



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

Project Title

Capital SouthEast Connector

Implementing Agency(ies)

Capital SouthEast Connector Joint Powers Authority, jointly with the City of Elk Grove, City of Folsom, and the County of Sacramento

Project Summary

Reconstruct Kammerer Road in its ultimate location between Big Horn Boulevard and Lotz Parkway. Widen Grant Line Road in its ultimate location between Mosher Road and Bradshaw Road. Reconstruct White Rock Road in its ultimate location at the East Bidwell Street intersection

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: \$40 million

Request Amount: \$20 million

Local Match Amount: \$20 million

Source(s) of Local Match: STIP, Measure A, Elk Grove Roadway Fee

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 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:

Benefit-Cost Analysis

According to the Connector Benefit-Cost Analysis dated October 31, 2017, the Connector will:

- Improve travel time reliability by providing an additional travel option that reduces congestion on existing roadways
- Improve travel speeds by reducing congestion on existing streets
- Create economic development by shortening travel times and luring new businesses
- Enhance transit service by providing a corridor offering consistent mobility linking residential and employment centers
- Create an active transportation corridor with a cycling trail and walking paths
- Reduce greenhouse gases by allowing more direct trips at more consistent speeds

The analysis goes on to state that the benefits from the Connector include reduced greenhouse gas emissions (\$2.6 million), reduced travel times (\$53.6 million), fewer crashes (\$1.3 billion), and reduced vehicle operating costs (\$64.1 million). The costs include construction, operations and maintenance costs of the roadway. A summary of benefits/costs is shown in the following table. The present value of net benefits is estimated at \$1.42 billion while costs equal \$641 million. **This shows that by a 2.2 to 1 ratio, the project's benefits outweigh its costs.**

Additionally, given that the active transportation components of the project cannot be easily modeled, the BCA may even be underestimating the benefits of the Connector project.

Table ES4: Summary of Benefits and Costs 4% real discount rate

Benefits and Costs	Benefits/Cost (Mil \$\$) (over 20 years)	Benefits/Cost (Mil \$\$) per year
Benefits		
Travel Time Savings	\$53.6	\$2.7
Vehicle Operating Cost Savings	\$64.1	\$3.2
Accident Cost Savings	\$1,304.5	\$65.2
Emission Cost Savings	\$2.6	\$0.1
Person Hours of Time Saved	7,140,694	357,035
CO2 Emissions Saved in Tons	81,862	4,093
CO2 Emissions Saved (\$Millions of Dollars)	\$2.2	\$0.1
Total Benefits	\$1,424.8	\$71.2
Costs		
Design and Construction Costs	\$599.9	\$30.0
Roadway & Bridge O & M	\$40.1	\$2.0
Total Costs	\$641.1	\$32.1
Net Benefits	\$1,424.8	\$641.1
Benefit/Cost Ratio	2.2	

The project's regional and community support:

The Capital SouthEast Connector is managed by a Joint Powers Authority (JPA) that 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:

- State Senator Tom Berryhill
- State Senator Ted Gaines
- State Senator Richard Pan
- State Assembly Member Ken Cooley
- State Assembly Member Jim Cooper
- State Assembly Member Kevin Kiley
- Congressman Tom McClintock
- Congressman Ami Bera
- the Sacramento Metro, El Dorado Hills, Folsom and Rancho Cordova Chambers of Commerce; California Alliance for Jobs; Sacramento Area Council of Governments; Sacramento Transportation Authority, Caltrans, Sacramento Region Builders Exchange and Rancho Cordova-based VSP Global.

That support is based on several factors. Among those is safety. During the emergency operations associated with the near-failure of Oroville Dam in February 2017, approximately 188,000 people were evacuated, which overwhelmed local roadways. The emergency prompted the Connector JPA to investigate where flooding would occur if a 500-year flood and emergency impacted the Folsom Dam and Reservoir, a federal facility maintained by the United States Bureau of Reclamation. Folsom Reservoir has a 340-foot tall dam that protects eastern Sacramento communities by controlling downstream flows into Sacramento. The Connector corridor would remain safely above the flood water, providing a critical evacuation route for the Sacramento region if Folsom Dam was threatened.

Between 2011-2016, there were more than 500 documented accidents, including the two primary types of collisions ("rear end" and "hit object"), resulting in four fatalities throughout the project corridor. The proposed project will improve safety by converting the existing rural road corridor to an expressway. The Connector will bring these rural roads up to modern highway standards and correct the existing deficient geometry to provide standard sight distance.

