8 Implementation & Prioritization

Implementation Plan

This chapter presents a strategy to implement the Sacramento Avenue design concepts and recommended projects outlined in Chapter 6. Included are locations evaluated, criteria used to evaluate each location, and federal, state, and local funding opportunities that may fund implementation.

The intent of evaluating projects is to create a flexible matrix to guide implementation of improvements as compatible opportunities arise. Over time as development occurs or funding sources issue calls for projects, this matrix can be used to evaluate remaining segments or improvements and continue to pursue implementation of the complete corridor.

Corridor Sub-Segments

Sacramento Avenue was divided into three geographic areas based on surrounding lane use characteristics, which were then separated into segments, as described in Chapter 6. Evaluation criteria will be applied by segments. The average score for all segments in each phase will be used to determine the area score. The area with the highest score should be prioritized when considering implementation.

A. Western Area

- Segment 1 – Harbor Boulevard to Solano Street
- Segment 2 – Solano Street to Todhunter Avenue
- Segment 3 – Todhunter Avenue to Jefferson Boulevard/Kegle Drive

B. Central Area

- Segment 4 – Jefferson Boulevard/Kegle Drive to Douglas Street
- Segment 5 – Douglas Steet to 6th Street

C. Eastern Area

- Segment 6 – California to 2nd Street

Evaluation Criteria

Improvements proposed for Sacramento Avenue have been evaluated by segment and by improvement type to general an implementation matric design to support funding and construction.

Evaluation criteria are primarily aligned with the three goals outlined in Chapter 5 of this Plan. A fourth criteria evaluates deliverability of specific projects, weighing access to local funds, degree of delivery readiness, complexity, and opportunities for partnerships.

For each criterion, a score of 0, 1, or 2, was awarded, typically these scores mean:

- A score of 0 indicates the segment is not likely to impact the criterion.
- A score of 1 indicates the segment is expected to have a moderate impact on the criterion.
- A score of 2 indicates the segment is expected to have a significant impact on the criterion.

Additional information on evaluation criteria and analyses that informed scoring is provided on subsequent pages. The evaluation matrix provides scores for these metrics by segment and sub-segment.

Green Corridor

Implement active transportation green infrastructure

» Successfully integrating landscaping into roadway facilities that support active transportation.

Implement infrastructure for storm water management

» Incorporate green infrastructure to address storm water management and roadway runoff.

Create connections to recreation and river front trails

» Create pathways to future recreation connections and prioritize a park-like feel within the corridor for recreators to access.

Provide shade along the corridor

» Create a canopy with native and drought tolerant trees to combat the heat island effect.

Community Streetscape

Improve commercial opportunities Improve retail and dining opportunities with cohesive built form character zones.

Enhance pedestrian experience

» Enhance the experience along and across the corridor with pedestrian scale and oriented design.

Provide active transportation amenities to improve comfort in public spaces

» Create clearly defined public spaces at key locations along the corridor through inviting streetscapes with a variety of amenities, such as seating, water fountains, landscape, and art.

Support community identity through placemaking improvements.

» Foster civic identity and community pride through placemaking.

Multimodal Boulevard

Integrate mobility hubs along the corridor

» Integrate mobility hubs along the corridor, consistent with the Mobility Action Plan, to increase accessibility and convenience of mobility options.

Implement accessible multimodal infrastructure to support transit and shared mobility

» Support access to transit and shared-mobility services with continuous and universally accessible multimodal infrastructure that accommodates a wide range of users.

Close gaps in the pedestrian network

» Provide continuous walkways, close network gaps, and provide frequent, well- designed pedestrian crossings that provide access to local destinations.

Lower LTS for bicyclists through physically separated bike infrastructure

» Provide comfortable bicycle infrastructure that lowers LTS and encourages a wide range of users to bike. Provide physical separation between bicyclists and motor vehicles via painted buffers and/or vertical elements.

Improve pedestrian and bicycle safety at intersections and crossings

» Improve bicyclist and pedestrian safety by enhancing visibility at intersections and creating easily navigable dedicated paths of travel. Improvements include recommendations that aim to lower collision risk.

Deliverability

Suitability for external funding sources

» Projects with a high potential for competitive grant eligibility such those that provide benefits to higher severity DACs and safe routes to school connections.

Ease of project delivery

» Projects well-understood to be within existing public right-of-way and that pose minimal utility conflicts.

