



Regional Planning Partnership

August 19, 2009

Recommendations for Stimulus Funding: Transportation Investment Generating Economic Recovery (TIGER) Funding Program—Sacramento, Sutter, Yolo, and Yuba Counties

Issue: Review of SACOG staff recommendations to the SACOG Board for TIGER grant program funding.

Recommendation: None. This item is for information only.

Discussion: This is a unique, limited funding opportunity. Neither the state nor the region is guaranteed of any funds through this competitive process. As a point of reference, the total amount of funds available for this program nationwide is \$1.5 billion; Caltrans has received 117 applications totaling \$3.2 billion in California applications alone. The federal government's priorities seem to be focused on multi-modal, innovative, and port projects. SACOG staff's final top three projects are indicated immediately below, and the full list of twenty projects submitted for consideration is attached. It has not been an easy task to arrive at these recommendations, and SACOG staff very much appreciates the give and take with agency partners that occurred during the ranking process. Following the July 7th TIGER workshop, staff considered additional information provided by the Port of West Sacramento (Northern California Marine Highway), the City of Sacramento (Intermodal Transportation Facility), Yuba County (North Beale Complete Streets Project) and Regional Transit (South Line Extension). Early on, SACOG staff had set a top limit of \$75 million as a very aggressive target for the region. To go beyond \$75 million seemed unrealistic, given the relatively small size of the nationwide program (\$1.5 billion).

1. City of Sacramento: Intermodal Transportation Facility (\$30 million)—The investment helps realize one of the largest infill opportunities in the country and represents both a signature land use plan and multi-modal transportation hub. The \$30 million request will support Phase 2 of the project to relocate light rail tracks, station and bus area, construct heavy rail access tracks to the railroad museum, construct on-site access roadways and begin rehabilitation of the historic depot.
2. Port of West Sacramento: Northern California Marine Highway (\$9.4 million)—This investment would benefit the region's strong agricultural economy through a project that has already drawn high-level interest at the U.S.D.O.T. The project would provide the infrastructure needed to begin a barge operation to transport containers between the inland ports and ocean-going vessels at the Port of Oakland.
3. County of Sacramento: U.S. 50 at Watt Avenue Interchange (\$35 million)—This investment supports one of the region's busiest and least efficient facilities along one of the most congested corridors. The project consists of reconstructing the current interchange, constructing a dedicated transitway to support bus rapid transit (BRT) and constructing dedicated bicycle and pedestrian pathways separated from vehicular traffic.

There were many excellent projects submitted that did not make the priority list for this particular—and

very targeted—federal program. The projects were ranked by SACOG staff using the same evaluation criteria that Caltrans will use. These criteria were drawn from, and responded to, the requirements of the TIGER legislation. For some of the ranking criteria, such as Job Creation and Economic Development, there was not enough information in the project summaries to rate projects under this criterion. There was some confusion at the committee meeting as to why this criterion was shown with no information. As a result, that column was removed from the attached spreadsheet of composite scores.

It was very difficult to rank the projects because of the high quality of many of them; however, we believe that projects selected best meet the criteria of the TIGER program and stand the best chance of being included in the Caltrans package and being successful at the national level. Attachment B describes the top three ranked projects and cites job creation and economic stimulus benefits identified in the project applications.

While staff has forwarded its recommendations, per the direction provided by the Board at its June 18 meeting, the Board will have been advised at its August 20, 2009, meeting that changes to the project priorities are still possible. Although it is too late for submittal of substitute project applications as part of the state process, the Board will be made aware that the region could submit a revised package directly to the U.S. Department of Transportation. Staff does not recommend this approach, as we believe it would significantly reduce the region's opportunities in a very competitive process. We are committed to working with our members and partners to find funding for those projects from other sources in the future.

OW:JEB:gg
Attachment

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TIGER Project Staff Composite Scores - Weighted
 Re-evaluated 7/15/09

