



CITY OF ELK GROVE

2018 ADA Self-Evaluation & Transition Plan

June 2018

City of Elk Grove
June 2018
SSA Project # 17028



**SALLY SWANSON
ARCHITECTS, INC.**

T 415 445 3045 | F 415 445 3055
500 SANSOME STREET, SUITE 410 | SAN FRANCISCO, CA 94111

WWW.SWANARCH.COM

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A. INTRODUCTION: DEVELOPMENT OF ADA SELF-EVALUATION & TRANSITION PLAN

The Americans with Disabilities Act (ADA) of 1990 provides comprehensive civil rights protections to qualified individuals with disabilities in the areas of employment, public accommodations, State and local government services, and telecommunications. A primary goal of the ADA is to ensure equal participation in public life for all Americans with disabilities. Title II of the Act covers programs, services and activities of public entities, such as those provided by the City of Elk Grove.

Under Title II, a public entity may not deny the benefits of its programs, services, and/or activities to individuals with disabilities by maintaining inaccessible facilities, which house these programs, services and activities. The City's programs, services, and activities, when viewed in their entirety, must be made accessible to and usable by individuals with disabilities, except where to do so would result in a fundamental alteration in the nature of the program; result in undue financial and administrative burdens or threaten or destroy the historic significance of a historic property. The U.S. Congress intended the "undue burden" standard in Title II to be significantly higher than the "readily achievable" standard in Title III. Thus, although Title II may not require removal of barriers in some cases where removal would be required under Title III, the program access requirement of Title II should enable individuals with disabilities to participate in and benefit from the programs, services or activities of the City in all but the most unusual cases.

Recognizing the need to fully update its ADA Self-Evaluation & Transition Plan, the City of Elk Grove retained Sally Swanson Architects, Inc. in 2017 to develop the City's documents. The project included a review of the City's current ADA Self-Evaluation, a review of all documents provided by the City, a comprehensive Self-Evaluation of policies, procedures and practices based on questionnaires tailored for each of the City departments, and interviews with each department's key staff. Another major component of this effort was updating the ADA Transition Plan. This effort included all of the City's previous survey information about owned and leased facilities, as well as the previous surveys done for Public Rights-of-Way (PROW), for existing physical accessibility barriers which were integrated into the ADA Transition Plan.

To fully comply with the Title II requirements for accessibility to City programs, services and activities, this Self-Evaluation & Transition Plan:

- Evaluates existing policies, procedures and practices as they pertain to the City's programs, services and activities;
- Provides findings and recommendations with regard to policies, procedures and practices;
- Reviews and compiles previous survey data of physical barriers to program accessibility for City owned and leased facilities as well as in the PROW operated by the City;
- Specifies the mitigation steps necessary to achieve compliance;
- Estimates costs for mitigation steps;
- Provides a schedule for barrier removal/mitigation;
- Sets priorities for barrier elimination; and
- Indicates the Official Responsible for implementation of the Transition Plan.

B. OVERVIEW: SELF-EVALUATION OF POLICIES, PROCEDURES, AND PRACTICES

In addition to identifying and modifying physical barriers, Title 28 CFR Part 35, ***Non Discrimination on the Basis of Disability in State and Local Government Services***, requires that a public entity evaluate its policies, procedures and practices. The following outlines the City's Self-Evaluation:

- Evaluate City policies, procedures, and practices as they pertain to its programs, services and activities; and make the necessary modifications to those policies and practices that do not meet the programmatic requirements of Title II of the ADA
- Provide an opportunity to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the Self-Evaluation process by submitting comments
- Maintain, file and make available for public inspection a list of interested persons consulted, a description of areas examined and any problems identified, and a description of any modifications made

It is recommended that the City periodically evaluate such policies, procedures and practices pertaining to communication, auxiliary aids and services, emergency response, publications, determination for undue burden, public activities, employment, and new construction of facilities, in addition to physical accessibility to City facilities.

It is also recommended that for program barrier mitigation, a detailed outline of administrative requirements and detailed requirements of needed policies be included. The policy outline would serve as a guideline upon which the City's future policies may be built.

[SEE Appendix A: ADA Self-Evaluation of Policies, Procedures, and Practices](#)

C. OVERVIEW: ACCESS COMPLIANCE ASSESSMENTS OF CITY FACILITIES

The ADA Transition Plan is used to document physical accessibility barriers to the City’s programs, services, and activities and to outline a schedule / plan (or the basis to produce one) for which the City shall follow to transition from a state of noncompliance to compliance.