Cost Effectiveness

» Projects or project components that have a higher benefit to cost ratio demonstrate return on investment and are more likely to be funded.

Are well suited for partnerships

» Projects or project components that are well suited for public-private partnerships and/or multi-agency partnerships.

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Overall Scores

Table 21 below shows the overall scores for each area and sub-segment based on each of the criterion listed above. Overall scores for each sub-segment are the sum of the four evaluation criteria scores. Overall scores for each area are the averages of their respective sub-segment scores. Overall scores are listed below:

- Western Area: 24
- Central Area: 28
- Eastern Area: 22

While these average scores were somewhat close, the Central Area and its sub-segment, Segment 5, scored slightly higher than other segments.

Table 21 Overall Scores

	Green Corridor	Implement green infrastructure to support active transportation	Implement green infrastructure for storm water management	Create connections to recreation and river front trails	Provide shade using native and drought-tolerant trees	**Multimodal Boulevard**	Integrate mobility hubs along the corridor	Add accessible multimodal facilities to support transit/shared mobility	Close gaps in the pedestrian network	Lower LTS through physically separated bike infrastructure	Improve pedestrian/bicycle safety at intersections and crossings	**Community Streetscape**	Improve commercial opportunities	Enhance pedestrian experience with pedestrian oriented design	Provide amenities to improve comfort in public spaces	Support community identity through place making	**Deliverability**	Suitability for external funding sources	Ease of project delivery	Cost Effectiveness	Well-suited for partnerships	**Overall Score**
Western Area	**6**	**2**	**2**	**1**	**2**	**8**	**1**	**2**	**2**	**2**	**2**	**5**	**1**	**2**	**1**	**1**	**5**	**1**	**1**	**1**	**1**	**24**
Segment 1 – Harbor Boulevard to Solano Street	**6**	2	2	0	2	**8**	0	2	2	2	2	**3**	1	2	0	0	**3**	1	1	1	0	20
Segment 2– Solano Street to Todhunter Avenue	**5**	1	1	2	1	**9**	2	2	2	2	1	**7**	1	2	2	2	**6**	2	2	1	1	27
Segment 3 – Todhunter Avenue to Jefferson Boulevard/Kegle Drive	**6**	2	2	0	2	**8**	0	2	2	2	2	**5**	1	2	0	2	**5**	1	1	2	1	24
Central Area	**6**	**2**	**2**	**1**	**2**	**9**	**2**	**2**	**2**	**2**	**1**	**8**	**2**	**2**	**2**	**2**	**6**	**1**	**2**	**1**	**2**	**28**
Segment 4 – Jefferson Boulevard/Kegle Drive to Douglas Street	**5**	2	1	0	2	**8**	2	2	2	2	1	**8**	2	2	2	2	**6**	1	2	1	2	27
Segment 5 – Douglas Street to California Street	**6**	1	2	2	1	**9**	2	2	2	2	1	**8**	2	2	2	2	**5**	1	1	1	2	28
Eastern Area	**2**	**0**	**0**	**2**	**0**	**9**	**2**	**1**	**1**	**1**	**2**	**7**	**1**	**2**	**2**	**2**	**6**	**1**	**2**	**2**	**1**	**22**
Segment 6 – California Street to 2nd Street	**2**	0	0	2	0	**7**	2	1	1	1	2	**7**	1	2	2	2	**6**	1	2	2	1	22

VMT-Weighted Scores

While the overall scores provided in the previous table offer a helpful comparison of segments across the corridor, these scores do not account for the variation in area and segment length and traffic volume on a given day.

Although the recommended improvements serve to address the priorities and opportunities unique to each segment, a VMT-based weighting methodology was developed to adjust the relative benefit of each segment in proportion to its length and average daily traffic (ADT). Segment length and estimated existing traffic volumes on each segment were used to calculate the average VMT, which is a suitable proxy for assessing the relative level of traffic stress and exposure, safety and access associated with each segment.

As shown in Table 22 below, a proportional "weight" relative to the entire corridor was established based on each segment's length, ADT, and average VMT. This weighting was applied to the overall scores reported in

Table 21 to calculate a VMT-weighted score.

