



## Regional Planning Partnership

August 28, 2013, at 2:00 p.m.  
American/Sacramento Rivers Room

### Teleconference Information:

Dial-in #: 888-431-3598

NEW Access Code: 3548180802

1. Introductions and Information Sharing
  - Performance Monitoring Report (Mr. Griesenbeck)
2. Approve Action Summary of July 24, 2013, Meeting ◀ Ms. Cacciatore
3. Delivery Plan 2014 Process (Ms. DeVere-Oki)
4. Update to the Transportation Concept Report for State Routes 99, 113, 128, 160, and Interstate 5 and the Corridor System Management Plan for I-5 and SR 99 (Mr. Riding))
5. Other Matters
6. Adjournment

The next meeting is scheduled for September 25, 2013, at 2:00 p.m.

◀ Indicates Action

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*Parking is available at 15<sup>th</sup> and K Streets*



## Regional Planning Partnership

Item #2

### Action Summary

July 24, 2013

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#### Attendance

Charles Anderson, Sacramento Metropolitan AQMD  
Jerry Barton, El Dorado County Transportation Commission  
Mike Brady, Caltrans  
Victoria S. Cacciatore, SACOG  
José Luis Cáceres, SACOG  
Elise Carroll, SACOG  
Rick Carter, City of Elk Grove  
John Deeter, ECOS  
Renée DeVere-Oki, SACOG  
Clint Holtzen, SACOG

Matt Jones, Yolo-Solano AQMD  
Luke McNeel-Caird, Placer County Transportation Planning Agency  
Christine O'Rourke, SACOG  
Refugio Razo, Sacramento County  
Eric Reitz, Yolo County Transportation District  
Larry Robinson, Sacramento Metropolitan AQMD  
Deborah Schrimmer, SACOG  
Michael Sidhu, SACOG  
Sadie Smith, Caltrans  
Lacey Symons-Holtzen, SACOG  
Zach Yates, Office of Congressman Bera

1. **Introductions and Information Sharing.** Mr. Anderson announced that the EPA has proposed to redesignate Sacramento County as attainment for the PM<sub>10</sub> NAAQS and the 2006 PM<sub>2.5</sub> NAAQS.
2. **Action Summary of May 22, 2013 Meeting.** Mr. Robinson moved to approve the action summary from the May 22, 2013, meeting. The motion was seconded by Mr. McNeel-Caird. The motion was unanimously approved.
3. **SACOG Toll Credits Use Policy.** Mr. Cáceres presented the proposal to allow SACOG to program toll credits based on project merit in its upcoming funding program. Using toll credits would waive the requirement for providing local match for federal funds and would allow projects to be funded up to 100 percent with federal money. This proposal would allow a sponsor to program a project at 100 percent federal share and preserve their local match dollars for other projects. Mr. Cáceres noted that the proposal would be consistent with Caltrans' 2013 Toll Credit Policy.

Mr. Reitz moved to approve that the Regional Planning Partnership support staff's recommendation to the Board to revise the Toll Credit Use Policy as part of setting the funding targets for the 2013 Flexible Funding Round. Mr. Jones seconded the motion. The motion was unanimously approved.

4. **Funding Round Targets.** Ms. DeVere-Oki provided a general overview of SACOG's 2013 Funding Rounds. It was noted that SACOG typically has a two-year release of funding year targets, but is recommending a three-year release for this round. Ms. Devere-Oki explained that programming three years of funding would better enable SACOG and local project sponsors meet regional project delivery targets. She reminded the group of upcoming deadlines for three programs: Bicycle and Pedestrian (August 19), Community Design (August 12) and Regional/Local (August 5).

Ms. Devere-Oki noted that approximately \$190 million will be available through the Flexible Funding Round for the different programs. Since there is uncertainty surrounding the federal Transportation Alternatives Program (TAP), projects that would be eligible to use TAP funds are encouraged to submit their application to the most appropriate competitive program, though TAP funds were not included in the \$190 million funding target.

Mr. Robinson moved that the Partnership support staff's request that the Transportation Committee recommend that the Board approve the proposed programming target amounts for the Flexible Funding Round, which includes the Air Quality, Bicycle & Pedestrian, Community Design, Transportation Demand Management (TDM), and Regional/Local programs. Ms. Smith seconded the motion. The motion was unanimously approved.