The previously surveyed access compliance assessments of City facilities fulfill a portion of the first two requirements of an ADA Transition Plan by identifying existing building conditions that deviate from current State and Federal standards for new construction and providing detailed description of proposed solutions for barrier mitigation. For each barrier, the assessments outline the code deviations and requirements from the Americans with Disabilities Act Accessibility Guidelines (ADAAG) and the Accessibility Standards in the California Building Standards Code (CBC).

The previous access compliance assessments of City facilities cover approximately 5 owned and leased facilities maintained by various City departments, as shown in the table below:

Department	Number of Facilities
Elk Grove City Hall	1
Elk Grove Police Services and Council Chambers	1
Elk Grove Police Administration	1
Elk Grove Courthouse – (Fully leased to Teen Center)	1
Elk Grove’s Corporation Yard (Partially Leased to MV Transportation)	1
TOTAL	5

The previous survey assessments identified 121 different accessibility related barriers within the City facilities and that the financial cost to mitigate all barriers identified in the assessments to be approximately \$327,130.

Number of Facilities Assessed	Number of Accessibility Barriers	Total Cost Estimated (\$)
5	121	\$327,130.00

Report Production

The following information contains the minimum data included in the Access Compliance Assessments for City facilities:

- Item number of barrier and/or room numbers
- Area/location of the barrier; for example, room name or number
- Description of the barrier (As-Built Description)
- Detailed description of proposed solution and, if applicable, an alternative or interim solution
- Code citations, specifying the applicable sections in the State and Federal accessibility regulations and standards
- Unit and estimated unit price

- Total estimated cost for barrier removal
- Special site conditions (if applicable)

[SEE Appendix B: Access Compliance Survey Reports of City Facilities](#)

PRIORITIZATION CRITERIA FOR BARRIER MITIGATION – CITY FACILITIES

The third requirement of an ADA Transition Plan is to create a schedule that the City shall follow which addresses the order in which barriers shall be mitigated. This schedule shall be a public document and shall be made available for public inspection, maintained, and updated for the duration of the Transition Planning period. The maintaining and updating of this document shall mark the City's good-faith efforts in transitioning from a state of noncompliance to compliance regarding the ADA.

The difficulty and complexity of creating a schedule is recognized. Therefore, to provide a methodology for creating a schedule, a prioritization criterion was formed to rank barriers in order of most important to mitigate first to least important. The prioritization criteria rates each barrier based on two factors, its Priority Score, and its Severity Score. The Priority Score ranks the relative importance of addressing the barrier based on its locational impact on the disabled population, and the Severity Score ranks the barrier based on the degree of deviation exhibited compared to applicable access standards.

[SEE Appendix G: Prioritization Criteria for Barrier Mitigation – City Facilities](#)

The above prioritization criteria can be used to sort the access barriers identified in the assessments and create a schedule that orders barrier mitigation work starting from barriers of highest importance to barriers of least importance.

Note that the prioritization criteria serve only as one methodology for the City to create a schedule. Other criteria can be used (and is encouraged) as the basis for forming a schedule, including but not limited to: 1) barriers identified by constituents through an ADA grievance, 2) barriers that overlap with a City project already in the pipelines, 3) barriers that can be resolved internally with the City's maintenance staff. The City shall document all methodology used in justifying a barrier mitigation schedule.

D. OVERVIEW: ACCESS COMPLIANCE ASSESSMENTS OF THE PUBLIC RIGHTS-OF-WAY (PROW)

Barden v. City of Sacramento, (9th Cir. 2002) 292 F. 3d 1073 established that sidewalks and intersections constitute a service, program, or activity provided by a public entity, therefore they are subject to accessibility regulations and should be addressed as part of any entity’s, including the City’s, ADA Transition Plan.

Two different features provided in the PROW were assessed in previous surveys, including curb ramps and pedestrian signals. Curb ramps and pedestrian signal surveys were acquired from the City’s Public Works department. Sidewalk assessments will follow the City’s sidewalk and accessibility maintenance program.

The previously surveyed access compliance assessments of the Public Rights-of-Way (PROW), along with the previously surveyed assessments of City facilities, completely fulfill the first two requirements for an ADA Transition Plan. As a part of this effort, approximately 10,053 curb ramps, and 164 pedestrian signals were assessed for access compliance and that the financial cost to mitigate all barriers identified in the assessments to be approximately \$14.8 million.

Feature	Total Number Assessed	Number ADA Compliant	Total Cost Estimate (\$)
Curb Ramps	10,053 curb ramps	3,739 curb ramps	\$14,751,500
Pedestrian Signals	164 pedestrian signals	9 pedestrian signals	\$98,600
TOTAL			\$14,850,100

The information obtained from the assessments of the PROW is maintained on a geographic information system (GIS) database.