The project will also reduce the emergency response time for the various public service emergency response entities within the project area by providing a facility that is reliable and easier to access.

Improving safety of all modes of travel, including for bicycles and pedestrians, is also a key project purpose. The Connector will separate the different modes of transportation so that bicycles, pedestrians, cars, and trucks can all safely use the facility. Increased safety will increase use of alternative modes of travel.

Commencement of construction:

3/1/2019

All segments are CEQA programmatically cleared as part of the JPA's Programmatic Environmental Impact Report, certified in 2012.

B2

This project is environmentally approved and in final engineering design. Right-of-way acquisitions for this segment are on-going and are expected to be completed in 2018. The project could be under construction as early as late 2018 or early 2019.

D3

This project is environmentally approved and in final engineering design. Right-of-way acquisitions for this segment are on-going and are expected to be completed in 2018. Additionally, this project has procured a contractor through the Construction Manager/General Contractor (CMGC) alternate delivery method. The project could be under construction as early as late 2018 or early 2019.

Kammerer

Project-specific California Environmental Quality Act (CEQA) clearance is expected in spring 2018 with National Environmental Policy Act (NEPA) clearance in the summer of 2018. Most of the right of way for this section of the road was dedicated in the 1970s and 1990s with minor acquisition needed from one remaining publicly owned parcel and a second private parcel. Utility relocations will be limited to only a portion of the project since utilities have already relocated to an easement on the south side of the project. The project could be under construction in early 2019, once construction funding is fully obtained.

Leveraging of other committed funds:

B2

City, state, and federal funds have already been committed to the development of the B2-B segment for engineering, environmental studies and right of way acquisition. Also, in lieu frontage fee contributions from adjacent development will contribute to the construction funding. Existing identified funding for this segment is currently at \$9 million. Also, Elk Grove is completing the design of the B2-A segment between Waterman Road and Mosher Road, which is expected to be under construction in late 2018.

D3

The Sacramento Area Council of Governments (SACOG) awarded \$7.5 million toward construction of this project through its Regional/Local Grant Program. Additional funding through the SB1 LPP will leverage those funds, allowing the implementing agencies to extend the limits of the project to provide additional safety and drainage improvements.

Kammerer

Both City and Federal funds have already been committed to the development of the overall Kammerer Project for engineering, environmental studies and right of way acquisition. Federal funding for this work alone is at \$7 million. Also, Elk Grove just awarded an \$18.8 million construction contract to extend Big Horn to the south and connect to Bilby Road.

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

Key Findings

- The Connector will help relieve regional traffic congestion.
- Phase 1 of the Connector is expected to reduce VMT on congested roadways (LOS E or worse) by more than 38 million miles per year.
- Phase 1 Connector is expected to result in LOS improvements significant enough that more than 40 miles of roadway will no longer be congested daily (LOS E or worse).

