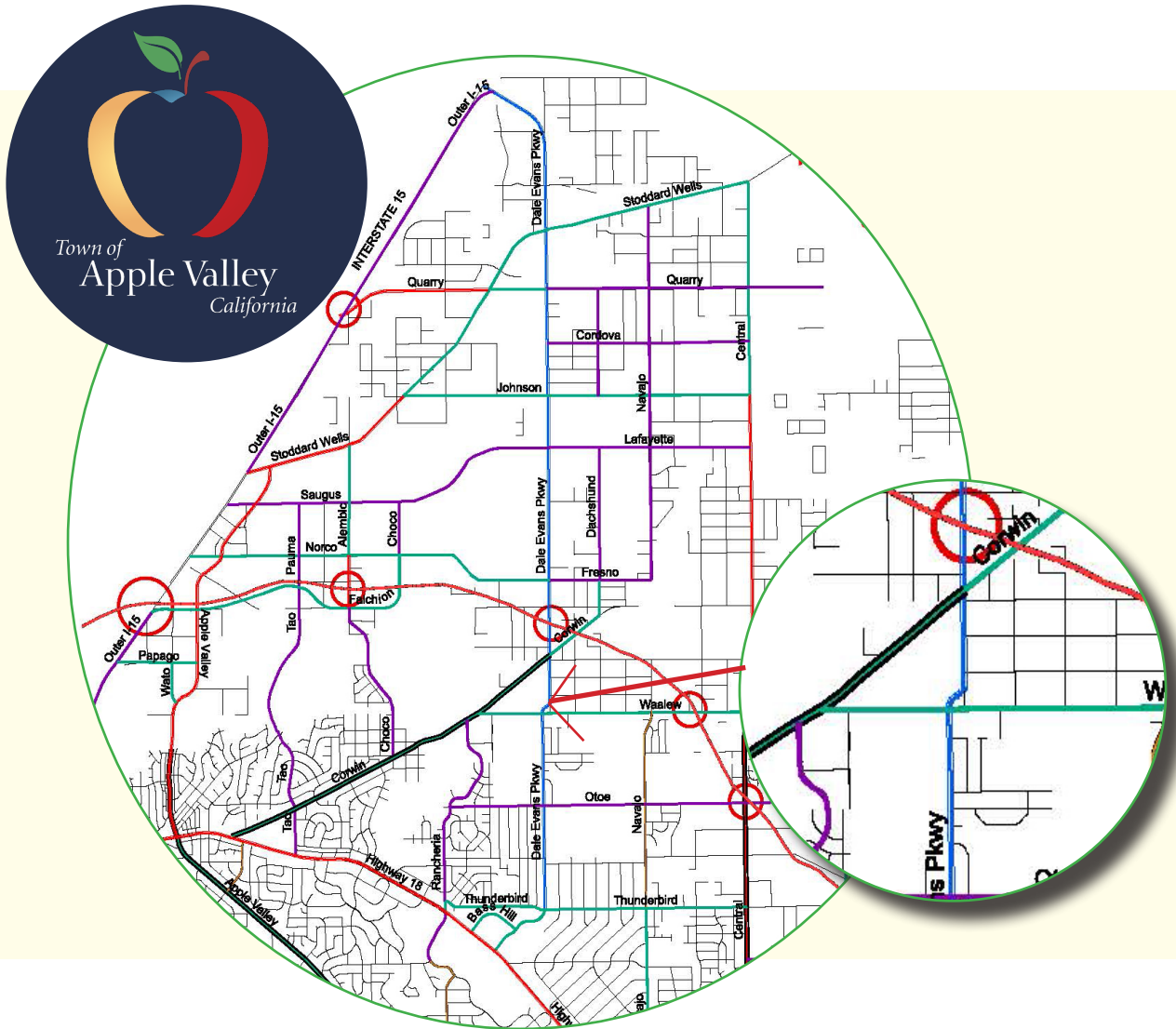


Town of Apple Valley

Dale Evans Parkway at Waalew Road Realignment



2020 Local Partnership Program Application

California Transportation Commission
Mitch Weiss, Executive Director
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

SUBMITTED BY:
Town of Apple Valley
Julie Ryan, Special Projects Manager
14955 Dale Evans Parkway
Apple Valley, CA 92307



June 29, 2020

Mitch Weiss, Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

Dear Mr. Weiss:

The Town of Apple Valley is eligible for the Local Partnership Competitive Grant because the Town has imposed Development Impact Fees. Copies of the Ordinance and Resolution seeking to impose the fee are enclosed as Appendix A and the relevant section of the City's most recent audited financial statements indicating revenue generated by the imposed fee is enclosed as Appendix B. The City's Comprehensive Annual Financial Report (CAFR) is available on the internet at <https://www.applevalley.org/services/finance/budget-financial-reports> by referring to the 2018-2019 CAFR page 34 and page 37 for Measure I Revenues and expenditures. CAFR reports for the past 10 years are available at the link provided.

As Town Manager of the Town of Apple Valley, I am authorized to contractually bind the Town of Apple Valley. Pursuant to this authority, I hereby authorize and approve the Town of Apple Valley to submit the 2020 Local Partnership Program application to the California Transportation Commission for the Dale Evans Parkway at Waalew Road Realignment Project and I approve all cost estimates.

This authorization is effective until rescinded by me or my successor. If you have any questions please contact Julie Ryan, Special Projects Manager, at 760-240-7000 extension 7055.

Sincerely,

A handwritten signature in blue ink, appearing to read "D. Robertson", is written over a light blue horizontal line.

Douglas B. Robertson
Town Manager



TABLE OF CONTENTS

A. Cover Letter	
B. Fact Sheet	2
C. General Information	3
1. Project Title	3
2. Project Background, Purpose and Need	3
3. Project Type, Scope and Anticipated Benefits	5
4. Project Location	6
5. Project Priority	7
6. Reversible Lane Configuration	7
7. Regional Transportation Plan	7
8. Scope of Work and Benefits	8
9. Scope, Funding Plan and Project Schedule	9
D. Screening Criteria	10
1. Project Programming Request Form	10
2. Required Documentation for Verification Eligibility	10
3. Description of Environmental and Community Impacts	10
E. Evaluation Criteria	11
1. Benefit-Cost Analysis	11
2. Performance Metrics	15
3. Soundwalls	15
F. Funding and Deliverability	15
1. Project Cost Estimate	15
2. Uncommitted Funds	15
3. Cost Estimate Confirmation	16
4. Cost Overruns	16
5. Project Delivery Plan and Risks	16
G. Community Impacts	16
1. Community Engagement	16
2. Disadvantaged Communities and Low-income Area Benefits	17
3. Negative Impacts to a Disadvantaged Community	17
4. Disadvantaged and Low-income Community Map	18
5. Stakeholder Engagement Process and Feedback	18
6. Continuation of Stakeholder Engagement	18
H. Other	18
Exhibits	
1. Vicinity Map	
2. Project Location Map	
3. Proposed Project Exhibit	
4. Ordinance and Resolution	
5. Audited Financial Statements	
Appendices	
I. Project Programming Request	
II. Performance Metrics	
III. State Highway System Project Impact Assessment Form	



Fact Sheet

Project Scope: Dale Evans Parkway connects between U.S. Highway 18 to the south and Interstate 15 (I-15) to the north. It is a major divided parkway that currently intersects with Waalew Road with an offset, creating two T-intersections with an approximate distance of 400 feet separating them. This configuration increases the potential for conflicting turning movements from motorists, buses, and truck traffic. The ***Dale Evans Parkway at Waalew Road Realignment*** project includes realigning Dale Evans Parkway on the north leg to align with Dale Evans Parkway on the south leg, installing traffic signals, improving pedestrian crossing points and upgrading the storm drain system.

