



Subject: Senate Bill 1 Solutions for Congested Corridors Project Nominations

<input checked="" type="checkbox"/> Action	<input type="checkbox"/> Consent	<input type="checkbox"/> Information	<input type="checkbox"/> R&F	<input type="checkbox"/> Report	<input type="checkbox"/> Workshop
Prepared by: Matt Carpenter			Approved by: Matt Carpenter		
Attachments: <input checked="" type="checkbox"/> Y <input type="checkbox"/> N					

1. **Issue:** The 2017 Senate Bill 1 (SB 1) legislation created a competitive new transportation funding program that provides a funding opportunity for congested corridors in the SACOG region.
2. **Recommendation:** That the Transportation Committee recommend that the Board: (1) nominate that the eight projects identified in the staff report receive a nomination to apply for funding through the Senate Bill 1 Solutions for Congested Corridors Program; and (2) establish priority rankings, or tiers, of the nominated projects.
3. **Background:** The California Transportation Commission (CTC) released final guidelines for the 2018 SB 1 Solutions for Congested Corridors (SCC) Program. The first SCC Program covers four years (FY 2017-18 through FY 2020-21) and makes available \$1 billion in funds statewide.

The new program requires Caltrans or an agency responsible for preparing a regional transportation improvement plan (RTIP) under Section 1457 of the Government Code. In the 4-county SACOG region (Sacramento, Sutter, Yolo, and Yuba counties), SACOG will nominate local agency projects. Any projects in El Dorado and Placer counties will be nominated separately.

The SCC program is intended to fund projects designed to reduce congestion in highly traveled congested corridors through improvements that also address community and environmental impacts. A stated priority in the SCC guidelines is to fund transformative projects that bring significant change to a community. Only the construction component of a project will be funded. While no match is required, the guidelines make it clear that it will help a project's competitiveness.

4. **Discussion/Analysis:** SACOG released a call for SCC projects in December 2017. Eight projects have submitted a request for a SACOG Board nomination. Attachment A provides project details, while Attachment B illustrates the location of these projects. The projects:
 - Bridge Street Widening Project, City of Yuba City
 - Broadway Complete Streets - Phase 2, City of Sacramento

- Del Rio Trail, City of Sacramento
- Interstate 5 Corridor Enhancement Project, Caltrans
- Interstate 5 Corridor ZEB BRT & Connection to Airport, Sacramento Regional Transit
- South Watt Avenue Improvement Project – Phase 1, Sacramento County
- UCD Medical to UCD Electric Bus Capital Project – City of Davis and City of Sacramento
- US 50 Corridor Multimodal Enhancement Project, Caltrans, and Sacramento Regional Transit

SACOG recommends all submitted SCC projects receive a nomination to apply for SCC funding if they are confirmed to be eligible. The SCC guidelines do not require a ranking of regional priorities, but it is staff's understanding that the CTC will be asking regions for such priorities. Staff proposes to use the primary, secondary, and deliverability criteria from the SCC guidelines as the basis for the priority rankings. The recommended priority rankings will be provided directly to the Board as part of the final action on the nominations. Attachment C is the selection criteria excerpt from the SCC program guidelines.

- 5. Fiscal Impact/Grant Information:** The eight SCC project nomination requests are for an estimated total of \$166,461,000 in state funding.

ATTACHMENTS:

Attachment A - Solutions for Congested Corridors (SCC) Program: Submitted Projects

Attachment B - SACOG SCCP 2018 Projects

Attachment C - SB1 Solutions for Congested Corridors Program: Selection Criteria Excerpt