- [SEE Appendix C: Sidewalk and Accessibility Maintenance Program](#)
- [SEE Appendix D: Access Compliance Survey Reports of City Curb Ramps](#)
- [SEE Appendix E: Reference materials for City Curb Ramp Surveys](#)
- [SEE Appendix F: Access Compliance Survey Reports of City Pedestrian Signals](#)

PRIORITIZATION CRITERIA FOR BARRIER MITIGATION - PUBLIC RIGHTS-OF-WAY

As previously mentioned under “PRIORITIZATION CRITERIA FOR BARRIER MITIGATION – CITY FACILITIES” a schedule mitigating barriers in the public rights of way must be created, using prioritization criterion, and maintained throughout the Transition Planning period.

The City’s prioritization criteria developed for the curb ramps rates the relative importance of each barrier based on a combination of rating the location within the city and the predominate land uses adjacent, or “Location Priority”, as well as rating the condition of the curb ramp, or “Condition Priority”. Each score has a rating system from low to high, with the lower score being the highest priority. The prioritization criteria developed for pedestrian signals rates the relative importance of each barrier based on the information provided by the City.

[SEE Appendix H: Prioritization Criteria for Barrier Mitigation – Public Rights-of-Way](#)

E. OFFICIAL(S) RESPONSIBLE

The last requirement of an ADA Transition Plan requires that an official be identified as responsible for the implementation of the entity's Transition Plan.

It is the U.S. Department of Justice's (DOJ) view that compliance with 28 CFR 35.150(a), like compliance with the corresponding provisions of the section 504 regulations for public programs, would in most cases not result in undue financial and administrative burdens on a typical City. In determining undue financial and administrative burdens, all City resources available for use in the funding and operation of City services, programs and activities would need to be considered.

The burden of proving that compliance with paragraph (a) of 28 CFR 35.150 would either fundamentally alter the nature of a service, program, or activity OR would result in undue financial and administrative burdens, shall rest with the City. The decision that compliance would result in such alteration and/or burden must be made by the head of the public entity or his or her designee and must be accompanied by a written statement of the reasons for reaching that conclusion.

While the U.S. DOJ has acknowledged the difficulty/complexity of not only making such a determination, but also identifying the Official Responsible to make this decision/determination, the department's intention is clear in that the determination must be made by a high level official, no lower than a Department head, with budgetary authority and responsibility for making spending decisions. The Official Responsible for the implementation should be able to seek/acquire funding for ADA barrier removal work over the City's Transition Planning period.

In the City of Elk Grove, the barriers identified in City Facilities are within the purview of the Public Works Department in consultation with the Facilities Division, and barriers identified in the PROW are within the purview of the Public Works Department. The contact information for the Public Works Director is as follows:

*Public Works Director
City of Elk Grove
8401 Laguna Palms Way
Elk Grove, CA 95758
916-691-2489*

Indication of the Official(s) Responsible for implementation of the Transition Plan fulfills the final requirement of a Transition Plan.

F. PUBLIC INPUT

Per 28 Code of Federal Regulations, Part 35; Subpart D – Program Accessibility; §35.150 – Existing Facilities; (d) Transition Plan (1): The City shall provide an opportunity to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the development of the ADA Self-Evaluation and Transition Plan by submitting comments.

In order to satisfy this requirement and to gain the perspective of persons with disabilities, a public forum was held by the City where members of the public were invited to comment on and participate in the City’s Draft ADA Self-Evaluation & Transition Plan. The City’s Disability Advisory Committee was also consulted. The following are dates and locations in which these public forums were held.

December 14, 2017	Council Chambers	8400 Laguna Palms Way, Elk Grove, CA 95758
May 17, 2018	Council Chambers	8400 Laguna Palms Way, Elk Grove, CA 95758
June 20, 2018	Council Chambers	8400 Laguna Palms Way, Elk Grove, CA 95758
September 19, 2018	Council Chambers	8400 Laguna Palms Way, Elk Grove, CA 95758
December 12, 2018	8380 Conference Room	8380 Laguna Palms Way, Elk Grove, CA 95758

SEE Appendix I: Public Vetting Meeting and Solicitation of Public Input

G. TRANSITION PLAN IMPLEMENTATION

The document should be maintained and updated for the duration of the Transition Planning period and a copy of the Transition Plan shall be made available for public inspection.

