



SACOG Board of Directors

December 13 12, 2006

Revised Staff Recommendation: SACOG Nominations for Corridor Mobility Improvement Bond Funds

Issue: How does staff recommend that the Board take into account Caltrans Headquarters' statewide nominations which came out on December 8, as it considers the Transportation Committee's recommendations for projects to nominate to California Transportation Commission for funding from the Corridor Mobility Improvement Program, designated for \$4.5 billion of Proposition 1B state bond funds?

Recommendation: The Transportation Committee recommended that the Board approve a draft list of projects that was sent to Board members on December 7; staff now recommends a list slightly modified in detail and strategy but not in spirit, to bring SACOG nominations more closely in line with Caltrans' statewide nomination package; the revised list is attached.

Committee Action/Discussion: The Transportation Committee, without knowing what Caltrans Headquarters would do with Caltrans District 3's priority list (which contained nine projects in the four-county SACOG region), tried to blend SACOG's priorities with those of Caltrans District 3 in recommending the list of projects to nominate to the Commission for Corridor Mobility Improvement Program state bond funds. Caltrans District 3 had shared with SACOG back in mid-November its priorities that it sent to Headquarters. Caltrans Headquarters considered \$20 billion of requests from all its twelve districts, and on December 8 announced a statewide list to be submitted from Caltrans to the Commission.

Caltrans Headquarters had to pare back its 12 districts' requests by 70% to assemble a preliminary statewide list totaling about \$6 billion. Five of the nine projects in the four-county SACOG region made the statewide cut (along with four projects in Placer and El Dorado Counties), as shown on the attached Caltrans list. The Commission will have to cut further at least 25% of the Caltrans statewide list, since Corridor Mobility Improvement is a \$4.5 billion program and Caltrans is nominating \$6.05 billion of projects.

Both the Transportation Committee and staff recommended a basic strategy to nominate several smaller size local projects that fit the program criteria particularly well in a top priority group, followed by higher cost carpool lane and freeway auxiliary lane projects in two next priority groups calculated to attract a larger chunk of bond funds into this region, with two lower priority groups mainly intended to get additional projects eligible for later funding. The revised staff recommendation for Board discussion attempts to meld this strategy more closely with the newly-released Caltrans statewide project list, noting four changes or remaining differences:

- The Transportation Committee and Caltrans District 3 both recommended five of the six smaller local projects, but Caltrans Headquarters only picked up two of the five; staff still believes a compelling case can be made for all six, and recommends staying the course with the Committee's original recommendations.

- The Committee's recommendation differs slightly from that of Caltrans Headquarters on the White Rock Road project: the Committee recommends a \$29 million project to connect from the Rancho Cordova city limits (within the city, the connecting parts of White Rock Road are being built as part of adjacent development) to Prairie City Road, while Caltrans recommends a \$22 million project to connect from Grant Line Road to Prairie City Road, about a mile shorter. Staff notes that the extra mile will not be fronted and built by development, and might remain as an unfunded two-lane road for some time if not funded now, so staff recommends that the Board approve up to \$29 million for the longer project but authorize staff to seek commitment of \$7 million from local/developer sources, to reduce SACOG's request to match the \$22 million Caltrans proposal and make the project more attractive in statewide competition as the Commission cuts regional and Caltrans nominations to fit into a \$4.5 billion program.
- The Committee's recommendation also differs from that of Caltrans Headquarters on the I-5/Route 113 interchange project: the project needs \$57 million, Woodland has provided \$15 million (26%), and the Committee asked staff to check with Woodland to see if it could increase its local contribution by as much as an additional \$15 million to bring the local share more in line with other projects from this region, but Caltrans has recommended the entire remaining \$42 million from the bonds. Staff recommends that SACOG join Caltrans in recommending up to the full \$42 million from bond funds, but advises that a higher local share would make the project more attractive in the statewide competition as the Commission cuts the Caltrans list by another 25% or more.
- The Committee's recommendation also differs from that of Caltrans Headquarters on two of the three carpool lane and freeway projects in the next priority groups: Caltrans now proposes that U.S. 50 carpool lanes extend only from Sunrise to Watt (instead of to Route 99), for a cost of \$80 million instead of \$100 million, and asks for U.S. 50 auxiliary lanes only from Sunrise to Hazel (instead of to Folsom), for a cost of \$20 million. Staff recommends scaling down both projects to match SACOG's nominations with those from Caltrans; SACOG's model and public input from the Tall Order workshops indicates Watt Avenue may be the preferable scope for U.S. 50 carpool lanes, and would certainly be less controversial, and the auxiliary lanes can readily be split, still providing traffic relief even with the eastern half placed in a lower priority nomination to be funded and built subsequently.

Staff believes the overall strategy whereby SACOG and Caltrans nominate similar lists of projects to the extent priorities can be merged would give SACOG the most advantageous strategic position to compete against strong projects from elsewhere in the state. The tradeoffs discussed above would achieve a reasonable balance among SACOG's regional priorities and Caltrans' statewide priorities.

Approved by:

Mike McKeever
Executive Director

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Attachments

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