Solutions for Congested Corridors (SCC) Program: Submitted Projects

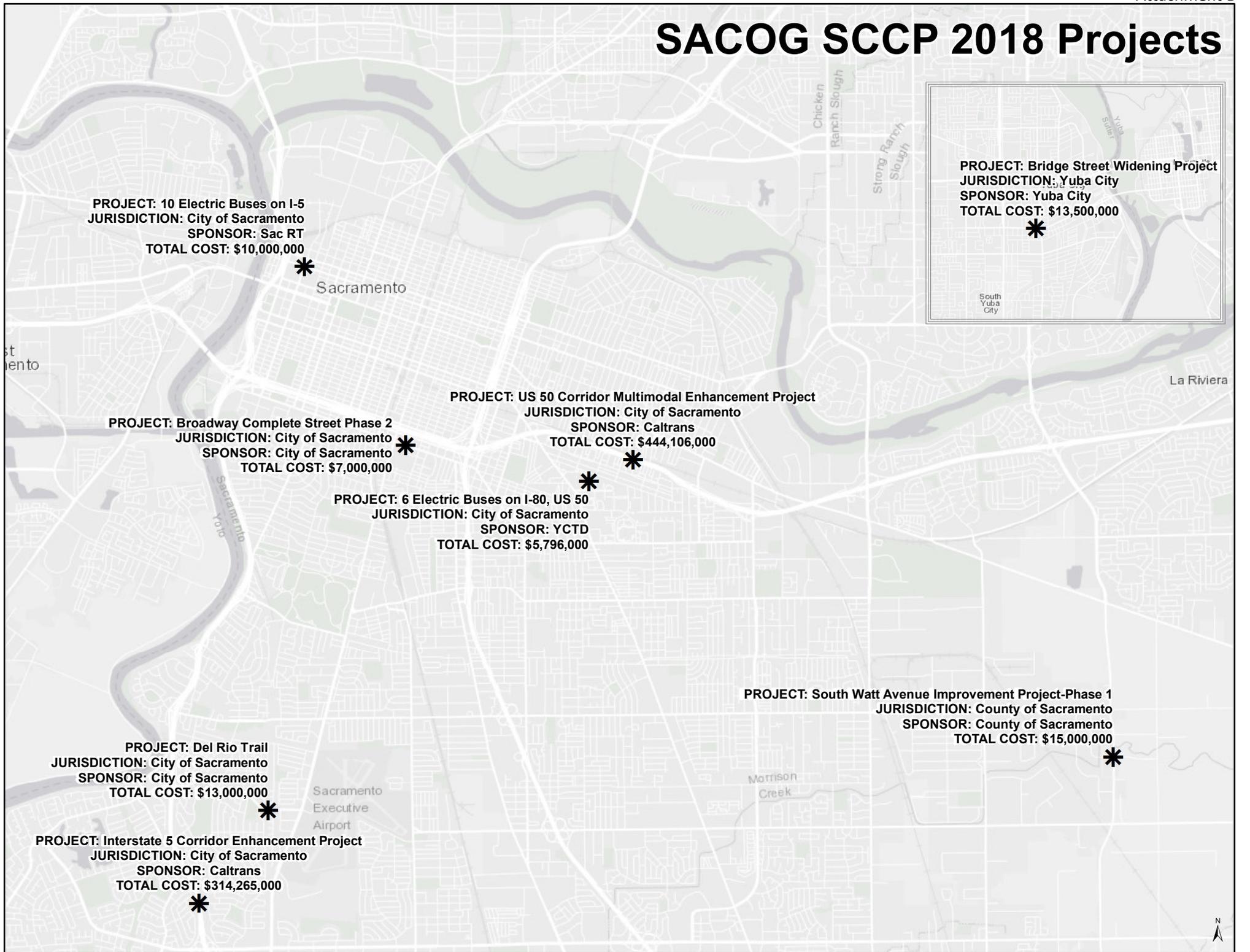
Lead Agencies	Project Name	Scope Summary	Anticipated Construction Timing	Total Cost (Estimated)	Total SCC Request	Total Match & Match Source
Caltrans & Sac Regional Transit	US 50 Corridor Multimodal Enhancement Project	Widen existing segment of US 50 in Sacramento County to extend the existing HOV lanes in both directions of travel from Watt Avenue interchange to downtown Sacramento I-5 interchange. This will reduce congestion on US 50, which is experiencing substantial recurring congestion during peak commute hours, and conform to the master HOV network plan. The project will also enhance the Light Rail system along this corridor to increase the frequency of service from every 30 minutes to every 15 minutes from Sunrise Blvd to downtown Folsom, which will provide a high frequency transit option and reduce congestion and VMT traveled on US 50 and connecting roadways, via the construction of track sidings to allow trains to pass. The Project will: improve mobility, provide an option for reliable peak period travel time, provide incentives for commuters to use buses, carpools, vanpools, or light rail for peak period travel, improve traffic operations by reducing congestion and travel time, extend the service life of the pavement, reduce maintenance expenditures, and minimize exposure of maintenance crews to live traffic.	July 2020 – December 2024	\$444,106,000	\$109,311,000	\$56,495,000 - Sacramento County Measure A program & Transit and Intercity Rail Capital Program
Caltrans	Interstate 5 Corridor Enhancement Project	Add HOV lanes from 1.0 mile north of Laguna Boulevard to US 50 interchange (PM 13.0 to PM 21.8) on northbound and southbound I-5 in Sacramento County. Northbound traffic during morning peak period and southbound traffic during afternoon peak period are experiencing recurring congestion due to traffic demand and bottlenecks within project limit and are expected to increase in the future due to continued development around the corridor. In addition, auxiliary lanes will be constructed between Pocket Road and Florin Road in both directions of travel to create optimal transition distances that will prevent flow disruption. The project will decrease peak period delay and improve system reliability for general purpose lanes and HOV lanes user, and benefit transit ridership/ridesharing by providing less delay and more reliable traveling option, air quality is expected to improve due to decrease delay and decrease vehicle miles traveled (VMT).	October 2018 – December 2023	\$314,265,000	\$15,000,000	\$15,000,000 - Sacramento County Measure A program
City of Sacramento	Broadway Complete Streets - Phase 2	Construct a road diet and protected bike lanes on Broadway between 16th Street and SR 99. (The western half of the Broadway corridor is fully funded through construction and currently under design). Broadway is a heavily traveled 4-lane arterial that parallels US50 and is regularly used as a cut-through route to access the freeways despite its pedestrian-scale commercial character. Average daily traffic of up to 21,980 has been measured on the corridor with a history of automobile crashes with pedestrian and bicycle at nearly every intersection within the last few years. Construction of the project is anticipated to reduce congestion up to 30% at some of the most heavily utilized intersections.	Advertise in December of 2019 corresponding to state fiscal year 19-20.	\$7,000,000	\$6,250,000	\$750,000 - impact fee funds and major street construction tax funds