Table 22 VMT-Weighted Scores

	Overall Unweighted Score	Existing Average Daily Traffic (ADT)	Segment Length (mi)	Averaged Daily Vehicle Miles Traveled (VMT)	Weighting Factor	VMT-Weighted Score
Western Area	**24**	**14,464**	**1.00**	**14,464**	**0.63**	**15.0**
Segment 1 – Harbor Boulevard to Solano Street	20	**14,464**	**0.30**	**4,339**	**0.19**	**3.8**
Segment 2– Solano Street to Todhunter Avenue	27	**14,464**	**0.35**	**5,062**	**0.22**	**6.0**
Segment 3 – Todhunter Avenue to Jefferson Boulevard/Kegle Drive	24	**14,464**	**0.35**	**5,062**	**0.22**	**5.3**
Central Area	**28**	**7,840**	**0.75**	**5,880**	**0.26**	**7.2**
Segment 4 – Jefferson Boulevard/Kegle Drive to Douglas Street	27	**7,840**	**0.35**	**2,744**	**0.12**	**3.4**
Segment 5 – Douglas Street to California Street	28	**7,840**	**0.40**	**3,136**	**0.14**	**3.8**
Eastern Area	**22**	**10,100**	**0.25**	**2,525**	**0.11**	**2.4**
Segment 6 – California Street to 2nd Street	22	**10,100**	**0.25**	**2,525**	**0.11**	**2.4**

Funding Sources

State and Federal Programs

Active Transportation Program

The Active Transportation Program funds projects that aim to increase the proportion of trips accomplished by walking and biking, increase the safety and mobility of non-motorized users, advance efforts of regional agencies to achieve GHG reduction goals, enhance public health, provide a broad spectrum of projects to benefit many types of users including disadvantaged communities, and more.

The ATP was created by Senate Bill 99 and annually receives $123 million from a combination of state and federal funds. As of 2017 following the passage of SB 1 (the Road Repair and Accountability Program), $100 million is directed annually from the Road Maintenance and Rehabilitation Account to the ATP. Funding recipients are not required to provide matching funds. Funding cycles and application for the ATP open every two years. The call for Cycle 7 ATP applications begins March 21st, 2024, and applications are due June 17, 2024.

Projects that score highly on pedestrian collision reduction, community support, and disadvantaged community benefit are likely to be competitive for funding through the ATP. The ATP funds five project types, including:

- Infrastructure projects
- Plans
- Non-infrastructure (NI) projects (education and encouragement programs)
- Infrastructure and NI combination projects (capital projects with an educational component)
- Quick-build projects (temporary capital projects with low to moderate costs that last from one to five years)

Affordable Housing Sustainable Communities Program

The Affordable Housing Sustainable Communities (AHSC) Program funds land-use, housing, transportation, and land preservation projects to support infill and compact development that reduce GHG emissions. The program assists project areas by providing grants and/or loans, or any combination thereof, that will achieve GHG emissions reductions and benefit Disadvantaged Communities through increasing accessibility of affordable housing, employment centers, and key destinations via low-carbon transportation resulting in fewer vehicle miles traveled through shortened or reduced trip length or mode shift from single occupancy vehicle use to transit, bicycling, or walking. The three Project Area types include:

- Transit Oriented Development Project Areas
- Integrated Connectivity Project Areas
- Rural Innovation Project Areas

The program allocates funds annually and is on its eighth funding cycle, for which applications are due in March 2024. The maximum AHSC Program loan or grant award or combination thereof is $50 million with a minimum award of at least $10 million in all Project Area types.

The “Road Repair and Accountability Act” of 2017 (SB 1) invests $54 billion over a decade to repair roads, improve traffic safety, and expand public transit systems across California, with funds split equally between state and local investments.

SB 1 directs $100 million annually to the ATP to fund infrastructure projects, program implementation, and plan development to increase bicycling and walking. SB1 funds come to the City either directly or through one of several competitive programs. SB1 also created the Local Partnership Program (LPP), which continuously appropriates $200 million annually from the Road maintenance and Rehabilitation Account to local and regional transportation agencies that have sought and received voter approval of taxes or that have imposed fees, which taxes or fees are dedicated solely for transportation improvements, to improve active transportation, aging infrastructure, road conditions, and other benefits.

Highway Safety Improvement Program

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven,

strategic approach to improving highway safety on all public roads with a focus on performance.

Projects that score highly on safety and collision reduction and have a high benefit cost ratio are likely to be competitive for funding through the Highway Safety Improvement Program (HSIP).

