apr-19	\$ 386	-	-	80	-	-	-	-	-	\$ 80	SB1 (LSR)
85	ODDD	McKenzie Road Bridge Replacement at Laguna Creek	Sep-18	\$ 3,975	64	60	97	-	-	-	-	-	\$ 221	SB1 (LSR)
87	ODDE	Michigan Bar Road Bridge Replacement at Consummes River	Nov-19	\$ 7,465	21	66	120	48	180	-	-	-	\$ 435	SB1 (LSR)
93	ODDH	New Hope Road Bridge Replacement at Grizzly Slough	Dec-20	\$ 5,736	-	21	250	-	282	-	-	-	\$ 553	SB1 (LSR)
95	ODEH	Old Florin Town Streetscape Improvements, Phase 2	Nov-18	\$ 8,103	-	614	-	-	-	-	-	-	\$ 614	SB1 (LSR)
99	ODFJ	Power Inn Rd Improvement Project - Loucreta Dr to 52nd Ave	Dec-19	\$ 4,732	55	206	68	353	-	-	-	-	\$ 682	SB1 (LSR)
103	ODFS	Rosemont Area Street Light Project	Mar-19	\$ 2,494	-	82	148	-	-	-	-	-	\$ 230	SB1 (LSR)
117	ODCK	Twin Cities Road Bridge Replacement at Snodgrass Slough	May-20	\$ 17,992	18	194	360	166	1,092	701	-	-	\$ 2,531	SB1 (LSR)
123	ODDJ	Winding Way Bridge Replacement at Chicago Creek	Feb-19	\$ 4,377	-	142	70	-	-	-	-	-	\$ 212	SB1 (LSR)
	TOTAL			\$ 199,956	\$ 746	\$ 4,387	#####	\$ 27,229	\$ 24,032	\$ 23,695	\$ 23,800	\$ -	\$ 123,468	

Five Year Transportation Improvement and Program Guide 2019-2024

State Programs

(\$1,000)

Page No.	Facility Code	PROJECT	Board Approval	Project Total Cost	Prior Thru 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	Post 23/24	Total State Programs	Program
9	0D85	A.C. Overlay / Pavement Project - 2018 (Tier 2)	Feb-19	\$ 3,442	-	650	1,945	-	-	-	-	-	\$ 2,595	STIP
39	0TWY	Elverta Rd - Dutch Haven Blvd to Watt Ave	Dec-21	\$ 21,028	427	-	-	-	-	-	-	-	\$ 427	STIP,APDE / PA&ED
45	0XEH	Fern Bacon Middle School Safe Routes to School (SRTS)	Oct-21	\$ 992	-	-	34	241	533	-	-	-	\$ 808	ATP
51	0DGE	Folsom Blvd Complete Street Improvements - Phase 1	Jan-20	\$ 6,671	-	478	230	-	-	-	-	-	\$ 708	ATP
69	0DGD	Howe Ave Bicycle and Pedestrian Improvements Project	Oct-21	\$ 2,583	76	155	122	47	-	-	-	-	\$ 400	ATP
95	0DEH	Old Florin Town Streetscape Improvements, Phase 2	Nov-18	\$ 8,103	-	-	3,328	-	-	-	-	-	\$ 3,328	STIP
99	0DFJ	Power Inn Rd Improvement Project - Loucreta Dr to 52nd Ave	Dec-19	\$ 4,732	-	-	520	3,090	-	-	-	-	\$ 3,610	STIP
101	0XDM	Power Inn Rd Sidewalk Improvements - Loucreta Dr to Florin Rd	Apr-19	\$ 2,717	379	191	1,518	-	-	-	-	-	\$ 2,088	Federal ATP
113	0XDL	Thomas Edison Safe Route to School (SRTS)	Mar-19	\$ 1,349	167	70	235	379	-	-	-	-	\$ 851	ATP
	TOTAL			\$ 51,617	\$ 1,049	\$ 1,544	\$ 7,932	\$ 3,757	\$ 533	\$ -	\$ -	\$ -	\$ 14,815	

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Other

(\$1,000)

Page No.	Facility Code	PROJECT	Board Approval	Project Total Cost	Prior thru 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	Post 23/24	Total Other	Program
1	ODFL	44th Avenue Pedestrian/Beautification Project, Phase 2	Nov-18	\$ 713	160	341	42	-	-	-	-	-	\$ 543	SHRA, CDGB
3	OXEA	47th Avenue Pedestrian and Bicycle Improvements	Dec-19	\$ 4,330	116	329	-	370	-	-	-	-	\$ 815	SHRA, CDGB
23	ODGJ	Arden Way Complete Streets - Phase 1	Jul-21	\$ 5,549	-	-	-	-	2,997	-	-	-	\$ 2,997	Unidentified
33	4L44	Douglas Road Extension - Project Scoping		\$ 102	2	25	75	-	-	-	-	-	\$ 102	Mather Bond Proceeds
39	OTWY	Elverta Rd - Dutch Haven Blvd to Watt Ave	Dec-21	\$ 21,028	131	-	-	-	-	-	-	-	\$ 131	Fair Share
43	ODEL	Fair Oaks Blvd Improvements - Phase 3 - Marconi Ave to North Ave	Jun-19	\$ 13,362	-	-	-	200	-	-	-	-	\$ 200	SMUD
47	ODGF	Florin Area Street Light Project - Phase 2	Apr-19	\$ 935	-	-	780	-	-	-	-	-	\$ 780	SHRA, CDGB
53		Folsom Blvd Complete Street Improvements - Phase 2	Jan-23	\$ 4,777	-	-	-	193	342	640	3,026	-	\$ 4,201	Future SACOG Grant
61	OXEB	Greenback Lane Complete Street Improvements - Phase 1	Oct-22*	\$ 4,845	-	-	-	-	-	1,945	-	-	\$ 1,945	Unidentified
63	0L41	Hazel Ave @ U.S. Highway 50 Interchange	Nov-21	\$ 83,496	700	-	-	-	6,155	2,891	13,000	10,000	\$ 32,746	Unidentified, GenCorp
71	OXDX	Howe Ave Sidewalk Infill Project	Jan-19	\$ 778	85	200	215	-	-	-	-	-	\$ 500	SHRA, CDGB
81	ODGG	LED Street Light Project - Phase 2	Apr-19	\$ 386	-	-	243	-	-	-	-	-	\$ 243	SHRA, CDGB
83	OXAG	Madison Ave Widening - Fair Oaks Blvd to Hazel Ave	Nov-21*	\$ 29,037	-	-	-	-	-	8,808	-	-	\$ 8,808	Unidentified
103	ODFS	Rosemont Area Street Light Project	Mar-19	\$ 2,494	-	90	2,164	-	-	-	-	-	\$ 2,254	SHRA, CDGB
107		South County Transit Program	None	\$ 600	-	-	600	-	-	-	-	-	\$ 600	STA, LTF
109	OXDG	South Watt Avenue Widening Project	Feb-21*	\$ 19,125	-	-	-	-	-	6,000	-	-	\$ 6,000	Unidentified
121	OXDN	Watt Avenue Complete Street Improvement - Phase 1	Feb-21	\$ 4,186	144	-	-	-	-	-	-	-	\$ 144	SHRA, CDGB, Unidentified
123	ODDJ	Winding Way Bridge Replacement at Chicago Creek	Feb-19	\$ 4,377	-	-	200	-	-	-	-	-	\$ 200	Fair Oaks Water District
TOTAL				\$ 200,120	\$ 1,338	\$ 985	\$ 4,319	\$ 763	\$ 9,494	\$ 20,284	\$ 16,026	\$ 10,000	\$ 63,209	

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Page No.	Facility Code	PROJECTS	Project Engineer	Board Approval	Total Proj Cost (\$1000)
1	0DFL	44th Avenue Pedestrian/Beautification Project - Phase 2	Singh	Nov-18	\$ 713
3	0XEA	47th Avenue Pedestrian and Bicycle Improvements	Stevens	Dec-19	\$ 4,330
5	0D91	A.C. Overlay / Pavement Project - 2019 SB1 (LSR)	Wick	Dec-19	\$ 12,810
7	0D94	A.C. Overlay / Pavement Project - 2020 SB1	Wick	Ongoing	\$ 87,416
9	0D85	A.C. Overlay / Pavement Project - 2018 (Tier 2)	Cress	Feb-19	\$ 3,392
11	0D58	A.C. Overlay / Pavement Project - Federal - 2015 Folsom Blvd	Wick	Jan-19	\$ 1,238
13	0D90	A.C. Overlay / Pavement Project - 2019 - SB1	Wick	Jul-19	\$ 2,795
15	0D86	A.C. Overlay / Pavement Project - SB1 (LPP) - Cycle 1	Cress	Mar-19	\$ 5,055
17		A.C. Overlay / Pavement Project - SB1 (LPP) - Cycle 2	Cress	Mar-19	\$ 2,500
19	0XDS	Accessible Curb Ramp Improvement Project - Various Locations	Urbanik	Ongoing	\$ 5,875
21	0DDK	Alta Mesa Road Bridge Replacement at Laguna Creek	Eslabon	Oct-20	\$ 7,019
23	0DGJ	Arden Way Complete Streets - Phase 1	Tu	Jul-21	\$ 5,549
25	0XDP	Auburn Boulevard Bike Pedestrian Improvements	Voo	Mar-19	\$ 2,370
27	0TSL	Bikeway Master Plan Implementation - Various Locations	Yee	Ongoing	\$ 850
29		Capital SouthEast Connector	Carter		\$ 2,200
31	0D57	Curb, Gutter, and Sidewalk Replacement	Urbanik	Ongoing	\$ 2,370
33	4L44	Douglas Road Extension - Mather Blvd to Excelsior Rd	Yee		\$ 102
35	0E17	Elk Grove-Florin Road Bridge Replacement at Elder Creek	Gotwalt	May-19	\$ 9,684
37	0E24	Elk Grove-Florin Road Widening - North of Elder Creek to Florin Rd	Gotwalt	May-19	\$ 11,410
39	0TWY	Elverta Rd - Dutch Haven Blvd to Watt Ave	Gotwalt	Dec-21	\$ 21,028
41	0XEC	Fair Oaks Blvd Bicycle and Pedestrian Mobility Project - Phase 2	Stevens	Nov-20	\$ 6,800
43	0DEL	Fair Oaks Blvd Improvements, Phase 3 - Marconi Ave to North Ave	Gotwalt	Jun-19	\$ 13,362
45	0XEH	Fern Bacon Middle School Safe Routes to School (SRTS)	White	Oct-21	\$ 992
47	0DGF	Florin Area Street Light Project - Phase 2	Stevens	Apr-19	\$ 935
49	0XDY	Florin Road Bicycle and Pedestrian Improvement Project	Voo	Feb-20	\$ 4,050
51	0DGE	Folsom Blvd Complete Street Improvements - Phase 1	Voo	Jan-20	\$ 6,671
53		Folsom Blvd Complete Street Improvements - Phase 2	White	Jan-23	\$ 4,777
55	0XDR	Folsom Blvd Cottage Way Sidewalk Infill Project	Voo	Dec-19	\$ 1,801
57	0DCP	Franklin Blvd Bridge Replacement at Lost Slough	Stevens	Nov-19	\$ 11,651
59	0XDB	Garfield Ave Bicycle and Pedestrian Connectivity Project	Voo	Feb-18	\$ 4,212
61	0XEB	Greenback Lane Complete Street Improvements - Phase 1	Gotwalt	Oct-22*	\$ 4,845
63	0L41	Hazel Ave @ U.S. Highway 50 Interchange	Stevens	Nov-21	\$ 83,496
65	0XCJ	Hazel Ave, Phase III - Sunset Ave to Madison Ave	Eslabon	Dec-19	\$ 17,483
67	0XDJ	Hazel Ave Sidewalk Improvements - Central Ave to Elm Ave	Stevens	Sep-19	\$ 1,500
69	0DGD	Howe Ave Bicycle and Pedestrian Improvement Project	Singh	Oct-21	\$ 2,583
71	0XDX	Howe Ave Sidewalk Infill Project	Singh	Jan-19	\$ 778
73	0J02	I-5 @ Metro Air Parkway Interchange	Wright	Apr-19	\$ 27,871
75	0DDB	Ione Road Bridge Replacement at Buckeye Creek	Eslabon	Sep-18	\$ 3,206
77	0DDC	Ione Road Bridge Replacement at Willow Creek	Eslabon	Sep-18	\$ 2,364
79	0XXX	Jackson Road at Sunrise Boulevard Intersection Project	Shoeman	Feb-22	\$ 2,516
81	0DGG	LED Street Light Project - Phase 2	Stevens	Apr-19	\$ 386
83	0XAG	Madison Ave Widening - Fair Oaks Blvd to Hazel Ave	Singh	Nov-21*	\$ 29,037
85	0DDD	McKenzie Road Bridge Replacement at Laguna Creek	Eslabon	Sep-18	\$ 3,975
87	0DDE	Michigan Bar Road Bridge Replacement at Cosumnes River	Stevens	Nov-19	\$ 7,465
89	0XEE	Morse Avenue Sidewalk Infill and Street Light Project	Voo	Jul-21	\$ 1,563
91	0XBD	Neighborhood Traffic Management Program	Urquhart	Ongoing	\$ 3,000
93	0DDH	New Hope Road Bridge Replacement at Grizzly Slough	Stevens	Dec-20	\$ 5,736
95	0DEH	Old Florin Town Streetscape Improvements - Phase 2	Tu	Nov-18	\$ 8,103
97	0XDT	Power Inn Road - Elsie Ave to 400 feet north of Macfadden Dr	Tu	Nov-19	\$ 3,795
99	0DFJ	Power Inn Road Improvement Project - Loucreta Dr to 52nd Ave	Tu	Dec-19	\$ 4,732
101	0XDM	Power Inn Road Sidewalk Improvements - Loucreta Dr to Florin Rd	Tu	Apr-19	\$ 2,717
103	0DFS	Rosemont Area Street Light Project	Stevens	Mar-19	\$ 2,494
105	0XEF	Sidewalk Infill and Street Light Project - Various locations	White	Oct-21	\$ 2,679
107		South County Transit Program	Yee	None	\$ 600
109	0XDG	South Watt Avenue Widening Project	Eslabon	Feb-21*	\$ 29,125
111	0DGH	Street Light Installation Project - Various Locations	Tu	Nov-21	\$ 2,510
113	0XDL	Thomas Edison Safe Route to School (SRTS)	Singh	Mar-19	\$ 1,349
115	0XED	Traffic Signal Project - Roseville Road and Diablo Drive/Stationers Way	Stevens	Nov-21	\$ 882
117	0DCK	Twin Cities Road Bridge Replacement at Snodgrass Slough	Wright	May-20	\$ 17,992
119	0D61	Walnut Grove Bridge Crossing Rehabilitation	Meschi	Feb-22	\$ 2,878
121	0XDN	Watt Avenue Complete Street Improvement Project - Phase 1	Gotwalt	Feb-21*	\$ 4,186
123	0DDJ	Winding Way Bridge Replacement at Chicago Creek	Stevens	Feb-19	\$ 4,377
TOTAL					\$ 530,180



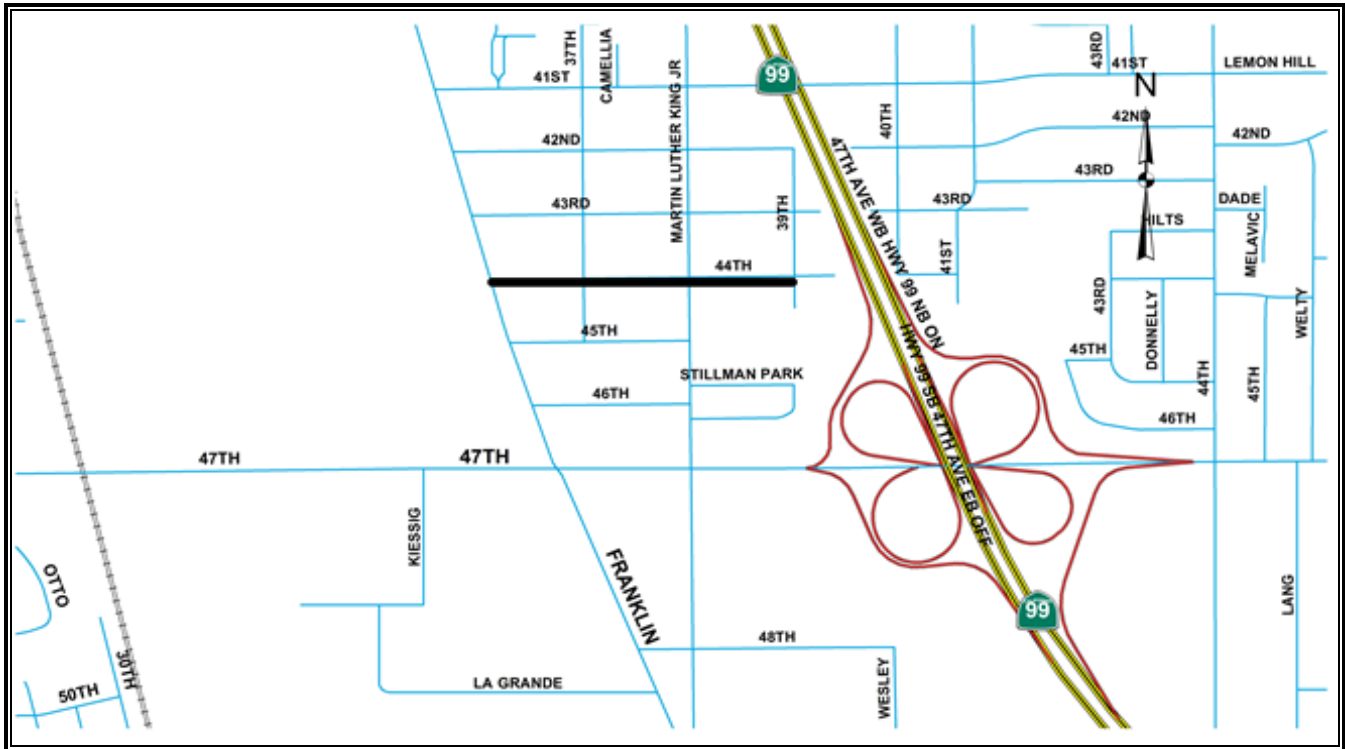
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44th Avenue Pedestrian/Beautification Project - Phase 2

Engineer: Singh
Cost Est. (Thousands): \$713

Facility Code: 0DFL
Board Approval: Nov-18



Project Description:

This project will design and construct sidewalk infill and curb ramps as needed along 44th Avenue between 39th Street and Franklin Blvd. This project will connect to the previous 44th Ave Pedestrian/Beautification Project and continue westward to Franklin Blvd. Proposed work includes sidewalk improvements and beautification measures to increase neighborhood livability. This project is being funded with Sacramento Housing and Redevelopment Agency (SHRA) Community Development Block Grant (CDBG), Road Fund, and the SB1 Local Streets and Road (LSR) Program.



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44th Avenue Pedestrian/Beautification Project - Phase 2

Financing Plan & Tentative Schedule

Facility Code: 0DFL

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund (2%)	\$ 15	-	-	-	-	-	-	-	\$ 15
SB1 (LSR) (22%)	\$ 35	\$ 107	\$ 13	-	-	-	-	-	\$ 155
Measure A (Sales Tax)	-	-	-	-	-	-	-	-	-
Other State	-	-	-	-	-	-	-	-	-
STIP	-	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-	-
Other Federal	-	-	-	-	-	-	-	-	-
Other: SHRA (CDBG) (76%)	\$ 160	\$ 341	\$ 42	-	-	-	-	-	\$ 543
Grand Total	\$ 210	\$ 448	\$ 55	-	-	-	-	-	\$ 713

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (20%)	\$ 141	-	-	-	-	-	-	-	\$ 141
Right of Way (10%)	\$ 69	\$ 3	-	-	-	-	-	-	\$ 72
Construction Contract (49%)	-	\$ 313	\$ 35	-	-	-	-	-	\$ 348
Construction Engineering (21%)	-	\$ 132	\$ 20	-	-	-	-	-	\$ 152
Other Costs (0%)	-	-	-	-	-	-	-	-	-
Grand Total	\$ 210	\$ 448	\$ 55	-	-	-	-	-	\$ 713

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

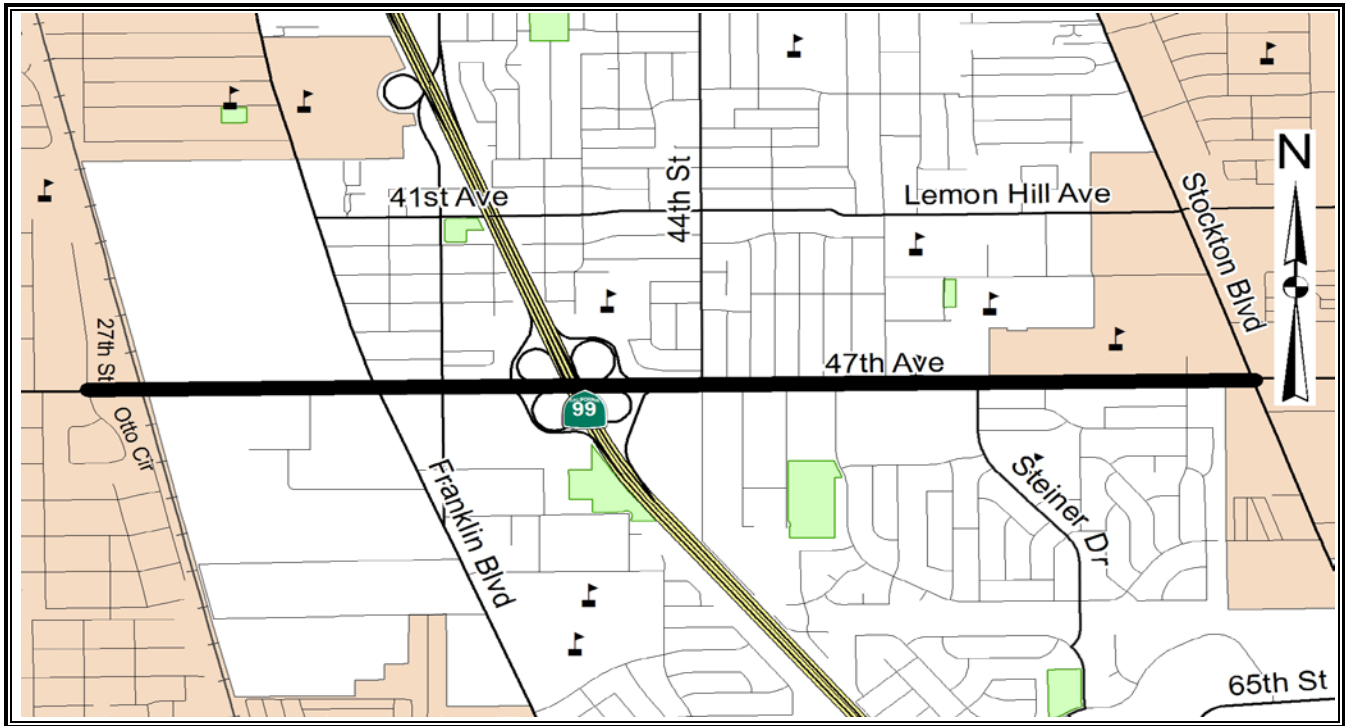
Note:

1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.

47th Avenue Pedestrian and Bicycle Improvements

Engineer: Stevens
Cost Est. (Thousands): \$4,330

Facility Code: 0XEA
Board Approval: Dec-19



Project Description:

The project is located within the County of Sacramento on 47th Avenue, between the City of Sacramento/Sacramento County border and light rail tracks (western limit) to Stockton Boulevard (eastern limit). The project proposes to construct a continuous 2-mile Class II bicycle and pedestrian facility in a corridor with minimal ROW available in the most economically efficient way possible. The expected result will be a corridor where all modes have a space, can easily navigate, and thereby create a feeling of safety and increased active mode usage. The proposed project will connect to the existing bicycle lane network, creating an east-west bicycle facility 6 miles long. The project is funded by the Active Transportation Program and Sacramento Housing and Redevelopment Agency (SHRA) Community Development Block Grant (CDBG).



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47th Avenue Pedestrian and Bicycle Improvements

Financing Plan & Tentative Schedule

Facility Code: 0XEA

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund	-	-	-	-	-	-	-	-	-
Measure A Sales Tax (12%)	\$ 63	\$ 177	\$ 84	\$ 182	-	-	-	-	\$ 506
Other State	-	-	-	-	-	-	-	-	-
STIP	-	-	-	-	-	-	-	-	-
Federal (ATP) (69%)	-	-	-	\$ 3,009	-	-	-	-	\$ 3,009
Other Federal	-	-	-	-	-	-	-	-	-
Other: SHRA (CDBG) (19%)	\$ 116	\$ 329	-	\$ 370	-	-	-	-	\$ 815
Grand Total	\$ 179	\$ 506	\$ 84	\$ 3,561	-	-	-	-	\$ 4,330

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (15%)	\$ 179	\$ 454	-	-	-	-	-	-	\$ 633
Right of Way (3%)	-	\$ 52	\$ 84	-	-	-	-	-	\$ 136
Construction Contract (69%)	-	-	-	\$ 2,974	-	-	-	-	\$ 2,974
Construction Engineering (14%)	-	-	-	\$ 587	-	-	-	-	\$ 587
Other Costs (0%)	-	-	-	-	-	-	-	-	-
Grand Total	\$ 179	\$ 506	\$ 84	\$ 3,561	-	-	-	-	\$ 4,330

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

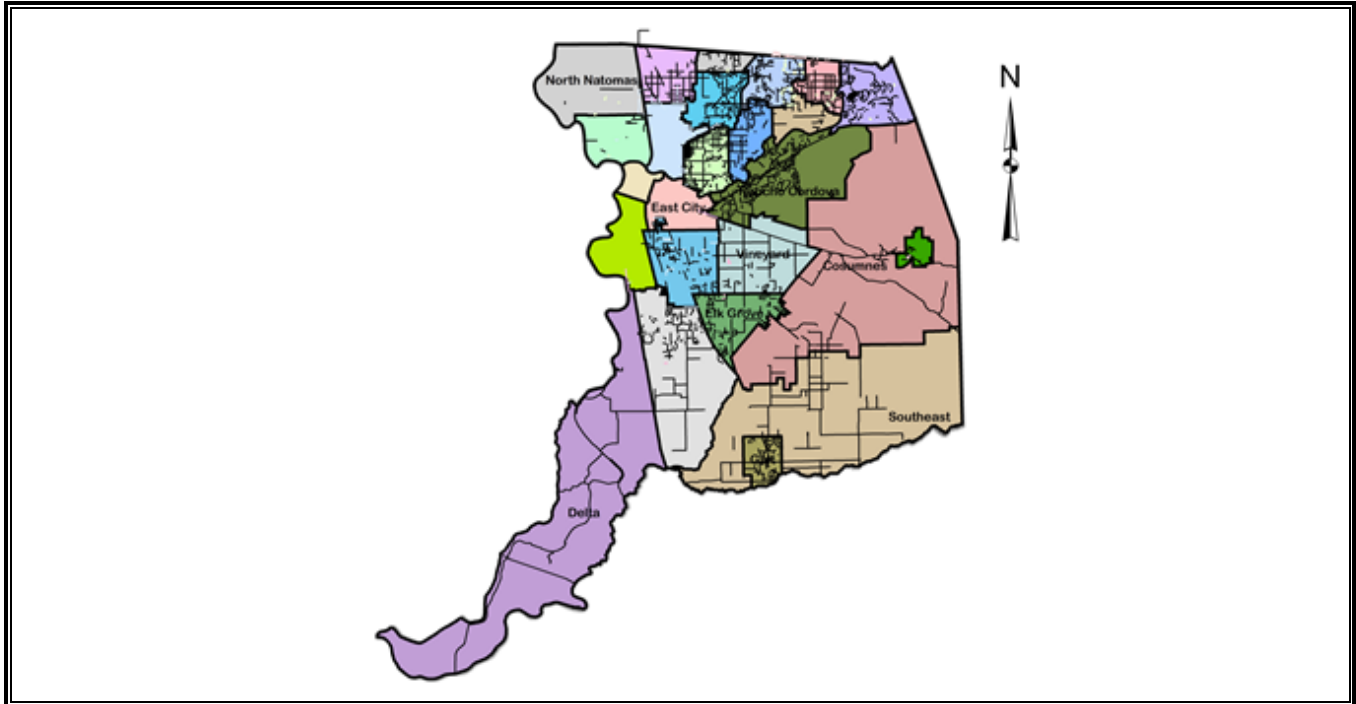
Note:

1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.

A.C. Overlay / Pavement Project – 2019 SB1 (LSR)

Engineer: Wick
Cost Est. (Thousands): \$12,810

Facility Code: 0D91
Board Approval: Apr-19



Project Description:

This project utilizes funding from the Senate Bill 1 (SB1) Local Streets and Roads (LSR) Program to construct an asphalt concrete overlay of the existing pavement, bike lane upgrades and ADA compliant upgrades on various County roadways. Construction activities also include base repair, raising manholes and grinding sections of the existing pavement prior to paving. Specific locations have been approved with the Board of Supervisors. The project locations are in the following Supervisorial Districts: **District 1:** area bounded by 44th Street – 14th Avenue – Stockton Boulevard – Parker Avenue; **District 2:** area bounded by Florin Road – Power Inn Road – Stockton Boulevard; **District 3:** area bounded by Hurley Way – Morse Avenue – Watt Avenue – Northrop Avenue, Leader Avenue from Garfield Avenue to Walnut Avenue, Verner Avenue from Walnut Avenue to Garfield Avenue, Walnut Avenue from Leader Avenue to Verner Avenue, and El Camino Avenue at Watt Avenue; **District 5:** area bounded by Sutters Gold Drive – Manlove Road – New Dawn Drive – South Port Drive. This project will be combined with the project on page A2-17.



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A.C. Overlay / Pavement Project - 2019 SB1 (LSR)

Financing Plan & Tentative Schedule

Facility Code: 0D91

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund	-	-	-	-	-	-	-	-	-
SB1 (LSR) (92%)	-	\$ 470	\$ 7,875	\$ 3,465	-	-	-	-	\$ 11,810
Measure A (Sales Tax)	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
STIP	-	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-	-
Other: Federal	-	-	-	-	-	-	-	-	-
Other: General Fund, Digital Billboard	-	-	\$ 1,000	-	-	-	-	-	\$ 1,000
Grand Total	-	\$ 470	\$ 8,875	\$ 3,465	-	-	-	-	\$ 12,810

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (4%)	-	\$ 470	-	-	-	-	-	-	\$ 470
Right of Way	-	-	-	-	-	-	-	-	-
Construction Contract (85%)	-	-	\$ 7,620	\$ 3,275	-	-	-	-	\$ 10,895
Construction Engineering (11%)	-	-	\$ 1,255	\$ 190	-	-	-	-	\$ 1,445
Other Costs	-	-	-	-	-	-	-	-	-
Grand Total	-	\$ 470	\$ 8,875	\$ 3,465	-	-	-	-	\$ 12,810

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

Note:

1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.



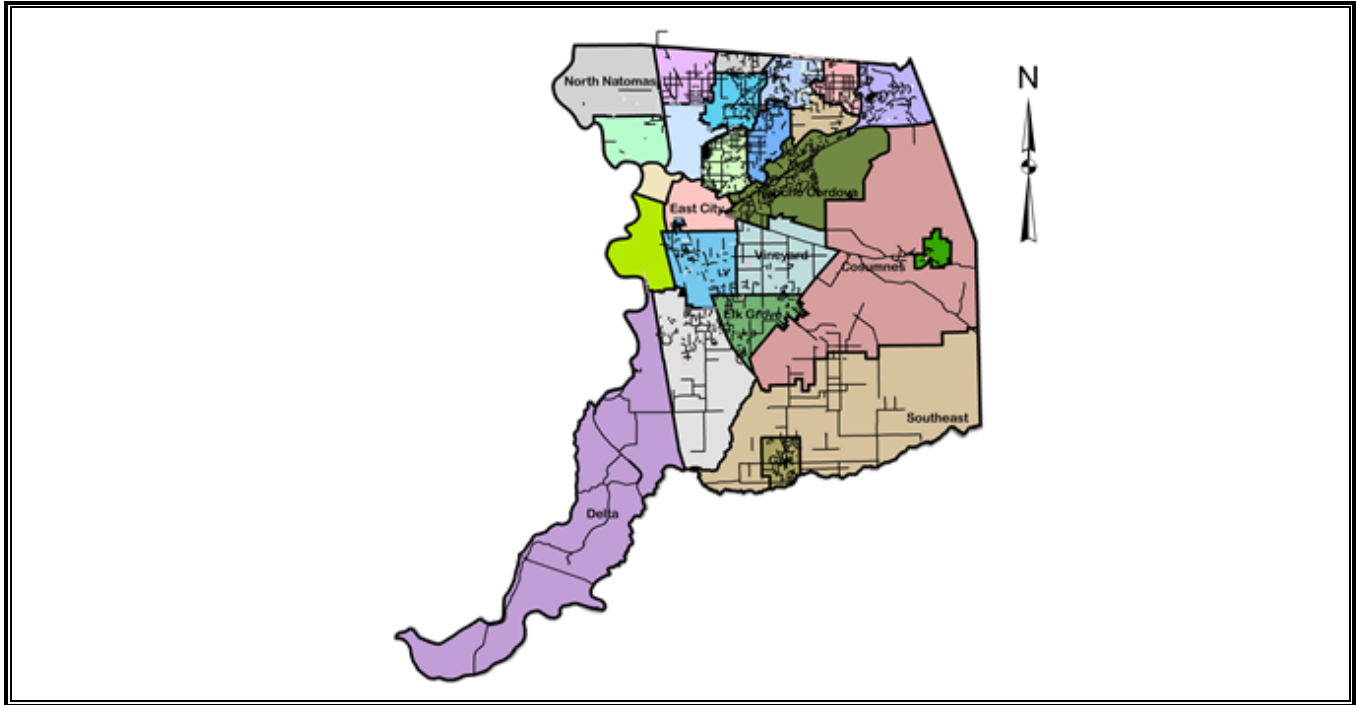
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A.C. Overlay / Pavement Project – 2020 SB1

Engineer: Wick
Cost Est. (Thousands): \$87,416

Facility Code: 0D94
Board Approval: Ongoing



Project Description:

This project utilizes funding from the Senate Bill 1 (SB1) Program to construct a rubberized asphalt concrete overlay of the existing pavement, bike lane upgrades and ADA compliant upgrades on various County roadways. Construction activities also include base repair, raising manholes and grinding sections of the existing pavement prior to paving. This project consists of work on various locations throughout the unincorporated area of the County. Specific locations have not been approved by the Board of Supervisors. Proposed project locations for Phase 3 are in the following Supervisorial Districts: **District 3**: Kingsford Avenue from American River Drive to Arden Way, Marconi Avenue from Eastern Avenue to Walnut Avenue; **Districts 3 and 4**: Madison Avenue from Dewey Drive to San Juan Avenue; **District 4**: Hazel Avenue from Pershing Avenue to Greenback Lane, Kenneth Avenue from Central Avenue to Elm Avenue, and Rio Linda Boulevard from Elverta Road to the County Line. Proposed project locations for Phase 4 are in the following Supervisorial Districts: **District 1**: area bounded by 18th Avenue – 44th Avenue – 23rd Avenue – Del Norte Boulevard; **District 3**: Ashton Drive from Saverien Drive to Wixford Way, Barberry Lane from Morse Avenue to Watt Avenue, California Avenue from Oak Avenue to Palm Avenue, Charleston Drive from Rustic Road to Winding Way, Holly Drive from Crocker Road to Larch Lane, Robertson Avenue from Walnut Avenue to Fair Oaks Boulevard, Saverien Drive from American River Drive to Fair Oaks Boulevard, Watt Avenue from Cottage Way to El Camino Avenue, Wixford Way from American River Drive to end; **District 4**: Elkhorn Boulevard from West 2nd Street to 2nd Street, and Kenneth Avenue from Elm Avenue to Oak Avenue. Locations for additional phases to be determined.



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A.C. Overlay / Pavement Project - 2020 SB1

Financing Plan & Tentative Schedule

Facility Code: 0D94

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund	-	-	-	-	-	-	-	-	-
SB1 (100%)	-	-	-	\$ 21,416	\$ 21,000	\$ 22,000	\$ 23,000	-	\$ 87,416
Measure A (Sales Tax)	-	-	-	-	-	-	-	-	-
Other State	-	-	-	-	-	-	-	-	-
STIP	-	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-	-
Other: Federal	-	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-	-
Grand Total	-	-	-	\$ 21,416	\$ 21,000	\$ 22,000	\$ 23,000	-	\$ 87,416

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (8%)	-	-	-	\$ 1,713	\$ 1,680	\$ 1,760	\$ 1,840	-	\$ 6,993
Right of Way	-	-	-	-	-	-	-	-	-
Construction Contract (80%)	-	-	-	\$ 17,133	\$ 16,800	\$ 17,600	\$ 18,400	-	\$ 69,933
Construction Engineering (12%)	-	-	-	\$ 2,570	\$ 2,520	\$ 2,640	\$ 2,760	-	\$ 10,490
Other Costs	-	-	-	-	-	-	-	-	-
Grand Total	-	-	-	\$ 21,416	\$ 21,000	\$ 22,000	\$ 23,000	-	\$ 87,416

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

Note:

1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.



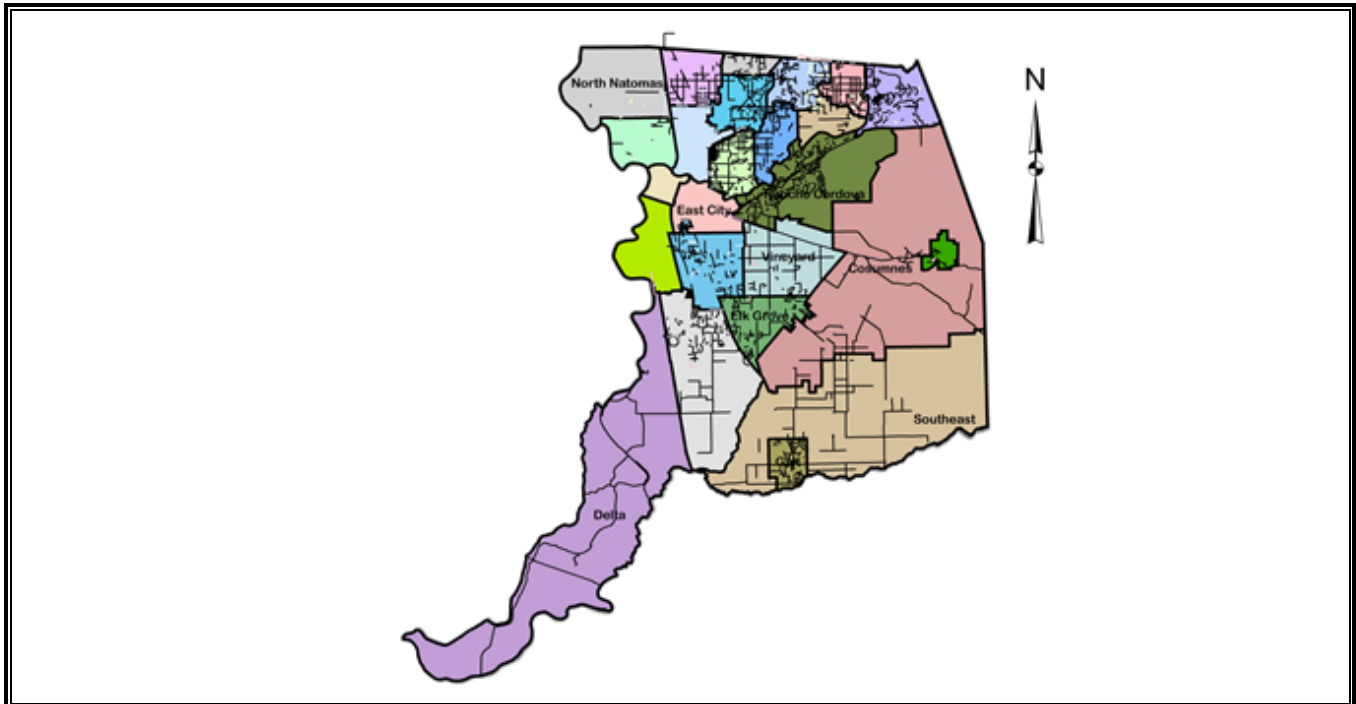
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A.C. Overlay / Pavement Project – 2018 (Tier 2)

Engineer: Cress
Cost Est. (*Thousands*): \$3,392

Facility Code: 0D85
Board Approval: Feb-19



Project Description:

This project consists of placing conventional asphalt concrete, rubberized asphalt concrete, or slurry seal over the existing pavement and ADA compliant upgrades. Construction activities also include base repair, raising manholes, and grinding sections of the existing pavement prior to paving. This project is being funded by the Regional Surface Transportation Program (RSTP) and the SB1 Local Streets and Road (LSR) Program. Specific locations have been approved with the Board of Supervisors. The specific locations for each Supervisorial Districts are **District 2:** Martin Luther King Jr. Boulevard from 47th Avenue to State Route 99 Bridge; and **District 5:** Micron Avenue from Mayhew Road to Bradshaw Road and Florin Road from Waterman Road to Bradshaw Road.



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A.C. Overlay / Pavement Project - 2018 (Tier 2)

Financing Plan & Tentative Schedule

Facility Code: 0D85

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund	-	-	-	-	-	-	-	-	-
SB1(LSR) (11%)	\$ 161	\$ 184	\$ 14	-	-	-	-	-	\$ 359
Measure A (Sales Tax)	-	-	-	-	-	-	-	-	-
Other State	-	-	-	-	-	-	-	-	-
State (STIP) (77%)	-	\$ 707	\$ 1,895	-	-	-	-	-	\$ 2,602
Federal (RSTP) (13%)	-	-	\$ 431	-	-	-	-	-	\$ 431
Other Federal	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Grand Total	\$ 161	\$ 891	\$ 2,340	-	-	-	-	-	\$ 3,392

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (7%)	\$ 161	\$ 61	-	-	-	-	-	-	\$ 222
Right of Way	-	-	-	-	-	-	-	-	-
Construction Contract (75%)	-	\$ 600	\$ 1,950	-	-	-	-	-	\$ 2,550
Construction Engineering (18%)	-	\$ 230	\$ 390	-	-	-	-	-	\$ 620
Other Costs	-	-	-	-	-	-	-	-	-
Grand Total	\$ 161	\$ 891	\$ 2,340	-	-	-	-	-	\$ 3,392

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

Note:

1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.



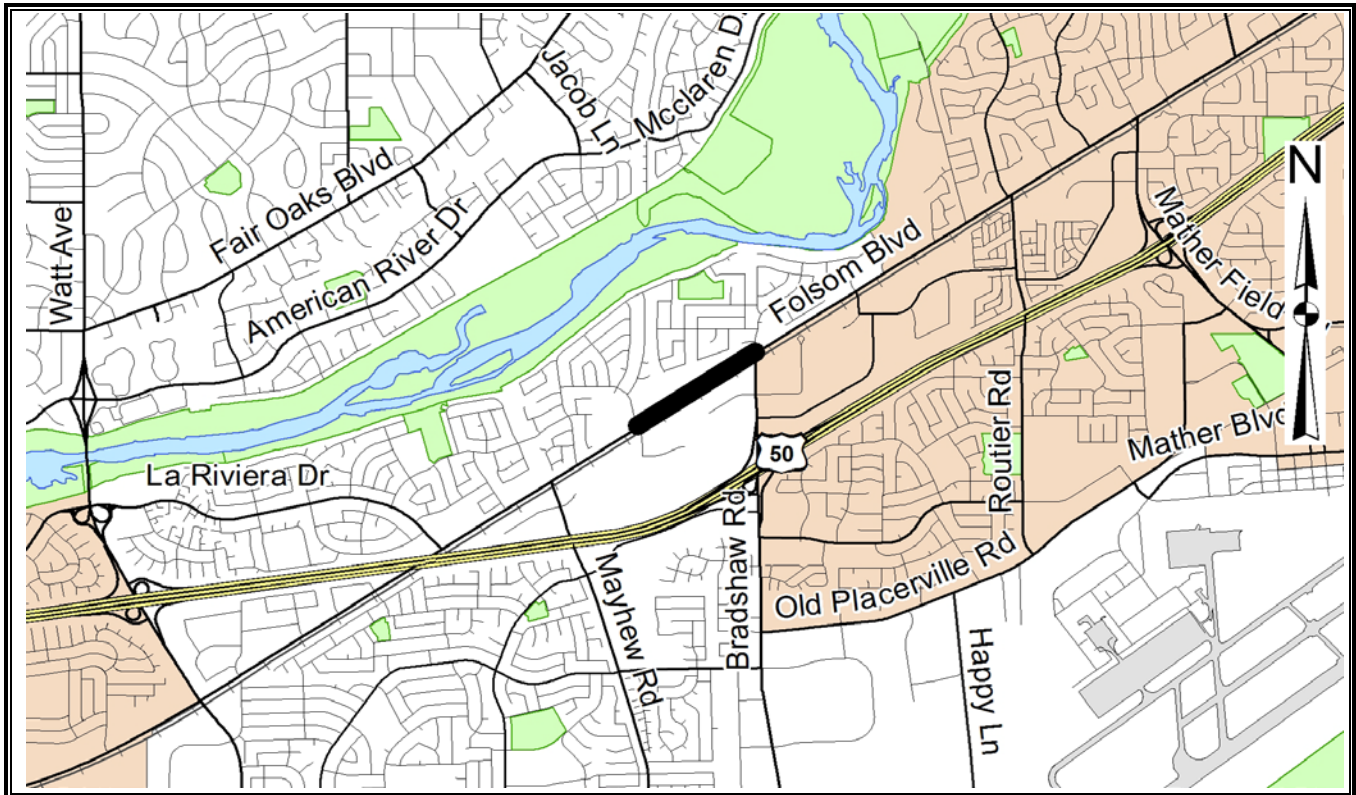
Five Year Transportation Improvement and Program Guide 2019-2024



A.C. Overlay / Pavement Project – Federal – 2015 Folsom Blvd

Engineer: Urbanik
Cost Est. (Thousands): \$1,238

Facility Code: 0D58
Board Approval: Jan-19



Project Description:

This project consists of placing rubberized asphalt concrete over the existing pavement and ADA compliant upgrades. Construction activities also include base repair, raising manholes, and grinding sections of the existing pavement prior to paving. Project is located in Supervisorial **District 5** on Folsom Boulevard from Butterfield Way to Bradshaw Road. This project is being funded with Federal funds and Department of Transportation Road Fund (Gas Tax).



Five Year Transportation Improvement and Program Guide 2019-2024



A.C. Overlay / Pavement Project - Federal - 2015 Folsom Blvd

Financing Plan & Tentative Schedule

Facility Code: 0D58

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund (68%)	-	\$ 417	\$ 429	-	-	-	-	-	\$ 846
Measure A (Sales Tax)	-	-	-	-	-	-	-	-	-
Other State	-	-	-	-	-	-	-	-	-
STIP	-	-	-	-	-	-	-	-	-
Federal (RSTP) (32%)	-	-	\$ 392	-	-	-	-	-	\$ 392
Other Federal	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Grand Total	-	\$ 417	\$ 821	-	-	-	-	-	\$ 1,238

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (7%)	-	\$ 85	-	-	-	-	-	-	\$ 85
Right of Way	-	\$ 32	-	-	-	-	-	-	\$ 32
Construction Contract (80%)	-	\$ 270	\$ 721	-	-	-	-	-	\$ 991
Construction Engineering (11%)	-	\$ 30	\$ 100	-	-	-	-	-	\$ 130
Other Costs	-	-	-	-	-	-	-	-	-
Grand Total	-	\$ 417	\$ 821	-	-	-	-	-	\$ 1,238

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

Note:

1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.



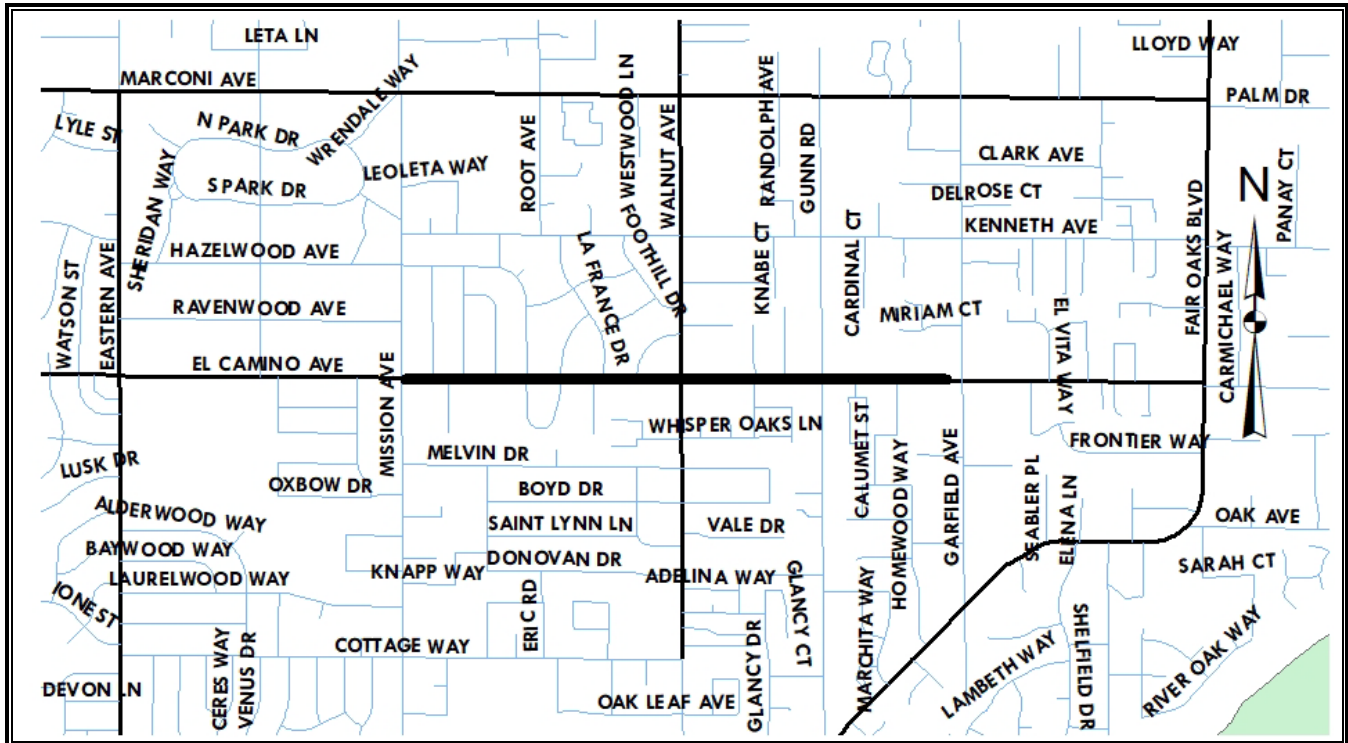
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A.C. Overlay / Pavement Project – 2019 - SB1

Engineer: Wick
Cost Est. (Thousands): \$2,795

Facility Code: 0D90
Board Approval: Feb-19



Project Description:

This project proposes to utilize funding from the Senate Bill 1 (SB1) Local Streets and Roads (LSR) Program to construct a rubberized asphalt concrete overlay of the existing pavement, bike lane upgrades and ADA compliant upgrades on various County roadways. Construction activities also include base repair, raising manholes and grinding sections of the existing pavement prior to paving. Project is located in Supervisorial **District 3** on El Camino Avenue from 300' east of Mission Avenue to 300' west of Garfield Avenue.



Five Year Transportation Improvement and Program Guide 2019-2024



A.C. Overlay / Pavement Project - 2019 - SB1

Financing Plan & Tentative Schedule

Facility Code: 0D90

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund	-	-	-	-	-	-	-	-	-
SB1 (LSR) (100%)	-	\$ 60	\$ 2,735	-	-	-	-	-	\$ 2,795
Measure A (Sales Tax)	-	-	-	-	-	-	-	-	-
Other State	-	-	-	-	-	-	-	-	-
STIP	-	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-	-
Other Federal	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Grand Total	-	\$ 60	\$ 2,735	-	-	-	-	-	\$ 2,795

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (8%)	-	\$ 60	\$ 160	-	-	-	-	-	\$ 220
Right of Way	-	-	-	-	-	-	-	-	-
Construction Contract (80%)	-	-	\$ 2,240	-	-	-	-	-	\$ 2,240
Construction Engineering (12%)	-	-	\$ 335	-	-	-	-	-	\$ 335
Other Costs	-	-	-	-	-	-	-	-	-
Grand Total	-	\$ 60	\$ 2,735	-	-	-	-	-	\$ 2,795

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

Note:

1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.



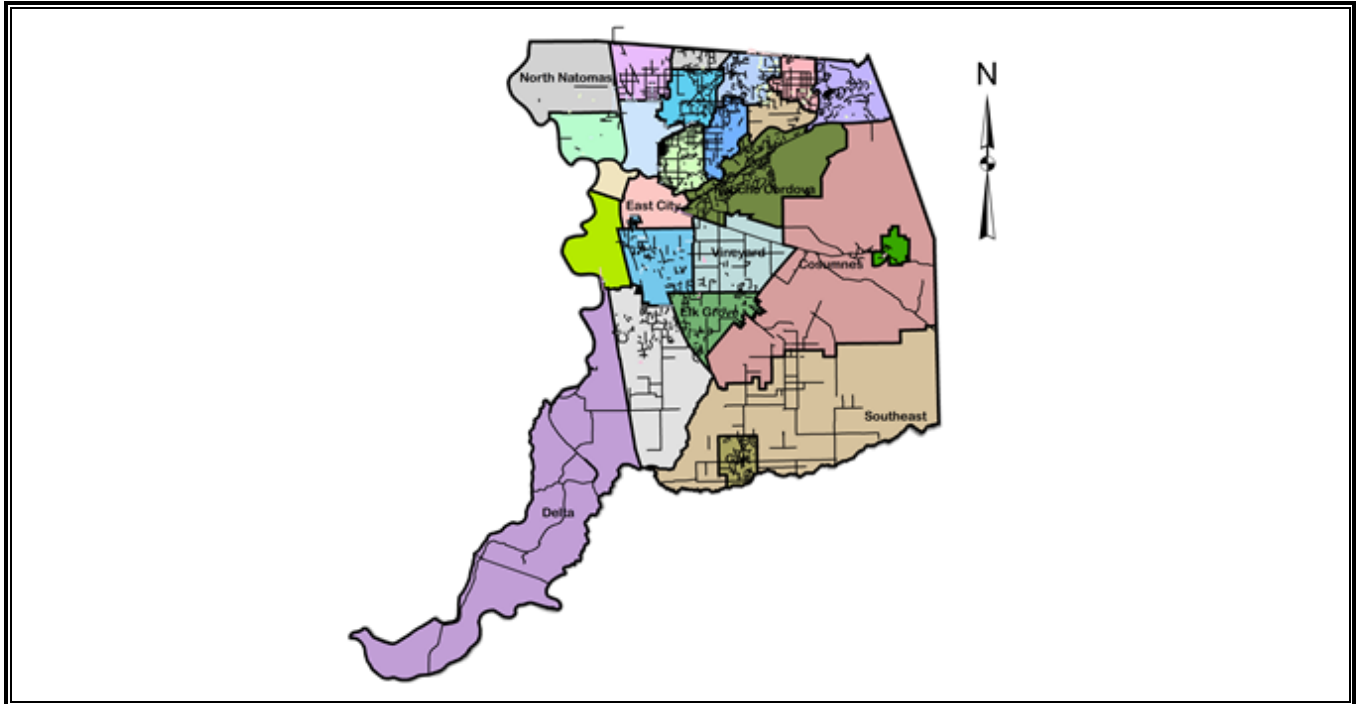
Five Year Transportation Improvement and Program Guide 2019-2024



A.C. Overlay / Pavement Project – SB1 (LPP) – Cycle 1

Engineer: Cress
Cost Est. (Thousands): \$5,055

Facility Code: 0D86
Board Approval: Feb-19



Project Description:

This project consists of placing rubberized asphalt concrete over the existing pavement and installing bike lanes and ADA compliant upgrades. Construction activities also include base repair, raising manholes, and grinding sections of the existing pavement prior to paving. This project is being funded by the SB1 Local Partnership Program (LPP) and Local Streets and Roads (LSR) Program. Specific locations have been approved with the Board of Supervisors. The project locations are in Supervisory Districts 1, 3, and 4. The project locations are: **District 1:** West Elkhorn Boulevard from East Levee Road to railroad tracks; **District 3:** Hillsdale Boulevard from Frizell Avenue to Walerga Road; **District 4:** West Elkhorn Boulevard from railroad tracks to West 2nd Street, and Oak Avenue from Hazel Avenue to Chestnut/Granite Avenue.



Five Year Transportation Improvement and Program Guide 2019-2024



A.C. Overlay / Pavement Project - SB1 (LPP) - Cycle 1

Financing Plan & Tentative Schedule

Facility Code: 0D86

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund	-	-	-	-	-	-	-	-	-
SB1 (LSR) (52%)	\$ 10	\$ 815	\$ 1,820	-	-	-	-	-	\$ 2,645
SB1 (LPP) (48%)	\$ 11	\$ 814	\$ 1,585	-	-	-	-	-	\$ 2,410
Measure A (Sales Tax)	-	-	-	-	-	-	-	-	-
Other State	-	-	-	-	-	-	-	-	-
STIP	-	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-	-
Other Federal	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Grand Total	\$ 21	\$ 1,629	\$ 3,405	-	-	-	-	-	\$ 5,055

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (7%)	\$ 21	\$ 319	-	-	-	-	-	-	\$ 340
Right of Way	-	-	-	-	-	-	-	-	-
Construction Contract (77%)	-	\$ 1,000	\$ 2,885	-	-	-	-	-	\$ 3,885
Construction Engineering (16%)	-	\$ 310	\$ 520	-	-	-	-	-	\$ 830
Other Costs	-	-	-	-	-	-	-	-	-
Grand Total	\$ 21	\$ 1,629	\$ 3,405	-	-	-	-	-	\$ 5,055

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

Note:

1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.



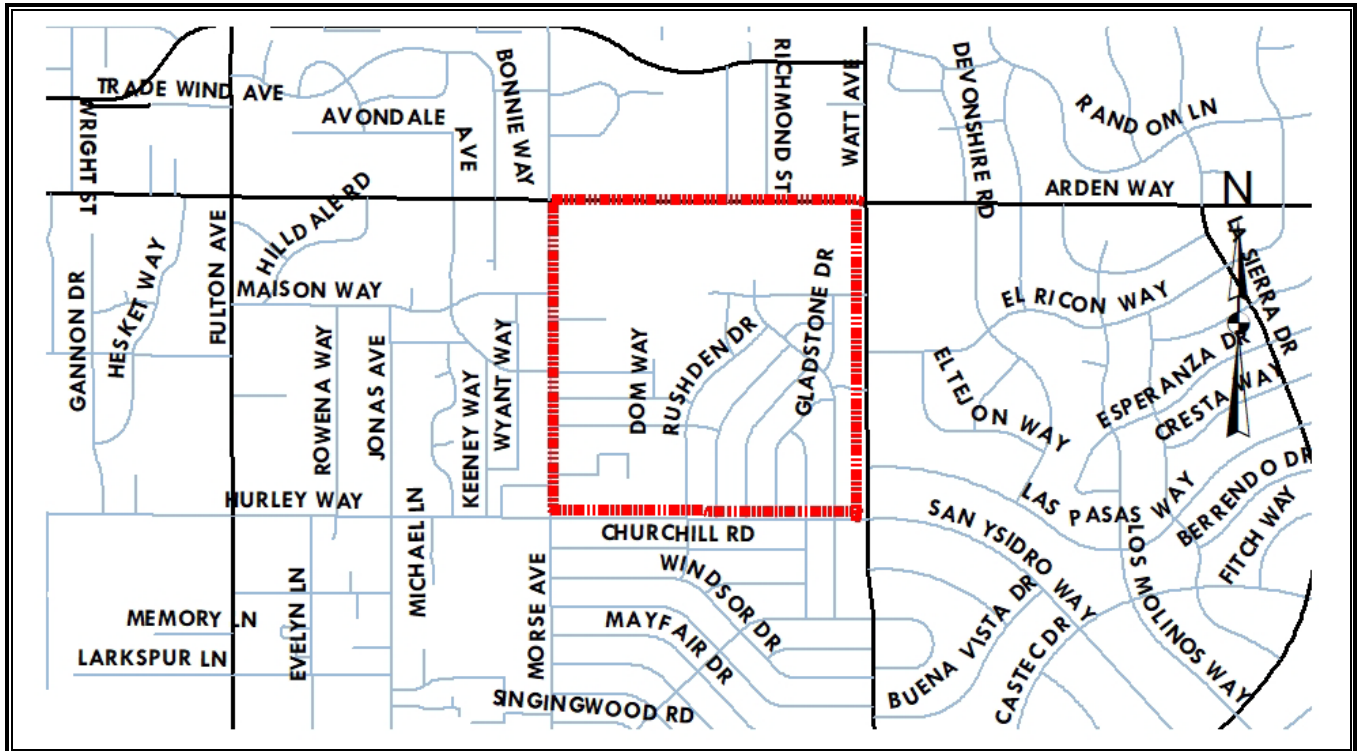
Five Year Transportation Improvement and Program Guide 2019-2024



A.C. Overlay / Pavement Project – SB1 (LPP) – Cycle 2

Engineer: Urbanik
Cost Est. (Thousands): \$2,500

Facility Code: 0D91
Board Approval: Apr-19



Project Description:

This project consists of placing rubberized asphalt concrete over the existing pavement and installing bike lanes and ADA compliant upgrades. Construction activities also include base repair, raising manholes, and grinding sections of the existing pavement prior to paving. This project is being funded by the SB1 Local Partnership Program (LPP) and Local Streets and Roads (LSR) Program. The project location is in Supervisor **District 3** in the Arden Arcade community with an area bounded by Arden Way, Hurley Way, Morse Avenue, and Watt Avenue. This project will be combined with the project on page A2-5.



Five Year Transportation Improvement and Program Guide 2019-2024



A.C. Overlay / Pavement Project - SB1 (LPP) - Cycle 2

Financing Plan & Tentative Schedule

Facility Code: 0D91

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund	-	-	-	-	-	-	-	-	-
SB1 (LSR) (61%)	-	\$ 60	\$ 1,467	-	-	-	-	-	\$ 1,527
SB1 (LPP) (39%)	-	-	\$ 973	-	-	-	-	-	\$ 973
Measure A (Sales Tax)	-	-	-	-	-	-	-	-	-
Other State	-	-	-	-	-	-	-	-	-
STIP	-	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-	-
Other Federal	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Grand Total	-	\$ 60	\$ 2,440	-	-	-	-	-	\$ 2,500

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (2%)	-	\$ 60	-	-	-	-	-	-	\$ 60
Right of Way	-	-	-	-	-	-	-	-	-
Construction Contract (85%)	-	-	\$ 2,114	-	-	-	-	-	\$ 2,114
Construction Engineering (13%)	-	-	\$ 326	-	-	-	-	-	\$ 326
Other Costs	-	-	-	-	-	-	-	-	-
Grand Total	-	\$ 60	\$ 2,440	-	-	-	-	-	\$ 2,500

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

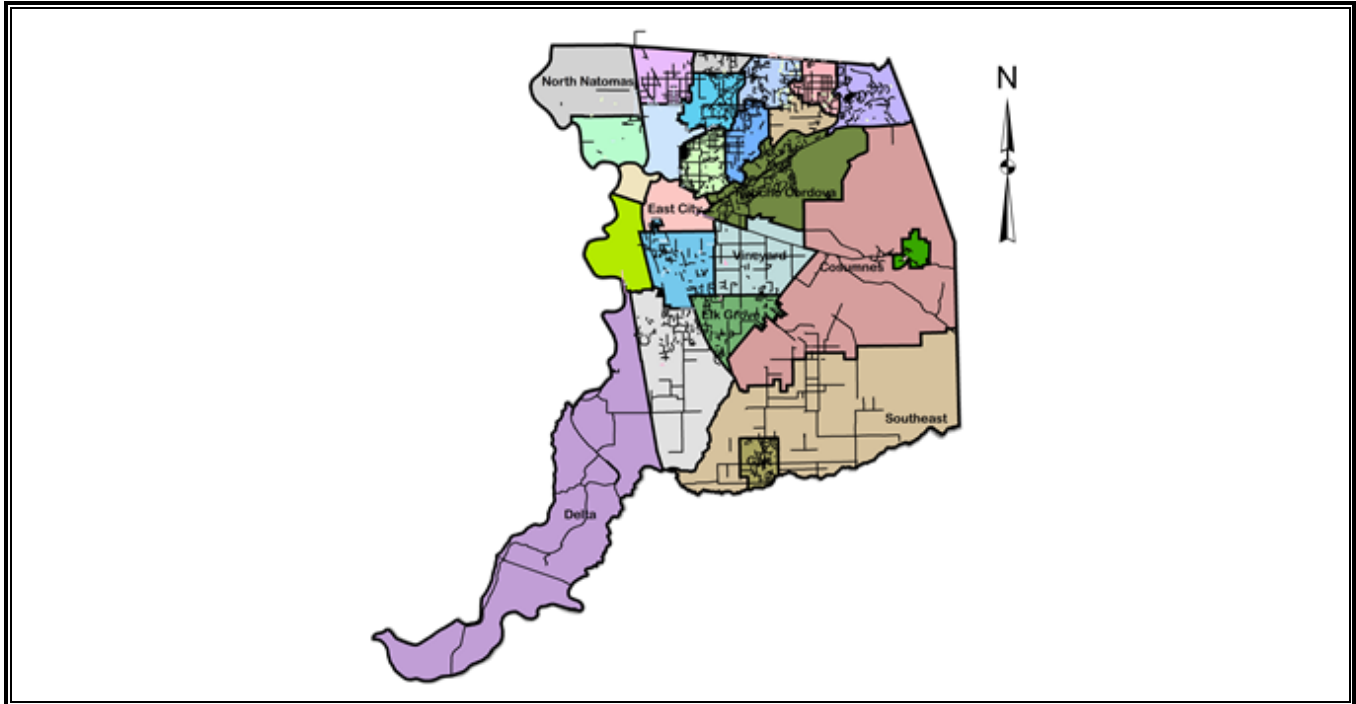
Note:

1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.

