



Sacramento Transportation Authority

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June 12, 2020

Mitch Weiss
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

SUBJECT: SB1 Local Partnership Program Formula Shares Cycle 3

Enclosed are two copies of the nomination for the \$8.79 million of Cycle 3 SB 1 Local Partnership Program Formula Shares for Sacramento County in Fiscal Years 20/21-22/23.

The Sacramento Transportation Authority is the designated Eligible Applicant for Sacramento County. The STA Governing Board approved this nomination on May 14, 2020 and is submitting it to the California Transportation Commission on behalf of the Implementing Agencies listed below.

The STA's propose programing of the Cycle 3 Formula Shares is as follows:

Implementing Agency	Allocation	Project	Location(s)
Regional Transit	\$1,600,000	Light Rail Modernization	Gold Line
Citrus Heights	\$380,000	Shared Roadway Agreement with Sacramento County	Madison Avenue
Elk Grove	\$790,000	Pavement Slurry Seal and Resurfacing	Citywide
Folsom	\$380,000	Natoma Street Drainage	Natoma and Riley Streets in Folsom Locations
Galt	\$119,000	Pavement Rehabilitation	Citywide
Isleton	\$5,000	Potential Exchange with Sacramento County	
Rancho Cordova	\$366,000	Street Rehabilitation	Citywide
Sacramento	\$2,248,000	Corridor Improvements	Citywide
Sacramento County	\$2,902,000	Street Rehabilitation	Countywide
TOTAL	\$8,790,000		

The required items listed in the 2020 Local Partnership Program Guidelines have been included with each Agency's nomination. However, because all but one of our Agency applications involve maintenance and rehabilitation projects, the Performance Indicators and Measures included as part of the Project Programming Request Form were deemed sufficient to meet the Performance Metrics requirement for those nominations. Likewise, delivery plans for some applications are included in the text of the project summaries. Questions regarding this combined application may be directed to Will Kempton, STA Executive Director, by phone at 916-323-0895 or by email at will@sacta.org



WILL KEMPTON
Executive Director



Senate Bill (SB) 1
Local Partnership Program
Formula Shares Program
Cycle 3

**Formula Shares Nominations for
Fiscal Year 2020/21, 2021/22 and 2022/23**

SACRAMENTO COUNTY

Applying Agency

Sacramento Transportation Authority

Implementing Agencies

Sacramento Regional Transit District

City of Citrus Heights

City of Elk Grove

City of Folsom

City of Galt

City of Isleton

City of Rancho Cordova

City of Sacramento

County of Sacramento

Senate Bill (SB) 1
Local Partnership Program
Cycle 3 Formula Shares for Sacramento County

Project Nomination For

**City of
Sacramento**

\$2,248,000

for

Transportation Corridor Improvements

Mr. Will Kempton
Executive Director
Sacramento Transportation Authority
801 – 12th Street, 5th Floor
Sacramento, CA 95814

RE: Senate Bill 1 – Local Partnership Program Formulaic Application
City of Sacramento Transportation Corridor Improvement Program

Dear Mr. Kempton:

The City of Sacramento is pleased to submit this Local Partnership Program (LPP) – Formulaic Program application for the Corridor Improvements Project. We are requesting \$2,248,000 in LPP formula funding to implement the City's Corridor Improvement Program on Florin Road which includes pavement rehabilitation and accessibility improvements, as well as safety improvements, traffic signal upgrades, and installation of bicycle and pedestrian facilities. Attached you will find the necessary project documentation for the project.

We agree that the Sacramento Transportation Authority will serve as the nominating agency and that the City of Sacramento will be the implementing agency for the above-mentioned project and will be responsible for all documentation and tracking of expenditures and activities associated with the project. The City will also be providing the required one-to-one match of local funds to the LPP formula funding.

We look forward to delivering this important project. Please feel free to contact me or Lucinda Willcox (lwillcox@cityofsacramento.org), (916) 808-5052 if you have any questions or need any additional information.

Sincerely,

Ryan Moore

Digitally signed by Ryan
Moore
Date: 2020.05.01
15:20:24 -07'00'

Ryan Moore
Director of Public Works

Title: City of Sacramento Transportation Corridor Improvement Program (R15210000)

This project will implement the City's annual Citywide Transportation Corridor Improvement Program, which includes pavement rehabilitation with installation of curb ramps and, wherever feasible, corridor improvements such as installation of bike lanes, sidewalks, traffic safety improvements, crosswalks, and traffic signal upgrades.

