



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

Project Title

South Watt Avenue Improvement Project, Florin Road to Jackson Road - Phase I

Implementing Agency(ies)

Sacramento County

Project Summary

The project will complete the first phase of improvements proposed on South Watt Avenue, which include widening from two to four lanes with landscaped medians and center turn lanes; installing Class II buffered bike lanes, pedestrian walkways and connections with existing sidewalks; providing disability access features and ADA upgrades throughout the project; rehabilitating and resurfacing the existing pavement; intersection modifications and traffic signal upgrades at Florin Road, Elder Creek Road, Fruitridge Road and Jackson Road; replacement of the reinforced concrete bridge at the Morrison Creek Crossing; and upgrades to the railroad crossing south of Elder Creek Road. The project objectives are to reduce existing and projected traffic congestion, improve safety and mobility on South Watt Avenue for all modes of travel and rehabilitate transportation infrastructure in the corridor to a state of good repair.

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: \$12,000,000
Request Amount: \$5,000,000
Local Match Amount: \$7,000,000
Source(s) of Local Match: Measure A and Developer Fees

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 8.5:1, with life cycle benefits of \$229 million for the completed project from Florin Road to Jackson Highway (all phases). The project's capacity and safety improvements will benefit users by reducing travel time, vehicle operating costs, and accident costs. The project 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. In addition to new infrastructure improvements, the project will also rehabilitate the existing roadway including a rubberized asphalt concrete pavement overlay, and replacement of the Morrison Creek Bridge. 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:

The 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. The project is supported by commuters and local business groups including the Power Inn Alliance, a coalition of over 1300 business and property owners in the Power Inn and South Watt area. The project has regional support and is included in SACOG's adopted 2016 MTP/SCS.

Commencement of construction:

4/1/2020

CEQA environmental clearance has been completed for the project and the design and right-of-way phases are in progress.

Leveraging of other committed funds:

Funding committed to the project includes Measure A and Developer Fees, 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 9.2 million vehicle miles per year, and supports a regional reduction in congested VMT by improving the roadway capacity which will reduce existing congestion and vehicle delays, accommodate future growth in traffic levels, and improve travel times through the South Watt Avenue corridor. The project also allows for expansion of the County's existing Intelligent Transportation System. The proposed intersection improvements and traffic signal system upgrades will enhance traffic flow and provide for seamless progression along South Watt Avenue and adjoining streets. The project also reduces overall VMT by 146,000 vehicle miles per year with the construction of new Class II bike lanes, pedestrian improvements and accessibility improvements which will address the current perceived lack of safety and convenience that discourages active modes in the South Watt Avenue corridor. The proposed improvements will encourage increased bicycling, walking, and transit usage and expand transportation options in the corridor. The improved facilities constructed with this project will connect users with the pedestrian, bikeway, and transit facilities to the north of Jackson Road, including the American River Bike Trail and the Watt/Manlove light rail station. Based on the Caltrans Cal-B/C 6.2 model, the project results in a reduction of 5,330 tons per year in ozone precursors and PM10.

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

The South Watt Avenue Improvement Project is included in the Sacramento County General Plan and SACOG's MTP/SCS to address current and future congestion and to enhance mobility for all modes of travel in the South Sacramento area. 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 with improved system linkage to the American River Bike Trail; 2) New bus stops, which are currently not possible due to the restricted roadway width, 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 for all users and ADA upgrades throughout the corridor; and 4) Raised landscaped median and center turn lane, which will enhance safety for all travel modes and add to the overall beautification and safety of the South Watt Avenue corridor.