Accessible Curb Ramp Improvement Project – Various Locations

Engineer: Urbanik
Cost Est. (*Thousands*): \$5,875

Facility Code: 0XDS
Board Approval: Ongoing



Project Description:

This project will upgrade curb ramps to current ADA standards at non-signalized intersections throughout the unincorporated areas of Sacramento County. The project locations are high priority locations as set forth in the Sacramento County ADA Transition Plan to provide accessibility at specific locations. This project is funded with Measure A Sales Tax.



Five Year Transportation Improvement and Program Guide 2019-2024



Accessible Curb Ramp Improvement Project - Various Locations Financing Plan & Tentative Schedule

Facility Code: 0XDS

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund	-	-	-	-	-	-	-	-	-
SB1 (LSR) (0%)	-	-	-	-	-	-	-	-	-
Measure A Sales Tax (100%)	-	\$ 375	\$ 1,100	\$ 1,100	\$ 1,100	\$ 1,100	\$ 1,100	-	\$ 5,875
Other State	-	-	-	-	-	-	-	-	-
STIP	-	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-	-
Other Federal	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Grand Total	-	\$ 375	\$ 1,100	\$ 1,100	\$ 1,100	\$ 1,100	\$ 1,100	-	\$ 5,875

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (8%)	-	\$ 30	\$ 88	\$ 88	\$ 88	\$ 88	\$ 88	-	\$ 470
Right of Way	-	-	-	-	-	-	-	-	-
Construction Contract (75%)	-	\$ 300	\$ 825	\$ 825	\$ 825	\$ 825	\$ 825	-	\$ 4,425
Construction Engineering (17%)	-	\$ 45	\$ 187	\$ 187	\$ 187	\$ 187	\$ 187	-	\$ 980
Other Costs	-	-	-	-	-	-	-	-	-
Grand Total	-	\$ 375	\$ 1,100	\$ 1,100	\$ 1,100	\$ 1,100	\$ 1,100	-	\$ 5,875

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

Note:

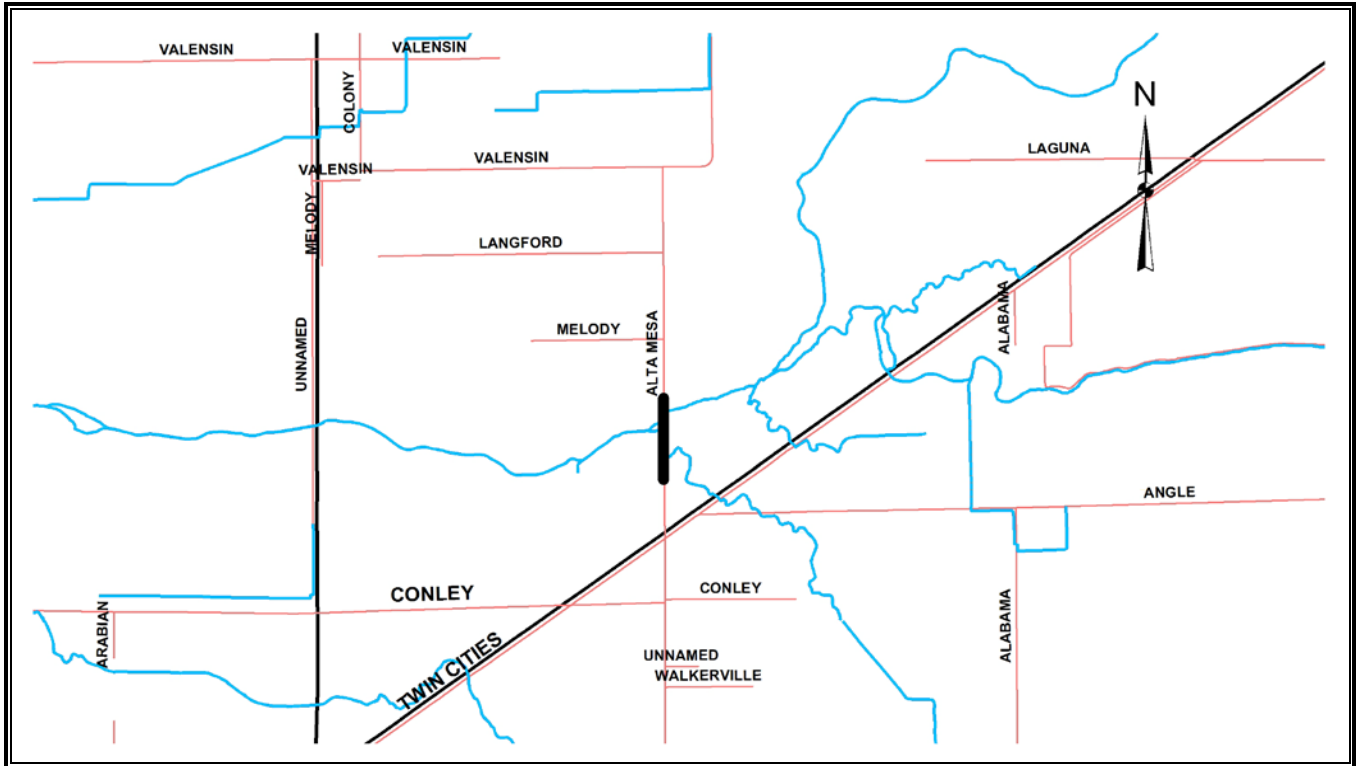
1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.



Alta Mesa Road Bridge Replacement at Laguna Creek

Engineer: Eslabon
Cost Est. (*Thousands*): \$7,019

Facility Code: ODDK
Board Approval: Oct-20



Project Description:

This project will replace an existing two-lane concrete deck on timber stringers bridge with a new two-lane concrete slab bridge on Alta Mesa Road at Laguna Creek, north of State Route 104. The project is funded by the Federal Highway Bridge Program (HBP), and the SB1 Local Streets and Road (LSR) Program.



Five Year Transportation Improvement and Program Guide 2019-2024



Alta Mesa Road Bridge Replacement at Laguna Creek

Financing Plan & Tentative Schedule

Facility Code: ODDK

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund (3%)	\$ 187	-	-	-	-	-	-	-	\$ 187
SB1 (LSR) (16%)	\$ 39	\$ 21	\$ 41	\$ 136	\$ 678	\$ 194	-	-	\$ 1,109
Measure A (Sales Tax)	-	-	-	-	-	-	-	-	-
Other State	-	-	-	-	-	-	-	-	-
STIP	-	-	-	-	-	-	-	-	-
Federal (HBP) (82%)	\$ 671	\$ 10	\$ 159	\$ 660	\$ 3,283	\$ 940	-	-	\$ 5,723
Other Federal	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Grand Total	\$ 897	\$ 31	\$ 200	\$ 796	\$ 3,961	\$ 1,134	-	-	\$ 7,019

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (15%)	\$ 844	\$ 28	\$ 200	-	-	-	-	-	\$ 1,072
Right of Way (1%)	\$ 53	\$ 3	-	-	-	-	-	-	\$ 56
Construction Contract (69%)	-	-	-	\$ 556	\$ 3,370	\$ 948	-	-	\$ 4,874
Construction Engineering (14%)	-	-	-	\$ 240	\$ 591	\$ 186	-	-	\$ 1,017
Other Costs (0%)	-	-	-	-	-	-	-	-	-
Grand Total	\$ 897	\$ 31	\$ 200	\$ 796	\$ 3,961	\$ 1,134	-	-	\$ 7,019

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

Note:

1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.



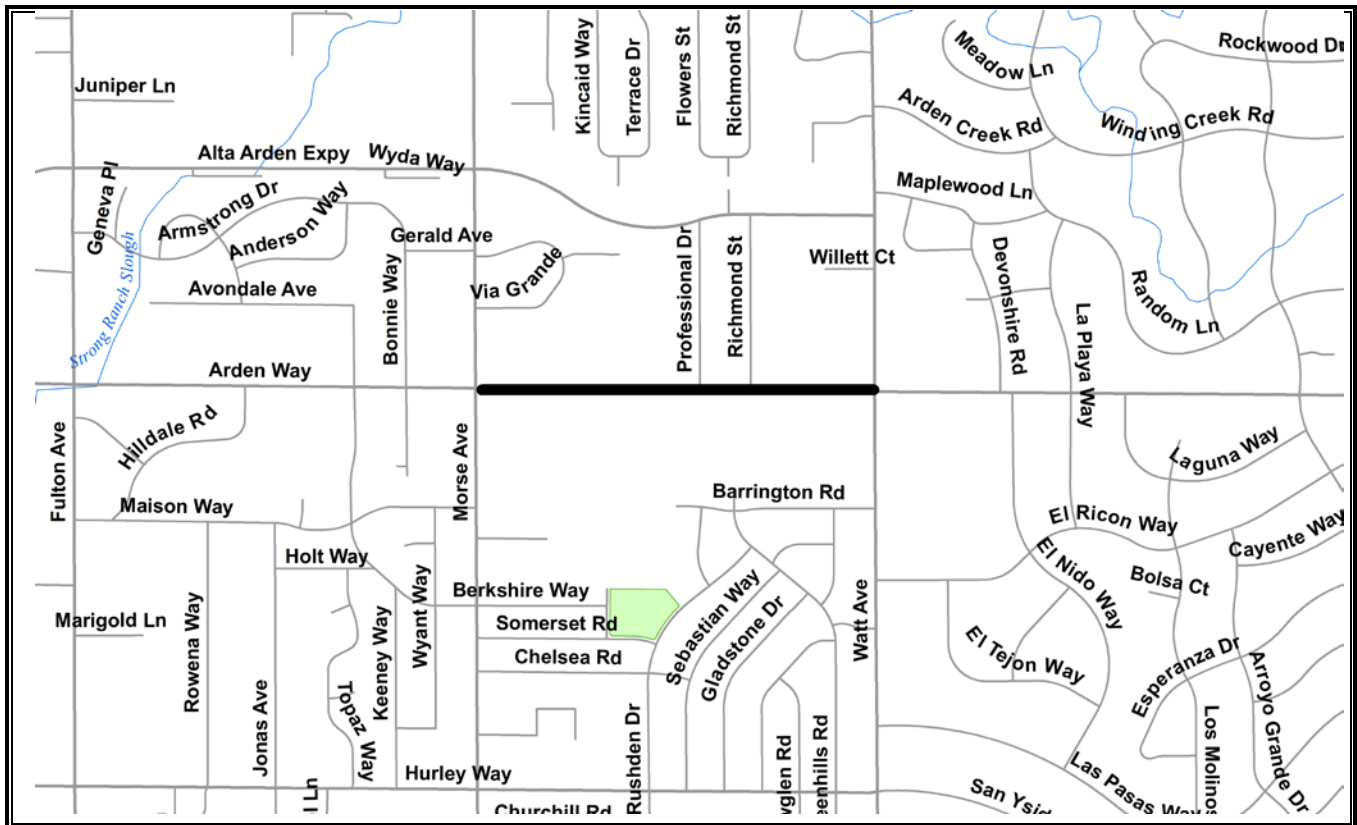
Five Year Transportation Improvement and Program Guide 2019-2024



Arden Way Complete Streets – Phase 1

Engineer: Tu
Cost Est. (Thousands): \$5,549

Facility Code: ODGJ
Board Approval: Jul-21



Project Description:

The Phase 1 project will construct buffered bike lanes, separated sidewalks, and landscaped buffers and medians on Arden Way between Watt Avenue and Morse Avenue as well as improve signalized crossings with new curb ramps, expanded bus turnouts and enlarged loading areas, detection for bicycles, audible and countdown pedestrian signals, and crosswalk striping. The project will also include development of an Arden Way Complete Streets Plan along the larger corridor between Watt Avenue and Howe Avenue. Later phases would extend the improvements to Howe Avenue.



Five Year Transportation Improvement and Program Guide 2019-2024



Arden Way Complete Streets - Phase 1

Financing Plan & Tentative Schedule

Facility Code: 0DGJ

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund (16%)	-	-	-	-	\$ 903	-	-	-	\$ 903
Measure A (Sales Tax) (12%)	-	-	\$ 180	\$ 81	\$ 388	-	-	-	\$ 649
Other State	-	-	-	-	-	-	-	-	-
STIP	-	-	-	-	-	-	-	-	-
Federal (RSTP) (18%)	-	-	\$ 692	\$ 308	-	-	-	-	\$ 1,000
Other Federal	-	-	-	-	-	-	-	-	-
Other (Unidentified) (54%)	-	-	-	-	\$ 2,997	-	-	-	\$ 2,997
Grand Total	-	-	\$ 872	\$ 389	\$ 4,288	-	-	-	\$ 5,549

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (16%)	-	-	\$ 720	\$ 146	-	-	-	-	\$ 866
Right of Way (7%)	-	-	\$ 152	\$ 243	-	-	-	-	\$ 395
Construction Contract (67%)	-	-	-	-	\$ 3,712	-	-	-	\$ 3,712
Construction Engineering (10%)	-	-	-	-	\$ 576	-	-	-	\$ 576
Other Cost (0%)	-	-	-	-	-	-	-	-	-
Grand Total	-	-	\$ 872	\$ 389	\$ 4,288	-	-	-	\$ 5,549

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

Note:

1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.



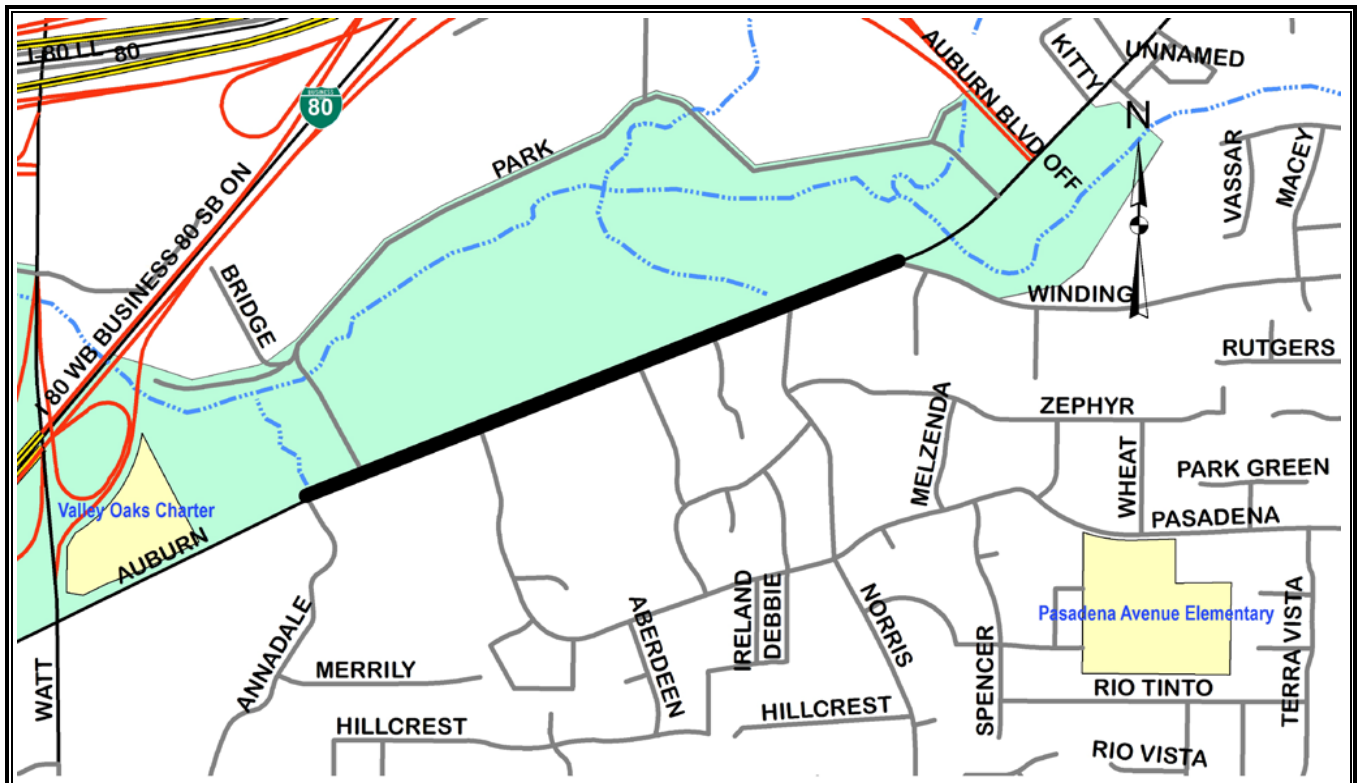
Five Year Transportation Improvement and Program Guide 2019-2024



Auburn Boulevard Bike/Pedestrian Improvements

Engineer: Voo
Cost Est. (Thousands): \$2,370

Facility Code: OXDP
Board Approval: Mar-19



Project Description:

This project is located on Auburn Boulevard beginning 200 feet west of Annadale Lane and continuing eastward to Winding Way. Proposed construction elements include sidewalk infill, Class II bike lanes, and a signalized pedestrian crossing of Auburn Boulevard. The project is being funded by the Federal Highway Safety Improvement Program.

This project is further coordinated with the City of Sacramento ongoing project to replace the existing bridge on Auburn Boulevard at Arden Creek.



Five Year Transportation Improvement and Program Guide 2019-2024



Auburn Boulevard Bike/Pedestrian Improvements Financing Plan & Tentative Schedule

Facility Code: OXDP

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund	-	-	-	-	-	-	-	-	-
Measure A (Sales Tax) (14%)	\$ 136	\$ 191	-	-	-	-	-	-	\$ 327
Other State	-	-	-	-	-	-	-	-	-
STIP	-	-	-	-	-	-	-	-	-
Federal (HSIP) (100%)	\$ 181	\$ 218	\$ 1,440	-	-	-	-	-	\$ 1,839
Federal (CMAQ) (11%)	-	-	\$ 204	-	-	-	-	-	\$ 204
Other	-	-	-	-	-	-	-	-	-
Grand Total	\$ 317	\$ 409	\$ 1,644	-	-	-	-	-	\$ 2,370

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (28%)	\$ 296	\$ 377	-	-	-	-	-	-	\$ 673
Right of Way (1%)	\$ 21	\$ 7	-	-	-	-	-	-	\$ 28
Construction Contract (61%)	-	-	\$ 1,444	-	-	-	-	-	\$ 1,444
Construction Engineering (9%)	-	\$ 25	\$ 200	-	-	-	-	-	\$ 225
Other Cost (0%)	-	-	-	-	-	-	-	-	-
Grand Total	\$ 317	\$ 409	\$ 1,644	-	-	-	-	-	\$ 2,370

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

Note:

1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.



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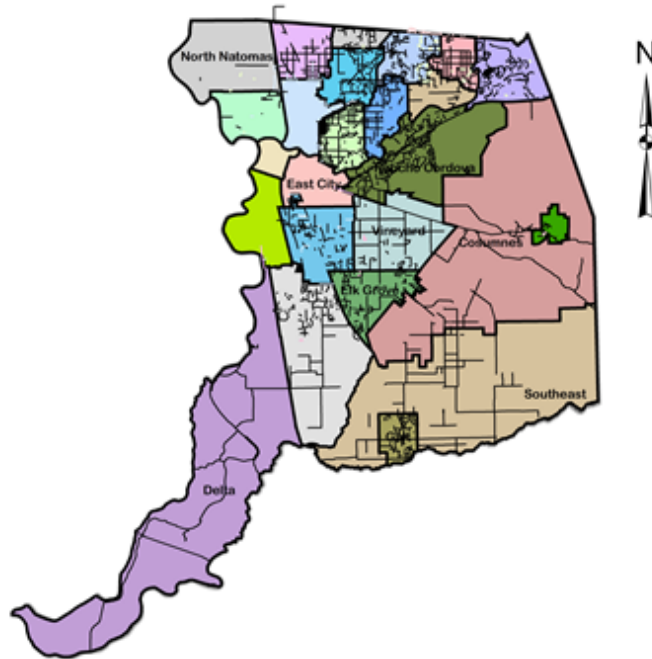


Bikeway Master Plan Implementation

Various locations

Engineer: Yee
Cost Est. (Thousands): \$850

Facility Code: OTSL
Board Approval: Ongoing Program



Project Description:

This is an ongoing program to install bike lane signing, striping and markings in various locations countywide.



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Bikeway Master Plan Implementation - Various Locations

Financing Plan & Tentative Schedule

Facility Code: OTSL

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund	-	-	-	-	-	-	-	-	-
Measure A (Sales Tax) (100%)	-	\$ 100	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	-	\$ 850
Other State	-	-	-	-	-	-	-	-	-
STIP	-	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-	-
Other Federal	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Grand Total	-	\$ 100	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	-	\$ 850

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (20%)	-	\$ 20	\$ 30	\$ 30	\$ 30	\$ 30	\$ 30	-	\$ 170
Right of Way (0%)	-	-	-	-	-	-	-	-	-
Construction Contract (0%)	-	-	-	-	-	-	-	-	-
Construction Engineering (80%)	-	\$ 80	\$ 120	\$ 120	\$ 120	\$ 120	\$ 120	-	\$ 680
Other Costs (0%)	-	-	-	-	-	-	-	-	-
Grand Total	-	\$ 100	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	-	\$ 850

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

Note:

1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.



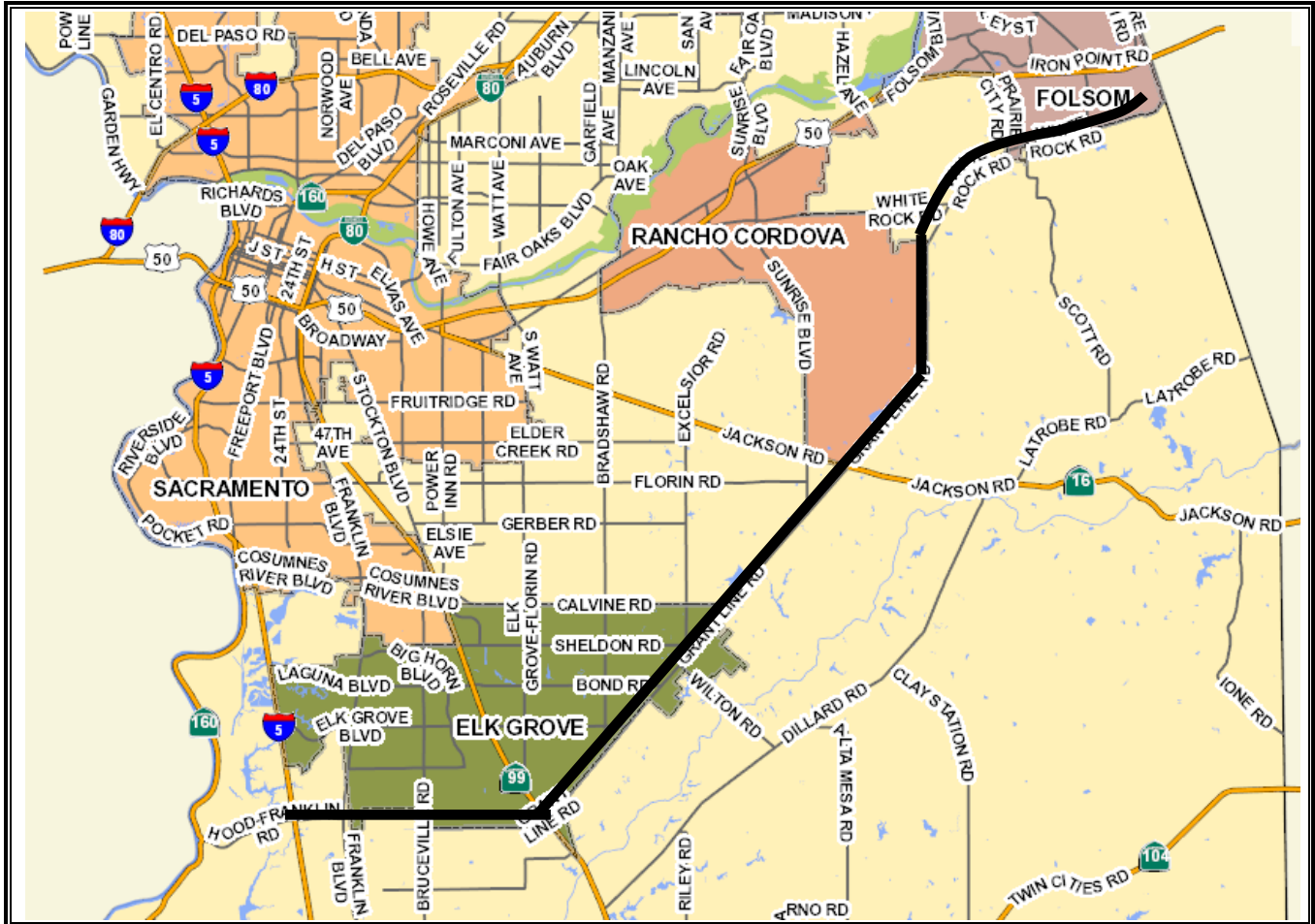
Five Year Transportation Improvement and Program Guide 2019-2024



Capital SouthEast Connector Various locations

Engineer: Carter
Cost Est. (Thousands): \$2,200

Facility Code: NEW
Board Approval:



Project Description:

This project reserves funding to support the Capital SouthEast Connector project. These funds could be used as local matching funds for grants and could be used for any phases of work, including design, ROW acquisition, and construction. The actual segment would be determined in consultation with the Capital SouthEast Connector Joint Powers Authority.



Five Year Transportation Improvement and Program Guide 2019-2024



Capital SouthEast Connector Financing Plan & Tentative Schedule

Facility Code: NEW

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees (100%)	-	-	-	-	-	-	\$ 2,200	-	\$ 2,200
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund	-	-	-	-	-	-	-	-	-
Measure A (Sales Tax)	-	-	-	-	-	-	-	-	-
Other State	-	-	-	-	-	-	-	-	-
STIP	-	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-	-
Other Federal	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Grand Total	-	-	-	-	-	-	\$ 2,200	-	\$ 2,200

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (0%)	-	-	-	-	-	-	-	-	-
Right of Way (0%)	-	-	-	-	-	-	-	-	-
Construction Contract (100%)	-	-	-	-	-	-	\$ 2,200	-	\$ 2,200
Construction Engineering (0%)	-	-	-	-	-	-	-	-	-
Other Costs (0%)	-	-	-	-	-	-	-	-	-
Grand Total	-	-	-	-	-	-	\$ 2,200	-	\$ 2,200

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

Note:

1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.



Facility Code: 0D57
Board Approval: On-going Program



A2-31



Five Year Transportation Improvement and Program Guide 2019-2024



Curb, Gutter, and Sidewalk Replacement

Financing Plan & Tentative Schedule

Facility Code: 0D57

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund (100%)	-	\$ 395	\$ 395	\$ 395	\$ 395	\$ 395	\$ 395	-	\$ 2,370
Measure A (Sales Tax)	-	-	-	-	-	-	-	-	-
Other State	-	-	-	-	-	-	-	-	-
STIP	-	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-	-
Other Federal	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Grand Total	-	\$ 395	\$ 395	\$ 395	\$ 395	\$ 395	\$ 395	-	\$ 2,370

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (1%)	-	\$ 5	\$ 5	\$ 5	\$ 5	\$ 5	\$ 5	-	\$ 30
Right of Way (0%)	-	-	-	-	-	-	-	-	-
Construction Contract (76%)	-	\$ 300	\$ 300	\$ 300	\$ 300	\$ 300	\$ 300	-	\$ 1,800
Construction Engineering (23%)	-	\$ 90	\$ 90	\$ 90	\$ 90	\$ 90	\$ 90	-	\$ 540
Other Costs (0%)	-	-	-	-	-	-	-	-	-
Grand Total	-	\$ 395	\$ 395	\$ 395	\$ 395	\$ 395	\$ 395	-	\$ 2,370

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

Note:

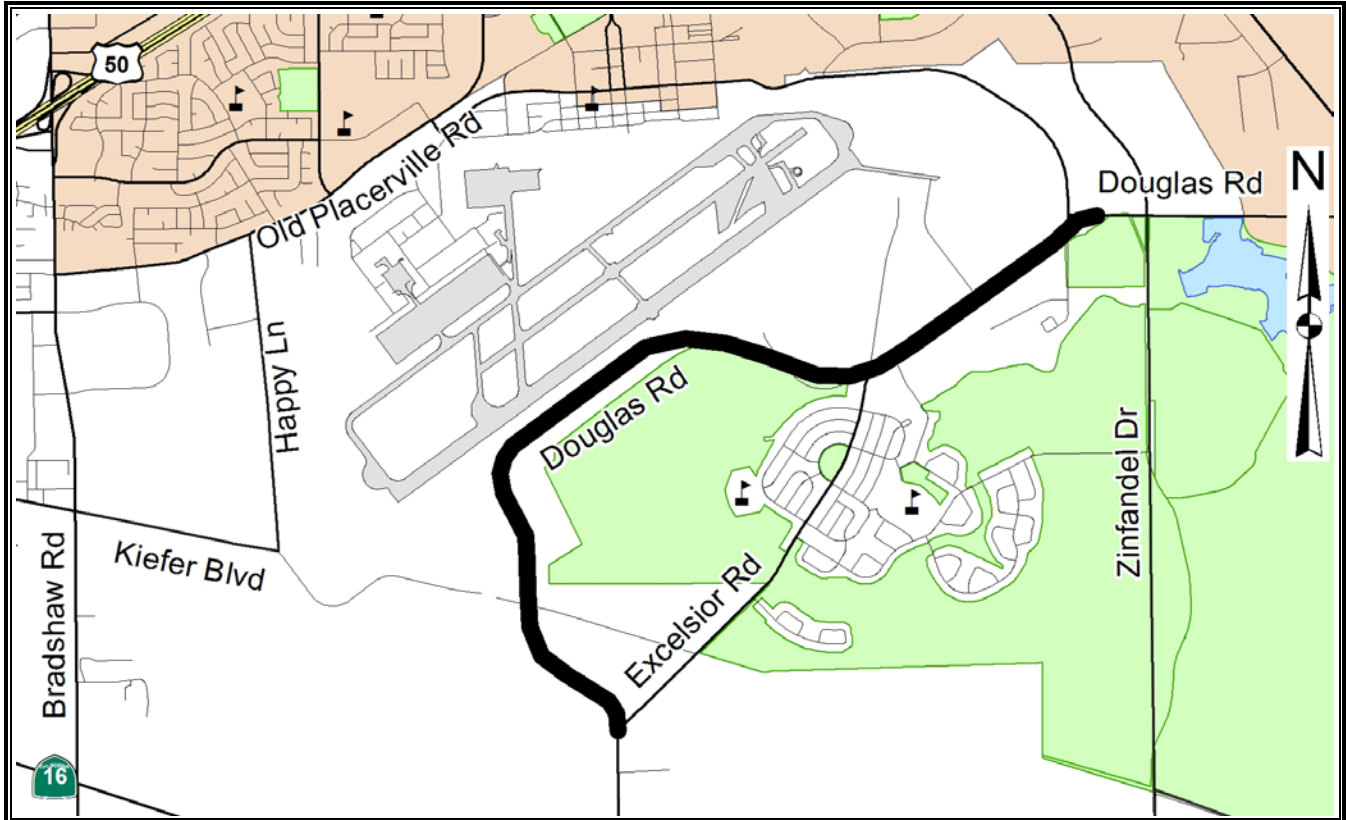
1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.

Douglas Road Extension – Project Scoping

Mather Boulevard to Excelsior Road

Engineer: Yee
Cost Est. (Thousands): \$102

Facility Code: 4L44
Board Approval:



Project Description:

The Douglas Road Extension project proposes to construct a new arterial roadway from Mather Boulevard to Excelsior Road. The ultimate roadway will include four lanes with a landscaped median, bike lanes, curb, gutter, and separated sidewalk. An interim two-lane roadway is being considered as the first phase of the project, with the ultimate four-lane facility being completed in a future phase. Funding is currently available from Mather Bond proceeds to complete preliminary scoping for the project. This effort includes establishing an alignment and cross sections for the future roadway, identifying new intersections and traffic signals, determining right-of-way needs, and identifying potential environmental impacts. The scoping effort also includes developing cost estimates, an implementation schedule, and a funding plan for the project. Future funding from the Sacramento Transportation Development Fee Program and the Mather Special Finance District is anticipated to be available to fund the project's environmental review, design, right-of-way acquisition and construction.



Five Year Transportation Improvement and Program Guide 2019-2024



Douglas Road Extension - Project Scoping Financing Plan & Tentative Schedule

Facility Code: 4L44

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund	-	-	-	-	-	-	-	-	-
Measure A (Sales Tax)	-	-	-	-	-	-	-	-	-
Other State	-	-	-	-	-	-	-	-	-
STIP	-	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-	-
Other Federal	-	-	-	-	-	-	-	-	-
Other (Mather Bond Proceeds) (100%)	\$ 2	\$ 25	\$ 75	-	-	-	-	-	\$ 102
Grand Total	\$ 2	\$ 25	\$ 75	-	-	-	-	-	\$ 102

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (100%)	\$ 2	\$ 25	\$ 75	-	-	-	-	-	\$ 102
Right of Way (0%)	-	-	-	-	-	-	-	-	-
Construction Contract (0%)	-	-	-	-	-	-	-	-	-
Construction Engineering (0%)	-	-	-	-	-	-	-	-	-
Other Costs (0%)	-	-	-	-	-	-	-	-	-
Grand Total	\$ 2	\$ 25	\$ 75	-	-	-	-	-	\$ 102

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

Note:

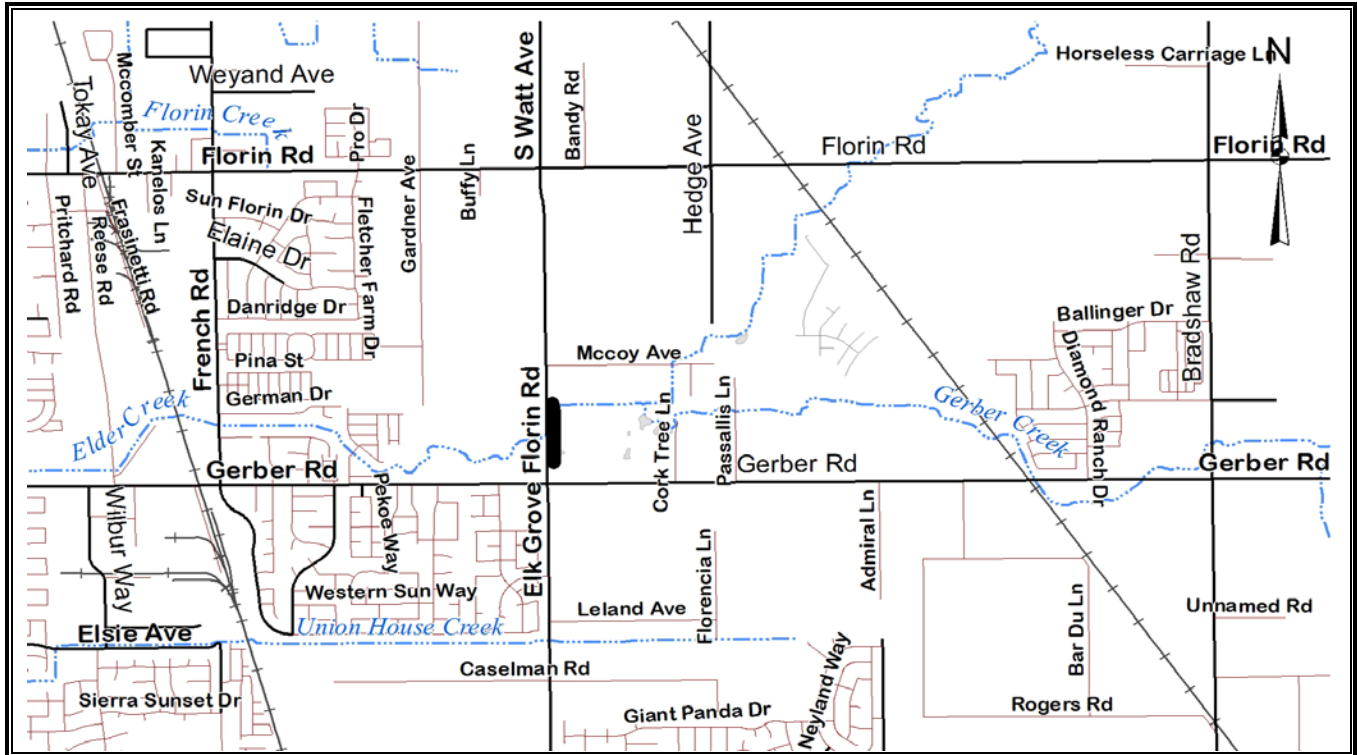
1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.



Elk Grove-Florin Road Bridge Replacement at Elder Creek

Engineer: Gotwalt
Cost Est. (Thousands): \$9,684

Facility Code: 0E17
Board Approval: May-19



Project Description:

This project proposes to replace the existing Elk Grove-Florin Road Bridge at Elder Creek with a new bridge structure. The width of the new proposed bridge will accommodate future widening of Elk Grove-Florin Road from two to four lanes. The project is funded by the Federal Highway Bridge Program (HBP).



Five Year Transportation Improvement and Program Guide 2019-2024



Elk Grove-Florin Road Bridge Replacement at Elder Creek

Financing Plan & Tentative Schedule

Facility Code: 0E17

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts (VIN) (30%)	\$ 702	\$ 423	\$ 1,010	\$ 776	-	-	-	-	\$ 2,911
Road Fund	-	-	-	-	-	-	-	-	-
Measure A (Sales Tax)	-	-	-	-	-	-	-	-	-
Other State	-	-	-	-	-	-	-	-	-
STIP	-	-	-	-	-	-	-	-	-
Federal (HBP) (70%)	\$ 811	\$ 126	\$ 5,220	\$ 616	-	-	-	-	\$ 6,773
Other Federal	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Grand Total	\$ 1,513	\$ 549	\$ 6,230	\$ 1,392	-	-	-	-	\$ 9,684

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (17%)	\$ 1,476	\$ 170	-	-	-	-	-	-	\$ 1,646
Right of Way (1%)	\$ 37	\$ 84	-	-	-	-	-	-	\$ 121
Construction Contract (68%)	-	-	\$ 5,350	\$ 1,197	-	-	-	-	\$ 6,547
Construction Engineering (13%)	-	\$ 195	\$ 880	\$ 195	-	-	-	-	\$ 1,270
Other Costs (1%)	-	\$ 100	-	-	-	-	-	-	\$ 100
Grand Total	\$ 1,513	\$ 549	\$ 6,230	\$ 1,392	-	-	-	-	\$ 9,684

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

Note:

1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.



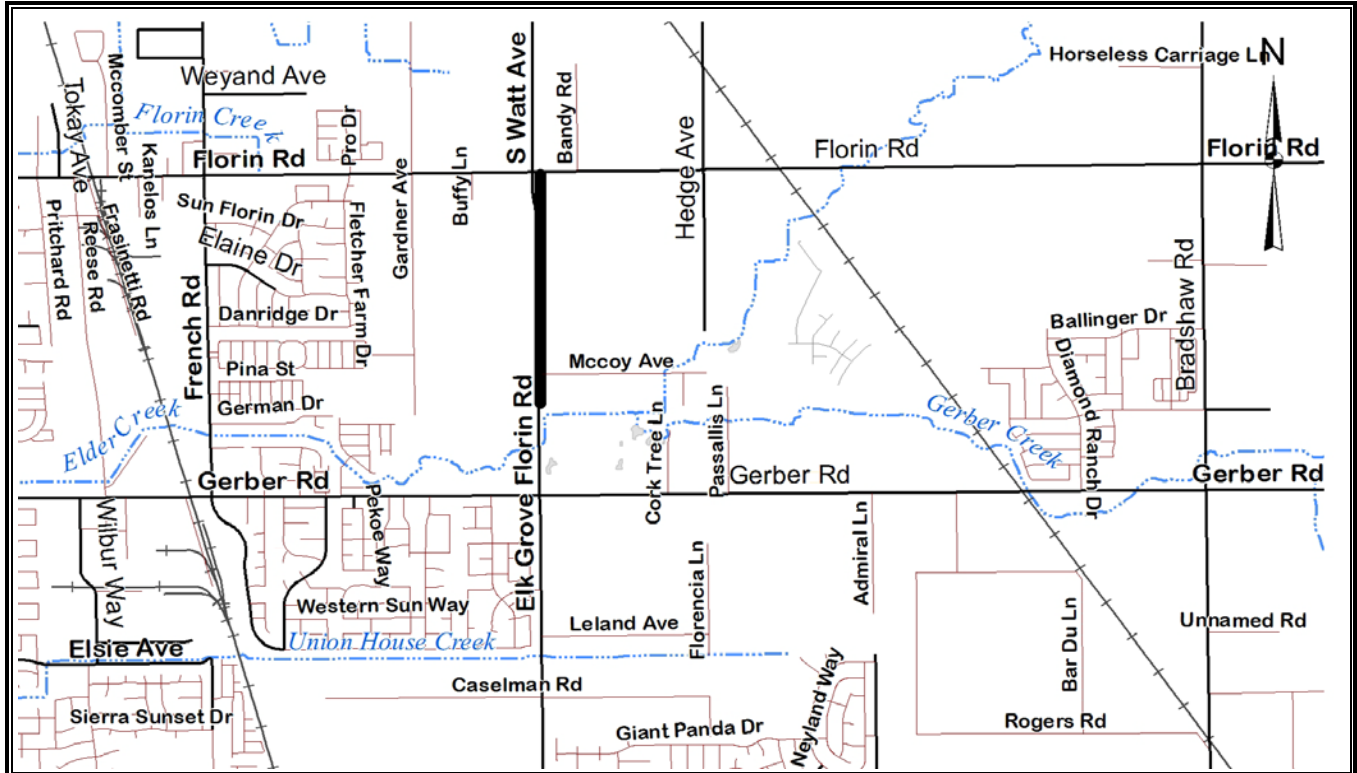
Five Year Transportation Improvement and Program Guide 2019-2024



Elk Grove-Florin Rd Widening North of Elder Creek to Florin Rd

Engineer: Gotwalt
Cost Est. (Thousands): \$11,410

Facility Code: 0E24
Board Approval: May-19



Project Description:

This project will widen Elk Grove-Florin Road from two to four lanes north of Elder Creek to Florin Road. Proposed improvements include a raised landscaped median, improvements for ADA compliance, bicycle lanes, pedestrian facilities and intersection upgrades. The project is included within the Vineyard, Florin- Vineyard Community, and North Vineyard Station Public Facilities Financing Plans.



Five Year Transportation Improvement and Program Guide 2019-2024



Elk Grove-Florin Rd Widening - North of Elder Creek to Florin Rd

Financing Plan & Tentative Schedule

Facility Code: 0E24

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts (VIN) (31%)	\$ 1,665	\$ 371	\$ 1,460	-	-	-	-	-	\$ 3,496
Financing Districts (FVCP) (67%)	-	-	\$ 5,978	\$ 1,618	-	-	-	-	\$ 7,596
Financing Districts (NVS) (3%)	-	-	-	\$ 318	-	-	-	-	\$ 318
Measure A (Sales Tax)	-	-	-	-	-	-	-	-	-
Other State	-	-	-	-	-	-	-	-	-
STIP	-	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-	-
Other Federal	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Grand Total	\$ 1,665	\$ 371	\$ 7,438	\$ 1,936	-	-	-	-	\$ 11,410

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (10%)	\$ 1,034	\$ 160	-	-	-	-	-	-	\$ 1,194
Right of Way (7%)	\$ 631	\$ 141	-	-	-	-	-	-	\$ 772
Construction Contract (74%)	-	-	\$ 6,575	\$ 1,816	-	-	-	-	\$ 8,391
Construction Engineering (9%)	-	\$ 70	\$ 863	\$ 120	-	-	-	-	\$ 1,053
Other Costs (0%)	-	-	-	-	-	-	-	-	-
Grand Total	\$ 1,665	\$ 371	\$ 7,438	\$ 1,936	-	-	-	-	\$ 11,410

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

Note:

1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.
3. Funding levels indicated are higher than programmed for the Florin-Vineyard Community and North Vineyard Station Public Facilities Financing Plans. Amendments and updates to these financing plans are being proposed for adoption in the spring of 2019.



Five Year Transportation Improvement and Program Guide 2019-2024

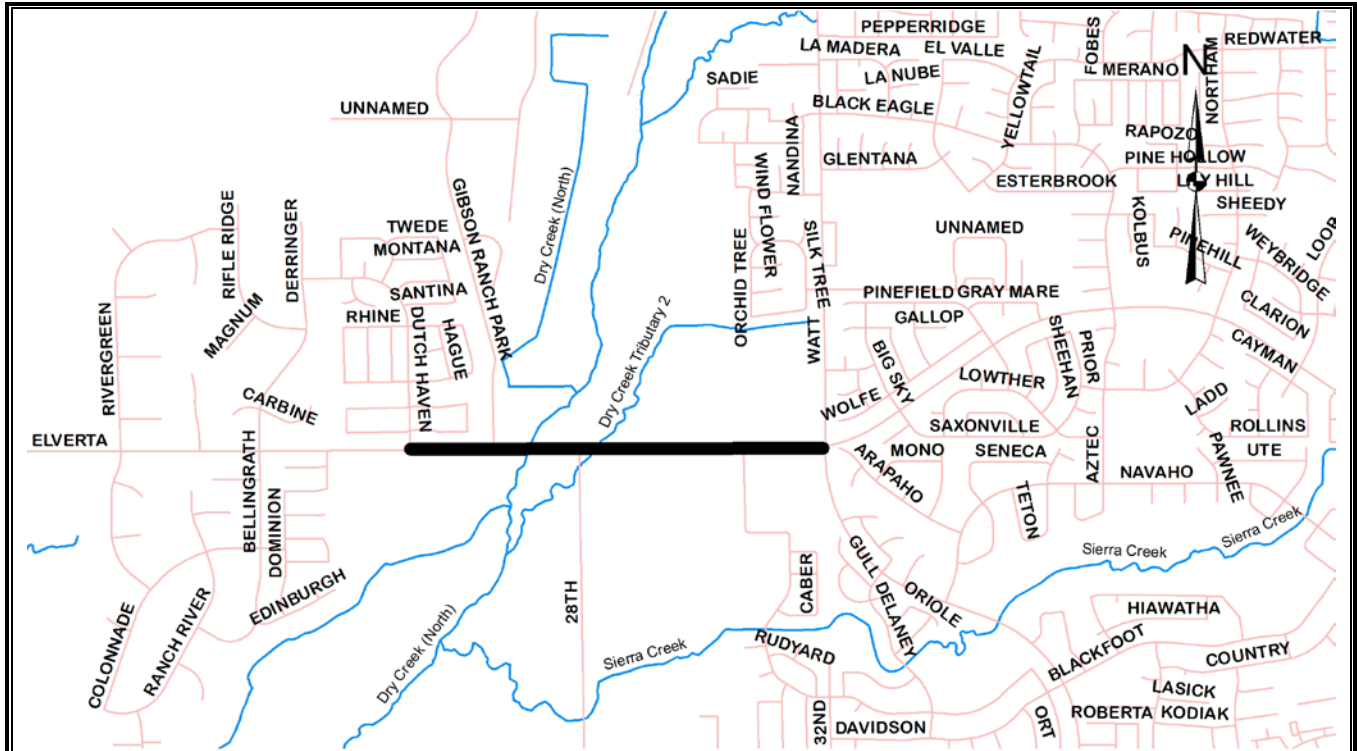


Elverta Road

Dutch Haven Blvd to Watt Ave

Engineer: Gotwalt
Cost Est. (Thousands): \$21,028

Facility Code: 0TWY
Board Approval: Dec-21



Project Description:

This project, which is part of the Antelope Public Facilities Financing Plan Capital Improvement Program, is to widen Elverta Road from 2 to 4 lanes between Dutch Haven Boulevard and Watt Avenue. Proposed improvements include a raised landscaped median, improvements for ADA compliance, bicycle lanes, pedestrian facilities and intersection upgrades. This project also includes the removal of the existing two-lane Elverta Road bridge at Dry Creek and the construction of a new six-lane reinforced concrete bridge. The new bridge will accommodate bicycles and pedestrians throughout its entire length.



Five Year Transportation Improvement and Program Guide 2019-2024



Elverta Road - Dutch Haven Blvd to Watt Ave

Financing Plan & Tentative Schedule

Facility Code: 0TWY

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees (39%)	\$ 84	\$ 153	\$ 672	\$ 798	\$ 939	\$ 2,188	\$ 3,432	-	\$ 8,266
Financing Districts (APFFP) (5%)	\$ 1,114	-	-	-	-	-	-	-	\$ 1,114
Road Fund	-	-	-	-	-	-	-	-	-
Fair Share / In Lieu (1%)	\$ 131	-	-	-	-	-	-	-	\$ 131
Measure A (Sales Tax) (1%)	\$ 289	-	-	-	-	-	-	-	\$ 289
Other State	-	-	-	-	-	-	-	-	-
State (STIP, APDE) (PA&ED) (2%)	\$ 427	-	-	-	-	-	-	-	\$ 427
Federal (HBP) (28%)	\$ 219	\$ 3	-	-	\$ 2,500	\$ 3,079	-	-	\$ 5,801
Other Federal (24%)	-	-	-	-	\$ 1,771	\$ 3,229	-	-	\$ 5,000
Other	-	-	-	-	-	-	-	-	-
Grand Total	\$ 2,264	\$ 156	\$ 672	\$ 798	\$ 5,210	\$ 8,496	\$ 3,432	-	\$ 21,028

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (13%)	\$ 2,261	\$ 149	\$ 407	-	-	-	-	-	\$ 2,817
Right of Way (2%)	\$ 3	\$ 7	\$ 265	\$ 248	-	-	-	-	\$ 523
Construction Contract (71%)	-	-	-	-	\$ 4,500	\$ 7,500	\$ 3,000	-	\$ 15,000
Construction Engineering (10%)	-	-	-	-	\$ 710	\$ 996	\$ 432	-	\$ 2,138
Other Costs (3%)	-	-	-	\$ 550	-	-	-	-	\$ 550
Grand Total	\$ 2,264	\$ 156	\$ 672	\$ 798	\$ 5,210	\$ 8,496	\$ 3,432	-	\$ 21,028

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

Note:

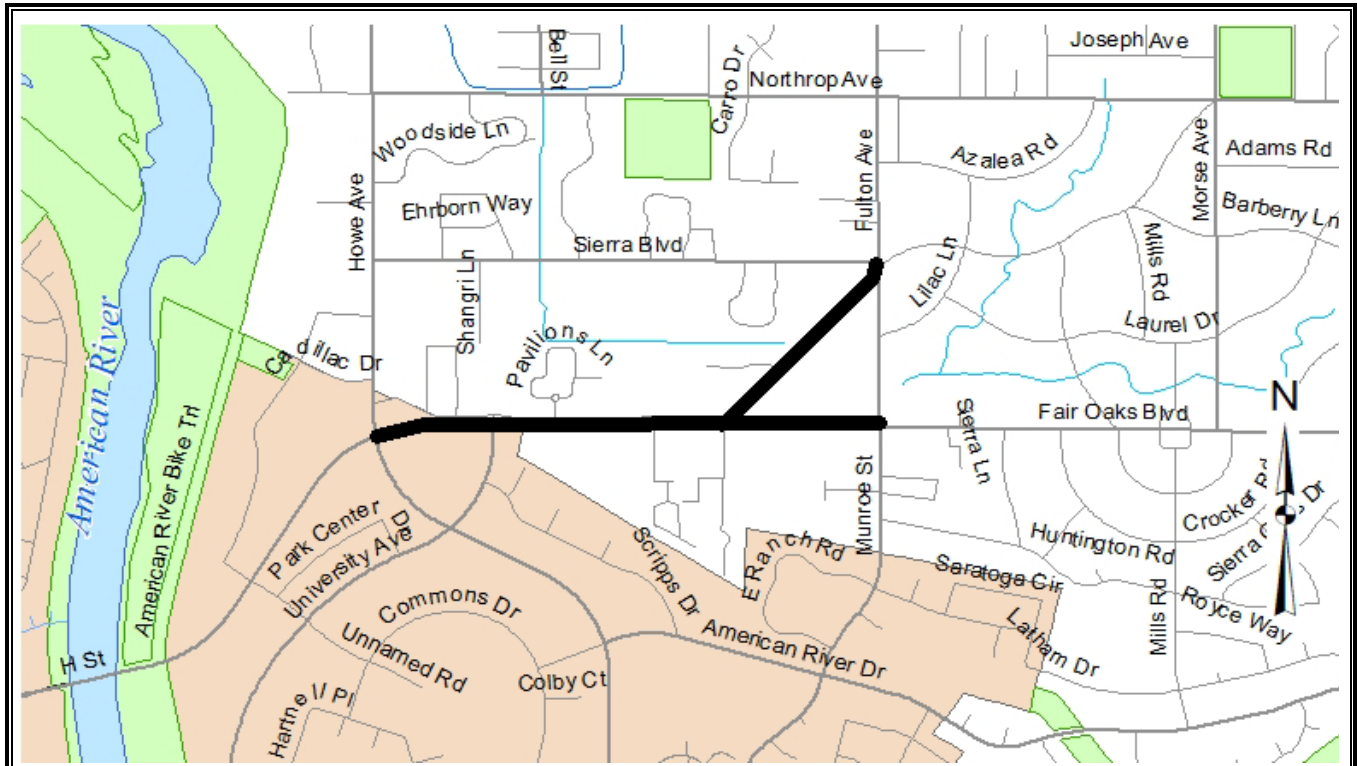
1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.
3. Pending update to the APFFP will remove future funding from this project. Reduced APFFP funding will be offset by higher funding levels from the SCTDF Program.



Fair Oaks Boulevard Bicycle and Pedestrian Mobility Project - Phase 2

Engineer: Stevens
Cost Est. (Thousands): \$6,800

Facility Code: OXEC
Board Approval: Nov-20



Project Description:

The project will include a road diet, reducing Fair Oaks Boulevard from six lanes to four lanes, constructing Class IV separated bikeway (cycle tracks), and separating sidewalks, and installing, shade trees and street lights, and two new traffic signals. The project will also improve Fulton Avenue between Fair Oaks Boulevard and Sierra Boulevard with improved bike lanes, sidewalks and crossings, and modifications to the Sierra Boulevard signalized intersection.



Five Year Transportation Improvement and Program Guide 2019-2024



Fair Oaks Boulevard Bicycle and Pedestrian Mobility Project - Phase 2

Financing Plan & Tentative Schedule

Facility Code: 0XEC

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund	-	-	-	-	-	-	-	-	-
Measure A (Sales Tax) (13%)	-	\$ 23	\$ 247	\$ 250	\$ 353	-	-	-	\$ 873
Other State	-	-	-	-	-	-	-	-	-
STIP	-	-	-	-	-	-	-	-	-
Federal (CMAQ) (87%)	-	\$ 177	\$ 578	\$ 1,384	\$ 3,788	-	-	-	\$ 5,927
Other	-	-	-	-	-	-	-	-	-
Grand Total	-	\$ 200	\$ 825	\$ 1,634	\$ 4,141	-	-	-	\$ 6,800

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (13%)	-	\$ 180	\$ 405	\$ 299	-	-	-	-	\$ 884
Right of Way (8%)	-	\$ 20	\$ 420	\$ 70	-	-	-	-	\$ 510
Construction Contract (69%)	-	-	-	\$ 1,100	\$ 3,562	-	-	-	\$ 4,662
Construction Engineering (11%)	-	-	-	\$ 165	\$ 579	-	-	-	\$ 744
Other Costs (0%)	-	-	-	-	-	-	-	-	-
Grand Total	-	\$ 200	\$ 825	\$ 1,634	\$ 4,141	-	-	-	\$ 6,800

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

Note:

1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.



Five Year Transportation Improvement and Program Guide 2019-2024

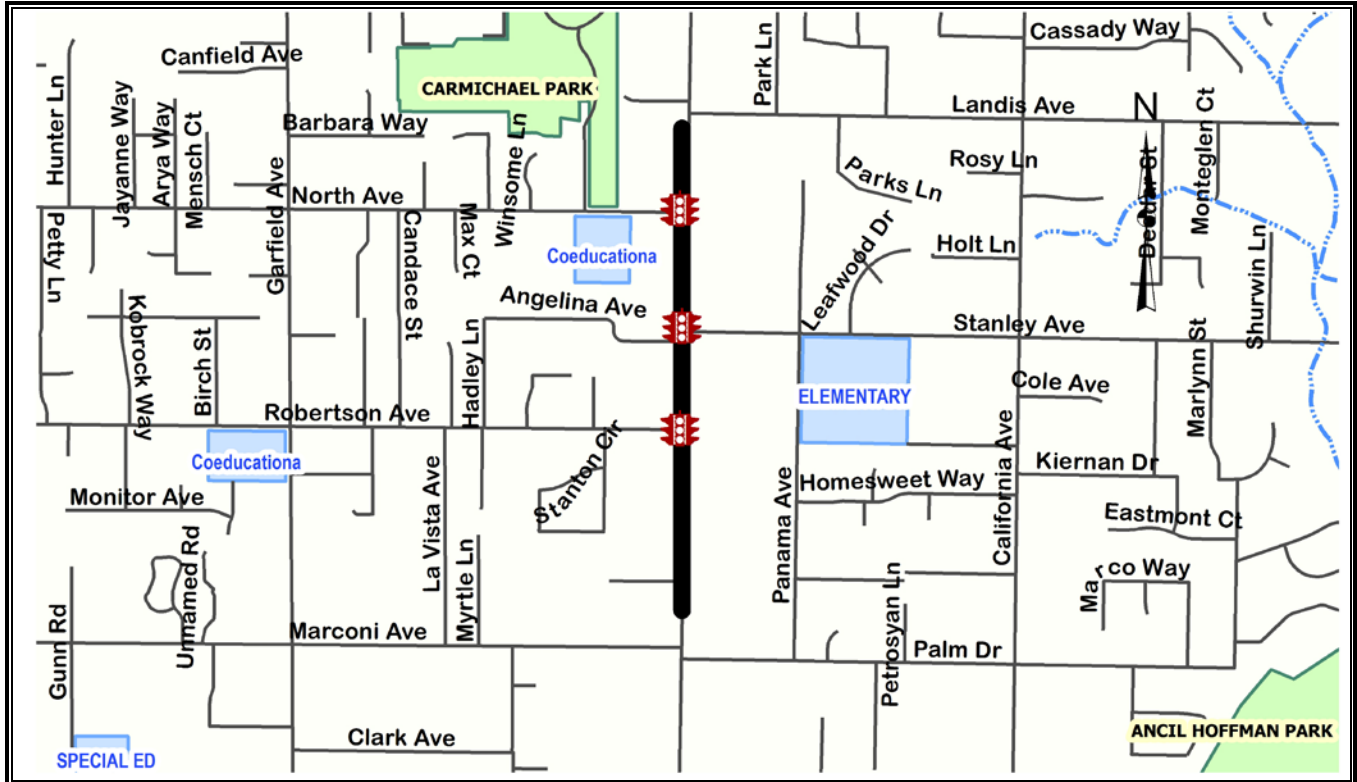


Fair Oaks Blvd Improvements - Phase 3

Marconi Ave to North Ave

Engineer: Gotwalt
Cost Est. (Thousands): \$13,362

Facility Code: ODEL
Board Approval: Jun-19



Project Description:

This project will provide complete street improvements on Fair Oaks Boulevard from 400' north of Marconi Avenue to 200' north of North Avenue. Proposed improvements include sidewalks (including gap closures), landscaped median, continuous Class II bike lanes, rubberized asphalt overlay, and ADA compliant upgrades. Signal modifications will be constructed at the Robertson Avenue and Stanley Avenue intersections, and a new pedestrian signal will be installed at North Avenue. The project is being funded by the SACOG Community Design Program.



Five Year Transportation Improvement and Program Guide 2019-2024



Fair Oaks Blvd Improvements - Phase 3 - Marconi Ave to North Ave

Financing Plan & Tentative Schedule

Facility Code: 0DEL

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees (5%)	\$ 260	\$ 2,594	\$ 3,634	\$ 81	-	-	-	-	\$ 6,569
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund (5%)	\$ 606	-	-	-	-	-	-	-	\$ 606
Measure A (Sales Tax)	-	-	-	-	-	-	-	-	-
Other State	-	-	-	-	-	-	-	-	-
STIP	-	-	-	-	-	-	-	-	-
Federal (CMAQ) (36%)	\$ 947	\$ 618	\$ 2,248	\$ 1,000	-	-	-	-	\$ 4,813
Federal (RSTP) (9%)	-	-	\$ 1,174	-	-	-	-	-	\$ 1,174
Other (SMUD) (1%)	-	-	-	\$ 200	-	-	-	-	\$ 200
Grand Total	\$ 1,813	\$ 3,212	\$ 7,056	\$ 1,281	-	-	-	-	\$ 13,362

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (14%)	\$ 1,228	\$ 476	\$ 156	-	-	-	-	-	\$ 1,860
Right of Way (25%)	\$ 585	\$ 2,736	-	-	-	-	-	-	\$ 3,321
Construction Contract (52%)	-	-	\$ 6,000	\$ 1,015	-	-	-	-	\$ 7,015
Construction Engineering (9%)	-	-	\$ 900	\$ 266	-	-	-	-	\$ 1,166
Other Costs (0%)	-	-	-	-	-	-	-	-	-
Grand Total	\$ 1,813	\$ 3,212	\$ 7,056	\$ 1,281	-	-	-	-	\$ 13,362

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

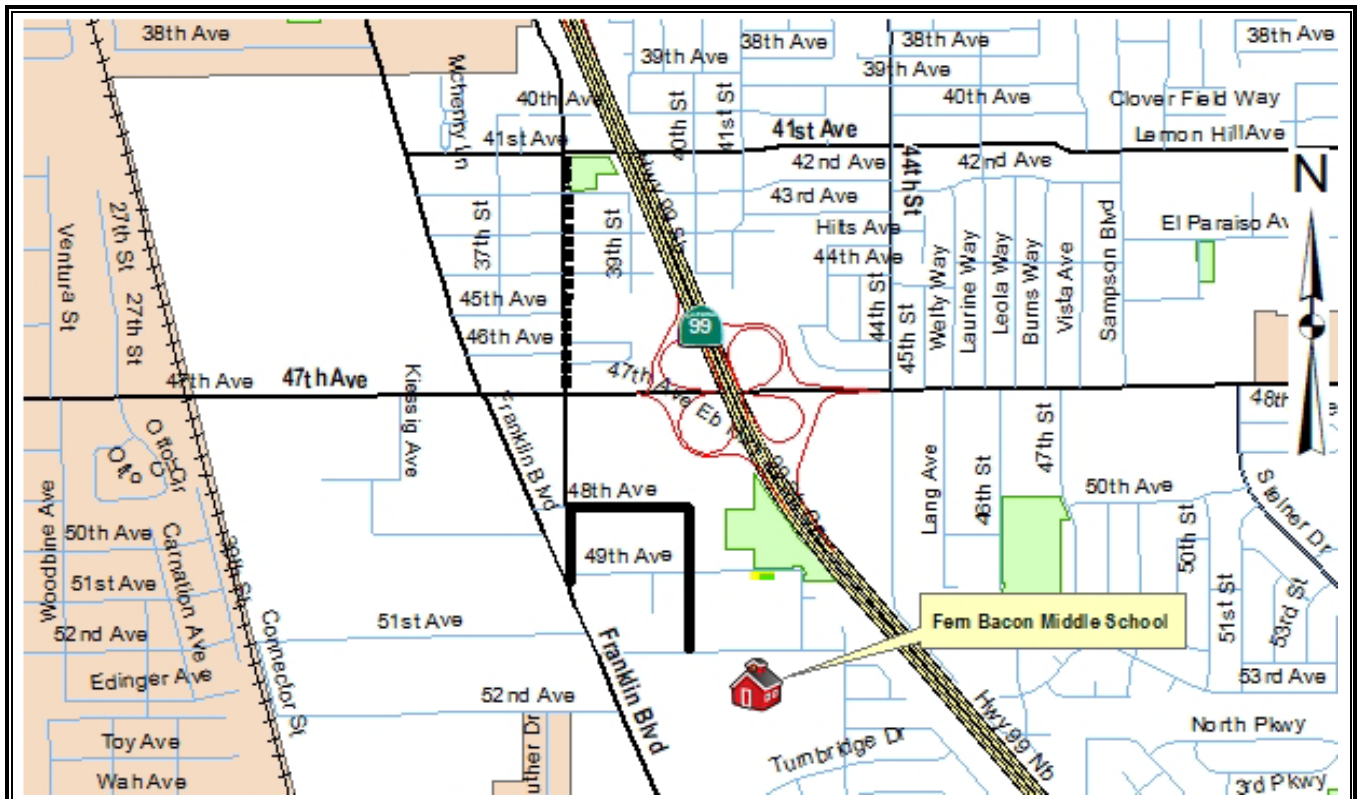
Note:

1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.

Fern Bacon Middle School Safe Routes to School (SRTS)

Engineer: White
Cost Est. (*Thousands*): \$992

Facility Code: 0XEH
Board Approval: Oct-21



Project Description:

This project near Fern Bacon Middle School will install pedestrian, bicycle and traffic management improvements, and implement safety education programs in accordance with findings of Walk Audit and Safe Routes to School Plan.