Amount of LPP Funds Requested: \$2,248,000

Amount and Source of Matching Funds: \$3,000,000 in (SB1 Road Maintenance and Rehabilitation Account (RMRA) funding.

Project Background and Purpose & Need: In 2019, according to the Pavement Conditions Report, the City of Sacramento had a \$225 million backlog in deferred pavement maintenance, with a pavement condition index (PCI) that has declined from 66 to 60 over the past two years. Given the widespread need for roadway rehabilitation for a majority of the over 3,000 lane-miles of pavement throughout the City, the City annually selects corridors based on what can be accomplished available funding while also achieving other benefits. In addition to its need for pavement repair, the City has prioritized improvements to the City's high injury network as well as implementation of its Bicycle and Pedestrian Master Plans, and implementing equipment upgrades and modernization.

Corridors are selected based on balancing the following sometimes competing criteria: Safety; maintaining a state of good repair, promoting reductions in vehicle miles travelled (VMT) and greenhouse gas (GHG) emissions; advancing technological improvements that serve the City's transportation policy goals while balancing equity and cost-effectiveness.

Description of Project Scope and Anticipated Benefits: Corridors have been identified for treatment this year at various locations throughout the City. This project will benefit the entire region by improving streets that carry regional auto traffic and buses, addressing safety issues on those corridors identified as having the greatest safety issues, installing features to promote pedestrian and cyclists and accessibility for all abilities, and upgrading existing traffic operations equipment.

Project Status: The Project is currently in the preliminary engineering phase. The City expects to advertise for bids in January 2021, with construction commencing in Spring 2021 and completing in Winter 2021.

Project Cost Estimate: Based on construction in calendar year 2021, the total project costs are as follows:

- Preliminary Engineering: \$748,000
- Construction and Construction Engineering: \$4,500,000
- TOTAL: \$5,248,000

City of Sacramento Corridor Improvements – Florin Road

Background

The City of Sacramento's Corridor Improvements Program seeks to address major corridors in the city by addressing pavement conditions and safety issues for all modes of travel in a coordinated manner, incorporating active transportation improvements and equipment upgrades wherever possible. As the oldest City in California, the City's transportation network is aging, with a substantial backlog of deferred maintenance. Many of its roadways were not designed to accommodate all modes of transportation and many were designed during a time when the emphasis was on moving automobiles.

The average Pavement Condition Index (PCI) was 60 (poor) and projected to continue declining based on available resources. With the City's 3,000 lane-miles of pavement, the current backlog of \$225 million is growing exponentially.

The City adopted a goal to eliminate traffic-related fatalities and serious injuries, under "Vision Zero," a traffic safety philosophy that rejects the notion that traffic crashes are simply "accidents," but instead are preventable incidents that can and must be systematically addressed. In 2017, the City of Sacramento identified the five corridors in Sacramento with the highest numbers of fatal and serious crashes involving pedestrians, bicyclists, and motorists. The Vision Zero Top Five Corridor Study analyzed the factors that contribute to these corridors' high crash rates. Based on technical analysis, community input, and best practices in roadway safety and design, improvements for each of these corridors was identified that can be implemented in the near-term without requiring significant right-of-way acquisition.

As nearly every roadway in the city requires some kind of pavement treatment, from preventative maintenance to complete reconstruction, the City seeks to prioritize corridors with high traffic volumes, and combine efforts with those on the high injury network as defined by the Vision Zero Action Plan.

Project Description

The one-mile section of Florin Road from 24th Street to Munson Way has an average PCI of 43 (poor). It was identified in the Vision Zero Implementation Plan on the City's top five high injury network, meaning it is one of most hazardous corridors in the city, and has the highest traffic volumes of the Top Five Corridors. The segment is comprised of four travel lanes plus a raised median and center turn lane. The Florin Road/Luther Drive intersection is offset (i.e., the north and south legs are not aligned). The posted speed limit is 40 mph. Class II bicycle lanes are present in some locations. The ADT observed on Florin Road is 36,000 vehicles.