Cost: \$1.36 million.

Schedule: Project completion April 30, 2022

Benefits:

Outputs: The project includes the construction of a new two-lane road with wider turn lanes to accommodate bus and truck traffic, installation of a new traffic signal and pedestrian refuges, and a new storm drain system.

Outcomes:

- ✓ **Provide** increased capacity to improve safety conditions for all users.
- ✓ **Create** a healthy and livable community by reducing congestion, thereby reducing greenhouse gas emissions.
- ✓ **Improve** safety response times for emergency vehicles as well as improve public transit services for the entire community.
- ✓ **Connect** Apple Valley residents to destinations that bridge the divide and provide access to spur economic growth.
- ✓ **Promote** commerce by facilitating goods movement along Dale Evans Parkway between Interstate 15 and State Highway 18 and Apple Valley's North Industrial area that will include Virgin Trains high-speed rail service.

The Town of Apple Valley Local Partnership Program application and relevant attachments can be found at <https://www.applevalley.org/LPP>.

C. General Information

1. Project Title

The ***Dale Evans Parkway at Waalew Road Realignment*** project has a total construction cost estimated at \$1.36 million, and Apple Valley is requesting Local Partnership Program (LPP) funds of \$680,000 to accelerate construction of a regionally significant, operational-improvement project on Dale Evans Parkway at Waalew Road.

2. Background, Purpose and Need

a. Project Background

The Town of Apple Valley has experienced explosive growth since its incorporation in 1988. It grew from a "sleepy" resort area made famous by Roy Rogers and Dale Evans in the 1960s to a bustling Town of over



Figure 1. Dale Evans Parkway was named after one of the Town's most famous residents who gave back to the community she loved until her passing.

74,000 residents. After incorporation in 1988, Apple Valley's population boomed, increasing by 60.8 percent between 1990 and 2000. With this explosive growth, public and privately planned improvements will truly make it a destination for business, recreation, and families seeking new opportunities in a less congested area. The proposed project corridor of Dale Evans Parkway previously consisted of multiple segments (Apple Valley Inn Road and Aztec Road) that were

connected by a 2,800 LF newly constructed roadway later renamed Dale Evans Parkway in honor of the Town's most famous residents. In 2002, Dale Evans Parkway (just north of Happy Trails Highway (State Route 18)/Interstate 15) became home for the newly constructed Apple Valley Town Hall and San Bernardino County Library followed by an aquatic Center, dog park, amphitheater, and Developmental Services Building shortly after.

While the Apple Valley Civic Center has become a focal point for the community at the southerly end of Dale Evans Parkway, the proposed Virgin Trains High-Speed Rail to Las Vegas will soon become its counterpart to the north. In 2006, the Town adopted the North Apple Valley Industrial Specific Plan (NAVISP) that serves as a tool for implementing the goals of the Town's General Plan related to the 6,220-acre area that includes and surrounds the Apple Valley Airport. The Specific Plan is consistent with the Apple Valley General Plan and implements the goals

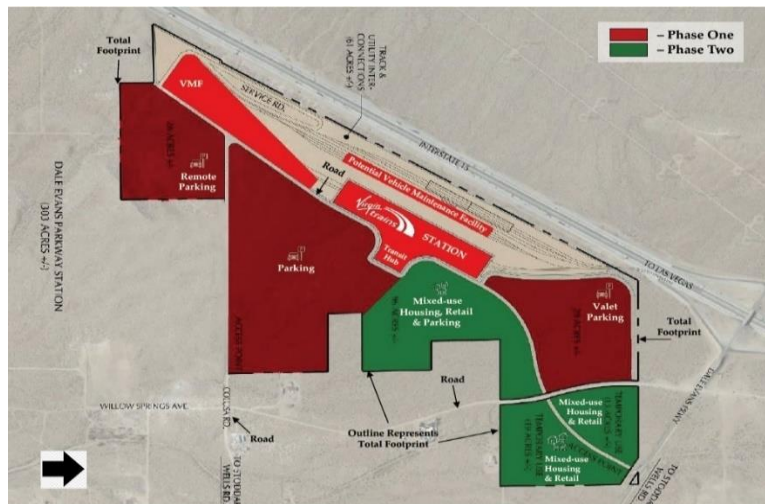


Figure 2: Location of the High-Speed Rail Project in North Apple Valley at Dale Evans Parkway and Interstate 15



of the General Plan related to the Airport Influence Area. The Specific Plan has been developed to provide landowners, developers, business owners and the Town with development standards and guidelines which lead to Adequate and available backbone infrastructure such as roads, water, sewer and utilities.

The area is home to a Walmart Distribution Center and recently added a Big Lots Distribution Center which created over 400 new local jobs. A Caltrans 2016 High Desert Work Force Report found that 67 percent of Apple Valley's active workers leave the area for employment making developments such as these critical for the area and the environment by reducing the greenhouse gases created by commuters traveling down the hill. The residents of Apple Valley have significantly higher commute times than the U.S. average. A 'super commute' is defined as a commute more than 90 minutes; in Apple Valley, 12.9 percent of residents have 'super commutes', compared to a U.S average of 6 percent.

Directly adjacent to the two distributions centers is the Victor Valley College Regional Public Safety Training Center (RPSTC) which offers programs related to public safety training and career development in the fields of Emergency Medical Services, Fire Science/Fire Fighting, and Administration of Justice. Just south of Interstate 15 on Dale Evans Parkway is the High Desert Juvenile Detention and Assessment Center.

The scenic area is also a recreational destination for outdoor enthusiasts such mountain bikers, runners, and hikers. The Town's annual Reverse Triathlon is a popular event that typically includes over 600 athletes and visitors, and Dale Evans Parkway is key component for the 12-mile bicycle route. In the same way, the Victor Valley Bicycle Tour uses the area annually which includes riders from all over the region as well as out of state to complete a 10, 25, 50 or 70-mile bicycle ride. Finally, the Apple Valley Airport (which is at the center of the area) hosts the annual Apple Valley Air Show which, once again, brings in hundreds of visitors from the local area and beyond.

b. [Project Purpose](#)

The purpose of the project is to realign the Dale Evans Parkway and Waalew Road to:

- ✓ Improve traffic flow by realigning two T-intersections into a single signal-controlled intersection.
- ✓ Reduce excessive vehicle delays.
- ✓ Remove the existing offset between the north and south approaches to reduce potential conflicts.
- ✓ Improve the vertical profile and road surfaces through the intersection to improve rideability.
- ✓ Improve pedestrian safety and mobility.
- ✓ Reduce greenhouse gas emissions.
- ✓ Provide a transportation facility consistent with local, regional, and statewide plans.

c. [Project Need](#)

With a vision for the eventual increase in development of the area and the increased demand for fluid transportation options, the Town proactively retained a consultant to redevelop the recently created southerly portion of Dale Evans Parkway to the northerly portion which was formerly known as Bell Mountain Road. Lack of sufficient turning and through capacity is the main cause of traffic congestion along the segments of Dale Evans Parkway at Waalew Road. The project's segments are currently identified as truck routes providing access to Highway 18 and the Low Desert. While the most direct route to the highway is through Dale Evans Parkway, the difficult turning movements created by the offset

dissuade drivers from taking that route, and instead seek longer alternate routes which, adds additional vehicle miles and greenhouse gases.