To apply for HSIP funding, an agency must prepare a Local Road Safety Plan (LRSP) or an LRSP equivalent, like a comprehensive safety action plan through the Safe Streets and Roads for All Program, a Systemic Safety Analysis Report, or a Vision Zero Action Plam. An LRSP provides a framework for organizing stakeholders to identify, analyze, and prioritize roadway safety improvements on local and rural roads. Funding is no longer available for the Local Road Safety Plan, but funding for equivalents is still available.

Safe Streets and Roads for All Program

The Safe Street and Roads for All (SS4A) Program funds safety projects, safety planning, and demonstration activities driven at the local level to improve safety and help prevent deaths and serious injuries on the nation's roadways.

Two types of grants are available through SS4A:

- Planning and demonstration grants that can be used to develop a comprehensive safety action plan or supplemental planning/demonstration activities that inform the development of a new or existing Action Plan. The Department encourages including demonstration activities in an application.
- Implementation grants that can be used on infrastructure, behavioral, and/or operational activities. In order to receive implementation grant funding, a jurisdiction must have an adopted safety action plan, and the projects for which a jurisdiction is seeking funding must be included in the action plan.

SS4A has $5 billion in appropriated funds to be awarded over five years, between 2022 and 2026. Over $3 billion is available for future funding rounds. The third funding cycle opened in February 2024. The City was awarded funding for a planning grant in the 2023 cycle and is underway with developing a Comprehensive Safety Action Plan.

Sustainable Transportation Planning Grants

Caltrans Sustainable Transportation Planning Grants are available to communities for planning, study, and design work to identify and evaluate projects, including conducting outreach or improving pilot projects. Communities are typically required to provide an 11.47 percent local match, with staff time or in-kind donations eligible to be used towards the match.

Funding for Sustainable Transportation Planning grants are awarded annually. Over the last three years, funding for projects ranged between $21.5 million to $41.6 million per year, with an addition $12.5 million in Sustainable Communities Formula grants to further their Regional Transportation Plan/Sustainable Communities Strategy.

Three types of grants are available through this program, including sustainable communities grants, strategic partnerships grants, and climate adaptation planning grants.

Reconnecting Communities and Neighborhoods Program

The Reconnecting Communities and Neighborhoods (RCN) Program combines two Federal funding opportunities: the Reconnecting Communities Pilot (RCP) and the Neighborhood Access and Equity (NAE) Program. Both programs address transportation barriers that have negatively impacted connectivity and access to resources in disadvantaged communities.

The RCN Program will allocate $1 billion over 5 years between 2022 and 2026. Each year, around $50 million is available for planning and technical assistance grants, and $150 million for capital construction grants. There are three grant types available through the RCN Program: RCP Planning Grants, RCP Capital Construction Grants, and NAE Community Planning, Capital Construction, and Regional Partnership Challenge Grants. The maximum award for RCP Community Planning Grants is 80 percent, with a 20 percent minimum recipient match. The maximum award for RCP Capital Construction Grants is 50 percent, with a 20 percent minimum recipient match and opportunity to fund the rest with other federal moneys. The maximum award for NAE Grants is 80 percent, with a 20 percent minimum recipient match, unless the community is disadvantaged or underserved, for which the local match requirement is waived.

Funding supports planning grants and capital construction grants, as well as technical assistance, to restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities, including active transportation improvements.

Active Transportation Infrastructure Investment Program

The Active Transportation Infrastructure Investment Program (ATIIP) is a new competitive grant program created by the BIL to construct projects to provide safe and connected active transportation facilities in active transportation networks or active transportation spines. In 2023, FHWA received $45 million in funding for ATIIP from the Consolidated Appropriations Act, 2023 (Pub. L. 117-328), the first funds appropriated for this program.

Two types of grants are available through ATIIP:

- Planning and Design Grants can be used to develop plans for active transportation networks and active transportation spines. Projects seeking Planning and Design grants must have planning and design costs of at least $100,000 to be eligible.
- Construction Grants can be used to construct projects to provide safe and connected active transportation facilities in an active transportation network or active transportation spine. Projects seeking Construction grants must have total costs of at least $15 million to be eligible.

The maximum award of the ATIIP grant is 80 percent of the total project cost with a 20 percent minimum recipient match, except for eligible projects serving communities with a poverty rate of over 40 percent based on the majority of census tracts served by the eligible project, the local match may be waived.

