

Table 2: SB1 LPP Competitive Grants Program – Sponsor Agency Responses to CTC Evaluation Criteria

Project	Leveraging SB1 LPP Competitive Grant Dollars	Cost-Effectiveness	Earlier Commencement of Construction	Quantifiable Air Quality Improvement & Reduction in Vehicle Miles Traveled	Demonstrated Regional and Community Project Support	Further Implementation of Sustainable Communities Strategy
Downtown 3.0 Grid Implementation <i>City of Sacramento</i> Integration of planned transportation improvements and programs to enhance downtown grid, including conversion of one-way streets to two-way, additional protected bike lanes, pedestrian improvements, complete connections, wayfinding, alley activation, transit-only lanes, enhanced transit stations, removal of barriers to connectivity. Requested Amount: \$5.0 Million	1 : 1 Requested amount of \$5.0 million will be matched with \$5.0 million from Development Impact Fees and Road Maintenance and Rehabilitation Account (RMRA).	Project relies on converting existing right of way in the city's historic central city grid to better accommodate pedestrians, cyclists, and transit as well as accommodate increased development. Roadway rehabilitation, new striping, signals, and accessibility enhancements can all be addressed through a single project. It also provides the opportunity to concurrently install needed underground utility improvements (e.g., water and sewer upgrades).	January 2019 CEQA clearance for the project will be received in February 2018 with approval of the Central City Specific Plan. Selection of corridors and final design will be completed within six months.	Implementation of the Downtown Specific Plan results in reduced VMTs with resulting air quality benefits, including an overall reduction in VMT while accommodating additional population and employment. It furthers citywide and regional VMT reduction goals and will help the region achieve attainment goals.	Grid 3.0 was developed through extensive outreach with the approval of the community, including environmental groups, neighborhood organizations, bicycle and pedestrian advocacy groups, the development community, and other agencies, including Sacramento Regional Transit, SACOG, the Sacramento Air Quality Management District, and numerous others. It is incorporated into the Draft Central City Specific Plan.	As an element of the Downtown Specific Plan, Grid 3.0 achieves SCS goals by providing shortened commute times, reduced traffic congestion, less dependence on automobiles, improved air quality, reduced greenhouse gas emissions, reduced distances between jobs and housing, and increased density in urban core proximate to multiple transportation options.
Hazel Avenue Improvement, Phase III <i>County of Sacramento</i> Widen from four to six lanes between Sunset and Madison Avenues with landscaped medians; installation of new Class II bike lanes and continuous sidewalks; new transit stops with bus turnouts and shelters; disability access features and ADA upgrades; rehabilitate and resurface existing pavement including a rubberized asphalt concrete pavement overlay; traffic signal upgrades, and new traffic signals at Roediger Lane and at Phoenix Avenue; deployment of ITS features and integration with regionwide network; undergrounding of existing overhead utilities; installation of landscape and streetscape enhancements; and construction of soundwalls. Requested Amount: \$5.0 Million	1.52 : 1 Requested amount of \$5.0 million will be matched with \$7.6 million from State Transportation Improvement Program (STIP), Developer Fees, and Measure A.	5.4 : 1 Benefit/Cost Ratio* Phase III generates \$68 million in benefits; and \$232 million in benefits will be generated with completion of the three-phase Hazel Avenue Improvement Project. Improvements directly and effectively address significant active transportation needs as well as safety, congestion and capacity concerns that exist along this segment. Congestion and safety improvements will benefit users by reducing travel time and vehicle operating and accident costs. *for entire project at completion	April 2019 Project has CEQA/NEPA environmental clearance. Project design, including PS&E, and right-of-way acquisition are in their final stages.	Project reduces congested VMT in the corridor by 7.6 million vehicle miles per year, and supports regional reduction in congested VMT, by improving capacity which reduces congestion levels and vehicle delays, and improve travel times. Project also reduces overall VMT by 215,000 vehicle miles per year from complete streets which support walking and bicycling, and improves connections to transit alternatives to driving for longer trips. Project results in a reduction of 7,420 tons per year in ozone precursors and PM10.	Implements findings and recommendations of the Hazel Avenue Corridor Study, which was prepared in consultation with a Community Advisory Committee representing residents, businesses and other community stakeholders and adopted by the Board of Supervisors. The proposed bicycle, pedestrian, and ADA improvements are supported by the Sacramento Bicycle Advisory Committee, WalkSacramento and the Disabled Access Subcommittee.	Included in SACOG's SCS. Further implementation of the SCS by including: 1) new, enhanced facilities for pedestrians and bicycles, 2) improved operational efficiency for transit services in the corridor with linkages to the existing light rail system, 3) new and enhanced transit stop facilities, 4) improved system linkage between the Hazel Avenue corridor bikeway facilities and the American River Bike Trail, 5) enhanced accessibility and ADA upgrades, and 6) raised landscaped medians and landscape/streetscape enhancements.