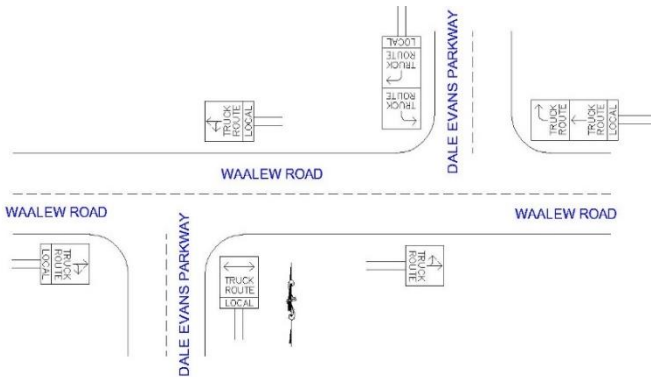


Figure 3: Dale Evans and Waalew are both designated truck routes

established. Similar to their southern Florida rail stations, the Apple Valley station is expected to attract transit-oriented commercial and residential development in the surrounding area.

The proposed High Desert Corridor (HDC) will be constructed approximately 2,000 feet to the north of the project site. The HDC will construct a new multimodal connection between Apple Valley at State Route 18 and Los Angeles. The connection will be a key corridor for the region making the North Apple Valley Industrial Specific Area an enticing option for future developers and distribution centers.

The two offset intersections of Dale Evans Parkway do not allow for efficient traffic movement for traffic traversing on Dale Evans Parkway to and from these current and future high-volume locations causing motorists to take more out-of-the-way routes increasing travel times and carbon emissions. The construction of a new traffic signal, pedestrian refuge islands, and crosswalks will improve access for pedestrians as well. Upon completion, the Victor Valley Transit Authority (VVTa) has stated that they will revise their routes to provide direct access from the area surrounding The Apple Valley Civic Center to the locations in the North Apple Valley Industrial Specific area.



Figure 4: Current view of Dale Evans Parkway on the south looking east during non-peak hours

3. Project Type, Scope and Anticipated Benefits

a. Type

Local Partnership Program (LPP) funds are requested for to realign Dale Evans Parkway at Waalew Road, a regionally significant investment that will result in expediting goods movement, relieving congestion, and improving mobility and safety. Apple Valley is seeking funding for the realignment of the northerly and southerly legs of Dale Evans Parkway at Waalew Road (Exhibit 2). Per the LLP 2020 Guidelines on page 24, this project is identified as Eligible Project Type D, improvements to the local road system.



b. Scope

The proposed project will eliminate the existing offset of the northerly leg of the intersection which is located to the east of the southerly leg of Dale Evans Parkway. The project includes the construction of a new two-lane road with wider turn lanes to accommodate bus and truck traffic, installation of a new traffic signal and pedestrian refuges, and a new storm drain system that will:

- ✓ **Provide** increased capacity to improve safety conditions for all users.
- ✓ **Create** a healthy and livable community by reducing congestion, thereby reducing greenhouse gas emissions.
- ✓ **Improve** safety response times for emergency vehicles as well as improve public transit services for the entire community.
- ✓ **Connect** Apple Valley residents to destinations that bridge the divide and provide access to spur economic growth.
- ✓ **Promote** commerce by facilitating goods movement along Dale Evans Parkway between Interstate 15 and State Highway 18 and Apple Valley's North Industrial area that will include Virgin Trains high-speed rail service.

c. Anticipated Benefits

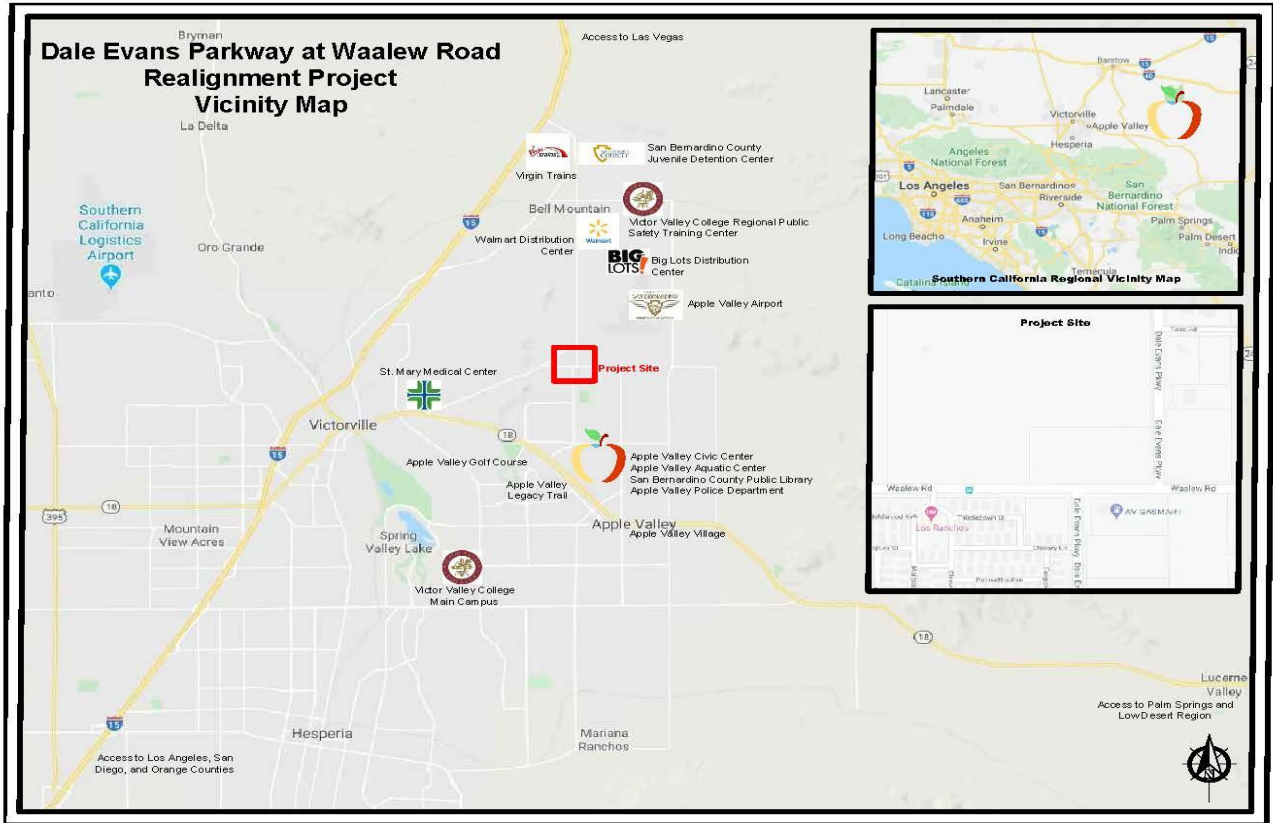
The project will improve local and regional traffic flow, and reduce congestion, gridlock, vehicle miles traveled and vehicle emissions. In doing this, it will provide easier access to housing, jobs, hospitals, medical facilities, churches, local restaurants and other commercial businesses that are in Apple Valley, especially in the North Apple Valley Industrial Area and the impending Virgin Trains High-Speed Rail. The reduced congestion is also of significance for St. Mary Medical Center located southwest of the project area as improved traffic flow is critically important for, emergency vehicles that need to reach the full-service Emergency Department as quickly as possible. The active transportation elements will provide greater safety and mobility for bicyclists and pedestrians. **Benefits of the project are valued at \$2.6 million over the 20-year life cycle.** The benefits include travel time, vehicle operation costs, and emissions savings.