Five Year Transportation Improvement and Program Guide 2019-2024



Fern Bacon Middle School Safe Routes to School (SRTS)

Financing Plan & Tentative Schedule

Facility Code: 0XEH

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund	-	-	-	-	-	-	-	-	-
Measure A (Sales Tax) (19%)	-	-	\$ 57	\$ 40	\$ 87	-	-	-	\$ 184
State (ATP) (81%)	-	-	\$ 34	\$ 241	\$ 533	-	-	-	\$ 808
STIP	-	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Grand Total	-	-	\$ 91	\$ 281	\$ 620	-	-	-	\$ 992

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (21%)	-	-	\$ 91	\$ 119	-	-	-	-	\$ 210
Right of Way (16%)	-	-	-	\$ 162	-	-	-	-	\$ 162
Construction Contract (44%)	-	-	-	-	\$ 436	-	-	-	\$ 436
Construction Engineering (19%)	-	-	-	-	\$ 184	-	-	-	\$ 184
Other Costs (0%)	-	-	-	-	-	-	-	-	-
Grand Total	-	-	\$ 91	\$ 281	\$ 620	-	-	-	\$ 992

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

Note:

1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.



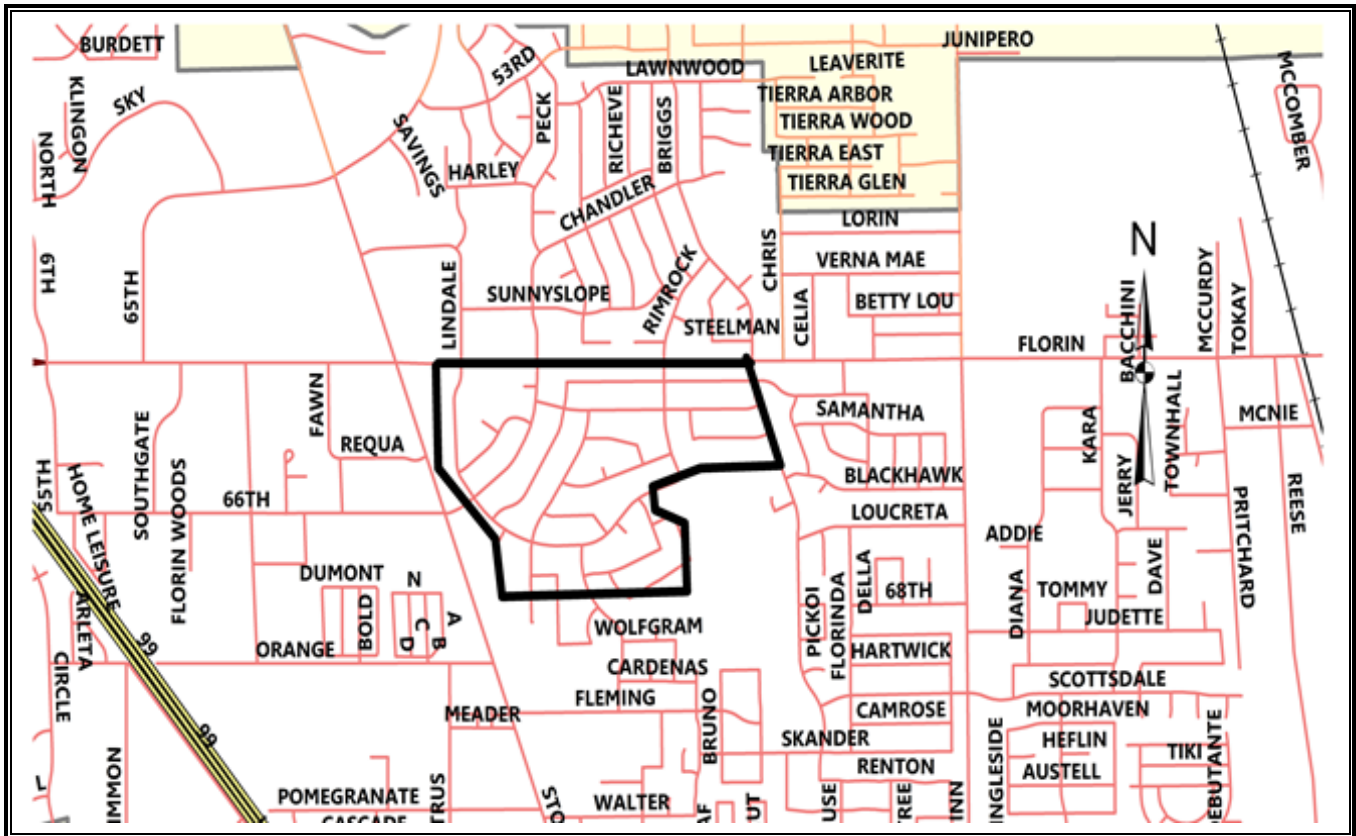
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Florin Area Street Light Project – Phase 2

Engineer: Stevens
Cost Est. (Thousands): \$935

Facility Code: ODGF
Board Approval: Apr-19



Project Description:

This project will install approximately 64 LED street lights and curb, gutter, and sidewalk in the Florin Area. The project area bounded by Florin Road, Stockton Boulevard, Palmer House Drive and Fleming Avenue. The project is being funded by the Sacramento Housing and Redevelopment Agency (SHRA) Community Development Block Grant Program, and the SB1 Local Streets and Road (LSR) Program.



Five Year Transportation Improvement and Program Guide 2019-2024



Florin Area Street Light Project - Phase 2

Financing Plan & Tentative Schedule

Facility Code: 0DGF

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund	-	-	-	-	-	-	-	-	-
SB1 (LSR) (17%)	-	\$ 75	\$ 80	-	-	-	-	-	\$ 155
Measure A (Sales Tax)	-	-	-	-	-	-	-	-	-
Other State	-	-	-	-	-	-	-	-	-
STIP	-	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-	-
Other Federal	-	-	-	-	-	-	-	-	-
Other(SHRA, CDBG) (83%)	-	-	\$ 780	-	-	-	-	-	\$ 780
Grand Total	-	\$ 75	\$ 860	-	-	-	-	-	\$ 935

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (8%)	-	\$ 75	-	-	-	-	-	-	\$ 75
Right of Way (0%)	-	-	-	-	-	-	-	-	-
Construction Contract (80%)	-	-	\$ 748	-	-	-	-	-	\$ 748
Construction Engineering (12%)	-	-	\$ 112	-	-	-	-	-	\$ 112
Other Costs (0%)	-	-	-	-	-	-	-	-	-
Grand Total	-	\$ 75	\$ 860	-	-	-	-	-	\$ 935

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

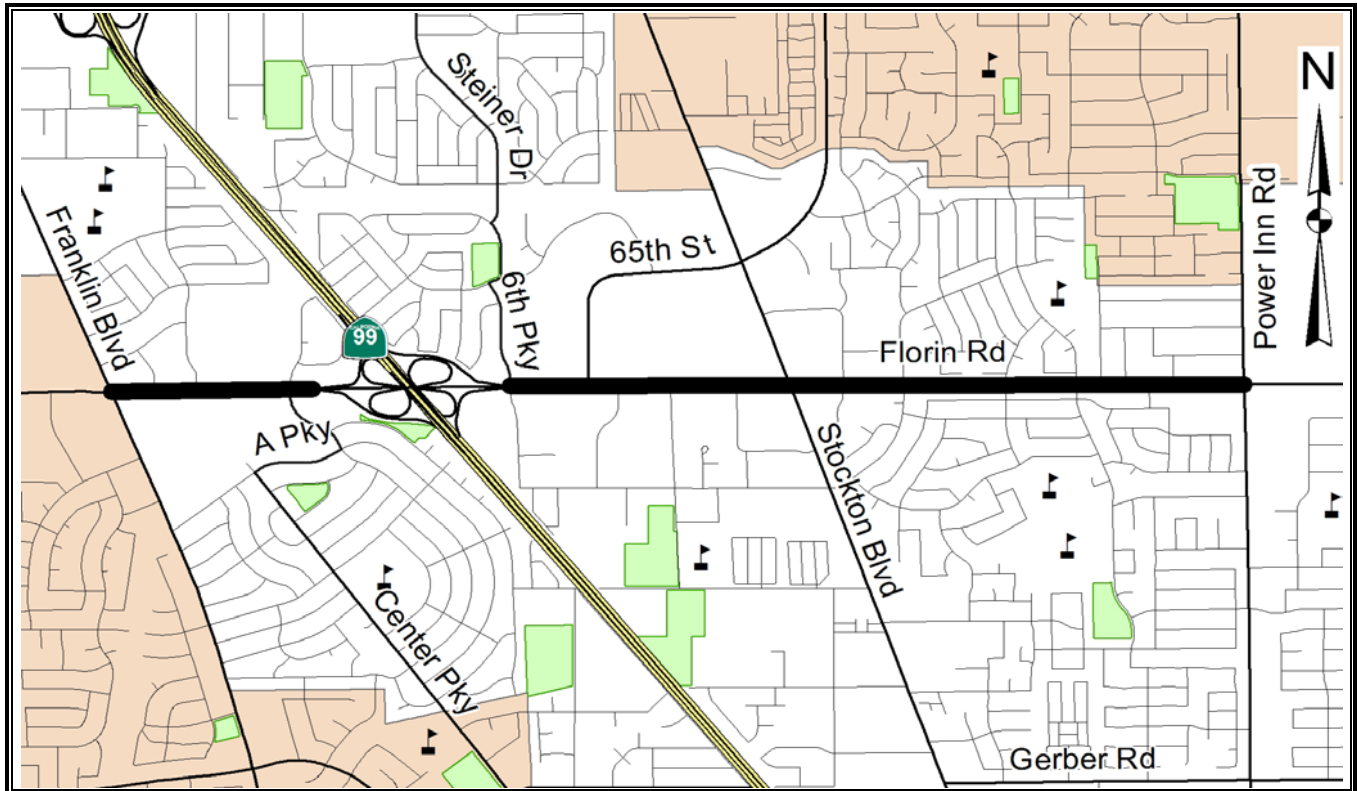
Note:

1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.

Florin Road Bicycle and Pedestrian Improvement Project

Engineer: Voo
Cost Est. (Thousands): \$4,050

Facility Code: 0XDY
Board Approval: Feb-20



Project Description:

This project is located on Florin Road, between Franklin Blvd and Power Inn Rd. The scope of the proposed project will install bicycle lanes throughout project area, upgrade traffic signals to accommodate bicycles at all intersections, construct associated ADA improvements, and install roadway lighting for a segment of Florin Rd. The project is being funded by the Federal Highway Safety Improvement Program.



Five Year Transportation Improvement and Program Guide 2019-2024



Florin Road Bicycle and Pedestrian Improvement Project Financing Plan & Tentative Schedule

Facility Code: 0XDY

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund	-	-	-	-	-	-	-	-	-
Measure A (Sales Tax) (19%)	\$ 49	\$ 281	\$ 60	\$ 387	-	-	-	-	\$ 777
Other State	-	-	-	-	-	-	-	-	-
STIP	-	-	-	-	-	-	-	-	-
Federal (HSIP) (81%)	\$ 89	\$ 521	\$ 111	\$ 2,552	-	-	-	-	\$ 3,273
Other Federal	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Grand Total	\$ 138	\$ 802	\$ 171	\$ 2,939	-	-	-	-	\$ 4,050

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (16%)	\$ 129	\$ 391	\$ 137	-	-	-	-	-	\$ 657
Right of Way (11%)	\$ 9	\$ 411	\$ 34	-	-	-	-	-	\$ 454
Construction Contract (60%)	-	-	-	\$ 2,430	-	-	-	-	\$ 2,430
Construction Engineering (13%)	-	-	-	\$ 509	-	-	-	-	\$ 509
Other Costs (0%)	-	-	-	-	-	-	-	-	-
Grand Total	\$ 138	\$ 802	\$ 171	\$ 2,939	-	-	-	-	\$ 4,050

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

Note:

1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.



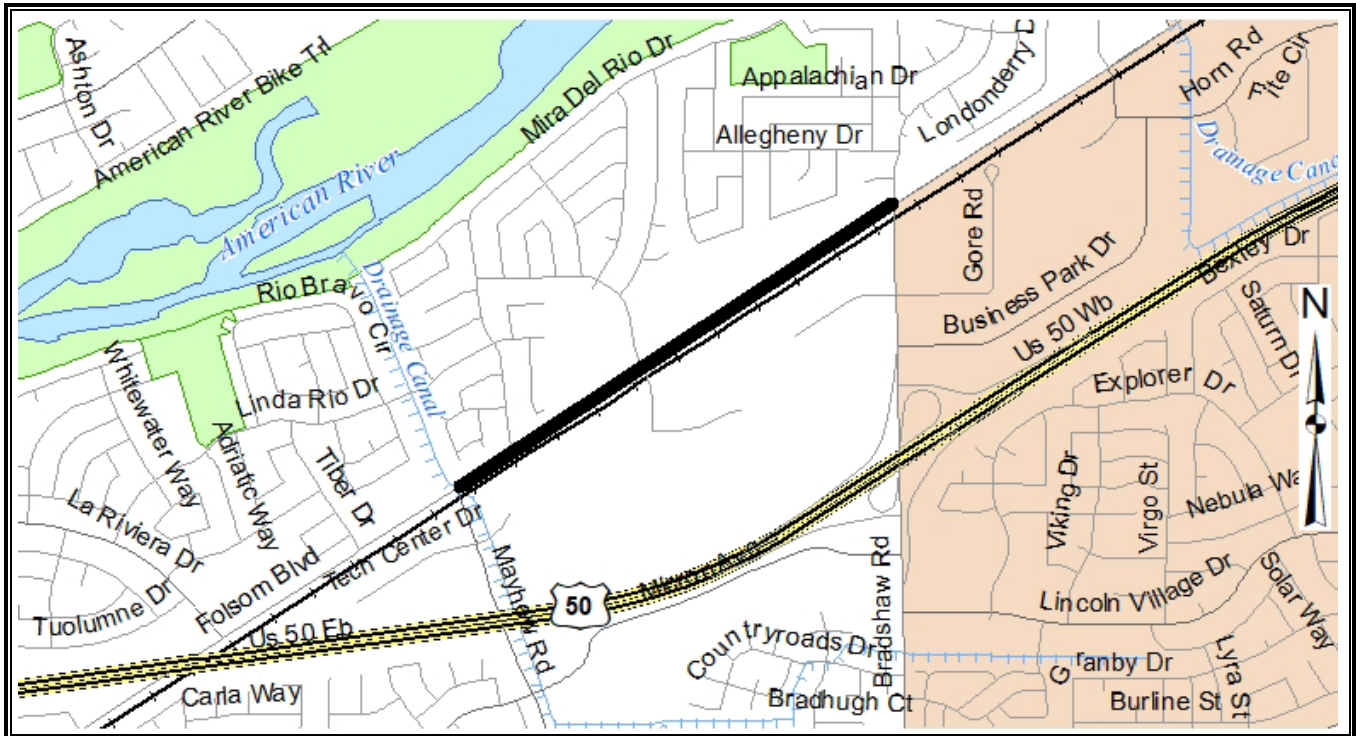
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Folsom Blvd Complete Street Improvements - Phase 1

Engineer: Voo
Cost Est. (Thousands): \$6,671

Facility Code: ODGE
Board Approval: Jan-20



Project Description:

This project will improve safety and connectivity along Folsom Boulevard between Bradshaw Road and Mayhew Road by providing sidewalk continuity, buffered bike lanes, pedestrian safety lighting, functional landscaping and pedestrian signal upgrades. The project is being funded by the Active Transportation Program (ATP), augmented by SB1.



Five Year Transportation Improvement and Program Guide 2019-2024



Folsom Blvd Complete Street Improvements - Phase 1

Financing Plan & Tentative Schedule

Facility Code: 0DGE

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund	-	-	-	-	-	-	-	-	-
Measure A (Sales Tax)(37%)	\$ 102	\$ 78	\$ 704	\$ 1,607	-	-	-	-	\$ 2,491
Other State	-	-	-	-	-	-	-	-	-
State (ATP) (11%)	-	\$ 478	\$ 230	-	-	-	-	-	\$ 708
Federal (ATP) (52%)	-	-	\$ 1,000	\$ 2,472	-	-	-	-	\$ 3,472
Other Federal	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Grand Total	\$ 102	\$ 556	\$ 1,934	\$ 4,079	-	-	-	-	\$ 6,671

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (8%)	\$ 101	\$ 453	-	-	-	-	-	-	\$ 554
Right of Way (4%)	\$ 1	\$ 103	\$ 169	-	-	-	-	-	\$ 273
Construction Contract (73%)	-	-	\$ 1,403	\$ 3,452	-	-	-	-	\$ 4,855
Construction Engineering (15%)	-	-	\$ 357	\$ 613	-	-	-	-	\$ 970
Other Costs (0%)	-	-	\$ 5	\$ 14	-	-	-	-	\$ 19
Grand Total	\$ 102	\$ 556	\$ 1,934	\$ 4,079	-	-	-	-	\$ 6,671

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

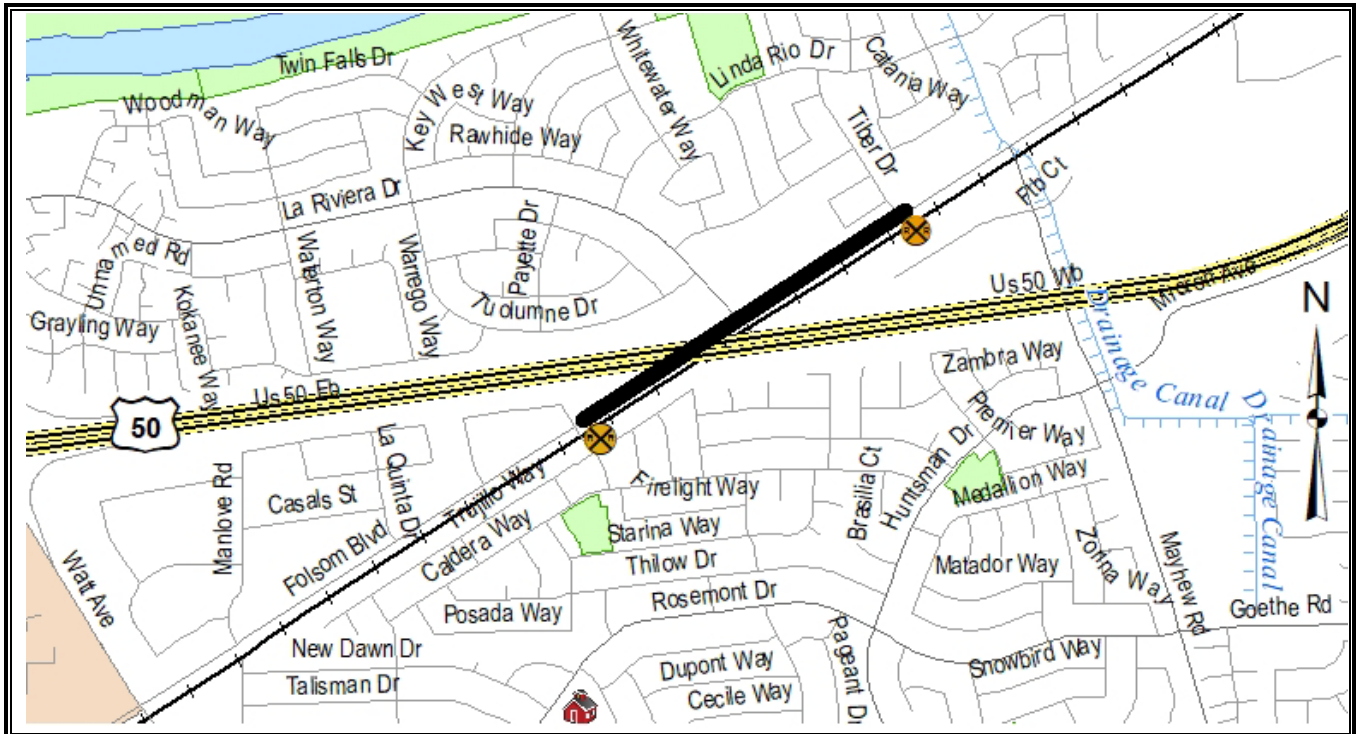
Note:

1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.

Folsom Boulevard Complete Street Improvements - Phase 2

Engineer: White
Cost Est. (Thousands): \$4,777

Facility Code: NEW
Board Approval: Jan-23



Project Description:

This project will provide safety enhancements including much needed (separated) sidewalk connectivity with curb and gutter along southerly Folsom Boulevard frontage between the Starfire and Tiber light rail stations where currently only a dirt shoulder exists. This project also provides pedestrian safety lighting, functional landscaping between the proposed sidewalk and Folsom Boulevard, a buffered bike lane upgrade and, storm drainage improvements. These proposed improvements will provide active transportation safety improvements along this important regional corridor. The County proposes to apply for a grant for the next SACOG Funding Round, which is tentatively scheduled for 2020.



Five Year Transportation Improvement and Program Guide 2019-2024



Folsom Boulevard Complete Street Improvements - Phase 2

Financing Plan & Tentative Schedule

Facility Code: NEW

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund	-	-	-	-	-	-	-	-	-
Measure A (Sales Tax)(12%)	-	-	-	\$ 99	\$ 45	\$ 84	\$ 348	-	\$ 576
Other State	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-	-
Other Federal	-	-	-	-	-	-	-	-	-
Other (Future SACOG Grant)(88%)	-	-	-	\$ 193	\$ 342	\$ 640	\$ 3,026	-	\$ 4,201
Grand Total	-	-	-	\$ 292	\$ 387	\$ 724	\$ 3,374	-	\$ 4,777

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (17%)	-	-	-	\$ 292	\$ 371	\$ 150	-	-	\$ 813
Right of Way (3%)	-	-	-	-	\$ 16	\$ 114	-	-	\$ 130
Construction Contract (70%)	-	-	-	-	-	\$ 400	\$ 2,934	-	\$ 3,334
Construction Engineering (10%)	-	-	-	-	-	\$ 60	\$ 440	-	\$ 500
Other Costs (0%)	-	-	-	-	-	-	-	-	\$ -
Grand Total	-	-	-	\$ 292	\$ 387	\$ 724	\$ 3,374	-	\$ 4,777

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

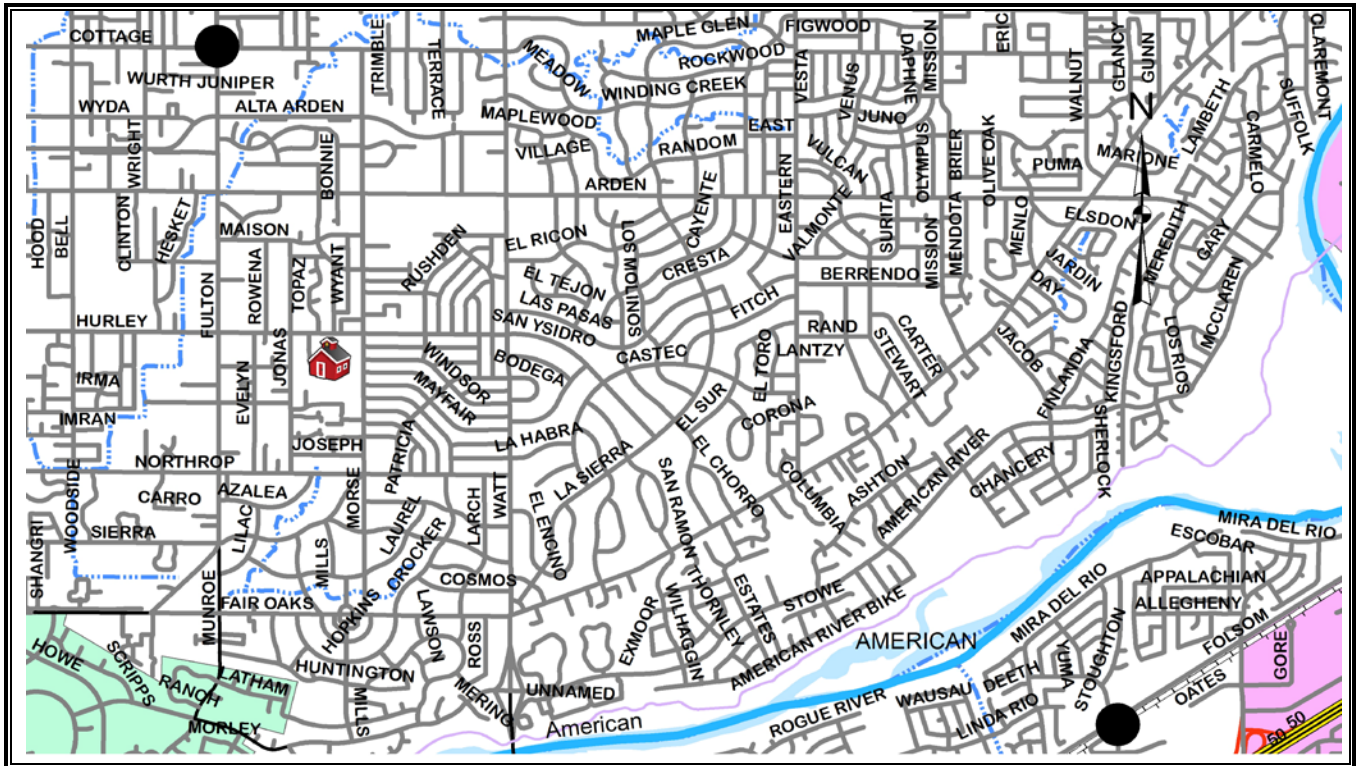
Note:

1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.

Folsom Boulevard Cottage Way Sidewalk Infill Project

Engineer: Voo
Cost Est. (Thousands): \$1,801

Facility Code: 0XDR
Board Approval: Dec-19



Project Description:

This project consists of two locations: 1) along the north side of Folsom Blvd, east and west of Butterfield Way adjacent to the Butterfield Light Rail Station; and 2) along Cottage Way, on the north side, between Fulton Avenue and Watt Avenue. The proposed work at both locations includes sidewalk infill at existing gaps. The project is being funded by the SACOG Bicycle and Pedestrian Funding Program.



Five Year Transportation Improvement and Program Guide 2019-2024



Folsom Boulevard Cottage Way Sidewalk Infill Project

Financing Plan & Tentative Schedule

Facility Code: 0XDR

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund	-	-	-	-	-	-	-	-	-
Measure A (Sales Tax) (18%)	\$ 61	\$ 60	\$ 134	\$ 61	-	-	-	-	\$ 316
Other State	-	-	-	-	-	-	-	-	-
STIP	-	-	-	-	-	-	-	-	-
Federal (CMAQ) (82%)	\$ 113	\$ 113	\$ 1,000	\$ 259	-	-	-	-	\$ 1,485
Other Federal	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Grand Total	\$ 174	\$ 173	\$ 1,134	\$ 320	-	-	-	-	\$ 1,801

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (13%)	\$ 169	\$ 63	-	-	-	-	-	-	\$ 232
Right of Way (6%)	\$ 5	\$ 110	\$ 1	-	-	-	-	-	\$ 116
Construction Contract (56%)	-	-	\$ 810	\$ 190	-	-	-	-	\$ 1,000
Construction Engineering (24%)	-	-	\$ 307	\$ 123	-	-	-	-	\$ 430
Other Costs (1%)	-	-	\$ 16	\$ 7	-	-	-	-	\$ 23
Grand Total	\$ 174	\$ 173	\$ 1,134	\$ 320	-	-	-	-	\$ 1,801

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

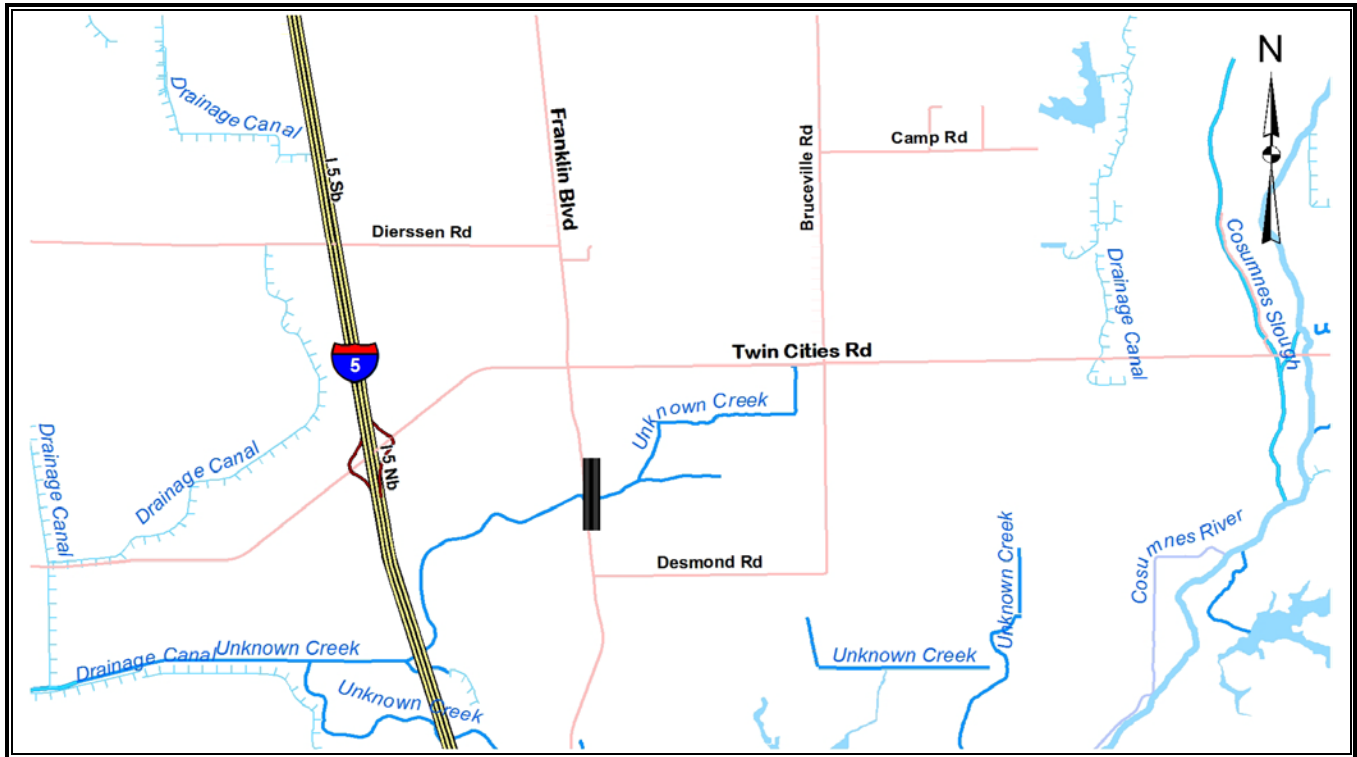
Note:

1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.

Franklin Blvd Bridge Replacement at Lost Slough

Engineer: Stevens
Cost Est. (Thousands): \$11,651

Facility Code: ODCP
Board Approval: Nov-19



Project Description:

The proposed project will replace the existing two-lane timber trestle bridge with a new two-lane steel reinforced concrete bridge on Franklin Boulevard at Lost Slough waterway, located south of Twin Cities Road and east of Interstate 5 in south Sacramento County. The project is funded by the Federal Highway Bridge Program, and the SB1 Local Streets and Road (LSR) Program.



Five Year Transportation Improvement and Program Guide 2019-2024



Franklin Blvd Bridge Replacement at Lost Slough

Financing Plan & Tentative Schedule

Facility Code: 0DCP

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund (3%)	\$ 292	-	-	-	-	-	-	-	\$ 292
SB1 (LSR) (14%)	\$ 150	\$ 137	\$ 453	\$ 845	-	-	-	-	\$ 1,585
Measure A (Sales Tax)	-	-	-	-	-	-	-	-	-
Other State	-	-	-	-	-	-	-	-	-
STIP	-	-	-	-	-	-	-	-	-
Federal (HBP) (84%)	\$ 654	\$ 450	\$ 2,325	\$ 6,345	-	-	-	-	\$ 9,774
Other Federal	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Grand Total	\$ 1,096	\$ 587	\$ 2,778	\$ 7,190	-	-	-	-	\$ 11,651

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (11%)	\$ 1,052	\$ 283	-	-	-	-	-	-	\$ 1,335
Right of Way (3%)	\$ 44	\$ 304	-	-	-	-	-	-	\$ 348
Construction Contract (75%)	-	-	\$ 2,202	\$ 6,487	-	-	-	-	\$ 8,689
Construction Engineering (11%)	-	-	\$ 576	\$ 703	-	-	-	-	\$ 1,279
Other Costs (0%)	-	-	-	-	-	-	-	-	\$ -
Grand Total	\$ 1,096	\$ 587	\$ 2,778	\$ 7,190	-	-	-	-	\$ 11,651

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

Note:

1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.



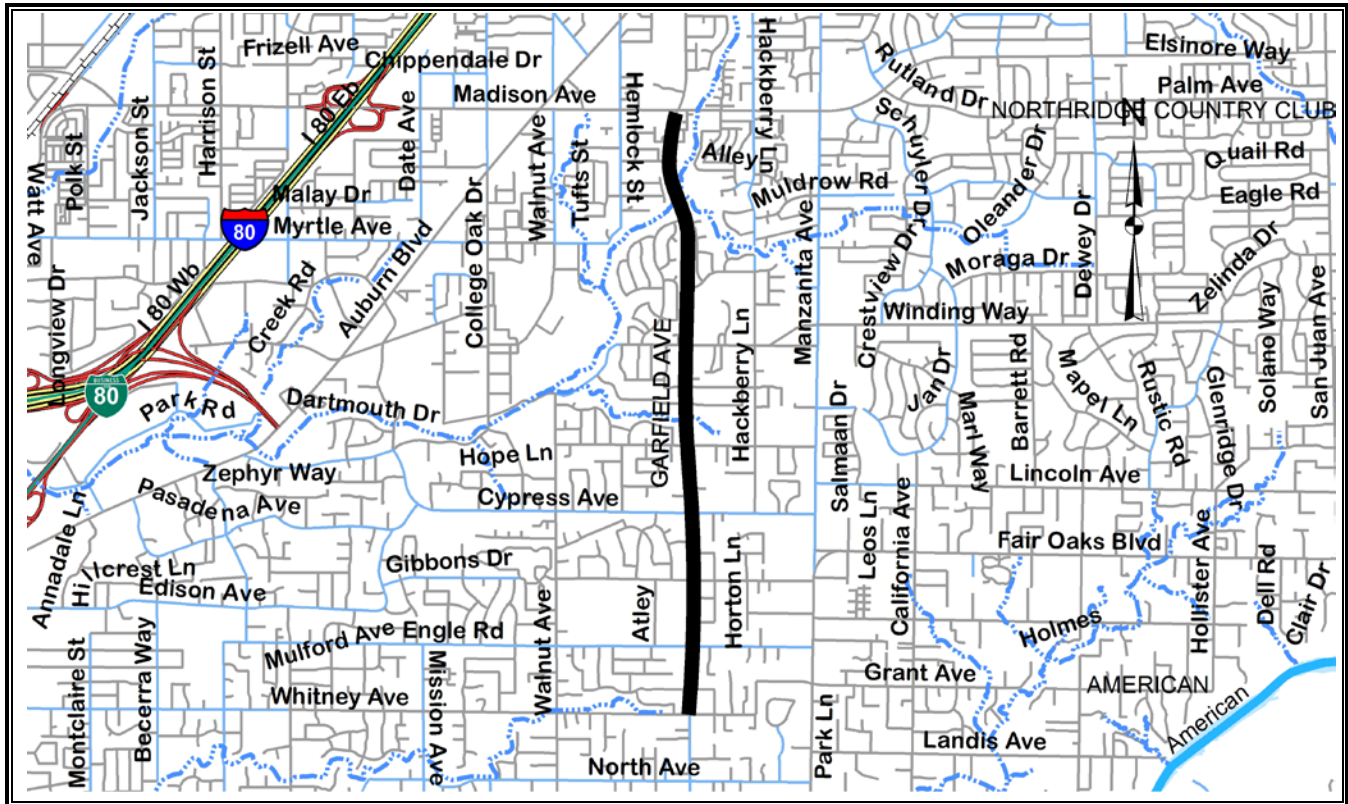
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Garfield Ave Bicycle and Pedestrian Connectivity Project

Engineer: Voo
Cost Est. (Thousands): \$4,212

Facility Code: 0XDB
Board Approval: Feb-18



Project Description:

The project proposes to install continuous bike lanes, sidewalk infill improvements, ADA upgrades, and traffic signal and intersection improvements along Garfield Avenue between Madison Avenue and Whitney Avenue. A new traffic signal is proposed at Garfield Avenue and Engle Road with safety lighting, through bike lanes and bicycle detection. The project is being funded by the SACOG Bicycle and Pedestrian Funding Program.



Five Year Transportation Improvement and Program Guide 2019-2024



Garfield Ave Bicycle and Pedestrian Connectivity Project

Financing Plan & Tentative Schedule

Facility Code: 0XDB

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund	-	-	-	-	-	-	-	-	-
Measure A (Sales Tax) (47%)	\$ 770	\$ 191	\$ 1,038	-	-	-	-	-	\$ 1,999
Other State	-	-	-	-	-	-	-	-	-
STIP	-	-	-	-	-	-	-	-	-
Federal (CMAQ) (53%)	\$ 316	\$ 794	\$ 1,103	-	-	-	-	-	\$ 2,213
Other Federal	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Grand Total	\$ 1,086	\$ 985	\$ 2,141	-	-	-	-	-	\$ 4,212

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (24%)	\$ 998	-	-	-	-	-	-	-	\$ 998
Right of Way (2%)	\$ 88	-	-	-	-	-	-	-	\$ 88
Construction Contract (65%)	-	\$ 750	\$ 2,002	-	-	-	-	-	\$ 2,752
Construction Engineering (9%)	-	\$ 234	\$ 138	-	-	-	-	-	\$ 372
Other Costs (0%)	-	\$ 1	\$ 1	-	-	-	-	-	-
Grand Total	\$ 1,086	\$ 985	\$ 2,141	-	-	-	-	-	\$ 4,212

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

Note:

1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.



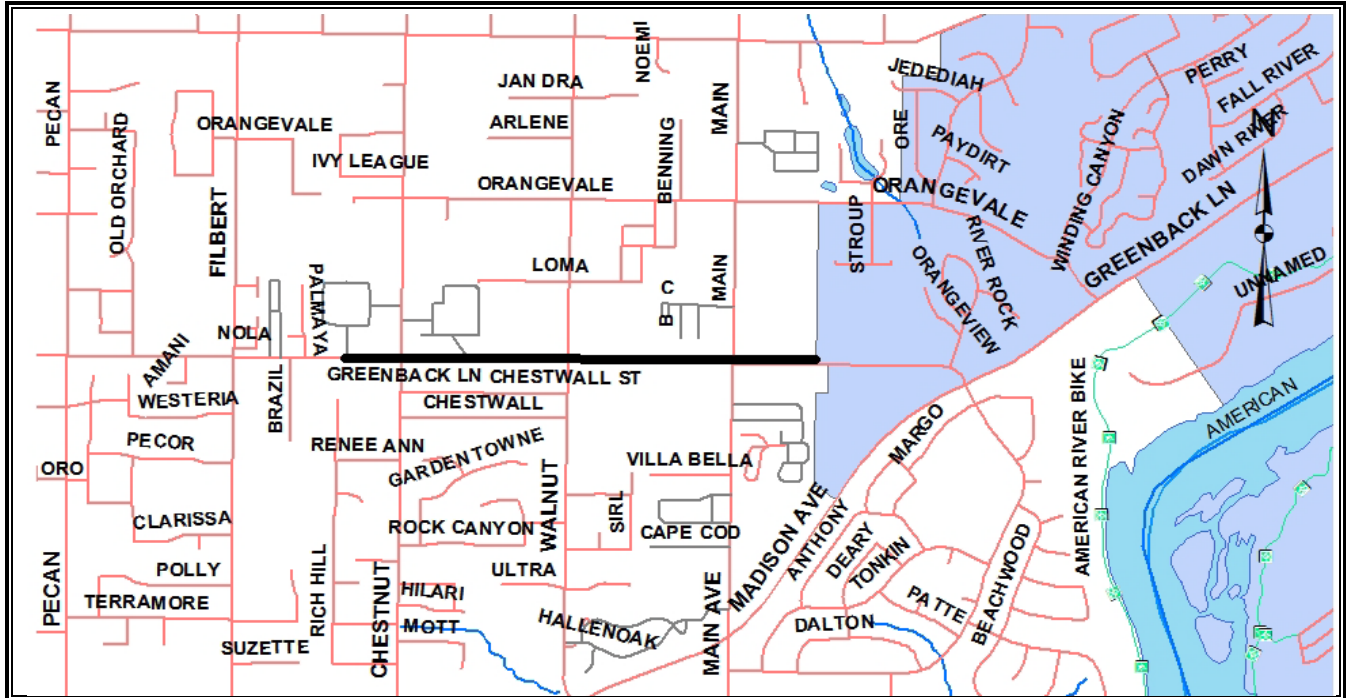
Five Year Transportation Improvement and Program Guide 2019-2024



Greenback Lane Complete Street Improvements - Phase 1 Chestnut Avenue to Folsom City Limits

Engineer: Gotwalt
Cost Est. (Thousands): \$4,845

Facility Code: OXEB
Board Approval: **Oct-22***



Project Description:

The proposed project on Greenback Lane between Chestnut Avenue and Folsom City Limits will install Class II Bike lanes, separated sidewalks, ADA upgrades that include curb ramps, bicycle detection, bus stop and transit access improvements, and landscape/streetscape enhancements.

* Full construction funding for this project has not been identified. The Board Approval date indicated is the anticipated project delivery date based on completion of final project design and right-of-way acquisition. The actual approval date will depend on full programming of construction funding or possibly a reduced scope of work.



Five Year Transportation Improvement and Program Guide 2019-2024



Greenback Lane Complete Street Improvements - Phase 1

Financing Plan & Tentative Schedule

Facility Code: 0XEB

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund	-	-	-	-	-	-	-	-	-
Measure A (Sales Tax) (60%)	\$ 48	\$ 35	\$ 404	\$ 283	\$ 25	\$ 2,105	-	-	\$ 2,900
Other State	-	-	-	-	-	-	-	-	-
STIP	-	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-	-
Other Federal	-	-	-	-	-	-	-	-	-
Other (Unidentified) (40%)	-	-	-	-	-	\$ 1,945	-	-	\$ 1,945
Grand Total	\$ 48	\$ 35	\$ 404	\$ 283	\$ 25	\$ 4,050	-	-	\$ 4,845

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (13%)	\$ 48	\$ 35	\$ 404	\$ 133	\$ 25	-	-	-	\$ 645
Right of Way (3%)	-	-	-	\$ 150	-	-	-	-	\$ 150
Construction Contract (72%)	-	-	-	-	-	\$ 3,478	-	-	\$ 3,478
Construction Engineering (12%)	-	-	-	-	-	\$ 572	-	-	\$ 572
Other Costs (0%)	-	-	-	-	-	-	-	-	-
Grand Total	\$ 48	\$ 35	\$ 404	\$ 283	\$ 25	\$ 4,050	-	-	\$ 4,845

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

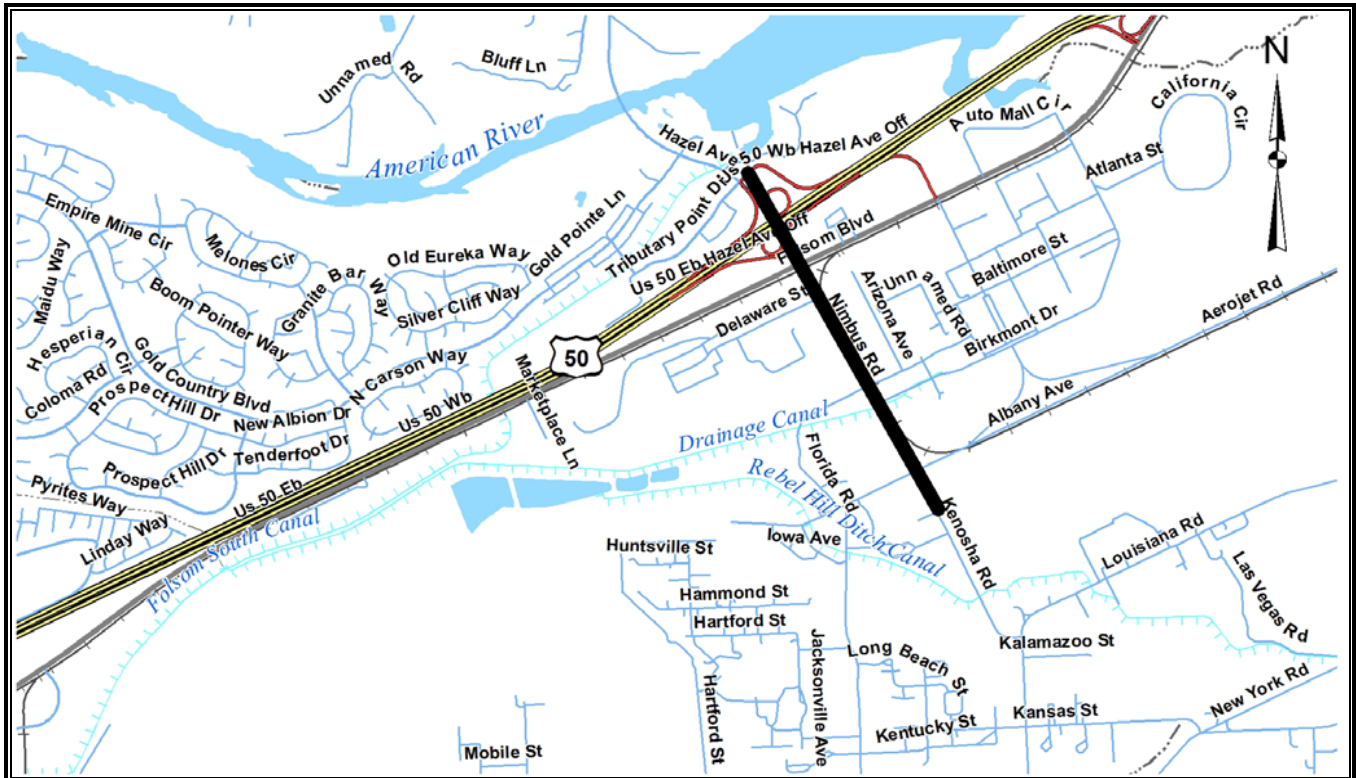
Note:

1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.

Hazel Ave @ U.S. Highway 50 Interchange

Engineer: Stevens
Cost Est. (Thousands): \$83,496

Facility Code: 0L41
Board Approval: Nov-21



Project Description:

This project proposes to construct capacity, safety and access improvements at the US Highway 50/Hazel Avenue interchange and the Hazel Avenue/Folsom Boulevard intersection. Proposed improvements include modifications to the interchange structure and freeway ramps; extension of Hazel Avenue as a six lane facility south of US 50 and Folsom Boulevard; construction of a grade separation at the Hazel Avenue/Folsom Boulevard intersection to separate the Hazel Avenue extension from Folsom Boulevard and the light rail tracks; and construction of a connection road to provide new access between Folsom Boulevard and the Hazel Avenue extension.

The extension of Hazel Avenue south of US 50 will provide for connections with residential and business development areas south of US 50, including the Easton and Glenborough Specific Plan areas. Hazel Avenue will also ultimately connect with White Rock Road and the proposed Capital Southeast Connector transportation corridor.

- * Full construction funding for this project has not been identified. The Board Approval date indicated is the anticipated project delivery date based on completion of final project design and right-of-way acquisition. The actual approval date will depend on full programming of construction funding.



Five Year Transportation Improvement and Program Guide 2019-2024



Hazel Ave @ U.S. Highway 50 Interchange Financing Plan & Tentative Schedule

Facility Code: 0L41

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees (34%)	\$ 31	-	-	\$ 5,745	\$ 720	\$ 413	\$ 11,506	\$ 9,972	\$ 28,387
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund	-	-	-	-	-	-	-	-	-
Measure A (Sales Tax) (27%)	\$ 1,653	\$ 121	\$ 285	\$ 5,304	\$ 2,772	\$ 2,228	\$ 5,000	\$ 5,000	\$ 22,363
STIP	-	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-	-
Other Federal	-	-	-	-	-	-	-	-	-
Other (GenCorp) (12%)	\$ 700	-	-	-	\$ 6,155	\$ 2,891	-	-	\$ 9,746
Other (Unidentified) (28%)	-	-	-	-	-	-	\$ 13,000	\$ 10,000	\$ 23,000
Grand Total	\$ 2,384	\$ 121	\$ 285	\$ 11,049	\$ 9,647	\$ 5,532	\$ 29,506	\$ 24,972	\$ 83,496

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (10%)	\$ 2,380	\$ 121	\$ 276	\$ 2,024	\$ 3,647	-	-	-	\$ 8,448
Right of Way (18%)	\$ 4	-	\$ 9	\$ 9,025	\$ 6,000	-	-	-	\$ 15,038
Construction Contract (61%)	-	-	-	-	-	\$ 4,282	\$ 25,160	\$ 21,762	\$ 51,204
Construction Engineering (11%)	-	-	-	-	-	\$ 1,250	\$ 4,346	\$ 3,210	\$ 8,806
Other Costs (0%)	-	-	-	-	-	-	-	-	-
Grand Total	\$ 2,384	\$ 121	\$ 285	\$ 11,049	\$ 9,647	\$ 5,532	\$ 29,506	\$ 24,972	\$ 83,496

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

Note:

1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.



Five Year Transportation Improvement and Program Guide 2019-2024

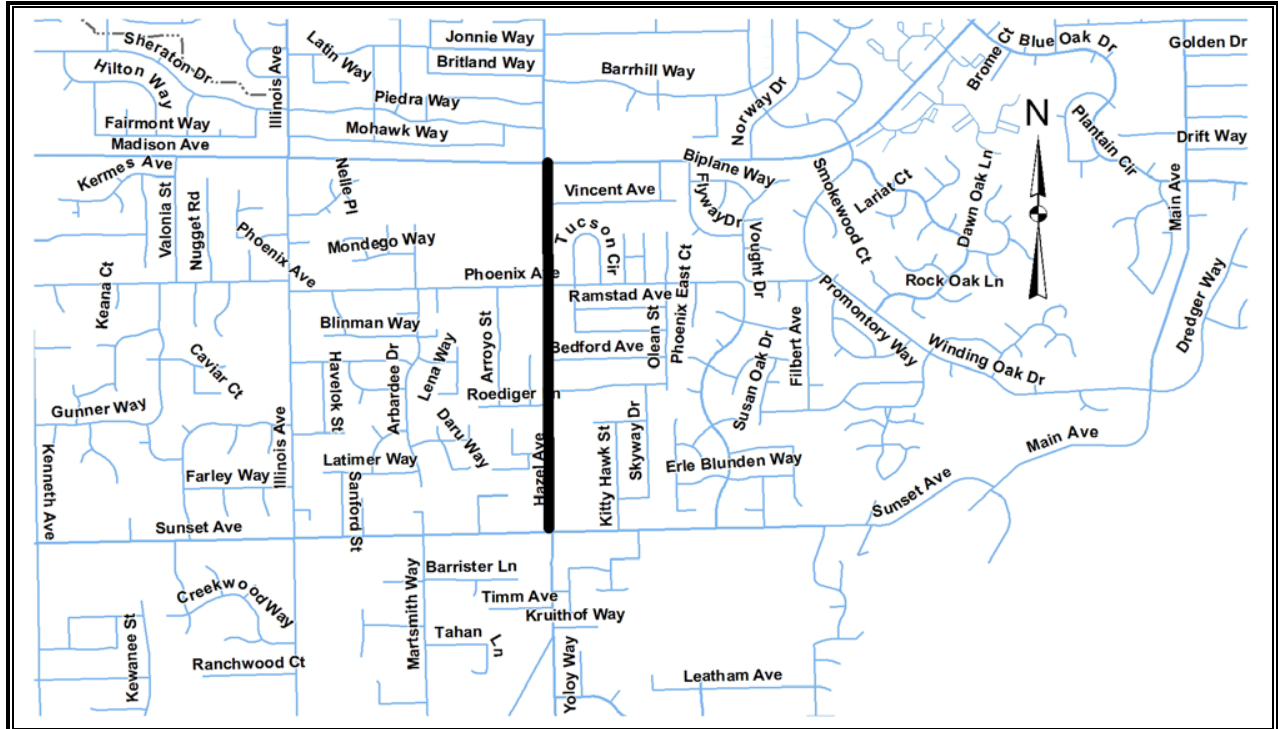


Hazel Avenue, Phase 3

Sunset Avenue to Madison Avenue

Engineer: Eslabon
Cost Est. (Thousands): \$17,483

Facility Code: 0XCJ
Board Approval: Dec-19



Project Description:

This third phase project will widen Hazel Avenue from four to six lanes from Sunset Avenue to Madison Avenue, and construct new bike lanes, separated sidewalks, landscaped medians and parkway features throughout the corridor. New traffic signals are proposed at Roediger Lane and Phoenix Avenue. This project will improve existing and projected traffic congestion; enhance pedestrian and bicycle mobility in the corridor; improve safety; and generally improve the aesthetics of the corridor. The project is being funded by the SACOG Regional Funding Program.



Five Year Transportation Improvement and Program Guide 2019-2024



Hazel Avenue, Phase 3 - Sunset Avenue to Madison Avenue

Financing Plan & Tentative Schedule

Facility Code: 0XCJ

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees (54%)	\$ 1,379	\$ 1,308	\$ 1,113	\$ 3,449	\$ 2,168	-	-	-	\$ 9,417
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund	-	-	-	-	-	-	-	-	-
Measure A (Sales Tax) (6%)	\$ 1,066	-	-	-	-	-	-	-	\$ 1,066
State	-	-	-	-	-	-	-	-	-
Federal (STIP-RIP) (40%)	-	-	\$ 3,870	\$ 3,130	-	-	-	-	\$ 7,000
Other Federal	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Grand Total	\$ 2,445	\$ 1,308	\$ 4,983	\$ 6,579	\$ 2,168	-	-	-	\$ 17,483

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (13%)	\$ 1,936	\$ 312	-	-	-	-	-	-	\$ 2,248
Right of Way (11%)	\$ 509	\$ 996	\$ 453	-	-	-	-	-	\$ 1,958
Construction Contract (64%)	-	-	\$ 4,070	\$ 5,408	\$ 1,785	-	-	-	\$ 11,263
Construction Engineering (12%)	-	-	\$ 460	\$ 1,171	\$ 383	-	-	-	\$ 2,014
Other Costs (0%)	-	-	-	-	-	-	-	-	-
Grand Total	\$ 2,445	\$ 1,308	\$ 4,983	\$ 6,579	\$ 2,168	-	-	-	\$ 17,483

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

Note:

1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.



Hazel Avenue Sidewalk Improvements

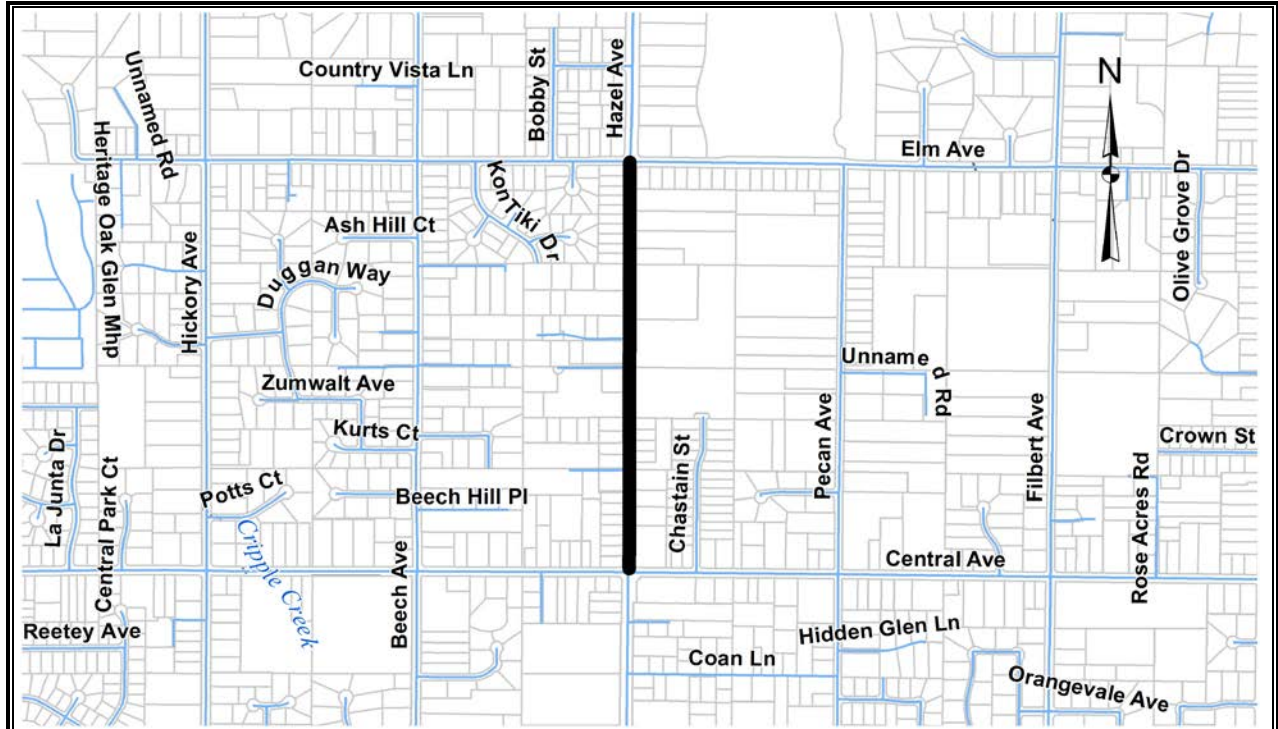
Central Ave to Elm Ave

Engineer: Stevens

Cost Est. (Thousands): \$1,700

Facility Code: 0XDJ

Board Approval: Sep-19



Project Description:

This project is located on Hazel Avenue between Central Avenue and Elm Avenue. The proposed work includes the construction of sidewalks and bike lanes, a signalized mid-block crossing, and transit stop improvement. The project is being funded by the SACOG Bicycle and Pedestrian Funding Program.



Five Year Transportation Improvement and Program Guide 2019-2024



Hazel Avenue Sidewalk Improvements Financing Plan & Tentative Schedule

Facility Code: 0XDJ

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund	-	-	-	-	-	-	-	-	-
Measure A (Sales Tax) (27%)	\$ 72	\$ 21	\$ 11	\$ 357	-	-	-	-	\$ 461
Other State	-	-	-	-	-	-	-	-	-
STIP	-	-	-	-	-	-	-	-	-
Federal (CMAQ) (73%)	\$ 177	\$ 158	\$ 77	\$ 827	-	-	-	-	\$ 1,239
Other Federal	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Grand Total	\$ 249	\$ 179	\$ 88	\$ 1,184	-	-	-	-	\$ 1,700

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (23%)	\$ 238	\$ 74	\$ 78	-	-	-	-	-	\$ 390
Right of Way (7%)	\$ 11	\$ 105	\$ 10	-	-	-	-	-	\$ 126
Construction Contract (60%)	-	-	-	\$ 1,017	-	-	-	-	\$ 1,017
Construction Engineering (10%)	-	-	-	\$ 167	-	-	-	-	\$ 167
Other Costs (0%)	-	-	-	-	-	-	-	-	-
Grand Total	\$ 249	\$ 179	\$ 88	\$ 1,184	-	-	-	-	\$ 1,700

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

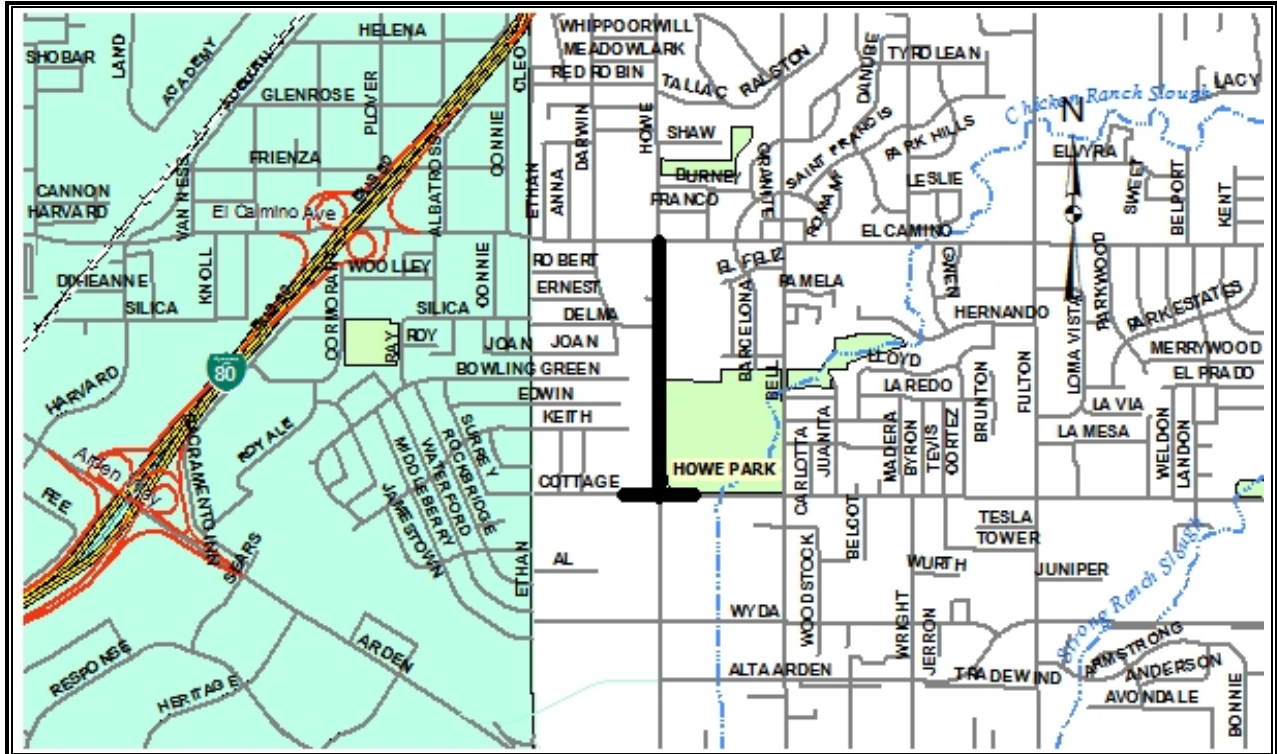
Note:

1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.

Howe Ave Bicycle and Pedestrian Improvement Project Cottage Way to El Camino Avenue

Engineer: Singh
Cost Est. (Thousands): \$ 2,583

Facility Code: 0DGD
Board Approval: Oct-21



Project Description:

This project will construct continuous bike lanes and fill in sidewalk gaps on Howe Avenue between Cottage Way, and El Camino Avenue. ADA improvements, intersection modifications, and a Class 1 multi-use trail along Howe Park.



Five Year Transportation Improvement and Program Guide 2019-2024



Howe Ave Bicycle and Pedestrian Improvement Project Financing Plan & Tentative Schedule

Facility Code: 0DGD

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund (79%)	-	-	-	-	\$ 160	\$ 1,879	-	-	\$ 2,039
Measure A (Sales Tax) (6%)	\$ 15	\$ 20	\$ 16	\$ 93	-	-	-	-	\$ 144
Other State	-	-	-	-	-	-	-	-	-
State (ATP) (15%)	\$ 76	\$ 155	\$ 122	\$ 47	-	-	-	-	\$ 400
Federal	-	-	-	-	-	-	-	-	-
Other Federal	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Grand Total	\$ 91	\$ 175	\$ 138	\$ 140	\$ 160	\$ 1,879	-	-	\$ 2,583

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental Engineering (11%)	\$ 82	\$ 130	\$ 40	\$ 40	-	-	-	-	\$ 292
Right of Way (10%)	\$ 9	\$ 45	\$ 98	\$ 100	-	-	-	-	\$ 252
Construction Contract (64%)	-	-	-	-	\$ 70	\$ 1,578	-	-	\$ 1,648
Construction Engineering (15%)	-	-	-	-	\$ 90	\$ 301	-	-	\$ 391
Other Costs (0%)	-	-	-	-	-	-	-	-	-
Grand Total	\$ 91	\$ 175	\$ 138	\$ 140	\$ 160	\$ 1,879	-	-	\$ 2,583

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental									
Design									
ROW Acquisition									
Construction									

Note:

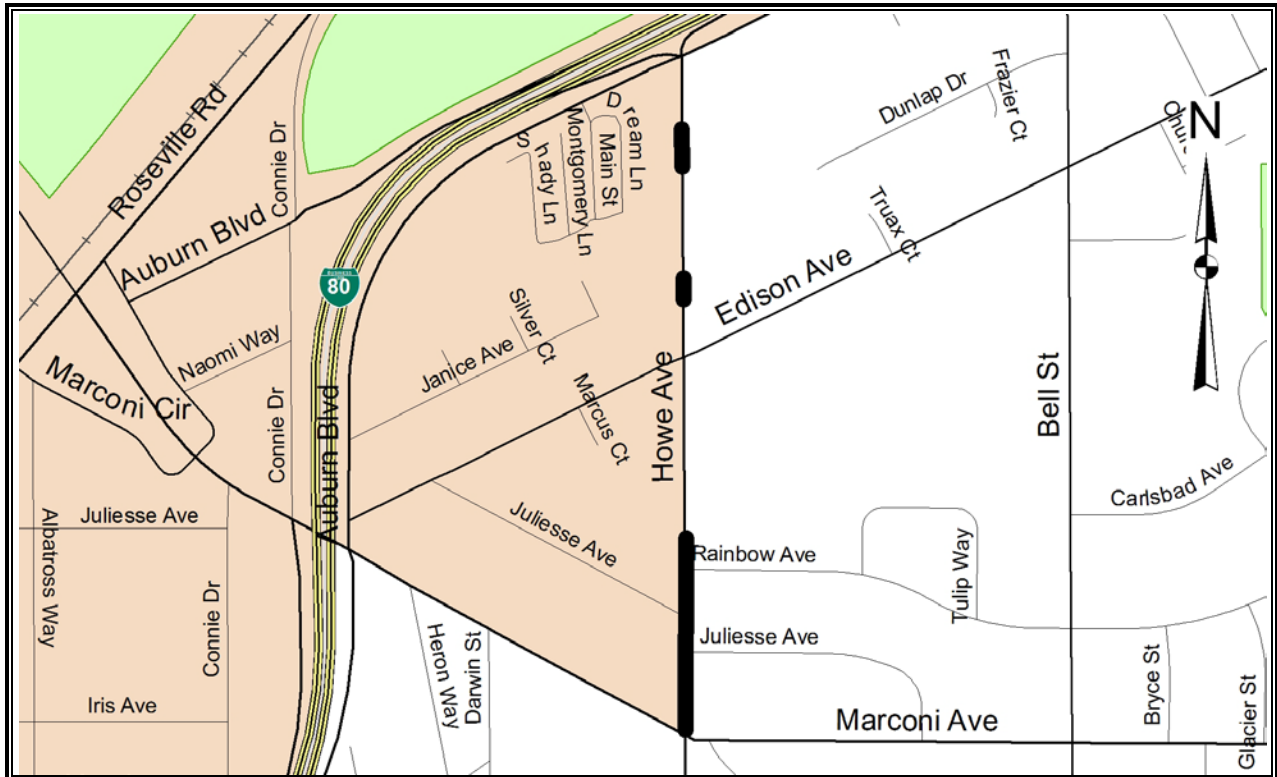
1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.