Elverta Road Improvement <i>County of Sacramento</i> Rehabilitate and complete capacity, safety and multi-modal improvements on Elverta Road between Dutch Haven Boulevard and Watt Avenue including: widening from two to four lanes with raised landscaped center medians; Class II bike lanes; disability access features and ADA upgrades; traffic signal modifications; rehabilitating and resurfacing the existing pavement; replacing the existing structurally deficient and functionally obsolete bridge over Dry Creek with a new reinforced concrete bridge; and sound wall installation. Requested Amount: \$5.0 Million	1.6 : 1 Requested amount of \$5.0 million will be matched with \$8.0 million from Federal Highway Bridge Program (HBP) funds and Developer Fees.	Project's capacity and safety improvements will benefit users by reducing travel time, and vehicle operating and accident costs. Enhancements will provide for more efficient operations and will sustain Elverta Road as a key regional facility for commuters and commercial traffic. Replacement of Dry Creek bridge constructed to the ultimate six-lane width will avoid higher widening costs in the future.	July 2019 Project has CEQA/NEPA environmental clearance. Project design, including PS&E, and right-of-way acquisition are in progress.	Project reduces congested VMT in the corridor by 578,000 per year, and supports regional reduction in congested VMT by improving the roadway capacity which reduces existing congestion and vehicle delays, accommodates future growth in traffic levels, and improves travel times through the corridor. Also reduces overall VMT by 113,000 vehicle miles per year due to construction of new Class II bike lanes, pedestrian improvements and accessibility improvements.	Extensive public outreach was performed throughout the CEQA/NEPA process. The project is supported by the Board of Supervisors, the community, and other interested stakeholders.	Included in SACOG's SCS. Further implementation of the SCS by including: 1) improved traffic safety by installing raised, landscaped medians, 2) beautification of the project area, 3) improved safety, access and mobility for pedestrians, bicyclists, and equestrians, and 4) reduction in existing and projected traffic congestion.
South Watt Avenue Improvement <i>County of Sacramento</i> Widen from two to four lanes with landscaped medians and center turn lanes; installation of Class II buffered bike lanes, pedestrian walkways and connections with existing sidewalks; provide disability access features and ADA upgrades; rehabilitate and resurface existing pavement; intersection modifications and traffic signal upgrades at Florin, Elder Creek, Fruitridge, and Jackson Roads; replace reinforced concrete bridge at Morrison Creek Crossing; and upgrade railroad crossing south of Elder Creek Road. Requested Amount: \$5.0 Million	1.4 : 1 Requested amount of \$5.0 million will be matched with \$7.0 million from Developer Fees and Measure A.	8.5 : 1 Benefit/Cost Ratio* Generates \$229 million in benefits with completion of all phases of the project from Florin Road to Jackson Highway. Project's capacity and safety improvements will benefit users by reducing travel time, and vehicle operating and accident costs. Enhancements will provide for more efficient operations in the corridor for commuters, transit, and commercial traffic, and will sustain South Watt Avenue as a key regional facility for goods movement.	April 2020 CEQA environmental clearance has been completed for the project and the design and right-of-way phases are in progress.	Project reduces congested VMT in the corridor by 9.2 million per year, and supports regional reduction in congested VMT by improving roadway capacity which reduces existing congestion and vehicle delays, accommodates future growth in traffic levels, and improves travel times through the corridor. Also reduces overall VMT by 146,000 per year due to construction of new Class II bike lanes, pedestrian and accessibility improvements. Project results in a reduction of 5,330 tons per year in ozone precursors and PM10.	Project has been identified as a priority need in the adopted environmental documents for community planning areas including the North Vineyard Station Specific Plan and the Florin-Vineyard Community Plan. Project is supported by commuters and local business groups including the Power Inn Alliance, a coalition of over 1,300 business and property owners in the Power Inn and South Watt area.	Included in SACOG's SCS. Further implementation by including: 1) new, enhanced pedestrian and bicycle facilities with improved system linkage to the American River Bike Trail; 2) new bus stops and improved operational efficiency for transit service in the corridor with linkage to the existing light rail system and the Watt/Manlove light rail station; 3) enhanced accessibility and ADA upgrades; and 4) raised landscaped median and center turn lane.
