



**SENATE BILL (SB) 1 LOCAL PARTNERSHIP PROGRAM
COMPETITIVE GRANT PROGRAM
PRELIMINARY PROJECT NOMINATION FORM**

Project Title

Hazel Avenue Improvement Project - Phase III

Implementing Agency(ies)

Sacramento County

Project Summary

This project will complete the third and final phase of capacity, rehabilitation and complete street improvements on Hazel Avenue, including widening from four to six lanes between Sunset Avenue and Madison Avenue 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; rehabilitating and resurfacing the existing pavement; traffic signal upgrades at existing intersections, and installation of two new traffic signals at the intersections of Hazel Avenue with Roediger Lane and Phoenix Avenue; deployment of Intelligent Transportation System (ITS) features throughout the Hazel Avenue corridor and integration with the County and region-wide ITS network; undergrounding of existing overhead utilities; installation of landscape and streetscape enhancements; and construction of soundwalls. The objective of the project is to fully implement the ultimate complete street configuration for Hazel Avenue that reduces existing and future traffic congestion, improves safety and mobility for all modes of travel, provides long-term sustainability and a state of good repair for all transportation infrastructure in the corridor, and enhances the surrounding community.

Which LPP program(s) are you considering nominating this project for? (check all that apply)

- Competitive Grant Program through the STA
- Competitive Grant Program as the Applicant and the Implementing Agency

Total Project Cost: \$12,600,000

Request Amount: \$5,000,000

Local Match Amount: \$7,600,000

Source(s) of Local Match: State Transportation Improvement Program (STIP), Developer Fees and Measure A

Which eligible category does the project most fall under?

Improvements to the local road system

Check to answer YES to the questions below or leave blank to indicate NO:

- Will matching funds be expended concurrently and proportionately to the requested funds?
- Is the total cost of the project at least \$10 million?
- Is the project funding plan sufficient to complete the project?
- Are you able to demonstrate that the LPP funds will not supplant other committed funds?
- Are you able to demonstrate that the LPP funds will be not be used to pay for cost increases?
- Is the requested amount to be only used for the construction component of the project?

COMPETITIVE PROGRAM EVALUATION CRITERIA

(from Page 9 of the 2018 Local Partnership Program Guidelines)

Briefly describe:

The project's cost-effectiveness:

The project's benefits and cost-effectiveness have been modeled using the Caltrans Cal-B/C 6.2 tool. The project has a benefit/cost (B/C) ratio of 5.4:1, with life cycle benefits of \$68 million for Phase III (Sunset Avenue to Madison Avenue) and \$232 million for the completed three-phase project (US 50 to Madison Avenue). The proposed improvements directly and effectively address the significant active transportation needs as well as safety, congestion and capacity concerns that exist along this segment of Hazel Avenue. The congestion and safety improvements will benefit users by reducing travel time, vehicle operating costs, and accident costs. In addition to new infrastructure improvements, the project will also rehabilitate the existing roadway including a rubberized asphalt concrete pavement overlay. The proposed improvements are intended to provide long-term sustainability for all transportation infrastructure in the corridor, and maintain the system in a state of good repair for at least 20 years. The improved efficiency of infrastructure in the corridor will increase the availability of local funds that can be utilized for operating and maintaining the overall County transportation system.

The project's regional and community support:

Extensive public outreach and participation was performed throughout the CEQA/NEPA process. The project implements the 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. The project has regional support and is included in SACOG's adopted 2016 MTP/SCS.

Commencement of construction:

4/1/2019

The project has CEQA/NEPA environmental clearance. Project design, including PS&E, and right-of-way acquisition are in their final stages.

Leveraging of other committed funds:

Funding committed to the project includes STIP, Developer Fees, and Measure A, which will provide the match for the proposed LPP funds.

Quantifiable air quality improvements, including significant reductions in vehicle-miles traveled:

The project reduces congested VMT in the corridor by 7.6 million vehicle miles per year, and supports a regional reduction in congested VMT by improving capacity which will reduce congestion levels and vehicle delays, and improve travel times through the Hazel Avenue corridor. The project also expands the County's existing Intelligent Transportation System (ITS) and adds key components to the region's ITS development. The ITS improvements proposed for this project will enhance safety and traffic flow as well as improve transit operations within the corridor and ensure more efficient and reliable service with connections. Upgrading the intersections and signal systems will provide seamless progression along Hazel Avenue and adjoining streets. The project also reduces overall VMT by 215,000 vehicle miles per year by providing a complete street which supports walking and bicycling, and also improves connections to transit, which provides alternatives to driving for longer trips. The proposed bicycle, pedestrian and ADA improvements will improve safety and mobility for all users and enhance the connectivity between these modes and the transit services in the corridor. Based on the Caltrans Cal-B/C 6.2 model, the project results in a reduction of 7,420 tons per year in ozone precursors and PM10.

How the project furthers the implementation of the sustainable communities strategy:

The Hazel Avenue Improvement project is included in the Sacramento County General Plan and SACOG's MTP/SCS to improve congestion and mobility for all modes of travel in the North Sacramento Region. The project furthers the implementation of the sustainable communities strategy by including the following elements in the project design: 1) New, enhanced facilities for pedestrians and bicycles which include bike lanes, separated sidewalks, and a landscaped buffer between the traveled way and the sidewalk; 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 with accommodations for shelters, benches and improved circulation areas; 4) Improved system linkage between the Hazel Avenue corridor bikeway facilities and the American River Bike Trail; 5) Enhanced accessibility for all users and ADA upgrades throughout the corridor; and 6) Raised landscaped medians and landscape/streetscape enhancements, which will improve safety for all travel modes and add to the overall beautification and identity of the Hazel Avenue corridor.