Howe Avenue Sidewalk Infill Project

Engineer: Singh
Cost Est. (Thousands): \$778

Facility Code: OXDX
Board Approval: Jan-19



Project Description:

This project is located on Howe Avenue between Marconi Avenue and Auburn Boulevard within Supervisorial District 3. Proposed work includes the construction of sidewalks on the County side of the street. The project is funded by the Sacramento Housing and Redevelopment Agency (SHRA) Community Development Block Grant Program.



Five Year Transportation Improvement and Program Guide 2019-2024



Howe Avenue Sidewalk Infill Project Financing Plan & Tentative Schedule

Facility Code: 0XDX

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund	-	-	-	-	-	-	-	-	-
Measure A (Sales Tax) (36%)	\$ 20	\$ 14	\$ 244	-	-	-	-	-	\$ 278
Other State	-	-	-	-	-	-	-	-	-
STIP	-	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-	-
Other Federal	-	-	-	-	-	-	-	-	-
Other: SHRA (CDBG) (64%)	\$ 85	\$ 100	\$ 315	-	-	-	-	-	\$ 500
Grand Total	\$ 105	\$ 114	\$ 559	-	-	-	-	-	\$ 778

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (23%)	\$ 93	\$ 89	-	-	-	-	-	-	\$ 182
Right of Way (5%)	\$ 12	\$ 25	-	-	-	-	-	-	\$ 37
Construction Contract (53%)	-	-	\$ 415	-	-	-	-	-	\$ 415
Construction Engineering (19%)	-	-	\$ 144	-	-	-	-	-	\$ 144
Other Costs (0%)	-	-	-	-	-	-	-	-	-
Grand Total	\$ 105	\$ 114	\$ 559	-	-	-	-	-	\$ 778

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

Note:

1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.

I-5 @ Metro Air Parkway Interchange

Engineer: Wright
Cost Est. (Thousands): \$27,871

Facility Code: 0J02
Board Approval: Apr-19



Project Description:

This project is a State Highway project to construct a new Type L-9 interchange for Metro Air Parkway at Interstate 5 (I-5). The first phase of this project will construct a three-lane overcrossing facility with a median, bike lanes and a sidewalk on the west side. Metro Air Parkway will connect on the north side of the interchange and terminate south of I-5 with a cul-de-sac. This first phase will also realign south Bayou Road to provide the right-of-way for partial completion of the interchange. The project also includes street lighting, striping and signage, relocation of an existing drainage ditch on the south side of the freeway, construction of drainage improvements within the interchange, and relocation of utilities.



Five Year Transportation Improvement and Program Guide 2019-2024



I-5 @ Metro Air Parkway Interchange Financing Plan & Tentative Schedule

Facility Code: 0J02

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts (Metro AP) (98%)	\$ 3,020	\$ 870	\$ 12,482	\$ 10,960	-	-	-	-	\$ 27,332
Road Fund	-	-	-	-	-	-	-	-	-
Measure A (Sales Tax) (2%)	\$ 539	-	-	-	-	-	-	-	\$ 539
Other State	-	-	-	-	-	-	-	-	-
STIP	-	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-	-
Other Federal	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Grand Total	\$ 3,559	\$ 870	\$ 12,482	\$ 10,960	-	-	-	-	\$ 27,871

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental Engineering (16%)	\$ 2,997	\$ 867	\$ 706	-	-	-	-	-	\$ 4,570
Right of Way (2%)	\$ 562	\$ 3	-	-	-	-	-	-	\$ 565
Construction Contract (72%)	-	-	\$ 10,384	\$ 9,664	-	-	-	-	\$ 20,048
Construction Engineering (10%)	-	-	\$ 1,392	\$ 1,296	-	-	-	-	\$ 2,688
Other Costs (0%)	-	-	-	-	-	-	-	-	-
Grand Total	\$ 3,559	\$ 870	\$ 12,482	\$ 10,960	-	-	-	-	\$ 27,871

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

Note:

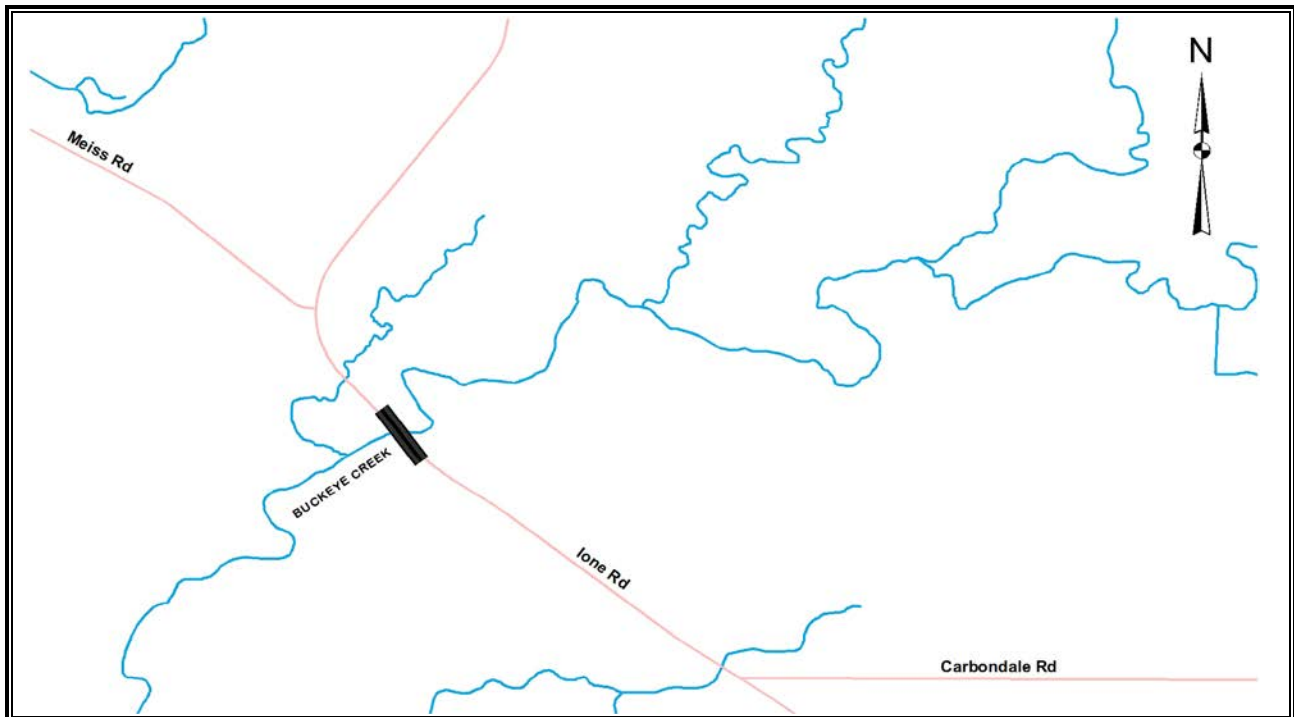
1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.



Ione Road Bridge Replacement at Buckeye Creek

Engineer: Eslabon
Cost Est. (Thousands): \$3,206

Facility Code: 0DDDB
Board Approval: Sep-18



Project Description:

The proposed project consists of the replacement of an existing two-lane steel reinforced concrete with steel stringers bridge with a new two-lane steel reinforced concrete bridge on Ione Road at Buckeye Creek, south of Meiss Road. The project is funded by the Federal Highway Bridge Program (HBP), and the SB1 Local Streets and Road (LSR) Program.



Five Year Transportation Improvement and Program Guide 2019-2024



Ione Road Bridge Replacement at Buckeye Creek Financing Plan & Tentative Schedule

Facility Code: 0DDB

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund (14%)	\$ 457	-	-	-	-	-	-	-	\$ 457
SB1 (LSR) (27%)	\$ 167	\$ 143	\$ 544	-	-	-	-	-	\$ 854
Measure A (Sales Tax)	-	-	-	-	-	-	-	-	-
Other State	-	-	-	-	-	-	-	-	-
STIP	-	-	-	-	-	-	-	-	-
Federal (HBP) (59%)	\$ 297	\$ 110	\$ 1,488	-	-	-	-	-	\$ 1,895
Other Federal	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Grand Total	\$ 921	\$ 253	\$ 2,032	-	-	-	-	-	\$ 3,206

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (36%)	\$ 904	\$ 253	-	-	-	-	-	-	\$ 1,157
Right of Way (1%)	\$ 17	-	-	-	-	-	-	-	\$ 17
Construction Contract (54%)	-	-	\$ 1,723	-	-	-	-	-	\$ 1,723
Construction Engineering (10%)	-	-	\$ 309	-	-	-	-	-	\$ 309
Other Costs (0%)	-	-	-	-	-	-	-	-	-
Grand Total	\$ 921	\$ 253	\$ 2,032	-	-	-	-	-	\$ 3,206

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

Note:

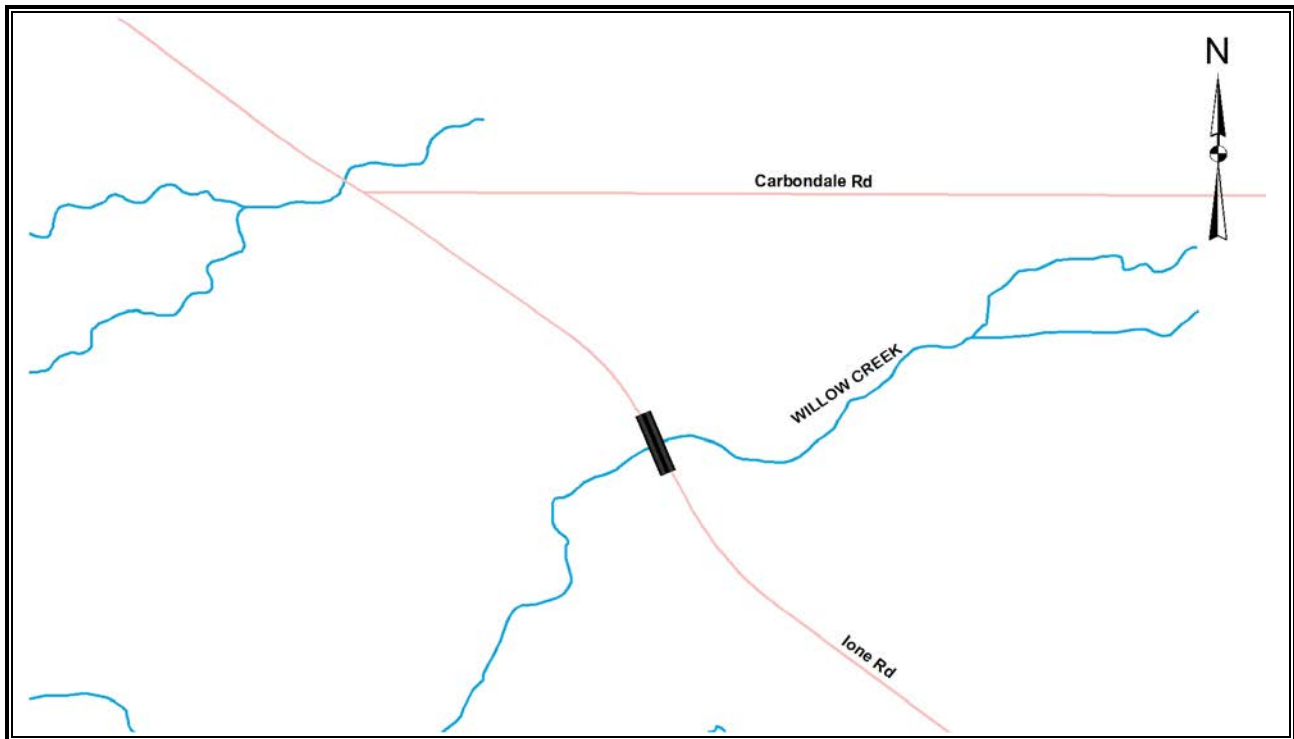
1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.



Ione Road Bridge Replacement at Willow Creek

Engineer: Eslabon
Cost Est. (Thousands): \$2,364

Facility Code: 0DDC
Board Approval: Sep-18



Project Description:

The proposed project consists of the replacement of an existing two-lane concrete bridge with a new two-lane concrete slab bridge on Ione Road over Willow Creek, south of Carbondale Road. The project is funded by the Federal Highway Bridge Program, and the SB1 Local Streets and Road (LSR) Program.



Five Year Transportation Improvement and Program Guide 2019-2024



Ione Road Bridge Replacement at Willow Creek Financing Plan & Tentative Schedule

Facility Code: 0DDC

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund	-	-	-	-	-	-	-	-	-
SB1 (LSR) (6%)	\$ 15	\$ 59	\$ 71	-	-	-	-	-	\$ 145
Measure A (Sales Tax)	-	-	-	-	-	-	-	-	-
Other State	-	-	-	-	-	-	-	-	-
STIP	-	-	-	-	-	-	-	-	-
Federal (HBP) (94%)	\$ 472	\$ 530	\$ 1,217	-	-	-	-	-	\$ 2,219
Other Federal	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Grand Total	\$ 487	\$ 589	\$ 1,288	-	-	-	-	-	\$ 2,364

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (21%)	\$ 487	-	-	-	-	-	-	-	\$ 487
Right of Way (0%)	-	-	-	-	-	-	-	-	-
Construction Contract (66%)	-	\$ 470	\$ 1,095	-	-	-	-	-	\$ 1,565
Construction Engineering (13%)	-	\$ 119	\$ 193	-	-	-	-	-	\$ 312
Other Costs (0%)	-	-	-	-	-	-	-	-	-
Grand Total	\$ 487	\$ 589	\$ 1,288	-	-	-	-	-	\$ 2,364

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

Note:

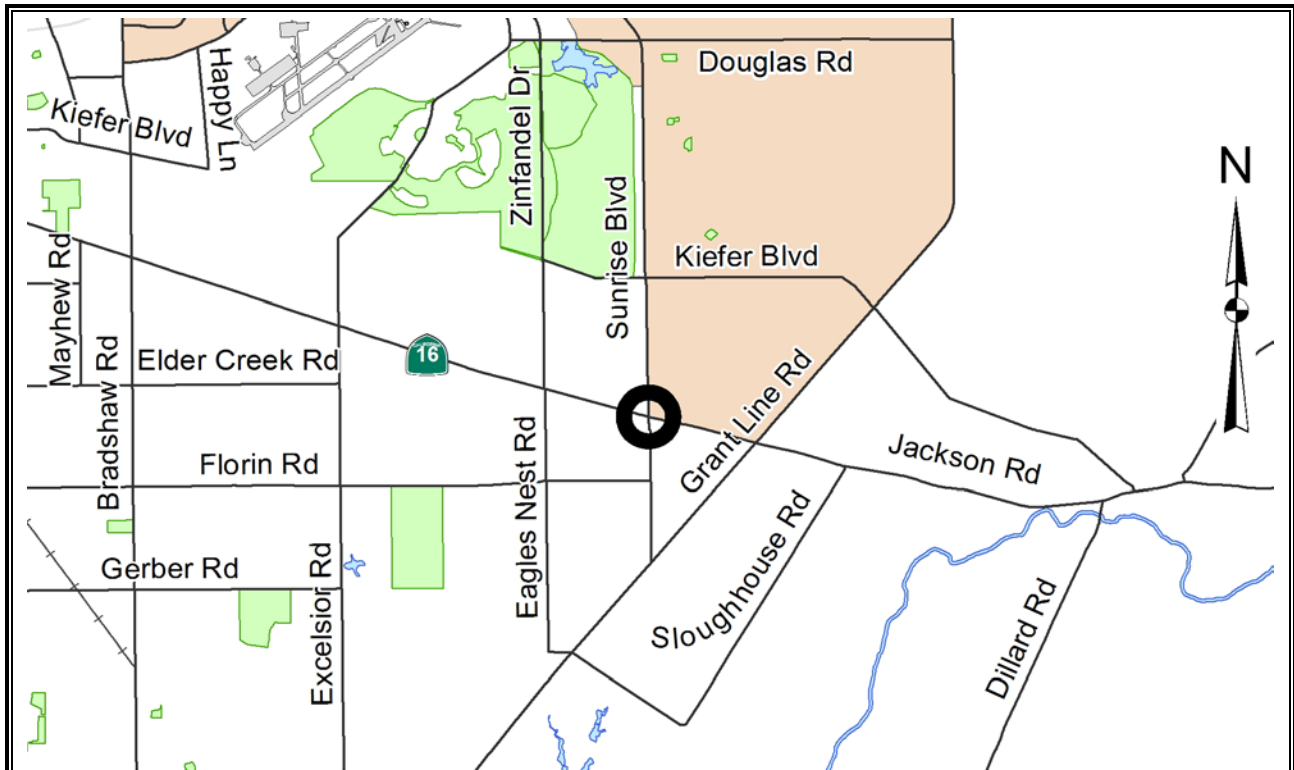
1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.



Jackson Road at Sunrise Boulevard Intersection Project

Engineer: Shoeman
Cost Est. (Thousands): \$2,516

Facility Code:
Board Approval: Feb-22



Project Description:

This project will improve the existing intersection at Jackson Road and Sunrise Boulevard to add capacity and improve operational efficiency. This project is being coordinated with the City of Rancho Cordova and the Cordova Hill and Jackson Corridor plan areas



Five Year Transportation Improvement and Program Guide 2019-2024



Jackson Road at Sunrise Boulevard Intersection Project

Financing Plan & Tentative Schedule

Facility Code:

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing District	-	-	-	-	-	-	-	-	-
Road Fund	-	-	-	-	-	-	-	-	-
Measure A (Sales Tax) (100%)	-	\$ 50	\$ 75	\$ 225	\$ 377	\$ 1,789	-	-	\$ 2,516
Other State	-	-	-	-	-	-	-	-	-
STIP	-	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-	-
Other Federal	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Grand Total	-	\$ 50	\$ 75	\$ 225	\$ 377	\$ 1,789	-	-	\$ 2,516

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (19%)	-	\$ 50	\$ 75	\$ 125	\$ 225	-	-	-	\$ 475
Right of Way (10%)	-	-	-	\$ 100	\$ 152	-	-	-	\$ 252
Construction Contract (50%)	-	-	-	-	-	\$ 1,258	-	-	\$ 1,258
Construction Engineering (21%)	-	-	-	-	-	\$ 531	-	-	\$ 531
Other Costs (0%)	-	-	-	-	-	-	-	-	-
Grand Total	-	\$ 50	\$ 75	\$ 225	\$ 377	\$ 1,789	-	-	\$ 2,516

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

Note:

1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.

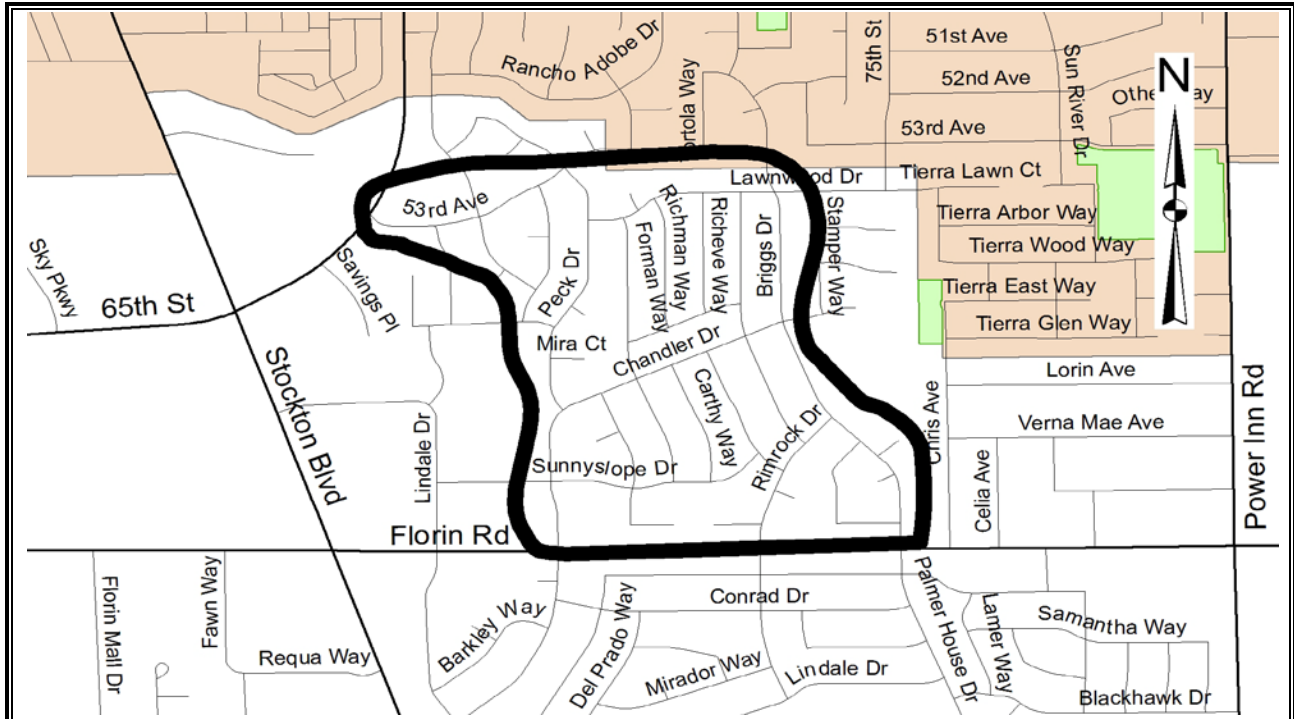


LED Street Light Project – Phase 2

Various Locations

Engineer: Stevens
Cost Est. (Thousands): \$386

Facility Code: 0DGG
Board Approval: Apr-19



Project Description:

This projects Phase 2 will construct approximately 18 LED street lights in the Florin area, project area bounded by Florin Road, Stockton Boulevard and 65th Street, 53rd Avenue, and Briggs Drive. The project is funded by the Sacramento Housing and Redevelopment Agency (SHRA) Community Development Block Grant Program, and the SB1 Local Streets and Road (LSR) Program.



Five Year Transportation Improvement and Program Guide 2019-2024



LED Street Light Project - Phase 2 Financing Plan & Tentative Schedule

Facility Code: 0DGG

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund (16%)	-	\$ 15	\$ 48	-	-	-	-	-	\$ 63
SB1 (LSR) (21%)	-	-	\$ 80	-	-	-	-	-	\$ 80
Measure A (Sales Tax)	-	-	-	-	-	-	-	-	-
Other State	-	-	-	-	-	-	-	-	-
STIP	-	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-	-
Other Federal	-	-	-	-	-	-	-	-	-
Other: SHRA (CDBG) (63%)	-	-	\$ 243	-	-	-	-	-	\$ 243
Grand Total	-	\$ 15	\$ 371	-	-	-	-	-	\$ 386

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (4%)	-	\$ 15	-	-	-	-	-	-	\$ 15
Right of Way (0%)	-	-	-	-	-	-	-	-	-
Construction Contract (78%)	-	-	\$ 300	-	-	-	-	-	\$ 300
Construction Engineering (18%)	-	-	\$ 71	-	-	-	-	-	\$ 71
Other Costs (0%)	-	-	-	-	-	-	-	-	-
Grand Total	-	\$ 15	\$ 371	-	-	-	-	-	\$ 386

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

Note:

1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.



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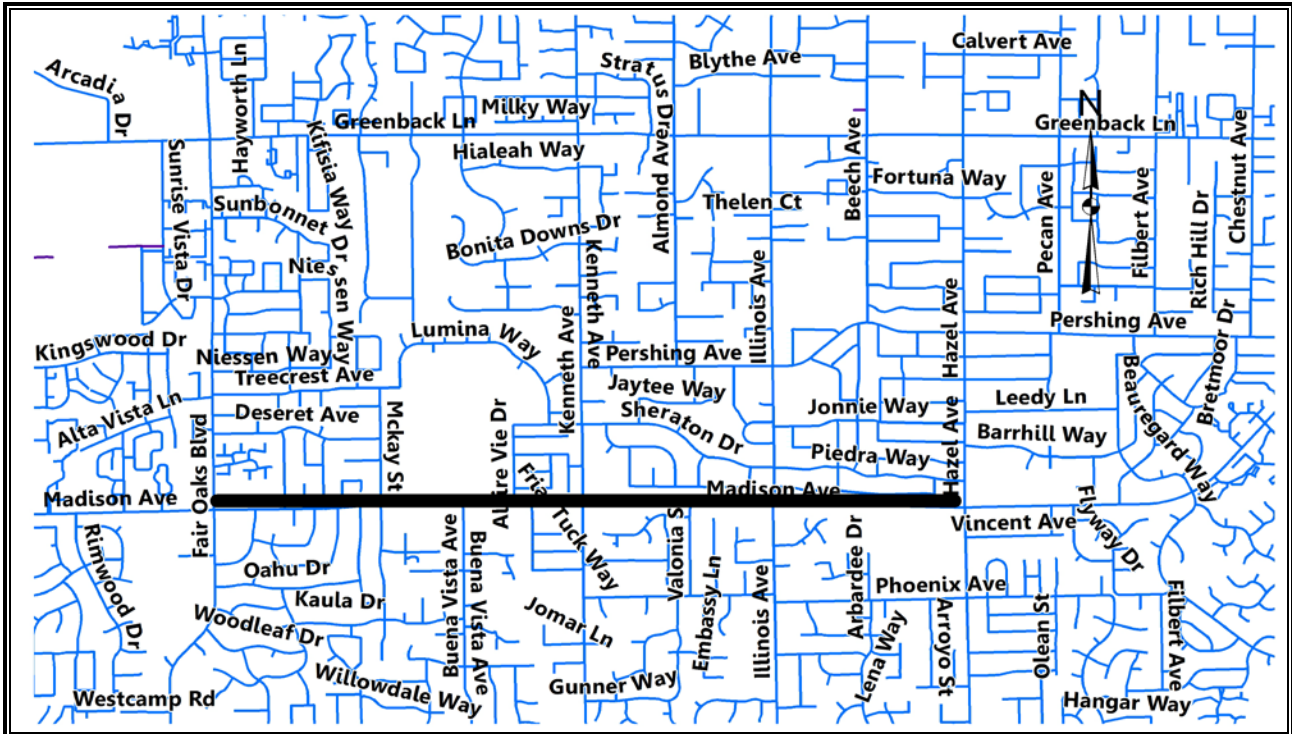


Madison Avenue Widening

Fair Oaks Boulevard to Hazel Avenue

Engineer: Singh
Cost Est. (Thousands): \$ 29,037

Facility Code: OXAG
Board Approval: **Nov-21***



Project Description:

This project will widen Madison Avenue from 4 to 6 lanes with raised medians between Fair Oaks Boulevard and Hazel Avenue in the Citrus Heights and Fair Oaks areas. The project also proposes to construct bicycle and pedestrian facilities, traffic signal modifications, traffic operations system upgrades, landscaping and streetscape enhancements, and soundwalls. Project implementation will require a cooperative agreement with the City of Citrus Heights.

* Full construction funding for this project has not been identified. The Board Approval date indicated is the anticipated project delivery date based on completion of final project design and right-of-way acquisition. The actual approval date will depend on full programming of construction funding.



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Madison Avenue Widening - Fair Oaks Boulevard to Hazel Avenue Financing Plan & Tentative Schedule

Facility Code: 0XAG

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees (33%)	\$ 280	-	-	-	\$ 4,226	\$ 5,186	-	-	\$ 9,692
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund	-	-	-	-	-	-	-	-	-
Measure A (Sales Tax) (36%)	\$ 1,497	\$ 154	\$ 77	\$ 1,317	\$ 7,292	-	-	-	\$ 10,337
Other State	-	-	-	-	-	-	-	-	-
STIP	-	-	-	-	-	-	-	-	-
Federal (CMAQ) (1%)	-	-	\$ 100	\$ 100	-	-	-	-	\$ 200
Other Federal	-	-	-	-	-	-	-	-	-
Other (Unidentified Funds) (30%)	-	-	-	-	-	\$ 8,808	-	-	\$ 8,808
Grand Total	\$ 1,777	\$ 154	\$ 177	\$ 1,417	\$ 11,518	\$ 13,994	-	-	\$ 29,037

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (8%)	\$ 1,766	\$ 154	\$ 177	\$ 267	-	-	-	-	\$ 2,364
Right of Way (7%)	-	-	-	\$ 1,150	\$ 845	\$ 60	-	-	\$ 2,055
Construction Contract (69%)	-	-	-	-	\$ 8,543	\$ 11,500	-	-	\$ 20,043
Construction Engineering (14%)	-	-	-	-	\$ 1,553	\$ 2,434	-	-	\$ 3,987
Other Costs (2%)	\$ 11	-	-	-	\$ 577	-	-	-	\$ 588
Grand Total	\$ 1,777	\$ 154	\$ 177	\$ 1,417	\$ 11,518	\$ 13,994	-	-	\$ 29,037

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

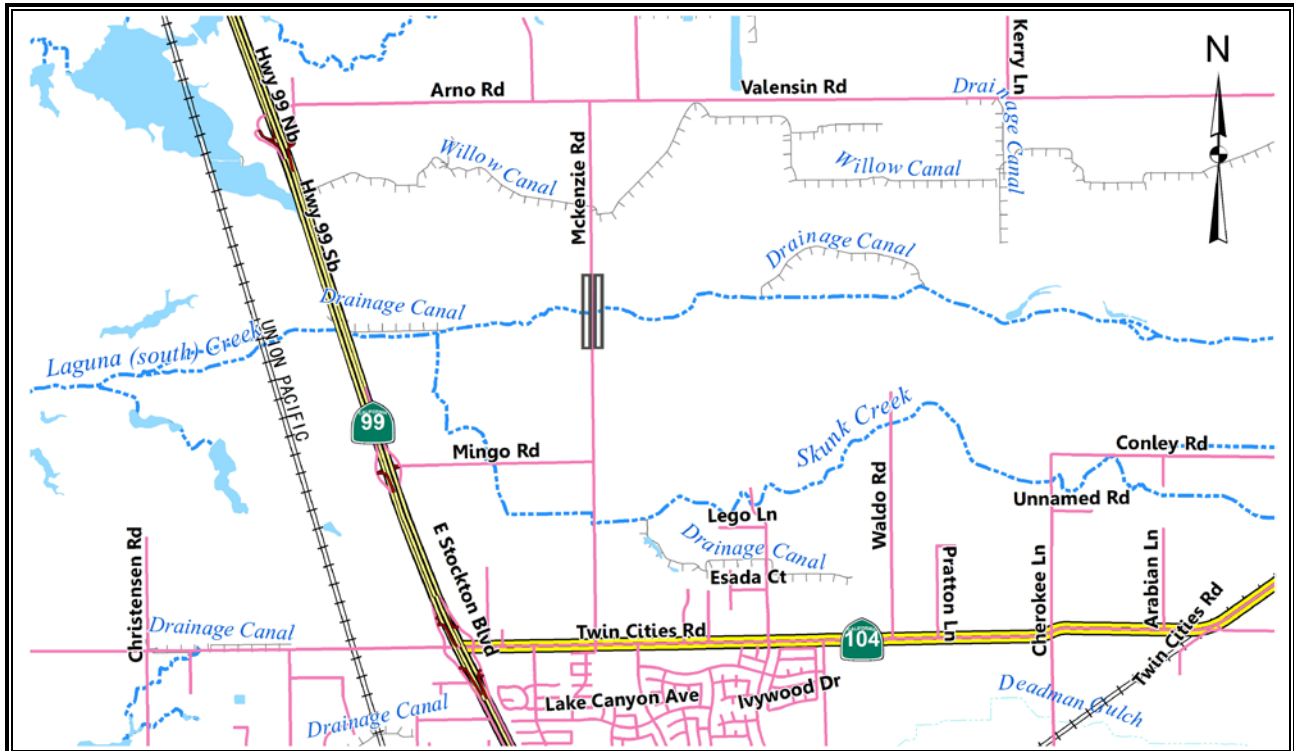
Note:

1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.

McKenzie Road Bridge Replacement at Laguna Creek

Engineer: Eslabon
Cost Est. (Thousands): \$3,975

Facility Code: ODDD
Board Approval: Sep-18



Project Description:

The proposed project consists of the replacement of an existing two-lane reinforced concrete slab on timber stringers bridge with a new two-lane concrete slab bridge on McKenzie Road at Laguna Creek, south of Arno Road in South Sacramento County. The project is funded by the Federal Highway Bridge Program (HBP), and the SB1 Local Streets and Road (LSR) Program.



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McKenzie Road Bridge Replacement at Laguna Creek Financing Plan & Tentative Schedule

Facility Code: 0DDD

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund (7%)	\$ 261	-	-	-	-	-	-	-	\$ 261
SB1 (LSR) (6%)	\$ 64	\$ 60	\$ 97	-	-	-	-	-	\$ 221
Measure A (Sales Tax)	-	-	-	-	-	-	-	-	-
Other State	-	-	-	-	-	-	-	-	-
STIP	-	-	-	-	-	-	-	-	-
Federal (HBP) (88%)	\$ 744	\$ 832	\$ 1,917	-	-	-	-	-	\$ 3,493
Other Federal	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Grand Total	\$ 1,069	\$ 892	\$ 2,014	-	-	-	-	-	\$ 3,975

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (27%)	\$ 1,021	\$ 61	-	-	-	-	-	-	\$ 1,082
Right of Way (1%)	\$ 48	-	-	-	-	-	-	-	\$ 48
Construction Contract (60%)	-	\$ 693	\$ 1,693	-	-	-	-	-	\$ 2,386
Construction Engineering (12%)	-	\$ 138	\$ 321	-	-	-	-	-	\$ 459
Other Costs (0%)	-	-	-	-	-	-	-	-	-
Grand Total	\$ 1,069	\$ 892	\$ 2,014	-	-	-	-	-	\$ 3,975

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

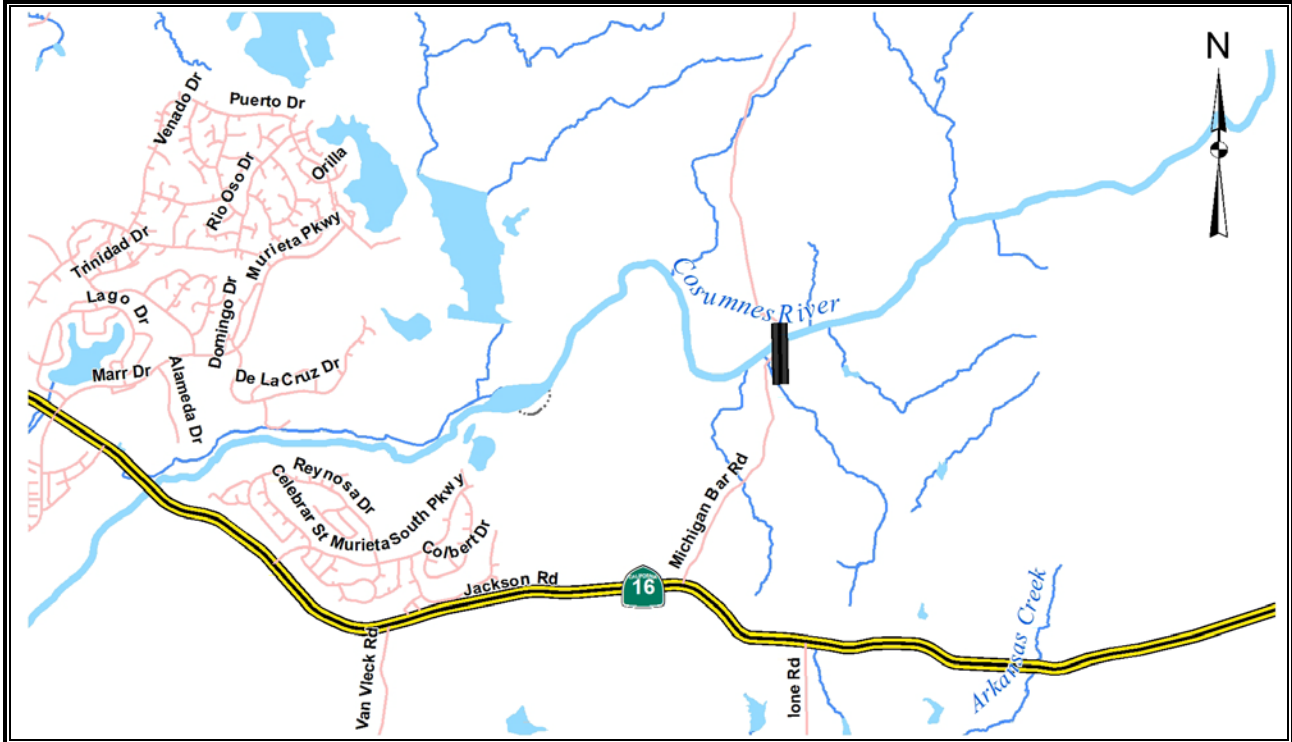
Note:

1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.

Michigan Bar Rd Bridge Replacement at Cosumnes River

Engineer: Stevens
Cost Est. (Thousands): \$7,465

Facility Code: 0DDE
Board Approval: Nov-19



Project Description:

The proposed project consists of the replacement of an existing modular concrete panel deck on modular steel box deck trusses and steel girders bridge with a new one-lane concrete slab bridge on Michigan Bar Road at the Cosumnes River, approximately one mile north of State Route 16. The project is funded by the Federal Highway Bridge Program (HBP), and the SB1 Local Streets and Road (LSR) Program.



Five Year Transportation Improvement and Program Guide 2019-2024



Michigan Bar Road Bridge Replacement at Cosumnes River Financing Plan & Tentative Schedule

Facility Code: 0DDE

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund (5%)	\$ 352	-	-	-	-	-	-	-	\$ 352
SB1 (LSR) (6%)	\$ 21	\$ 66	\$ 120	\$ 48	\$ 180	-	-	-	\$ 435
Measure A (Sales Tax)	-	-	-	-	-	-	-	-	-
Other State	-	-	-	-	-	-	-	-	-
STIP	-	-	-	-	-	-	-	-	-
Federal (HBP) (89%)	\$ 716	\$ 152	\$ 329	\$ 972	\$ 4,509	-	-	-	\$ 6,678
Other Federal	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Grand Total	\$ 1,089	\$ 218	\$ 449	\$ 1,020	\$ 4,689	-	-	-	\$ 7,465

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (22%)	\$ 1,088	\$ 218	\$ 366	-	-	-	-	-	\$ 1,672
Right of Way (1%)	\$ 1	-	\$ 83	-	-	-	-	-	\$ 84
Construction Contract (66%)	-	-	-	\$ 860	\$ 4,090	-	-	-	\$ 4,950
Construction Engineering (10%)	-	-	-	\$ 160	\$ 599	-	-	-	\$ 759
Other Costs (0%)	-	-	-	-	-	-	-	-	-
Grand Total	\$ 1,089	\$ 218	\$ 449	\$ 1,020	\$ 4,689	-	-	-	\$ 7,465

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

Note:

1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.



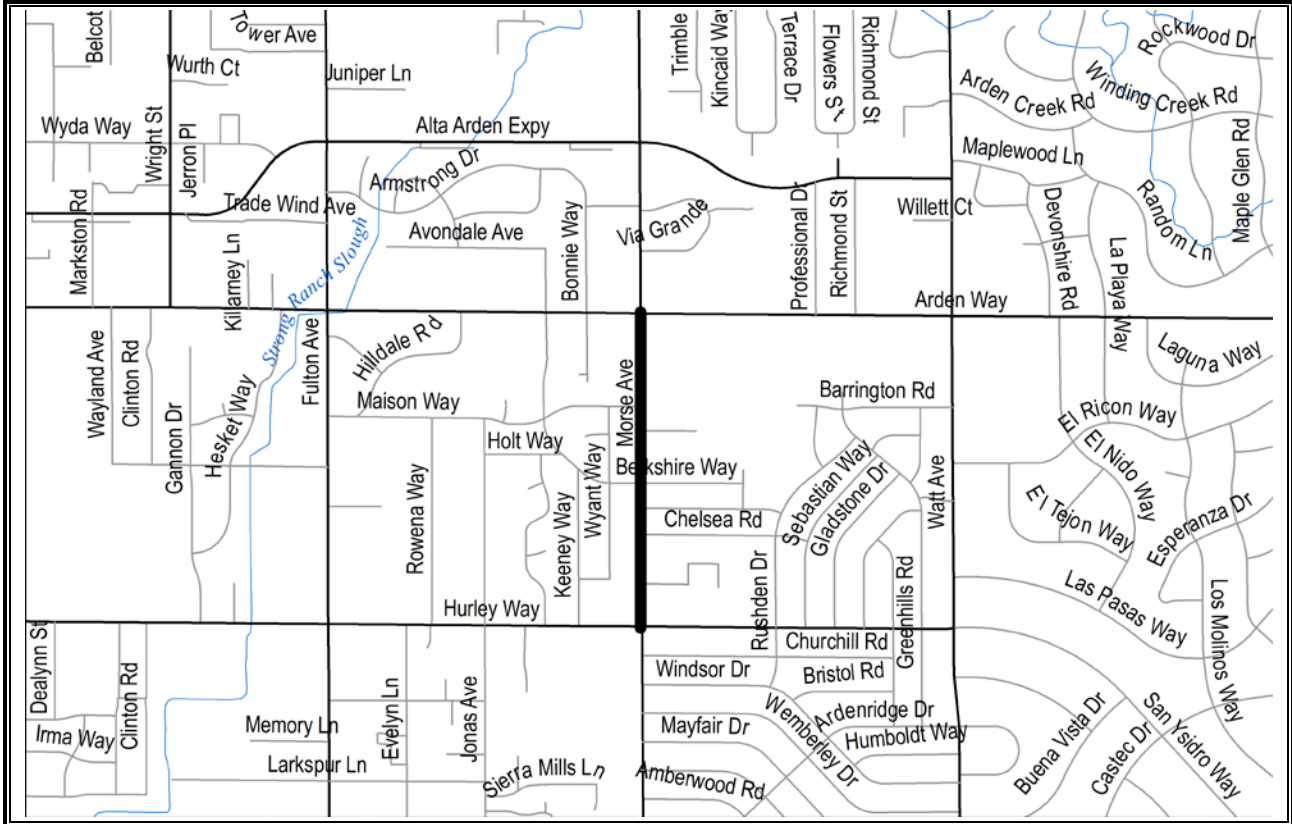
Five Year Transportation Improvement and Program Guide 2019-2024



Morse Avenue Sidewalk Infill and Street Light Project

Engineer: Voo
Cost Est. (Thousands): \$1,563

Facility Code: 0XEE
Board Approval: Jul-21



Project Description:

The proposed project will install sidewalks and street lighting on Morse Avenue between Hurley Way and Arden Way. The project is funded by the Federal Highway Safety Improvement Program.



Five Year Transportation Improvement and Program Guide 2019-2024



Morse Avenue Sidewalk Infill and Street Light Project Financing Plan & Tentative Schedule

Facility Code: 0XEE

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund	-	-	-	-	-	-	-	-	-
Measure A (Sales Tax) (90%)	-	\$ 2	\$ 18	\$ 9	\$ 127	-	-	-	\$ 156
Other State	-	-	-	-	-	-	-	-	-
STIP	-	-	-	-	-	-	-	-	-
Federal (HSIP - Cycle 9) (90%)	-	\$ 11	\$ 162	\$ 87	\$ 1,147	-	-	-	\$ 1,407
Other Federal	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Grand Total	-	\$ 13	\$ 180	\$ 96	\$ 1,274	-	-	-	\$ 1,563

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (12%)	-	\$ 13	\$ 95	\$ 80	-	-	-	-	\$ 188
Right of Way (6%)	-	-	\$ 85	\$ 16	-	-	-	-	\$ 101
Construction Contract (69%)	-	-	-	-	\$ 1,080	-	-	-	\$ 1,080
Construction Engineering (12%)	-	-	-	-	\$ 194	-	-	-	\$ 194
Other Costs (0%)	-	-	-	-	-	-	-	-	-
Grand Total	-	\$ 13	\$ 180	\$ 96	\$ 1,274	-	-	-	\$ 1,563

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

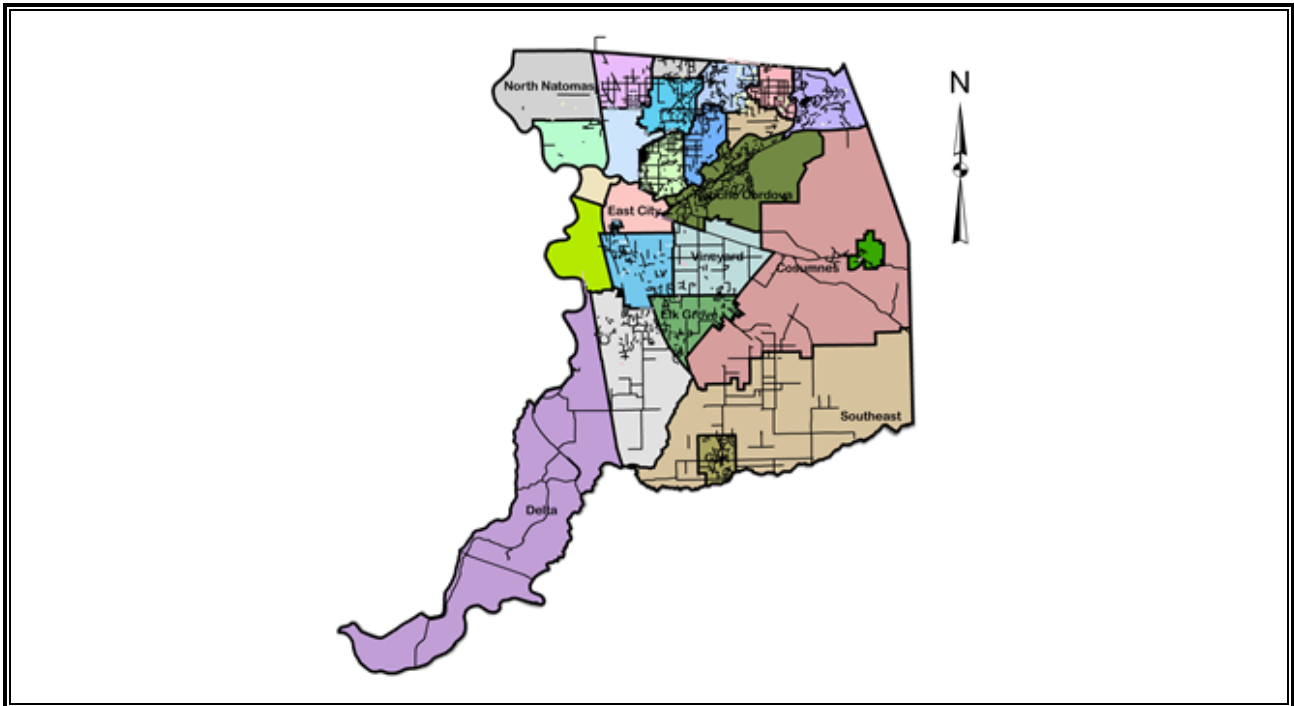
Note:

1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.

Neighborhood Traffic Management Program

Engineer: Urquhart
Cost Est. (Thousands): \$3,000

Facility Code: 0XBD
Board Approval: Ongoing Program



Project Description:

The Neighborhood Traffic Management Program (NTMP) provides a comprehensive set of tools to address traffic concerns on residential streets. The NTMP has established the framework and guidelines for selecting and prioritizing streets and neighborhood areas for treatment, selection and application of traffic calming and speed control devices. This systematic approach to addressing the neighborhood traffic concerns provides a standard way to accommodate residents' requests and enables public participation throughout the program process. Four key elements are involved in the NTMP process:

- Resident Petition – Submit petition for program consideration.
- Project Funding – Prioritize projects for funding approval by the Board of Supervisors.
- Traffic Plan Development – Develop traffic plan with neighborhood's support/input.
- Traffic Plan Approval and Implementation – Present traffic plan for implementation approval by the Board of Supervisors, and design and install improvements

As part of the NTMP, after-studies are conducted to evaluate the impact and effectiveness of the implemented traffic plan.



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Neighborhood Traffic Management Program Financing Plan & Tentative Schedule

Facility Code: 0XBD

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund	-	-	-	-	-	-	-	-	-
Measure A (Sales Tax) (100%)		\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	-	\$ 3,000
Other State	-	-	-	-	-	-	-	-	-
STIP	-	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-	-
Other Federal	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Grand Total	-	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	-	\$ 3,000

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (6%)		\$ 30	\$ 30	\$ 30	\$ 30	\$ 30	\$ 30	-	\$ 180
Right of Way (0%)	-	-	-	-	-	-	-	-	-
Construction Contract (81%)		\$ 406	\$ 406	\$ 406	\$ 406	\$ 406	\$ 406	-	\$ 2,436
Construction Engineering (13%)	-	\$ 64	\$ 64	\$ 64	\$ 64	\$ 64	\$ 64	-	\$ 384
Other Costs (0%)	-	-	-	-	-	-	-	-	-
Grand Total	-	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	-	\$ 3,000

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

Note:

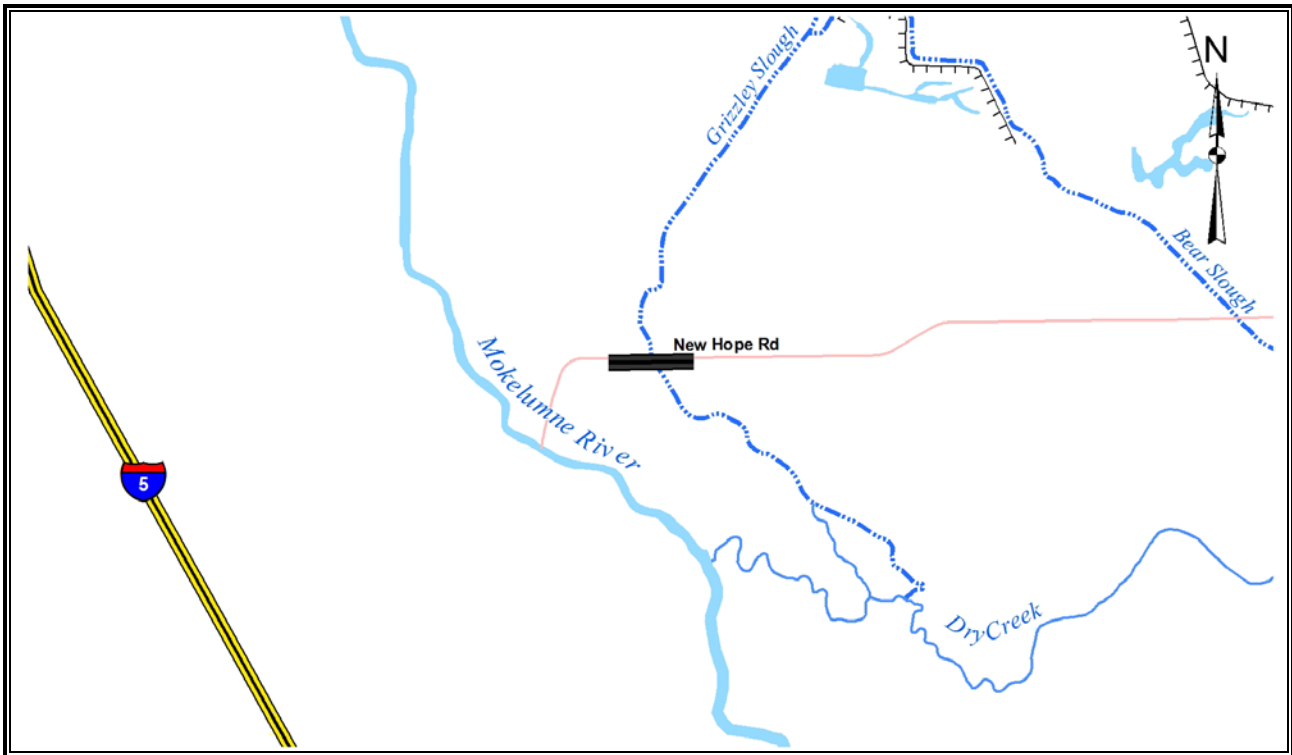
1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.



New Hope Road Bridge Replacement at Grizzly Slough

Engineer: Stevens
Cost Est. (Thousands): \$5,736

Facility Code: ODDH
Board Approval: Dec-20



Project Description:

This project is located on New Hope Road at Grizzly Slough waterway, approximately one half-mile north of the San Joaquin County line. The proposed project consists of the replacement of an existing two-lane concrete bridge with a new two-lane pre-tension multiple-girder bridge. The project is funded by the Federal Highway Bridge Program (HBP), Regional Surface Transportation Program (RSTP), and the SB1 Local Streets and Road (LSR) Program.



Five Year Transportation Improvement and Program Guide 2019-2024



New Hope Road Bridge Replacement at Grizzly Slough Financing Plan & Tentative Schedule

Facility Code: ODDH

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund (4%)	\$ 214	-	-	-	-	-	-	-	\$ 214
SB1 (LSR) (10%)	-	\$ 21	\$ 250	-	\$ 282	-	-	-	\$ 553
Measure A (Sales Tax)	-	-	-	-	-	-	-	-	-
Other State	-	-	-	-	-	-	-	-	-
STIP	-	-	-	-	-	-	-	-	-
Federal (HBP) (82%)	\$ 320	\$ 154	\$ 58	\$ 1,107	\$ 3,071	-	-	-	\$ 4,710
Federal (RSTP) (5%)	-	-	-	\$ 143	\$ 116	-	-	-	\$ 259
Other	-	-	-	-	-	-	-	-	-
Grand Total	\$ 534	\$ 175	\$ 308	\$ 1,250	\$ 3,469	-	-	-	\$ 5,736

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (17%)	\$ 532	\$ 167	\$ 288	-	-	-	-	-	\$ 987
Right of Way (1%)	\$ 2	\$ 8	\$ 20	-	-	-	-	-	\$ 30
Construction Contract (72%)	-	-	-	\$ 1,098	\$ 3,048	-	-	-	\$ 4,146
Construction Engineering (10%)	-	-	-	\$ 152	\$ 421	-	-	-	\$ 573
Other Costs (0%)	-	-	-	-	-	-	-	-	-
Grand Total	\$ 534	\$ 175	\$ 308	\$ 1,250	\$ 3,469	-	-	-	\$ 5,736

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

Note:

1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.

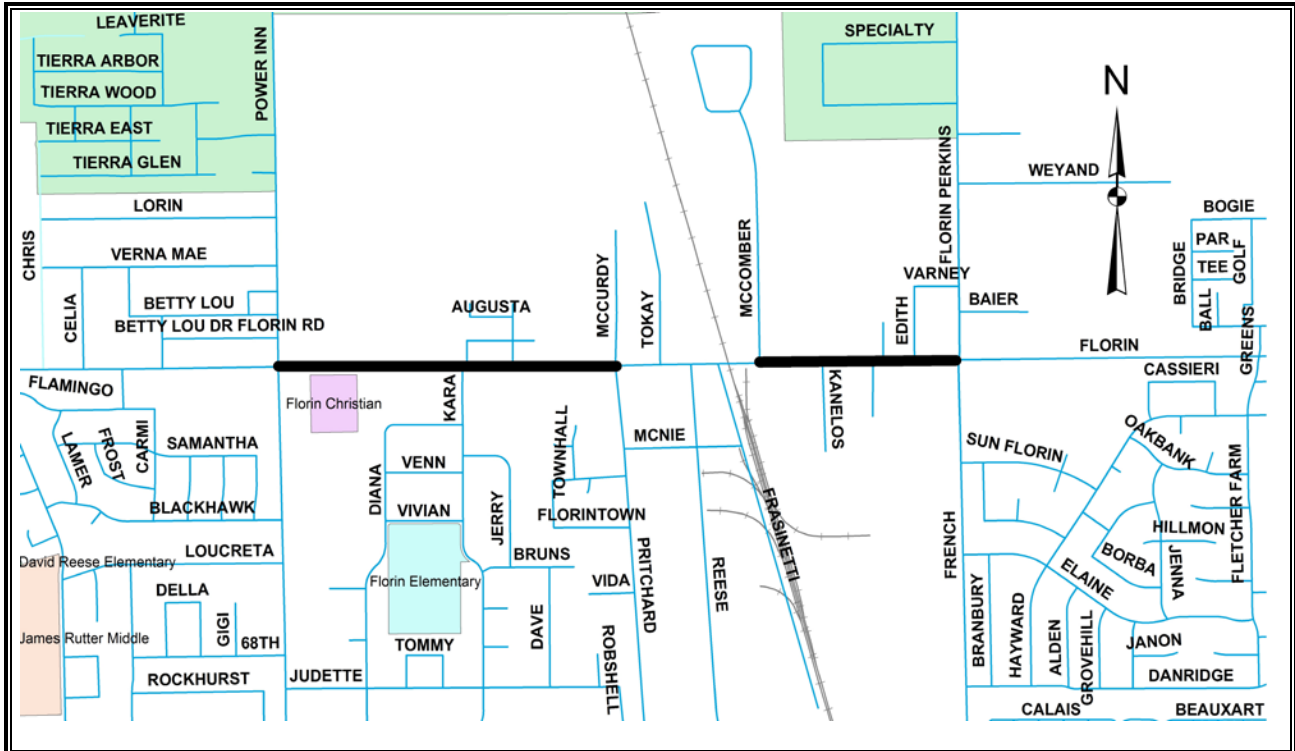


Old Florin Town Streetscape Improvements - Phase 2

Power Inn Rd to French Rd/Florin-Perkins Rd

Engineer: Tu
Cost Est. (Thousands): \$8,103

Facility Code: ODEH
Board Approval: Nov-18



Project Description:

This project is located on Florin Road, from Power Inn Road to French Road/Florin Perkins Road. The proposed work will complete improvements proposed in the Old Florin Town Streetscape Master Plan. Improvements include the installation of continuous separated sidewalks along with curb and gutter, continuous bike lanes, improved transit facilities, median channelization with landscaping, improved street lighting, and traffic signal modifications. This project will augment the recently completed Phase I project between Pritchard Road and McComber Street. The project is being funded by the SACOG Community Design Program, and the SB1 Local Streets and Road (LSR) Program.



Five Year Transportation Improvement and Program Guide 2019-2024



Old Florin Town Streetscape Improvements - Phase 2

Financing Plan & Tentative Schedule

Facility Code: ODEH

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund (11%)	\$ 910	-	-	-	-	-	-	-	\$ 910
SB1 (LSR) (8%)	-	\$ 614	-	-	-	-	-	-	\$ 614
Measure A (Sales Tax)	-	-	-	-	-	-	-	-	-
Other State	-	-	-	-	-	-	-	-	-
State (STIP) (41%)	-	-	\$ 3,328	-	-	-	-	-	\$ 3,328
Federal (CMAQ) (40%)	\$ 672	-	\$ 2,579	-	-	-	-	-	\$ 3,251
Other Federal	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Grand Total	\$ 1,582	\$ 614	\$ 5,907	-	-	-	-	-	\$ 8,103

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (20%)	\$ 997	\$ 608	-	-	-	-	-	-	\$ 1,605
Right of Way (7%)	\$ 579	\$ 6	-	-	-	-	-	-	\$ 585
Construction Contract (67%)	-	-	\$ 5,422	-	-	-	-	-	\$ 5,422
Construction Engineering (6%)	-	-	\$ 447	-	-	-	-	-	\$ 447
Other Cost (1%)	\$ 6	-	\$ 38	-	-	-	-	-	\$ 44
Grand Total	\$ 1,582	\$ 614	\$ 5,907	-	-	-	-	-	\$ 8,103

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

Note:

1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.

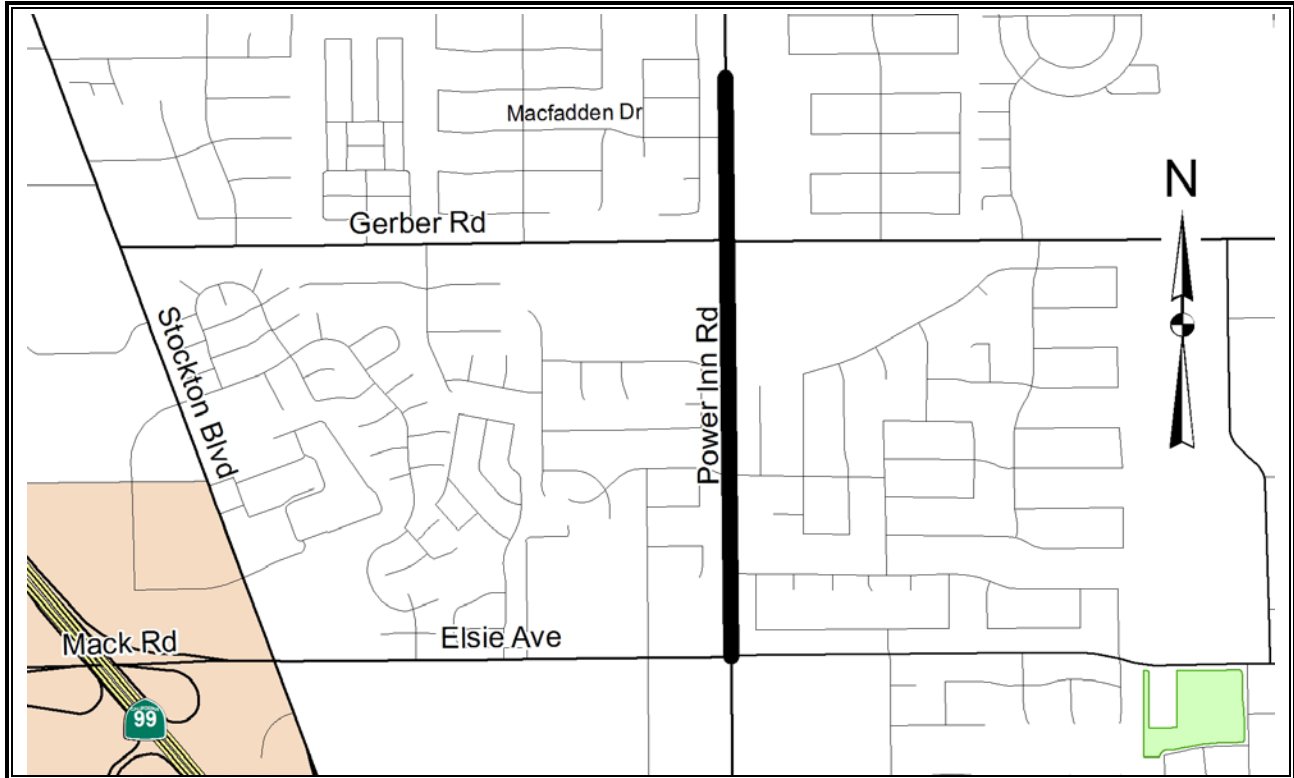


Power Inn Road

Elsie Avenue to 400 feet north of Macfadden Drive

Engineer: Tu
Cost Est. (Thousands): \$3,795

Facility Code: 0XDT
Board Approval: Nov-19



Project Description:

The project is located on Power Inn Road, from Elsie Avenue to 400 feet north of Macfadden Drive. This project proposes to install curb, gutter, sidewalk infill, ADA curb ramps, and widen substandard bike lanes. The project is being funded by the Federal Highway Safety Improvement Program.



Five Year Transportation Improvement and Program Guide 2019-2024



Power Inn Road - Elsie Avenue to 400 feet north of Macfadden Drive Financing Plan & Tentative Schedule

Facility Code: 0XDT

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund	-	-	-	-	-	-	-	-	-
Measure A (Sales Tax) (17%)	\$ 25	\$ 28	\$ 313	\$ 275	-	-	-	-	\$ 641
Other State	-	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-	-
Federal (HSIP) (83%)	\$ 221	\$ 243	\$ 402	\$ 2,288	-	-	-	-	\$ 3,154
Other Federal	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Grand Total	\$ 246	\$ 271	\$ 715	\$ 2,563	-	-	-	-	\$ 3,795

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (12%)	\$ 232	\$ 211	-	-	-	-	-	-	\$ 443
Right of Way (10%)	\$ 14	\$ 60	\$ 279	\$ 21	-	-	-	-	\$ 374
Construction Contract (62%)	-	-	\$ 246	\$ 2,099	-	-	-	-	\$ 2,345
Construction Engineering (17%)	-	-	\$ 190	\$ 443	-	-	-	-	\$ 633
Other Cost (0%)	-	-	-	-	-	-	-	-	-
Grand Total	\$ 246	\$ 271	\$ 715	\$ 2,563	-	-	-	-	\$ 3,795

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

Note:

1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.