The final product is a working document to be modified as barriers are removed or alterations are made. The Official(s) Responsible and project managers overseeing the barrier-removal projects will document all such ADA improvements/upgrades. Also as part of this process, technical infeasibility, if any, to meet necessary accessibility compliance will be documented and filed for the City’s records by the Engineer-of-Record on the said project. It is also recommended to provide accessibility site audits (inspections) of on-going projects as part of the project close-out/certification. This documentation and verification of barrier-mitigation will be integrated into the City’s ADA Transition Plan on a regular basis to ensure that barriers are “checked-off” and the Transition Plan remains current with a record of barrier-mitigation work.

This is a living document and is open to and expected to be modified throughout the transitioning period.

The City’s ADA Coordinator is tasked with analyzing the City’s ADA Compliance efforts and implementing, where necessary, changes to the City’s policies, procedures and infrastructure to ensure that they adhere to the guidelines set forth in this Transition Plan and that the City’s programs, services or activities are accessible to people with disabilities.

Maintenance of Accessible Features

The Maintenance of accessible features is mandated by State and Federal Regulations and is an integral part of the City’s plan to transition into a more accessible destination. Both, Chapter 28 Code of Federal Regulation, Part 35, Section 35.133 as well as the California Building Code section 1101B.3 – Maintenance of accessible features, state:

1. A public accommodation shall maintain in operable working condition those features of facilities and equipment that are required to be accessible to and usable by persons with disabilities.
2. This section does not prohibit isolated or temporary interruptions in service or access due to maintenance or repairs.

These sections recognize that it is not sufficient to provide features such as accessible routes, ramps, or elevators, if those features are not maintained in a manner that enables individuals with disabilities to use them. Inoperable elevators, are neither "accessible to" nor "usable by" individuals with disabilities.

It is, of course, impossible to guarantee that mechanical devices will never fail to operate. As such, the 2nd paragraph provides that this section does not prohibit isolated or temporary interruptions in service or access due to maintenance or repairs. This paragraph is intended to clarify that temporary obstructions or isolated instances of mechanical failure would not be considered violations of the ADA or this part. However, allowing obstructions or "out of service" equipment to persist beyond a reasonable period of time would violate this part, as would repeated mechanical failures due to improper or inadequate maintenance. Failure of the public entity to arrange prompt repair of inoperable elevators or other equipment intended to provide access would also violate this part.

A City-wide formal policy specifically addressing the legal requirements (28CFR Part 35.133 & CBC1101B.3) of maintaining accessible features would be of long-term benefit to the City. When, over time, an accessible feature fails, institutionalizing organizational commitments towards protocols and maintenance ensures an appropriate action is taken.

Implementation Policies

The City of Elk Grove proposes the following implementation policies for transitioning into compliance with the ADA and meeting the requirements of an ADA Transition Plan:

- 1) The City shall maintain and keep current an inventory of access barriers identified in the Access Compliance Assessments of City owned and leased facilities and the Public Rights-of-Way (PROW). The City's ADA Coordinator shall maintain the inventory on access barriers identified in City facilities. The City's Public Works Department and Information Technology Division shall maintain the inventory on access barriers identified in the PROW on a geographic information system (GIS).
- 2) Where planned City projects are identified whose scope of work overlaps with the location of access barriers identified in the Access Compliance Assessments, the City shall ensure that the project incorporate the mitigation of the corresponding barriers. The project and completion of mitigation work shall be appropriately documented in the corresponding inventory.
- 3) The City shall dedicate an annual budget of **\$400,000**, for the sole purpose of providing accessibility improvements for barriers identified in the Access Compliance Assessments. The City shall create an appropriate schedule for barrier mitigation work that suitably utilizes the budget. If higher funding allocations are received, then those will be used as appropriate to make the improvements associated with the funding.
- 4) The City will continue to seek out sources of funding to fund accessibility improvements throughout the City and will use this document in all funding applications to show good-faith efforts in planning for orderly transition to compliance.

5) Current Capital Improvement Projects that overlap with barriers are listed below:

CIP	Project ID	Cost (\$)	Location	Notes	Est Year of Construction
Construct the Corp Yard Parking and Entry Improvements	WCY005	1,218,914	The project is located at the City's Corporation (Corp) Yard, 10250 Iron Rock Way, Elk Grove, CA 95624	<p>This project will provide employee parking at the Corp Yard by utilizing a recently awarded Proposition 1B Transit Safety and Security grant awarded to the City. Project advertising was cancelled in late 2015 due to changes to the overall facility to incorporate an animal shelter at the site. Redesign was re-initiated once Grant Funding was confirmed to be available and the animal shelter site plan was being approved by the planning commission.</p> <p>This project is expected to be closed out in early FY19.</p> <p>Relationship to Other Projects: This project is adjacent to and subject to the final design configuration of the proposed Animal Shelter.</p>	2017/18
Citywide Curb Ramps 2017	WAC012	520,583	This is a city-wide project	<p>This project is expected to be closed out in early FY19.</p> <p>Relationship to Other Projects: Some of the curb ramps are being replaced in advance of the pavement rehabilitation projects (WPRA00).</p>	2017/18
Citywide Curb Ramps 2018	WAC013	886,000	This is a city-wide project	<p>Funding assumes and is contingent upon receiving SB1 Local Partnership Program funding for construction. Typically, a curb ramp project is awarded annually.</p> <p>Relationship to Other Projects: Some of the curb ramps are being replaced in advance of the pavement rehabilitation projects (WPRA00)</p>	2017/18
Citywide Curb Ramps 2019	WAC014	400,000	This is a city-wide project	<p>Funding assumes and is contingent upon receiving CDBG grant funding for construction. Typically, a curb ramp project is awarded annually.</p> <p>Relationship to Other Projects: This project reconstructs approximately 50 of the non-standard curb ramps ahead of a 2020 Pavement Rehab Project.</p>	2018/19

<p>Citywide Curb Ramps 2020-25</p>	<p>WAC015</p>	<p>1,440,000</p>	<p>This is a city-wide project</p>	<p>Funding assumes and is contingent upon receiving CDBG grant funding for construction. Typically, a curb ramp project is awarded annually.</p> <p>Relationship to Other Projects: CDBG Capital Funds for FY19/20 are recommended for the Railroad Street Improvements (WTR049)</p>	<p>2020/25</p>
<p>Pedestrian Crossing Upgrades at 3 Locations</p>	<p>WTC019</p>	<p>424,783</p>	<p>On Harbour Point Dr. at Buckminster Dr.; on Lakepoint Dr. at Sunset Point Pl.; On Whitelock Parkway at Franklin Creek, between Bruceville Rd and Big Horn Blvd. East of Knotts Drive intersection</p>	<p>Install pedestrian activated beacon system and advance yield line at the existing pedestrian mid-block crossings to increase pedestrian safety.</p>	<p>2017/18</p>
<p>Laguna Creek Trail - Camden South Spur</p>	<p>PT0121</p>	<p>2,672,545</p>	<p>North of Bond Road, between 8631 (California Family Fitness) and 8569 (Sacramento Yolo Mosquito Vector Control District), extending north to existing trail in Camden Park</p>	<p>Due to right-of-way acquisition issues, the project is being redesigned to avoid acquisition. With the addition of federal funds in 2014, the project is subject to NEPA. City received construction funding authorization in 2016. The City has an agreement with Cosumnes Community Services District to design and repair Camden Lake weir repairs at CCSD's cost.</p> <p>This project is expected to be closed out in early FY19.</p> <p>Relationship to Other Projects: WTL005 - Laguna Creek Trail, Camden Park to MacDonald Park, is building the north leg of this trail project. Anticipate combining projects for construction.</p>	<p>2017/18</p>

Bradshaw/Sheldon Rd Intersection Improvements	PT0137	10,339,081	Bradshaw and Sheldon Intersection	<p>Project has federal HBP grant for bridge replacement. Grant pays up to 88.53% of costs of bridge replacement. City also received federal CMAQ grant for intersection work and a state grant for using rubberized asphalt concrete. Federal HBP funds are programmed in future years. City has used local advanced construction funding to start construction in the summer of 2018.</p> <p>Relationship to Other Projects: This project should be constructed after Sheldon/Waterman Intersection Improvements (PT0138) to provide better traffic flow during construction.</p>	2017/18
Sheldon/Waterman Rd Intersection Improvement	PT0138	4,080,087	Intersection of Sheldon and Waterman Roads	<p>Project reactivated during FY 13-14</p> <p>Relationship to Other Projects: Adjacent to reconstruct Waterman from Bond to Sheldon, WPR010. This project should be constructed prior to Bradshaw/Sheldon Road Intersection Improvements (PT0137) to provide better traffic flow for during construction. Phase 2 Landscaping to be bid together with WTR030 Grantline Road Overcrossing Landscaping.</p>	2017/18
Elk Grove-Florin Rd. at W. Camden Dr. Sidewalk Infill, East Side	WAC024	350,000	East side of Elk Grove-Florin Road, at West Camden Drive	<p>New project added in FY15/16.</p> <p>Relationship to Other Projects: Pedestrian improvements on west side completed under WAC009.</p>	2019/20
Elk Grove-Florin Rd. and Elk Grove Park Sidewalk Infill	WAC026	1,262,000	Elk Grove Florin Road, between Valley Oak Lane and Carmel Valley Way. The new sidewalk will extend from Castle Park Drive to Park Meadows Drive. Crossing improvements will be made at intersections within the project limits.	<p>New project added in FY15/16.</p> <p>Scope expanded in 2017 to add more bicycle and pedestrian improvements in order to win ATP grant funding.</p> <p>Relationship to Other Projects: None.</p>	2019/20

