

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 2022

From: ANGEL PYLE, Chief Financial Officer (Acting)

Reference Number: 4.31, Action Item

Prepared By: Dee Lam, Chief
Division of Local Assistance

Subject: **LOCALLY-ADMINISTERED SENATE BILL 1 LOCAL PARTNERSHIP PROGRAM
(COMPETITIVE) - PROJECT SCOPE AMENDMENT FOR THE
DOWNTOWN SACRAMENTO GRID 3.0 MOBILITY PROJECT
RESOLUTION LPP-P-2122-21
AMENDING RESOLUTION LPP-P-1718-01**

ISSUE:

Should the California Transportation Commission (Commission) approve the City of Sacramento's (City's) request to amend the locally-administered Downtown Sacramento Grid 3.0 Mobility project (PPNO 1790) scope, programmed in the 2018 Local Partnership Program (LPP)(Competitive) under Cycle 1 under resolution LPP-P-1718-01?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission approve the City's request to amend the locally-administered Downtown Sacramento Grid 3.0 Mobility project (PPNO 1790) scope, programmed in the 2018 LPP (Competitive) under Cycle 1 under resolution LPP-P-1718-01.

BACKGROUND:

The City received \$5 million in Senate Bill 1 LPP-C funds for the construction (CON) phase of the Downtown Sacramento Grid 3.0 Mobility project. The project was programmed for allocation in Fiscal Year 2019-20, at the May 2018 Commission meeting.

"Provide a safe and reliable transportation network that serves all people and respects the environment."

Under the originally approved scope, the CON phase consists of reconfiguring the existing roadways to accommodate protected bikeways and to improve traffic circulation. Two types of improvements were proposed.

1. Class IV parking protected bikeways on 9th Street, 10th Street, P Street and Q Street.
2. Two-way conversion bikeways on 5th Street and I Street.

The Class IV bikeways proposed to include striping and signing improvements along with the installation of delineators. The project also included maintaining the road with micro-surfacing base repair or overlay and base repair. Also, the project proposed to upgrade any non-compliant pedestrian ramps to current standards and modify existing parking meters. However, some of this work was recently completed along with a utility upgrade project and due to constraints placed by the Union Pacific Railroad (UPRR) some of the original plans are required to be rescoped. Using the funds saved from the work that was already completed and rescoped, combined with new funding the City was able to secure, there will be scope added on additional streets.

The proposed scope changes are outlined in the attached scope change request and are due to the following:

1. Some of the proposed improvements on 5th Street and 9th Street were previously completed with development and a recent utility project. That scope is being removed from this project. As stated above, the funds saved from removed scope will be used to add new scope to this project.
2. Due to the constraints that the Union Pacific Railroad (UPRR) placed on the project plans concerning safety, potential queuing issues and jeopardizing the City's Quiet Zone designation, the two-way conversion plan on I Street was changed to maintaining the one-way directionality. The one-way directionality will include installation of new Class IV bikeway or buffered Class II bike lanes on the blocks in which parking-separated Class IV bikeways are not feasible.
3. The new scope plan being requested for approval has additional work being performed on Q Street, 19th Street and 20th Street. This additional work is being financed through savings from the scope that was previously completed and new funding that the City was given by the San Joaquin Regional Rail Commission and an Affordable Housing and Sustainable Communities grant. The new project scope increases the original scope.

The City will be seeking allocation of the LPP funds at the August 2022 Commission meeting and plans to award the contract within 6 months of allocation.

After thorough review and analysis of this scope change request, the Department has determined that additional outputs and benefits will be achieved, with no negative impacts to the overall project budget or schedule. Therefore, the Department recommends Commission approval of the scope change.

Attachments: Department Analysis and Recommendations

"Provide a safe and reliable transportation network that serves all people and respects the environment."

Project Scope Change Request Caltrans' Analysis and Recommendations

May 2022

PROJECT NAME: Downtown Sacramento Grid 3.0 project

PPNO: 1790

DATE OF AGENCY REQUEST FOR SCOPE CHANGE: April 4, 2022

APPROVED PROJECT SCOPE:

In the City of Sacramento, this project proposes to reconfigure the existing roadways to accommodate protected bikeways and to improve traffic circulation. This will include 2 types of improvements: Class IV parking protected bikeways (9th St, 10th St, P St and Q St) and two-way conversions (5th St and I St). The construction of the Class IV parking protected bikeways will include striping and signing improvements along with the installation of delineators, where appropriate, to discourage the encroachment of parking vehicles into the bikeway. The road will be maintained with micro-surfacing and base repair as needed or with overlay and base repair on segments with a pavement condition index score below 70. The project will also upgrade any non-compliant pedestrian ramps to ADA standards and modify existing parking meters.

Purpose

This document serves as supplemental information for a REQUEST FOR PROJECT SCOPE CHANGE completed by the City of Sacramento and submitted to Caltrans on April 4, 2022.

Caltrans' Recommendation

As a result of Caltrans' review of the City of Sacramento's Scope Change Request documentation and multiple discussions with the agency, Caltrans recommends the following action:

APPROVE AS A MINOR SCOPE CHANGE

Scope to be Changed

The following is a numbered list of proposed scope changes:

1. Increase the length of Bicycle Lane Miles from 6.5 Miles to 8.0 Miles (an increase of 1.5 Miles)
2. Increase the length of Road Lane Miles Rehabilitated from 4.5 Miles to 6.7 Miles (in increase of 2.2 Miles)

Streets	Bike Lane Miles		Paving Lane Miles		Operational Imp.	
	Original	Revised	Original	Revised	Original	Revised
5th Street	2.8	2.4	1.5	1.2	1	1
9th Street	0.7	0.4	0.7	0.4		
10th Street	0.6	0.6	0.6	0.6		
I Street	1.4	0.9	0.7	0.8	1	1
P Street	0.5	0.5	0.5	0.5		
Q Street	0.5	0.5	0.5	0.5		
19th Street	-	1.4	-	1.4		
21st Street	-	1.3	-	1.3		
Totals	6.5	8.0	4.5	6.7	2	2

Reason for the Scope Change per Street

5th Street – Scope elimination and addition

The blocks between J Street and L Street will be eliminated because the improvements have already been constructed with development. However, the scope change will add the block between X Street and Broadway (which is already a two-way street), in order to add Class II bike lanes, to connect to planned bikeway improvements on Broadway. The decrease in overall outputs reflects the fact that the two blocks being removed from the scope are larger than the one block being added.

9th Street – Scope elimination

A portion of the work planned for 9th Street was done with a recently completed sewer construction project. This decision was made to eliminate repeated inconvenience to the businesses that were already disrupted for 2 years and to make the best use of public funding. Because the bikeway and pavement rehabilitation on these blocks have already been constructed, the City of Sacramento is requesting to remove that portion of the scope from this project. The revised scope for 9th Street will be from L Street to Q Street.