4. Project Location

The project is in Apple Valley (population 74,724), in the Victor Valley of San Bernardino County, California. The town is east of and adjoining to the neighboring cities of Victorville (population 122,870) and Hesperia (population 97,728), 37 miles south of Barstow (population 24,132) and 46 miles north of San Bernardino (population 217,671). It is bounded on its southern edge by the foothills of the San Bernardino mountains. The Mojave River bisects the west side of Apple Valley and neighboring Victorville. Dale Evans parkway stretches between U.S. Highway 18 to the south and Interstate 15 to the north. It is a major divided parkway that intersects with Waalew Road with an offset, creating tow T-intersections with an approximate distance of 400 feet separating them. This configuration increases the potential for conflicting turning movements from motorists, buses, and truck traffic. A variety of land uses along Dale Evans Parkway, and to the immediate east of Dale Evans Parkway, include the new Big Lots distribution center, the Walmart distribution center, a Fire Department training center, Apple Valley Airport, and a Juvenile Detention Center that, have increased the need for improved access to northern Apple Valley industrial area. In addition, Virgin Trains USA plans to build a high-speed rail station and maintenance facility at Dale Evans Parkway and the I-15, that will connect Southern California to Las Vegas. This Apple Valley station is expected to attract transit-oriented commercial and residential development in the

surrounding area. This impending Virgin Trains High-Speed Rail project connecting visitors to Las Vegas makes this project a critical infrastructure upgrade for the future of the area and its growth.

Figure 5: Project Location Map



5. Project Priority

The Town of Apple Valley is submitting one application: ***Dale Evans Parkway at Waalew Road Realignment***. It is a regional priority supported by the San Bernardino County Transportation Authority (SBCTA).

6. Reversible Lane Configuration

Pursuant to Streets and Highway Code Section 100.15, the Town of Apple Valley engineering staff considered the feasibility of reversible lanes during the project development process in both the Project Initiation Document and Project Approval and Environmental Document phases. Since the project is defined exclusively as an intersection improvement, it was determined that reversible lane configuration is not feasible for the project.

7. Regional Transportation Plan

The proposed project is consistent with the 2016 San Bernardino County Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) by:

- **Preserving the Transportation System that Already Exists.** This project will improve an existing, critically important intersection and section of Dale Evans Parkway between Highway 18 (State Route 18) and Interstate 15. This portion of Dale Evans Parkway continues to be essential for interregional, intraregional, and local traffic. The project ensures these important roads are updated for efficiency and maintained in a “State of Good Repair.”
- **Optimizing the Performance of the Transportation System.** This initiative is met through planned project elements of road widening, turn-lane additions, lane realignment and the incorporation of phased signal operation. The planned improvements are cost-effective in providing improved travel reliability and safety, as well as access and connectivity.
- **Promoting Walking, Biking and Other Forms of Active Transportation.** A traffic signal, crosswalks, and pedestrian refuge areas are added as a component of this project. Dale Evans Parkway and Waalew Road are both components of the Town’s bikeway network, San Bernardino County Transportation Authority (SBCTA) non-motorized transportation plan, and the realignment will provide protected crossings for riders in all four directions.
- **Improving Air Quality and Reducing Greenhouse Gases.** By improving traffic flow and reducing wait times at the intersection, emission reductions are realized. Further details are discussed on pages 12-13 in the section titled Air Quality and Greenhouse Gases.

The project is also well-aligned with Senate Bill 1 goals and is consistent with the 2016 San Bernardino County Regional Transportation Plan/Sustainable Communities Strategy, and the segments are included in the San Bernardino County Transportation Authority (SBCTA) Non-Motorized Transportation Plan. The proposed project is also not anticipated to be impacted by the implementation of the Safer Affordable Fuel-Efficient Vehicles Rule.

8. Scope of Work and Benefits

Apple Valley proposes to improve the intersection of Dale Evans Parkway and Waalew Road. Site plan details are shown in Figures 6 and 7. Both Dale Evans Parkway and Waalew Road are constructed as two-lane conventional highways. However, as noted in the Town’s General Plan, Dale Evans Parkway is designated as a Major Divided Parkway (142’ ROW), and Waalew Road is a Major Road (104’). Waalew Road divides Dale with narrow radiuses restricting turning for large vehicles and controlled by stop signs.

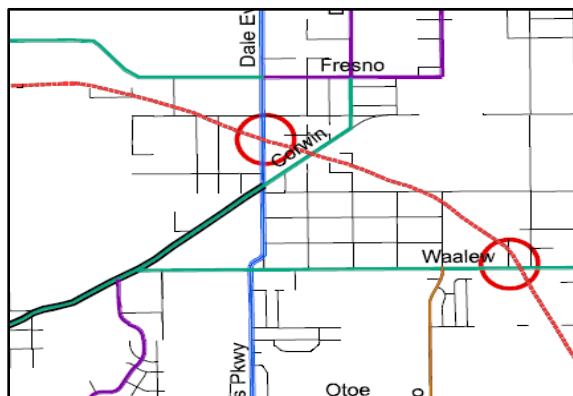


Figure 6: Site plan details for Dale Evans Parkway at Waalew Road and Figure 7: Design Plan for Dale Evans Parkway



The proposed project will eliminate the offset by constructing an extension at the intersection of Dale Evans Parkway (South) and Waalew Road that will extend north through vacant parcels until it connects with the northerly leg of Dale Evans Parkway creating a fluid segment. Once completed, the newly constructed signalized intersection will provide dedicated left turn lanes in each direction with ample clearance for large vehicles to turn.

The project is cost effective (1.8 Benefit /Cost Ratio) with an estimated \$2.6 million in monetized savings over 20 years.