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Power Inn Road Improvement Project - Loucreta Drive to 52nd Avenue Financing Plan & Tentative Schedule

Facility Code: 0DFJ

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund (1%)	\$ 50	-	-	-	-	-	-	-	\$ 50
SB1 (LSR) (14%)	\$ 55	\$ 206	\$ 68	\$ 353	-	-	-	-	\$ 682
Measure A (Sales Tax)	-	-	-	-	-	-	-	-	-
Other State	-	-	-	-	-	-	-	-	-
State (STIP) (76%)	-	-	\$ 520	\$ 3,090	-	-	-	-	\$ 3,610
Federal (RSTP) (8%)	\$ 236	\$ 154	-	-	-	-	-	-	\$ 390
Other Federal	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Grand Total	\$ 341	\$ 360	\$ 588	\$ 3,443	-	-	-	-	\$ 4,732

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (14%)	\$ 328	\$ 272	\$ 80	-	-	-	-	-	\$ 680
Right of Way (9%)	\$ 13	\$ 85	\$ 331	-	-	-	-	-	\$ 429
Construction Contract (66%)	-	-	\$ 100	\$ 3,011	-	-	-	-	\$ 3,111
Construction Engineering (11%)	-	-	\$ 77	\$ 432	-	-	-	-	\$ 509
Other Cost (0%)	-	\$ 3	-	-	-	-	-	-	\$ 3
Grand Total	\$ 341	\$ 360	\$ 588	\$ 3,443	-	-	-	-	\$ 4,732

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

Note:

1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.



Five Year Transportation Improvement and Program Guide 2019-2024

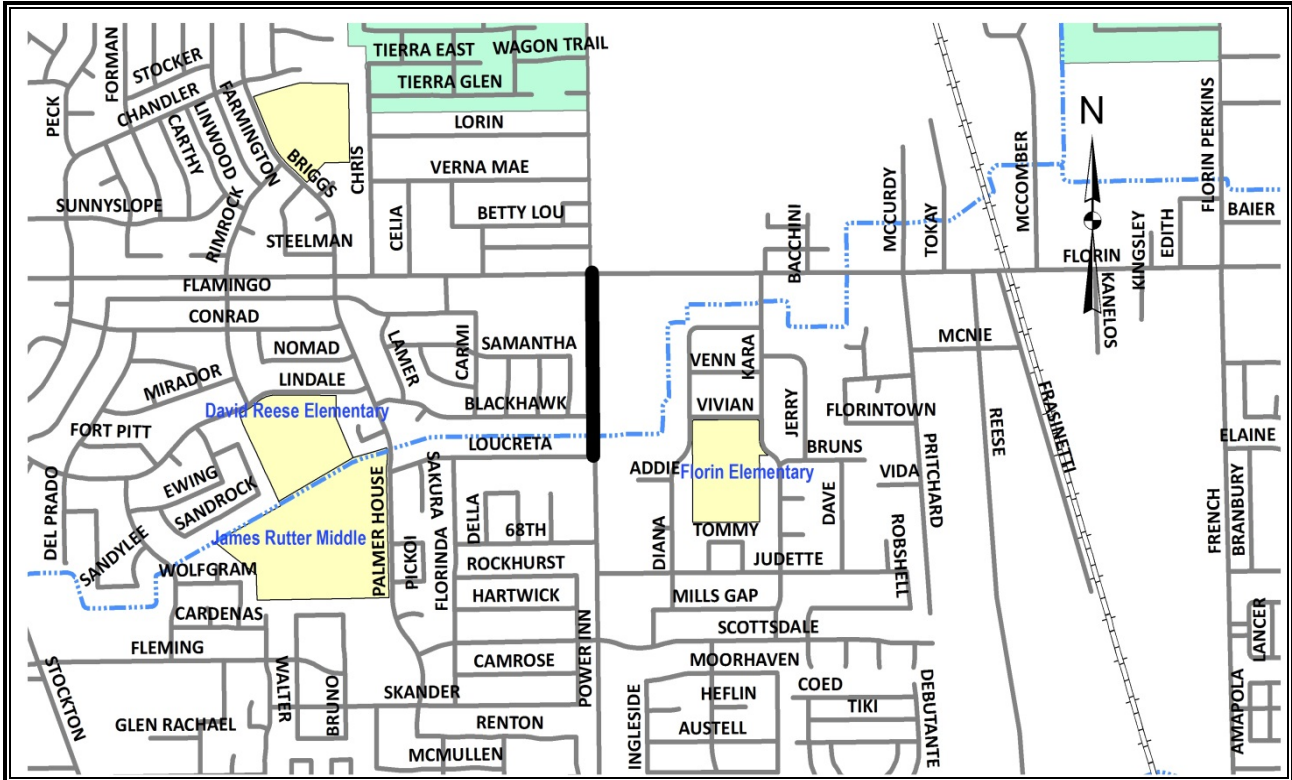


Power Inn Road Sidewalk Improvements

Loucreta Drive to Florin Road

Engineer: Tu
Cost Est. (Thousands): \$2,717

Facility Code: 0XDM
Board Approval: Apr-19



Project Description:

The project is located on Power Inn Road, from 450 feet south of Loucreta Drive to Florin Road. Proposed work consists of the construction of continuous sidewalks and bike lanes on both sides of Power Inn Road. The project is funded by the Active Transportation Program.



Five Year Transportation Improvement and Program Guide 2019-2024



Power Inn Road Sidewalk Improvements - Loucreta Drive to Florin Road Financing Plan & Tentative Schedule

Facility Code: 0XDM

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund	-	-	-	-	-	-	-	-	-
Measure A (Sales Tax) (10%)	\$ 143	\$ 62	\$ 69	-	-	-	-	-	\$ 274
State (Federal ATP) (77%)	\$ 379	\$ 191	\$ 1,518	-	-	-	-	-	\$ 2,088
STIP	-	-	-	-	-	-	-	-	-
Federal (CMAQ) (13%)	-	-	\$ 355	-	-	-	-	-	\$ 355
Other Federal	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Grand Total	\$ 522	\$ 253	\$ 1,942	-	-	-	-	-	\$ 2,717

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (77%)	\$ 514	\$ 157	-	-	-	-	-	-	\$ 671
Right of Way (4%)	\$ 8	\$ 96	\$ 3	-	-	-	-	-	\$ 107
Construction Contract (61%)	-	-	\$ 1,670	-	-	-	-	-	\$ 1,670
Construction Engineering (10%)	-	-	\$ 269	-	-	-	-	-	\$ 269
Other Cost (0%)	-	-	-	-	-	-	-	-	-
Grand Total	\$ 522	\$ 253	\$ 1,942	-	-	-	-	-	\$ 2,717

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

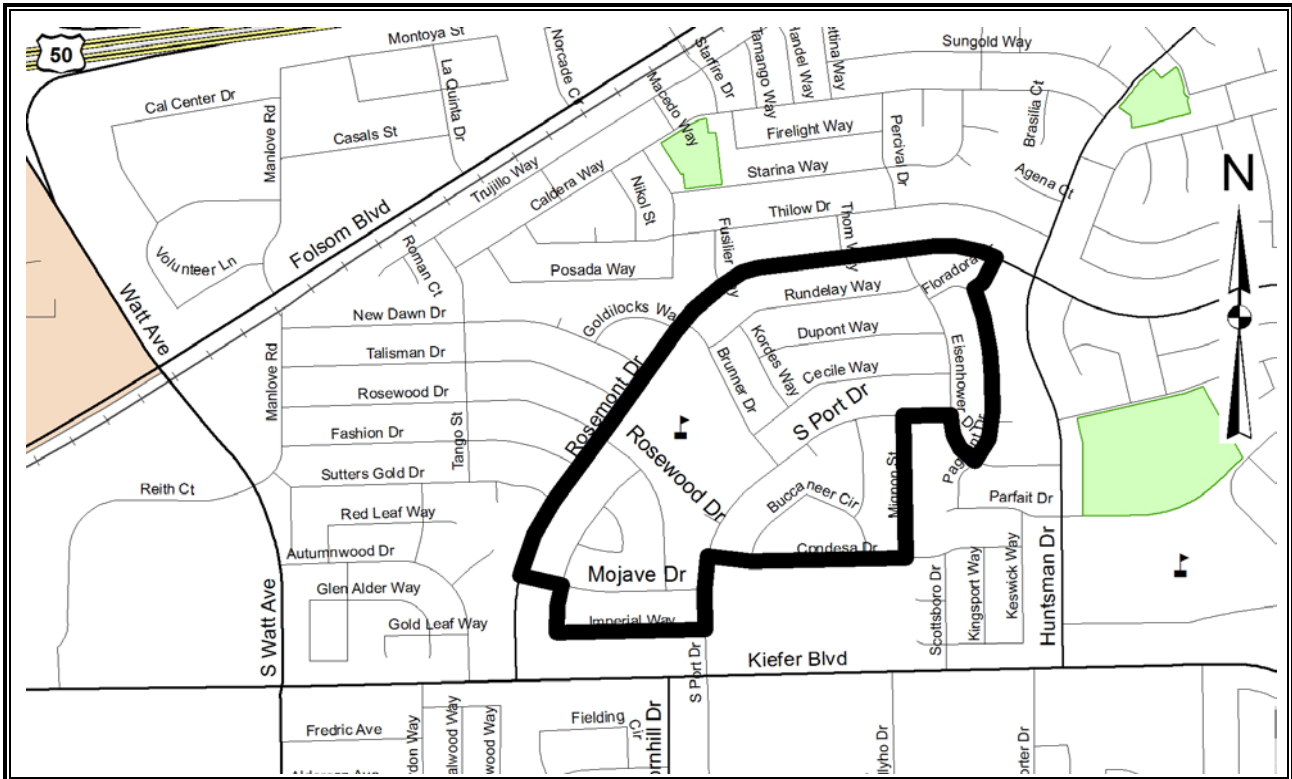
Note:

1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.

Rosemont Area Street Light Project

Engineer: Stevens
Cost Est. (Thousands): \$2,494

Facility Code: ODFS
Board Approval: Mar-19



Project Description:

This project will install new LED street lights in a neighborhood within the Rosemont Community north of Kiefer Boulevard and east of Rosemont Drive. The proposed work includes the installation of 13 LED Street Lights surrounding the Sequoia Elementary School, and an additional 31 LED Street Lights, bounded by Rosemont Drive, Kiefer Boulevard, and Pageant Drive. The project is funded by the Sacramento Housing and Redevelopment Agency (SHRA) Community Development Block Grant Program, and the SB1 Local Streets and Road (LSR) Program.



Five Year Transportation Improvement and Program Guide 2019-2024



Rosemont Area Street Light Project Financing Plan & Tentative Schedule

Facility Code: 0DFS

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund (0%)	-	\$ 10	-	-	-	-	-	-	\$ 10
SB1 (LSR) (9%)	-	\$ 82	\$ 148	-	-	-	-	-	\$ 230
Measure A (Sales Tax)	-	-	-	-	-	-	-	-	-
Other State	-	-	-	-	-	-	-	-	-
STIP	-	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-	-
Other Federal	-	-	-	-	-	-	-	-	-
Other: SHRA (CDBG) (90%)	-	\$ 90	\$ 2,164	-	-	-	-	-	\$ 2,254
Grand Total	-	\$ 182	\$ 2,312	-	-	-	-	-	\$ 2,494

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (7%)	-	\$ 167	-	-	-	-	-	-	\$ 167
Right of Way (0%)	-	-	-	-	-	-	-	-	-
Construction Contract (79%)	-	-	\$ 1,980	-	-	-	-	-	\$ 1,980
Construction Engineering (14%)	-	\$ 15	\$ 332	-	-	-	-	-	\$ 347
Other Costs (0%)	-	-	-	-	-	-	-	-	-
Grand Total	-	\$ 182	\$ 2,312	-	-	-	-	-	\$ 2,494

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

Note:

1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.

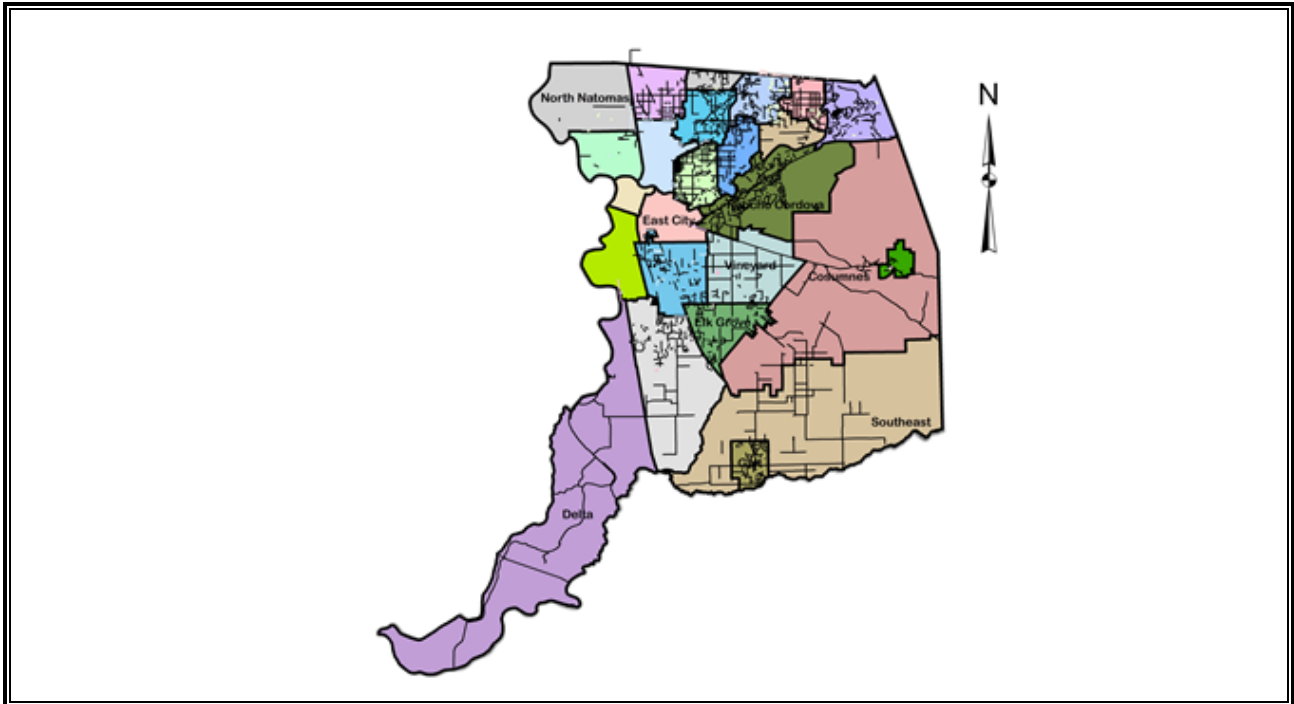


Sidewalk Infill and Street Light Project

Various Locations

Engineer: White
Cost Est. (Thousands): \$2,679

Facility Code: 0XEF
Board Approval: Oct-21



Project Description:

This proposed project will install sidewalk infill along Edison Avenue, El Camino Avenue, Hurley Way, Manzanita Avenue, and Marconi Avenue. The project is funded by the Federal Highway Safety Improvement Program.



Five Year Transportation Improvement and Program Guide 2019-2024



Sidewalk Infill and Street Light Project - Various Locations

Financing Plan & Tentative Schedule

Facility Code: 0XEF

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund	-	-	-	-	-	-	-	-	-
Measure A (Sales Tax) (10%)	-	\$ 4	\$ 17	\$ 10	\$ 237	-	-	-	\$ 268
Other State	-	-	-	-	-	-	-	-	-
STIP	-	-	-	-	-	-	-	-	-
Federal: (HSIP - Cycle 9) (90%)	-	\$ 9	\$ 338	\$ 216	\$ 1,848	-	-	-	\$ 2,411
Other Federal	-	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-	-
Grand Total	-	\$ 13	\$ 355	\$ 226	\$ 2,085	-	-	-	\$ 2,679

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (16%)	-	\$ 13	\$ 210	\$ 201	-	-	-	-	\$ 424
Right of Way (6%)	-	-	\$ 145	\$ 25	-	-	-	-	\$ 170
Construction Contract (62%)	-	-	-	-	\$ 1,670	-	-	-	\$ 1,670
Construction Engineering (15%)	-	-	-	-	\$ 415	-	-	-	\$ 415
Other Costs (0%)	-	-	-	-	-	-	-	-	-
Grand Total	-	\$ 13	\$ 355	\$ 226	\$ 2,085	-	-	-	\$ 2,679

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

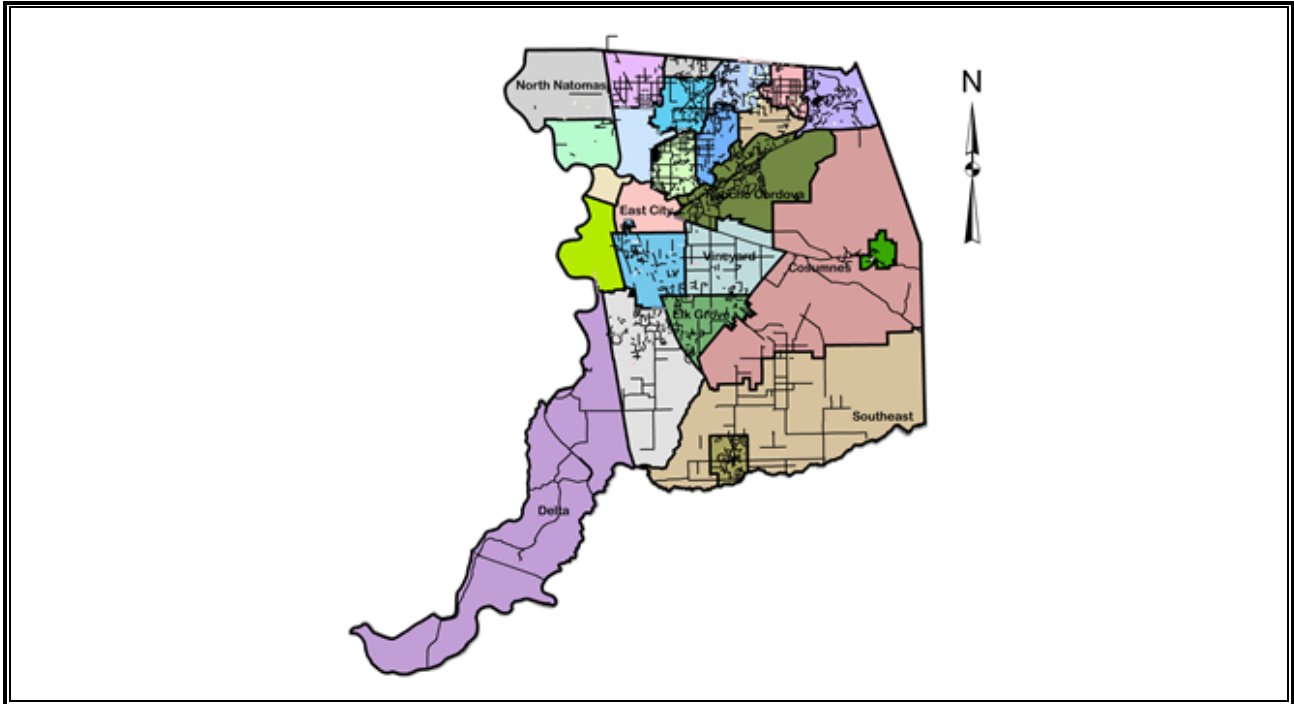
Note:

1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.

South County Transit Program

Engineer: Yee
Cost Est. (Thousands): \$600

Facility Code:
Board Approval: None



Project Description:

This proposed project will purchase a passenger commuter bus to replace a contractor supplied commuter bus for the South County Transit Program's Galt-Sacramento Commuter Express (GSCE). The GSCE operates between the City of Galt and Downtown Sacramento.



Five Year Transportation Improvement and Program Guide 2019-2024



South County Transit Program Financing Plan & Tentative Schedule

Facility Code:

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund	-	-	-	-	-	-	-	-	-
Measure A (Sales Tax)	-	-	-	-	-	-	-	-	-
Other State	-	-	-	-	-	-	-	-	-
STIP	-	-	-	-	-	-	-	-	-
Federal:	-	-	-	-	-	-	-	-	-
Other Federal	-	-	-	-	-	-	-	-	-
Other: (STA, LTF) (100%)	-	-	\$ 600	-	-	-	-	-	\$ 600
Grand Total	-	-	\$ 600	-	-	-	-	-	\$ 600

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (0%)	-	-	-	-	-	-	-	-	-
Right of Way (0%)	-	-	-	-	-	-	-	-	-
Construction Contract (0%)	-	-	-	-	-	-	-	-	-
Construction Engineering (0%)	-	-	-	-	-	-	-	-	-
Other Costs (100%)	-	-	\$ 600	-	-	-	-	-	\$ 600
Grand Total	-	-	\$ 600	-	-	-	-	-	\$ 600

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

Note:

1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.

South Watt Avenue Widening Project Florin Road to Jackson Road (SR16)

Engineer: Eslabon
Cost Est. (Thousands): \$29,125

Facility Code: 0XDG
Board Approval: **Feb-21***



Project Description:

This project will widen South Watt Avenue from 2 to 4 lanes between Florin Road and Jackson Road (SR16). Proposed improvements include landscaped medians, ADA upgrades, bicycle and pedestrian facilities, and intersection upgrades.

* Full construction funding for this project has not been identified. The Board Approval date indicated is the anticipated project delivery date based on completion of final project design and right-of-way acquisition. The actual approval date will depend on full programming of construction funding.



Five Year Transportation Improvement and Program Guide 2019-2024



South Watt Avenue Widening Project Financing Plan & Tentative Schedule

Facility Code: 0XDG

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees (15%)	-	-	-	-	\$ 2,914	\$ 1,408	-	-	\$ 4,322
Financing Districts (10%)	-	-	-	\$ 1,436	\$ 1,337	-	-	-	\$ 2,773
Road Fund	-	-	-	-	-	-	-	-	-
Measure A (Sales Tax) (24%)	\$ 527	\$ 326	\$ 514	\$ 5,663	-	-	-	-	\$ 7,030
Other State	-	-	-	-	-	-	-	-	-
STIP	-	-	-	-	-	-	-	-	-
Federal (31%)	-	-	-	-	\$ 9,000	-	-	-	\$ 9,000
Other Federal	-	-	-	-	-	-	-	-	-
Other (Unidentified) (21%)	-	-	-	-	-	\$ 6,000	-	-	\$ 6,000
Grand Total	\$ 527	\$ 326	\$ 514	\$ 7,099	\$ 13,251	\$ 7,408	-	-	\$ 29,125

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (5%)	\$ 527	\$ 311	\$ 504	-	-	-	-	-	\$ 1,342
Right of Way (2%)	-	\$ 15	\$ 10	\$ 552	\$ 62	-	-	-	\$ 639
Construction Contract (74%)	-	-	-	\$ 4,536	\$ 10,635	\$ 6,413	-	-	\$ 21,584
Construction Engineering (19%)	-	-	-	\$ 2,011	\$ 2,554	\$ 995	-	-	\$ 5,560
Other Costs (0%)	-	-	-	-	-	-	-	-	-
Grand Total	\$ 527	\$ 326	\$ 514	\$ 7,099	\$ 13,251	\$ 7,408	-	-	\$ 29,125

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

Note:

1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.

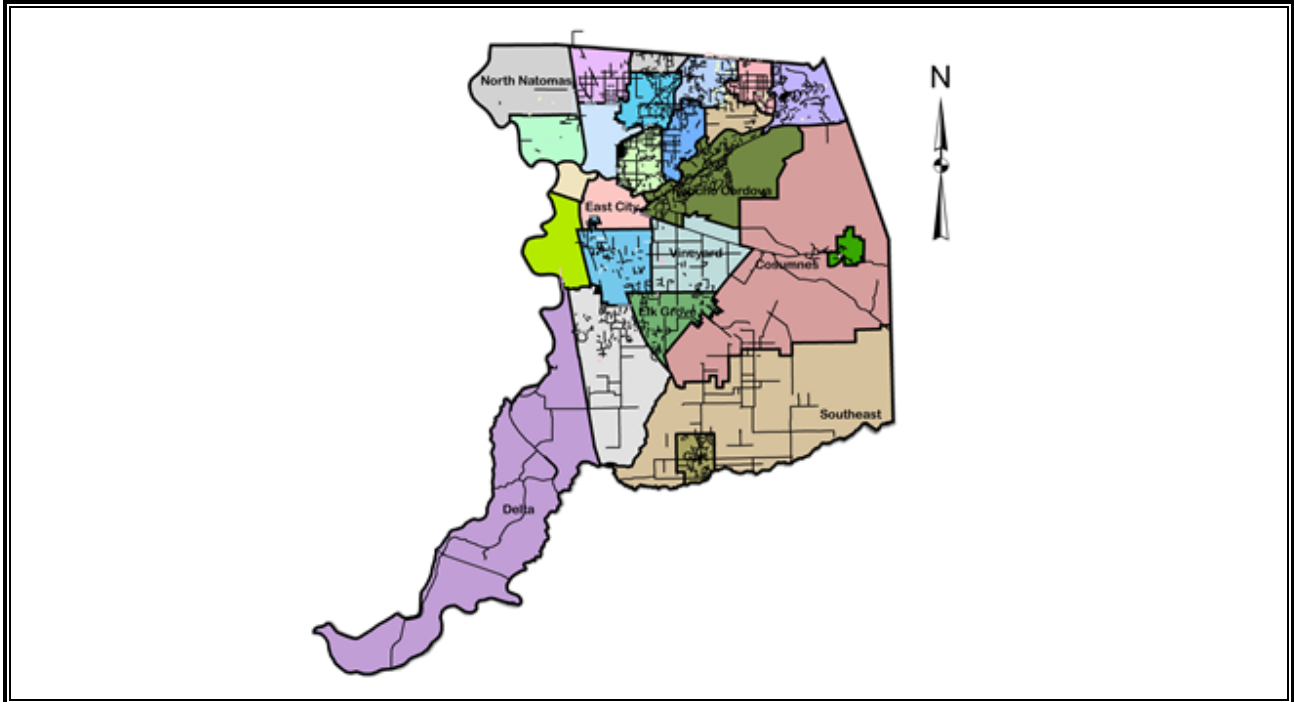


Street Light Installation Project

Various Locations

Engineer: Tu
Cost Est. (Thousands): \$2,510

Facility Code: 0DGH
Board Approval: Nov-21



Project Description:

This project will install street lighting on Coyle Avenue from Woodleigh Drive to Dewey Drive, and on Hillsdale Boulevard from Frizell Avenue to McCloud Drive, and install lighting and median fencing on Watt Avenue from Elkhorn Boulevard to 700' north of Elkhorn Boulevard. The project is funded by the Federal Highway Safety Improvement Program.



Five Year Transportation Improvement and Program Guide 2019-2024



Street Light Installation Project - Various Locations

Financing Plan & Tentative Schedule

Facility Code: 0DGH

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund	-	-	-	-	-	-	-	-	-
Measure A-Sales Tax	-	-	-	-	-	-	-	-	-
Other State	-	-	-	-	-	-	-	-	-
STIP	-	-	-	-	-	-	-	-	-
Federal (HSIP - Cycle 9) (100%)	-	\$ 13	\$ 237	\$ 208	\$ 2,052	-	-	-	\$ 2,510
Other Federal	-	-	-	-	-	-	-	-	-
Unidentified	-	-	-	-	-	-	-	-	-
Grand Total	-	\$ 13	\$ 237	\$ 208	\$ 2,052	-	-	-	\$ 2,510

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (16%)	-	\$ 13	\$ 202	\$ 198	-	-	-	-	\$ 413
Right of Way (2%)	-	-	\$ 35	\$ 10	-	-	-	-	\$ 45
Construction Contract (67%)	-	-	-	-	\$ 1,675	-	-	-	\$ 1,675
Construction Engineering (15%)	-	-	-	-	\$ 377	-	-	-	\$ 377
Other Costs (0%)	-	-	-	-	-	-	-	-	-
Grand Total	-	\$ 13	\$ 237	\$ 208	\$ 2,052	-	-	-	\$ 2,510

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

Note:

1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.



Five Year Transportation Improvement and Program Guide 2019-2024

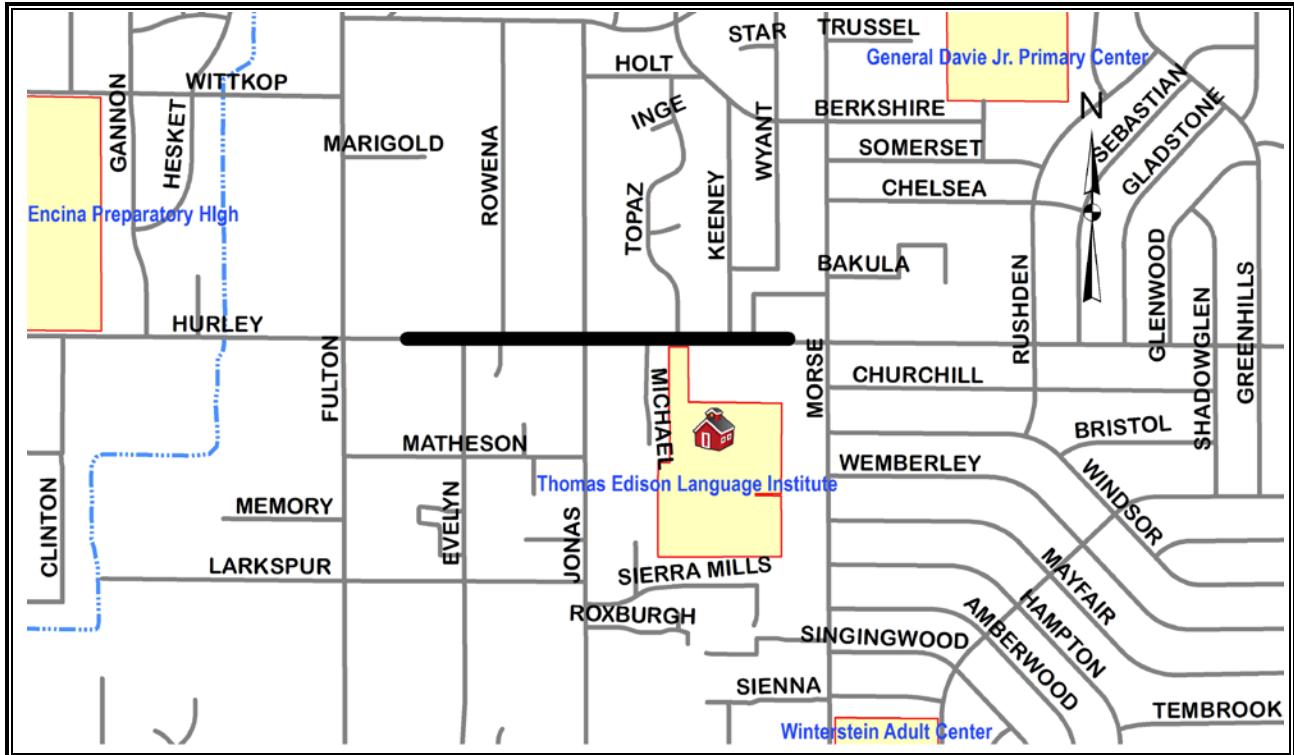


Thomas Edison Safe Route to School (SRTS)

Hurley Way and Morse Ave

Engineer: Singh
Cost Est. (Thousands): \$1,349

Facility Code: 0XDL
Board Approval: Mar-19



Project Description:

The project is located on Hurley Way, between Fulton Avenue and Morse Avenue. Proposed work includes the installation of sidewalk, curb and gutter, storm drain inlets, curb ramps, pedestrian lighting, and bike lanes. Non-infrastructure work will include walking and biking education programs (helmet sizing, rules of the road, etc.) The project is funded by the Active Transportation Program.



Five Year Transportation Improvement and Program Guide 2019-2024



Thomas Edison Safe Route to School (SRTS)

Financing Plan & Tentative Schedule

Facility Code: 0XDL

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund	-	-	-	-	-	-	-	-	-
Measure A (Sales Tax) (37%)	\$ 177	\$ 70	\$ 157	\$ 94	-	-	-	-	\$ 498
State (ATP) (63%)	\$ 167	\$ 70	\$ 235	\$ 379	-	-	-	-	\$ 851
STIP	-	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-	-
Other Federal	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Grand Total	\$ 344	\$ 140	\$ 392	\$ 473	-	-	-	-	\$ 1,349

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (34%)	\$ 322	\$ 140	-	-	-	-	-	-	\$ 462
Right of Way (2%)	\$ 22	-	-	-	-	-	-	-	\$ 22
Construction Contract (50%)	-	-	\$ 261	\$ 414	-	-	-	-	\$ 675
Construction Engineering (14%)	-	-	\$ 131	\$ 59	-	-	-	-	\$ 190
Other Costs (0%)	-	-	-	-	-	-	-	-	-
Grand Total	\$ 344	\$ 140	\$ 392	\$ 473	-	-	-	-	\$ 1,349

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

Note:

1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.



Five Year Transportation Improvement and Program Guide 2019-2024



Traffic Signal Project

Roseville Road and Diablo Drive/Stationers Way

Engineer: Stevens
Cost Est. (Thousands): \$882

Facility Code: OXED
Board Approval: Nov-21



Project Description:

The project will install a traffic signal at the intersection of Roseville Road and Diablo Drive/Stationers Way. The project is funded by the Federal Highway Safety Improvement Program



Five Year Transportation Improvement and Program Guide 2019-2024



Traffic Signal Project - Roseville Road and Diablo Drive/Stationers Way Financing Plan & Tentative Schedule

Facility Code: 0XED

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund	-	-	-	-	-	-	-	-	-
Measure A (Sales Tax)	-	-	-	-	-	-	-	-	-
Other State	-	-	-	-	-	-	-	-	-
STIP	-	-	-	-	-	-	-	-	-
Federal (HSIP-Cycle 9) (100%)	-	\$ 12	\$ 180	\$ 70	\$ 620	-	-	-	\$ 882
Other Federal	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Grand Total	-	\$ 12	\$ 180	\$ 70	\$ 620	-	-	-	\$ 882

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (19%)	-	\$ 12	\$ 95	\$ 60	-	-	-	-	\$ 167
Right of Way (11%)	-	-	\$ 85	\$ 10	-	-	-	-	\$ 95
Construction Contract (48%)	-	-	-	-	\$ 420	-	-	-	\$ 420
Construction Engineering (23%)	-	-	-	-	\$ 200	-	-	-	\$ 200
Other Costs (0%)	-	-	-	-	-	-	-	-	-
Grand Total	-	\$ 12	\$ 180	\$ 70	\$ 620	-	-	-	\$ 882

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

Note:

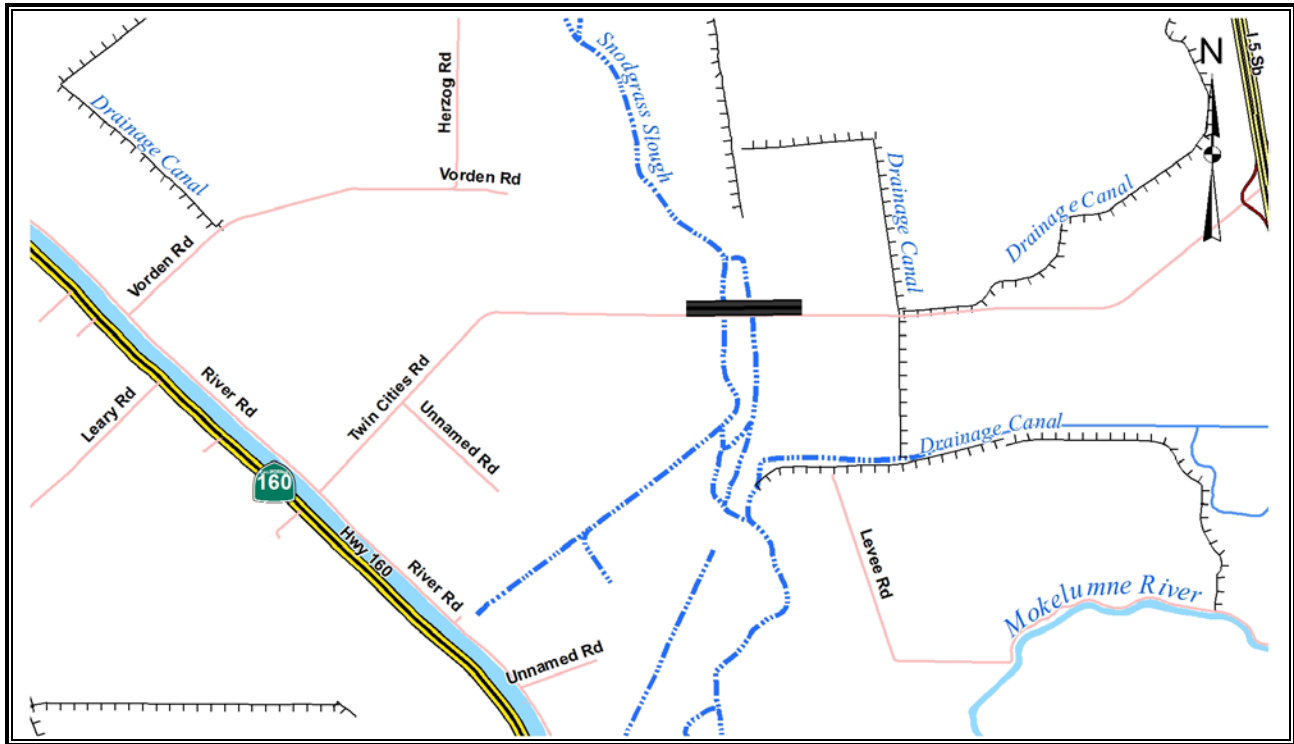
1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.



Twin Cities Rd Bridge Replacement at Snodgrass Slough

Engineer: Wright
Cost Est. (Thousands): \$17,992

Facility Code: 0DCK
Board Approval: May-20



Project Description:

This bridge project is located on Twin Cities Road at Snodgrass Slough, 2.0 miles east of River Road in south Sacramento County. Proposed work consists of the replacement of the existing movable swing, steel bridge with a concrete structure and roadway approaches. The project is funded by the Federal Highway Bridge Program, and the SB1 Local Streets and Road (LSR) Program.



Five Year Transportation Improvement and Program Guide 2019-2024



Twin Cities Road Bridge Replacement at Snodgrass Slough Financing Plan & Tentative Schedule

Facility Code: 0DCK

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund (2%)	\$ 438	-	-	-	-	-	-	-	\$ 438
SB1 (LSR) (14%)	\$ 18	\$ 194	\$ 360	\$ 166	\$ 1,092	\$ 701	-	-	\$ 2,531
Measure A (Sales Tax)	-	-	-	-	-	-	-	-	-
Other State	-	-	-	-	-	-	-	-	-
STIP	-	-	-	-	-	-	-	-	-
Federal (HBP) (83%)	\$ 848	\$ 506	\$ 1,211	\$ 1,284	\$ 6,958	\$ 4,216	-	-	\$ 15,023
Other Federal	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Grand Total	\$ 1,304	\$ 700	\$ 1,571	\$ 1,450	\$ 8,050	\$ 4,917	-	-	\$ 17,992

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (14%)	\$ 1,299	\$ 480	\$ 811	-	-	-	-	-	\$ 2,590
Right of Way (2%)	\$ 5	\$ 220	\$ 200	-	-	-	-	-	\$ 425
Construction Contract (71%)	-	-	-	\$ 1,250	\$ 7,230	\$ 4,250	-	-	\$ 12,730
Construction Engineering (9%)	-	-	-	\$ 200	\$ 820	\$ 667	-	-	\$ 1,687
Other Costs (3%)	-	-	\$ 560	-	-	-	-	-	\$ 560
Grand Total	\$ 1,304	\$ 700	\$ 1,571	\$ 1,450	\$ 8,050	\$ 4,917	-	-	\$ 17,992

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

Note:

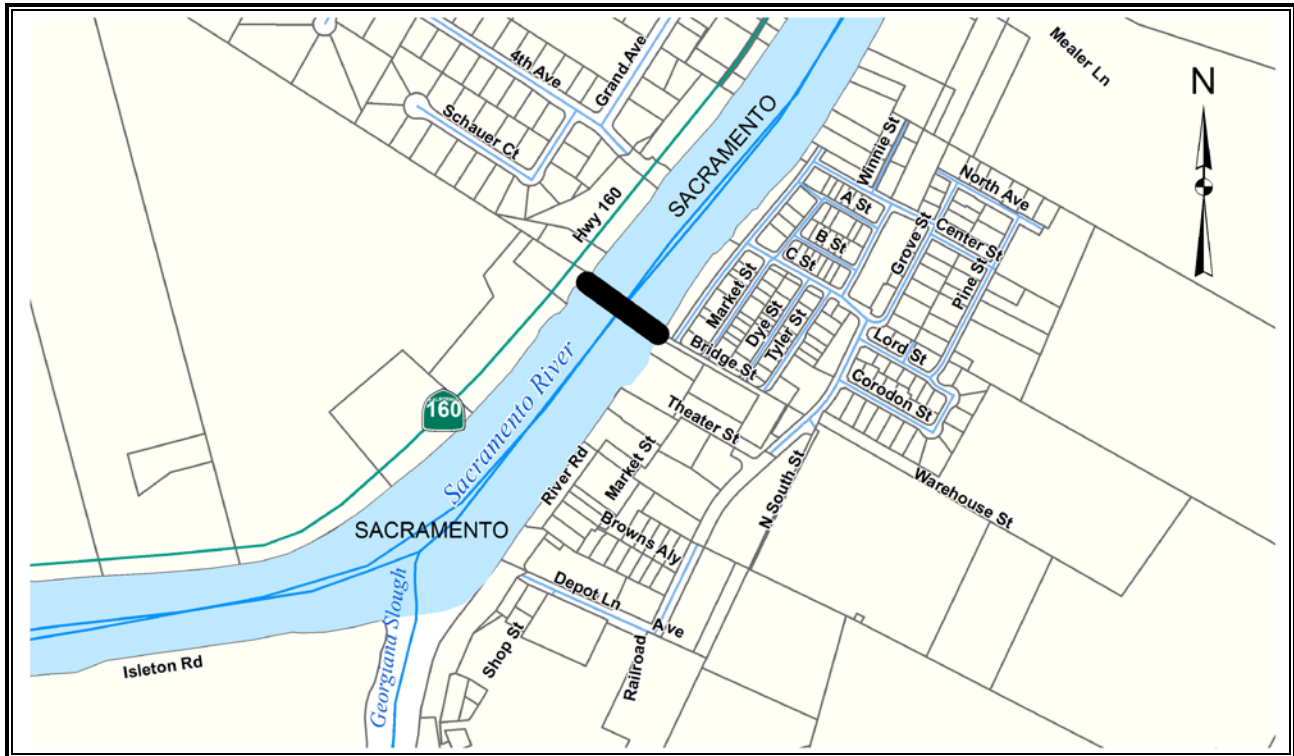
1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.



Walnut Grove Bridge Crossing Rehabilitation

Engineer: Meschi
Cost Est. (Thousands): \$2,878

Facility Code: 0D61
Board Approval: Feb-22



Project Description:

This project will replace the existing bridge deck (open grid floor grating) and repair the existing southwest abutment wall at the Walnut Grove Bridge Crossing over the Sacramento River. The project is funded by the Federal Highway Bridge Program



Five Year Transportation Improvement and Program Guide 2019-2024



Walnut Grove Bridge Crossing Rehabilitation

Financing Plan & Tentative Schedule

Facility Code: 0D61

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund (17%)	\$ 7	\$ 12	\$ 70	\$ 80	\$ 333	-	-	-	\$ 502
Measure A (Sales Tax)	-	-	-	-	-	-	-	-	-
Other State	-	-	-	-	-	-	-	-	-
STIP	-	-	-	-	-	-	-	-	-
Federal (HBP) (83%)	\$ 38	\$ 38	\$ 130	\$ 170	\$ 2,000	-	-	-	\$ 2,376
Other Federal	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Grand Total	\$ 45	\$ 50	\$ 200	\$ 250	\$ 2,333	-	-	-	\$ 2,878

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (19%)	\$ 45	\$ 50	\$ 200	\$ 250	-	-	-	-	\$ 545
Right of Way (0%)	-	-	-	-	-	-	-	-	-
Construction Contract (69%)	-	-	-	-	\$ 2,000	-	-	-	\$ 2,000
Construction Engineering (12%)	-	-	-	-	\$ 333	-	-	-	\$ 333
Other Costs (0%)	-	-	-	-	-	-	-	-	-
Grand Total	\$ 45	\$ 50	\$ 200	\$ 250	\$ 2,333	-	-	-	\$ 2,878

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

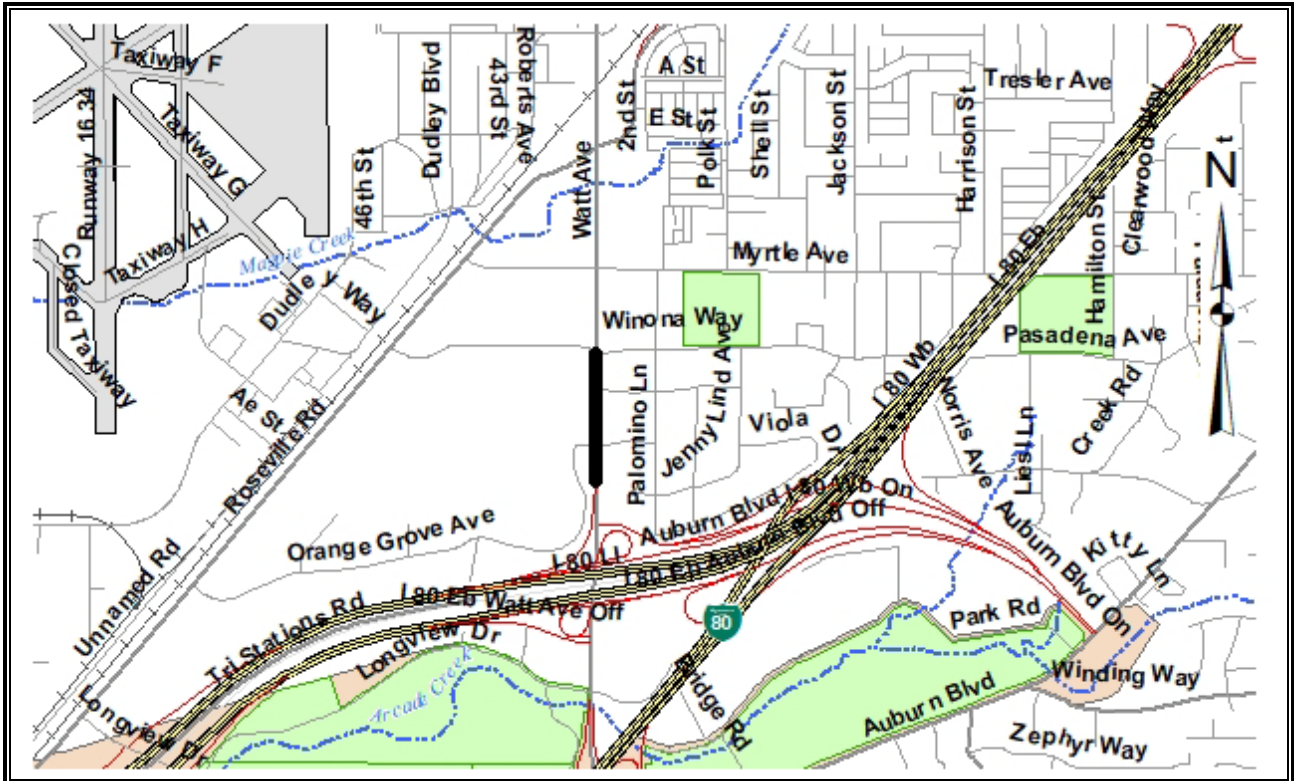
Note:

1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.

Watt Avenue Complete Street Improvement – Phase 1

Engineer: Gotwalt
Cost Est. (Thousands): \$4,186

Facility Code: OXDN
Board Approval: Feb-21



Project Description:

This project is located on Watt Avenue, north of I-80, from Orange Grove Avenue to Winona Way. This project will design and construct sidewalk infill, ADA improvements (curb ramps & bus stops), Class II bike lanes, and streetscape enhancements.



Five Year Transportation Improvement and Program Guide 2019-2024



Watt Avenue Complete Street Improvement - Phase 1

Financing Plan & Tentative Schedule

Facility Code: 0XDN

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund	-	-	-	-	-	-	-	-	-
Measure A (Sales Tax)(30%)	\$ 242	\$ 27	\$ 80	\$ 176	\$ 717	-	-	-	\$ 1,242
Other State	-	-	-	-	-	-	-	-	-
STIP	-	-	-	-	-	-	-	-	-
Federal (CMAQ) (19%)	-	\$ 33	\$ 615	\$ 168	-	-	-	-	\$ 816
Other Federal (47%)	-	-	-	\$ 490	\$ 1,494	-	-	-	\$ 1,984
Other (SHRA, CDBG) (3%)	\$ 144	-	-	-	-	-	-	-	\$ 144
Other	-	-	-	-	-	-	-	-	-
Grand Total	\$ 386	\$ 60	\$ 695	\$ 834	\$ 2,211	-	-	-	\$ 4,186

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (23%)	\$ 371	\$ 60	\$ 530	-	-	-	-	-	\$ 961
Right of Way (9%)	\$ 15	-	\$ 165	\$ 205	-	-	-	-	\$ 385
Construction Contract (60%)	-	-	-	\$ 554	\$ 1,945	-	-	-	\$ 2,499
Construction Engineering (8%)	-	-	-	\$ 75	\$ 266	-	-	-	\$ 341
Other Costs (0%)	-	-	-	-	-	-	-	-	-
Grand Total	\$ 386	\$ 60	\$ 695	\$ 834	\$ 2,211	-	-	-	\$ 4,186

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

Note:

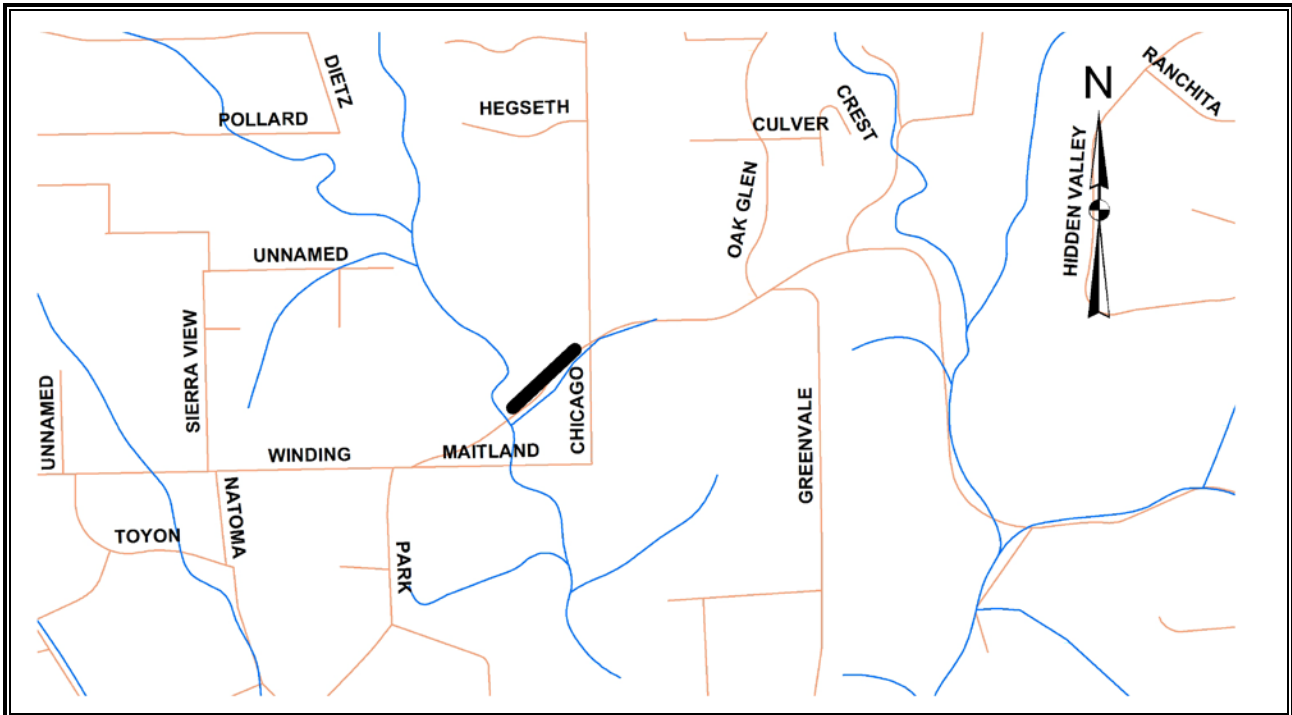
1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.



Winding Way Bridge Replacement at Chicago Creek

Engineer: Stevens
Cost Est. (Thousands): \$4,377

Facility Code: 0DDJ
Board Approval: Feb-19



Project Description:

The proposed project will replace the existing concrete slab bridge and perform erosion control measures in the channel on Winding Way at Chicago Creek, west of Chicago Avenue. The project is funded by the Federal Highway Bridge Program, and the SB1 Local Streets and Road (LSR) Program.



Five Year Transportation Improvement and Program Guide 2019-2024



Winding Way Bridge Replacement at Chicago Creek Financing Plan & Tentative Schedule

Facility Code: 0DDJ

Revenues	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Developer Fees	-	-	-	-	-	-	-	-	-
Financing Districts	-	-	-	-	-	-	-	-	-
Road Fund (2%)	\$ 79	-	-	-	-	-	-	-	\$ 79
SB1 (LSR) (5%)	-	\$ 142	\$ 70	-	-	-	-	-	\$ 212
Measure A (Sales Tax)	-	-	-	-	-	-	-	-	-
Other State	-	-	-	-	-	-	-	-	-
STIP	-	-	-	-	-	-	-	-	-
Federal (HBP) (80%)	-	\$ 634	\$ 2,879	-	-	-	-	-	\$ 3,513
Federal (RSTP) (9%)	-	-	\$ 373	-	-	-	-	-	\$ 373
Other (Fair Oaks Water District)	-	-	\$ 200	-	-	-	-	-	\$ 200
Grand Total	\$ 79	\$ 776	\$ 3,522	-	-	-	-	-	\$ 4,377

Expenditures	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	Total
Environmental / Engineering (18%)	\$ 79	\$ 707	-	-	-	-	-	-	\$ 786
Right of Way (2%)	-	\$ 69	-	-	-	-	-	-	\$ 69
Construction Contract (73%)	-	-	\$ 3,184	-	-	-	-	-	\$ 3,184
Construction Engineering (8%)	-	-	\$ 338	-	-	-	-	-	\$ 338
Other Costs (0%)	-	-	-	-	-	-	-	-	-
Grand Total	\$ 79	\$ 776	\$ 3,522	-	-	-	-	-	\$ 4,377

Project Schedule	Previous Years	18/19	19/20	20/21	21/22	22/23	23/24	Post 23/24	
Environmental									
Design									
ROW Acquisition									
Construction									

Note:

1. All Figures in Thousands
2. Preliminary Engineering includes the cost of environmental, surveys, investigative soil test, design & consultant services if any.

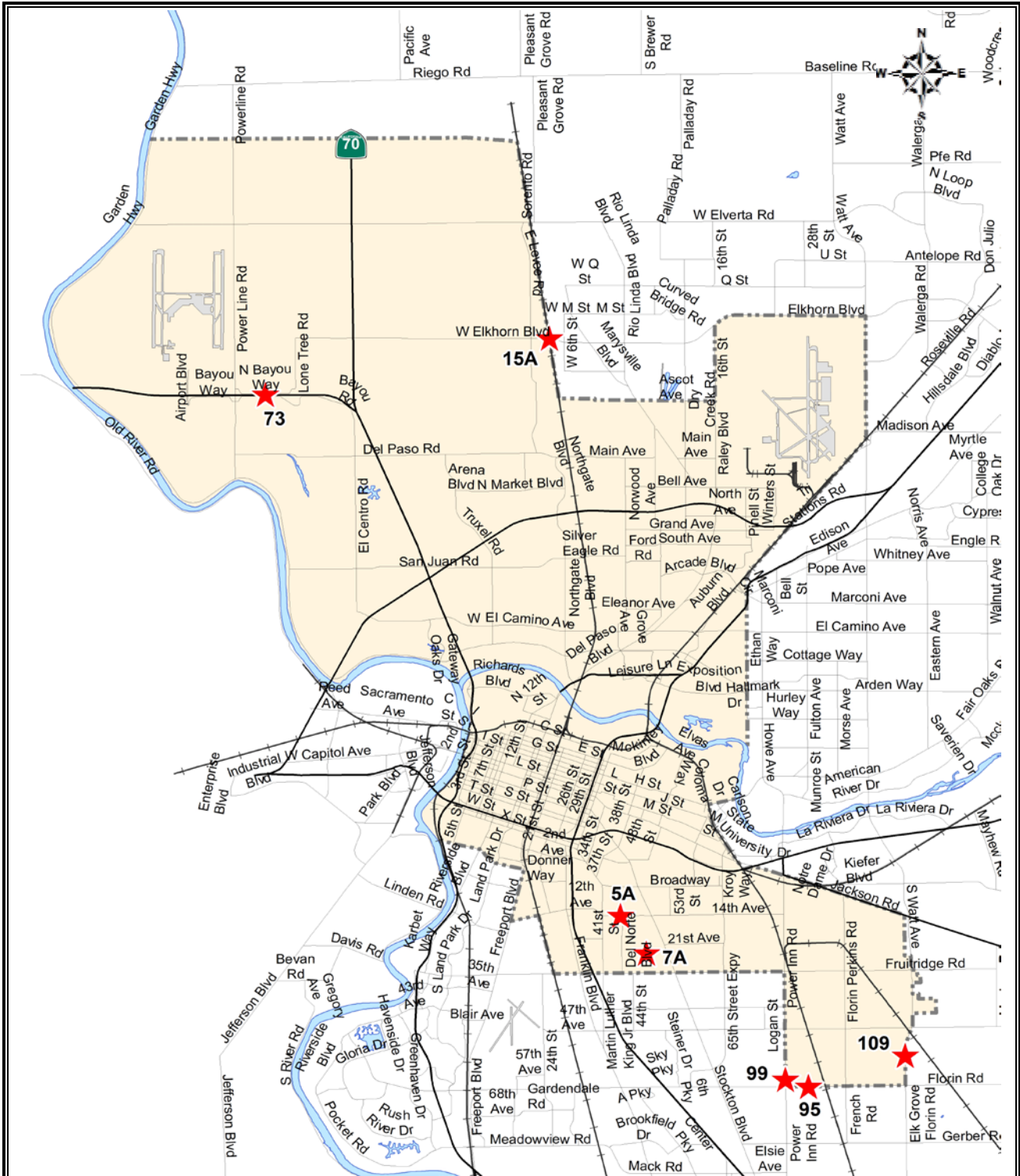
Board of Supervisor Districts



Five Year Transportation Improvement and Program Guide 2019-2024



Supervisory District 1 Projects



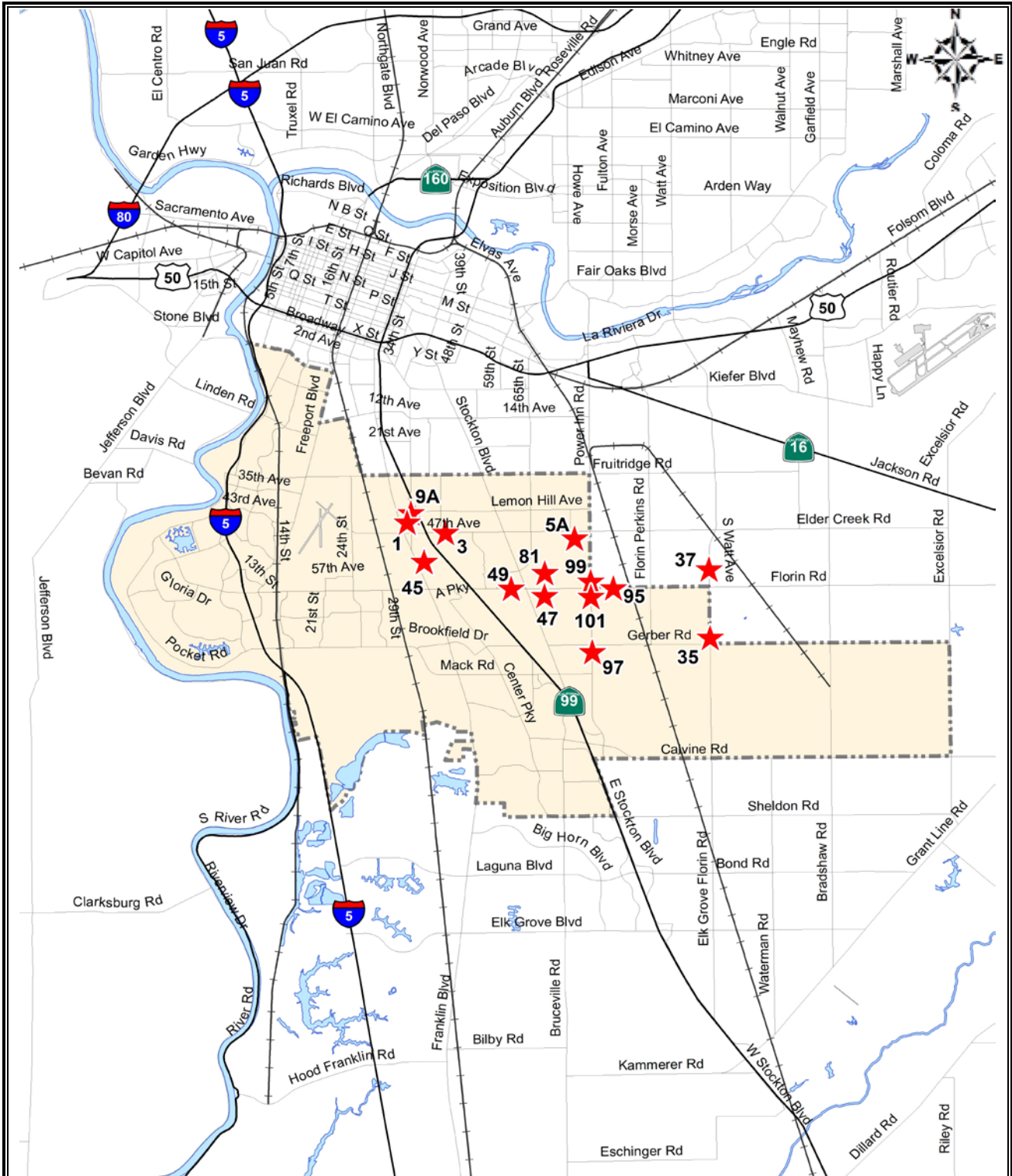
Five Year Transportation Improvement and Program Guide 2019-2024

Projects in Supervisorial District 1

Page Map	PROJECT	Project Engineer	Board Approval	Project Total Cost (\$1,000)	District Cost Share (\$1,000)
5	A.C. Overlay / Pavement Project - 2019 SB1 (LSR)	Urbanik	Apr-19	\$ 12,810	\$ 1,410
A	Parker Avenue - 44th Street – 14th Avenue – Stockton Boulevard				
7	A.C. Overlay / Pavement Project - 2020 SB1	Urbanik	Ongoing	\$ 87,416	\$ 640
A	FR04A South (18th Ave - 44th Ave - 23rd Ave - Del Norte Blvd)				
15	A.C. Overlay / Pavement Project - SB1 (LPP) Cycle 1	Cress	Feb-19	\$ 5,055	\$ 597
A	West Elkhorn Blvd - East Levee Road - Railroad Tracks				
*	Accessible Curb Ramp Improvement Project - Various Locations	Urbanik	Ongoing	\$ 5,875	\$ 1,175
*	Bikeway Master Plan Implementation - Various Locations	Yee	Ongoing	\$ 850	\$ 170
*	Curb, Gutter, and Sidewalk Replacement	Cress	Ongoing	\$ 2,370	\$ 474
73	I-5 @ Metro Air Parkway Interchange	Wright	Apr-19	\$ 27,871	\$ 27,871
*	Neighborhood Traffic Management Program	Urquhart	Ongoing	\$ 3,000	\$ 600
95	Old Florin Town Streetscape Improvements - Phase 2	Tu	Nov-18	\$ 8,103	\$ 4,052
99	Power Inn Road Improvement Project - Loucreta Dr to 52nd Ave	Tu	Dec-19	\$ 4,732	\$ 2,366
109	South Watt Avenue Widening Project	Eslabon	Feb-21*	\$ 29,125	\$ 14,563
TOTAL				\$ 187,207	\$ 53,917