Between 2009 and 2017, the Corridor had 249 crashes, including 16 fatal/severe injury crashes. The corridor serves residential, commercial areas, as well as the Florin Road Light Rail Station and Luther Burbank High School.

This corridor is located in a low-income area, identified as a disadvantaged neighborhood in the City's database and targeted as an environmental justice area. In the neighborhood, 81% of residents identify as Latino, Black, or Asian, compared with 61% of residents citywide. The demographics of this area are younger, with 36% of residents aged 19 or younger, compared with 26% of residents citywide. The corridor serves residential, commercial areas, as well as several key destinations, including the Florin Road Light Rail Station with daily ridership of 1,840, and two schools, including Luther Burbank High School.

Scope and Budget

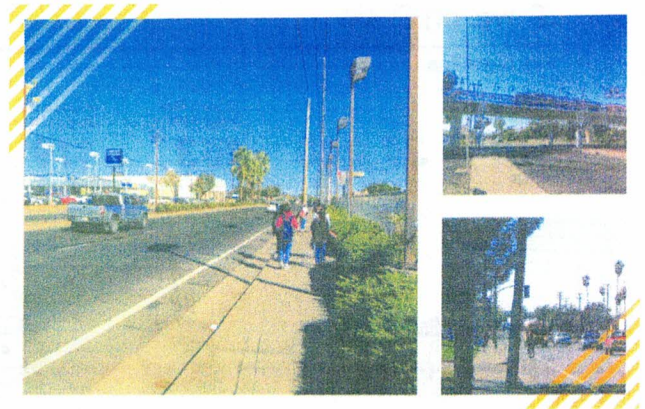
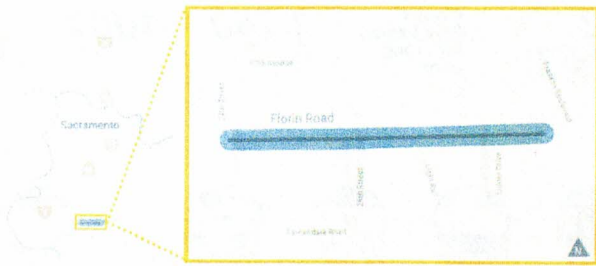
The project will provide pavement overlay for the corridor to bring the pavement conditions to a state of good repair. In addition, the project will provide bike lane coverage throughout the corridor with buffered bike lanes, will provide ten additional visible marked crossings, including upgrading three locations to controlled crossings. In addition, landscaping and trees will be added and traffic signal improvements installed to reduce speed and allow safer crossings.

Environmental and Project Design: \$1,070,000 Complete September 2021

Construction and Construction Support: \$6,268,000 Award November 2021, Complete September 2022

In the Neighborhood

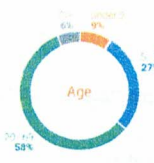
Corridor



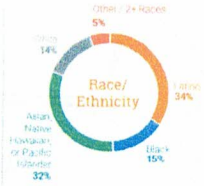
Demographics



84% of residents of Florin Road use a single mode of public transit when compared to the city average of 16%



58% of residents in this neighborhood are age 18 or younger, compared with 16% of residents citywide



51% of residents in this neighborhood identify as Latino, Black or Asian, compared with 61% of residents citywide