9. Scope, Funding Plan and Project Schedule

a. Scope

The **Dale Evans Parkway at Waalew Road Realignment** project has a total construction cost estimated at \$1.36 million, and Apple Valley is requesting LPP matching funds of \$680,000, which is a one-to-one match. Pre-construction tasks (design) are nearing completion. Apple Valley has invested almost \$100,000 in the project planning and environmental studies to date.

b. Funding Plan

Apple Valley will provide matching funds by the San Bernardino County Transportation Authority (SBCTA) through Measure I. SBCTA Measure I is the half-cent transportation sales tax collected throughout San Bernardino County which supports freeway construction projects, regional and local road improvements, train and bus transportation, railroad crossings, call boxes, ridesharing, congestion management efforts, and long-term planning studies. SBCTA prioritizes and ensures that revenue from Measure I goes towards the highest priority transportation projects in the region, such as Dale Evans Parkway and Waalew Road. Funding source is outlined in Table 1 below.

Table 1 Funding Plan for Construction			
Funding Source	Specific Source	Amount of Funds	Fiscal Year
Local (County)	San Bernardino County Transportation Authority (SBCTA) Measure I	\$680,000	2021/2022
TOTAL		\$680,000	

c. Project Schedule

Working with David Evans & Associates, the Apple Valley Engineering Division has 95 percent complete plans to re-align and re-contour the intersection, adding a traffic signal, and greatly improving traffic movement in all directions. Apple Valley selected David Evans & Associates in 2014 as their engineering consultant to provide professional and technical services required to design complete construction plans and prepare specifications and engineer's estimate (PS&E) for the Town. A biological study for the project area was conducted in October of 2016, and final environmental clearance is underway. The Project Schedule is outlined in Table 2 on the following page.



Table 2 Anticipated Project Schedule	
Task	Completion Date
Complete 95% PS&E	Complete
Caltrans Authorization to Proceed/CTC Award	12/2/2020
Right-of-Way Acquisition	5/30/2021
Right-of-Way Certification	6/30/2021
Complete 100% PS&E	6/30/2021
Environmental Clearance (CEQA)	6/30/2021
Advertise for Bids	7/15/2021
Award Construction Contract	8/24/2021
Complete Construction	4/30/2022

D. Screening Criteria

All necessary matching funding is committed for the proposed project. The project is actually “over matched” when the Town’s considerable pre-construction investment is considered. While cost estimates reflect adequate assumptions to complete the project within budget and cost overruns are not anticipated, certain unforeseen conditions can arise. Our project, however, is supported financially by regional Measure I transportation fees/taxes. These funding resources reflect the local commitment to go beyond the typical roadway planning process and to provide for the long-term transportation needs of the region. As such, costs for overruns, if necessary, will be absorbed by these funding mechanisms.

Table 3 Local Match Sources for Construction		
Funding Source	Specific Source	Amount of Funds
Local (County)	San Bernardino County Transportation Authority (SBCTA) Measure I	\$680,000
Local (Town)	Measure I	\$680,000
	TOTAL	1,360,000

1. Project Programming Request Form. This form is provided as Appendix I.

2. Required Documentation for Verification Eligibility

- a. [Ordinance and Resolution.](#) This document is provided as Exhibit 4.
- b. [Audited Financial Statements.](#) This document is provided as Exhibit 5 and link to posting location is included in the Cover Letter.

3. Description of Environmental and Community Impacts

As part of the project’s design, the Town’s design engineer contracted with RCA Associates to conduct a biological resources assessment. As part of the surveys, the property site and the adjoining lands were evaluated for the presence of native habitats which could potentially support populations of sensitive wildlife species. This Biological Assessment focused on the desert tortoise and burrowing owl, as well as a habitat assessment for the Mohave ground squirrel. The property was also evaluated for the presence



of sensitive habitats including wetlands, vernal pools, riparian habitats, and jurisdictional areas. The study concluded that any future development activities are not expected to have a significant overall impact on the general biological resources in the surrounding region. In addition, development of the site is not expected to have an impact on any State or Federal listed wildlife species. Furthermore, no other special status plant or animal species are expected to be impacted.

The Town is currently in the initial stages of preparing the CEQA documents, and anticipates receiving a Negative Declaration. Taking into consideration the results of the biological study, sparseness of the area, and access improvements, the project should have a positive impact on the environment and community.

E. Evaluation Criteria

1. Benefit-Cost Analysis

a. Cost Effectiveness

After completing the benefit cost analysis for the ***Dale Evans Parkway at Waalew Road Realignment*** project, using Caltrans’ Life-Cycle Benefit-Cost Analysis (BCA) Model 7.2, the net present value is \$1.1 million with a benefit to cost ratio of 1.8. Overall, the project will generate benefits of \$2.6 million and costs of \$1.4 million. The costs and benefits analysis were laid out over 20 years and estimates are thought to be conservative. The following section describes the analysis in greater detail with the expected project benefits exceeding its costs.

The results of the analysis, shown in the table below, indicate that this project has a benefit/cost ratio of 1.8 and a payback period of 9 years. The rate of return on investment is 11.2 percent. Benefits are realized for reductions in travel time, vehicle operation, and emissions. The total life-cycle benefits are estimated to be \$2.6 million over 20 years, the majority attributed to vehicle operating costs and travel time savings. Person- hours of time saved by improving the intersection are approximately 9,864 hours annually.

Table 4 Investment Analysis - Summary Results																																		
Life-Cycle Costs (mil. \$)	\$1.4	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">ITEMIZED BENEFITS (mil. \$)</th> <th style="text-align: center;">Passenger Benefits</th> <th style="text-align: center;">Freight Benefits</th> <th style="text-align: center;">Total Over 20 Years</th> <th style="text-align: center;">Average Annual</th> </tr> </thead> <tbody> <tr> <td>Travel Time Savings</td> <td style="text-align: right;">\$1.2</td> <td style="text-align: right;">\$1.2</td> <td style="text-align: right;">\$2.4</td> <td style="text-align: right;">\$0.1</td> </tr> <tr> <td>Veh. Op. Cost Savings</td> <td style="text-align: right;">\$1.5</td> <td style="text-align: right;">\$0.2</td> <td style="text-align: right;">\$1.6</td> <td style="text-align: right;">\$0.1</td> </tr> <tr> <td>Accident Cost Savings</td> <td style="text-align: right;">-\$1.6</td> <td style="text-align: right;">-\$0.1</td> <td style="text-align: right;">-\$1.7</td> <td style="text-align: right;">-\$0.1</td> </tr> <tr> <td>Emission Cost Savings</td> <td style="text-align: right;">\$0.1</td> <td style="text-align: right;">\$0.1</td> <td style="text-align: right;">\$0.2</td> <td style="text-align: right;">\$0.0</td> </tr> <tr> <td>TOTAL BENEFITS</td> <td style="text-align: right;">\$1.1</td> <td style="text-align: right;">\$1.5</td> <td style="text-align: right;">\$2.6</td> <td style="text-align: right;">\$0.1</td> </tr> </tbody> </table>			ITEMIZED BENEFITS (mil. \$)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual	Travel Time Savings	\$1.2	\$1.2	\$2.4	\$0.1	Veh. Op. Cost Savings	\$1.5	\$0.2	\$1.6	\$0.1	Accident Cost Savings	-\$1.6	-\$0.1	-\$1.7	-\$0.1	Emission Cost Savings	\$0.1	\$0.1	\$0.2	\$0.0	TOTAL BENEFITS	\$1.1	\$1.5	\$2.6	\$0.1
ITEMIZED BENEFITS (mil. \$)	Passenger Benefits				Freight Benefits	Total Over 20 Years	Average Annual																											
Travel Time Savings	\$1.2	\$1.2	\$2.4	\$0.1																														
Veh. Op. Cost Savings	\$1.5	\$0.2	\$1.6	\$0.1																														
Accident Cost Savings	-\$1.6	-\$0.1	-\$1.7	-\$0.1																														
Emission Cost Savings	\$0.1	\$0.1	\$0.2	\$0.0																														
TOTAL BENEFITS	\$1.1	\$1.5	\$2.6	\$0.1																														
Life-Cycle Benefits (mil. \$)	\$2.6																																	
Net Present Value (mil. \$)	\$1.1																																	
Benefit / Cost Ratio:	1.8																																	
Rate of Return on Investment:	11.2%																																	
Payback Period:	9 years																																	
Person-Hours of Time Saved			197,271	9,864																														