5. **Other Matters.** Mr. Brady reminded the group that despite the EPA's redesignation for attainment of PM<sub>2.5</sub> and PM<sub>10</sub>, the region is still required to measure for conformity standards and test for ozone.
6. **Adjournment.** Mr. Anderson moved to adjourn the meeting. Mr. McNeel-Caird seconded the motion. The motion was unanimously approved and the meeting was adjourned. The next meeting is scheduled for August 28, 2013.



## Regional Planning Partnership

August 21, 2013

### Delivery Plan 2014 Process

**Issue:** What process should be adopted for developing the 2014 SACOG Project Delivery Plan?

**Recommendation:** That the RPP provide input on the attached proposed 2013 Project Delivery Plan process.

**Discussion:** Each year, SACOG staff helps project sponsors deliver their projects with SACOG-controlled federal funds. Project sponsors navigate a complicated federal aid funding process to request and spend these funds in a timely manner. SACOG's annual delivery plan prioritizes who can request federal funds during the current Federal Fiscal Year (FFY) by balancing past commitments, funding availability, and project readiness.

On December 9, 2012, the SACOG Board approved the 2013 FFY Delivery Plan and Process, which concludes on September 30, 2013. Staff has been diligently working with project sponsors over the summer months to maximize the use of federal funds and increase delivery. Staff will be returning as part of a future Board cycle to highlight the results of this process once the FFY ends.

#### *Proposed 2014 Delivery Plan Process*

SACOG staff will initiate the process by requesting project sponsors to complete a Project Cost and Schedule form (PCS form), similar to the Project Cost and Schedule form used in the application process for the 2014 SACOG Flexible Funding Round. Staff will use the information from these forms to develop the 2014 Project Delivery Plan, showing basic project information, funding amounts, and an expected date for the project sponsor's Request for Authorization (RFA) for federal funds. If project sponsors believe that the current date is inaccurate, they should update the PCS form with a description of the delay so that SACOG staff can be more accurately predict delivery for 2014. If the schedule in the PCS form cannot be met, SACOG staff will find other projects to advance.

As in past years, the 2014 Delivery Plan will have three tiers: The first tier is for projects programmed in the current year and bond-funded projects programmed in any year of the Metropolitan Transportation Improvement Program (MTIP). These projects will have priority for SACOG's federal funds until February 1, 2014. The second tier is for projects programmed in any year of the MTIP. These projects will have priority for SACOG's federal funds until May 1, 2014. The third tier is for projects not programmed in the MTIP that would like to borrow SACOG's federal funds to deliver a project earlier than its other identified funds might allow. SACOG will consider these requests based on delivery need. Staff recommends approval of the process outlined in more detail in Attachment A and would like the RPP's input.

SS:gg  
Attachment

Key Staff: Matt Carpenter, Director of Transportation Services, (916) 340-6276  
Renee DeVere-Okie, Team Manager of Programming and Project Delivery, (916) 340-6219  
Sam Shelton, Associate Planner, (916) 340-6251

## PROPOSED 2014 DELIVERY PLAN PROCESS

Because of SACOG's past project delivery successes, the 2014 Project Delivery Plan proposes to use the same process as earlier plans. Projects will be classified under the following prioritized three tiers:

Classification	Project Group	Level of Priority
<b>Tier I</b>	Projects programmed in the MTIP for FFY 2014 and programmed projects with Proposition 1B funds irrespective of year.	Priority until February 1, 2014
<b>Tier II</b>	Projects programmed in any year of the MTIP	Priority until May 1, 2014
<b>Tier III</b>	Projects not programmed in the MTIP that desire a loan.	Will be considered after May 1, 2014

As shown in the above table, projects programmed in the SACOG MTIP for FFY 2014 and programmed projects with Proposition 1B funds in any year of the MTIP will be given the highest priority in the new plan to implement the projects. The hope is that between October 1, 2013, and February 1, 2014, sponsors of these projects will submit their fully completed Request for Authorization (RFA) to Caltrans District 3 Office of Local Assistance. Should there be problems fully completing the RFA and those problems carryover beyond February 1, 2014, that project will lose its highest priority status and compete with projects in Tier II. This will continue until May 1, when SACOG will consider loans for un-programmed projects. The 2014 Project Delivery Plan offers the opportunity to un-programmed projects seeking loans for implementation from SACOG. The process and conditions for such loans are already well established in the SACOG region, and the proposed 2014 plan will adhere to them.