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Grants

The BIL includes $8.7 billion over 5 years (2022-2026) to create the PROTECT discretionary grant program with the purpose of helping local agencies improve the resiliency of their on-system transportation infrastructure. The program provides Federal funding to projects to help communities address vulnerabilities due to weather, natural disasters, and climate change. The program also provides funds to plan transportation improvements and emergency response strategies to address those vulnerabilities. Vulnerabilities the program addresses include, but are not limited to, current and future weather events, increasing frequency and magnitude of natural disasters, and changing climate conditions, including sea level rise. PROTECT grants include resilience improvement grants, community resilience and evacuation route grants, and at-risk coastal infrastructure grants. The PROTECT program funds are distributed Federally and by formula and competitive grants.

Congestion Mitigation and Air Quality Improvement (CMAQ) Program

The BIL allocates $13.2 billion over 5 years to the CMAQ program. The CMAQ Program funds state and local projects that support the goals of the Clean Air Act and that aim to reduce vehicle emissions and congestion. Eligible applicants include state and local governments that have projects in areas both currently or formerly identified by the US Environmental Protection Agency (EPA) as non-attainment or maintenance of the national ambient air quality standards for ozone, carbon monoxide, and/or other particulate matter. The program includes funding for electric vehicles and charging stations, diesel engine replacements and retrofits, transit improvements, bicycle and pedestrian facilities, shared micromobility projects and more. Additional goals the CMAQ Program supports include improving access to transportation services, safety, and application of new technologies.

Extreme Heat and Community Resilience Program

The Extreme Heat and Community Resilience Program is a new state grant program that funds and supports local, regional, and tribal efforts to reduce the impacts of extreme heat. The Extreme Heat and Community Resilience Program coordinates the state's efforts to address extreme heat and the urban heat island effect.

The program will fund projects including, but not limited to the creation of extreme heat action plans, providing mechanical or natural shade, increasing building and surface reflectance, providing passive or low-energy cooling strategies, and promoting evaporative cooling.

Potential Future Opportunities

As of December 2023, the programs below have not yet been renewed for another funding cycle but may be relevant in the future.

Clean California Local Grant Program

The Clean California Local Grant Program funds projects that beautify and improve local streets and roads, tribal lands, parks, pathways, and transit centers. The program aims to fund projects that reduce waste and debris within public rights of way, parks, transit centers, etc., enhances and beautifies public spaces, mitigate the heat island effect, enhance public health, cultural connection, and placemaking, and advance equity for underserved communities.

Sustainable Transportation Equity Project

The Sustainable Transportation Equity Project (STEP) funds projects that increase transportation equity by addressing community-identified transportation needs and increasing access to key destinations and services without increasing GHG emission and vehicle miles traveled.

Local and Regional Programs

Regional Active Transportation Program (ATP)

The Regional ATP program provides funding to plans and project for a few agencies, including SACOG, that increase walking and biking trips, increase safety and mobility of non-motorized users, advance regional active transportational and greenhouse gas reduction goals, enhance public health, provide equitable benefits for disadvantaged communities, and more. Eligible projects must meet State ATP requirements and be consistent with the MTP/SCS. Specific bicycle and pedestrian projects included in the Regional Transportation Plans (RTPs) for EDCTC or PCTPA are also eligible.

The regional ATP awards funds every two years, allocating $17.3 million in 2023 for pedestrian and bicycle projects. The next round of funding for the Regional ATP will likely open in Summer 2024. Funding recipients are required to provide at least 11.47 percent of non-ATP funding for selected projects.

Local Transportation Funds

Local transportation funds (LTF) are county funds derived from a ¼ cent of the general sales tax collected statewide. The State Board of Equalization, based on sales tax collected in each county, returns the general sales tax revenues to each county's LTF. Each county then apportions the LTF funds within the country based on population.

City Sales Tax Measures

There are four separate one-quarter cent sales tax measures approved by West Sacramento voters over the last 20 years that support a variety of municipal programs and projects related to public safety. Community development, capital improvements and community innovation. These include Measures N, E, K (Formerly Measure J), and V. Of these measures. Each measure is associated with annual revenue of between $4 million and $5 million and allows for year-to-year rollover of unused funds. Measure V is the only measure with an expiration date, which is March 31, 2033, while the other three measures are permanent. There are different use categories associated with each measure, and projects must submit sufficient justification and nexus between the project and the sales tax measure.