* *Final locations to be determined*

Supervisory District 2 Projects



Five Year Transportation Improvement and Program Guide 2019-2024

Projects in Supervisorial District 2

Map Page	PROJECT	Project Engineer	Board Approval	Project Total Cost (\$1,000)	District Cost Share (\$1,000)
1	44th Avenue Pedestrian/Beautification Project - Phase 2	Singh	Nov-18	\$ 713	\$ 713
3	47th Avenue Pedestrian and Bicycle Improvements	Stevens	Dec-19	\$ 4,330	\$ 4,330
5	A.C. Overlay / Pavement Project - 2019 SB1 (LSR)	Wick	Apr-19	\$ 12,810	\$ 4,600
A	Florin Road – Power Inn Road – Stockton Boulevard				
9	A.C. Overlay / Pavement Project - 2018 (Tier 2)	Cress	Jan-19	\$ 3,392	\$ 1,162
A	Martin Luther King Jr. Blvd - 47th Ave to State Route 99 Bridge				
*	Accessible Curb Ramp Improvement Project - Various Locations	Urbanik	Ongoing	\$ 5,875	\$ 1,175
*	Bikeway Master Plan Implementation - Various Locations	Yee	Ongoing	\$ 850	\$ 170
*	Curb, Gutter, and Sidewalk Replacement Project	Cress	Ongoing	\$ 2,370	\$ 474
35	Elk Grove-Florin Road Bridge Replacement at Elder Creek	Gotwalt	May-19	\$ 9,684	\$ 4,842
37	Elk Grove-Florin Road Widening - North of Elder Creek to Florin Rd	Gotwalt	May-19	\$ 11,410	\$ 5,705
45	Fern Bacon Middle School Safe Routes to School (SRTS)	White	Oct-21	\$ 992	\$ 992
47	Florin Area Street Light Project - Phase 2	Stevens	Apr-19	\$ 935	\$ 935
49	Florin Road Bicycle and Pedestrian Improvement Project	Voo	Feb-20	\$ 4,050	\$ 4,050
81	LED Street Light Project - Phase 2	Stevens	Apr-19	\$ 386	\$ 386
*	Neighborhood Traffic Management Program	Urquhart	Ongoing	\$ 3,000	\$ 600
95	Old Florin Town Streetscape Improvements - Phase 2	Tu	Nov-18	\$ 8,103	\$ 4,052
97	Power Inn Road - Elsie Avenue to 400 feet north of Macfadden Drive	Tu	Nov-19	\$ 3,795	\$ 3,795
99	Power Inn Road Improvement Project - Loucreta Dr to 52nd Ave	Tu	Dec-19	\$ 4,732	\$ 2,366
101	Power Inn Road Sidewalk Improvements - Loucreta Dr to Florin Rd	Tu	Apr-19	\$ 2,717	\$ 2,717
TOTAL				\$ 80,144	\$ 43,064

* *Final locations to be determined*

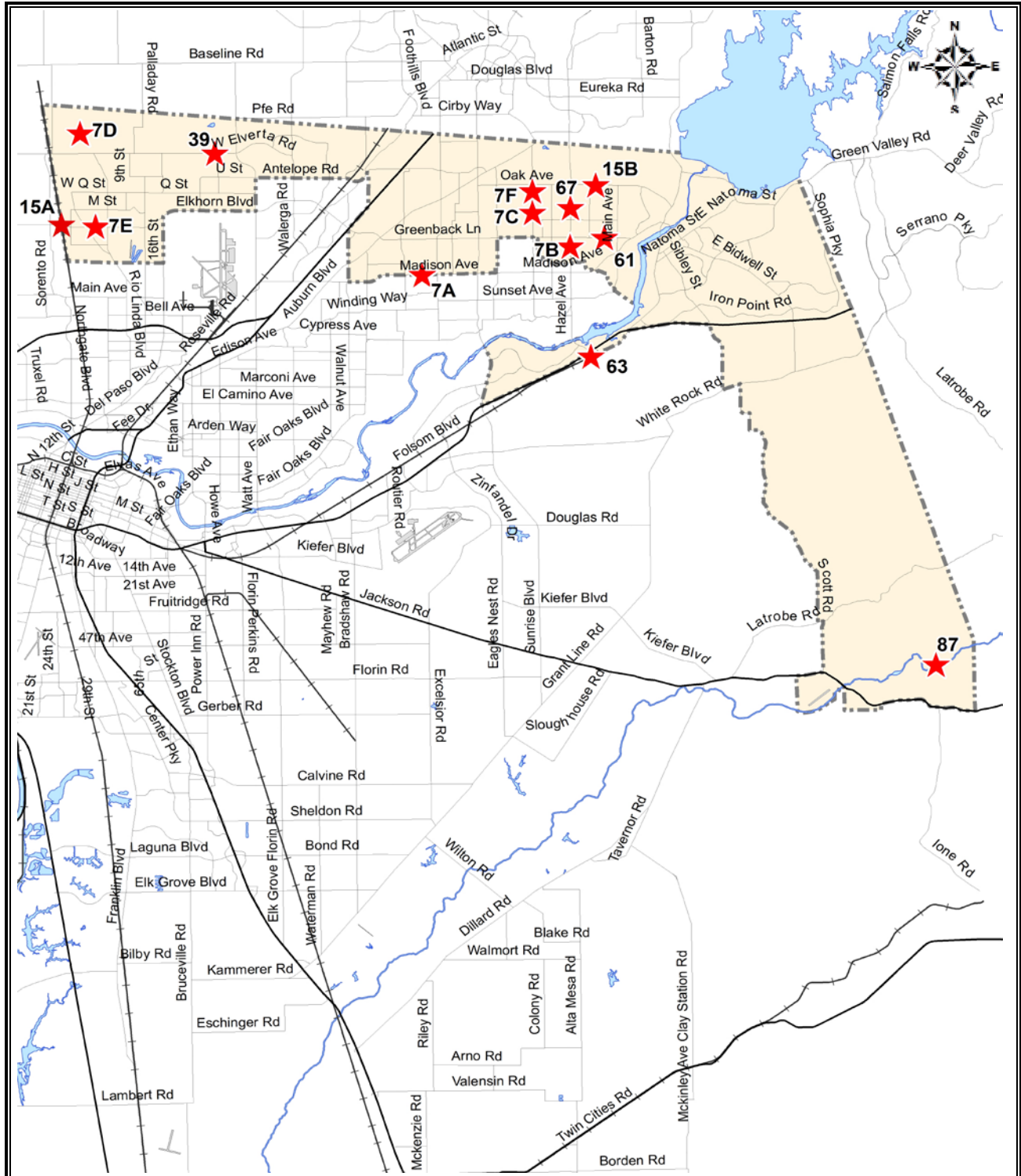
Five Year Transportation Improvement and Program Guide 2019-2024

Projects in Supervisorial District 3

Page Map	PROJECT	Project Engineer	Board Approval	Project Total Cost (\$1,000)	District Cost Share (\$1,000)
5	A.C. Overlay / Pavement Project - 2019 SB1 (LSR)	Wick	Apr-19	\$ 12,810	\$ 6,600
A	Arden Way - Hurley Way - Morse Ave - Watt Ave				\$ 2,500
B	Hurley Way - Morse Avenue - Watt Avenue - Northrop Avenue				\$ 2,100
C	Leader Ave, Verner Ave, and Walnut Ave				\$ 1,000
D	Watt Ave at El Camino Ave Intersection				\$ 1,000
7	A.C. Overlay / Pavement Project - 2020 SB1	Urbanik	Ongoing	\$ 87,416	\$ 11,532
A	Kingsford Ave - American River Dr - Arden Way				\$ 1,345
B	Marconi Ave - Eastern Ave - Walnut Ave				\$ 2,800
C	Madison Ave - Dewey Dr. - San Juan Ave				\$ 1,050
D	Ashton Dr. - Saverien Dr. - Wixford Way				\$ 192
E	Barberry Lane - Morse Ave - Watt Ave				\$ 372
F	California Ave - Oak Ave - Palm Ave				\$ 960
G	Charleston Drive - Rustic Road - Winding Way				\$ 403
H	Holly Drive - Crocker Road - Larch Lane				\$ 87
I	Robertson Avenue - Walnut Avenue - Fair Oaks Blvd				\$ 1,272
J	Saverien Drive - American River Drive to Fair Oaks Blvd				\$ 601
K	Watt Avenue - Cottage Way - El Camino Avenue				\$ 2,313
L	Wixford Way - American River Drive - End				\$ 137
13	A.C. Overlay / Pavement Project - Federal - 2019 - SB1	Wick	Jul-19	\$ 2,795	\$ 2,795
A	El Camino Ave - 300' e/o Mission Ave to 300' w/o Garfield Avenue				
15	A.C. Overlay / Pavement Project - SB1 (LPP) Cycle 1	Cress	Feb-19	\$ 5,055	\$ 2,229
A	Hillsdale Boulevard - Frizell Avenue - Walerga Road				
17	A.C. Overlay / Pavement Project - SB1 (LPP) Cycle 2	Cress	Mar-19	\$ 2,500	\$ 2,500
A	Arden Way - Hurley Way - Morse Ave - Watt Ave				
*	Accessible Curb Ramp Improvement Project - Various Locations	Urbanik	Ongoing	\$ 5,875	\$ 1,175
23	Arden Way Complete Streets - Phase 1	Tu	Jul-21	\$ 5,549	\$ 5,549
25	Auburn Boulevard Bike/Pedestrian Improvements	Voo	Mar-19	\$ 2,370	\$ 2,370
*	Bikeway Master Plan Implementation - Various Locations	Yee	Ongoing	\$ 850	\$ 170
*	Curb, Gutter, and Sidewalk Replacement	Cress	Ongoing	\$ 2,370	\$ 474
41	Fair Oaks Blvd Bicycle and Pedestrian Mobility Project - Phase 2	Stevens	Nov-20	\$ 6,800	\$ 6,800
43	Fair Oaks Blvd Improvements - Phase 3 - Marconi Ave to North Ave	Gotwalt	Jun-19	\$ 13,362	\$ 13,362
55	Folsom Blvd Cottage Way Sidewalk Infill Project	Voo	Dec-19	\$ 1,801	\$ 1,801
59	Garfield Ave Bicycle and Pedestrian Connectivity Project	Voo	Feb-18	\$ 4,212	\$ 4,212
65	Hazel Ave, Phase III - Sunset Ave to Madison Ave	Eslabon	Dec-19	\$ 17,483	\$ 17,483
69	Howe Ave Bicycle and Pedestrian Improvement Project	Singh	Oct-21	\$ 2,583	\$ 2,152
71	Howe Ave Sidewalk Infill Project	Singh	Jan-19	\$ 778	\$ 778
83	Madison Ave Widening - Fair Oaks Blvd to Hazel Ave	Singh	Nov-21*	\$ 29,037	\$ 29,037
89	Morse Avenue Sidewalk Infill and Street Light Project	Voo	Jul-21	\$ 1,563	\$ 1,563
*	Neighborhood Traffic Management Program	Urquhart	Ongoing	\$ 3,000	\$ 600
105	Sidewalk Infill and Street Light Project - Various Locations	White	Oct-21	\$ 2,679	\$ 2,679
113	Thomas Edison Safe Route to School (SRTS)	Singh	Mar-19	\$ 1,349	\$ 1,349
115	Traffic Signal at Roseville Road and Diablo Drive/Stations Way	Stevens	Nov-21	\$ 882	\$ 882
121	Watt Avenue Complete Street Improvement Project - Phase 1	Gotwalt	Feb-21*	\$ 4,186	\$ 4,186
123	Winding Way Bridge Replacement at Chicago Creek	Stevens	Feb-19	\$ 4,377	\$ 4,377
TOTAL				\$ 221,682	\$ 144,787

* Final locations to be determined

Supervisory District 4 Projects



Five Year Transportation Improvement and Program Guide 2019-2024

Projects in Supervisorial District 4

Map Page	PROJECT	Project Engineer	Board Approval	Project Total Cost (\$1,000)	District Cost Share (\$1,000)
7	A.C. Overlay / Pavement Project - 2020 SB1	Cress	Feb-19	\$ 87,416	\$ 8,077
A	Madison Ave - Dewey Dr - San Juan Ave				\$ 1,050
B	Hazel Ave - Pershing Ave - Greenback Lane				\$ 2,000
C	Kenneth Ave - Central Ave - Elm Ave				\$ 977
D	Rio Linda Blvd - Elverta Rd - County Line				\$ 800
E	Elkhorn Blvd - West 2nd Drive - 2nd Street				\$ 1,200
F	Kenneth Ave - Elm Ave - Oak Ave				\$ 1,000
15	A.C. Overlay / Pavement Project - SB1 (LPP) Cycle 1	Cress	Feb-19	\$ 5,055	\$ 2,229
A	Elkhorn Blvd – Railroad Tracks - West 2nd Street				\$ 850
B	Oak Ave – Hazel Ave - Chestnut Ave				\$ 1,379
*	Accessible Curb Ramp Improvement Project - Various Locations	Urbanik	Ongoing	\$ 5,875	\$ 1,175
*	Bikeway Master Plan Implementation - Various Locations	Yee	Ongoing	\$ 850	\$ 170
*	Curb, Gutter, and Sidewalk Replacement	Cress	Ongoing	\$ 2,370	\$ 474
39	Elverta Rd - Dutch Haven Blvd to Watt Ave	Gotwalt	Dec-21	\$ 21,028	\$ 21,028
61	Greenback Lane Complete Street Improvements - Phase 1	Gotwalt	Oct-22*	\$ 4,845	\$ 4,845
63	Hazel Ave @ U.S. Highway 50 Interchange	Stevens	Nov-21*	\$ 83,496	\$ 41,748
67	Hazel Ave Sidewalk Improvements - Central Ave to Elm Ave	Stevens	Sep-19	\$ 1,500	\$ 1,500
87	Michigan Bar Road Bridge Replacement at Consumnes River	Stevens	Nov-19	\$ 7,465	\$ 7,465
*	Neighborhood Traffic Management Program	Urquhart	Ongoing	\$ 3,000	\$ 600
TOTAL				\$135,484	\$ 83,463

* Final locations to be determined

Five Year Transportation Improvement and Program Guide 2019-2024

Projects in Supervisorial District 5

Map Page	PROJECT	Project Engineer	Board Approval	Project Total Cost (\$1,000)	District Cost Share (\$1,000)
5	A.C. Overlay / Pavement Project - 2019 SB1 (LSR)	Wick	Apr-19	\$ 12,810	\$ 2,700
A	n/o Sutters Gold Dr. - New Dawn Dr - Imperial Way - Mojave Drive Area				
9	A.C. Overlay / Pavement Project - 2018 (Tier 2)	Cress	Jan-19	\$ 3,392	\$ 2,230
A	Micron Avenue - Mayhew Road to Bradshaw Road				\$ 843
B	Florin Road - Waterman Road - Bradshaw Road				\$ 1,387
11	A.C. Overlay / Pavement Project - Federal - 2015 Folsom Blvd	Wick	Jan-19	\$ 1,238	\$ 1,238
*	Accessible Curb Ramp Improvement Project - Various Locations	Urbanik	Ongoing	\$ 5,875	\$ 1,175
21	Alta Mesa Road Bridge Replacement at Laguna Creek	Eslabon	Oct-20	\$ 7,019	\$ 7,019
*	Bikeway Master Plan Implementation - Various Locations	Yee	Ongoing	\$ 850	\$ 170
29	Capital SouthEast Connector	Carter		\$ 2,200	\$ 2,200
*	Curb, Gutter, and Sidewalk Replacement Project	Urbanik	Ongoing	\$ 2,370	\$ 474
33	Douglas Road Extension - Mather Blvd to Excelsior Rd	Yee		\$ 102	\$ 102
35	Elk Grove-Florin Road Bridge Replacement at Elder Creek	Gotwalt	May-19	\$ 9,684	\$ 4,842
37	Elk Grove-Florin Road Widening - North of Elder Creek to Florin Rd	Gotwalt	May-19	\$ 11,410	\$ 5,705
51	Folsom Blvd Complete Street Improvements - Phase 1	Voo	Jan-20	\$ 6,671	\$ 5,104
53	Folsom Blvd Complete Street Improvements - Phase 2	White	Jan-23	\$ 4,777	\$ 4,777
55	Folsom Blvd Cottage Way Sidewalk Infill Project	Voo	Dec-19	\$ 1,801	\$ 901
57	Franklin Blvd Bridge Replacement at Lost Slough	Stevens	Nov-19	\$ 11,651	\$ 11,651
63	Hazel Ave @ U.S. Highway 50 Interchange	Stevens	Nov-21	\$ 83,496	\$ 41,748
75	Ione Road Bridge Replacement at Buckeye Creek	Eslabon	Sep-18	\$ 3,206	\$ 3,206
77	Ione Road Bridge Replacement at Willow Creek	Eslabon	Sep-18	\$ 2,364	\$ 2,364
79	Jackson Road at Sunrise Boulevard Intersection Project	Shoeman	Feb-22	\$ 2,516	\$ 2,516
85	McKenzie Road Bridge Replacement at Laguna Creek	Eslabon	Sep-18	\$ 3,975	\$ 3,975
*	Neighborhood Traffic Management Program	Urquhart	Ongoing	\$ 3,000	\$ 600
93	New Hope Road Bridge Replacement at Grizzly Slough	Stevens	Dec-20	\$ 5,736	\$ 5,736
103	Rosemont Area Street Light Project	Stevens	Mar-19	\$ 2,494	\$ 2,494
*	South County Transit Program	Yee	None	\$ 600	\$ 600
109	South Watt Ave Widening Project	Eslabon	Feb-21*	\$ 29,125	\$ 14,563
117	Twin Cities Road Bridge Replacement at Snodgrass Slough	Wright	May-20	\$ 17,992	\$ 17,992
119	Walnut Grove Bridge Crossing Rehabilitation	Meschi	Feb-22	\$ 2,878	\$ 2,878
TOTAL				\$ 239,232	\$ 151,189

* Final locations to be determined



Pavement & Roadside Maintenance

PAVEMENT & ROADSIDE MAINTENANCE

Pavement Maintenance

☐ *Introduction*

Sacramento County's Pavement Maintenance Program maintains the County's system of roadways.

Pavement Maintenance	
Item	2018 Inventory (Centerline Miles)
Residential Roads	1,617
Collectors	391
Arterials	194
TOTAL CENTERLINE MILES	2,202

☐ *Goals and Policies*

Goals:

- Maintain the structural integrity of the County of Sacramento's road system in an "as constructed" condition.
- Perform sealing of streets to delay the need for more costly surface treatments.
- Perform street overlays to rehabilitate streets and extend street service life.
- Keep the County of Sacramento's Pavement Management System (PMS) up-to-date in order to prioritize street maintenance, overlay, and slurry seal work.
- Identify roads that are in need of treatment and add the high priority locations to the Candidate Locations List.

Policies:

- Provide the SACDOT County Services reported at the website www.311.saccounty.net , the **311 mobile app in the unincorporated County**, and the main County Maintenance number **311**, or for outside the unincorporated County 916-875-4311 to the public for reporting potholes as well as other pavement maintenance needs within the unincorporated Sacramento County.
- Repair all potholes as soon as possible.

❑ ***Pavement Management System***

The County's computerized Pavement Management System (PMS) program assists the County engineering staff in evaluating, tracking, and ranking pavement conditions based on detailed field surveys and measurements.

Field surveys record the type, severity, and quantity of the various pavement distresses. This field survey information is entered into the PMS program. The PMS program then calculates the Pavement Condition Index (PCI) for each street or street segment based on the Distress Type (alligator cracking, block cracking, distortions, long and transverse cracking, patch and utility cut patching, rutting/depression, weathering, and raveling), the Distress Severity (low, medium, and high), and the Distress Quantity (square feet, linear feet, or percent area). PCI values range from zero (extreme poor condition) to 100 (new pavement / excellent condition).

In order to make useful and meaningful revisions to the Candidate Location List based on current information, Arterials and Major Collectors should be inspected once every two (2) years and Minor Collectors and Residential roadways should be inspected once every three (3) years.

❑ ***Project Selection Process***

Project locations are usually selected from the "Roadway Candidate Locations for Future Overlay." Selection is based on numerous factors including but not limited to: available funding, pavement management strategy, roadway or average neighborhood PCI, coordination with other projects, current maintenance needs, maintenance history, etc.

Urban Residential Neighborhoods:

The County tries to pave residential streets by geographical area for economic efficiency. These geographical areas are commonly referred to as "neighborhoods" and are normally bounded by arterial or collector streets that are typically not part of the residential area. There are currently about 508 designated residential "neighborhoods" within the County.

- No treatment is preferred where the PCI is above 85.
- A slurry seal with pavement repairs is the preferred treatment where the PCI is between 85 and 71.
- A cape seal or double chip seal with pavement repairs is the preferred treatment where the PCI is between 70 and 55.
- A conventional asphalt concrete overlay with pavement repairs is the preferred treatment where the PCI is between 54 and 26.
- Reconstruction is the preferred treatment where the PCI is below 26.

Rural Residential Neighborhoods & Rural Minor Collectors:

- No treatment is preferred where the PCI is above 75.
- A chip seal or double chip seal with pavement repairs is the preferred treatment where the PCI is between 74 and 55.
- A conventional asphalt concrete overlay with pavement repairs is the preferred treatment where the PCI is between 54 and 26.
- Reconstruction is the preferred treatment where the PCI is below 26.

Urban Arterials and Collectors & Rural Arterials and Major Collectors:

- No treatment is preferred where the PCI is above 75.
- A slurry seal with pavement repairs is the preferred treatment where the PCI is between 75 and 65.
- Rubberized asphalt concrete overlay with pavement repairs is the preferred treatment where the PCI is between 64 and 26. A conventional asphalt concrete overlay may be used in lieu of rubberized asphalt concrete where the pavement is deemed structurally adequate and in fair condition.
- Reconstruction is the preferred treatment where the PCI is below 26.

Description of Maintenance Activities:

<u>Activity</u>	<u>Description</u>
Pavement Repair	Remove the damaged pavement to a depth of approximately four to six inches and replace with new asphalt concrete. The extent of pavement repairs depends on the existing pavement conditions of the roadway.
Conventional Asphalt Concrete Overlay	Place an approximately 2-inch thick pavement over the roadway surface consisting of a mixture of hot asphalt and aggregate.
Rubberized Asphalt Concrete Overlay	Place an approximately 2-inch thick pavement over the roadway surface consisting of a mixture of hot asphalt with aggregate and recycled rubber from automobile tires.
Slurry Seal	Place an approximately 1/4-inch thick seal coat over the roadway surface.
Chip Seal	Place a layer of oil followed by a layer of 3/8-inch aggregate chips over the roadway surface.
Cape Seal	A chip seal followed by a slurry seal.
Double Chip Seal	A 3/8-inch Chip Seal followed by a 1/4-inch Chip Seal.
Reconstruction	Removal and replacement of the entire pavement.

Responsive Maintenance Activities

Criteria Development and Prioritization

Maintenance methods are used to maintain the current structural integrity of the road surface and aid in preventing deterioration of the County's transportation system while providing a safe roadway surface.

Pavement Maintenance Methods		
Pothole Patching	Base Repair	Slurry Sealing
Crack Sealing	Pavement Overlay	Chip Sealing
Pavement Balancing	Grinding and Re-paving	Cape Sealing

Activity	Frequency
Pavement Maintenance (Engineering)	Daily
Patching	Daily
Crack Sealing	Annually
Base Repair	As Needed
Pavement Balancing	As Needed
Pavement Overlay (Maintenance Staff)	Annually
Pavement Overlay (Contract)	Annually
Slurry / Chip / Cape Sealing (Contract)	Annually
Pavement Management	Daily

☐ ***Completed Projects in FY 18/19:***

A.C. Overlay Project – 2017 Federal					
District	Street	Beginning	End	Funding	Construction Cost
2	Gerber Road	Power Inn Road	French Road	Federal	\$1,720,000
3	Eastern Avenue	Marconi Avenue	Whitney Avenue	Federal	\$1,455,000
3	El Camino Ave	Fulton Avenue	Watt Avenue	Federal	\$1,520,000
3	Marconi Avenue	Watt Avenue	Eastern Avenue	Federal	\$1,405,000
4	Antelope N Rd	Poker Lane	Olive Street	Federal	\$383,000
4	Garfield Avenue	Spruce Avenue	Greenback Lane	Federal	\$600,000
5	Goethe Road	Mayhew Drive	Branch Center Road	Federal	\$468,000
5	Kiefer Blvd	Huntsman Drive	Bradshaw Road	Federal	\$1,480,000
				Contract Cost	\$9,031,000
				Engineering/Admin/Contingency	\$3,660,000
Federal		\$	\$9,596,000		
Road Fund		\$	\$2,937,000		
SSWD		\$	\$158,000		
				Total Estimated Cost	\$12,691,000

☐ ***Approved Projects to be Completed in 2019:***

A.C. Overlay Project – SB1 Phase 1 (2019)					
District	Street	Beginning	End	Funding	Estimated Cost
1	West Elkhorn Boulevard	East Levee Road	Railroad Tracks	SB1	\$597,000
3	Hillsdale Boulevard	Frizell Avenue	Walerga Road	SB1	\$2,229,000
4	Elkhorn Boulevard	Railroad Tracks	West 2 nd Street	SB1	\$850,000
4	Oak Avenue	Hazel Avenue	Chestnut Avenue	SB1	\$1,379,000
Total Cost					\$5,055,000

Note: Project details on page A2-15.

A.C. Overlay Project – Federal Tier 2 (2019)					
District	Street	Beginning	End	Funding	Estimated Cost
2	Martin Luther King Jr. Boulevard	47 th Avenue	HWY 99 Bridge	Federal	\$1,162,000
5	Florin Road	Waterman Road	Bradshaw Road	Federal	\$1,387,000
5	Micron Avenue	Mayhew Road	Bradshaw Road	Federal	\$843,000
Total Cost					\$3,392,000

Note: Project details on page A2-9.

A.C. Overlay Project – Folsom Boulevard Federal (2019)					
District	Street	Beginning	End	Funding	Estimated Cost
5	Folsom Boulevard	Butterfield Way	Bradshaw Road	Federal	\$1,238,000
Total Cost					\$1,238,000

Note: Project details on page A2-11.

☐ ***Approved Projects to be Completed in 2019 (Continued):***

A.C. Overlay/Pavement Project – Force Account					
District	Street	Beginning	End	Funding	Estimated Cost
1	Powerline Road	West Elverta Road	West Elkhorn Boulevard	Road Fund	\$100,000
1	San Juan Road	Garden Highway	City Limits	Road Fund	\$80,000
1	West Elverta Road	Powerline Road	Pritchard Avenue	Road Fund	\$35,000
2	Bar Du Lane	Rogers Road	4000 feet South	Road Fund	\$70,000
2	Reese Road	Gerber Road	3000 feet West	Road Fund	\$60,000
2	Rogers Road	Bradshaw Road	East End	Road Fund	\$35,000
3	Campoy Street	Minnesota Avenue	Fair Oaks Boulevard	Road Fund	\$25,000
3	Oriana Court	New York Avenue	West End	Road Fund	\$25,000
3	Vincent Avenue	Hazel Avenue	East End	Road Fund	\$26,000
4	18 th Street	Elkhorn Boulevard	Q Street	Road Fund	\$65,000
4	Mountain Avenue	Cherry Avenue	Golden Gate Avenue	Road Fund	\$25,000
4	Poker Lane	Antelope N Road	East End	Road Fund	\$65,000
5	Alta Mesa Road	County Line	Walkerville Rd	Road Fund	\$715,000
5	Boessow Road	Cherokee Lane	2500 feet East	Road Fund	\$90,000
5	Clay Station Road	Dillard Road	Canal	Road Fund	\$155,000
Total Cost					\$1,571,000

☐ ***Approved Projects to be Completed in FY 19/20:***

A.C. Overlay Project – SB1 Phase 2					
District	Street	Beginning	End	Funding	Estimated Cost
1	Parker Avenue – 44 th Street – 14 th Avenue – Stockton Boulevard (FR04 Partial)			SB1	\$1,410,000
2	Florin Road – Power Inn Road – Stockton Boulevard (FN23)			SB1	\$4,600,000
3	Arden Way – Hurley Way – Morse Avenue – Watt Avenue (AP03)			SB1	\$2,500,000
3	Hurley Way - Morse Avenue - Watt Avenue – Northrop Avenue (AP06)			SB1	\$2,100,000
3	Leader Avenue, Verner Avenue, and Walnut Avenue			Road Fund	\$1,000,000
3	Watt Avenue at El Camino Avenue Intersection			SB1	\$1,000,000
5	Sutter Gold Drive – Manlove Road - New Dawn Drive – South Port Dr (RM01/RM06 Partial)			SB1	\$2,700,000
Total Cost					\$15,310,000

Note: Project details on pages A2-5 and A2-17 (AP03).

☐ ***Proposed Projects to be Completed in 2020:***

A.C. Overlay Project – El Camino Avenue					
District	Street	Beginning	End	Funding	Estimated Cost
3	El Camino Avenue	300' e/o Mission Avenue	300' w/o Garfield Avenue	Federal	\$ 2,795,000
Total Cost					\$ 2,795,000

Note: Project details on page A2-13.

A.C. Overlay Project – SB1 Phase 3					
District	Street	Beginning	End	Funding	Estimated Cost
3	Kingsford Avenue	American River Drive	Arden Way	SB1	\$ 1,345,000
3/4	Madison Avenue*	Dewey Drive	San Juan Avenue	SB1	\$ 2,100,000
3	Marconi Avenue	Eastern Avenue	Walnut Avenue	SB1	\$ 2,800,000
4	Hazel Avenue	Pershing Avenue	Greenback Lane	SB1	\$ 2,000,000
4	Kenneth Avenue	Central Avenue	Elm Avenue	SB1	\$ 977,000
4/3	Madison Avenue*	Dewey Drive	San Juan Avenue	SB1	\$ 2,100,000
4	Rio Linda Boulevard	Elverta Road	County Line	SB1	\$ 800,000
Total Cost					\$12,122,000

Note: Project details on page A2-7.

* Madison Avenue is split between District 3 and District 4. A portion in District 4 is also within the City of Citrus Heights. Total project cost is \$4,200,000.

☐ ***Proposed Projects to be Completed in 2020 (Continued):***

A.C. Overlay Project – SB1 Phase 4					
District	Street	Beginning	End	Funding	Estimated Cost
1	FR04A South (18 th Ave - 44 th Ave - 23 rd Ave - Del Norte Blvd)			SB1	\$ 640,000
3	Ashton Drive	Saverien Drive	Wixford Way	SB1	\$ 192,000
3	Barberry Lane	Morse Avenue	Watt Avenue	SB1	\$ 372,000
3	California Avenue	Oak Avenue	Palm Avenue	SB1	\$ 960,000
3	Charleston Drive	Rustic Road	Winding Way	SB1	\$ 403,000
3	Holly Drive	Crocker Road	Larch Lane	SB1	\$ 87,000
3	Robertson Avenue	Walnut Avenue	Fair Oaks Boulevard	SB1	\$ 1,272,000
3	Saverien Drive	American River Drive	Fair Oaks Boulevard	SB1	\$ 601,000
3	Watt Avenue	Cottage Way	El Camino Avenue	SB1	\$ 2,313,000
3	Wixford Way	American River Drive	End	SB1	\$ 137,000
4	Elkhorn Boulevard	West 2 nd Street	2 nd Street	SB1	\$ 1,200,000
4	Kenneth Avenue*	Elm Avenue	Oak Avenue	SB1	\$ 1,000,000
Total Cost					\$ 9,177,000

Note: Project details on page A2-7.

* Kenneth Avenue is split between District 4 and the City of Citrus Heights.

A.C. Overlay Project – SB1 Phase 5					
District	Street	Beginning	End	Funding	Estimated Cost
Level of Funding and Locations to be Determined					

☐ ***Proposed Projects to be Completed in 2019/2020 (Continued):***

A.C. Overlay/Pavement Project – Force Account					
District	Street	Beginning	End	Funding	Estimated Cost
3	Doneva Avenue	Minnesota Ave	East End	Road Fund	\$ 200,000
5	Arnold Way	Mather Subdivision	Mather Boulevard	Road Fund	\$ 85,000
5	Colony Road	Woods Road	(Valensin Road at) Alta Mesa Road	Road Fund	\$ 320,000
5	Jackson Slough Road	s/o Terminous Road	n/o HWY 12	Road Fund	\$ 250,000
5	Main Street (Locke)	Locke Road	Levee Road	Road Fund	\$ 120,000
5	Sargent Avenue	New Hope Road	Kost Road	Road Fund	\$ 95,000
5	Sherman Island Crossing	HWY 160	Levee	Road Fund	\$ 600,000
5	Terminous Road	Jackson Slough Road	HWY 12	Road Fund	\$ 500,000
5	Valensin Road	East of Oak Road	West of Colony	Road Fund	\$ 70,000
Total Cost					\$ 2,240,000

☐ **Roadway Candidate Locations for Future Overlay:**

Roadway candidate locations for future overlays include all roadways with a PCI 30 or below plus the following table:

Roadway Candidate Locations for Future Overlay					
District	PCI	Name	Begin	End	Preliminary Cost Estimate
1	20	42 nd Street	23 rd Avenue	18 th Avenue	\$ 275,000
1	20	42 nd Street	26 th Avenue	23 rd Avenue	\$ 282,000
1	49	FR04A North (40th Avenue - 14th Avenue - 44th Avenue - 18th Avenue)			\$ 1,826,000
1	51	FR04A South (18th Avenue - 44th Avenue - 23rd Avenue - Del Norte Blvd)			\$ 840,000
1	37	Fruitridge Road*	HWY 99	Stockton Boulevard	\$ 860,000
1	23	Mendocino Boulevard	Fruitridge Boulevard	22 nd Avenue	\$ 648,000
1	23	Tokay Avenue	Florin Road	North End	\$ 190,000
2	20	41 st Avenue	HWY 99	44 th Street	\$ 532,000
2	29	47 th Avenue	44 th Street	Stockton Boulevard	\$ 3,200,000
2	20	Florin Road	Franklin Boulevard	East Parkway	\$ 2,076,000
2	20	Florin Road	East Parkway	55 th Street	\$ 2,779,000
2	20	Florin Road	55 th Street	Stockton Boulevard	\$ 3,465,000
2	22	FN01D Partial (Skander Wy - Power Inn Rd - Gerber Rd - Clement Cir)			\$ 1,100,000
2	37	Fruitridge Road*	HWY 99	Stockton Boulevard	\$ 1,935,000
2	24	Lemon Hill Avenue	44th Street	Sampson Boulevard	\$ 471,000
3	27	Andrea Boulevard	Roseville Road	Elkhorn Boulevard	\$ 760,000
3	27	Andrea Boulevard	Elkhorn Boulevard	Tupelo Drive	\$ 1,784,000
3	33	Arden Manor Area (Hurley Wy - Watt Ave - Wemberley Dr - Morse Ave)			\$ 2,824,000
3	20	Del Oro Court	Point Reyes Way	End	\$ 48,000
3	20	Doneva Avenue	Minnesota Avenue	End	\$ 150,000
3	25	Feather River Drive	Squaw Valley Way	Point Reyes Way	\$ 389,000
3	31	Gold Run Avenue	Roseville Road	Karm Way	\$ 794,000
3	26	Harrington Way	American River Drive	South End	\$ 339,000
3	20	Howe Avenue	Edison Avenue	Auburn Boulevard	\$ 100,000
3	20	Jonnie Way	Illinois Avenue	Hazel Avenue	\$ 547,000
3	25	Marshall Avenue	Mapel Lane	Lincoln Avenue	\$ 208,000
3	25	Payette Drive	Tuolumne Drive	La Riviera Drive	\$ 312,000
3	43	Point Reyes Way	Squaw Valley Way	Tuolumne Drive	\$ 364,000
3	25	Squaw Valley Way	Tuolumne Drive	Payette Drive	\$ 189,000
3	25	Tuolumne Drive	La Riviera Drive (West)	La Riviera Dr (East)	\$ 1,031,000

*Total Cost: \$4,300,000. District 1Share: \$860,000; District 2 Share: \$1,935,000; City Share: \$1,505,000.

☐ ***Roadway Candidate Locations for Future Overlay (Continued):***

Roadway Candidate Locations for Future Overlay (Continued)					
District	PCI	Name	Begin	End	Preliminary Cost Estimate
4	21	Central Avenue	Chestnut Avenue	Main Avenue	\$ 597,000
4	20	Central Avenue	Hazel Avenue	Chestnut Avenue	\$ 1,047,000
4	26	FO12A (Madison Ave - Lake Natoma Dr - Main Ave. Includes Lake Natoma Dr)			\$ 3,936,000
4	24	FO12C (Lake Natoma Dr-Greenback Ln-American River-Twin Lakes Ave)			\$ 1,720,000
4	20	Greenback Lane	Kenneth Avenue	Illinois Avenue	\$ 2,052,000
4		Hazel Avenue	Greenback Lane	Central Avenue	\$ 2,569,000
4	34	Lake Natoma Drive	Main Avenue	Madison Avenue	\$ 1,467,000
4	30	Oak Avenue	Chestnut Avenue	Main Avenue	\$ 675,000
4		Walerga Road	North Loop Boulevard	Elverta Road	\$ 2,000,000
5	37	Alta Mesa Road	County Line	Simmerhorn Rd	\$ 84,000
5	29	Borden Road	Herald Road	Twin Cities Road	\$ 132,000
5	44	Cherokee Road	HWY 104	Mile South	\$ 241,000
5	20	Clay Station Road	HWY 104	Mile North	\$ 203,000
5	33	Countryroads Dr	Bradshaw Road	Bridge	\$ 80,000
5	55	Dillard Road	s/o West Riley		
5		Dillard Road	Jeffcott Road	Alta Mesa Road	\$ 550,000
5	34	Green Road	Sunflower Road	Dillard Road	\$ 300,000
5	22	Orr Road	New Hope Road	McFarland Ranch	\$ 122,000
5	24	Quiggle Road	Cherokee Lane	Renke Road	\$ 185,000
5	50	RM06A (Rosemont Dr - Brunner Dr - South Port Dr - Kiefer Blvd)			\$ 1,208,000
5	38	RM06B (Rosemont Dr - Huntsman Dr - Parfait Dr/South Port Dr - Brunner Dr)			\$ 2,840,000
5	36	RM06C (South Port Dr - Parfait Dr - Huntsman Dr - Kiefer Blvd)			\$ 2,864,000
5	55	Valensin Road	East of Kerry Ln	RR Tracks	\$ 420,000
5	55	Valensin Road	West of Alta Mesa Road	1000' West	\$ 66,000

Roadside Maintenance

☐ *Introduction*

The Department of Transportation's Roadside Maintenance Program repairs and maintains unpaved roadside shoulders, gravel roads, open ditches, fences/sound walls, steel guardrails, and retaining walls. Roadside shoulders, ditches, and unpaved roads are maintained to allow storm water to readily exit the roadway, support the road structure, limit drop-offs from the edge of pavement, eliminate obstructions, and restore the profile for proper drainage and traffic safety.

Roadside Maintenance	
Item	2018 Inventory
Unpaved Roads	20.7 Miles
Roadside Ditches	1,810 Miles
Unpaved Shoulders	2,080 Miles
Retaining Walls/Sound Walls	3 Miles
Guardrails	12 Miles
Fence	12 Miles
Culverts	2,500

☐ *Goals and Policies*

Goals:

- Maintain the quality of the County of Sacramento's roadside system in a safe and functional condition.

Policy:

- Identify unpaved roads, roadside ditches, unpaved shoulders, fences/sound walls, steel guardrails, and retaining walls in need of repair and maintain them in a safe and functional condition.

Maintenance Tasks and Responsibilities:

The Roadside Maintenance Program performs work on a prioritized and scheduled basis using criteria such as: Type of road, number of lanes, average daily traffic, posted speed limit, and width of a paved shoulder. The remaining balance of work is comprised of addressing safety issues, requests from members of the Board of Supervisors, work orders generated by the Engineering Section, support of resurfacing projects, and storm response. Requests from the public that do not involve safety or flooding issues are mitigated as crews perform scheduled tasks in the large sections of neighborhoods and geographical areas.

Planned/Preventive Maintenance Activities

Roadside preventive maintenance activities include the following:

1. Ditch Cleaning, Mechanical: Mechanical (backhoe, excavator) cleaning and reshaping of roadside drainage ditches to eliminate vegetation, silt, and obstruction.
2. Ditch Cleaning, Manual (Sheriff's Work Project Crew): Manual removal of silt, vegetation, and debris from roadside ditches and drainage where mechanical cleaning is not possible.
3. Roadside Shoulder Grading: Grading and/or the addition of gravel to the unpaved roadside shoulders to eliminate drop-offs, allow water to exit the pavement, provide support to the roadway, and reduce erosion.
4. Inspect and Clean Roadside Storm Drain Structures: Scheduled inspection and mechanical cleaning (water jet-flushing) of drain inlets, culverts, and drainage structures to remove obstructions and silt, and to insure structural integrity of the facility.
5. Grading Gravel Roads: Gravel roads are graded in the spring and fall, to maintain a smooth surface for motorists and profile for storm water runoff.
6. Roadside Ditches and Unpaved Shoulders: Ditches and unpaved shoulders are cleaned and graded to eliminate drop-offs from the edge of pavement, allow water to flow away from the pavement, allow lateral support to the pavement, reduce erosion, and provide an egress from pavement for emergency parking.

Note: Ditches that traverse private property, underground storm drainage systems, curbside drains and manholes are maintained by the Water Resources Department.

Responsive Maintenance Activities

Roadside responsive maintenance activities include the following:

1. Steel Guardrails: Repair, realignment, replacement, or installation of guardrail sections and posts due to accident damage, vandalism, and normal deterioration.
2. Fence/Sound Walls: Repair and/or replace damaged fencing, gates, sound wall components, and pedestrian walkways to restore to proper condition and provide right-of-way control.
3. Retaining Walls: Repair of damaged concrete and wood structures including retaining walls, median strips, and concrete curbs to restore to original condition and prevent further deterioration.

☐ ***Project Selection Process***

Scheduled Roadside maintenance activities include the following:

1. Guardrails that are constructed in conjunction with bridges are maintained at the same time as maintenance is performed to the bridges, an average of two times a year. Scheduled maintenance is performed to each stand-alone guardrail location an average of two times per year.
2. Selected unpaved roads and alleys are graded as needed.

☐ ***FY 19/20 Roadside Activities and Projects:***

Activity	Planned Frequency	Response Time
Ditch Cleaning, Grade Roadside Ditches and Unpaved Shoulders	Cyclic	As needed
Roadside Shoulder Grading	As needed	As needed
Inspect and Clean Storm Drain Structures	Cyclic	As needed
Grade Gravel Roads	Annually	As needed
Repair/Replace Steel Guardrails	As needed	As needed
Repair/Replace Fences and Sound Walls	As needed	As needed
Repair/Replace Retaining Walls	As needed	As needed

Curb, Gutter, and Sidewalk Maintenance

❑ *Introduction:*

Sacramento County's Curb, Gutter, and Sidewalk program maintains the County's system of curbs, gutter, and sidewalks. It has three facets: (1) temporary repair of curb, gutter, and sidewalk; (2) permanent replacement of damaged curb, gutter, and sidewalk; and (3) the installation of curb ramps via the Sidewalk Ramp Improvement Project.

Approximately 359 defective sidewalk locations were repaired, and approximately 488 sidewalk curb ramps were installed in conjunction with maintenance projects in FY 2018/19.

Curb, Gutter, and Sidewalk Maintenance	
Item	2018 Inventory
Curb, Gutter, and Sidewalk Estimate	Approx. 2470 Miles (59.1 Million SF)
Pedestrian Walkways: (Pedestrian walkways provide access to schools, parks, or freeway over crossings)	47

❑ *Goals and Policies*

Goals:

- Maintain the quality of the County of Sacramento's Curb, Gutter, and Sidewalk system in the most cost effective and efficient manner.
- Produce an annual Curb, Gutter and Sidewalk Replacement Project, which permanently repairs damaged, curb, gutter, and sidewalk locations throughout the County of Sacramento.
- Develop, obtain approval from appropriate County Staff, and implement a revised Curb, Gutter, and Sidewalk Repair and Replacement Policy. The new policy is needed to address changes in ADA requirements, changes in County Construction Standards, and ambiguous language in the 1992 policy.
- Produce an annual Sidewalk Ramp Improvement Project, which constructs ADA compliant curb ramps at various locations throughout the County of Sacramento.

Policies:

Identify curb, gutter, and sidewalk that are in need of repair or replacement and develop a candidate list for their inclusion into a County replacement contract.

❑ ***Project Selection Process***

Roadways are prioritized based on the SacDOT Pedestrian Master Plan, which prioritizes projects locations by the highest anticipated pedestrian activity. For example, arterial and collector roadways, roadways with a bus route, roadways adjacent to public schools and parks, etc. would be prioritized first. The highest priority roadways are then field inspected to compile a list of damaged locations that meet the replacement criteria. In addition, SacDOT maintains a Sidewalk Repair Candidate List that includes approximately 6,780 defective sidewalk locations throughout Sacramento County and has been developed using constituent service requests and County inspections.

❑ ***Repair Eligibility***

Curb, gutter, and sidewalk—including portions of driveways areas that constitute public sidewalk—that are totally within the County street Right-of-Way are considered as qualifying for repair or replacement when any of the 1992 Curb, Gutter, and Sidewalk Repair and Replacement Policy repair or replacement criteria exist.

❑ ***Temporary and Permanent Repairs***

Temporary Repairs:

A temporary sidewalk repair is typically asphalt concrete placed on the defective sidewalk to eliminate trip hazards. All sidewalks within the County Right-of-Way are eligible for temporary repairs whenever qualifying conditions are met. Sidewalk grinding (i.e., grinding off raised portions of the sidewalk to make them level with the adjacent sidewalk) is also performed to temporarily or permanently repair damaged sidewalk.

Temporary repairs are performed on residential sidewalks until the County is able to permanently repair the damaged locations. Commercial properties also receive temporary repairs; however, commercial property owners are notified by mail to repair the damage since they are responsible for damaged locations adjacent to their property.

❑ ***Permanent Replacement:***

A Curb, Gutter, and Sidewalk Replacement Project repairs and replaces eligible curb, gutter, and sidewalk locations via an annual contract. “Residential” locations (i.e., eligible locations adjacent to single family and duplex residential properties) are primarily prioritized by the SacDOT Pedestrian Master (See Project Selection Process) and available funding. “Residential” roadways with damaged curb, gutter, and sidewalk that have been identified are inspected for any additional work that may not have been reported and are then included in the contract for replacement.

Permanent curb, gutter, and sidewalk replacement for “commercial” properties (i.e., all other properties other than single family and duplex residential properties) is the property owner’s responsibility. “Commercial” property owners are notified by mail of their responsibility for the permanent replacement of the damaged curb, gutter, and/or sidewalk. The County replaces “commercial” curb, gutter, and/or sidewalk if the damage is caused by a public or street tree or County operations.

☐ ***Curb, Gutter, and Sidewalk Policy***

The repair and replacement of curb, gutter, and sidewalk within the County is explained in the Curb, Gutter, and Sidewalk Repair and Replacement Policy dated October 15, 1992. Countywide there are approximately 6,780 locations that are identified as needing permanent repairs. However, surveys to look for other locations that meet the minimum criteria for replacement prior to a typical sidewalk replacement project indicate there is an average of two additional unreported locations for each reported location. The estimated deferred maintenance cost for both the reported and the estimated unreported locations is approximately \$40 million.

☐ ***Sidewalk Ramp Improvement Project***

The Sidewalk Ramp Improvement Project replaces curb, gutter, and sidewalk with curb ramps. These curb ramps are installed at intersection corners, near schools, near hospitals, at driveways or any other curb, gutter, and sidewalk where handicap accessibility could be improved. Ramp need is determined by constituent requests.

Possible project locations are submitted throughout the year to the Disability Access Committee by the community or Board staff. The reported locations are subsequently reviewed and prioritized by the Physical Access Subcommittee of the Disability Advisory Board. If these locations are approved a contract is prepared, bid, and constructed. Project funding is obtained from Measure “A” Sales Tax (Elderly and Disabled funds).

☐ ***Identify Available Funding***

The available funding is identified annually during the budget process and a project list is developed using available funds.

Approximately \$300,000 is allocated from Measure “A” Sales Tax for the ADA Curb Ramp Replacement Project annually.

☐ ***Completed Projects (FY 17/18):***

Accessible Curb Ramp Project – 2017	
<p>The project upgraded approximately 31 curb ramps to current Americans with Disabilities Act (ADA) standards at non-signalized intersections throughout the unincorporated areas of Sacramento County. The project locations were at high priority locations as set forth in the Sacramento County ADA Transition Plan.</p> <p>Funding is through Measure “A” Sales Tax.</p> <p>This project was completed in April 2019.</p>	\$273,000

Curb, Gutter, and Sidewalk Replacement Project - 2017	
<p>The project upgraded approximately 6 ADA ramps and provided for the removal and replacement of 30 damaged curb, gutter, and sidewalk locations at selected areas within District 1; and installation of 8 ADA ramps at selected locations within District 4.</p> <p>Funding is through SHRA (\$200,000 District 1, \$75,000 District 4) and Road Fund.</p> <p>This project was completed in October 2018.</p>	\$243,000

☐ ***Proposed Projects (FY 19/20):***

Accessible Curb Ramp Project - 2019	
<p>The project will upgrade approximately 100 curb ramps to current Americans with Disabilities Act (ADA) standards at non-signalized intersections throughout the unincorporated areas of Sacramento County. The project locations are at high priority locations as set forth in the Sacramento County ADA Transition Plan.</p> <p>Funding is through Measure “A” Sales Tax.</p> <p>This project is anticipated to be completed by October 2019.</p>	\$1,100,000

Bridge & Culvert Maintenance

❑ *Introduction*

The Sacramento County's network of bridges is designed to carry vehicular, pedestrian, and bicycle traffic across freeways, creeks, canals, and waterways throughout the County. Sacramento County Department of Transportation adheres to the California Department of Transportation specifications to maintain bridges, and their appurtenances and approaches, in an "as constructed" structural condition and maintains the adjacent waterways to keep them clear of obstruction.

❑ *Goals and Policies*

Goal: Maintain the quality of the County of Sacramento's bridge system and culvert system in the most cost effective and efficient manner.

Policies:

- Identify bridges that are in need of rehabilitation or replacement, and provide recommendations for their inclusion on the Bridge Priority List.
- Keep current the County of Sacramento's bridge database system to prioritize bridge replacement.
- Perform scheduled maintenance as recommended by the bridge inspections to delay the need for more costly replacements and to extend the structure's service life.
- Identify culverts that are in need of rehabilitation or replacement, and develop a priority list for their inclusion in the Culvert Priority List.

❑ *Bridge Evaluation and Engineering Analysis*

The State of California is mandated, by FHWA, to perform bi-annual inspections on all bridges whose span is greater than 20 feet. Caltrans performs bi-annual inspections for bridges and County staff performs periodic inspections of bridges to monitor maintenance requirements.

The engineering support team annually produces the Bridge Map to show bridge vehicle speed and/or load postings and restrictions, and closures on all County maintained bridges. These ratings are used internally by Technical Resource Division to issue permits and provide alternate routes to the public. Externally, the bridge map is sent to fire departments, school districts, waste removal companies, CHP, Caltrans, RT, and several others to aid in determining vehicle routing.

❑ *Maintenance Activities*

Scheduled maintenance activities for movable bridges include the following:

Scheduled maintenance is performed to each of the four manned bridges on a monthly basis. Maintenance is performed to the unmanned bridge on Twin Cities Road twice a year. The unmanned bridge on Sutter Slough is inspected for structural problems twice a year and needed repairs are scheduled. Removal of heavy floating debris from the bridge supports is performed as needed using a rented crane or tugboat service. During the scheduled maintenance, mechanical or structural problems such as worn or failed components are identified and scheduled for repair.

Scheduled maintenance activities for static bridges include the following:

Scheduled maintenance is performed to each County bridge an average of two times per year depending on weather conditions and repair workload. Recommended work identified by engineering inspections is completed at this time as well as normal maintenance tasks. Bridge crossings of major waterways are maintained on a continuous basis during heavy storm periods to remove floating debris from the bridge foundations. Removal of heavy floating debris from selected bridges is performed as needed using a rented crane or tugboat service.

Culvert cleaning and repair is performed on a continuous cycle based on the prioritized schedule.

Maintenance is performed to repair or prevent deterioration of the County's bridge and culvert system. Bridge maintenance can be divided into three categories: Maintenance, Rehabilitation, and Replacement.

1. **Maintenance** activities are initiated through a planned program, routine inspections, or in response to constituent service requests. Typical maintenance activities include:
 - Scheduled inspections of all bridges and culverts.
 - Repair and Replacement of bridge railing, decks, approaches and substructure
 - Removal of Drift and Debris
 - Erosion protection
 - Moveable Bridge Operation and Maintenance
2. **Rehabilitation** activities include stringer replacement, deck replacement, bridge painting, etc. Several annual contracts are described below:
 - Bridge Repair Project
The County typically has more than one bridge repair project annually. These types of projects are typically under \$100,000.
 - Bridge Painting Project
The County typically has one bridge painting project once every five (5) years.
3. **Replacement** is the complete reconstruction of the structural sections or culvert replacement.

Project Selection Process

The Department maintains a database, which utilizes the Federal Highway Administrations Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges. The database ranks the bridges by Sufficiency Rating (SR). The project list is developed using the Bridge Database. The Project Selection Process is described below:

- Determine Eligibility
 - Bridge Span > 20 feet:
 - a) SR < 50 are eligible for Federal Funding for Replacement
 - b) SR < 80 are eligible for Federal Funding for Rehabilitation
 - Bridge Span < 20 feet:
 - a) SR < 50 are placed on the Project Priority List
- Criteria Development and Prioritization

Bridge Span > 20 feet:

Bridges eligible for federal funds are those whose span is greater than 20 feet. Bridge replacement project candidates selected for the Highway Bridge Replacement and Rehabilitation (HBRR) program shall be Structurally Deficient or Functionally Obsolete, have a SR below 50, and shall be selected from bridges shown on the Federal Eligible Bridge List (EBL). Bridge Rehabilitation project candidates selected shall be Structurally Deficient or Functionally Obsolete, have a Sufficiency Rating less than or equal to 80, and shall be selected from bridges shown on the EBL. Painting project candidates may be any local agency steel bridge with a paint code of four, five or equivalent as described in the section regarding Paint Condition Codes from the Area Bridge Maintenance Engineer Structure Maintenance Procedures.

Bridge Span < 20 feet:

A Bridge with a span of less those 20 feet is also ranked using the SR. A SR less than 50 is considered eligible for placement on the Priority Replacement List. A SR less than or equal to 80 is eligible for rehabilitation.

Culvert Replacement:

Culverts are typically replaced on an as needed basis due to severe deterioration. Culverts may also be replaced prior to roadway reconstruction or overlay, when the existing culvert is in marginal condition, or when necessary to satisfy requirements of larger roadside drainage projects.

☐ ***Identify Available Funding and Develop Annual Project List***

The available funding is identified annually in the budget process and a project list is developed using available funds.

Bridge Maintenance	
Item	2018 Inventory
Moveable Bridges	6
Bridges	204
Pedestrian Bridges	36
Culverts	2500

☐ **2019/2020 Bridge/Culvert Activities:**

Activity	Planned Frequency	Response Time
Bridge Maintenance	Daily/Monthly/As needed	As needed
Moveable Bridge Maintenance	Daily/Monthly/As needed	As needed
Culvert Installation	As needed	As needed
Bridge and Culvert – Drainage Investigation within Right-of-Way	Daily Investigation/ Routine Inspection	As needed
Bridge Inspection	Bi-Annually	As needed

☐ **Completed Culvert Projects in FY 18/19**

North Area Completed Culvert Replacements in FY 18/19			
Item No.	Description	Scope	Reason for Replacement
1	4528 Montcurve Blvd. @ Woodglen Dr.	Remove and Replace	Cross Culvert Failure
2	Wawona Circle	Replace Driveway Pipes	Engineering Request
3	Archer Ave.	Remove and Replace	Cross Culvert Failure
4	Dry Creek Rd. @ U St.	Remove and Replace	Collapsed Cross Culvert

South Area Completed Culvert Replacements in FY 18/19			
Item No.	Description	Scope	Reason for Replacement
1	4504 Pt. Pleasant Rd.	Remove and Replace	Cross Culvert Failure
2	Quiggle Rd @ Cherokee Ln South of Intersection	Install New Cross Culvert	Engineered for Drainage

❑ ***Proposed Culvert Projects in FY 19/20***

North Area Proposed Culvert Replacements in FY 19/20			
Item No.	Description	Scope	Reason for Replacement
1	I St. @ 16 th St. n/s/o Intersection	Remove and Replace	Cross Culvert Failure
2	8419 El Verano	Remove and Replace	Cross Culvert Failure
3	20 th @ E St.	Remove and Replace	Cross Culvert Failure
4	Oak Ave. @ Chestnut Ave.	Remove and Replace	Pre-Paving Project Engineering Request
5	W. Delano @ Marindell St. 2 pipes (7747) Marindell St.	Remove and Replace	Cross Culvert Failure (2)

*Additional Locations are being prioritized for inclusion on replacement list for north area.

South Area Proposed Culvert Replacements in FY 19/20			
Item No.	Description	Scope	Reason for Replacement
1	Borden Rd E/S/O/I @ Herald Rd	Add Cross Culvert	Proposed Drainage Improvement
2	12757 Herald Rd	Remove and Replace	Cross Culvert Failure
3	Reigl Rd @ Walmort Rd	Remove and Replace	Cross Culvert Failure

*Additional Locations are being prioritized for inclusion on replacement list for south area.