b. Deliverability

The project has been in the design phase since 2014, and it can be completed expeditiously. The town is currently discussing Right-of-Way acquisition with the owner of both properties who supports the project. Upon completion of the acquisition and final review of the PS&E by the Town Engineer, the project will be ready to advertise. The Town’s current plan is to send a consent item to Council authorizing advertising of bids in the summer of 2021.



c. Projects Leveraging Funds above the Required Matching Funds Amount

As previously stated, the project has been in the design stage since 2014, and the town has initially invested roughly \$100,000. In addition, the town will absorb all Right-of-Way costs. Funds are included in the Town’s Fiscal Year 2020/21 Capital Improvement Project Budget with contingencies available in Measure I for cost overruns.

d. Air Quality and Greenhouse Gases

The California Life-Cycle Benefit Cost Analysis Model (Cal/ B/C) 7.2 was used in determining the projected emissions reductions for the project. The results are shown in the table below.

Table 5 – Emissions Reductions				
EMISSIONS REDUCTION	Tons		Value (mil. \$)	
	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
CO Emissions Saved	5	0	\$0.0	\$0.0
CO ₂ Emissions Saved	2,340	117	\$0.1	\$0.0
NO _x Emissions Saved	3	0	\$0.1	\$0.0
PM ₁₀ Emissions Saved	0	0	\$0.0	\$0.0
PM _{2.5} Emissions Saved	0	0		
SO _x Emissions Saved	0	0	\$0.0	\$0.0
VOC Emissions Saved	0	0	\$0.0	\$0.0

The project makes good business sense and good environmental sense. The project aims to balance economic, social and environmental objectives of the Town of Apple Valley. By reducing idle time at the project intersection, a reduction in emissions is projected for the following air pollutants - carbon monoxide (CO), carbon dioxide (CO₂), and nitrogen oxide (NO_x). The greatest reduction is seen for CO₂ with an average of approximately 117 tons per year.

The Realignment of Dale Evans Parkway at Waalew Road will promote and support a change of travel patterns that will in turn reduce vehicle miles traveled because trips can be completed with less congestion and subsequent vehicular idling. The project will provide savings by reducing greenhouse gas emissions, as well as wear and tear on roadways and motor vehicles due to reduced vehicle idling and improved roadway surface conditions, in addition to other benefits by implementing sustainability initiatives. These changes in overall travel behaviors result in less oil dependence and reduced emissions.

The full impact analysis, including assumptions and results, is available on the Town’s LPP Grant website at <https://www.applevalley.org/LPP>.

e. Vehicle Miles Traveled

The assumptions and inputs used for this analysis were obtained through project data, local research, and Transportation Injury Mapping System (TIMS). The type of project analyzed is an intersection in southern



California and the roadway type is a conventional highway. The construction period is four-to-six months with project support costs of \$100,000 and construction costs of \$1.36 million. Dale Evans Parkway is a two-lane conventional highway (one lane in each direction) and Waalew Road is also a two-lane conventional highway. A four-hour peak period was used for the traffic analysis. The posted highway speeds are 55 mph, for both roadways. The current ADT for Dale Evans Parkway north of Waalew Road is 3,190 and for Waalew Road east of Dale Evans Parkway is 3,100. The projected 20-year ADT is 12,880 and 5,175, respectively.

Regional and Community Support

This project is strongly and widely supported by local, regional, and state key stakeholders and elected officials and is summarized in the following bulleted paragraphs. Support letters were received from California State Senator Scott Wilk, 21st State Senate District; California State Assemblyman Jay Obernolte, 33rd State Assembly District; San Bernardino County Transportation Authority (SBCTA); XpressWest High-Speed Rail; Apple Valley Chamber of Commerce; St. Mary Medical Center; Victor Valley Transit Authority, and Victor Valley Bike Tour. All Letters of Support for the Town's project are available on the Town's LPP Grant Website at <https://www.applevalley.org/LPP>.

- **Elected Officials** - California Senator Scott Wilk and Assemblyman Jay Obernolte provided support for the project. This type of project is important as the region continues to experience rapid growth and it is critical that the roads are rehabilitated and updated to meet the growing needs.
- **Transportation Authorities** - SBCTA is a funding partner and provides support for this regionally significant project that will improve traffic congestion by realigning Dale Evans Parkway, adding traffic signals, drainage improvements and constructing pedestrian refuges.
- **XpressWest** - Formerly known as DesertXpress, XpressWest is a private venture proposal to build a privately funded high-speed rail passenger train in the Western United States to connect Los Angeles and San Bernardino Counties to Las Vegas. Previously backed by Las Vegas, Nevada, hotel developer Marnell, the project rights were acquired by Florida-based passenger rail operator Virgin Trains USA (at the time Brightline), which plans to begin construction on the railroad starting in 2020. The allocation of \$600 million will ensure the development of high-speed rail between Las Vegas and San Bernardino County. High-Speed rail and ancillary development will pave the way for a future connection to Palmdale and eventually a Los Angeles connection. This will establish a new and vital transportation hub between Los Angeles and San Bernardino Counties that will serve the 20 million people in the Los Angeles basin.
- **Apple Valley Chamber of Commerce** - The project is supported by the Apple Valley Chamber of Commerce. This project will help the Apple Valley Chamber of Commerce in meeting its mission to promote a prosperous business environment.
- **St. Mary Medical Center** - St. Mary Medical Center, located on Highway 18, is strongly in favor of upgrades at the project intersection to help improve response times for emergency vehicles. Relieving congestion is always a high priority for the hospital to ensure that unnecessary delays are not created for emergency vehicles and the 1,750 hospital employees and 450 physicians. Emergency vehicles must be able to access the hospital as quickly and



efficiently as possible. Staff, patients, and their families will all benefit from transportation that makes for an easier, safer, and faster commute to the facility.