Key Destinations Along the Corridor

Parks



Schools & Libraries



Food Markets



Houses of Worship



Light Rail Stations



Travel on Florin

Key Statistics

Posted Speed Limit
40 MPH

Daily Vehicles
36,000

PM Rush Hour People Walking
163

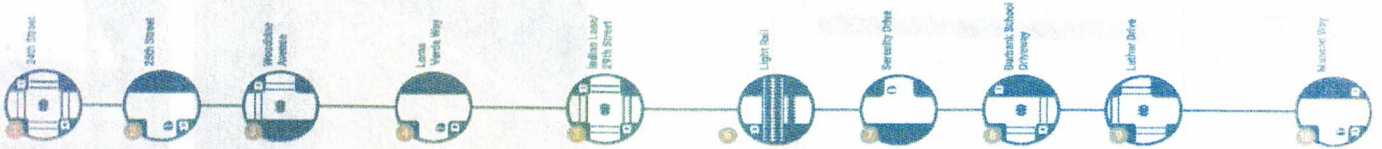
PM Rush Hour People Biking
119

Number of Transit Routes
2
#50 #81

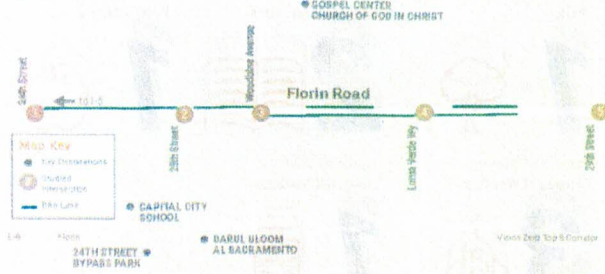
Bike Lane Type
Class II Bike Lanes, with long gaps

Length of Protected Pathways
1,740 Ft

Surface & Coverage
100%

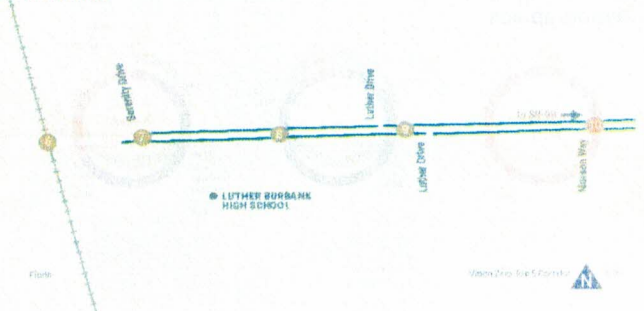


MI RANCHO



FLORIN STATION

CASA BELA LUZ



Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	06/11/2020 17:39:46
Programs <input type="checkbox"/> LPP-C <input checked="" type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
03				Sacramento Transportation Authority		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Sacramento	0					
				MPO	Element	
				SACOG	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
Megan Johnson			916-808-1967	mjohnson@cityofsacramento.org		

Project Title
 City of Sacramento Corridor Improvements

Location (Project Limits), Description (Scope of Work)
 In the City of Sacramento in Sacramento County, on Florin Road from 24th Street to Munson Way, complete pavement rehabilitation on four travel lanes plus a raised median and center turn lane and install buffered bike lanes, ten additional visible marked crossings, including upgrading three locations to controlled crossings. In addition, landscaping and trees will be added and traffic signal improvements installed to reduce speed and allow safer crossings.

Component	Implementing Agency
PA&ED	City of Sacramento
PS&E	City of Sacramento
Right of Way	City of Sacramento
Construction	City of Sacramento

Legislative Districts			
Assembly:	9	Senate:	6
		Congressional:	6
Project Milestone		Existing	Proposed
Project Study Report Approved		05/30/2020	
Begin Environmental (PA&ED) Phase			09/01/2020
Circulate Draft Environmental Document	Document Type CE		11/01/2020
Draft Project Report			10/01/2020
End Environmental Phase (PA&ED Milestone)			11/01/2020
Begin Design (PS&E) Phase			11/02/2020
End Design Phase (Ready to List for Advertisement Milestone)			09/01/2021
Begin Right of Way Phase			06/01/2021
End Right of Way Phase (Right of Way Certification Milestone)			09/01/2021
Begin Construction Phase (Contract Award Milestone)			11/01/2021
End Construction Phase (Construction Contract Acceptance Milestone)			09/01/2022
Begin Closeout Phase			09/02/2022
End Closeout Phase (Closeout Report)			12/30/2022

Date 06/11/2020 17:39:46

Purpose and Need

The purpose of the project is to improve pavement conditions, install safety improvements, and complete gaps in the bicycle network on a one-mile section of Florin Road from 24th Street to Munson Way. This is a major corridor that serves commuter traffic, access to residential and commercial areas, access to a light rail station, and a major high school. The one-mile section of Florin Road from 24th Street to Munson Way has an average PCI of 43 (poor). It was identified in the Vision Zero Implementation Plan on the City's top five high injury network, meaning it is one of most hazardous corridors in the city, and has the highest traffic volumes of the Top Five Corridors. The segment is comprised of four travel lanes plus a raised median and center turn lane. The Florin Road/Luther Drive intersection is offset (i.e., the north and south legs are not aligned). The posted speed limit is 40 mph. Class II bicycle lanes are present in some locations. The ADT observed on Florin Road in 36,00