I Street Scope Revision:

The proposed improvements within this project were identified in the Mobility Element of the Central City Specific Plan (CCSP), which was developed with extensive community input. An Environmental Impact Report was completed for the CCSP, during which the Union Pacific Railroad did not provide comments identifying concerns with the shown improvements.

City staff anticipated obtaining approvals for improvements at the railroad crossing with a GO-88 permit, consistent with other projects in the city. The Union Pacific Railroad expressed concern about the perceived safety impacts of reducing storage space for queues at the signal at 19th Street with the reduction from three westbound lanes to one, and concern about perceived safety impacts of introducing a new eastbound lane of traffic over their tracks. UPRR requested additional queuing analysis for not only I Street, but for every parallel street crossing their tracks within the Central City. UPRR also indicated that due to the changes from the two-way conversion on I Street, the City's Quiet Zone designation through the Central City would be at jeopardy, unless sufficient additional rail crossing improvements were implemented at the parallel streets, in addition to the crossing at I Street.

Additionally, layoffs, furloughs, and staffing changes at UPRR significantly delayed the responsiveness of the railroad to the timeline agreed upon between the City and UPRR at the diagnostic meeting, and resulted in the need for an extension (which was approved at the December 2020 CTC meeting). The barriers created by the required UPRR coordination for approval of the two-way conversion have become insurmountable to meet the project's schedule and budget. The City has identified a path to meet the CTC allocation deadline within the available budget, and meet the mobility goals of the community, with a simplified level of coordination with UPRR. The proposed scope change will

maintain the one-way directionality of the street, and outside of the block with the railroad crossing (19th Street to 20th Street) will include a lane reduction to calm traffic, and the installation of new Class IV bikeway, or buffered Class II bike lanes on blocks in which parking-separated Class IV bikeways are not feasible. On the block with the UPRR rail crossing (between 19th and 20th Streets), the City will pursue approval from UPRR for the lane reduction with a buffered Class II bike lane, but if approvals cannot occur within the funding deadlines, a Class II bike lane will be striped without the lane removal by eliminating parking for the block.

Q Street – Scope addition

The scope change on Q Street will add one block of improvements. Due to the mathematical rounding of the distance, the outputs will remain 0.5 Miles. The original scope for the LPP grant on Q Street was from 15th Street to 21st Street. The City of Sacramento has added the block between 14th and 15th Street to the project plans in order to close the gap between the Class IV bikeway that continues to the west, between 9th and 14th Streets.

In addition, new scope proposed between 3rd Street and 5th Street is needed to accommodate the two-way conversion on 5th Street, in order to eliminate the existing dual left turn lanes to 5th Street, which will now only have one receiving lane. The new scope will restripe the travel lanes to drop one of the turn lanes.

19th Street and 21st Street – Scope addition

The City of Sacramento received additional funding through two different sources to add bikeway enhancements to 19th Street (between H Street and Broadway) and to 21st Street (between I Street and Broadway):

- First, the San Joaquin Regional Rail Commission provided the City of Sacramento with TIRCP funding as part of their Valley Rail project, for design and construction of bikeways on 19th and 21st Street, to improve biking access to their new proposed Midtown Station in the vicinity of Q Street and 19th Street. The Valley Rail project will provide new regional passenger rail service between Sacramento, the Central Valley, and the Bay Area.
- Second, the City of Sacramento received funding through an Affordable Housing and Sustainable Communities grant, in partnership with the Sacramento Housing & Redevelopment Agency. This funding is for the construction of the bikeways on 19th and 21st Street.

The bicycle facilities will typically be Class IV separated bikeways, but will include segments of Class II or buffered Class II as needed to fit with curbside uses and roadway width.

The improvements on 19th and 21st Street will also include bus stop relocations and enhancements for accessibility.

Transitions – Scope addition

As the design developed, it was identified that striping transitions were needed on certain blocks leading to the proposed improvements to accommodate the new striping configuration.

On Q Street at 5th Street, there are currently dual left turn lanes onto the existing three-lane, one-way 5th Street. With the two-way conversion, there will only be one receiving lane on 5th Street. The revised project scope includes restriping Q Street between 3rd Street and 5th Street, in order to drop the second turn lane.

On I Street, the block between 21st and 22nd Streets will be restriped to transition the travel lanes to the left, to make space for the parking-separated Class IV bikeway facility.

Summary of Caltrans Analysis

Caltrans supports this request for the following reasons:

1. The outputs for this project have increased with the change in scope.
2. The change in scope does not negatively impact the project schedule.
3. This project is fully funded and still meets the LPP-C Program Guidelines.
4. The overall benefits for this project have increased with the change in scope.
5. Project was not required to submit a Baseline Agreement because the project cost was below the threshold amount, so there wasn't a benefits form required. The City of Sacramento compared the benefits from their original application with the new benefits including the proposed scope change. See Attachment 2.

Proposed Scope Change's Affect to Benefits

Overall Increase –

After the proposed scope change there is no negative impact to the project benefits. The overall benefits as proposed and approved will increase as shown on the attached benefits tables.

Additional Comments

With this proposed scope revision to maintain the one-way traffic and reduce the travel lanes from 3 to 2 on I Street, the primary benefit which will not be realized is the bi-directional circulation benefit for drivers and for bicyclists, and the elimination of the risk of wrong-way movements for drivers. However, pedestrians and bicyclists will still benefit from the traffic calming from the lane reduction and crossing pedestrians will experience the same reduction in conflict points in either scenario. The revised scope will allow for a more comfortable bike facility (the design proposes Class IV bikeways where feasible and includes buffered bike lanes on blocks where parking-separated Class IV bikeways are not feasible), which will appeal to a wider range of users than the traditional Class II bike lanes proposed with the original two-way conversion. In addition, the Class IV facility will include a buffer space between the parking aisle and the bikeway, eliminating conflicts with opening car doors.

Despite the lack of bi-directional bicycle facilities with the proposed scope change, the higher level of separation between the bicyclist and vehicle, and the elimination of door zone conflicts result in a net increase in benefits. The proposed scope change is consistent with the stated **need** to provide a network of bicycle facilities that accommodates users of all ages and abilities, and the stated **purpose** of the project to implement protected bikeways on key corridors in the Central City for users of all ages and abilities.

Caltrans' Coordination with Requesting Agency

Caltrans corresponded with the City of Sacramento several times to discuss this scope change between mid 2021 and May 2022. Caltrans concurs with the information provided for this REQUEST FOR PROJECT SCOPE CHANGE. The agency has coordinated with Caltrans staff to provide the most accurate information possible.