Lead Agencies	Project Name	Scope Summary	Anticipated Construction Timing	Total Cost (Estimated)	Total SCC Request	Total Match & Match Source
City of Sacramento	Del Rio Trail	Construct a 4.5 mile shared use facility in South Sacramento by converting an abandoned railroad corridor into a separated bikeway and path for all ages and abilities. The existing abandoned rail corridor traverses through some of Sacramento's oldest and most dense neighborhoods and provides a direct route to business, commercial, and recreational destinations. The route directly parallels I-5 from south of Meadowview Road to north of Riverside Blvd and will provide an active transportation option for the residents to travel to the central business district and other destinations and thereby relieve congestion on the highly congested I-5.	Advertise in December of 2020 corresponding to state fiscal year 20-21.	\$13,000,000	\$11,000,000	\$2,000,000 - local measure funds.
Sacramento County	South Watt Avenue Improvement Project, Phase I	Construct capacity, congestion relief, safety, and multimodal improvements on South Watt Avenue between Florin Road and SR 16, including widening South Watt Avenue from 2 to 4 lanes with raised center medians, improving alignments, signal upgrades at four intersections, installing Class II buffered bike lanes, pedestrian walkways/connections, ADA upgrades, deploying ITS components and integration, and rehabilitating the existing pavement. South Watt Avenue is a primary transportation corridor in southern Sacramento County with an average daily traffic volume of 23,000 vehicles and is a major access route to US 50 and the balance of the Watt Avenue corridor, which is one of the region's most heavily traveled routes. It also supports major industrial and commercial centers and goods movement to other major corridors. This road is currently an outdated rural-type roadway with one traffic lane in each direction and no accommodations for bicycles and pedestrians. There is heavy congestion on this roadway and LOS F conditions throughout the corridor. The project will return the corridor to an acceptable LOS (D or better), and sustain acceptable operating conditions for 10-20 years. The project will significantly reduce vehicle delay and improve travel time for all traffic in the South Watt corridor. The project is expected to reduce congested VMT in the corridor by up to 9 million vehicle miles per year.	Begin construction in Fall of 2020	\$15,000,000	\$10,000,000	\$5,000,000 - Developer Fees, Measure A