NHS Improvements YES NO Roadway Class 1 Reversible Lane Analysis YES NO
 Inc. Sustainable Communities Strategy Goals YES NO Reduce Greenhouse Gas Emissions YES NO

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	Local road - rehabilitated Miles	Miles	4
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	2
Operational Improvement	Intersection / Signal improvements	EA	3

Additional Information

Construction costs include the cost to build the primary items associates with the safety countermeasures for the corridor. The items were estimated based on the preliminary design concepts and recent (2020) construction bid unit costs. The costs were broken down into two categories that consisted of major roadway items and electrical items such as traffic signals and lighting. A contingency factor of 30% was used to account for refinement of project design, changes in project details, or unforeseen changes in construction costs.

Right of way costs were assumes to include temporary construction easements; the preliminary design assumes that the project can be constructed almost exclusively with the roadway prism and right of way acquisition is not needed.

Project is assumed to be delivered in traditional competitive low-bid process.

Performance Indicators and Measures

Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPF, LPPC, SCCP	Project Area, Corridor, County, or Regionwide VMT per Capita and Total VMT	Total Miles	1	1	0
			VMT per Capita	14.03	14.03	0
	LPPF, LPPC, SCCP	Person Hours of Travel Time Saved	Person Hours	0	0	0
			Hours per Capita	0	0	0
LPPF, LPPC, SCCP	Daily Vehicle Hours of Delay	Hours	0	0	0	
System Reliability	LPPF, LPPC, SCCP	Peak Period Travel Time Reliability Index	Index	0	0	0
	LPPF, LPPC, SCCP	Transit Service On-Time Performance	% "On-time"	0	0	0
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	2.256	1.368	0.89
			PM 10 Tons	3.622	4.286	-0.66
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	34879	41265	-6,386
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	32.868	38.887	-6.02
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	0.9055	1.067	-0.16
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	457.86	541.693	-83.83
	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	Tons	4.142	49.858	-45.72
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	32	65	-33
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	8	16	-8
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	34.87	69.75	-34.88
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	125	249	-124
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	544.9042	1086.45	-541.55
Accessibility	LPPF, LPPC, SCCP	Number of Jobs Accessible by Mode	Number	2400	2400	0
	LPPF, LPPC, SCCP	Number of Destinations Accessible by Mode	Number	8	8	0
	LPPF, LPPC, SCCP	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	100	100	0
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	80.3	0	80.3
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	27037	0	27,037
System Preservation Pavement	LPPC, LPPF	Pavement Condition Index	Index	100	43	57
			Rating	Good	Poor	

Performance Indicators and Measures

Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Bridges	LPPF, LPPC	Bridge Deck Rating	Rating	NA	NA	
	LPPF, LPPC	Bridge Superstructure Rating	Rating	NA	NA	
	LPPF, LPPC	Bridge Substructure Rating	Rating	NA	NA	
Noise Level (Soundwalls Only)	LPPC, LPPF	Number of Receptors	Number	0	0	0
	LPPC, LPPF	Properties Directly Benefited	Number	0	0	0
	LPPC, LPPF	Number of Decibels	Number	0	0	0

District	County	Route	EA	Project ID	PPNO
03	Sacramento	0			

Project Title
 City of Sacramento Corridor Improvements

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									City of Sacramento
PS&E									City of Sacramento
R/W SUP (CT)									City of Sacramento
CON SUP (CT)									City of Sacramento
R/W									City of Sacramento
CON									City of Sacramento
TOTAL									City of Sacramento

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)		400						400	
PS&E		650						650	
R/W SUP (CT)		20						20	
CON SUP (CT)			1,000					1,000	
R/W			20					20	
CON			5,248					5,248	
TOTAL		1,070	6,268					7,338	

Fund #1:	Local Funds - Local Transportation Funds (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									City of Sacramento
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)		400						400	
PS&E		650						650	
R/W SUP (CT)		20						20	
CON SUP (CT)			1,000					1,000	
R/W			20					20	
CON			3,000					3,000	
TOTAL		1,070	4,020					5,090	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST (PPR)
 PRG-0010 (NEW 02/2020)