Impact to Project Cost

The project construction cost has increased from \$10,360,000 to \$16,614,000. The City has obtained \$5,034,000 of grant funding through TIRCP and AHSC for construction of the expanded scope and local funds will be used for the remainder of the cost increase.

Impact to Project Schedule

There are no further impacts to the project schedule. The City of Sacramento anticipates requesting the construction allocation at the August 2022 CTC meeting.

ATTACHMENTS

1. Revised PPR
2. Benefit Scope Comparison form
3. Signed Scope Change Request
4. Map of Entire Project

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) No					Date:	5/23/22	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
03							
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SAC	NA	NA	NA	Sacramento City			
				MPO		Element	
				SACOG		Local Assistance	
Project Manager/Contact		Phone		E-mail Address			
Jesse Gothan		916 808 6897		jgothan@cityofsacramento.org			
Project Title							
The Downtown Sacramento Grid 3.0 Mobility Project							
Location (Project Limits), Description (Scope of Work)							
The project proposes to reconfigure the existing roadways to accommodate protected bikeways and to improve traffic circulation. This will include Class IV parking-protected bikeways on 9th Street, 10th Street, P Street, Q Street, 19th Street, and 21st Street, a two-way conversion on 5th Street, and a lane and/or parking reduction with new bike facilities on I Street. The construction of the Class IV parking-protected bikeways will include striping and signing improvements, along with the installation of delineators, where appropriate, to discourage encroachment of parking vehicles into the bikeway. The road will be maintained with microsurfacing and base repair as needed, or with overlay and base repair on segments with a Pavement Condition Index score below 70. The project will also upgrade any non-compliant pedestrian ramps to ADA standards, and modify existing parking meters and signals.							
Component		Implementing Agency					
PA&ED		Sacramento City Public Works					
PS&E		Sacramento City Public Works					
Right of Way		Sacramento City Public Works					
Construction		Sacramento City Public Works					
Legislative Districts							
Assembly:	District 7		Senate:	District 6		Congressional:	District 6
Project Benefits							
The creation of a network of parking protected bikeways will open up bicycling to a wider audience of all ages and abilities. Converting one-way streets to two-way operations provides many benefits including calming traffic, lowering speeds, enhancing safety and improving access. Slower moving bidirectional streets provide for a more comfortable walking and biking environment thereby encouraging higher utilization by active transportation modes.							
Purpose and Need							
There is a need to provide a network of bicycle facilities that accommodates users of all ages and abilities. Many streets only accommodate cars and on-street parking, with no space for bicycle lanes. The purpose of this project is to implement protected bikeways and traffic circulation modifications to provide key corridors throughout the Central City for bikeway users of all ages and abilities.							
Category		Outputs/Outcomes			Unit	Total	
Local streets and roads		Bicycle lane miles			Miles	8.1	
Local streets and roads		Local road operational improvements			Miles	1.4	
Local streets and roads		Local road lane-miles rehabilitated			Miles	6.7	
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis No		
Includes Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions Yes			
Project Milestone					Existing	Proposed	
Project Study Report Approved					08/16/16		
Begin Environmental (PA&ED) Phase						03/02/17	
Circulate Draft Environmental Document				Document Type	EIR	09/22/17	
Draft Project Report						03/15/18	
End Environmental Phase (PA&ED Milestone)						03/27/18	
Begin Design (PS&E) Phase						05/15/18	
End Design Phase (Ready to List for Advertisement Milestone)						05/15/19	
Begin Right of Way Phase						NA	
End Right of Way Phase (Right of Way Certification Milestone)						NA	
Begin Construction Phase (Contract Award Milestone)						06/01/19	
End Construction Phase (Construction Contract Acceptance Milestone)						12/31/19	
Begin Closeout Phase						01/01/20	
End Closeout Phase (Closeout Report)						06/01/20	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 5/23/22

Additional Information

The streets selected for the Class IV protected bikeways are P Street, Q Street, 9th Street, 10th Street, 19th Street, 21st Street, and I Street. The bike facilities will primarily be Class IV, with some locations alternating to Class II/buffered Class II bike lanes where context-appropriate. The improvements on P and Q Streets will connect to Class IV bikeways that were constructed with the City's first phase of improvements in Spring 2018, providing 12 linear blocks of protected bicycle facilities in the east and west directions. The limits of the new P Street bikeway improvements will be from 15th Street to 21st Street. The limits of the new Q Street bikeway improvements will be from 14th Street to 21st Street.

The improvements on 9th and 10th Street will provide north and southbound protected bikeway connections between the east-west bikeway couplets on P and Q Street to the urban downtown core. The southbound 9th Street bikeway will extend between L Street to Q Street, where it will connect to the east and westbound parking protected Class IV bikeways on Q and P Streets. The original LPP scope included bikeway improvements between H Street and L Street as well, but this segment of pavement rehabilitation and Class IV bikeway installation was advanced to be included with the completion of a major multi-year utility project. The decision to advance the work was made in order to reduce inconvenience to businesses and roadway users already greatly affected by the construction efforts, and to realize the cost-efficient use of public funds to combine the construction effort. The combined lengths of the already-constructed bikeway and the proposed LPP-funded bikeway on 9th Street will extend between H Street and Q Street.

The northbound 10th Street bikeway will extend between Broadway and Q Street, connecting to an existing Class IV bikeway on 10th Street extending further to the north from Q Street to I Street. The southern terminus of the 10th Street improvements will connect to a Complete Street project on Broadway currently in design, which will provide a two-mile-long road diet to create east and westbound buffered/protected bikeways.

The 19th Street and 21st Street bikeways will extend between Broadway to the south, to H Street on 19th Street, and to I Street on 21st Street. These bikeways will provide access to a proposed new regional passenger rail station on Q Street between 19th and 20th Streets. Two additional funding sources have been secured for the bikeways on 19th and 21st Street, from the San Joaquin Regional Rail Commission (Transit and Intercity Rail Capital Program), and the Affordable Housing and Sustainable Communities program. The improvements will also include bus stop relocations and accessibility upgrades, and bulb-outs at O Street and 19th Street.

On I Street, between 12th Street and 21st Street, the vehicle lanes will be reduced from 3 to 2, and Class IV/buffered Class II bike lanes will be installed. On the block between 21st Street and 22nd Street, striping modifications will be installed to transition between the existing and proposed roadway configurations.

The creation of a network of parking protected bikeways will open up bicycling to a wider audience of all ages and abilities.

A two-way conversion is planned for 5th Street, between X Street and H Street. As one of the only two streets that extends from Land Park, under US-50, through Downtown, and across the UPRR tracks into the Railyards, reconfiguring this one-way street will provide a continuous two-way street linking three population and destination centers together, while also providing Class II bike lanes for cyclists. The two-way conversions will require installation of new traffic signals in the direction of traffic being introduced.