2016 Bus Stop Accessibility Improvements	WAC027	335,000	Elk Grove Boulevard and Harbour Point Drive; Vaux Avenue and Laguna Main Street		2018/19
Sidewalk Infill Project 2018	WAC032	215,000	East Stockton Boulevard along frontage of Chicks in Crisis, Laguna Boulevard near Big Horn Blvd intersection	Work is currently being scoped by CIP staff. Laguna segment added by Transit Department request on 2/15/18. Relationship to Other Projects: None.	2017/18
Aquatics Center and Civic Center Commons Site	WCC002	40,589,985	South of Civic Center Drive and East of Big Horn Blvd	As part of the Design-Build delivery method, a Request for Qualifications (RFQ) was issued in 2012 for a combined adventure park and aquatics facility. In October 2014, council directed to construct aquatics facility only as design-bid-build project. Three bids received August 2015. All are significantly over budget. Council rejected all bids at 10/14/15 meeting. A new project scope and budget was developed and subsequently approved by Council. Project construction started 5/1//17. Relationship to Other Projects: WCCA01- General Civic Center Site Master Planning WCC010-Community & Senior Center WCC024-Civic Center Commons Area	2017/18
Civic Center - Community & Senior Center	WCC010	25,411,206	Civic Center Site - South of Civic Center Drive and East of Big Horn Blvd	The Feasibility Study was completed and approved by Council on 7/13/16. Bobo Construction awarded construction contract at 2/14/18 Council meeting. Relationship to Other Projects: WCCA01- General Civic Center Site Master Planning WCC002- Aquatics Center WCC024-Civic Center Commons Area	2017/18

Oasis Park	WCE008	11,765,817	South of Whitelock Parkway between Bruceville Rd and Big Horn Blvd	Park will be designed, awarded, and construction administered by CCSD. The project is anticipated to be awarded in the summer of 2018, pending resolution of property transfer to the City. Relationship to Other Projects: None	2017/18
Singh and Kaur Park	WCE010	2,015,500	The semicircle defined by Ponta Delgada Dr and Atrio Circle		2018/20
Poppy West Park	WCE011	1,543,500	South of Poppy Ridge Rd. between Bruceville Rd. and Big Horn Blvd.		2020/21
Sun Grove Park	WCE012	570,500	East of Big Horn Blvd. between Whitelock Pkwy. And Poppy Ridge Rd.		2020/21
Madeira East - South Park	WCE013	1,311,000	West of Lotz Pkwy. between Whitelock Pkwy. And Poppy Ridge Rd.		2020/21
Poppy East Park	WCE014	1,716,000	Laguna Ridge near Poppy Ridge Rd		2022/23
Old Town Plaza Phase 2 and 3	WCE022	6,271,700	Railroad Street and Elk Grove Boulevard	Overall plaza site concept approved 12/9/2015. Relationship to Other Projects: Phase 1 was project WCE021	2019/20
Civic Center Nature Area	WCE028	8,417,800	By Civic Center Drive to north, Big Horn Blvd to west, and Lotz Parkway to south. There is a residential development to the east.	Budget represents current estimate to complete schematic design. The schematic design will identify project budget and phasing plan. CIP will be updated upon completion of the schematic design to reflect project costs and timing of improvements. Relationship to Other Projects: WCCA01 - General Civic Center Site Master Planning WCC002 - Aquatics Center WCC010 - Community and Veterans Center	2018/19

