



Transportation Committee

Item # 16-2-8 Action

January 28, 2016

Project Delivery Strategy to Benefit the Capital City Freeway and Regional Projects Impacted by a Reduced State Transportation Improvement Program (STIP)

Issue: Should the Board approve the proposed project delivery strategy developed with Caltrans to benefit the Capital City freeway and multiple projects impacted by a reduced State Transportation Improvement Program (STIP)?

Recommendation: That the Board: 1) reprogram \$12.4 million in prior regional funding awards to Caltrans towards the Project Approval and Environmental Document (PA&ED) phase of the Capital City Freeway project; 2) commit the \$4 million in net programming savings towards projects impacted from a reduced State Transportation Improvement Program (STIP); and, 3) remove the \$5.4 million Capital City project from the Tier 2 project list.

Discussion: SACOG has been working with Caltrans on a project delivery strategy that will provide benefits for multiple regional projects. Three primary benefits can be realized through the recommended actions that are described in the subsequent section of the staff report.

- Fully funds what Caltrans estimates as the costs for the Project Approval and Environmental Document (PA&ED) phase of the Capital City Multimodal Improvement Project (Cap City Freeway Project), thereby allowing this important regional project to move forward without delay.
- Provides \$4 million in net programming savings that helps reduce the negative impacts from a reduction in STIP funds available to the region;
- Reduces by 14% (\$5.4 million) the Tier 2 funding need from the 2015 Regional Funding Round, thereby increasing the likelihood that the remaining Tier 2 projects will eventually be funded for the City of Sacramento, Davis-Unitrans, Elk Grove, Rancho Cordova, Sacramento Regional Transit (SacRT), the County of Sacramento, and the Yolo County Transportation District.

In order to realize these benefits, a number of prior actions by the Board, Caltrans, and the California Transportation Commission (CTC) have been taken that facilitate the implementation of the new recommended actions. Attachment A is a diagram that explains the relationship between inputs and outputs for the project delivery strategy.

Prior actions:

- In the 2013 Regional Funding Round, the SACOG Board awarded \$0.9 million to Caltrans for project development efforts along a small segment of the SR 51 (Capital City) freeway.
- Also in the 2013 Regional Funding Round, the SACOG Board awarded \$11.5 million to Caltrans for ramp meters along the Capital City and SR 99 freeways.
- In the 2015 Regional Funding Round, the SACOG Board awarded \$4 million of Tier 1 funding (guaranteed) and \$5.4 million of Tier 2 funding (unguaranteed) for project development efforts along the Capital City freeway.
- In November 2015, \$11.5 million in statewide SHOPP funding was awarded to Caltrans District 3 for implementation of the ramp meters project. The diligence and persistence of District 3 efforts with Caltrans headquarters and the CTC made this happen. Because this project was previously awarded an identical amount of regional funds, the \$11.5 million can now be reprogrammed.

Recommended remaining actions to be taken by the SACOG Board:

- Reprogram in the Regional Transportation Improvement Program (RTIP) the two Caltrans projects (\$0.9 million and \$11.5 million) that previously received funding through the 2013 Regional Funding Round. The new project will be a \$12.4 million STIP project that fully funds what Caltrans estimates as the costs for the PA&ED phase of the Cap City Project.
- Commit the \$4 million in net programming savings towards Tier 1 projects impacted from the reduced STIP. See Committee Item 8 for details.
- Remove the \$5.4 million in additional Capital City funding from the Tier 2 project list because the expanded PA&ED phase is not fully funded.

If the Board approves the recommendation in February, SACOG staff will move forward and include the proposed new \$12.4 million Caltrans project for the Capital City freeway in the 2016 RTIP that must be resubmitted by February 26. SACOG staff will also direct the \$4 million in net programming savings to projects identified in Committee Item #8 that are negatively impacted by a reduced STIP.

If the CTC requires further changes to the RTIP, staff will need to return to the Board in March or April with a new proposal that may impact the timing of when the funds for the Capital City freeway project would be available.

Approved by:

Mike McKeever
Chief Executive Officer

MM:MC:ds
Attachment

Key Staff: Matt Carpenter, Director of Transportation Services, (916) 340-6276

INPUTS

TOTAL FUNDS

OUTPUT