Converting one-way streets to two-way operations provides many benefits including calming traffic, lowering speeds, enhancing safety and improving access. Slower moving bidirectional streets provide for a more comfortable walking and biking environment thereby encouraging higher utilization by active transportation modes.

I Street is proposed to add new bike facilities through vehicle lane reductions and/or parking eliminations

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 5/23/22

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
03	SAC	NA				
Project Title: The Downtown Sacramento Grid 3.0 Mobility Project						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Sacramento City Public Works
PS&E									Sacramento City Public Works
R/W SUP (CT)									Sacramento City Public Works
CON SUP (CT)									Sacramento City Public Works
R/W									Sacramento City Public Works
CON									Sacramento City Public Works
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	460							460	
PS&E		1,140	597					1,737	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			11,617			4,997		16,614	
TOTAL	460	1,140	12,214			4,997		18,811	

Fund No. 1:	City Local Transportation Funds								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Sacramento City
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	460							460	
PS&E		1,140						1,140	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			6,617					6,617	
TOTAL	460	1,140	6,617					8,217	

Fund No. 2:	2018 Local Partnership Program Competitive Grant Funds								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									CTC-SB1-LPP
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			5,000					5,000	
TOTAL			5,000					5,000	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 5/23/22

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
03	SAC	NA				
Project Title: The Downtown Sacramento Grid 3.0 Mobility Project						

Fund No. 3: Transit and Intercity Rail Capital Program (VIA Reimbursement Agreement with SJRRC)									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Funding for 19th and 21st Street
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E			597					597	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						2,464		2,464	
TOTAL			597			2,464		3,061	

Fund No. 4: Affordable Housing & Sustainable Communities (Via agreement with SHRA)									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Strategic Growth Council Funding for 19th and 21st Street
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						2,533		2,533	
TOTAL						2,533		2,533	

Fund No. 5:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Complete this page for amendments only

Date: 5/23/22

District	County	Route	EA	Project ID	PPNO	Alt Proj.
03	SAC	NA				

SECTION 1 - All Projects**Project Background**

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Programming Change Requested

The following changes are requested:

- Revised limits for 9th St.-orig.: H St. to Q St.; remove: H St. to L St.; revised: L St. to Q St (Class IV Bikeways)
- Revised limits for Q St.-orig.: 15th St. to 21st St; add: 14th St to 15th St, 3rd Street to 5th Street.; revised: 14th St. to 21st St. (Class IV Bikeways); 3rd Street to 5th Street (striping modifications)
- Revised limits for 5th Street - orig.: I St. to X St. (two way conversion); remove J St to L St (two-way conversion), add: X Street to Broadway (Class II bike lanes); revised: H St to J Street, L St to Broadway (two-way conversion and/or Class II bike lanes.
- Revised scope for I St: original: two-way conversion; revised: Lane reduction or elimination of parking to add bike facilities

Reason for Proposed Change

- 9th Street: the improvements between H and L Street were advanced to be constructed with the completion of a major multi-year utility project, for cost-efficiency and to avoid impacting businesses with a separate second construction project.
- Q Street: the project limits were expanded to close a gap in the bikeway network
- 5th Street: the block between X Street and Broadway is requested to be added in order to stripe Class II bike lanes and close the gap between the two way conversion at X Street and a proposed complete street project on Broadway.
- I Street: UPRR requirements has rendered the two-way conversion to be infeasible. A lane reduction with bike improvements will calm traffic and close a critical gap in the bikeway network.
- The 19th and 21st Street bikeway will provide access to new passenger rail service in midtown.

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

- The construction of the 9th St (H to L Street) improvements with local funds will allow the expanded project limits on 5th and Q Street to be accomplished within existing LPP budget.
- A time extension was previously granted due to delays associated with Union Pacific Railroad coordination on I Street. Approval of the I St scope change will allow the project to advance and be completed within the time extension limits.
- The project has received additional TIRCP funding through the San Joaquin Regional Rail Commission's Valley Rail project and through the Affordable Housing & Sustainable Communities program for the improvements on 19th and 21 St.

Other Significant Information

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SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Downtown Grid 3.0 Scope Change Benefits Comparison 03-1790 May 2022

Benefit / Cost Summary		
Class IV Bikeways	Original Scope	Revised Scope
Health Benefits	\$21.3M	\$43.2M
Improved Journey Quality	\$15.2M	\$30.7M
Safety Benefits	\$2.5M	\$12.1M
Greenhouse Gas Emission Reduction	\$60K	\$100K
Two Way Conversion		
Accident Reduction	\$20.7M	\$11.2M
Travel Time Savings	\$3.7M	\$2.0M
Vehicle Operation Costs	\$1.9M	\$1.0M
Greenhouse Gas Emission Reduction	\$120K	\$100K
Total Benefits	\$65.48M	\$100.4M
Total Project Costs + Maintenance	\$12.87M	\$16.6M
Benefit / Cost Ratio	5 : 1	6 : 1

	Original Scope				Revised Scope			
	Short Tons		Value		Short Tons		Value	
	<i>Total over 20 years</i>	<i>Average Annual</i>	<i>Total over 20 years</i>	<i>Average Annual</i>	<i>Total over 20 years</i>	<i>Average Annual</i>	<i>Total over 20 years</i>	<i>Average Annual</i>
Emission Reductions								
CO Emissions Saved	10	1	\$590	\$30	12	1	\$708	\$35
CO ₂ Emissions Saved	3399	170	\$104,820	\$5,241	4318	216	\$133,161	\$6,658
NO _x Emissions Saved	3	0	\$36,140	\$1,807	1.71	0	\$20,600	\$1,030
VOC Emissions Saved	1	0	\$530	\$27	1	0	\$530	\$27
Total			\$142,080	\$7,105			\$154,999	\$7,750

To: *Bomasur Banzon*
District Local Assistance Engineer
Caltrans, Office of Local Assistance
703 B Street, Marysville CA 95901

Date: 4/4/2022
PPNO: 1790
Federal PROJECT #: N/A (state funded)
ATP ID #: N/A (LPP)

Project Name (Per CTC programming): The Downtown Sacramento Grid 3.0 Mobility Project

Approved Project Description (As submitted in Application): This project proposes to reconfigure the existing roadways to accommodate protected bikeways and to improve traffic circulation.