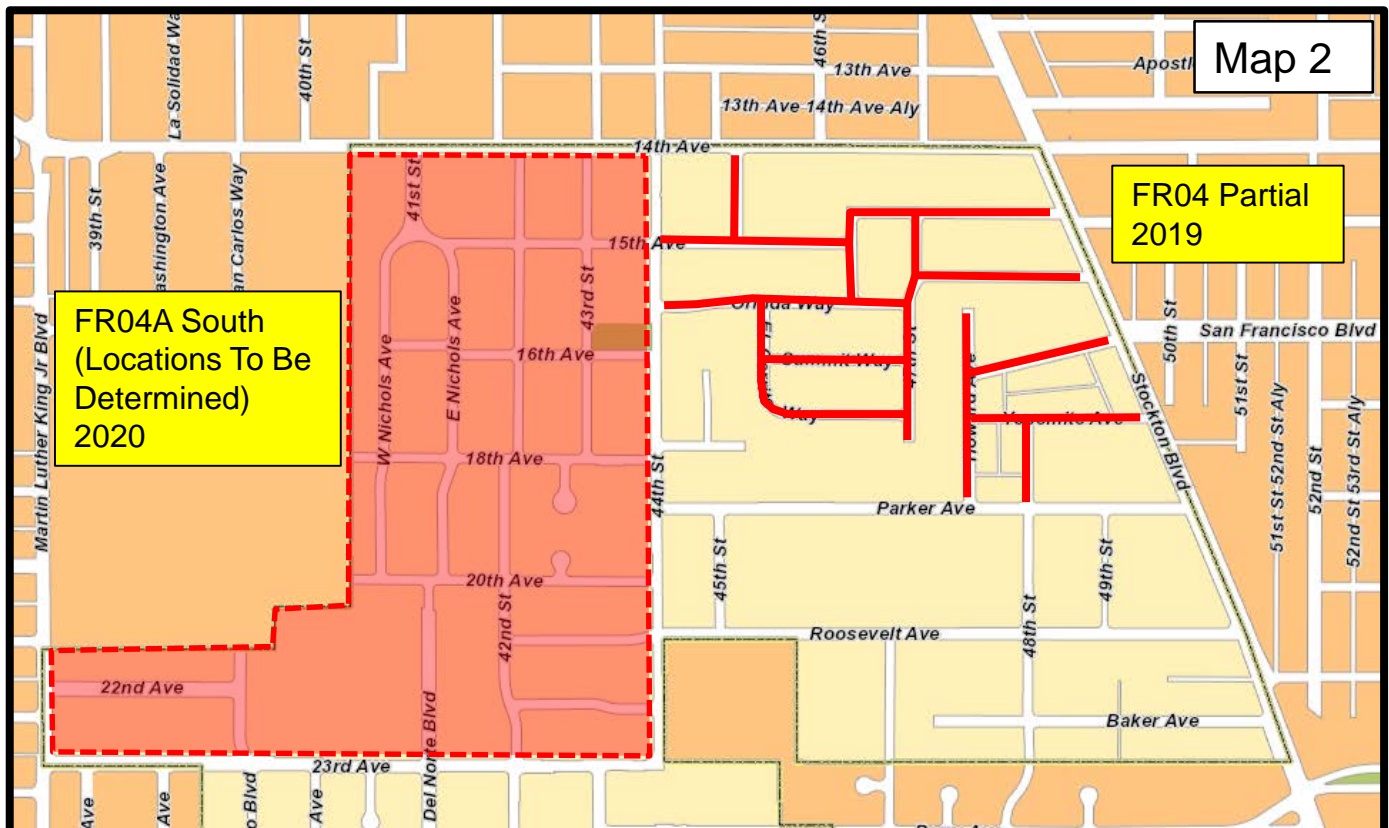
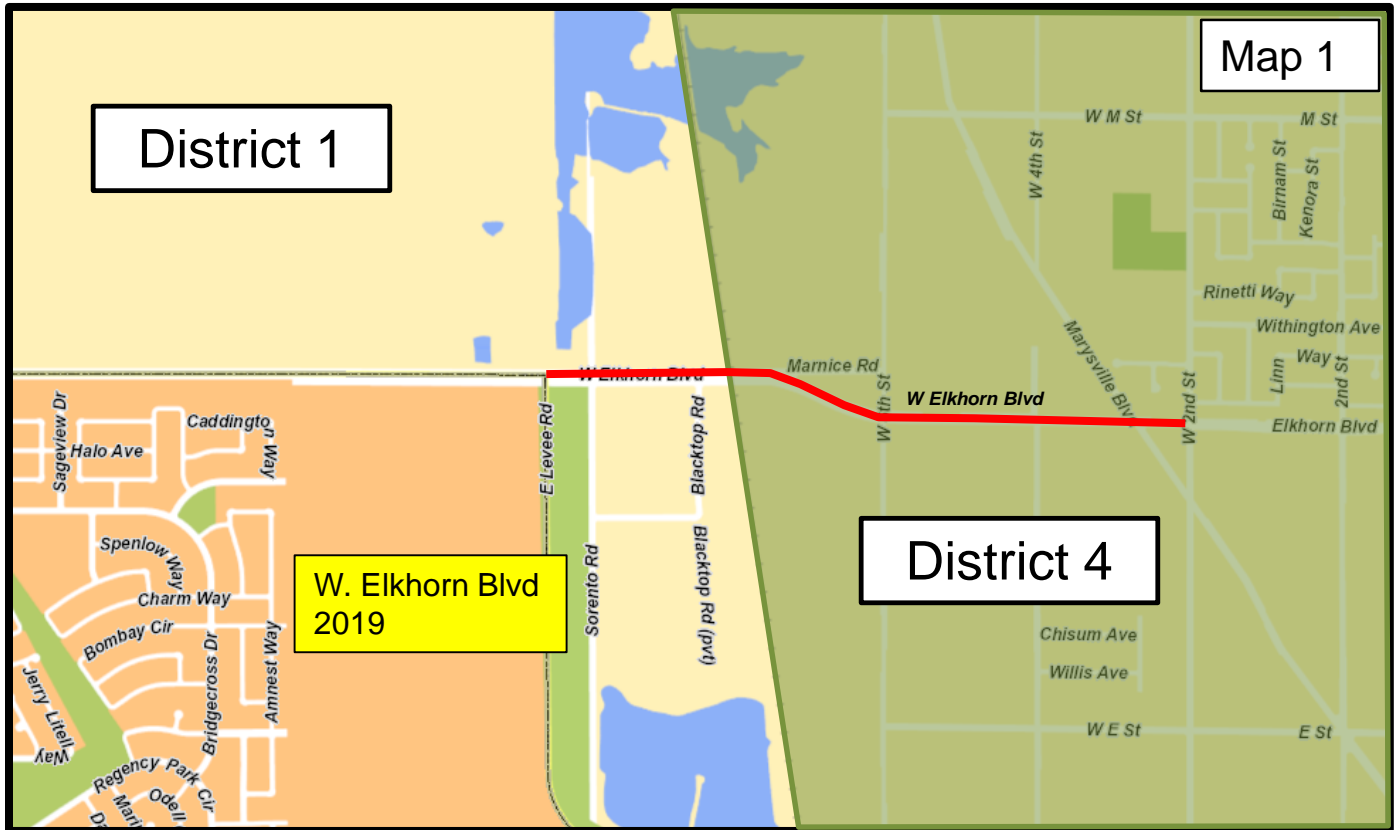
SUPPLEMENTAL MAPS

(Districts 1 through 5)

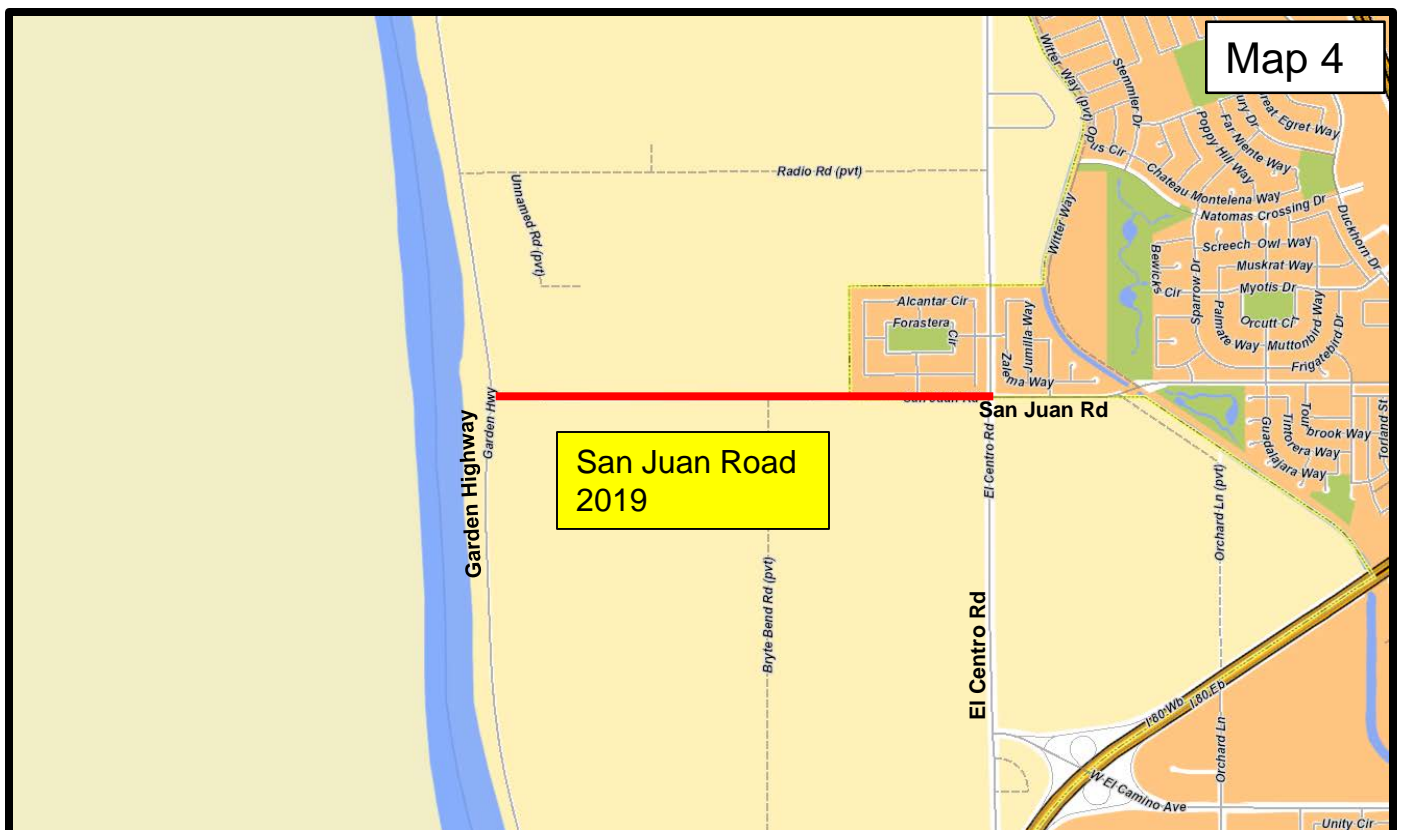
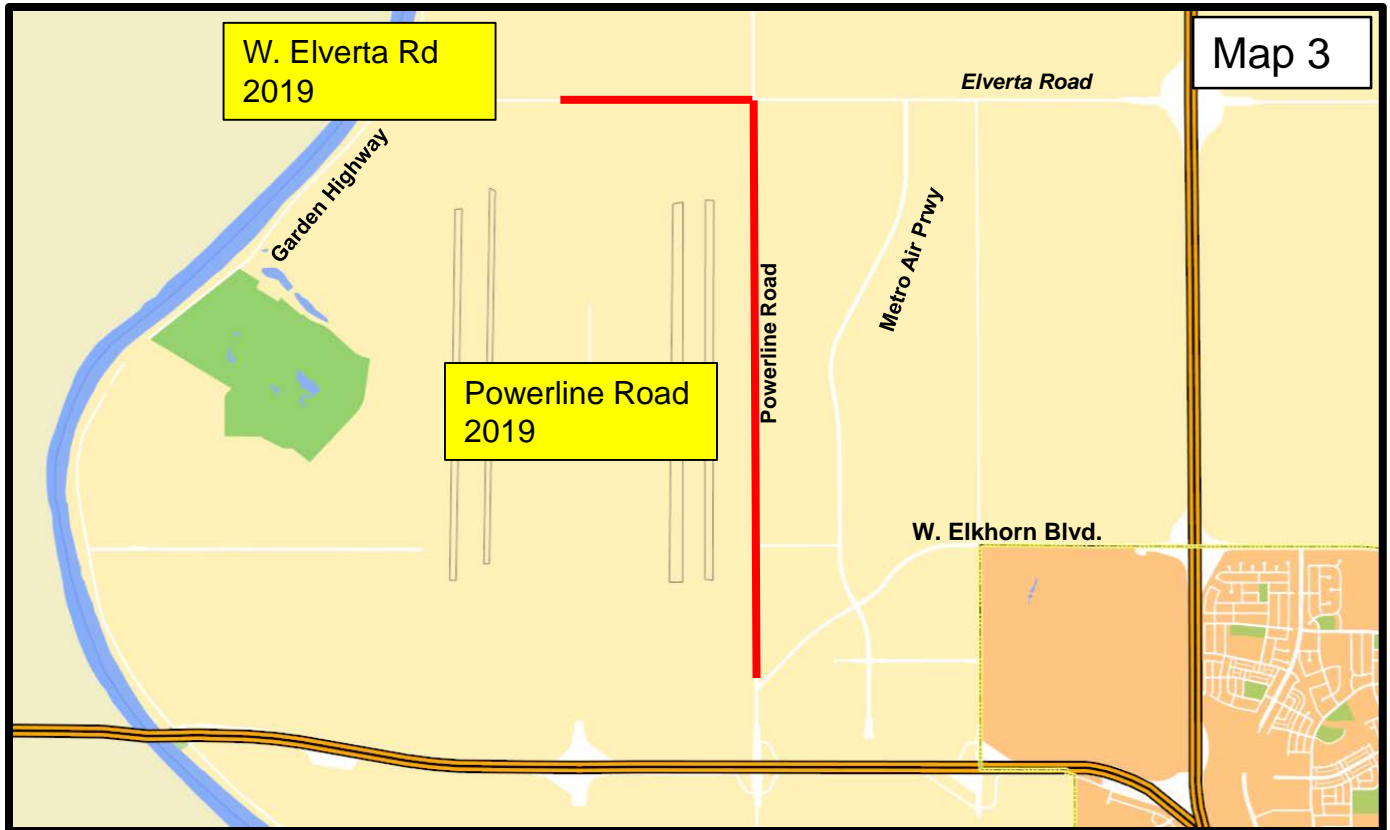
Pavement and Roadside Maintenance

District 1

Pavement Treatment Locations

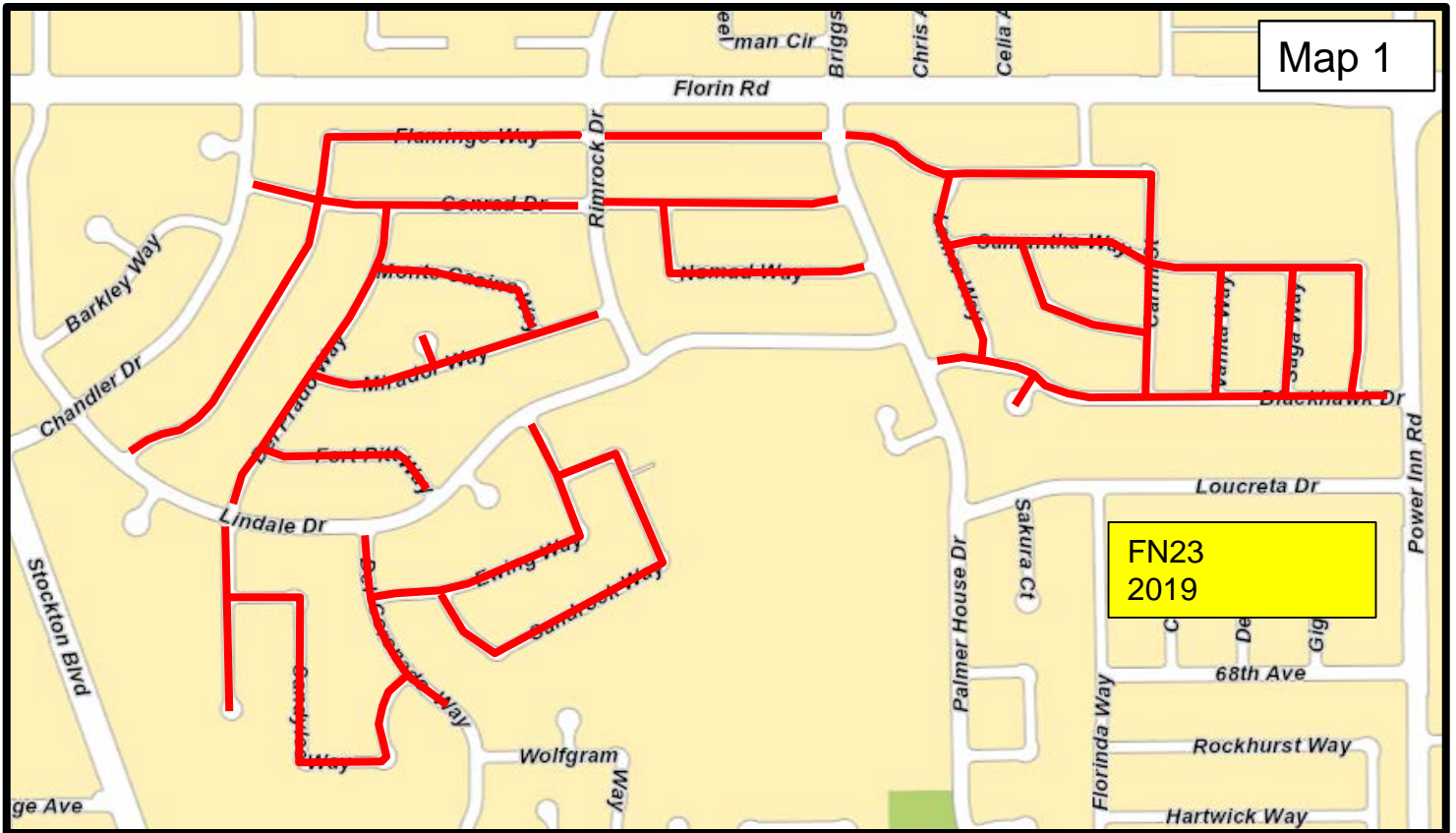


Pavement Treatment Locations

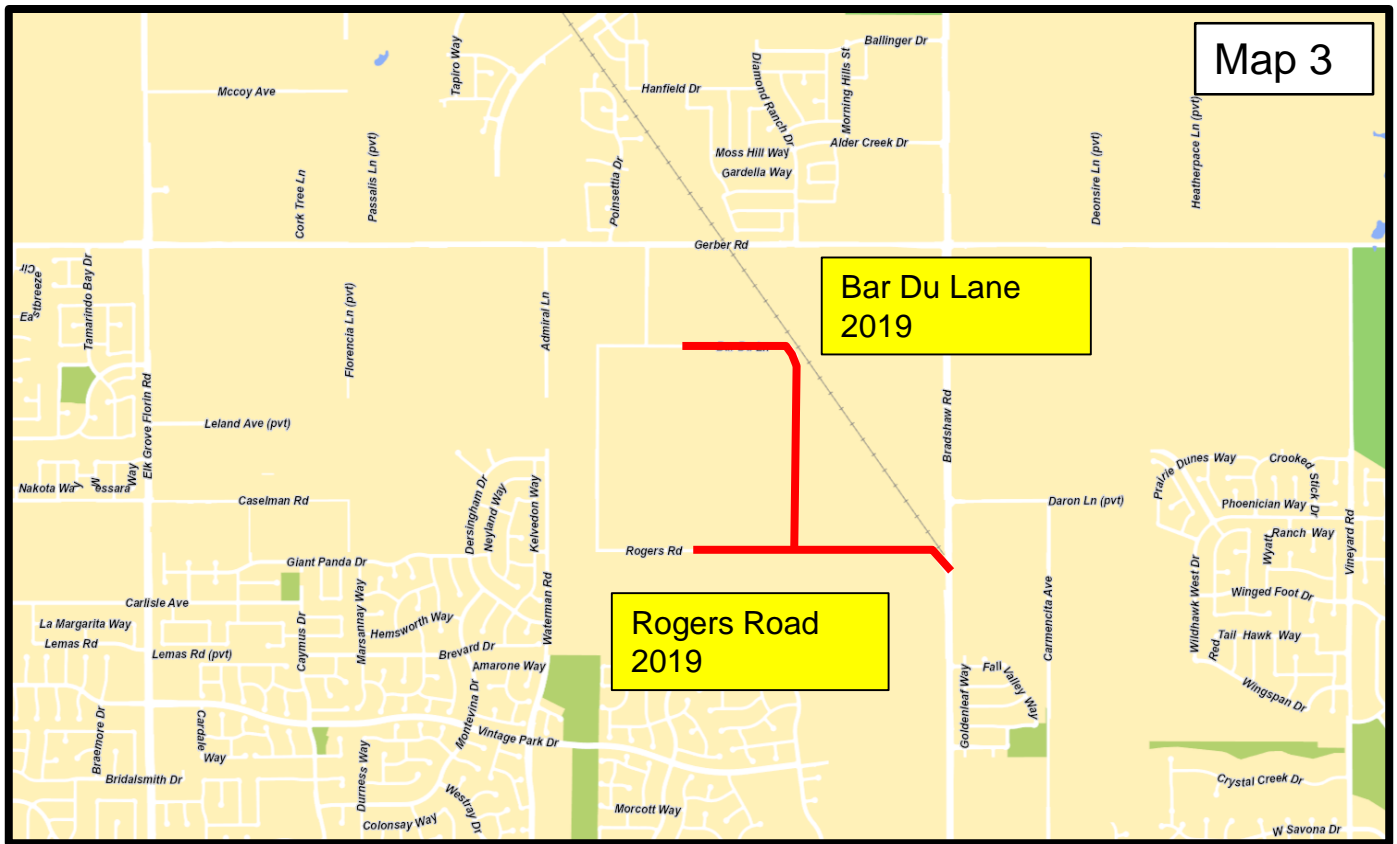


District 2

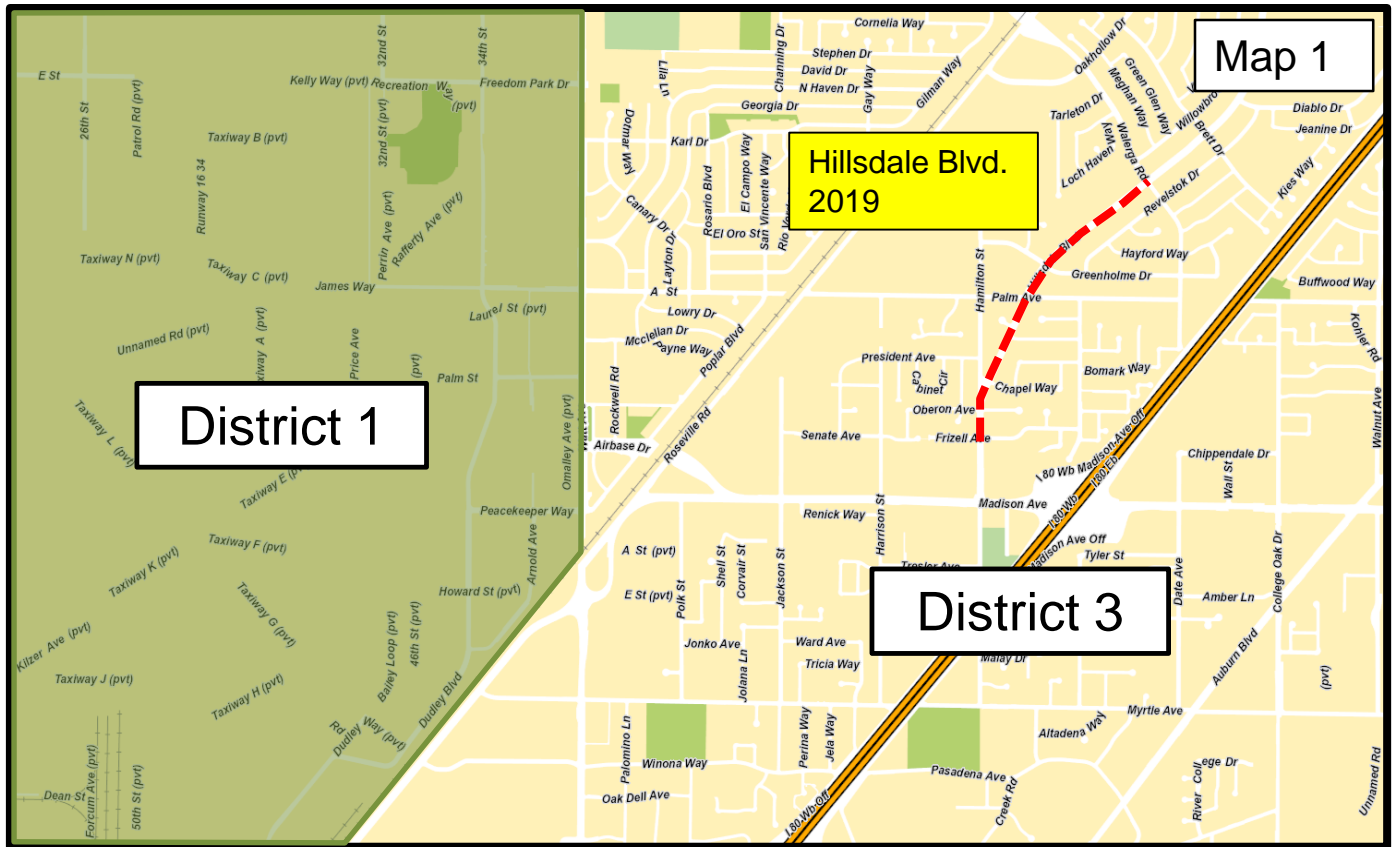
Pavement Treatment Locations



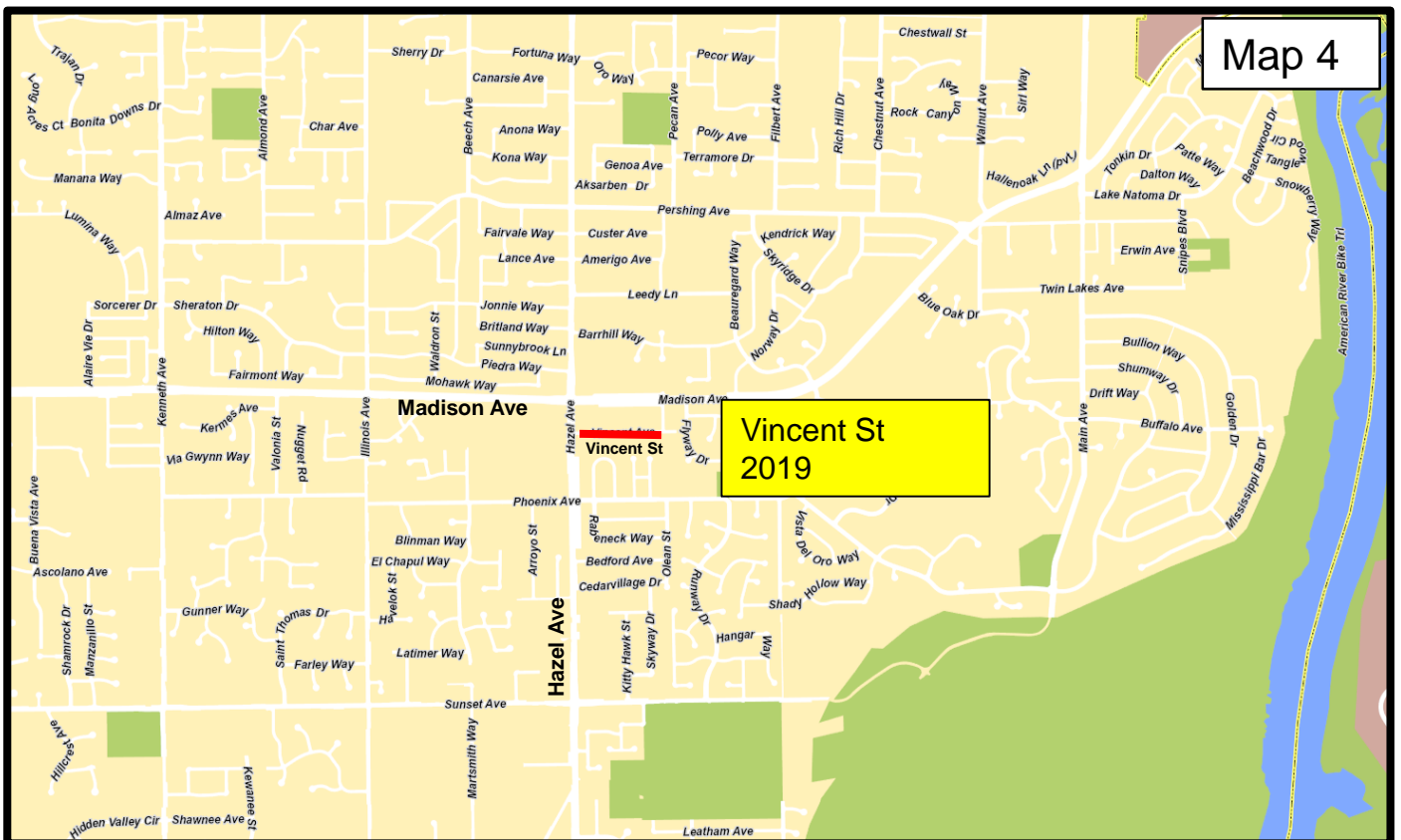
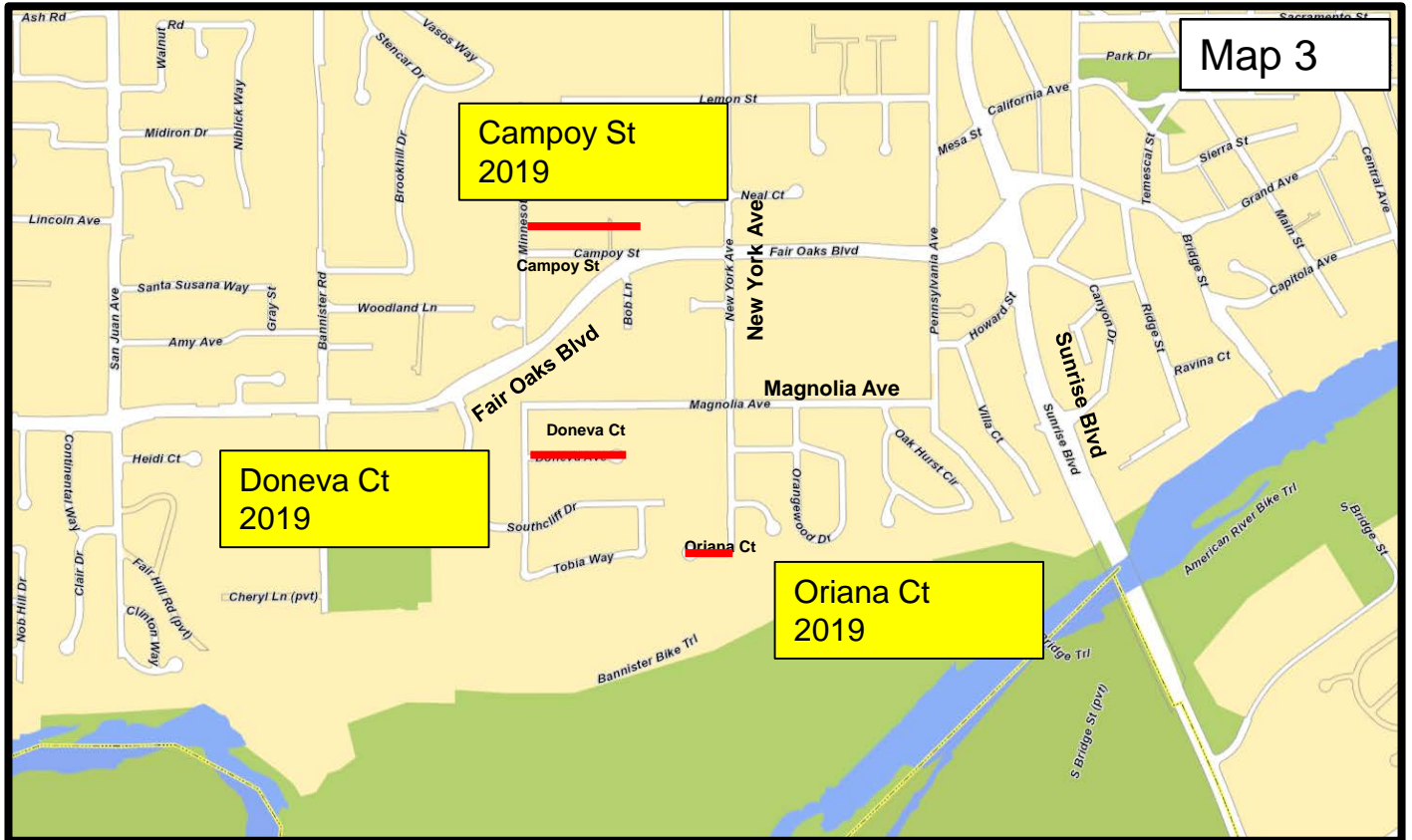
District 2 Pavement Treatment Locations



Pavement Treatment Locations



District 3 Pavement Treatment Locations



District 3

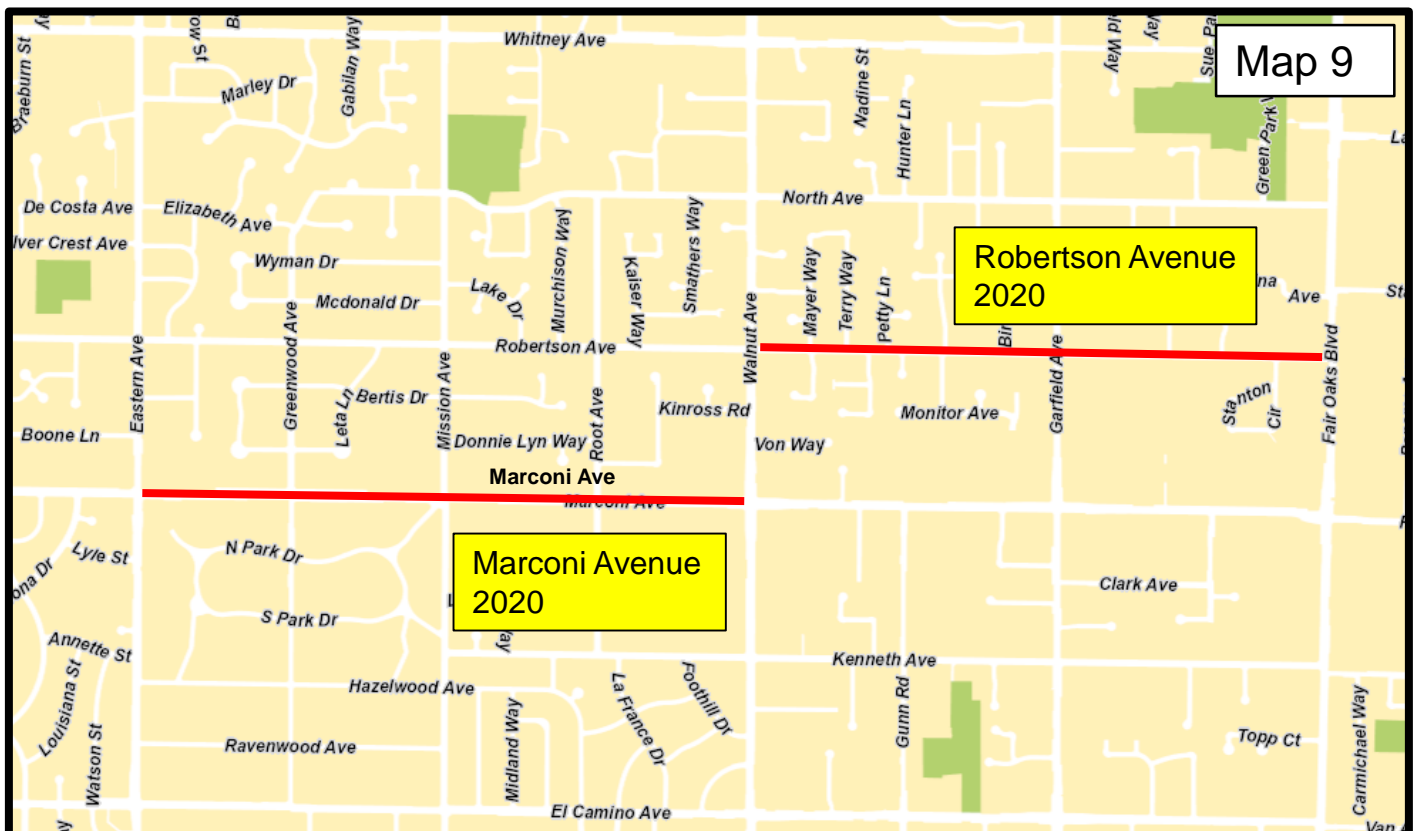
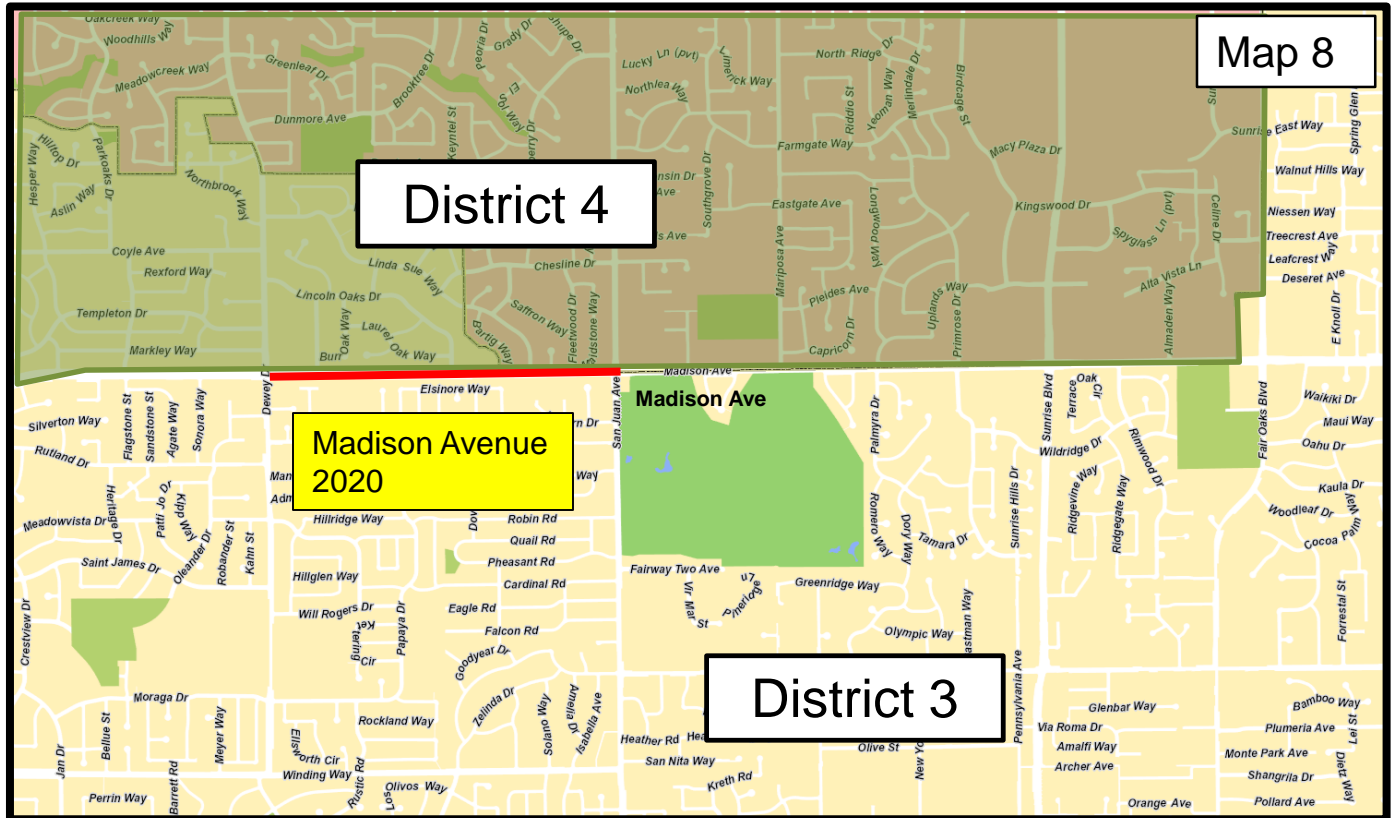
Pavement Treatment Locations



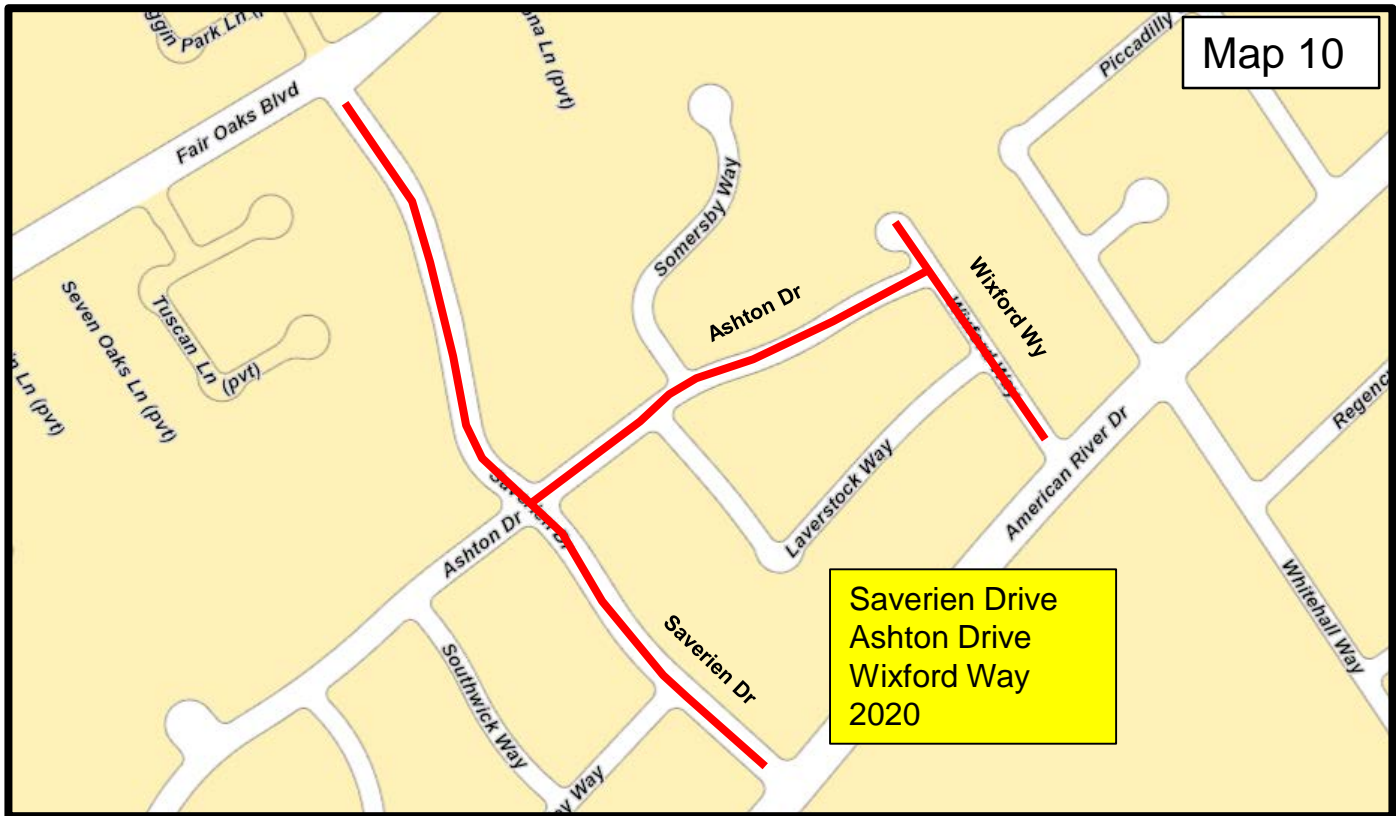
District 3 Pavement Treatment Locations



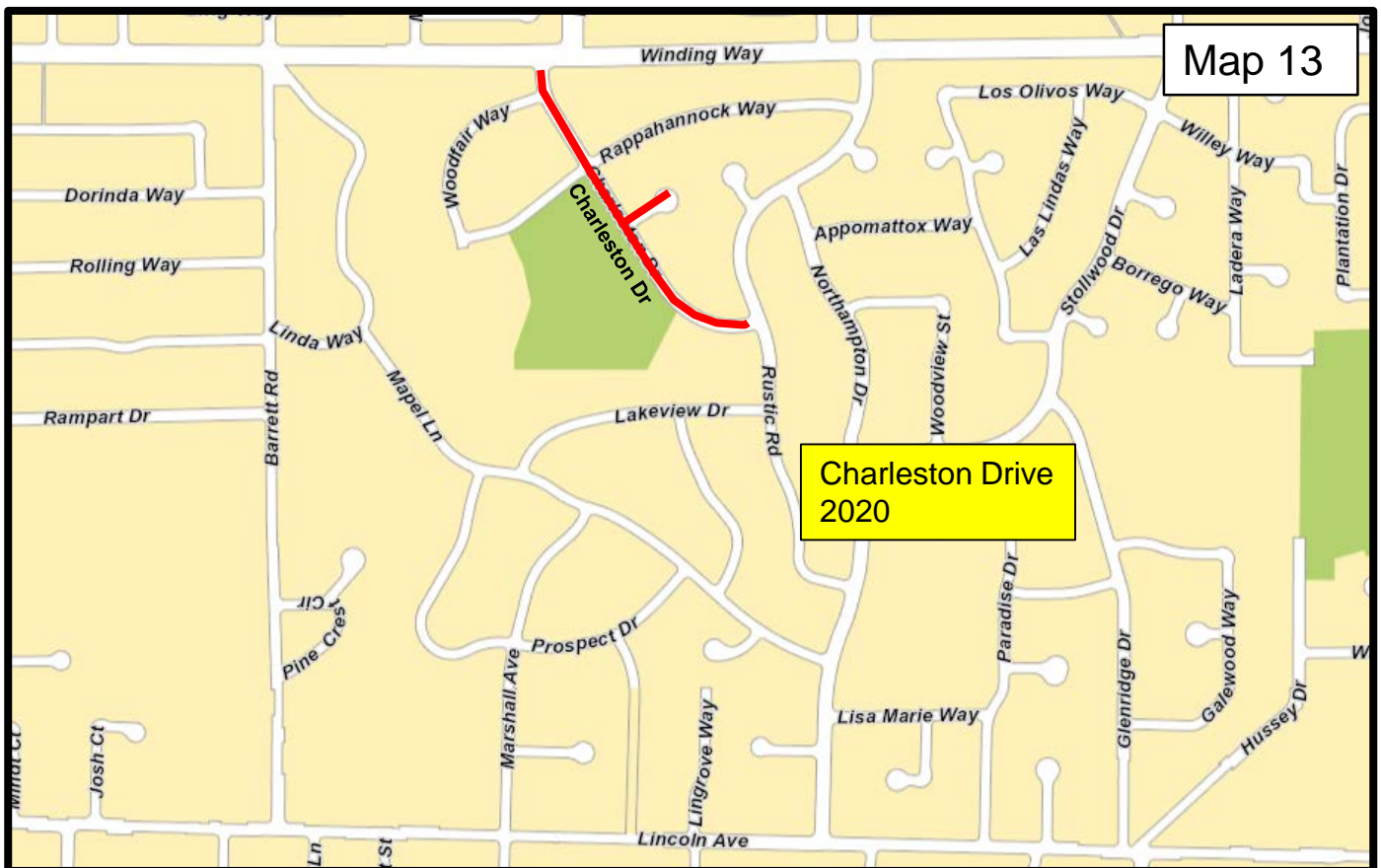
District 3 Pavement Treatment Locations



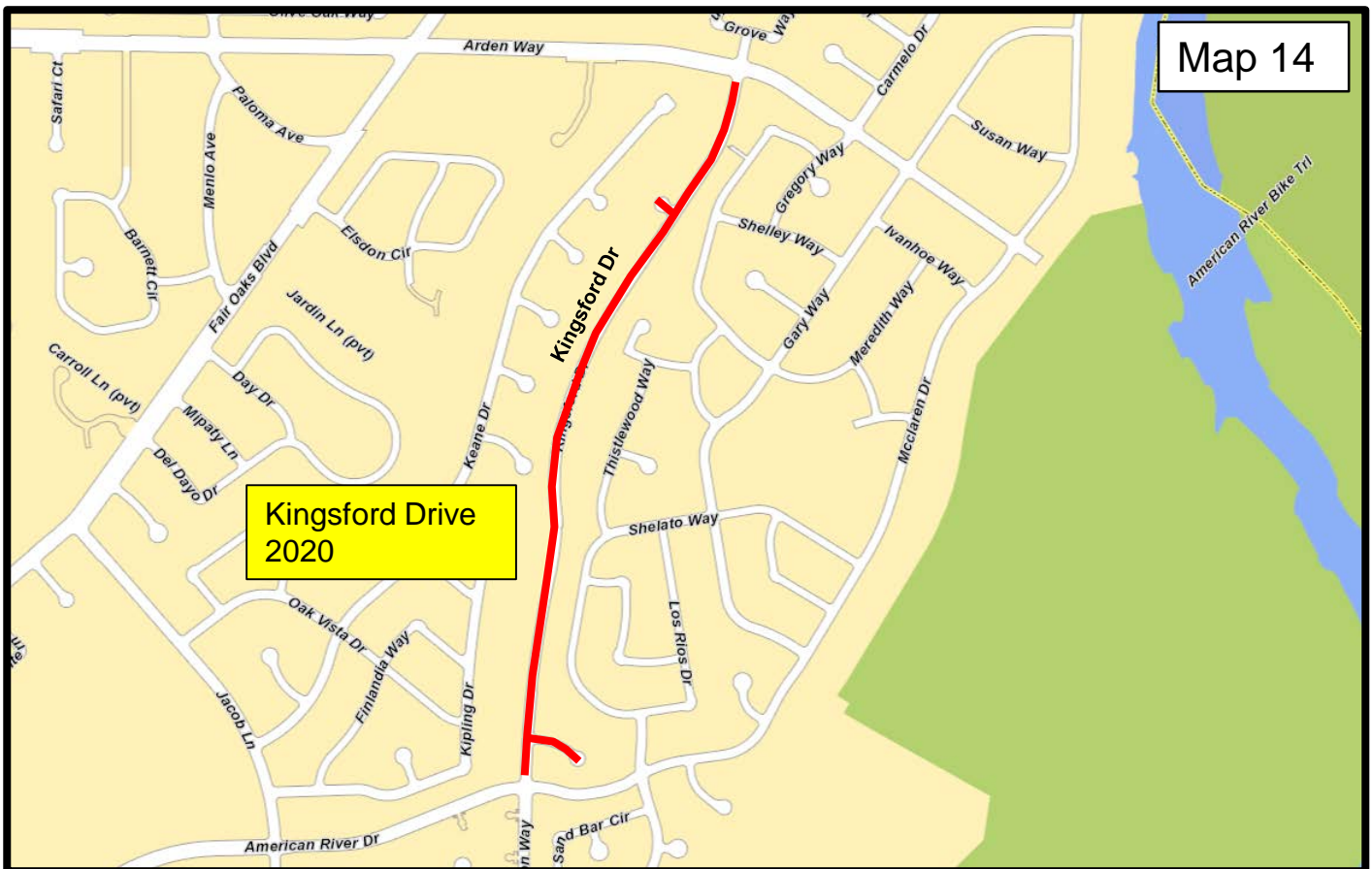
District 3 Pavement Treatment Locations



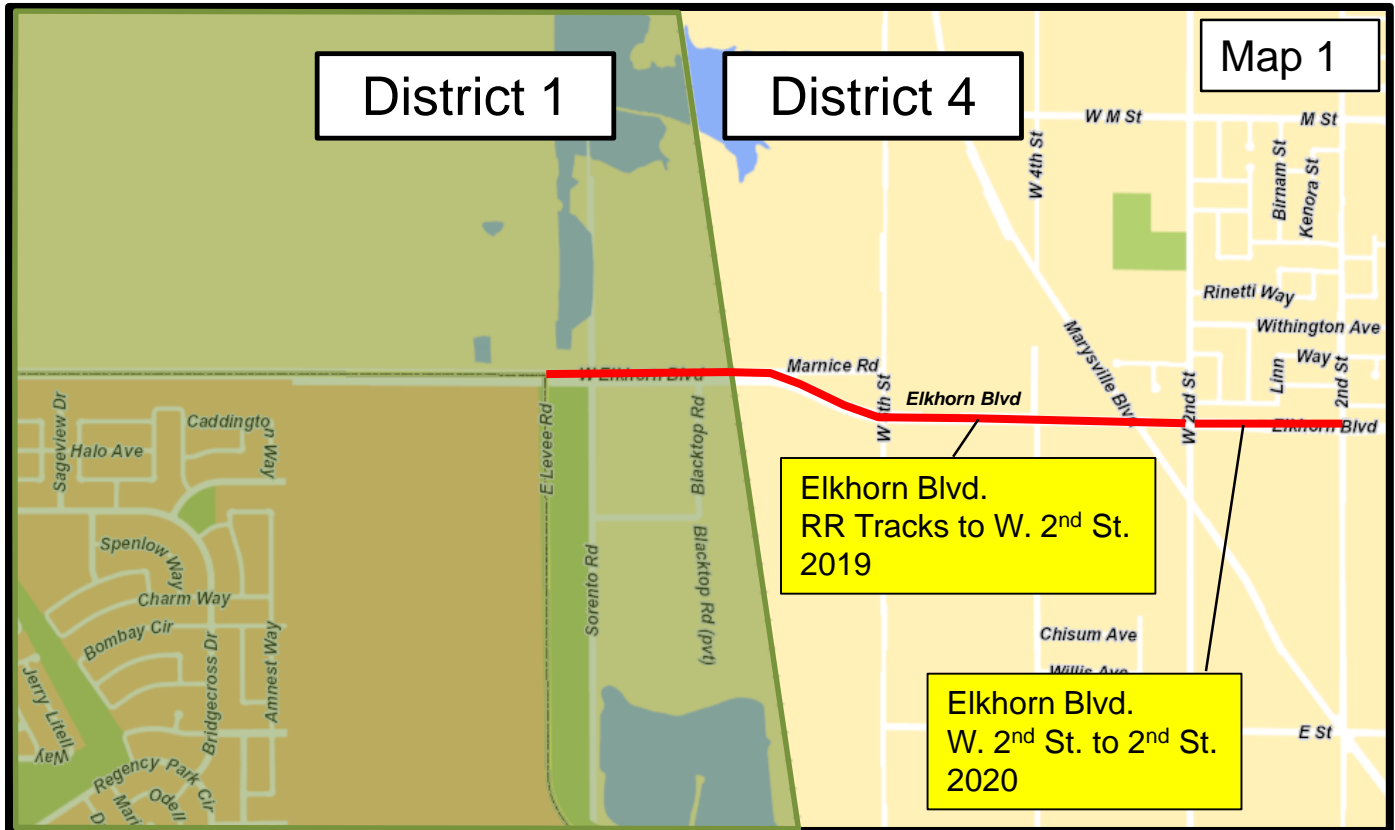
District 3 Pavement Treatment Locations



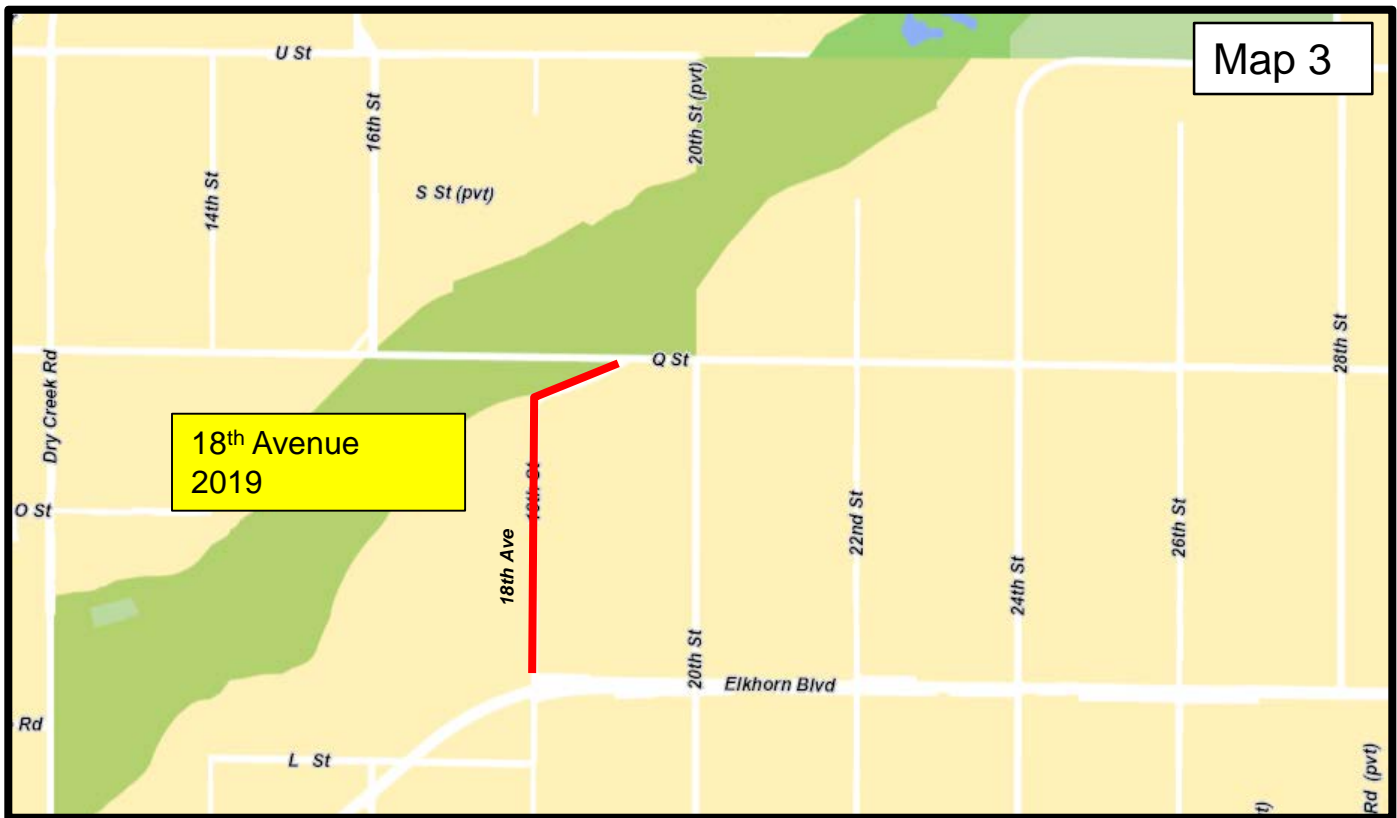
District 3 Pavement Treatment Locations



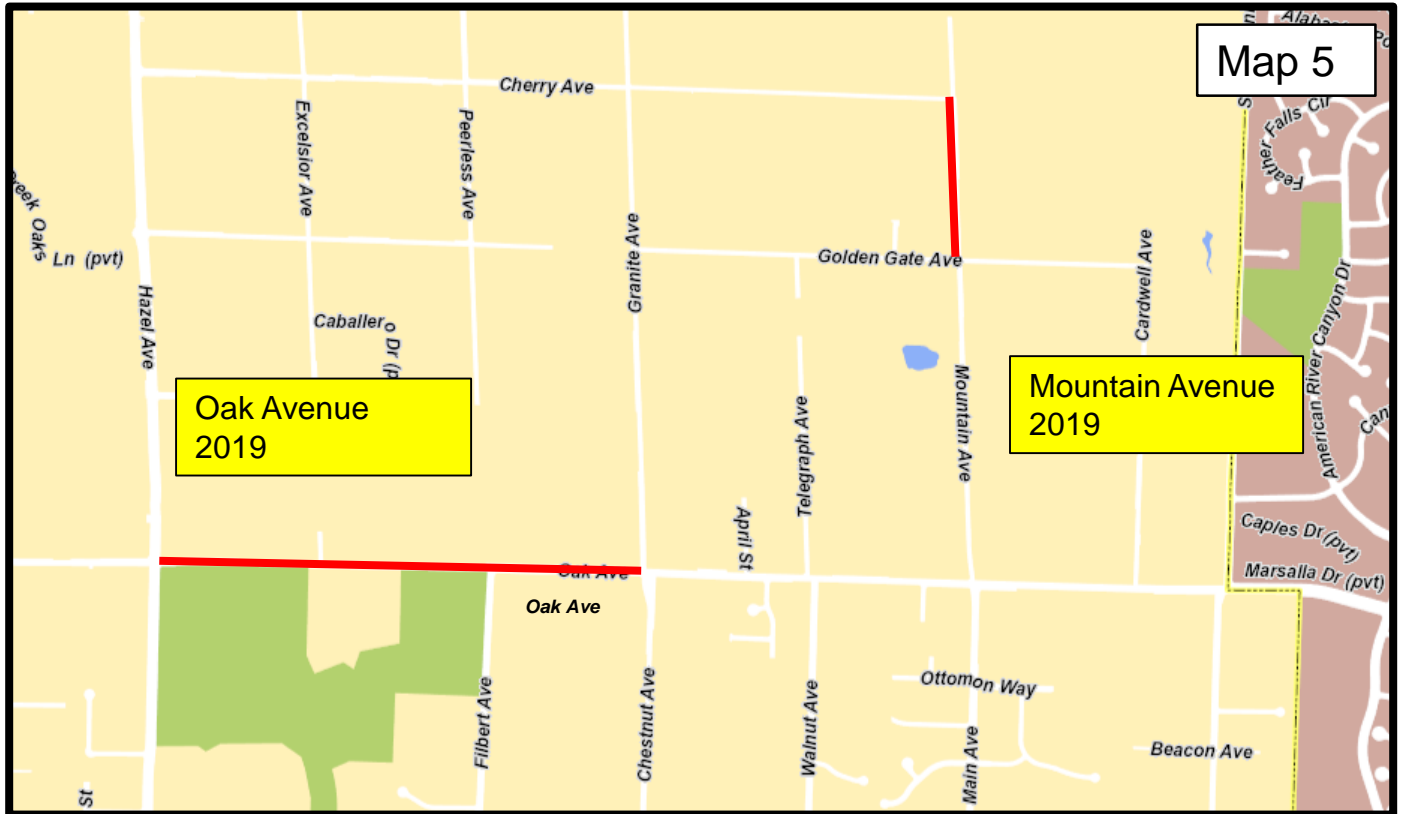
District 4 Pavement Treatment Locations



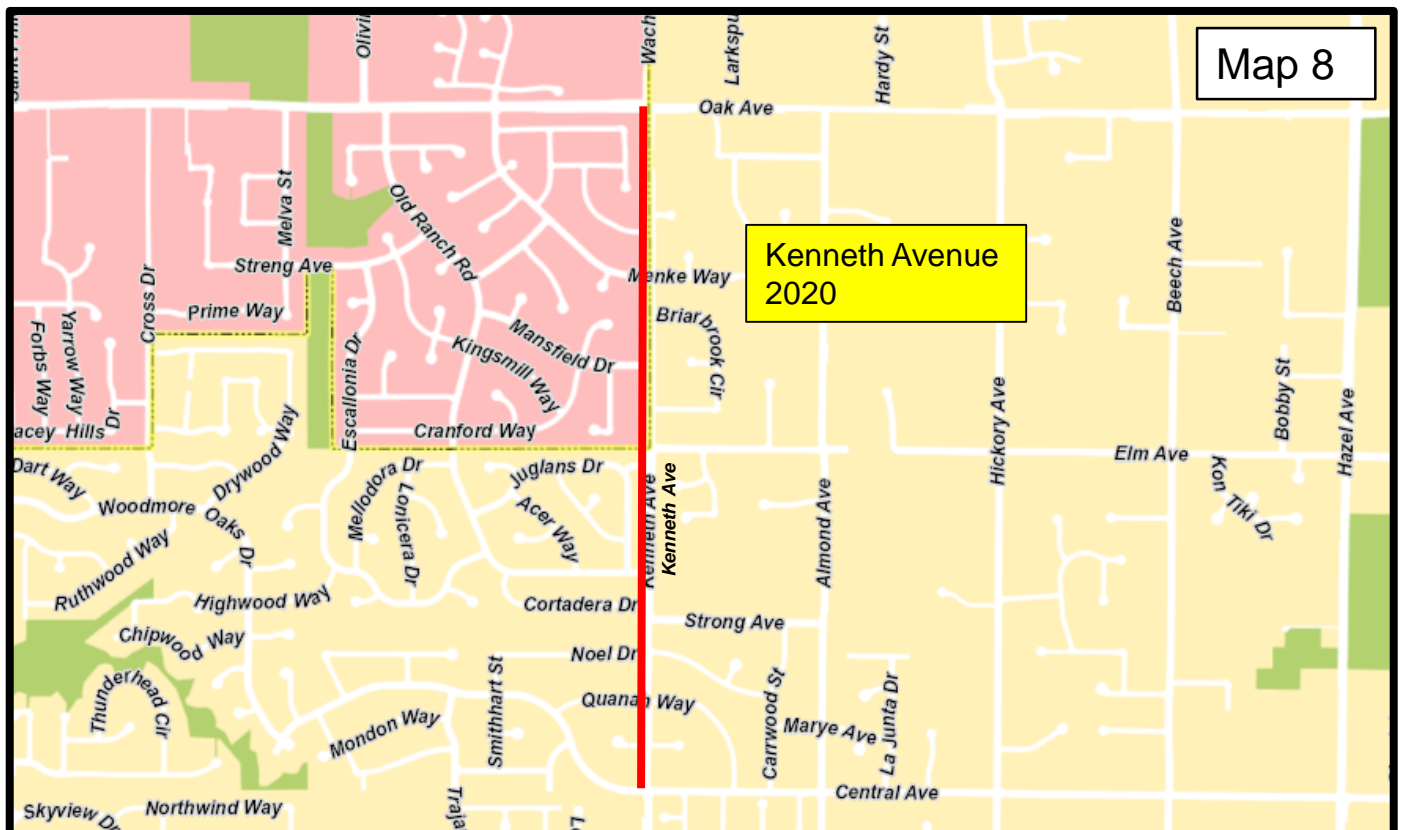
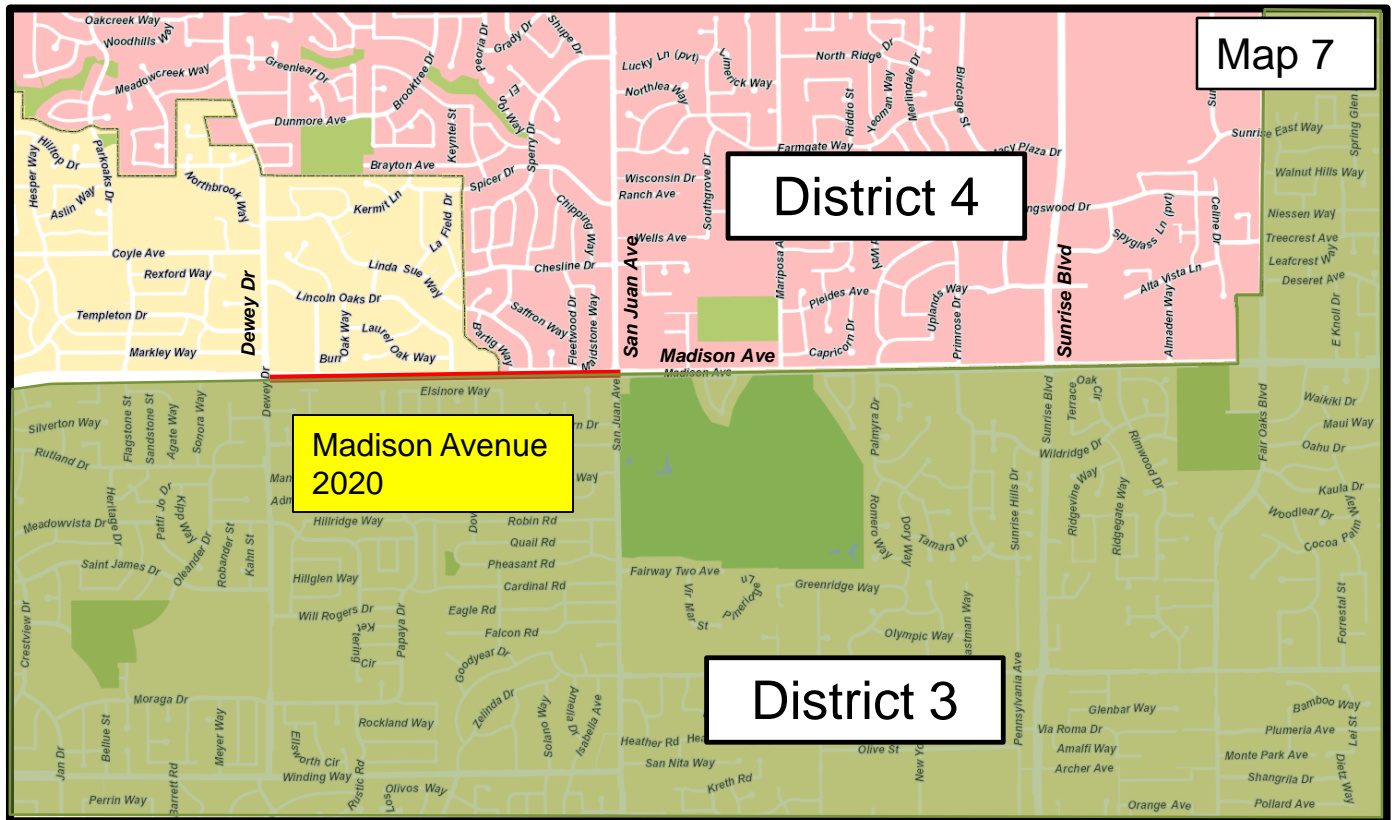
District 4 Pavement Treatment Locations



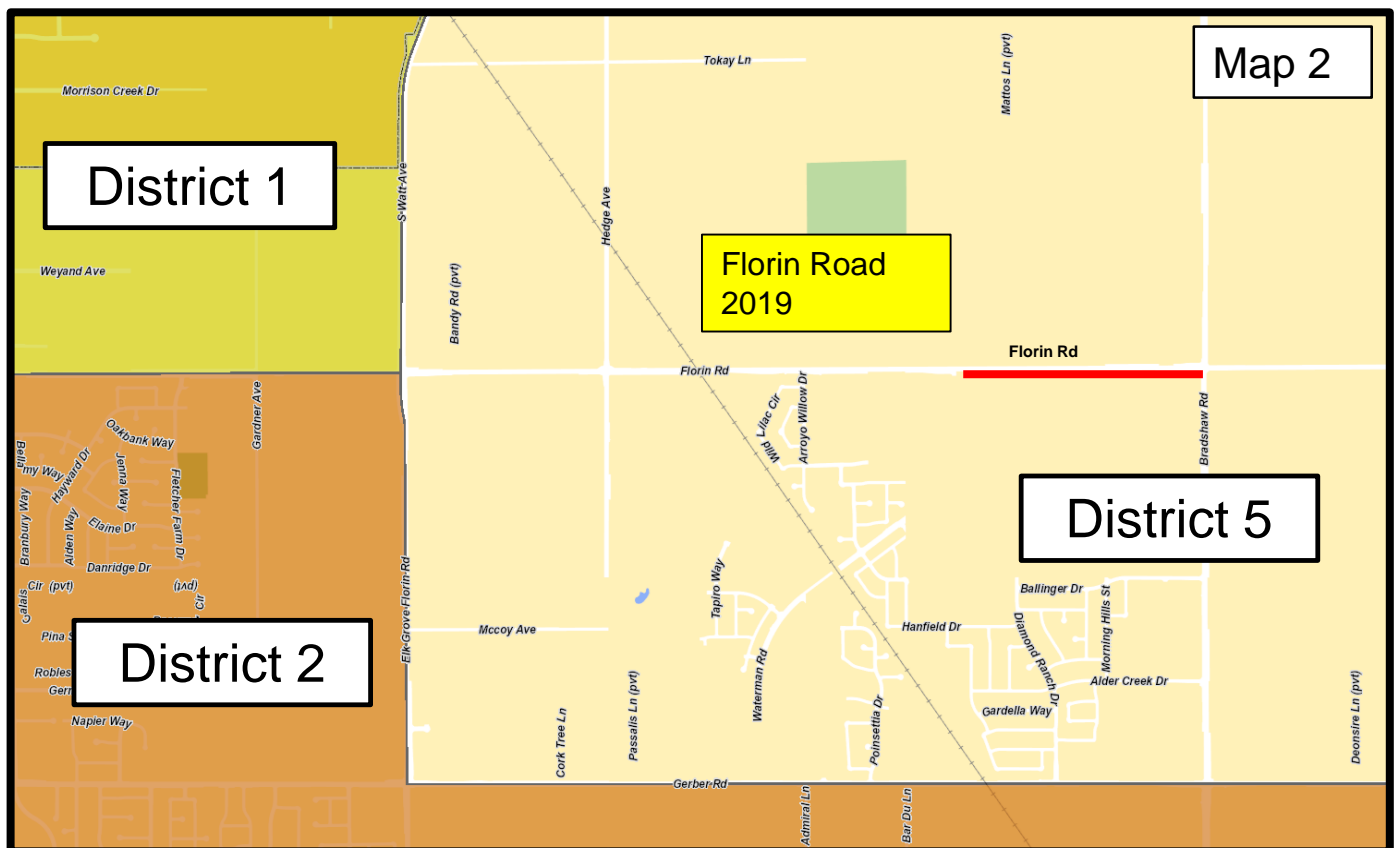
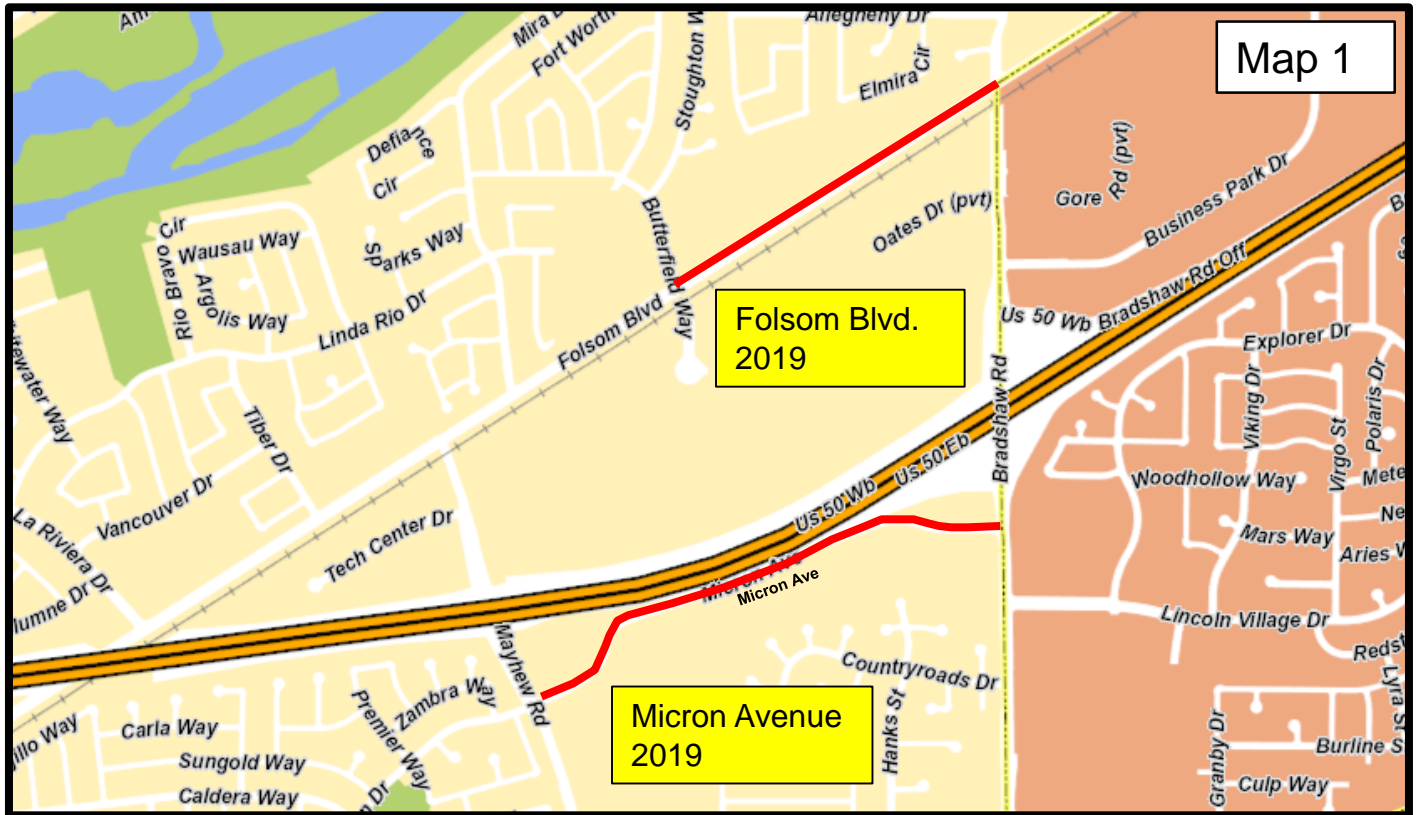
District 4 Pavement Treatment Locations