PM Peak Hour VMT – Congested Roadways

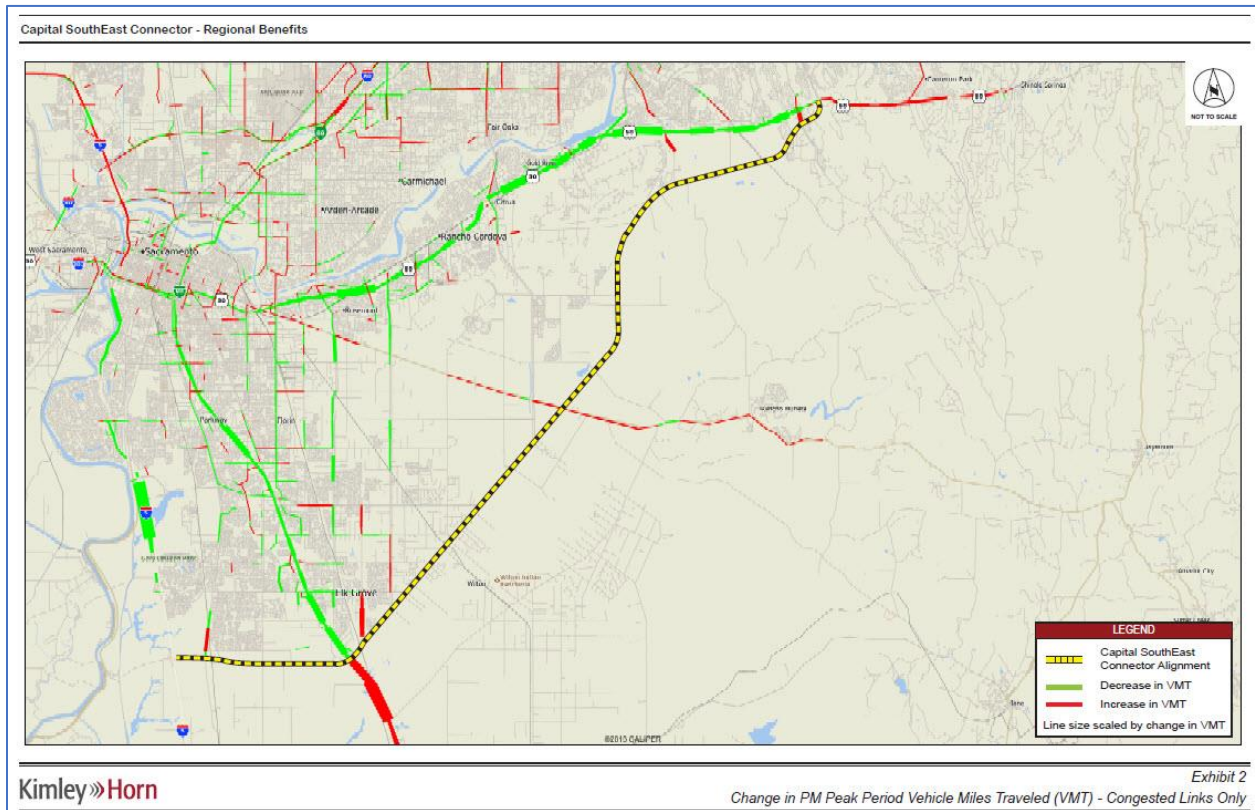


Exhibit 1 – 2036 Sacramento Region Congested Roadways (VMT)

No-Build Congested VMT	Build Congested VMT	Congested VMT Difference	Congested VMT Difference Annually
37,759,290	37,610,440	148,850	38,849,850

Exhibit 2 – 2036 Sacramento Region Congested Roadways (Miles)

No-Build Congested Miles	Build Congested Miles	Congested Miles Difference
1,306	1,264	42

As shown, it is estimated that **there will be a daily reduction of 148,850 VMT on congested (LOS E/F) major roadways in the Sacramento region as a result of the construction of the Phase 1 improvements.**

Based on 261 work days, the reduction in Congested VMT is estimated to exceed 38 million miles annually in 2036. As shown in Exhibit 2, approximately 40 miles of congested roadways experience enough relief that they are not expected to be LOS E/F in 2036.

Note that this analysis is limited to typical weekday conditions and thus likely conservative as weekend time periods may show additional benefits.

Additionally, given that the Connector will construct the region's longest multi-use path, the Connector is likely to attract a modal shift. Unfortunately, the active transportation components of the project cannot be easily modeled, and thus the analysis may be underestimating the VMT reduction benefits of the Connector project.

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

SACOG's Sustainable Communities Strategy (SCS) includes the Capital SouthEast Connector. In addition, employment increases in Elk Grove, Rancho Cordova, and Folsom are consistent with the SCS and would improve the area's overall jobs-housing balance, contributing to a reduction of commuter traffic.

The project is a critical element of the City of Folsom's Folsom Ranch Specific Plan Area and Elk Grove's Southeast Policy Area (SEPA) Specific Plan, which are large, mixed-use land use planning areas that are currently undergoing backbone infrastructure construction and will see residential and non-residential growth as early as 2018. The project also directly serves the Rancho Cordova employment center south of Highway 50. The project will provide traffic congestion relief for US Highway 50, State Route 99 and is supported by the Sacramento Area Council of Governments (SACOG).

Additionally, the Connector is a covered activity and plan partner within the South Sacramento Habitat Conservation Plan (SSHCP). This plan is the first under current federal regulations to combine Clean Water Act and Endangered Species Act permitting into a single integrated process, and it's expected to be approved and in place in 2018. The South Sacramento HCP covers 28 species, creates an approximately 36,000-acre interconnected preserve system, covering a 318,000-acre area of South Sacramento County.

Also, the Connector will have a dedicated Class 1 multi-use path along its entire corridor, creating the longest Class 1 trail in the Sacramento region at 34 miles.