Approved Project Limits (As submitted in Application): 9th Street (H Street to Q Street); 10th Street (Q Street to Broadway); P Street (15th Street to 21st Street); Q Street (15th Street to 21st Street); 5th Street (X Street to H Street); I Street (12th Street to 21st Street)

For Federally Funded Projects: Written MPO Concurrence (see Item #7)

Current FTIP/FSTIP Description: _____

Current FTIP/FSTIP Limits: _____

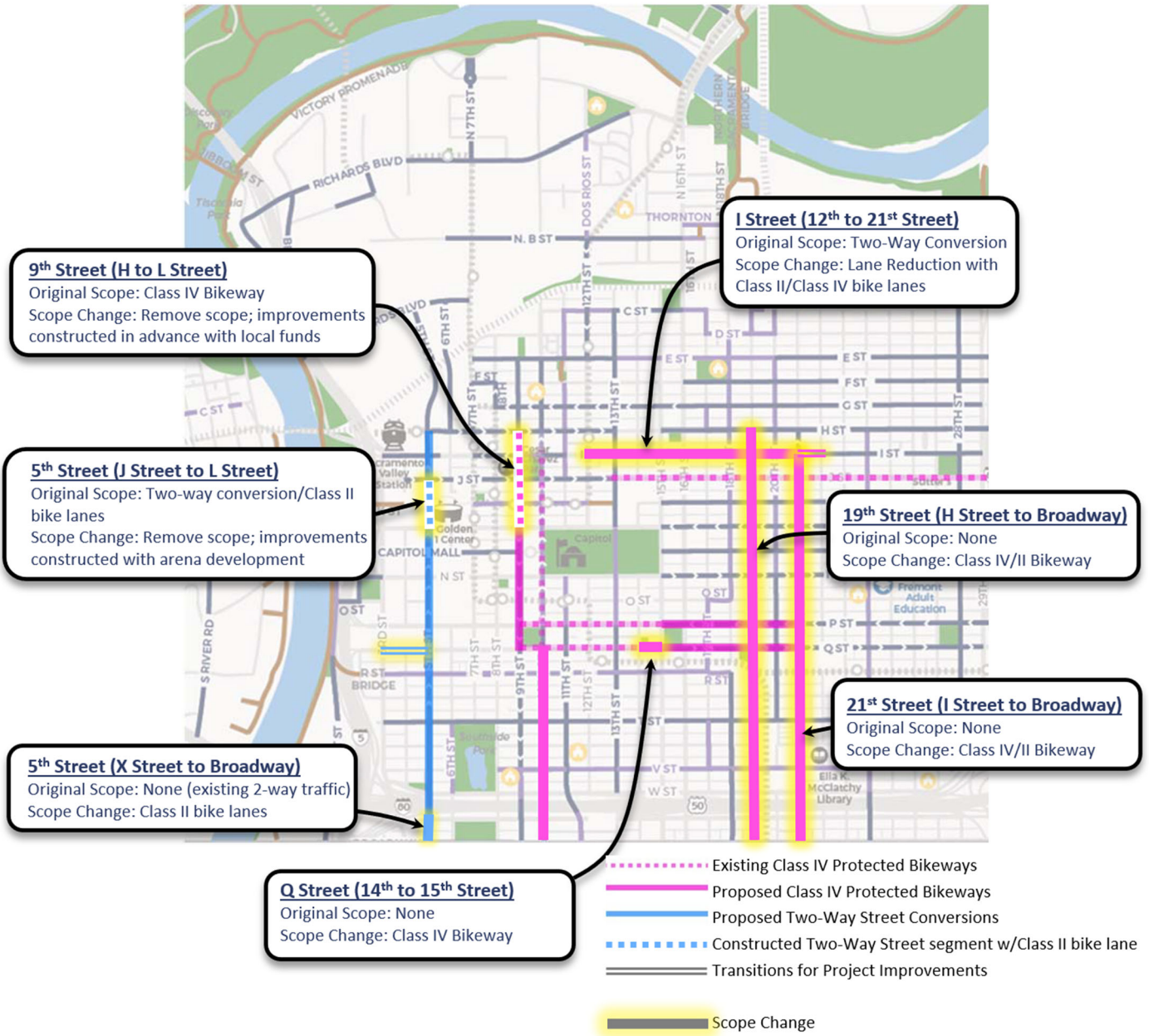
Dear Mr. Banzon:

Consistent with the California Transportation Commission's (CTC) "Policy on Project Amendments and Advance Project Allocations", adopted on August 18, 2016, we request that Caltrans consider, and the CTC approve the proposed Project Amendments as documented below:

REQUIRED ELEMENTS (PER CTC'S PROJECT AMENDMENT POLICY):

1. An explanation of the proposed scope change;

The City of Sacramento proposes to make the following changes to the project scope:



I Street

Approved Segment Limits: 12th Street to 21st Street

Approved Scope: Convert to two-way street / install Class II bike lanes

Proposed Segment Limits: 12th Street to 21st Street (no changes)

Proposed Scope Change: Maintain one-way street directionality, reduce vehicle travel lanes from 3 to 2, and install Class IV separated bikeways / buffered Class II bike lanes between 12th Street and 21st Street. Restripe the block between 21st Street and 22nd Street to accommodate the lane transitions to the proposed improvements.

This scope change is more significant in nature, as it represents a change in facility type and circulation patterns.

5th Street

Approved Segment Limits: H Street to X Street

Approved Scope: Convert to two-way street / install Class II bike lanes

Proposed Segment Limits: H Street to J Street; L Street to Broadway

Proposed Scope Change: Convert to two-way street, and install Class II bike lanes. On blocks which are already two-way, install Class II bike lanes.

This scope change is minor. The proposed facility type remains the same. The blocks between J Street and L Street will be eliminated because the improvements have already been constructed with development, and the addition of the block between X Street and Broadway will allow Class II bike lanes to be installed on an existing two-way segment, and provide connections to proposed Complete Street improvements on Broadway.

Q Street

Approved Segment Limits: 15th Street to 21st Street

Approved Scope: Install Class IV bikeway

Proposed Segment Limits: 14th Street to 21st Street ; 3rd Street to 5th Street

Proposed Scope Change: 14th Street to 21st Street: Convert to two-way street, and install Class II bike lanes. On blocks which are already two-way, install Class II bike lanes; 3rd Street to 5th Street: restripe travel lanes to remove dual left turn lanes to 5th Street.

This scope change is minor. The proposed facility will remain the same; the revision will close a gap in the Class IV network, and will accommodate striping changes needed to transition to the proposed facility.

19th Street

Approved Segment Limits: N/A

Approved Scope: N/A

Proposed Segment Limits: H Street to Broadway

Proposed Scope Change: Install Class IV bikeway. Class II and/or buffered Class II bike lanes are proposed as needed to accommodate curbside uses or transitions at either end of corridor. Bus stop relocations and upgrades for accessibility.

This scope change is minor. The City has received funding through two sources to construct bikeways and bus stop enhancements on 19th Street and 21st Street.

21st Street

Approved Segment Limits: N/A

Approved Scope: N/A

Proposed Segment Limits: I Street to Broadway

Proposed Scope Change: Install Class IV bikeway. Class II and/or buffered Class II bike lanes are proposed as needed to accommodate curbside uses or transitions at either end of corridor. Bus stop relocations and upgrades for accessibility.