White Rock Road Transportation Improvement <i>City of Rancho Cordova</i> Improve approximately 4 miles of White Rock Road from Luyung Drive to Grant Line Road. White Rock Road will be two lanes from Luyung Drive to Grant Line Road, add bike lanes in each direction, and separate traffic with a median. Requested Amount: \$10.5 Million	1 : 1 Requested amount of \$10.5 million will be matched with \$10.5 million from City funds, Development Impact Fees, Congestion Mitigation & Air Quality, and Regional Surface Transportation Program funds.	3.2 : 1 Cost/Benefit Ratio* Generates \$51.3 million in benefits (2017 dollars), primarily from the reduction in vehicle miles traveled and in person hours traveled, and the projected increase in the number of cyclists. *for entire project at completion	Late 2018 NEPA and CEQA environmental clearance and permitting completed. Final design underway and will be completed Summer 2018. Construction is planned for late 2018 or early 2019. Completion is anticipated for Fall 2019.	Over a 22 year analysis period, the project will decrease VMT by 6.4 million VMT. The new road configuration also reduces fatalities, gas consumption and emissions.	Project is supported by Congressman Ami Bera, Assemblyman Ken Cooley, Caltrans, the County of Sacramento, STA, SACOG, the City of Folsom, Easton Development Company LLC, and Elliott Homes.	Included in SACOG's SCS. Further implementation of the SCS by relieving congestion on US 50. Project is the last of a suite of projects that are intended to alleviate regional congestion, improve safety, link current routes for people walking and biking, increase access to planned housing developments and link those planned developments to current and oncoming job centers.
Capital SouthEast Connector <i>Capital SouthEast Connector JPA</i> <i>City of Elk Grove</i> <i>City of Folsom</i> <i>County of Sacramento</i> Reconstruct Kammerer Road in its ultimate location between Big Horn Boulevard and Lotz Parkway (A2) Widen Grant Line Road in its ultimate location between Mosher Road and Bradshaw Road (B2) Reconstruct White Rock Road in its ultimate location at the East Bidwell Street intersection (D3) Requested Amount: \$20.0 Million	1 : 1 Requested amount of \$20.0 million will be matched with \$20.0 million from State Transportation Improvement Program (STIP), Measure A, and Elk Grove Roadway Fees.	2.2 : 1 Cost/Benefit Ratio* Generates \$1.42 billion in benefits by reducing congestion on existing streets, creates economic development by shortening travel times and luring new businesses, enhances transit service by providing a corridor linking residential and employment centers, creates active transportation corridor with cycling trail and walking paths, reduces greenhouse gases by allowing more direct trips at consistent speeds, and reduces vehicle crashes and operating costs. *for entire project at completion	Early 2019 All segments are CEQA programmatically cleared as part of the JPA's Programmatic Environmental Impact Report. Segments B2 and D3 are in final engineering design while right-of-way acquisition is ongoing and expected to be completed in 2018. For Kammerer (A2), specific CEQA and NEPA clearance is expected by summer of 2018 with most of the right of way already owned.	Connector will help relieve regional traffic congestion. Phase 1 of the Connector is expected to reduce VMT on Sacramento region congested roadways level of service LOS E or worse by more than 38 million miles per year. Level of Service improvements will be significant enough that more than 40 miles of LOS E or worse roadways will no longer be congested daily.	The Connector JPA includes the cities of Elk Grove, Folsom and Rancho Cordova, and El Dorado and Sacramento Counties. The Connector's recent application for a federal Infrastructure for Rebuilding America grant was supported by the Sacramento Metro, El Dorado Hills, Folsom and Rancho Cordova Chambers of Commerce; California Alliance for Jobs; SACOG; STA, Caltrans, Sacramento Region Builders Exchange and Rancho Cordova-based VSP Global.	Included in SACOG's SCS. Further implementation of the SCS by increasing employment in Elk Grove, Rancho Cordova, and Folsom are consistent with the SCS and would improve the area's overall job-housing balance, contributing to a reduction of commuter traffic. The project will provide traffic congestion relief for US Highway 50, State Route 99.