PPR ID ePPR-5002-2020-0001 v0

Fund #2:		State SB1 LPP - Local Partnership Program - Formula distribution (Uncommitted)							Program Code
		Existing Funding (\$1,000s)							Funding Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
		Proposed Funding (\$1,000s)							
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			2,248					2,248	
TOTAL			2,248					2,248	



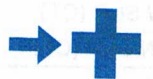
FLORIN ROAD CORRIDOR IMPROVEMENTS

City of Sacramento

24th Street to Munson Way



Roadway Rehabilitation

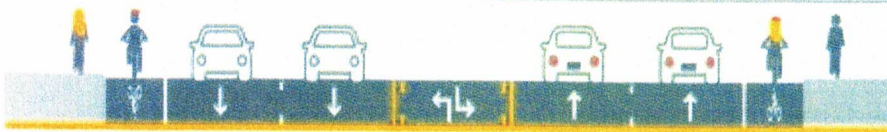


Safety Enhancements

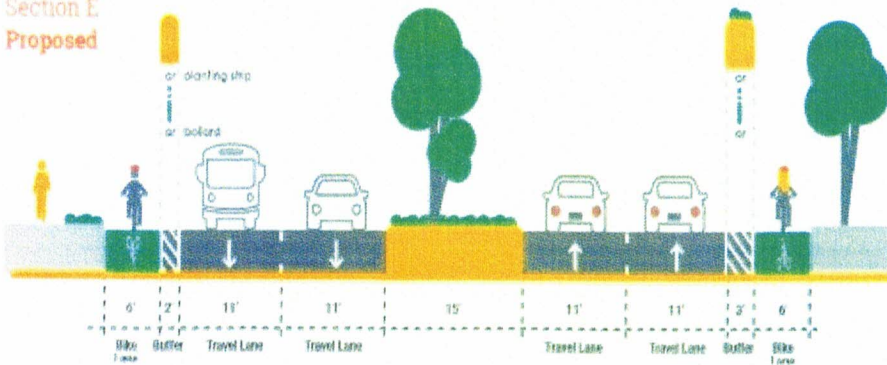
The Florin Road Corridor Improvements Project will transform one-mile of an aging corridor identified as one of the City's Top Five High Injury Corridors. The project will include pavement rehabilitation, new crossings and signals, landscaping, buffered bike lanes, and systemwide safety improvements.

How Will The Roadway Space Be Used?

Section E
Existing



Section E
Proposed



COST

Environmental & Design	\$1,070,000
Construction & Support	\$6,268,000
Total	\$7,338,000



Multimodal Connectivity

SCHEDULE

Environmental/Design Complete	9/21
Construction Begin	11/21
Construction Complete	9/22



**2020 Local Partnership Formulaic Program
Cycle 3 Application
City of Sacramento**

Fact Sheet

Project Title

Corridor Improvements – Florin Road

Project Scope

This project will improve pavement conditions on a one-mile section of Florin Road from 24th Street to Munson Way, including four travel lanes plus center turn lane, install safety improvements, and install buffered bike lanes, ten additional visible marked crossings, including upgrading three locations to controlled crossing. In addition, landscaping and trees will be added and traffic signal improvements installed to reduce speed and allow safer crossings.

Project Cost

Total Project Cost: \$7,338,000

LPP Funding Request: \$2,248,000

Match Funding: \$5,090,000 from Senate Bill 1 (SBI) Local Streets and Roads (LSR)

Matching funds for this project are from the City's formula allocation of Road Maintenance and Rehabilitation Funds (RMRA). The funds are included in the adopted City's five-year Capital Improvement Program.

Project Schedule

Environmental and Project Design will be completed in September 2021. Construction is anticipated to begin in November 2021 and be completed in September 2022.

Project Benefits (outputs/outcomes)

The project proposes rehabilitating the roadway with an average Pavement Condition Index of 43 and installing safety improvements on a corridor identified in the Vision Zero Action Plan as one of the City's top five high injury corridors with major destinations including a light rail station and large high school. The proposed improvements in a disadvantaged neighborhood will provide buffered bike lanes, safer crossings, reduced speed, and additional landscaping and trees to improve the corridor to a state of good repair and improve safety, particularly for those walking and bicycling.