This scope change is minor. The City has received funding through two sources to construct bikeways and bus stop enhancements on 19th Street and 21st Street.

Transitions

Approved Segment Limits: N/A

Approved Scope: N/A

Proposed Segment Limits: Q Street (3rd Street to 5th Street); I Street (21st Street to 22nd Street)

Proposed Scope Change: Lane restriping to transition between the existing roadway segments and the proposed roadway configuration.

2. The reason for the proposed scope change;

I Street Scope Revision:

The proposed improvements within this project were identified in the Mobility Element of the Central City Specific Plan (CCSP), which was developed with extensive community input. An Environmental Impact Report was completed for the CCSP, during which the Union Pacific Railroad did not provide comments identifying concerns with the shown improvements.

City staff anticipated obtaining approvals for improvements at the railroad crossing with a GO-88 permit, consistent with other projects in the city. The Union Pacific Railroad expressed concern about the perceived safety impacts of reducing storage space for queues at the signal at 19th Street with the reduction from three westbound lanes to one, and concern about perceived safety impacts of introducing a new eastbound lane of traffic over their tracks. UPRR requested additional queuing analysis for not only I Street, but for every parallel street crossing their tracks within the Central City. UPRR also indicated that due to the changes from the two-way conversion on I Street, the City's Quiet Zone designation through the Central City would be at jeopardy, unless sufficient additional rail crossing improvements were implemented at the parallel streets, in addition to the crossing at I Street.

Additionally, layoffs, furloughs, and staffing changes at UPRR significantly delayed the responsiveness of the railroad to the timeline agreed upon between the City and UPRR at the diagnostic meeting, and resulted in the need for an extension (which was approved at the December 2020 CTC meeting). The barriers created by the required UPRR coordination for approval of the two-way conversion have become insurmountable to meet the project's schedule and budget. The City has identified a path to meet the CTC allocation deadline within the available budget, and meet the mobility goals of the community, with a simplified level of coordination with UPRR. The proposed scope change will maintain the one-way directionality of the street, and outside of the block with the railroad crossing (19th Street to 20th Street) will include a lane reduction to calm traffic, and the installation of new Class IV bikeway, or buffered Class II bike lanes on blocks in which parking-separated Class IV bikeways are not feasible. On the block with the UPRR rail crossing (between 19th and 20th Streets), the City will pursue approval from UPRR for the lane reduction with a buffered Class II bike lane, but if approvals cannot occur within the funding deadlines, a Class II bike lane will be striped without the lane removal by eliminating parking for the block.

9th Street – Scope elimination

The original scope for the LPP grant on 9th Street included the striping of new bikeways between H Street and Q Street. As the preliminary design for this project was beginning, a major utility project was nearing completion on the blocks between H Street and L Street. This major sewer line construction had closed those downtown blocks to traffic for nearly two years, and created significant disruption for the adjacent businesses. At the end of the sewer construction project, the Department of Utilities' contract included the resurfacing and restriping of the roadway. To avoid the repeated inconvenience to those businesses and to make best use of public funding, the City decided to advance the design of the bikeways so that they could be installed with the completion of the utility project.

Because the bikeway and pavement rehabilitation on these blocks have already been constructed, the City is requesting to remove that scope from the LPP project. The revised scope for 9th Street will be from L Street to Q Street.

Q Street – Scope addition

The original scope for the LPP grant on Q Street was from 15th Street to 21st Street. The City has added the block between 14th and 15th Street to the project plans in order to close the gap between the Class IV bikeway that continues to the west, between 9th and 14th Streets.

In addition, new scope proposed between 3rd Street and 5th Street is needed to accommodate the two-way conversion on 5th Street, in order to eliminate the existing dual left turn lanes to 5th Street, which will now only have one receiving lane. The new scope will restripe the travel lanes to drop one of the turn lanes.

19th Street and 21st Street – Scope addition

The City received additional funding through two different sources to add bikeway enhancements to 19th Street (between H Street and Broadway) and to 21st Street (between I Street and Broadway):

- First, the San Joaquin Regional Rail Commission provided the City with TIRCP funding as part of their Valley Rail project, for design and construction of bikeways on 19th and 21st Street, to improve biking access to their new proposed Midtown Station in the vicinity of Q Street and 19th Street. The Valley Rail project will provide new regional passenger rail service between Sacramento, the Central Valley, and the Bay Area.
- Second, the City received funding through an Affordable Housing and Sustainable Communities grant, in partnership with the Sacramento Housing & Redevelopment Agency. This funding is for the construction of the bikeways on 19th and 21st Street.

The bicycle facilities will typically be Class IV separated bikeways, but will include segments of Class II or buffered Class II as needed to fit with curbside uses and roadway width.

The improvements on 19th and 21st Street will also include bus stop relocations and enhancements for accessibility.

Transitions – Scope addition

As the design developed, it was identified that striping transitions were needed on certain blocks leading to the proposed improvements to accommodate the new striping configuration.

On Q Street at 5th Street, there are currently dual left turn lanes onto the existing three-lane, one-way 5th Street. With the two-way conversion, there will only be one receiving lane on 5th Street. The revised project scope includes restriping Q Street between 3rd Street and 5th Street, in order to drop the second turn lane.

On I Street, the block between 21st and 22nd Streets will be restriped to transition the travel lanes to the left, to make space for the parking-separated Class IV bikeway facility.

3. The impact the proposed scope change would have on the overall cost of the project;

The total construction (and construction management) cost of the proposed scope is \$16,614,000, compared to the \$10,360,000 construction cost identified in the original grant application. The impact of expanding the project limits on Q Street and 5th Street is generally offset by the reduction of the project limits on 9th Street. The major construction items for I Street (such as pavement rehabilitation, striping, curb ramp construction, and railroad-related elements) are consistent between the original two-way conversion scope and the proposed lane reduction with bike facilities. The increase in total construction cost is generally attributed to the additional of the new project scope on 19th and 21st Streets, but also includes post-pandemic cost escalations. The City has obtained \$5,034,000 of grant funding through TIRCP and AHSC for the construction of the expanded scope, and any other cost increases will be paid with local funds.

The PA&ED and PS&E phase of the project did not include LPP funding, and were paid for with local funds and with TIRCP funds.