- **Community Support for Road Maintenance and Improved Roads** - There has been recent and substantial public outcry to the Town Council regarding the poor condition of the local roads. The Apple Valley Engineering Department gave a presentation on road maintenance in January 2107, at the request of the Council on behalf of the public. The public supports the Town's commitment to road improvements.

f. Safety

Due to the current alignment, Dale Evans Parkway terminates at Waalew Road creating two stop-controlled T-intersections separated by roughly 400 feet. In this area, Waalew Road serves as a through street without stop controls at the intersections. To enhance the safety of the intersections, the Town will install a traffic signal, dedicated left turn pockets, and pedestrian signals and crosswalks. According to the FHWA, "Traffic signals facilitate an ordered, shared use of road space by separating conflicting movements in time and allocating delay to the various users."

Currently, there is only a single crosswalk at Dale Evans Parkway south and Waalew Road which only has an accessible ramp on the developed east side. This creates potential safety issues for pedestrians, bicyclists, and motorists. Annually, approximately 4,500 pedestrians are killed in traffic crashes with motor vehicles in the United States. Pedestrians killed while "walking along the roadway" account for almost eight percent of these deaths (www.safety.fhwa.dot.gov). Many of these tragedies are preventable. Providing walkways separated from the travel lanes will make the intersection safer and remove a barrier to mobility for pedestrians.

Highway accident input for the period of January 1, 2015 through December 31, 2017 (Transportation Injury Mapping System) includes three (3) total accidents, one (1) fatality and two (2) property damage only. Incremental Roughness Index numbers used for pavement conditions were 95 inches/mile (acceptable) for "no build" and 170 inches/mile (good) for "build".

g. System Preservation

Since the inception of Senate Bill 1, the Town of Apple Valley has increased its commitment to the improvement and preservation of local roads by resurfacing or reconstructing over 50 percent of the local roads in its care. While vehicle and truck traffic cause much of the normal deterioration, storm events and freezing temperatures also bring about a great deal of deterioration. According to the Federal Highway Administration (FHWA), "moisture, in combination with heavy traffic loads and freezing temperatures, can have a profound negative effect on both material properties and the overall performance of a pavement system." Currently, storm water runoff in the intersection is managed through dips and channels in the road surface. The proposed realignment of Dale Evans Parkway will also include a storm drain system that will eliminate this feature. The Town, in general, is relatively flat, and the watershed in the project area flows to the dry lake directly to the south-east. The Town has mitigated flooding hazards throughout the area through the installation of infiltration chambers. This project includes the installation of an infiltration chamber which will reduce of the impact of excess water on the roadway during extreme storm events.



2. **Performance Metrics** – Included as Appendix II.

3. **Soundwalls** – Not Applicable to this project.

F. Funding and Deliverability

1. Project Cost Estimate

The estimated construction cost for the project is \$1.36 million and cost elements are summarized in Table 6. Local match funding sources are committed and ready to be used for project.

Table 6 Project Cost Estimate				
Description	Quantity	Unit	Unit Cost	Item Total
Mobilization, Bonds, Insurance, Demobilization	1	LS	50,000.00	\$ 50,000.00
Clearing and Grubbing	4.1	AC	20,000.00	\$ 82,000.00
Remove Existing Pavement	38,978	SF	2.00	\$ 77,956.00
Subgrade Preparation	103,900	SF	0.50	\$ 51,950.00
Grading	2,000	CY	25.00	\$ 50,000.00
Construct 5.5" A.C. Pavement	3,492	TON	65.00	\$ 226,980.00
Construct 6" Class II Aggregate Base	1,763	CY	30.00	\$ 52,890.00
Construct 8" A.C. Dike	215	LF	20.00	\$ 4,300.00
Remove 4" PCC Sidewalk and Curb and Gutter	499	SF	10.00	\$ 4,990.00
Construct 8" Curb and Gutter	186	LF	45.00	\$ 8,370.00
Construct 4" PCC Sidewalk	462	SF	10.00	\$ 4,620.00
Construct ADA Ramp	1	EA	5,000.00	\$ 5,000.00
Construct 3" A.C. Pavement Pedestrian Refuge Area	335	SF	20.00	\$ 6,700.00
Construct Drywell and Drainage System	1	EA	60,000.00	\$ 60,000.00
Construct Guardrail	78	LF	300.00	\$ 23,400.00
Traffic Signs and Posts	1	LS	5,000.00	\$ 5,000.00
Thermoplastic Traffic Striping and Markings	1	LS	20,000.00	\$ 20,000.00
Traffic Signal and Safety Lighting Installation	1	LS	325,000.00	\$ 325,000.00
Traffic Control and Public Notification	1	LS	28,000.00	\$ 28,000.00
Erosion and Dust Control	1	LS	10,000.00	\$ 10,000.00
Sub-Total Estimated Cost				\$ 1,097,156.00
Construction Support	1	LS	85,000.00	\$ 85,000.00
Sub-Total				\$ 1,182,156.00
Construction Item Contingencies (15%)				\$ 177,323.40
Total Estimated Cost				\$ 1,359,479.40
Rounded				\$ 1,360,000.00
Grant Request				\$ 680,000.00
Local Share				\$ 680,000.00
Additional Town Upfront Cost Spent to Date				\$100,000.00

2. Uncommitted Funds

All necessary matching funding is committed for the proposed project. The project is actually “over matched” when the Town’s considerable pre-construction investment is considered.



3. Cost Estimate Confirmation – Confirmation is included in the Cover Letter.

4. Cost Overruns

While we believe our cost estimate reflects adequate assumptions to complete the project within budget and cost runs are not anticipated, certain unforeseen conditions can arise. Our project however, is supported financially by regional Measure I transportation fees/taxes. These funding resources reflect the local commitment to go beyond the typical roadway planning process and to provide for the long-term transportation needs of the region. As such, costs for overruns, if necessary, will be absorbed by these funding mechanisms.

5. Project Delivery Plan and Risks

Through a competitive bidding process, David Evans & Associates (formerly Hall & Foreman) was retained as the project’s design engineering firm. David Evans & Associates has been involved in all pre-construction planning and has a strong base of local and regional transportation projects including more than 100 High Desert traffic signal projects, roadway design, intersection widening, pedestrian and bicycle trails, and utility projects. Through the meticulous project planning and design collaboration with the Town of Apple Valley, David Evans & Associates and the Town believes that any potential engineering and/or delivery issues have been mitigated, addressed, or eliminated.

Ninety-five (95) percent PS&E for the project is complete. A biological study was conducted in October of 2016 which studied the project areas and included the review of California Department of Fish and Wildlife (CDFW) and U.S. Fish and Wildlife Service (USFWS) data sources. Environmental clearance through CEQA is in process and is anticipated to be complete by June 30, 2021 as noted in the Project Schedule in Table 2 on page 10. The current property owner has verbally stated his commitment to the project and willingness to ensure the Town is able to obtain the necessary ROW to move forward with the project. The property will be purchased in fee or through dedication in exchange for a no-cost lot line adjustment. The project is nearing completion of all pre-construction tasks (final design and right-of-way acquisition). Remaining preconstruction activities and right-of way certifications will be completed by the end of Fiscal Year 2020-21, and the project will be ready to obligate LPP funds by the summer of 2021. The project will meet the statutory construction completion deadlines set out in the LPP guidelines and is planned for fall 2021 construction.