Tax Increment Financing

Measure G

Effective in 2012, Measure G is a property tax measure created to direct revenue the City received from the dissolution of its Redevelopment Agency to continue funding community investment projects such as streets, bridges, transportation, parks, and public infrastructure.

The City implements Measure G funding using criteria consistent with the City's Community Investment Action Plan, prioritizing a project's potential to leverage outside public and private funding, realize increases in long-term City revenues (e.g., sales and use tax, property tax, transient occupancy tax), facilitates the development of the City's General Plan, and more. The City conducts an assessment against these criteria before recommending this funding source for projects.

Enhanced Infrastructure Finance District No. 1 (EIFD No. 1)

In 2017, West Sacramento was the first city in California to establish an EIFD, which is a return to utilizing tax increment financing to foster economic development. EIFD No.1 consists of fourteen subareas within the City representing 4,144 acres, or 25 percent of the City, where current and future development is expected. EIFD No.1 is an important tool for the City to continue its efforts to transition many areas of the City from heavy industrial use to mixed-use areas that celebrate the City's waterfront location, to enhance the City's transportation network, and enhance the quality of public facilities for residents, businesses, and visitors. EIFD No.1 will be funded from property tax increment, a portion of existing Redevelopment Property Tax Trust Fund (RPTTF) revenues that are generated by growth within EIFD No.1 and allocated to the City.

Projects funded from EIFD No. 1 will be consistent with the City's adopted General Plan 2035 which provides a vision for how the City will grow and change in the future. The expenditure of EIFD No. 1 revenues would provide community-wide benefits while incorporating public investment goals defined in the Infrastructure Finance Plan. To implement the General Plan 2035, it is anticipated that EIFD No. 1 expenditures will be used on projects that have community-wide benefit in implementation of master plans, specific plans, capital projects (including the City's 5-year Capital Improvement Plan budgets), development agreements, and development projects.

Impact Fees

Traffic Impact Fees

West Sacramento's traffic impact fee collects funds from new development in the City to fund regional transportation improvements that result from the traffic generated by the new development. The Traffic Impact Fee Program is currently supported by the 2005 Traffic Impact Fee Study, which identified and estimated the cost of 26 capital improvement program projects to mitigate future traffic impacts.

A focus on "regional improvement" may leave a funding gap for projects of local/community significance, such as neighborhood streets that provide connections to key destinations and improve health through increased traffic safety, physical activity, and social connections. Many California cities use development impact fees to support projects that offset the transportation impacts of new development within the community, along with projects that may be considered regional transportation improvements. These projects may include complete street improvements, or neighborhood walkway and crossing improvements near schools along the city's corridor network. As the City of West Sacramento updates their traffic impact fee in the future, the City may consider how projects like this might fit into the City's Traffic Impact Fee Program.

Citywide VMT Mitigation Fee Program

On June 28, 2023, the West Sacramento City Council approved a budget to initiate development of a Citywide VMT Mitigation Fee Program. The program will determine fees based on how a project will affect changes in VMT. The program will also allow for the pooling of development mitigation contributions to pay for larger and more effective VMT reduction strategies that are not feasible for individual projects.

The VMT mitigation fee will be developed in collaboration with updates to the 2005 Traffic Impact Fee (TIF) and 2006 Traffic Impact Analysis (TIA) Guidelines in cooperation among the Finance, Economic Development & Housing, Community Development, and Capital Projects Departments. VMT Mitigation Fees could be used for implementing complete street improvements if those improvements conclusively demonstrate reduction of VMT. It would be highly dependent upon the location, surrounding land uses, and extent of the improvements needed to ensure cost/benefit.

The City of Los Angeles established a Transportation Impact Assessment Fee in 2019, authorized by the Coastal Transportation Corridor Specific Plan and West Los Angeles Transportation Improvement and Mitigation Specific Plan, to fund transportation improvements that reduce VMT per capita, enhance multimodal connectivity, and increase transportation options. These improvements may be physical infrastructure or programmatic.

Community Development Block Grant Program

The Community Development Block Grant (CDBG) Program is a flexible federal funding program that provides communities with resources to address a wide range of unique community needs. These funds are provided through the U.S. Department of Housing and Urban

Development (HUD). These funds are allocated to the State annually and can be used for capital projects that remove barriers to accessibility. The City of West Sacramento became a CDBG entitlement jurisdiction in 2016 and receives an annual allocation of CDBG funds directly from HUD.