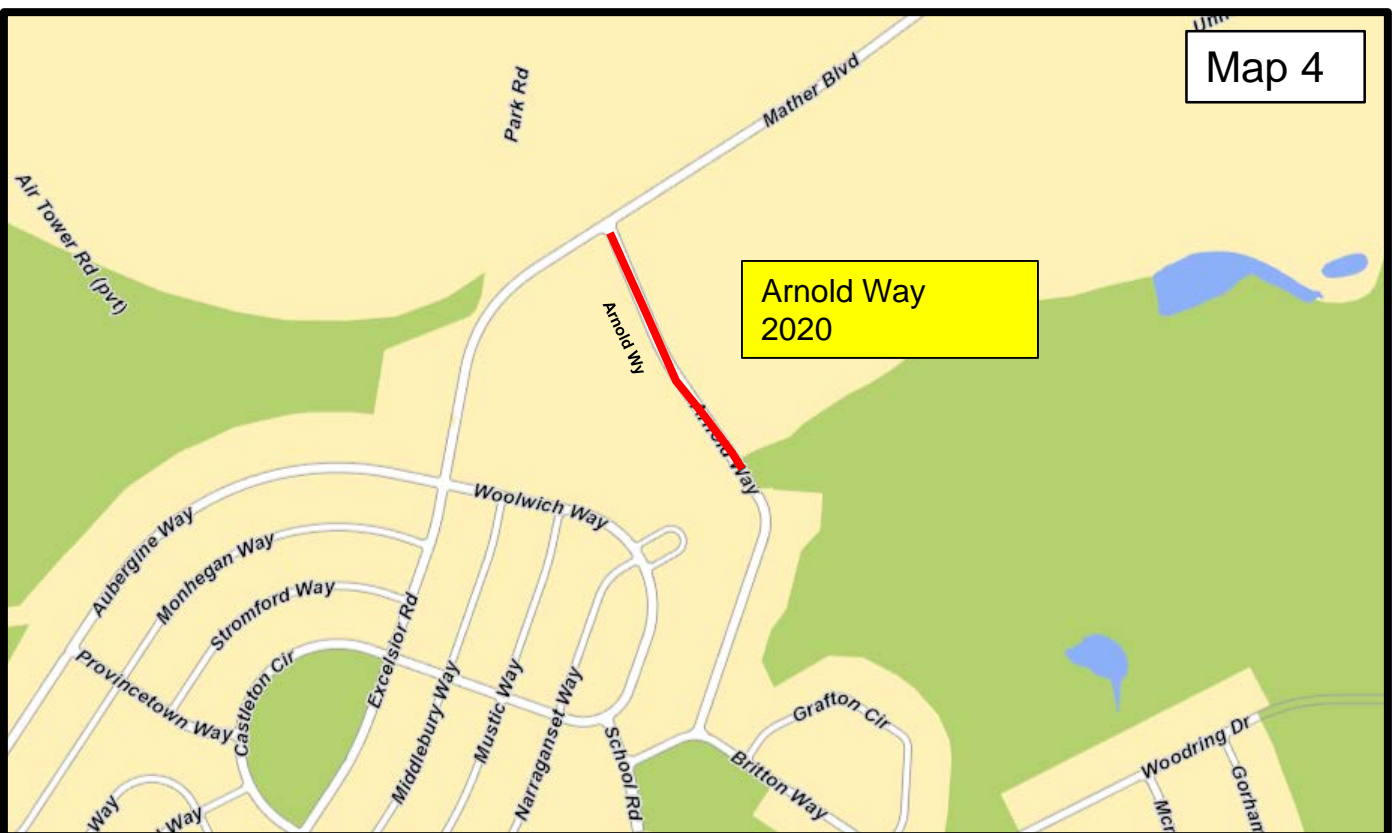
Pavement Treatment Locations



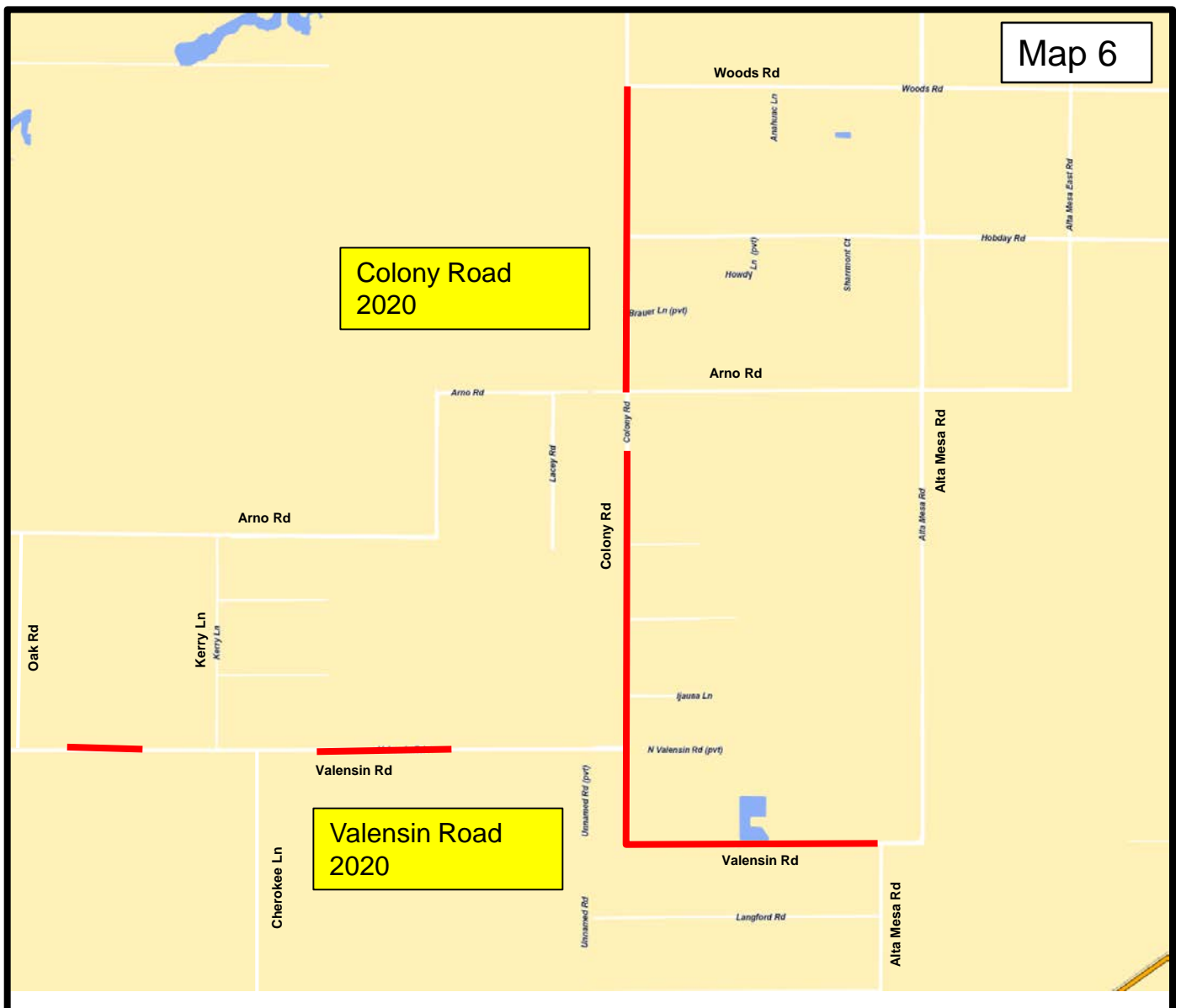
District 5 Pavement Treatment Locations



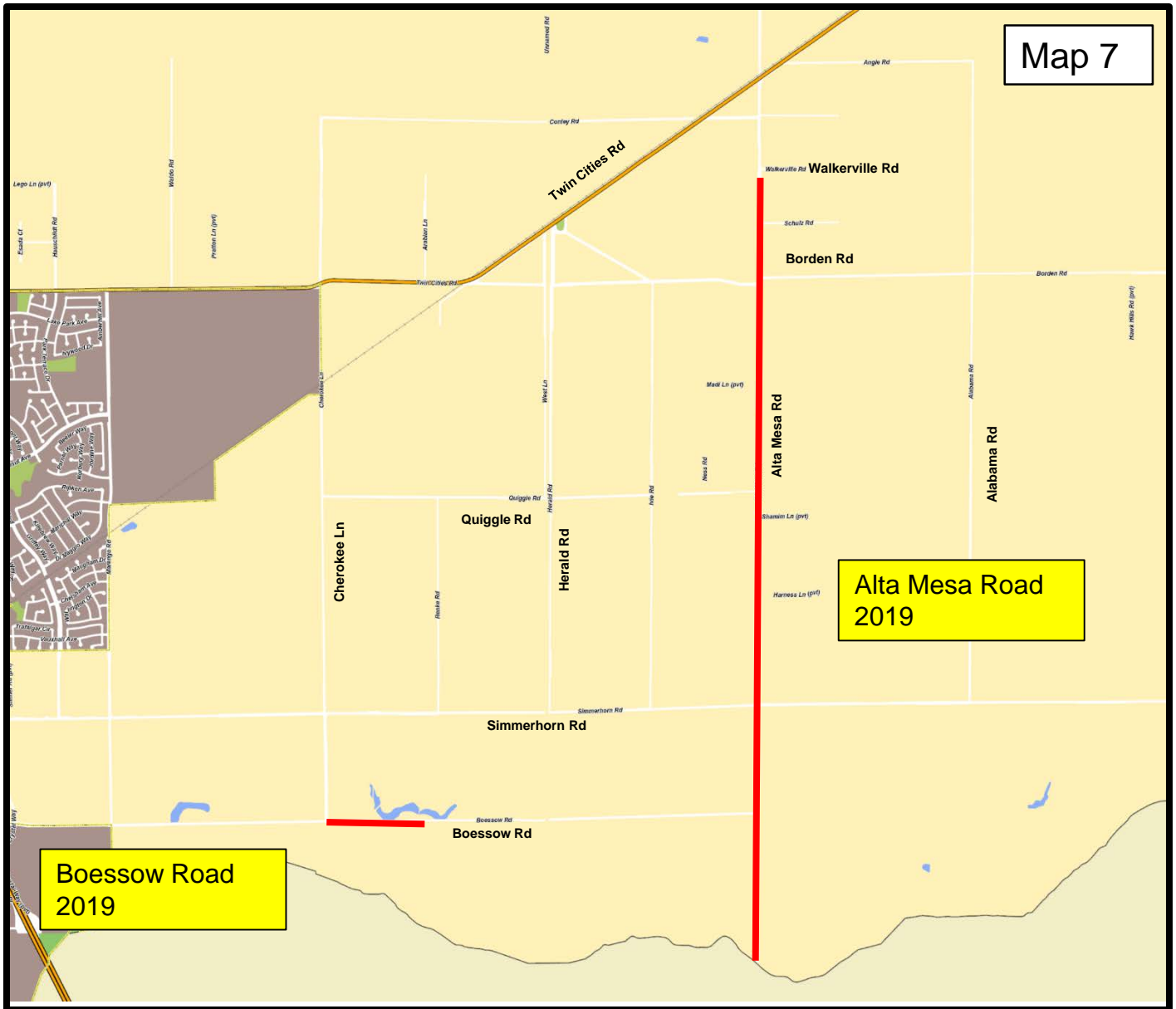
District 5 Pavement Treatment Locations



District 5 Pavement Treatment Locations



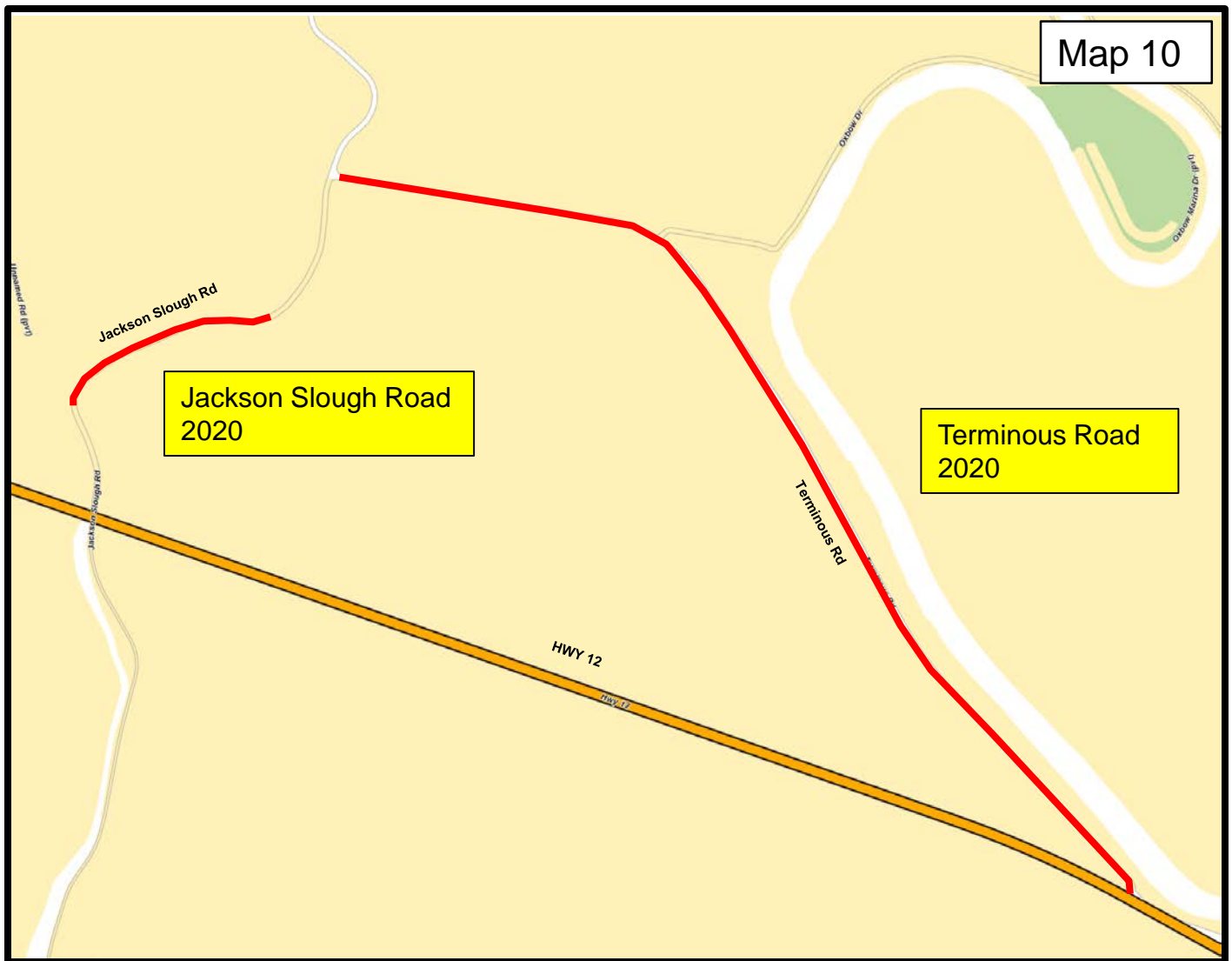
District 5 Pavement Treatment Locations



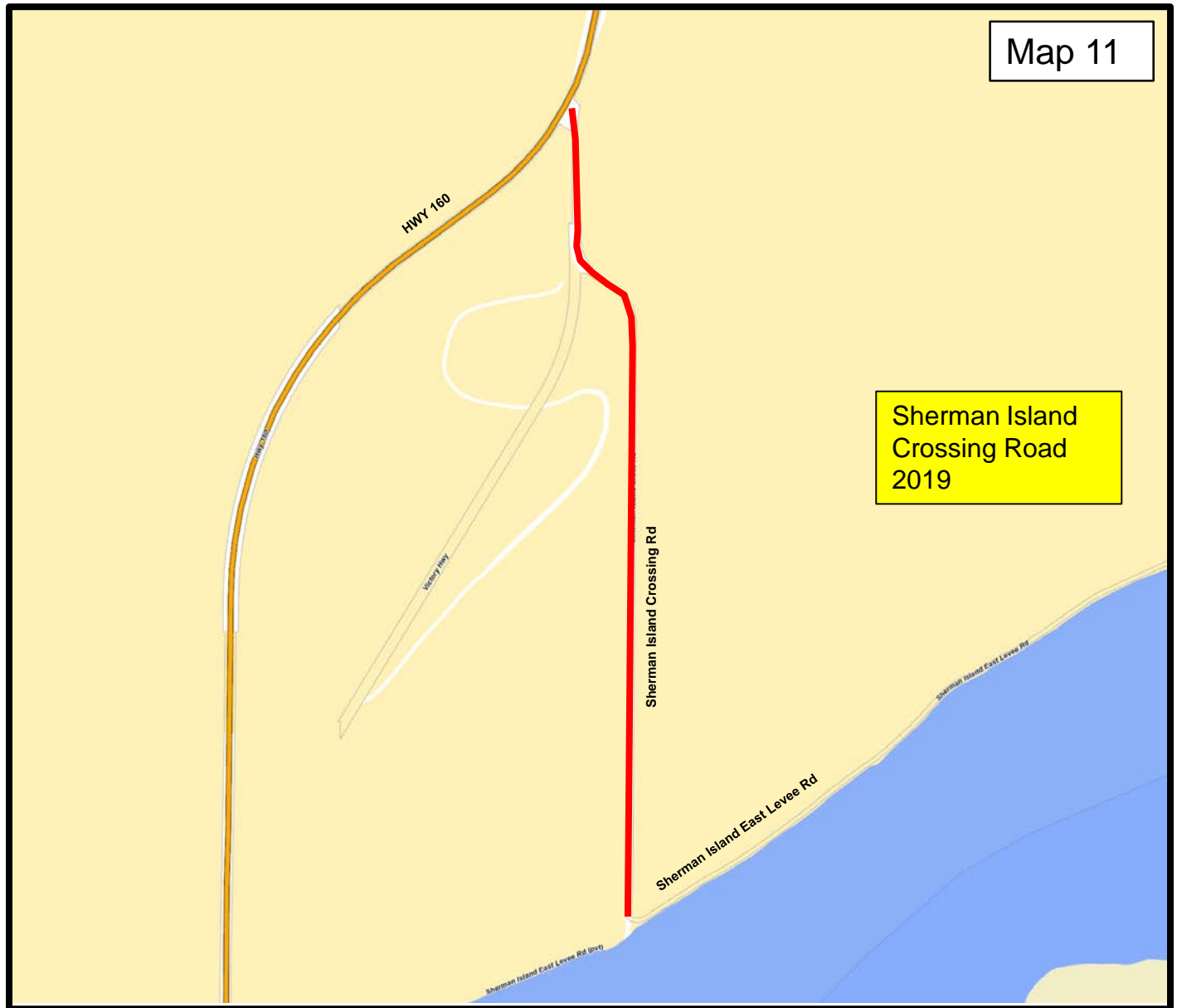
District 5 Pavement Treatment Locations



District 5 Pavement Treatment Locations



District 5 Pavement Treatment Locations





Signals & Street Light Maintenance

SIGNALS & STREET LIGHT MAINTENANCE

Street Light Maintenance Program

❑ *Introduction*

Sacramento County's Street Light program maintains streetlights for motorists and pedestrians utilizing the County's road system. Funding is provided through County Service Area 1 (CSA1) via service charges collected on the annual tax bills of benefiting properties.

Street Light Maintenance	
Item	2018 Inventory
Safety Street Lights	Total 3,765
Zone 1 (Unincorporated County)	
Street Lights	Total 20,229
Zone 1 (Unincorporated County)	

❑ *Goals and Policies*

Goals:

- Maintain the quality of the street light system in the most cost effective and efficient manner
- Maintain a partnership between the County of Sacramento and SMUD
- Continue to implement the Street Light Conversion Project – Upgrading from mercury vapor or high-pressure sodium fixtures to Light Emitting Diodes (LED).
- Research new technologies in lighting to improve reliability and energy efficiency.

Policies:

- Identify street lights in need of repair and maintain them in a safe and functional condition
- Identify street lights and poles in need of painting and place them on the priority list

☐ ***Maintenance Responsibilities***

Street light issues are addressed on a daily basis. Response time for routine problems, typically lamp burn-outs, is from 2 to 4 weeks. Other problems, such as knockdown replacement, construction damage, and stolen copper wire, etc. are prioritized and generally dealt with in the order in which they are reported. Response time for emergency conditions, such as exposed wires, knockdown/damaged poles, etc. is within one hour of notification.

SacDOT is a member of the Underground Service Alert (USA) network for northern California and receives notification of proposed excavation work in the County. County forces research and locate underground street light facilities, such as electrical conduits, prior to digging in order to prevent damage to lighting circuits.

☐ ***FY 19/20 Street Light Activities and Projects:***

Activity	Planned Frequency	Response Time
Street Light Operations	Yearly, as needed	On demand
Street Light Maintenance	Yearly, as needed	On demand

Planned/Preventive Maintenance Activities

Criteria Development and Prioritization

Street light preventive maintenance includes the following activities:

- Prepare the engineer's report and recommend annual service charge rates for street and highway safety light operation and maintenance services
- Locate and mark underground facilities in conjunction with the USA program
- Maintain record drawings of all CSA1 funded street and highway safety light facilities
- Prepare and process maintenance and operations agreements with cities included in CSA1

Responsive Maintenance Activities

Criteria Development and Prioritization

Street light responsive maintenance includes the following activities:

- Investigation and response to lighting service requests
- Review and approve plans for non-standard and decorative street lighting equipment
- Performing USA locating and marking
- Replace lamps, fixtures, photo cells, service cans and light poles
- Repair/replace damaged wiring, conduit and pull boxes
- Make hazardous conditions safe by removing power from exposed wires, or removing damaged poles from the traveled way
- Coordinate with utilities when emergency repairs are needed
- Repair and refurbish of street light fixtures.
- Maintain inventory of parts
- Coordinate with utilities for evaluation of new products
- Evaluate new products or proposed standards and fixtures

Projects

Current Street Light Maintenance Projects

The Department of Transportation has utilized federal Energy Efficiency and Conservation Block Grant funds (EECBG), SMUD energy efficiency incentive funds, and a SMUD energy efficiency loan to remove and replace approximately 11,000 street light fixtures with newer, energy efficient fixtures. The California Energy Commission (CEC) has offered Sacramento County a one-percent interest loan of \$3.0 million to continue the process of upgrading the County maintained street light system. The County will repay the CEC loan on a monthly basis from energy savings. The project will be completed in August, 2017. Once completed, 85% of the County inventory of street lights will have been retrofitted and the County will save 3.8 million kilowatt hours of energy per year.

Traffic Signals Maintenance Program

❑ *Introduction*

Maintaining safe and efficient traffic signal operation is a high priority in the County. The signal maintenance section provides coverage 7 days a week, 24 hours a day to ensure proper operation and timing of traffic signals for motorists, bicyclists, and pedestrians travelling in the County.

Sacramento County's Traffic Signal program maintains and monitors traffic signals operations for motorists, bicyclists, and pedestrians utilizing the County's road system.

Traffic Signal Maintenance	
Item	2018 Inventory
Warning Flashers& Beacons	50
Pedestrian Signals	34
Actuated Signalized Intersections	464
Fire Station Signals	6
Master Controllers for Signal Systems	3
Moveable Bridge Controls and Warning Systems	4

* Does not include inventory data for the City of Rancho Cordova. See City Services.

❑ *Goals and Policies*

Goal:

- Respond to traffic signal malfunctions within one hour of notification.
- Provide the highest level of maintenance identified by Caltrans– level A.

Level A is described as:

Complete serviceability for all controllers and systems (60% of labor time)
Visits to all sites by specialists for inspection and repair (30% of labor time)
Repair of all equipment by qualified shop technicians (10% of labor time)

Policies:

- Identify traffic signals that are not operating as designed and repair as necessary to return them to design functionality.
- Improve operations by identifying traffic signals with changing needs and notify Traffic Operations of the need for timing analysis.
- Check traffic control systems Monday through Friday prior to the morning commute for any malfunctioning signals.

- Perform weekly data backup on traffic signal systems.
- Relamp traffic signals on scheduled basis. Red LEDs are replaced every 5 years; green and yellow LEDs are replaced every 10 years.
- Perform routine maintenance of signals and certify safety monitor semi-annually.
- Provide one-hour maximum response to reported malfunctions to maintain the highest standard of public safety.
- Identify traffic signals and pedestrian signals with faded or peeling paint, and schedule for painting.
- The traffic signal maintenance unit also maintains electrical controls on four moveable bridges in the delta. These controls and traffic warning systems are checked quarterly.

Planned/Preventive Maintenance Activities

Criteria Development and Prioritization

Traffic signal preventive maintenance includes the following activities:

- Check traffic control systems and backup computer data weekly
- Check all traffic control systems prior to the morning commute
- Check bridge controls and warning systems.
- Re-lamp of traffic signals on a scheduled basis.
- Semi-annual routine maintenance and certification of safety monitor.

Responsive Maintenance Activities

Criteria Development and Prioritization

Traffic signal responsive maintenance includes the following:

- Replace knocked down controller cabinets or signal poles, making operation safe until replacement can be made
- Repair/replace malfunctioning traffic signal equipment
- Replace defective lamps LED modules
- Responding to damaged conduits, loops, wiring or other facilities
- Timing calls and system operations evaluations for special conditions
- Bridge control, warning system, and lighting maintenance



Signs & Markings Maintenance

SIGNS & MARKING MAINTENANCE

Signs and Markings Maintenance

❑ *Introduction:*

Sacramento County's Signs and Marking program maintains signs, striping, and legends for motorists and pedestrians utilizing the County's road system.

Signs and Striping Maintenance	
Item	2018 Inventory
Traffic Signs	101,601
Traffic Legends	22,900
Striping	2,400 line miles
Pavement Markers	2,100 miles
Bikeways	210 miles

❑ *Goals and Policies*

Goal: Maintain the quality of the County of Sacramento's sign, striping, and marking system.

Policies:

- Identify signs, striping, and markings in need of repair and maintain them in a safe and functional condition.
 - Repaint striping every 18 months.
 - Repaint legends bi-annually at schools and 2 and 3 year rotation at other locations.
 - Stop, Yield and Rail Road Signs are replaced every 10 years and all other signs are maintained as needed.
 - Markers are replaced as needed.

☐ ***Project Selection Process***

- Determine Eligibility

Sign replacement is prioritized as follows:

- Regulatory/Warning Signs
- Guide Signs

☐ ***FY 2019/2020 Signs and Marking Activities and Projects:***

Activity	Planned Frequency	Response Time
Sign Maintenance	Stop, Yield and Rail Road Signs are replaced every 10 years and all other signs are maintained as needed.	As needed
Longitudinal Markings	Bi-annually	As needed
Transverse Traffic Markings	2 and 3 year rotation	As needed

Planned/Preventive Maintenance Activities

Sign and Striping Preventive Maintenance is divided into three sections: Traffic Signs, Longitudinal Markings, and Transverse Markings. The activities included in these sections follow:

1) Traffic Signs:

- Replacement of all regulatory, warning, and guide and special signs to be determined by reflectivity life.
- Installation of new signs.
- Maintenance of RT signs upon request.
- Sign Fabrication.
- Type II barricade maintenance and raised traffic bars.
- Care About Neighborhood aka: CAN Program.
- Traffic Sign Inventory Maintenance.
- Barricade and DOT Construction Signs.

2) Longitudinal Markings:

- Maintain traffic lane lines, edge lines, bike lane striping, and thermo-plastic/cold-plastic markings.
- Chip Seal, Slurry Seal and A.C. Overlay: Layout temporary and replace permanent delineation.
- Maintenance of guide markers, culvert markers, object markers, and pavement markers.
- Striping Grinding and Removal.
- Striping Inventory.

3) Transverse Traffic Markings:

- Thermo Plastic legend maintenance.
- Painted legends maintenance.
- Chip Seal, Slurry Seal and A.C. Overlay: Layout and replace paint and thermo-plastic/cold plastic legends.
- Curb Painting.
- Legend Inventory
- Legend Grinding and Removal

Responsive Maintenance Activities

Sign and Striping Response Maintenance is divided into three sections: Traffic Signs, Longitudinal Markings, and Transverse Markings. The activities included in these sections follow:

1) Traffic Signs:

- Replacement of all regulatory, warning, and guide signs.
- Installation of new signs.
- Installation of RT signs – upon request
- Sign fabrication.
- Type II barricade maintenance and raised traffic bars.
- Care About Neighborhood aka: CAN Program.
- Sign Inventory Maintenance.
- Emergency Road Closures and Barricades.
- Emergency Sign Response

2) Longitudinal Markings:

- Install and maintain traffic lane lines, edge lines, bike lane striping, and thermo-plastic/cold-plastic markings.
- Chip Seal, Slurry Seal and A.C. Overlay: Layout temporary and replace permanent delineation.
- Installation and maintenance of guide markers, culvert markers, object markers, and pavement markers.
- Striping Grinding and Removal.
- Striping Inventory.

3) Transverse Traffic Markings:

- Install and maintain thermo-plastic legends
- Install and maintain painted legends
- Install and maintain curb painting.
- Legend Inventory.
- Legend Grinding and Removal

❑ ***Visual Blight Program***

❑ ***Introduction:***

Visual Blight includes litter (e.g., discarded papers, cups, wrappers, etc.), debris that falls from trucks and trailers headed to the landfill, illegally dumped trash, graffiti (on sound walls, bridge abutments, signs, etc) and various illegal-advertising signs. Visual Blight is addressed by Department of Transportation (DOT) crews, Adopt-a-Street Program, Sheriff's Work Release Program, Juveniles Probation Work Project, and the Department of Waste Management and Recycling. The DOT Highways and Bridges coordinates litter collection utilizing internal crews, Adult and Juvenile probation work programs, and the Adopt-a-Street program. The Section is also responsible for abating illegally dumped hazardous materials such as cans of paint or drums of chemicals. The Traffic Signs and Markings Section is also responsible for the removal of graffiti and illegal signs in the county right-of-ways.

Illegal dumping in the public right-of-way has been a long-standing problem countywide for some time. The Department of Waste Management and Recycling (DWMR) and DOT implemented programs to quickly respond to illegal dumping in the right-of-way. These groups will respond to street dumping within 24 hours if there is a health and safety threat, and within five working days for non-emergency illegal dumping reports.

The consolidation of the two departments' programs has provided for a greater concentration of resources on the problem by improving the efficiency of the reporting, administration, tracking, and actual collection of the illegally dumped materials by dedicated crews. The efforts have improved customer service and response to illegal dumping in the right-a-way and also reduce subsequent dumping that historically occurs at attractive nuisance sites.

❑ ***Goals and Policies:***

Goals: Perform removal and disposal of unsightly litter, objects, debris, graffiti, and signs from the County right-of-way in an efficient and timely manner.

Policies:

- Respond to requests within the County right-of-way.
- Coordinate Sheriff's Work Release Program to perform litter removal within the county right-of-way.
- Respond immediately to illegal dumping that is blocking, obstructing, or creating an immediate safety hazard.
- Report all non-emergency illegal dumps to the Department of Waste Management and Recycling for removal.
- Immediately report illegal dumping in progress to the Sheriff's Department.
- Immediately remove graffiti that appears to be gang related/obscene within the County right-of-way and refer to the Sheriff's Department

☐ ***Project Selection Process***

• Determine Eligibility

Eligibility is prioritized by:

- Public Safety
- Gang Related and Obscene Graffiti
- Service Requests
- Constituent/Board of Supervisors Requests

☐ ***FY 2019/2020 Visual Blight Activities and Projects:***

Activity	Planned Frequency
Litter Removal: <ul style="list-style-type: none">Sheriff's Work Release ProgramJuvenile Probation Work ProgramAdopt-a-Street – Volunteer Program	Scheduled/As Needed Scheduled/As Needed Scheduled
Illegal Dumping	Emergencies
Street Sweeping: <ul style="list-style-type: none">County Forces – All rural residential roads in the unincorporated CountyCleanStreet (County Contractor) – Listed roads within the Urban Services Boundary	Scheduled/As Needed Once per month
Graffiti Removal	Scheduled / As Needed
Illegal Sign Removal	As Needed

Planned/Preventive Maintenance Activities

Descriptions:

Litter Removal:

Sheriff's Work Release Program: Utilizes adults who are required to perform community services as a result of a court order or conviction. They pick up trash and litter in the County right-of-way.

Juvenile Probation Work Program: Utilizes juveniles who are required to perform community services as a result of a court order or conviction. They pick up trash, litter, and perform weed abatement in the County right-of-way.

Adopt-a-Street – Volunteer Program: Community based organizations/groups and businesses participate to show their involvement in the community. They pick up trash and litter in the County right-of-way. The program currently consists of 67 clients who are responsible for litter pick up on a one mile stretch of roadway.

Illegal Dumping:

Waste Management and Recycling (DWMR): Utilizes maintenance crews to respond to non-emergencies within 5 days to remove illegal dump sites.

Department of Transportation: Response is limited to emergency and after hour's situations that require immediate clearing of obstructions to traffic.

Street Sweeping: SacDOT performs on-call mechanical sweeping of rural roads in the unincorporated portions of the County, and provides emergency sweeping services for the entire unincorporated County. CleanStreet, the County's sweeping Contractor, performs monthly sweeping of urban streets within the County's Urban Services Boundary in order to prevent blockages, eliminate debris in gutters, and clean paved surfaces. Approximately 5,000 miles of roadway are swept annually, and over 1,000 cubic yards of debris are removed each year from our roadways.

Graffiti Removal:

County Property

SacDOT maintenance forces will remove or obliterate graffiti on County maintained bridges, sound walls, overpasses, fences and other County owned property maintained for road purposes. Graffiti which is gang related or contains obscene language or images are given a high priority and removed as soon as practical. All other graffiti will be scheduled as part of the normal work rotation.

Public Right of Way

SacDOT will abate graffiti on all facilities within the right of way including facilities owned by utility and private companies. This measure will expedite scheduling and abatement of reported graffiti in the right of way.

Private Property

SacDOT will work with private property owners in abating the removal of the graffiti from the property. SacDOT will remove the graffiti if it is not voluntarily abated by the property owner with the stated period per County Code.

Illegal Sign Removal: DOT maintenance forces will remove any illegal signs placed in the county right-of-way.



Trees and Landscaping Maintenance

TREES & LANDSCAPE MAINTENANCE

□ *Introduction*

The County of Sacramento, Department of Transportation's, Trees and Landscape Maintenance Program includes the maintenance of landscaping and trees within the road right-of-way including medians, road dividers, and frontages. The program also includes roadside vegetation control, pedestrian walkway maintenance and several portions of bike trail corridors maintained by the DOT. This section also provides support for DOT Maintenance Sections performing maintenance work in coordination with new or rehabilitation roadway and appurtenant construction.

Tree and landscape vegetation maintenance is essential for public safety. SacDOT Tree and Landscape forces provide 24 hour/7 days a week response to trees and/or landscape related emergencies. The Tree and Landscape Section also ensures that minimum sight and visibility distances of SacDOT maintained traffic signals, roadside markers, signs, and other appurtenances are maintained, as well as ensuring the required visibility sight distances at roadway intersections is accomplished. This also includes the trimming or removal of potential tree and landscape hazards that may impact the SacDOT roadway system, such as removing a hazardous dead tree limb over a travelled roadway or a sidewalk. Control of roadside vegetation also prevents destruction of paved surfaces, improves drainage, reduces the potential of a roadside fire and can provide an emergency escape route for pedestrians, bicyclists and vehicles in order to avoid an accident. Tree and landscape vegetation maintenance also enhances the aesthetic value of Sacramento County for its residents and visitors.

Tree and Landscape Maintenance	
Item	2018 Inventory
Trees	250,000
Landscaped Median	15 Miles
Truck-Watered Landscaping	20.5 Miles
Pedestrian Walkways	59 Locations
Landscape Maintained by Contract	138 Acres

❑ ***Goals and Policies***

Goal: Maintain and improve the quality of the County of Sacramento's Tree and Landscape system in the most cost effective and efficient manner.

Policies:

- Provide landscape maintenance contract services for:
 - County managed landscape maintenance Districts
 - Other MSA Departments
 - Roadway corridors
- Ensure the health and vitality of the trees and landscape where services are provided.
- Provide aesthetically pleasing roadway infrastructure in a safe and hazardous free consistency.

❑ ***Maintenance Cycles***

- Trees:
 - Maintenance pruning and hazardous tree and limb removal occurs daily.
 - Median trees without irrigation systems are truck watered as needed during dry periods.
- Shrubs:
 - The majority of shrub maintenance pruning is performed between November and March.
 - Shrubs without irrigation systems are truck watered as needed during dry periods.
- Vegetation
 - Vegetation at landscaped intersections is trimmed as needed to provide improved intersection visibility.
 - Roadside mowing generally begins in March and extends through October.
 - Undesirable roadside weed control pre-emergent herbicides are applied in SacDOT landscaped areas during the fall season. Pre-emergent herbicide acts as a soil barrier and prevents the weed seeds from sprouting.
 - Spraying of undesirable roadside weeds is also performed during the summer months with post-emergent contact sprays to eliminate any summer weeds that may have escaped the fall pre-emergent application. This is due to inconsistent weather patterns or new weed varieties that are resistant to certain types of herbicides.

The Tree and Landscape Maintenance Program insures the vitality of the tree and landscape investment by providing maintenance contracts where needed.

Planned/Preventive Maintenance Activities

Criteria Development and Prioritization

The following list is preventive maintenance activities:

1) Maintenance performed by SacDOT Tree and Landscape Maintenance Section forces on DOT right-of-way

- Tree Trimming for:
 - a) Visibility of Signs, Traffic Signals, Traffic Control Devices and appurtenances.
 - b) Overhead and roadside tree and vegetation clearance and hazard abatement
 - c) Bike Lane Clearance.
 - d) Bridge Maintenance in relation to sight line visibility and other requested issues.
 - e) SacDOT bike trail maintenance
 - f) Street Light Illumination and light pole clearance.
 - g) Roadway and sidewalk tree and landscape maintenance.
- Landscape Watering
- Right-of-Way Vegetation Clearance
- Median Maintenance
- Landscape Maintenance
- Inspection of Tree and Landscape Maintenance sites
- Response to citizen, Sac/DOT, and Sacramento County Board of Supervisors tree related requests.
- Prepare and complete plans for landscape construction and rehabilitation activities

2) Maintenance Performed by SacDOT Contract Landscape Maintenance Section

- Manage Landscape Maintenance Contracts
- Prepare Landscape Contracts & Specifications
- Manage Contract Budgets; Payments
- Manage Landscape Databases
- Implement and Manage water conservation strategies
- Inspect Landscape Sites
- Review planning applications for landscape maintenance conditioning.
- Prepare Estimates for District annexations as needed
- Provide landscape contracting services for other County Departments as appropriate.
- Respond to constituent/BOS concerns
- Prepare plans for landscape construction/rehabilitation of aging sites

□ ***Trees and Landscape Maintenance – By SacDOT Forces***

➤ Tree Trimming:

There are approximately 250,000 private and County trees that encroach into the road right-of-way. Trimming of these trees is necessary for overhead clearance of the roadway and for visibility at intersections and of traffic control signs and signals.

Overhead trimming and maintenance is necessary to ensure safe passage for pedestrians and bicycles as well as motor vehicles. The trees are normally trimmed to a minimum height of 15 feet over the street and any other tree related hazard is abated up to and including entire tree removals.

Trees and shrubs illegally encroaching onto the right-of-way from private property are referred to SacDOT Right-of-Way Management for abatement.

The County has numerous tree and landscaped locations that are maintained by County personnel. The majority of these areas have shrubs (primarily Oleanders) that have been planted in the medians between major roadways and the adjacent frontage roads.

Manual watering of trees and landscaped areas is accomplished as-needed with a 3,000 gallon water truck.

➤ Roadside Vegetation Control

The Tree and Landscape Maintenance Program uses an integrated pest management program for vegetation control on roadside shoulders and drainage ditches adjacent to the roadway. Best maintenance practices for vegetation control include the use of herbicides, mechanical mowing and biological controls.

1) Herbicide Weed Control:

Herbicide weed control is the most effective method of vegetation control and is used on road shoulders that are within the County right-of-way wherever practical. Herbicide application is the preferred method of weed control in urban and high volume traffic areas.

2) Mowing:

Roadside shoulders are mowed primarily in the rural areas of the County. Mowers are also used during the fall and spring to trim shrubs (including Oleanders) at various locations.

Mowing is the preferred method of vegetation control where soil erosion is a primary concern such as on levee roads in the Delta. It is also used when adjacent landscaping, vicinity or terrain may be too sensitive to use chemical weed control, such as certain crops (e.g., grapes), organic farming, etc. The mowers used for roadside vegetation are tractor-mounted flail or rotary slope mowers.

3) Biological Control:

On rare occasions, beneficial insects will be introduced to specific target areas for the control or eradication of undesirable weed species and plants.

Contract Landscape Maintenance:

Landscape maintenance is performed under contract and inspected by County staff. County staff currently manages multiple contracts. Each contract is composed of a varying number of locations that are distinguished by landscape type and/or funding source.

The landscape maintenance contracts are typically three to five years. They are re-bid on a rotating basis.

Contract Landscape Maintenance		
Funding Source	Area in Acres	FY 2019/2020 Budget
Sacramento County Landscape Maintenance District Zone 4	45.8	\$ 1,300,000
Road Fund Locations	76.2	\$ 1,560,000
Mather Commerce Center	14.9	\$ 265,000
Gold River Community Financing District	1.4	\$60,000
County Wide Community Financing District	4.5	\$198,000

Work performed by contract is summarized as follows:

- Lawn Maintenance includes; mowing, trimming, edging, weed and pest control, fertilization, and irrigation management.
- Shrub and ground cover maintenance includes; weed and pest control, fertilization, pruning, and irrigation management.
- Tree maintenance includes; pruning, fertilization, staking, and pest and disease control, roadway and visibility clearance.
- Litter removal includes; removal of litter and debris from lawn, shrub areas, medians, sidewalks, and gutters.
- Water application to trees and shrubs via water truck
- Irrigation maintenance includes; repair, and replacement of irrigation heads, valves, backflow preventers, pumps, and controllers.
- Irrigation management includes; water application program adjustment as needed due to weather conditions.
- Tree and Plant replacement.

- Resolve constituents concerns with direction from County staff

☐ ***Responsive Maintenance Activities***

Criteria Development and Prioritization

Responsive maintenance activities include the following:

- 1) **Maintenance performed by SacDOT Tree and Landscape Maintenance Section** forces on DOT right-of-way
 - Emergency 24 hour response
 - Tree Trimming and removal for:
 - a) Visibility of Signs, Traffic Signals, Traffic Control Devices and appurtenances.
 - b) Overhead and roadside tree and vegetation clearance and hazard abatement
 - c) Bike Lane Clearance.
 - d) Bridge Maintenance in relation to sight line visibility and other requested issues.
 - e) SacDOT bike trail maintenance
 - f) Street Light Illumination and light pole clearance.
 - Landscape Watering
 - Right-of-Way Vegetation Clearance
 - Median Maintenance
 - Landscape Maintenance
 - Respond to constituent, Sacramento County Board of Supervisors concerns
- 2) **Contract Landscape Maintenance**
 - Implement and Manage water conservation strategies
 - Prepare plans and specifications to retrofit existing landscape
 - Develop new financing districts to provide permanent maintenance program for new developments
 - Evaluate existing District financial structure

Damaged, dead, or dying shrubs and trees are removed and replaced as soon as feasible. During rehabilitation activities, species are replaced with more practical species which require less maintenance and/or water. Street trees are removed if declared condemned.

☐ ***FY 2019/2020 Trees and Landscape Activities and Projects:***

Activity	Planned Frequency
Landscape Contract Maintenance	Daily/Annually/As needed
Tree Trimming	Daily/Annually/As needed
Landscape Maintenance	Daily/Annually/As needed
Roadside Maintenance	Daily/Annually/As needed



Engineering & Operations

ENGINEERING & OPERATIONS

Right-of-Way Management

□ Introduction

The Sacramento County Department of Transportation Right-of-Way Management (ROWM) section is responsible for managing construction and other miscellaneous activities within the County road right-of-way. Managing these activities primarily involves (1) the review of traffic control plans to verify that construction activities in the right-of-way are implemented in a safe and efficient manner, (2) coordination of construction activities in order to minimize trench cuts in newly paved roadways (3) review and processing various types of permits to ensure County requirements are implemented in a fair and consistent manner and, (4) investigate complaints regarding violations of County requirements within the county right of way and working with violators to obtain compliance.

□ Commitment

The ROWM section is committed to managing and coordinating all construction work and other activities within the County right-of-way by:

- Working with contractors, developers and other County Departments to implement appropriate construction techniques and to create safe work zones associated with a successful construction project.
- Strive to maximize public convenience in the evaluation of roadwork and other activities by minimizing inconvenience to the public to the greatest degree possible.
- Providing greater public awareness of road and lane closures and construction in the right-of-way.
- Working towards preserving the integrity of the roadway.
- Developing consistency in terms of trenching, road closures and maintenance work.
- Knowing what is going on in the right-of-way at all times.

☐ *Responsibilities*

The ROWM section's responsibilities include:

- Reviewing traffic control plans for construction activities within the Sacramento County road right-of-way.
- Monitoring the County road right-of-way for construction activities included in construction contracts, commercial and residential private development and utility encroachment work.
- Review and approval of street use permits required for public gatherings within the public right-of-way such as parades, fun runs, marathons, religious walks, etc.
- The coordination of construction project scheduling within the public right-of-way.
- Providing traffic related conditions to Project Engineers during project specification preparation.
- Reviewing road closure requests.
- Ensuring that the public, emergency personnel and/or other agencies are adequately informed of traffic modifications through signage, media alerts and other correspondence.
- Reviewing traffic accident reports deemed to be construction related.
- Investigating encroachment violation.
- Interpreting and assisting in the enforcement of the holiday moratorium policy.

☐ *Goals for FY 2019/20*

- Continue to seek out paving partnership opportunities with utilities and County Departments where the cost of utility pavement restoration is incorporated into Department of Transportation pavement resurfacing project costs. Improve methods for tracking projects so partnership opportunities can be more easily identified.
- Finalize and implement new standards for pavement restoration requirements.

Traffic Engineering

☐ *Introduction*

The Traffic Engineering section is responsible for the operation of roadway in the unincorporated Sacramento County to ensure the safe and efficient movements for motorists, bicyclists, and pedestrians. The section investigates traffic safety complaints, performs engineering analysis, and mitigates traffic issues in accordance to the County standards and practices.

Traffic Safety Study Requests		
From	Approx. Yearly	2018
Constituents	400 - 800	800
Board of Supervisors	50 - 100	100

☐ *Commitment*

The Traffic Engineering section is committed to provide for the safe and efficient movement of motorists, bicyclists and pedestrians by:

- Addressing traffic safety requests from residents and the Board of Supervisors in a timely manner.
- Working closely with residents in the Neighborhood Traffic Management Program (NTMP) to address traffic calming issues.
- Working closely with residents in the Residential Permit Parking Program to address residential overflow parking issues.
- Performing engineering analysis to evaluate existing and future roadway operations.
- Maintaining a current collision report database to support engineering analysis.
- Evaluating and updating the Project Priority List periodically.

☐ *Responsibilities*

The Traffic Engineering section's responsibilities include:

- Responding and resolving traffic complaints from residents and the Board of Supervisors.
- Prioritizing traffic calming petition requests in the NTMP and making recommendations to the Board of Supervisors for funding consideration.
- Developing traffic management plans in coordination with residents and making recommendations to the Board of Supervisors for construction approval.

- Managing construction projects to implement the approved traffic management plans.
- Performing traffic studies to analyze the post effects of traffic management plans.
- Developing Residential Permit Parking plans in coordination with residents and making recommendations to the Board of Supervisors for implementation.
- Fulfilling the requests in the Care About Neighborhoods (CAN) Program. The components of CAN include:
 1. Neighborhood Speed Watch Program - NSWP
 2. Neighborhood Speed Awareness Program - NSAP
- Developing collision maps, database queries, collision summaries, and collision diagrams based on collision reports provided by the California Highway Patrol.
- Administering the Department's Accident Surveillance Program.
- Investigating traffic safety issues on County road right-of-way in response to the Accident Surveillance Program.
- Performing data collection annually, including peak hour vehicle, pedestrian and bike volume counts, queue studies and radar speed surveys to support traffic engineering studies and the Project Priority List.
- Investigating Surface Transportation Assistance Act (STAA) truck route inquiries and updating the Sacramento County STAA Truck Route map.
- Updating speed limits by conducting traffic engineering studies and surveys as established in the California Vehicle Code following a five-year review cycle.
- Maintaining a current database of traffic calming devices.
- Performing engineering analysis in support of maintenance and design projects.
- Maintaining the certification on all required radar devices.
- Keeping apprised of State and Federal Standards and local laws to consider revisions to Sacramento County standards.
- Coordinating with affected public agencies to minimize negative traffic impacts.
- Review and recommend improvement options to development plan review process.

Goals for FY 2019/2020

- Continue providing excellent customer service through timely and courteous responsiveness to customer concerns.
- Improve productivity for traffic safety investigation.
- Streamline NTMP projects to expedite construction completion per program guidelines.
- Review Residential Permit Parking program and make changes as necessary.

Signal Operations

□ *Introduction*

The Sacramento County Department of Transportation Signal Operations section is responsible for the safe and efficient operation of the County signalized intersections and systems of intersections. Together with Maintenance and Operations and Design, it is the duty of the section to ensure that the operation of the signals utilizes the most current timing and design standards to maximize the capacity for the existing conditions in a manner that provides safe and comfortable passage of the traveling public. It is the goal of the Department to participate in regional transportation management and to work with the rest of the local agencies to implement Intelligent Transportation Systems (ITS) technologies and techniques across jurisdictional boundaries.

□ *Department of Transportation Signal Operations Program*

Goals and Policies

The Sacramento County Department of Transportation is committed to operating its traffic signal systems as efficiently and safely as possible. The following are key elements in the management of traffic through signal operations:

- Ensure that all timing and operational standards are current and provide for the optimal efficient operation of the signals.
- Ensure that the timing and operational standards provide for the safety of the traveling public by not presenting drivers with inconsistent or unexpected conditions.
- Reduce the amount of stops and/or delay experienced by the traveling public. This includes adequate detection and timing for pedestrians and bicyclists and a transit vehicle priority operational program.
- Provide excellent customer service through timely and courteous responsiveness to customer concerns as well as proactively educate the public about the capabilities, objectives, and future goals of traffic management.
- Coordinate with regional partners to implement Intelligent Transportation Systems (ITS) projects to utilize technologies and operational strategies to improve traffic management within the confines of the existing roadway infrastructure.

□ *Signal Operations Projects and Programs*

- The Signal Operations Section manages traffic with an Advanced Transportation Management System (ATMS) in the Traffic Operations Center (TOC) located at the Branch Center Complex. The Traffic Operations System (TOS) has installed fiber optic cable, CCTV surveillance cameras, and Dynamic Message Signs (DMS) on many major corridors including Madison Avenue, Sunrise Boulevard, Watt Avenue, Arden Way, Greenback Lane, Folsom Boulevard and Florin Road which enables

operators to work on signal timing improvements, identify incidents and congestion, and provide information back out to the traveling public.

- Participation in the Regional ITS Partnership for the enhancement of regional transportation management and pursuit of federal funding opportunities. SACOG has implemented the Sacramento Transportation Area-wide Network (STARNET) as part of the regional 511 program. Phase I of STARNET provides real-time regional traveler information to the public via the internet from data provided by participating agencies and is already in place. Phase II, which is in progress, will link the region's Transportation Management Centers (TMCs) together to share traffic information between agencies and coordinate efforts to provide improved response to congestion and incidents in addition to daily traffic management.
- SACOG has funded a Regional Smart Technologies and ITS Master Plan Update that includes an update of the old SACDOT ITS Master Plan. It will update the existing Signal and ITS inventory and identify the future needs and projects for full ITS deployment countywide. Expected completion is early 2019.
- SACDOT received a Highway Safety Improvement Program (HSIP) 2015 grant for \$1.54M to upgrade 39 signal controllers and cabinets on the Winding Way, Walnut Avenue, Marconi Avenue, El Camino Avenue, Elkhorn Boulevard, and Hazel Avenue corridors to migrate them off of the legacy signal master controller and onto the current Advanced Transportation Management System (ATMS). This will allow for better monitoring and response to changing traffic conditions and incidents in the south area. Project expected to be completed in mid-2019.
- Participation in the US 50 Integrated Corridor Management Pilot Project. The overall goal of this system is to achieve performance gains by enabling transportation systems managers, transportation control systems, vehicles, and travelers within a corridor to work together in a highly coordinated manner. The primary objective of the US 50 ICM is to reduce congestion and improve mobility within the US 50 corridor through the coordinated management of the US 50 freeway, key surrounding arterials, supporting local transit services, and other relevant transportation components. Participants include West Sacramento, Sacramento, Sacramento County, Rancho Cordova, Folsom, El Dorado County, Yolo, Sacramento Regional Transit, El Dorado Transit, SACOG and Caltrans District 3. Planning level design is complete and which has allowed participating agencies to begin pursuing funding from sources such as the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Program.
- Collision surveillance investigation for signalized intersections including collision diagrams and accident summaries.
- Update timing and perform field review of the operation of two intersections per week as part of a regular schedule to evaluate every signalized intersection once every three years.
- Prepare weekly master controlled systems reports for evaluation of day-to-day systems operations.
- The Measures of Effectiveness (MOE) data collected includes the following:
 - The travel time and delay study summaries for each corridor
 - A baseline for the occupancy values for the arterial density phases on all system intersections (may expand to include side streets and LTs, although presence

detection is not very conducive to collecting occupancy as a measure of delay) to be collected monthly

- A baseline of the yearly accident rates for each intersection in the corridor (or at least the ones that have met the accident threshold)
- A baseline for the weekly travel times for each corridor
- Report on the no trouble found (NTF) service request from signal maintenance that are forwarded to operations for investigation.
- Provide a copy of the delay, level of service, and any other MOEs available from the SYNCHRO software for each corridor
- Provide a copy of each local split observation record

❑ ***Responsibility***

The operations staff has the County divided into corridors of responsibility along with all of the isolated intersections. One Assistant Civil Engineer and two Associate Engineers cover the County. Their duties include, but are not limited to: checking the daily performance of the master systems via field observations and systems reports; updating signal timing based on a routine schedule of operations maintenance including field observations and updating parameters to new standards; investigating work orders generated by the accident surveillance program, the BOS, citizen requests, and other staff; plan checking signal designs; testing new technologies such as video and microwave detection and new signal software; assist in data collection; training as needed; respond to public phone calls for operations concerns and timing information; and other miscellaneous tasks that arise. An Engineering Technician performs most data collection tasks including traffic counts, speed surveys, travel time and delay studies, all-red calculations, collision diagrams and other miscellaneous functions. The two Associate Civil Engineers also provide systems support, work order and timing review, training, plan checking, and are the contact for Rancho Cordova signal operations. In addition, they perform ITS development, policies and procedures development, new technology review, grant writing, minor contracts, Highway Safety Improvement Program (HSIP) project engineering, and attend the ITS Regional Partnership meetings. The Senior Civil Engineer provides management support, policies and procedures review and updating, inter-agency support, PAC coordination, work order and timing approval, and liaisons with the maintenance managers.

The County Signal Operations Section also provides signal operations services for the City of Rancho Cordova consisting of the same functions performed for the County including management of their newly acquired Advanced Transportation Management System (ATMS). Operations staff is able to control the City system from the County TOC via Center to Center technology.



The Traffic Operations Center



Staffing the Console



Media Outreach

B5-8

Engineering & Operations

Safety Management

❑ *Introduction*

The Sacramento County Department of Transportation strives to provide a safe and healthy working environment for all employees. We have identified nine key elements that provide a strong foundation for an effective Health and Safety Program:

- Management commitment
- Safety goals and objectives
- Training
- Field audits
- Code of Safe Practices
- Hazard identification and abatement
- Accident investigation
- Safety awareness campaigns
- Employee involvement

❑ *Department of Transportation Health and Safety Policy*

Commitment

Our Department is committed to the following Health and Safety philosophy:

- Injuries and illnesses in the workplace can be prevented.
- The Department will provide a safe working environment to all employees.
- The Department will provide the training necessary to work in a safe manner.
- Preserving our employee's health and safety is our way of doing good business.
- Health and Safety guidelines, policies and procedures must be included as an essential part of every business operation.

❑ *Health and Safety Program*

The main objective of our health and safety program is zero accidents and injuries. This program includes provisions to:

- Train all employees in sound health and safety practices relating to their activities.
- Investigate every accident or near miss promptly and thoroughly to prevent recurrence.

- Eliminate or control by means of *engineering* controls, *administrative* controls and personal protective *equipment* (PPE), any safety hazard or unsafe working condition.
- Comply fully with and enforce health and safety standards, guidelines, policies, and procedures established by our Department, the Municipal Services Agency, the Sacramento County Safety Office and the State of California (CCR Title 8) and require that these be followed as a condition of employment.
- Actively support and participate in the development of safety awareness campaigns and events.

☐ ***Responsibility***

- Management is responsible for ensuring that the health and safety program is in place and effectively meeting the objectives and philosophy of the Department. It is also responsible for coordinating with safety staff to ensure enforcement of the program and compliance with all safety guidelines, policies, procedures, laws, and regulations.
- Supervisors are responsible for the health and safety of themselves and those they supervise. They are also responsible for employee awareness and compliance with all applicable safety guidelines, policies and procedures; for recognizing the potential hazards of each job and communicating those hazards to their employees; for providing and documenting employee training and instruction whenever an employee is given a new assignment or introduced to a new material, process, procedure, or piece of equipment.
- Safety Staff shall be responsible for performing periodic safety inspections, assisting management with identifying unsafe practices and conditions, and recommending corrective action. Safety Staff will coordinate safety programs and have functional responsibility for safety activities through knowledge of applicable laws, procedures, and regulations.
- Employees are responsible for complying with all elements of the program; for reporting unsafe actions, conditions, accidents, near misses, or injuries to supervisors; for using all prescribed PPE of a given work activity; for attending all safety and training sessions as scheduled.

☐ ***Code of Safe Practices***

☐ ***The Code of Safe Practices is a reference including General Operating Procedures, Safe Practice Rules, and Safe Operating Procedures for Department activities.***

- General Operating Procedures are written to address employee responsibilities and general procedures when performing any task or operating any tool or equipment item throughout the Department.
- Safe Practice Rules are written to address specific hazards associated with *equipment*. They are a synopsis of all pertinent information regarding the equipment and concern those hazards, which are at an increased level for or unique to that equipment item.

- Safe Operating Procedures are written to address specific hazards associated with *work tasks*. They include methods to eliminate or reduce the risk associated with each of the known hazards of that task.

□ ***Goals***

- Decrease lost time injuries and illnesses by strengthening our safety programs.
- Continue to perform safety inspections and audits to insure a safe and healthy work environment, and to enforce safe practices.
- Continue to investigate every incident or near miss promptly and thoroughly to prevent it from happening again.
- Continue to work in partnership with occupational health and safety organizations to strengthen our training and overall safety program.
- Regularly update our programs and processes to facilitate continual improvement.
- Participation and support of Agency & County safety activities.

Emergency Response Program

❑ *Introduction*

The Department of Transportation's Maintenance Operations Section performs a year round, 24 hour response service to emergency situations which range from toxic roadway spills, traffic control, detour sign posting, and immediate repairs. Seasonal emergencies such as flood response measures have been identified and anticipated in our Flood Response Program.

❑ *Operational Procedures and Staffing*

Our annual flood season is designated between October 1 through April 15. During this period, the Department of Transportation has assigned key management and staff personnel to be available to work at the regional Emergency Operations Centers (EOC) to coordinate the County's emergency services.

The emergency services that are coordinated through the EOC involve all of the maintenance sections.

❑ *Goals and Policies*

Goals:

- Protect lives and property during an emergency situation through quick and effective response.
- Stay focused on priority needs of the public.
- Recover costs for damages to public property through state, federal and private insurance coverage.

Policies:

- Prior to the EOC being activated, the Maintenance and Operations sections are brought to a heightened state of readiness called 'Extended Hours Operating Status' which means selected crews are assigned longer hours or different shifts to respond to emergencies. By the time the EOC is activated, maintenance sections are assigned round the clock operations in multiple shifts to respond emergencies.
- The EOC Transportation management member will assign tasks as needed. The Transportation Engineering Operations staff has an emergency 'hot' line to expedite information to and from the business unit managers and to monitor and record hot spot areas throughout the County. During the emergency, the Engineering Operations staff maps out areas throughout the County where flooding road closures are occurring and provide the information as a management tool for allocating our resources. Implementation of the Web page noting road closures also takes place.

- Transportation maintenance and administrative personnel keeps track of those repair services, which qualify for FEMA, FHWA, or private insurance reimbursements.

Following the emergency event, staff performs a thorough inspection of affected roads and bridges to insure they are safe to open to the public, and that all damage has been documented.



City Services

CITY SERVICES

❑ *Introduction*

The Department of Transportation recognizes the trend and inevitability of communities within the County, electing to incorporate into their own cities. We also recognize the importance of building a professional and harmonious working relationship with our valued customers. To facilitate a cohesive work environment involving numerous maintenance activities, the Department has appointed a City Services Representative who will act as a liaison and primary contact person between the Department of Transportation and incorporated cities.

❑ *Goal*

Establish a primary contact person to facilitate the various maintenance activities provided by the Department, and enhance communications and reporting between the Department and incorporated cities.

❑ *Responsibilities*

- Provide a primary contact person representing the various maintenance sections and maintenance activities performed by Department of Transportation Maintenance and Operations for incorporated cities.
- Coordinate normal routine maintenance as well as special project maintenance. Maintenance coordination may involve the various maintenance sections within the Department as well as other County Departments and private companies.
- Develop and maintain databases for service requests, work orders and work accomplishments for all maintenance sections within the Department. Produce monthly work accomplishment reports for each city.
- Develop and maintain fiscal year budget databases as necessary. Produce monthly budget reports that indicate past, present, and future budget status.
- Identify budget deficiencies and facilitate budget adjustments.
- Coordinate and attend special project planning events.
- Prepare cost estimates for special projects or specific maintenance activities.
- Prepare Requests for Proposal (RFP) for various maintenance services.
- Negotiate and prepare special project agreements.
- Negotiate and prepare yearly budget and maintenance agreements.
- Negotiate and prepare long-term maintenance contract agreements.
- Submit statistical data and other information regarding incorporated cities to LAFCO
- Attend city council or city planning meetings as necessary.
- Define and describe maintenance terminology, procedures, materials, and equipment.
- Develop and disseminate policies and procedures specific to each city

City of Rancho Cordova

☐ Maintenance

COUNTY is currently providing the following services within the CITY under an executed agreement:

Traffic Signal Maintenance & Operations

There are one hundred thirteen (113) signalized intersections within the City of Rancho Cordova, out of which seven (7) are lighted pedestrian cross-walks, and nineteen (19) traffic signal intersections shared with the COUNTY – ten (10) are shared with Caltrans maintained by the COUNTY.

There are two (2) Flashers and three (3) Beacons, seven (7) Pedestrian signals, two (2) Radar Speed Signs, and one (1) Fire Station signal.

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