The following table shows the total construction and project costs for the revised project, including the scope changes:

	Delivery	Construction + CM	Total
Valley Rail (TIRCP)	\$597,000	\$2,464,000	\$3,061,000
AHSC grant	\$0	\$2,533,000	\$2,533,000
LPP	\$0	\$5,000,000	\$5,000,000
Local Match to LPP	\$0	\$5,000,000	\$5,000,000
Other Local	\$1,600,000	\$1,617,000	\$3,217,000
Total	\$2,197,000	\$16,614,000	\$18,811,000

4. An estimate of the impact the proposed scope change would have on the potential of the project to increase walking and bicycling as compared to the benefits identified in the project application (increase or decrease in benefit);

With the proposed scope change, the benefits identified in the original LPP grant application will increase:

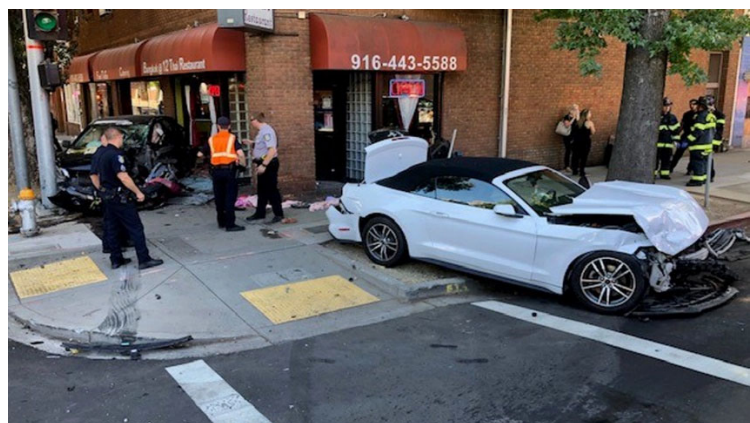
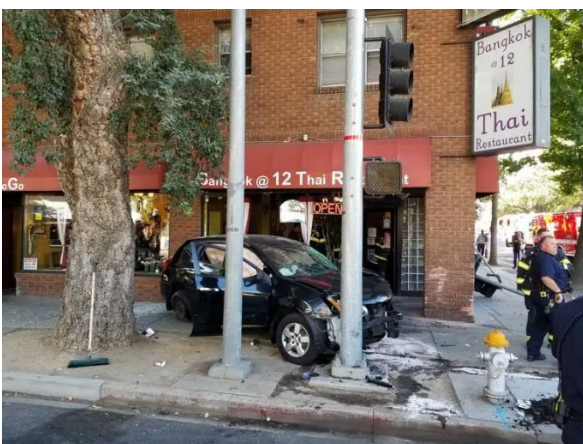
Category	Outputs/Outcomes	Unit	Original	Scope Change
Local streets and roads	Bicycle lane mile(s)	Miles	6.5	8.0
Local streets and roads	Local road operational improvement(s)	Each	2	2
Local streets and roads	Local road lane-mile(s) rehabilitated	Miles	4.5	6.7

The following table shows the changes in outputs per street:

Streets	Bike Lane Miles		Paving Lane Miles		Operational Imp.	
	Original	Revised	Original	Revised	Original	Revised
5th Street	2.8	2.4	1.5	1.2	*	*
9th Street	0.7	0.4	0.7	0.4		
10th Street	0.6	0.6	0.6	0.6		
I Street	1.4	0.9	0.7	0.8	*	*
P Street	0.5	0.5	0.5	0.5		
Q Street	0.5	0.5	0.5	0.5		
19th Street		1.4		1.4		
21st Street		1.3		1.3		
<i>Totals</i>	6.5	8.0	4.5	6.7	2	2

The local road operational improvements identified in the original scope include the two-way conversion on 5th Street, and the two-way conversion on I Street. The operational improvements discussed in the application included the traffic calming and the bi-directional circulation benefit.

With the scope change proposed for I Street, there will still be operational benefits with the lane reduction from 3 to 2 lanes. The intersection of I Street with 12th Street has one of the highest rates of crashes in Sacramento, as the intersection of two three-lane one-way streets, which experiences frequent speeding. In the 5 years between 2016 and 2021, there have been 34 reported crashes at this intersection. The lane reduction and shifting of parked cars away from the curb will narrow the width of the vehicle travel way and calm traffic on the approach to the challenging intersection, as well as along the entire corridor.



5. An estimate of the impact the proposed scope change would have on the potential of the project to increase the safety of pedestrians and bicyclists as compared to the benefits identified in the project application (increase or decrease in benefit);

N/A – per discussion with Caltrans staff, while the scope change will add more bike facilities where there are currently none, increase separation between bicyclists and moving cars, and calm traffic, this project was funded through the LPP program rather than the ATP program, and pedestrian and bicyclist safety is not an LPP metric.

**6. An explanation of the methodology used to develop the aforementioned estimates; and
I Street Scope Change**

The following image shows the need and purpose identified in the original grant application:

The City’s Bikeway Master Plan highlights that potential riders fall into four categories: there are 1% of the public who are “strong and fearless”, who feel comfortable riding with traffic in Class III bike routes. Only 5% of the public are “enthusiastic and confident”, and feel comfortable in Class II bike lanes adjacent to traffic. Approximately 60% are *interested* in traveling via bicycle, but are concerned about being adjacent to moving traffic and prefer separated bicycle facilities.

Accordingly, there is a **need** to provide a network of bicycle facilities that accommodates users of all ages and abilities. Many streets only accommodate cars and on-street parking, with no space for bicycle lanes. Some streets have Class III bike routes, in which bicycle riders must share a lane with cars, and some have Class II bicycle lanes which are only comfortable to a narrow cross-section of the public. Thus, the City’s existing grid only accommodates the small percentage of users who feel comfortable riding with or adjacent to moving vehicular traffic.

The **purpose** of this project is to implement protected bikeways and traffic circulation modifications as a significant phase of the layered transportation network that was developed through the Grid 3.0 analysis, to provide key corridors throughout the Central City for users of all ages and abilities and to improve vehicular circulation, which will set the initial framework for future bicycle, transit and vehicular network enhancements.

<1%	5%	60%	35%
STRONG & FEARLESS	ENTHUSIASTIC & CONFIDENT	INTERESTED, BUT CONCERNED	NO WAY, NO HOW

The discussion of the primary benefits of the two-way conversions in the original application are shown here:

Benefits: The conversion of one-way streets to two-way operations in the Central City has many benefits which include improvement in safety, accessibility, mobility, and enhancing overall livability.

From an operations standpoint, converted two-way streets generally have lower vehicular speeds as drivers tend to slow down when traffic from the opposing direction is present. This is especially apparent at intersections since conflicting turns from opposing movements create an increase in driver attentiveness. A two-way street also reduces confusion and eliminates potential for wrong-way travel.