Elk Grove Animal Shelter	WFC012	17,676,861	Union Park Way and Iron Rock Way. 9150 Union Park Way, Elk Grove, CA 95624	<p>A site concept study was prepared March 2016, reflecting the latest intake information. Public outreach was conducted in March 2016. Council approved project concept, program updates, and estimated budget May 11, 2016. The project is currently under construction.</p> <p>Due to the timing of Community Facilities Funds revenue relative to the timing of construction, the project will be partially funded through a debt obligation and the Community Facilities Funds revenue will be the funding sources for the debt service payments.</p> <p>Relationship to Other Projects: WCY005 Corp Parking & Entry Improvements</p>	2017/18
I-5/Elk Grove Blvd Park and Ride Lot	WFC016	1,639,000	Near the I-5/Elk Grove Blvd Interchange, specific location to be determined		2020/21
City Hall Reception Desk and Clerks Office Remodel	WFC017	315,000	City Hall, 8401 Laguna Palms Way		2018/19
Sacramento County Water Agency Frontage Sidewalk Infill	WFL003	671,000	Willard Parkway at 10100 Willard Parkway, along the frontage of the empty SCWA Parcel	<p>Project was bid in FY17-18. Project will be re-bid in FY18-19.</p> <p>Relationship to Other Projects: The project is identified in the East Franklin Area Landscape Program.</p>	2017/18
Bond Road Median Improvements and Resurfacing	WTC015	2,644,200	Bond Road from approx. 475' west of East Stockton Blvd. to Elk Grove Florin Road	<p>Project construction is scheduled for 2018 with completion by early 2019. The useful life of the pavement overlay is approximately 20 years.</p> <p>Relationship to Other Projects: Additional funding for overlay from Roadway Maintenance Program</p>	2017/18

Laguna Creek Trail - Camden North Spur	WTL005	746,990	Western end of existing trail in Camden Park, northerly to existing trail south of Beckington Drive, to MacDonald Park and end of existing Whitehouse Creek Trail	<p>Project has received grant of \$699,000 in Federal Grants via SACOG's Regional Bicycle and Pedestrian Funding Program. \$199,000 Federal funds for PE are currently obligated; \$500,000 Construction is programmed by SACOG in FFY 2015/16. City received construction funding authorization in 2016.</p> <p>This project is expected to be closed out in early FY19.</p> <p>Relationship to Other Projects: Connects to and/or extension of the Laguna Creek Trail - Camden Spur (South) Project (PT0121) and the existing Laguna Creek Trail. Anticipate combining projects for construction.</p>	2017/18
Elk Grove Creek Trail - Emerald Vista to Elk Grove-Florin	WTL009	1,370,000	Elk Grove Creek Trail, between Emerald Vista Drive and Elk Grove-Florin Road	<p>Relationship to Other Projects: The project extends and closes a gap in the Elk Grove Creek Trail system. It ties directly to the Elk Grove Creek Trail Crossing at SR99 Project and is a major component of the City's Trails Master Plan.</p>	2022/23
Laguna Springs Corporate Center Area Trail Improvements	WTL011	567,000	Elk Grove Creek from Laguna Springs Drive to Oneto Park		2021/22
Laguna Creek Trail - Crossing at State Route 99	WTL016	7,770,000	Laguna Creek Trail at State Route 99	<p>Project is included as a potential grant candidate. Project will not commence work until such time as a grant is awarded.</p> <p>Relationship to Other Projects: None</p>	2022/23
Laguna Creek Trail - Camden Lake to East Stockton Blvd/State Route 99	WTL018	163,000	Laguna Creek between Camden Lake and East Stockton Boulevard/State Route 99	<p>Project is included as a potential grant candidate. Project will not commence work until such time as a grant is awarded.</p> <p>Relationship to Other Projects: WDR018 will construct the paved maintenance access roads</p>	2020/21

Laguna Creek Trail and Bruceville Road SRTS Improvements	WTL019	3,477,400	Laguna Creek Trail extension between Lewis Stein Road and Bruceville Road(north or south of creek), trail gap closures between Bruceville Rd, Mannington St and Sheldon Rd./Center Pkwy and sidewalk gap closures on Bruceville Road between Sheldon Rd and Big Horn Blvd and between Di Lusso Dr. and Laguna Blvd.		2019/20
Strawberry Creek Trail - Monterey Trail HS to Jones Park	WTL021	2,906,000	Strawberry Creek Trail from Monterey Trail High School to Jones Family Park	This project consists of segments IH9, DH13 and DH14 of the Bicycle, Pedestrian, and Trails Master Plan. Project is included as a potential grant candidate. Project will not commence work until such time as a grant is awarded. Relationship to Other Projects: None	2021/22
Laguna Creek Open Space Preserve Trail	WTL022	3,145,918	Lower Laguna Creek Open Space Preserve from Elk Spring Way to Laguna Creek near Fieldale Dr. in the City of Sacramento	This project was originally included in the Bicycle, Pedestrian, and Trails Master Plan as segments DH17 and IH10 of Ryland Trail. ATP grant was awarded in FY15. With the grant, the scope of WTL003 was added. Segment DH17 was split out as an independent project WTL032. This project is expected to be closed out in early FY19. Relationship to Other Projects: The scope of project WTL003 was added to this project.	2017/18
Annual Trail Pavement Rehabilitation Years 2-5	WTL034	912,600	Locations Citywide	Relationship to Other Projects: Formerly Identified as project WPR012	2022/23