Lead Agencies	Project Name	Scope Summary	Anticipated Construction Timing	Total Cost (Estimated)	Total SCC Request	Total Match & Match Source
Yolo County	UC Med Ctr to UCD Electric Bus Capital Project	Purchase (6) zero-emission electric buses, spare parts for electric buses, and requisite infrastructure upgrades to operate a UC Davis Medical Center Shuttle, which will mitigate traffic congestion along I-80 and U.S. 50 between Davis and Sacramento. The service would travel between the main UC Davis campus locations and the UC Davis Medical Center in Sacramento. An existing shuttle service, using diesel buses, is operated by UC Davis under a contract that is about to expire. YCTD has been asked to propose scenarios where it transitions to operating the service. YCTD staff has been in communication with the University to determine the priorities for the modified service, utilizing zero emission electric buses. Service options include status quo, increased (doubled) service frequency, and minor modifications to route alignment and schedules. The District's SCCP application is requesting \$5,796,000 for six electric 40' buses, electric bus spare parts and special tooling, and requisite charging infrastructure upgrades. Initial operating expenses are anticipated at approximately \$700,000 annually for service equivalent to existing schedules. Operating costs would increase proportionally to the level of service increases preferred (increased frequency, additional stops in West Sacramento and/or downtown Sacramento, etc.). Operating costs would be covered primarily through contract with the University, and could vary based on the desired level of service frequency, though it is not anticipated that the project would not result in significant direct operational increases to YCTD.	Begin operation with CNG buses by December, 2018. Acquire electric buses and infrastructure by December, 2019	\$5,796,000	\$5,250,000	Assumes contribution from zero emission specific funding sources (e.g., Electrify America, Cap & Trade) for charging infrastructure \$546,000
Yuba City	Bridge Street Widening Project	Widen existing Bridge Street roadway from 2 to 4 lanes with multimodal features and raised landscaped median from Cooper Avenue to Gray Avenue. Bridge Street is a major corridor running parallel to SR 20 and is one of the two Feather River crossings in the region. If either the SR 20 Feather River Bridge or the 5th Street Bridge experiences a traffic accident, the entire regional transportation system sometimes comes to a stop, as was seen with the 2017 evacuations caused by the storms and deficiencies at the Oroville Dam. This widening will foster a safe transportation system for the movement of goods and people from SR 99, SR 70, and SR 20 by providing an alternate east-west corridor between Yuba City and Marysville, and Yuba and Sutter Counties. Along the corridor, with the replacement of the 5th Street Bridge this segment of roadway will be the only remaining two-lane section, warranting a reduced speed limit of 25 mph, creating significant congestion and encouraging vehicles to adjust their route choice.	Ideally open before 2020	\$13,500,000	\$8,000,000	The City is willing to provide a local match of up to \$5M, to leverage the maximum amount of potential grant funds.

Lead Agencies	Project Name	Scope Summary	Anticipated Construction Timing	Total Cost (Estimated)	Total SCC Request	Total Match & Match Source
Sac Regional Transit	Interstate 5 Corridor ZEB BRT and Connection to Sacramento Int'l Airport	This project includes the purchase of 10 zero-emission electric buses and related charging infrastructure to operate bus rapid transit along I-5 between Sacramento and Sacramento International Airport. The SacRT zero emission bus deployment project includes the installation of 10 depot chargers for each electric bus. Vehicle model considered for procurement will be selected from the California HVIP eligible vendors list. Eligible vehicles have already undergone extensive Altoona testing and have been successfully deployed at other transit agencies. SacRT plans to install the depot charging equipment during bus production. It is anticipated that the project will be ready to implement within 18 months of award.	July 2018 - January 2020	\$10,000,000	\$1,650,000	CARB vouchers
					\$ 166,461,000.00	

SACOG SCCP 2018 Projects



PROJECT: 10 Electric Buses on I-5
JURISDICTION: City of Sacramento
SPONSOR: Sac RT
TOTAL COST: \$10,000,000



Sacramento

PROJECT: Bridge Street Widening Project
JURISDICTION: Yuba City
SPONSOR: Yuba City
TOTAL COST: \$13,500,000



South Yuba City

PROJECT: Broadway Complete Street Phase 2
JURISDICTION: City of Sacramento
SPONSOR: City of Sacramento
TOTAL COST: \$7,000,000



PROJECT: US 50 Corridor Multimodal Enhancement Project
JURISDICTION: City of Sacramento
SPONSOR: Caltrans
TOTAL COST: \$444,106,000



PROJECT: 6 Electric Buses on I-80, US 50
JURISDICTION: City of Sacramento
SPONSOR: YCTD
TOTAL COST: \$5,796,000



PROJECT: Del Rio Trail
JURISDICTION: City of Sacramento
SPONSOR: City of Sacramento
TOTAL COST: \$13,000,000



Sacramento Executive Airport

PROJECT: Interstate 5 Corridor Enhancement Project
JURISDICTION: City of Sacramento
SPONSOR: Caltrans
TOTAL COST: \$314,265,000



PROJECT: South Watt Avenue Improvement Project-Phase 1
JURISDICTION: County of Sacramento
SPONSOR: County of Sacramento
TOTAL COST: \$15,000,000



Morrison Creek



SB1 Solutions for Congested Corridors Program: Selection Criteria Excerpt**11. Evaluation Criteria****11.1 Primary Evaluation Criteria**

The primary evaluation criteria will be based on how well a project meets the primary objective of the program of addressing congestion by making specific improvements designed to reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation improvements, community impacts, and that provide environmental benefits.

A project nomination shall include documentation regarding the quantitative and qualitative measures validating the project's consistency with identified policy objectives. Listed are the metrics to include in the application to help answer the criteria questions.