Lower vehicle speeds associated with two-way conversions are beneficial to bicyclists and pedestrians, but the circulation benefits and reduction of potential for wrong-way travel are more significant for drivers. The two-way conversion would add two new Class II bike lanes; one in each direction, which provides bi-directional access to bicyclists. However, as noted in the discussion about project purpose and need, it is noted that traditional Class II bike lanes adjacent to vehicle travel lanes may not be comfortable for a wide range of users. In addition, with the two-way conversion, there is insufficient space to provide buffers for the Class II bike lanes, and bicyclists do not have separation from the “door zone” of the parked cars. With the 48’ wide curb-to-curb cross section in the historical grid, buffered or Class IV bike facilities are only possible on one-way streets. So the circulation benefits of bi-directional bike facilities is a trade-off with the ability to provide comfortable bicycle facilities for all ages and abilities.

With this proposed scope revision to maintain the one-way traffic, and reduce the travel lanes from 3 to 2, the primary benefit which will not be realized is the bi-directional circulation benefit for drivers and for bicyclists, and the elimination of the risk of wrong-way movements for drivers. However, pedestrians and bicyclists will still benefit from the traffic calming from the lane reduction, and crossing pedestrians will experience the same reduction in conflict points in either scenario. The revised scope will allow for a more comfortable bike facility (the design proposes Class IV bikeways where feasible, and includes buffered bike lanes on blocks where parking-separated Class IV bikeways are not feasible), which will appeal to a wider range of users than the traditional Class II bike lanes proposed with the original two-way conversion. In addition, the Class IV facility will include a buffer space between the parking aisle and the bikeway, eliminating conflicts with opening car doors.

Despite the lack of bidirectional bicycle facilities with the proposed scope change, the higher level of separation between the bicyclist and vehicle, and the elimination of door zone conflicts result in a net increase in benefits. The proposed scope change is consistent with the stated **need** to provide a network of bicycle facilities that accommodates users of all ages and abilities, and the stated **purpose** of the project to implement protected bikeways on key corridors in the Central City for users of all ages and abilities.

7. For projects programmed in the Metropolitan Planning Organization (MPO) component, evidence of MPO approval and the MPO rationale for their approval.

N/A – Project is not programmed through an MPO component.

ADDITIONAL QUESTIONS:

- 8. Does this scope change require revalidation of your environmental document? No**
If yes, what is the actual/estimated date of revalidation? _____

The improvements within the scope are consistent with the facilities identified within the Central City Specific Plan EIR.

9. Explain the additional public outreach efforts you have made with respect to this proposed scope change and provide a summary of the public response to these efforts:

The proposed scope change on I Street will implement facilities consistent with the majority of the other segments of the project (the Class IV/buffered Class II bike facilities on one-way streets on 9th Street, 10th Street, P Street, Q Street, 19th Street and 21st Street). The bicycling community has been supportive of the expansion of the Class IV facilities in the Central City and in other parts of the City.

As part of the development of this project, a public meeting was held in November 2019 to present the proposed Class IV corridors and the two-way conversion corridors. The design for the Class IV (with occasional blocks with buffered Class II bike lanes) bikeways on 9th Street, 10th Street, P Street, Q Street, 19th Street, and 21st Street were well-received, and the City anticipates similar support for the proposed scope change for the Class IV/buffered bike facility on I Street.

On September 16th, 2021, the proposed scope change on I Street was presented to the Active Transportation Commission for review and comment. The Active Transportation Commission was supportive of the reasoning for the scope change, and supportive of the project as a whole.

REQUIRED Attachments: (check boxes of attached required documents)

- | | |
|--|--|
| <input checked="" type="checkbox"/> Original plans/workplan with changes highlighted | <input checked="" type="checkbox"/> Revised Detailed Engineer’s Est. |
| <input checked="" type="checkbox"/> Revised plans/workplan | <input type="checkbox"/> Written MPO Concurrence (see Item #7) |
| <input checked="" type="checkbox"/> Original Detailed Engineer’s Est. with changes highlighted | <input checked="" type="checkbox"/> Additional Revised Application Documentation |

Required revisions to the Project’s Description and/or Limits:

The proposed Project Amendments documented above will require the following changes to the Project’s Description and/or Limits: <<Insert “N/A” if no changes are required to the Project Description and/or Limits>>

Proposed changes to the Project Description: N/A

Proposed changes to the Project Limits and Scope of Work: The project proposes to reconfigure the existing roadways to accommodate protected bikeways and to improve traffic circulation. This will primarily include two types of improvements: Class IV bikeways (9th Street, 10th Street, 19th Street, 21st Street, P Street, Q Street, I Street), and two-way conversions (5th Street). The improvements will include Class II or buffered Class II bike lanes on blocks in which Class IV bikeways are infeasible, or on which the roadway is already a two-way facility but is missing bike lanes. The construction of the Class IV bikeways will include striping and signing improvements, along with the installation of delineators or other physical separation elements, where appropriate to discourage encroachment of parking vehicles into the bikeway. The road will be maintained with microsurfacing and base repair as needed, or with overlay and base repair on corridors with a Pavement Condition Index score below 70. The project will also upgrade any non-compliant pedestrian ramps to ADA standards, modify existing parking meters to accommodate the bikeways, and modify signals. The project will also include transitions on adjacent blocks to conform

between the existing roadway and the proposed configurations.

For Federally Funded Projects: <<Insert "N/A" if no changes are required to the FTIP/FSTIP Description and/or Limits>>

Proposed changes to the FTIP/FSTIP Description: N/A

Proposed changes to the FTIP/FSTIP Limits: N/A

Project Delivery Status:

The following is a side-by-side comparison of the original project schedule and the current project schedule. The explanations for each milestone date change is listed below:

Original CTC Allocation Dates: (as programmed by the CTC when the application was approved for funding):

PA&ED: PS&E: R/W: CON: 6/2020 CON-NI:

Actual/Currently Anticipated CTC Allocation Dates: (at the time of this request)

PA&ED: PS&E: R/W: CON: 8/2022 CON-NI:

Explanation for milestone changes: << Only list/explain the Allocation milestones that have changed >

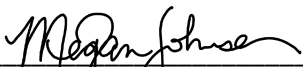
An extension request was submitted and granted due to delays and difficulties with the UPRR/CPUC coordination and due to the pandemic. The result of the UPRR/CPUC coordination was the need for this scope revision, as the previous scope on I Street was not going to be feasible within the timeline and budget for this project.

Local Agency Certification:

This Request for Scope Change has been prepared in accordance with the *Procedures for Administering Local Projects in the Active Transportation Program (ATP)*. I certify that the information provided in the document is accurate and correct. I understand that if the required information has not been provided this form will be returned and the request may be delayed. Please advise us as soon as the scope change has been approved.

You may direct any questions to:

 Megan Johnson at (916) 808-1967
(name) (phone number)

Signature:  Title: Senior Engineer Date: 4/27/2022

Agency/Commission: City of Sacramento

Attachments:

Distribution:

- (1) Original -DLAE
- (2) Copy – Division of Local Assistance, Headquarters LPP Program Manager
- (3) Copy – MPO/RTPA/County Transportation Commission

