



SACOG Board of Directors

Item #18-1-9
Action

January 16, 2018

Trade Corridor Enhancement Program (TCEP) Project Nominations

Issue: The 2017 Senate Bill 1 legislation created a competitive new transportation funding program that provides a funding opportunity for freight projects in the SACOG region.

Recommendation: That the Board nominate four projects (I-80 Throughput Project, Capital Southeast Connector, Hazel Avenue Phase 3, and the Kammerer Boulevard Extension) to submit applications for funding through the Senate Bill 1 Trade Corridor Enhancement Program (TCEP).

Discussion: The California Transportation Commission (CTC) released final guidelines for the 2018 Trade Corridor Enhancement Program (TCEP). The program requires Caltrans or Metropolitan Planning Organizations (MPOs), such as SACOG, to nominate any projects that intend to submit applications by the January 30, 2018, deadline.

Funding for the TCEP program is divided between a 60% share for Caltrans-nominated projects and a 40% share for projects nominated by MPOs. There are funding target percentages for MPO megaregions across the state. SACOG is in a megaregion that also includes MPOs in the Bay Area and Central Valley. This megaregion has a TCEP funding target of \$217 million for freight projects.

The TCEP program is intended to fund freight projects with significant benefit. Projects must also be located on the Primary Highway Freight System or a designated critical freight corridor serving the primary system. Each project must be consistent with the region's Metropolitan Transportation Plan. A priority for this round of TCEP is to fund large freight projects that can be completed in the next few years. Smaller projects, or projects that cannot demonstrate substantial benefit for freight movement, are less likely to be competitive. Projects should be construction-ready sometime between 2018 and 2020, and have full funding commitments in place. The program requires a minimum match of 30%, but comments made by the CTC suggest that higher match amounts will improve the competitiveness of projects seeking funding.

SACOG released a call for TCEP projects in December 2017. The six projects submitted were reviewed by SACOG, in cooperation with the project sponsors, Caltrans, and the CTC, in order to determine eligibility and competitiveness. Following that review, two of the projects submitted were withdrawn by the local agency sponsor. Of the four projects that remain on the nomination list, each of them meet TCEP eligibility requirements. Attachment A provides project details, while Attachment B illustrates the location of these projects.

- I-80 Freight Throughput Improvement Project in Placer County
- Capital Southeast Connector between White Rock Road and Douglas Road
- Hazel Avenue Phase 3 in Sacramento County
- Kammerer Boulevard Extension in the City of Elk Grove

With Board nominations secured, staff will continue to coordinate with project sponsors. Technical assistance and letters of support will be provided to the project sponsors in order to ensure that competitive project applications are submitted by the January 30, 2018, deadline.

Approved by:



James Corless
Chief Executive Officer

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Key Staff: Kirk Trost, Chief Operating Officer/General Counsel, (916) 340-6210
Matt Carpenter, Director of Transportation Services, (916) 340-6276
Hilda Iorga, Analyst II, (916) 340-6244

Attachment A: TCEP Projects Seeking SACOG Nomination

Sponsor	Project Name	Scope	Anticipated Construction Timing	Total Cost	Total TCEP Request
Caltrans & PCTPA	I-80 Freight Throughput Improvement Project	<p>The I-80 Freight Throughput Improvement Project will: construct an eastbound auxiliary lane on I-80 from 0.8 miles east of SR 65 to Rocklin Road; and construct a westbound 5th through lane on I-80 from east of Douglas Boulevard to west of Riverside Avenue, where five through lanes currently exist. It is estimated that I-80 through Placer County carries \$4.7 million dollars an hour in goods movement. The reliability of goods movement along the I-80 corridor depends on continued investment in priority projects. The I-80 Freight Throughput Improvement Project is needed because I-80 is experiencing operational problems in both directions caused by high peak period traffic volumes along with existing freeway configurations that currently impede the smooth flow of traffic. The project will specifically:</p> <ul style="list-style-type: none"> • Enhance freight throughput capacity in two locations: eastbound from SR 65 through the Rocklin Road interchange and westbound from Douglas Boulevard through the Riverside Avenue Interchange, resulting in LOS E or better conditions during peak hours; • Reduce existing congestion and operational problems that cause back up on I-80 in both directions and on local roadways; • Accommodate substantially increased freight throughput by year 2040; • Lower westbound corridor travel time and lower network-wide delay under design year conditions over no build conditions; • Improve air quality by relieving congestion and reducing vehicle delay; and; • Improve safety by reducing stop and go traffic through enhanced capacity, merging and weaving facilities. 	Ready to List in December 2019, with construction to begin in mid-2020.	\$18,645,000	<p>Total TCEP Request TCEP (State) = \$8,900,000 TCEP (Regional/Local) = \$5,000,000</p>