The following is the proposed plan schedule:

Date	Activity
Aug 28, 2013	2014 Project Delivery Plan process presented to the Regional Planning Partnership
Sep 5, 2013	2014 Project Delivery Plan process presented to the Transportation Committee
Sep 26, 2013	SACOG Board approves process
Oct 1, 2013	Letter sent to project sponsors requesting 2014 projects for delivery
Oct 31, 2013	Deadline to receive all project delivery requests
Dec 4, 2013	SACOG will prepare initial delivery plan
Mar 3, 2014	Delivery plan update request sent to jurisdictions
Mar 17, 2014	Deadline to receive updates
Apr 1, 2014	Submit SACOG 2014 Draft Project Delivery Plan to Caltrans

As in past years, staff proposes to expand SACOG's project delivery potential by borrowing apportionments and/or obligational authority (OA) or loaning, as appropriate, from other regional agencies or from the state. Extending these practices for the 2014 Delivery Plan may help fund additional projects or keep funds within the region. With respect to borrowing or loaning funds, under normal circumstances, staff will take any proposed loan agreements to the Board for its review and approval prior to signature by the Chief Executive Officer. In the event that there is an urgent need for SACOG to execute a loan agreement, current Board delegation gives the Chief Executive Officer discretion to commit SACOG for such purposes. Consistent with past practices, staff would then report back to the Board at the earliest opportunity or at the yearend delivery update.



## Regional Planning Partnership

August 21, 2013

### **Update to the Transportation Concept Report for State Routes 99, 113, 128, 160, and Interstate 5 and the Corridor System Management Plan for I-5 and SR 99**

**Recommendation:** None; Informational Item Only

**Discussion:** This fiscal year, Caltrans District 3 is updating the Transportation Concept Reports (TCRs) for State Routes (SRs) 99, 113, 128, 160, and Interstate (I)-5 and Corridor System Management Plans (CSMPs) for SR 99 and I-5. The TCR is a planning document that identifies the existing and future route conditions, and identifies planned, programmed, and conceptual projects for the route. The CSMPs are complex, multi-jurisdictional planning documents that identify future needs within corridors experiencing or expected to experience high levels of congestion and were first written in conjunction with Proposition 1B bond projects. Both documents will be integrated and updated concurrently to form a seamless set of transportation planning documents.

The project lists are one of the main components of the TCRs and the CSMPs. These project lists consist of planned, programmed, and conceptual projects and unmet needs. Planned and programmed projects are included in a financially constrained plan, such as a Regional Transportation Plan or Regional Transportation Improvement Program, whereas conceptual projects are financially unconstrained projects. These project lists are also important to transportation for several reasons. The project lists form the basis for traffic forecasts for the build scenario, thus informing lane configuration, other road improvements, and hence the ultimate road configuration. They also affect which projects are built and what priority Caltrans gives to those projects in the project development process. In addition, the projects are frequently referenced in Caltrans and local planning documents, giving guidance and direction to several planning efforts.

The current TCRs for the facilities are found on the following website:

<http://www.dot.ca.gov/dist3/departments/planning/systemplanningTCR.htm>. The current CSMP documents for the facilities are found at <http://www.dot.ca.gov/dist3/departments/planning/CSMP.htm>. Please note that for this update, the CSMP for SR 99 and I-5 is being split into two, and the SR 99 CSMP half will be connected with the SR 99 North CSMP.

The purpose of this presentation is to solicit input from the Regional Planning Partnership. After this initial RPP presentation, representatives from local government will be contacted for their input regarding these facilities. This input will be incorporated into TCRs and CSMPs, helping identify important aspects of transportation on the respective state highway, which include potential bottlenecks, planned projects, and priorities for the Regional Planning Partnership. This information will prove invaluable in drafting the TCR and CSMP documents.

VSC:gg

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