Rank	ID	County	Lead Agency	Project Title	State of Good Repair	Economic Competitiveness	Livability	Sustainability	Safety	Deliverability	Innovation	Partnership	National & Regional Significance / Competitiveness	Weighted Score	TIGER Request
1	9.1	Sacramento	City of Sacramento	Sacramento Intermodal Transportation Facility - Phase 2	25	25	29	29	20	22	20	21	30	461.79	\$30,000,000
2	17	Yolo	Port of West Sacramento	Northern California Marine Highway	20	28	18	23	20	24	13	19	30	413.93	\$9,400,000
3	11	Sacramento	Sacramento County	US50 at Watt Avenue Interchange	24	25	26	19	28	20	20	28	20	409.46	\$35,000,000
4	13	Sacramento	Sacramento Regional Transit District	South Line Phase 2	16	20	28	25	13	21	30	25	20	378.93	\$25,000,000
5	15	Sutter	City of Yuba City	Fifth Street Bridge Replacement Project	30	24	22	11	18	19	10	30	20	365.89	\$32,000,000
6	20	Yuba	Yuba County	North Beale Road Complete Street Revitalization Project	28	27	27	22	23	22	10	19	10	364.32	\$20,000,000
7	18	Various	SACOG	Sacramento Regional Bus and Bus Facilities Grant Application	27	25	23	25	15	25	25	18	10	361.43	\$32,110,000
8	7	Sacramento	City of Galt	Central Galt Interchange	29	25	21	13	20	25	10	25	15	358.04	\$20,000,000
9	19	Yolo	City of Woodland	NB I-5/SB SR113 Interchange	20	23	16	11	20	23	10	18	20	332.50	\$46,000,000
10	1	Sacramento	City of Citrus Heights	Antelope Road/Highway 80 Overpass Seismic, Pedestrian and Vehicle Safety Project	25	13	19	15	27	19	10	20	15	326.43	\$32,000,000
11	9.2	Sacramento	City of Sacramento	Railyards Roadway Infrastructure	10	20	18	15	10	34	10	20	20	323.57	\$75,000,000
12	2	Sacramento	City of Citrus Heights	Auburn Boulevard Enhancements/Complete Streets Project	25	15	21	20	20	23	10	25	10	322.38	\$12,000,000
13	10	Sacramento	Sacramento County	SR 99 at Elverta Road Interchange Improvements	20	20	16	13	30	16	13	20	15	320.89	\$23,000,000
14	14	Sutter	City of Yuba City	Bridge Street Widening	23	25	16	13	20	19	10	11	10	290.36	\$18,500,000
15	8	Sacramento	City of Rancho Cordova	Road Rehabilitation Projects	25	18	13	15	15	24	10	15	10	283.57	\$20,000,000
16	4	Sacramento	City of Folsom	Folsom Boulevard Bike/Pedestrian Overcrossing Project	12	12	24	22	20	17	10	10	10	272.62	\$5,000,000
17	16	Sutter	Sutter County	Acacia Ave / SR 20 Traffic Signal Improvements	15	20	13	11	20	24	10	10	10	266.07	\$3,300,000
18	5	Sacramento	City of Folsom	Green Valley Road Widening/Realignment Project	14	15	16	10	15	17	10	14	15	256.79	\$7,000,000
19	6	Sacramento	City of Folsom	Oak Avenue at US 50 Interchange	10	16	17	11	13	15	10	19	15	251.79	\$5,000,000
20	12	Sacramento	Sacramento Regional Transit District	RT Headquarters Consolidation	11	16	13	21	10	19	20	10	10	249.64	\$22,500,000
21	3	Sacramento	City of Elk Grove	SR 99 Beautification and SR 99/Elk Grove Blvd. Interchange Reconstruction	12	10	10	20	10	22	10	15	10	233.10	\$31,613,350

Primary Criteria weighted x2
 Secondary Criteria weighted x1
 National/Regional significance weighted x2

TIGER FUNDING RECOMMENDED PROJECTS

City of Sacramento – Intermodal Transportation Facility

The Intermodal project helps realize one of the largest infill opportunities in the country and represents both a signature land use plan and multi-modal transportation hub that includes, bus, light rail, intercity rail, and, potentially, high speed rail. The funds for this project will be used to relocate the light rail tracks, station, and bus area; build heavy rail access tracks to the State Railroad Museum; construct onsite articulation roadways; provide a variety of transportation infrastructure improvements; and complete selective rehabilitation projects for the historic depot.

Excerpt on job creation and economic stimulus impacts from the project application:

“The Intermodal Transportation Facility will serve as an economic stimulus for the region. ... If the total construction cost of the Intermodal Project’s Phase 1 and Phase 2 are estimated at \$60 million and \$30 million respectively, then approximately 2,600 jobs would be created. ... The Railyards economic analysis, prepared for the City of Sacramento by Economic and Planning Systems, Inc., 11/2007, projects that the development will result in an on-going annual economic impact of \$2.7 billion and 19,200 permanent jobs. This project will generate \$5.7 billion in economic benefits over a 20-year build-out and 2,800 construction jobs per year.”

Port of West Sacramento – Northern California Marine Highway

The Port of West Sacramento's Marine Highway project is one element of a three-way link-up with the Ports of Oakland and Stockton; it will benefit the region's strong agricultural economy (as evidenced by active support from California Department of Food and Agriculture Secretary A.G. Kawamura) and has already drawn high-level interest at U.S. DOT.

Excerpt on job creation and economic stimulus impacts from the project application:

“Analysis of direct employment benefits resulting from the Marine Highway... (Ports of Oakland, Stockton and West Sacramento)... are:

- 111 total direct jobs: 62 dock workers, 36 terminal workers, 8 marine transportation workers and 5 administrative workers.
- Approximately \$10 million of salary stimulus for the surrounding communities
- An additional \$30 million in income benefits from indirect employment for California communities.”

County of Sacramento – U.S. 50 at Watt Avenue Interchange

The U.S. 50 Watt Avenue Interchange is a one of the region's busiest and least efficient facilities on one of its most congested corridors. It has many innovative design features and will accommodate HOV lanes and Bus Rapid Transit facilities; it will also provide easy access to

light rail and allow for a convenient bicycle/pedestrian connection between Folsom Boulevard and the American River Bike Trail.

Excerpt on job creation and economic stimulus impacts from the project application:

“The project is expected to generate an estimate 800 jobs within its 20 to 24 month construction period. Because the jobs are associated with the construction and expansion of infrastructure, they are expected to be sustained beyond this period particularly as the regional economy recovers and continues to grow. The addition and preservation of jobs resulting from this project will help to stimulate economic activity in the Sacramento Region which is presently economically distressed.”