Implementation Opportunities

Implementation opportunities include CEQA streamlining, coordination between development projects and construction, and study of utility and form-based code to align projects proposed as part of the Plan with in-fill housing opportunities and minimize construction impacts over time. This is discussed in further detail in the sections below.

Environmental Considerations

The City anticipates that the Sacramento Avenue Complete Street Plan (Plan) will be exempt from CEQA under SB 922 Statutory Exemption as written into CEQA Statute Section 21080.20 (Transportation Plans, Pedestrian Plans, and Bicycle Transportation Plans). The Plan is an active transportation plan with a key focus on expanding access and connectivity for non-vehicular modes of transportation.

The Plan's Corridor Strategies and Concept Design provide safer and more comfortable transportation options, including walking, biking, and rolling for people of all ages and abilities. Per SB 922 and CEQA Statute Section 21080.20(a)(3), individual projects that are part of the active transportation plan or pedestrian plan remain subject to the requirements of CEQA unless those projects are exempt by another provision of law. Subsequent individual projects may be evaluated for statutory or categorical CEQA exemption under sections including (but not limited to):

- CEQA Statute Section 21080.19 (Restriping of Streets or Highways; Application of Division),
- CEQA Statute Section 21080.25(b):
  - (1) Pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities, within the public right-of-way.
  - (2) Projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians within the public right-of-way.
  - (3) Transit prioritization projects.
  - (7) The maintenance, repair, relocation, replacement, or removal of any utility infrastructure associated with a project identified in paragraphs (1) to (6), inclusive.
  - (8) A project that consists exclusively of a combination of any of the components of a project identified in paragraphs (1) to (7), inclusive.
- CEQA Guidelines Section 15301 (Existing Facilities)
- CEQA Guidelines Section 15302 (Replacement or Reconstruction)
- CEQA Guidelines Section 15304 (Minor Alterations to Land)

Implementation of Plan would result in improved safety for both non-vehicular and vehicular modes of transportation. Anticipated benefits include but are not limited to substantial crash reduction factors, improved pedestrian and bicycle connectivity and crossing safety, improved bicycle level of stress scores, improved vehicle operations through the corridor with associated air quality and greenhouse gas reductions, and overall reduction in VMT. The Plan would not increase the vehicle capacity of Sacramento Avenue or otherwise result in increased vehicle use of the corridor.

Utility and Form-Based Code Study

As part of a recent Green Means Go grant awarded to the City of West Sacramento, the city is proactively studying utility infrastructure along Sacramento Avenue to minimize the impacts of construction over time. This grant effort provides the opportunity to accelerate production of in-fill and affordable housing, which includes reviewing the regulatory environment, including zoning code and assessing opportunities for form-based code. Also, as part of this effort, the city is mapping underground and overhead utilities and assessing infrastructure needs needed to support additional housing development.

Development Considerations

As development occurs, the city should look for opportunities to construct the improvements recommended by the Plan to reduce construction costs and maximize benefits.

The Sacramento Avenue Complete Street Plan marks the beginning of creating a safe, connected corridor for all road users to enjoy.

Additional analysis, approvals and funding are required before this Plan can be implemented and made a reality. Some improvements may be prioritized over others, as more opportunities arise.

Although this is not an exhaustive list, some next steps toward implementation include:

- Seek opportunities to complete environmental clearance for the corridor project (anticipated CEQA document is IS/MND).
- Include recommendations from this Plan in the City's Bicycle, Pedestrian and Trails Master Plan.
- Include recommendations from this Plan in the Washington Specific Plan Update.
- Continue utility and form-based code study as part of Green Means Go grant effort.
- Seek funding through competitive grant programs, regional partnerships, and developer contributions.

What Happens Next

Complete additional analysis and study as the City moves forward with implementation of the Plan, including but not limited to:

- Detailed life-cycle cost analysis and/or economic impact analysis, consistent with funding sources the City decides to pursue.
- Study feasibility, including funding, design, construction, and maintenance of pocket park identified at pocket park opportunity site.
- Estimate cost of maintenance of landscaping elements in relation to myriad livability benefits identified in the Plan.
- Further coordinate with Fire Department on fire access needs, as needed.
- Further coordinate with Caltrans on proposed truck route changes.
- Continued coordination with YoloTD on bus routes and stops.
- Continued coordination on utility undergrounding to determine appropriate design changes.