Sponsor	Project Name	Scope	Anticipated Construction Timing	Total Cost	Total TCEP Request
<p>Connector JPA (with County of Sacramento and City of Rancho Cordova)</p>	<p>Capital SouthEast Connector between White Rock Road and Douglas Rd</p>	<p>This application would be a joint application with the JPA, County of Sacramento and City of Rancho Cordova. The project will reconstruct Grant Line Road from the recently improved intersection of White Rock Road to the recently signalized intersection of Douglas Road (approximately 2.5 miles). This project is a continuation of the Connector project that was funded by the CTC Proposition 1B Corridor Mobility Improvement Account (CMIA) Program (PPNO 3161) in Sacramento County.</p> <p>This project:</p> <ul style="list-style-type: none"> • Directly connects to a mining facility. • Has a 3-year crash rate more than double the statewide rate (2.01 vs. 0.95) experienced by the similar rural, 2-lane roadways over the same period. • Is currently operating in LOS D. • Is currently experiencing heavy vehicle percentages in excess of typical urban/suburban estimates. <p>Additionally, this segment of the Connector captures truck traffic from Kiefer Landfill (with direct service to the City of Folsom). Two additional quarries are approved by Sacramento County, and it can be assumed that some of the facilities would become active in 2020.</p> <p>This segment of the Connector is included in the 2036 MTP/SCS and has recently had its environmental mitigation funded through the SSHCP to the tune of \$2.4m.</p> <p>This segment could also be phased with an initial project only 1.5 miles long.</p>	<p>The project is environmentally cleared. With funding, construction could begin in 2020.</p>	<p>\$39,000,000</p>	<p>\$6,500,000 for final design and right of way</p>

Sponsor	Project Name	Scope	Anticipated Construction Timing	Total Cost	Total TCEP Request
City of Elk Grove	Kammerer Rd Extension (Connector Segment)	<p>The Kammerer Road Extension Project (Project) is located in unincorporated Sacramento County (County) and a portion of the City of Elk Grove (City). The total length of the Project is approximately 5.75 miles. Kammerer Road is currently a two-lane undivided roadway which begins at the SR-99 Grant Line Road/Kammerer Interchange and extends west from SR-99 and terminates at Bruceville Road. There is an existing interchange at I-5/Hood-Franklin Road from which the eastern leg of Hood-Franklin Road currently terminates at Franklin Boulevard. The proposed Project would connect the segments through construction of a four-lane facility, two lanes in each direction, with a multi-use path, and will require utility relocations, right-of-way acquisitions, drainage improvements, temporary construction easements, and staging areas. Due to funding constraints, it is likely the project will be phased with a 2-lane first phase and as additional funding becomes available, the facility can be widened in the future to the desired 4-lane facility.</p> <p>In terms of freight benefits, the project will provide a missing link in the regional transportation network by providing a new connection between two major freight corridors (Interstate 5 and State Route 99). Also, the Project is Segments A1/A2 of the Capital SouthEast Connector Joint Powers Authority and as such, supports the good movement and inter-jurisdictional connections along the Capital SouthEast Connector. Lastly, the Project will provide a connection to the City's new Southeast Policy Area which has a significant amount of commercial and employment centers planned that will require goods movement by freight.</p>	Currently planned to start in 2020 or 2021	\$60,000,000 (for 2-lane first phase)	\$25,000,000
Sacramento County	Hazel Ave Widening Phase 3	Sacramento County, Hazel Avenue, from Sunset Ave. to Madison Ave.: Widen from 4 to 6 lanes. New traffic signals at Roediger Lane and Phoenix Avenue. Improve existing and projected traffic congestion; enhance pedestrian and bicycle mobility in the corridor, address safety concerns, and improve the aesthetics of the corridor.	April 2019	\$14,649,000	\$5,000,000

SACOG TCEP 2018 Projects

Attachment B

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PROJECT: I-80 Freight throughput Improvement Project
JURISDICTION: City of Rocklin and City of Roseville
SPONSOR: Caltrans & PCTPA
TOTAL COST: \$18,645,000
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Folsom Lake

PROJECT: Hazel Ave Widening Phase 3
JURISDICTION: Sacramento County
SPONSOR: Sacramento County
TOTAL COST: \$14,649,000

PROJECT: Capital Southeast Connector between White Rock Rd and Douglas Rd
JURISDICTION: Sacramento County and City of Rancho Cordova
SPONSOR: Connector JPA
TOTAL COST: \$39,000,000

PROJECT: Kammerer Rd Extension (Connector Segment)(SAC24094/SAC24114)
JURISDICTION: City of Elk Grove
SPONSOR: City of Elk Grove
TOTAL COST: \$60,000,000