The most significant (and only known) risk to the expeditious completion of the project is a lack of matching funding. LPP funds are necessary to ensure the completion of the regionally-significant project and eliminate the risk of a continued “stand-still” with a project that has been planned the last decade and is now urgently needed. This application presents a request for a funding investment in an important local roadway in desperate need of rehabilitation to move traffic efficiently and safely through Apple Valley and the entire Victor Valley.

G. Community Impacts

1. Community Engagement

In compliance with the California Environmental Quality Act (CEQA), the Town identified the preparation of the NAVISP as a “project” under CEQA and prepared an Initial Study. The Initial Study found that the Specific Plan had a potential to significantly impact the environment, and that an Environmental Impact



Report (EIR) must be prepared. The Town circulated to all responsible and trustee agencies a Notice of Preparation (NOP) of an EIR. All comments received in response to the NOP were considered and incorporated into the EIR. The EIR was circulated to all responsible and trustee agencies, and all other interested parties, for a period of 45 days. All comments received in response to the EIR were considered in the Response to Comments prepared for the Planning Commission and Town Council. The Town Council certified the EIR prior to adopting this Specific Plan, on October 10, 2006.

In 2007, the Town considered approved an Amendment to the Specific Plan which added 163.9 acres to the southwestern corner of the Specific Plan. That Amendment was reviewed under CEQA through the preparation of an Initial Study, tiering off the certified EIR. The Initial Study found that impacts associated with the Amendment could be mitigated to less than significant levels, and a Mitigated Negative Declaration was adopted.

In 2011, the Town finalized the annexation of the Northeast Industrial area, consisting of 805.1± acres of land (Annexation No. 2008-02) located immediately east of, and adjacent to the Town limits and contiguous with the NAVISP. Also, included within the Amendment is an additional 315± acres located north of Quarry Road and contiguous to the NAVISP. Both areas were reviewed under CEQA through the General Plan Update which included the certification of the Environmental Impact Report (EIR). Therefore, proposed Amendment is exempt from further CEQA review.

2. Disadvantaged Communities and Low-Income Areas Benefits

Apple Valley is a sprawling community that covers 205 square miles in San Bernardino County with a population of 74,724. The Town's population has grown by 60 percent since 1990 due to its large lot sizes and affordable housing costs. The community is located in California's "High Desert," and neighborhoods consist of desert topography. The demographics of individual neighborhoods vary, but the 2010 Census shows that the Town is 29 percent Hispanic or Latino, with a Median Household Income (MHI) of \$50,907, or 71 percent of the California MHI of \$71,228 (US Census QuickFacts) with 19.8 percent of the population living below poverty level.

Benefits to residents of Apple Valley's low-income communities, as well as other residents, because of construction of the proposed project include:

- ✓ Reduced travel times during peak hours.
- ✓ Improved rideability.
- ✓ Reduced wear and tear on vehicles.
- ✓ Better fuel efficiency.
- ✓ Easier access to medical, commercial, and industrial facilities.
- ✓ A better appearance for neighborhoods and economic development that promotes better property values.
- ✓ Increased safety for both motorists, cyclists, and pedestrians.

3. Negative Impacts to a Disadvantaged Community

The project represents new opportunities for jobs and accessibility for the adjacent disadvantaged communities. There are no disadvantages associated with the project.

4. Disadvantaged and Low-income Community Map

As shown in Figure 8 below, Apple Valley near the project site is classified as low-income communities per AB1550.



Figure 8: Light blue shaded areas in Apple Valley are designated as AB1550 low-income neighborhoods.

5. Stakeholder Engagement Process and Feedback

The Town’s Economic Development department has committed to partnering with business owners and future developers in the NAVISP area. Staff and council members meet regularly with stakeholders to discuss area needs and opportunities.

6. Continuation of Stakeholder Engagement

The Town has assembled a Developmental Advisory Board who meets with developers interested in building in the area and provides guidelines and recommendations. In addition to the Economic Development Director, members of the board include representatives from engineering, planning, fire, local utilities, and the Apple Valley Airport.

H. Other

1. [Regional and Local Transportation, Land Use, and Housing Goals](#)

The **Dale Evans Parkway at Waalew Road Realignment** project is consistent with the Town’s General Plan which defines Land Use, Housing, and Transportation goals of the Town. The Project will implement the following goals:



- ✓ Provide convenient property access to residences and businesses.
- ✓ Move traffic efficiently – facilitating convenient intra-city travel and providing access to regional transportation facilities in a manner that minimizes traffic congestion and delay.
- ✓ Accommodate multiple travel modes on the surface (autos, truck, transit, bicycles, and pedestrians).
- ✓ Provide a safe environment for circulation.

Regional transportation goals that the Project improves, and addresses includes:

- ✓ “Fix-It-First”.
- ✓ Managing demands on the transportation system by incentivizing local job growth to reduce commuter volumes.
- ✓ Optimizing the performance of the transportation system by removing the system bottlenecks.
- ✓ Strengthening the regional transportation network for goods movement by connecting I-15 to the North Apple Valley Industrial area.
- ✓ Improving air quality and reducing greenhouse gas emissions by reducing auto idling and route selection efficiency.

When completed, the ***Dale Evans Parkway at Waalew Road Realignment*** project will provide efficient and direct access to this industrial corridor, thus increasing industrial opportunities in the Town and improving the movement of goods and services as well as providing job opportunities and additional transit routes.

Dale Evans Parkway also provides access to Apple Valley Airport, a public-use airport, which is located off Corwin Road on the east side of Dale Evans Parkway. Classified in the National Plan of Integrated Airport System as a General Aviation, Apple Valley Airport also serves as the nearest Flight Service Station (FSS). As an FSS, the airport provides information and services to aircraft pilots before, during, and after flights, and aids during emergencies. The project will improve efficiency of emergency services vehicles throughout the area, including the airport during emergency situations. Further, Dale Evans Parkway provides goods transport to the warehouse distribution centers adjacent to the airport.

Economically, the Dale Evans Parkway will increase property values and create sustainable jobs resulting from the ignition of the transportation improvements and the Virgin Train station and ancillary development that will serve as a regional catalyst leading to thousands of jobs and new housing. Currently, Virgin Trains USA controls approximately 300 acres in San Bernardino County near their proposed station site in Apple Valley. The project will attract and re-energize development and emphasize sustainable growth.

The ***Dale Evans Parkway at Waalew Road Realignment*** project is a key element in a larger effort to promote commerce and increase land value in North Apple Valley. These larger efforts also have transportation improvements for residents of Apple Valley and surrounding communities. By investing in the transportation project that better connects the community to centers of employment, education, and services, and that hold promise to stimulate long term job growth, especially in the economically distressed area, the Town will enhance opportunity for all residents. The project will make these broader development efforts more successful and impactful to residents and the Town as a whole.



Applicant Organization: Town of Apple Valley
Authorized Representative: Douglas B. Robertson, Town Manager
Project Manager: Brad Miller, Town Engineer
Project Type: Increase Capacity, Improve Mobility, and Enhance Safety
Supportive Information Available on the Town's LPP Grant website:
<https://www.applevalley.org/LPP>

Town of Apple Valley

14955 Dale Evans Parkway, Apple Valley, CA 92307 . 760-240-7000 . www.applevalley.org