Whitehouse Creek Trail Connection	WTL038	169,000	Whitehouse creek from the confluence of Laguna Creek to East Stockton Boulevard	Relationship to Other Projects: WDR018 will construct the paved maintenance access roads	2020/21
Grant Line Rd Widening Phase II (Waterman to Mosher)	WTR002	5,365,000	Grant Line Road between Waterman Road and Mosher Road	In the fall/winter of 2015, the City negotiated a funding swap with the JPA, shortening the project to only cover design and construction between Waterman Blvd and Mosher, with the existing federal funding transferring to the JPA. Relationship to Other Projects: This project is on the alignment for the Capital Southeast Connector Project.	2018/19
Whitelock Pkwy/State Route 99 Interchange Project	WTR009	75,272,447	On SR-99 at Whitelock Parkway (between Elk Grove Boulevard and Kammerer Road)		2018/19
Grant Line Rd Widening - Phase III	WTR010	7,100,000	Grant Line Road, between Mosher Road and Bradshaw Road	In the fall of 2011 SACOG obligated the first \$1.5M to fund the design work under project WTR002. This separate phase 3 project is required to construct the widening between Mosher Road and Bradshaw Road. Funding for this portion is anticipated to come out of a separate MOU with the South East Connector JPA in the Fall of 2018. Relationship to Other Projects: Preliminary Design has occurred under project WTR002. This project is on the alignment for the Capital Southeast Connector Project.	2019/20
Bruceville Rd & Poppy Ridge Rd/Quail Run Ln Inters. Signalization	WTR011	532,541	Bruceville Road & Poppy Ridge Road/Quail Run Lane		2018/19

Old Town Area Streetscape Phase 2	WTR012	6,325,823	Elk Grove Boulevard from School Street to Waterman Road	<p>The City was approved for a grant from SACOG for preconstruction phase in FY13/14. The Project continues the previous streetscape enhancements completed in 2006. Project was awarded a \$450K grant funding thru SACOG in December 2015. Design of improvements in underway with completion expected by the end of the calendar year. A SACOG Community Design grant application will be submitted in May 2018. Funding to underground electrical services may need to be identified.</p> <p>Relationship to Other Projects: The Project continues the previous streetscape enhancements constructed between Elk Grove-Florin Boulevard and Derr Street in 2006.</p>	2019/20
Kammerer Rd Reconstruction Big Horn Blvd to Lotz Parkway	WTR017	11,801,608	On Kammerer Rd from Big Horn Blvd to Lotz Pkwy	<p>Relationship to Other Projects: Anticipated coincident design and construction with the adjacent section of Kammerer, Project WTR014 and WTR016.</p>	2019/20
Big Horn Blvd - Los Rios College Driveway To Bilby Rd	WTR026	11,907,000	Big Horn Blvd from Los Rios College Driveway to Bilby Rd	<p>SCWA, and SASD is to be reimbursed by the respective utility. Reimbursement agreements have been executed. The Project was awarded by City Council on July 26, 2017.</p> <p>Relationship to Other Projects: WMI005 (Sewer Lift Station Project): Sewer Lift Station WTR029 (NGA Bilby Road Improvements).</p>	2017/18
Bilby Road Improvements - Bruceville Road to Shed C Channel	WTR029	14,498,000	Bilby Road, from Bruceville Road to Shed C Channel	<p>Utility infrastructure is to be reimbursed by the respective utility. Reimbursement agreements have been executed. The Project was awarded by City Council on July 26, 2017.</p> <p>Relationship to Other Projects: WMI005 (Sewer Lift Station Project): Deep sewer pipe, lift station, and force main delivery schedules will be coordinated. WTR026 (NGA Big Horn Blvd.)</p>	2017/18

Grant Line Road Operational Impr (Bond Rd to Sheldon Rd) - Phase 1	WTR034	5,818,000	Grant Line Road between Bond Road and Sheldon Road	2020/21
Signalization of Whitelock Parkway and Cape Verde Drive Intersection	WTR047	475,000	Intersection of Whitelock Parkway and Cape Verde Drive, east of the intersection of Whitelock Parkway and Big Horn Boulevard	2019/20
Railroad Street Improvements	WTR049	4,672,000	Old Town Plaza and Railroad Avenue	2019/20