A. The project shall identify the extent of congestion in the corridor. What is the current state? How extensive is the problem (include a description of congestion on all modes)? What are the community and environmental impacts of the current situation? How much worse will the problem get under the no-build environment?

- Existing person hours of delay
- Existing person throughput by mode
- Existing vehicle hours of delay
- Travel time reliability

B. How well will the proposed project address the problem? Does the project incorporate multiple modes? How is the solution balancing transportation, environment and community? Why is this solution the most beneficial improvement in the corridor? What improvements to other modes were considered and why were they not chosen? For highway and local road projects, the impact of induced demand should be considered and discussed.

- Changes in person hours of delay
- Changes in person throughput by mode
- Changes in vehicle hours of delay
- Changes in mode choices
- Changes in travel time reliability
- Dedicated rights of way for bike and transit
- Changes in vehicles miles traveled

SB1 Solutions for Congested Corridors Program: Selection Criteria Excerpt**11.2 Secondary Evaluation Criteria**

Projects will also be evaluated based on the following co-benefits criteria:

A project nomination shall include documentation regarding the quantitative and qualitative measures validating the project consistency with identified co-benefits of the proposed project.

- **Safety** -What are the actual reported property, injury, and fatality collisions for the last 3 full years? How does the proposed project increase safety for motorized and non-motorized users?
 - Number of property, injury and fatal collisions expected to be avoided due to project implementation
 - Property, injury and fatal collisions per 100 million vehicle miles traveled expected to be avoided due to project implementation
 - Elements that support the enhancement of public safety and security such as secured bike parking, lighting for transit projects, other crime prevention and safety measures
- **Accessibility**- How will the proposed project improve accessibility for people that travel the corridor or need to travel through the corridor?
 - Access to multimodal choices
 - Closing gaps in transit and active transportation
 - Connecting to jobs, major destinations and residential areas
 - Reliability of the system
 - First/last mile
 - Complete streets
 - Creation of networks of non-vehicle facilities that connects residential, recreational and employment
- **Economic development and job creation and retention** – How does the proposed project support economic development and access to employment? How does the proposed project improve regional competitiveness?
 - Cumulative job access for all modes
 - Change in cumulative job access for communities (disadvantaged populations)
 - Improves freight throughput
- **Air Quality & Greenhouse Gases** – How will the proposed project reduce greenhouse gas emissions and criteria pollutants, and advance the State's air quality and climate goals? The California Air Resources Board will be consulted in the review of air quality benefits of the projects proposed for funding.
 - Changes in GHG, criteria pollutant emissions and toxics
 - > Potential for reducing greenhouse gas emissions and improve air quality by reducing airborne particulate matter; ground level ozone, toxic air

SB1 Solutions for Congested Corridors Program: Selection Criteria Excerpt

- contaminates, and other pollutants in the corridor as well as the localized area most impacted by the project
 - o Other environmental benefits of the project
- **Efficient land use** – How does the proposed project support transportation-efficient land use principles?
 - o Supports mixed-use development with multimodal choices
 - o Supports in-fill development
 - o Supports interconnected streets and corridor access management policies
 - o Addresses climate adaptation

11.3 Deliverability Criteria

Projects will also be evaluated based on the following deliverability criteria:

- **Matching Funds** -The project will be evaluated based on the amount of matching funds and the source of funds. Emphasis will be placed on projects that leverage funding from private, federal, state, local or regional sources that are discretionary funds to the nominating agency. Matching funds will only be considered in the construction component. Other than State Transportation Improvement Program funds, matching funds will be limited to those funds not allocated by the Commission on a project basis.

In each contract, the matching funds must be expended concurrently and proportionally to the Congested Corridors Program funds, except as noted below. Costs incurred prior to allocation will not be counted towards the match.

The Commission may, at the time of programming or allocation, approve non-proportional spending. Adjustments will be made at project closeout to ensure matching funds were spent proportionally to the Congested Corridors Program funds.

The implementing agency must provide a project funding plan through construction that demonstrates the supplemental funding in the plan (local, federal, state, private sources) is reasonably expected to be available and sufficient to complete the project.

- **Deliverability** – Emphasis is placed on early delivery, therefore, projects with an early start construction date will be given higher priority.
- **Collaboration** -Jointly nominated and jointly funded projects are encouraged. For projects that cross jurisdictions, regions may pool their resources to jointly nominate and fund a project. Similarly, regional agencies may pool their resources to jointly nominate and fund projects with Caltrans.
- **Cost Effectiveness** – Consideration will be given to those projects that provide the greatest benefit in relationship to the project costs. The Commission will consider measurable benefits using the California Life Cycle Benefit/Cost Analysis or an alternative proposed by the applicant.