



Regional Project Prioritization Program

Action

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Attachments: Yes

Referring Committee: Transportation

Issue:

Staff has prepared a list of recommended projects for the Regional Project Prioritization Program

Request:

Approve

Recommendation for Board:

The Transportation Committee recommended that the board: (1) Approve the staff recommended list of projects for the Regional Project Prioritization Program, as amended at the Transportation Committee; (2) Nominate the Grant Line Road Project to submit an application for state funding through the Senate Bill 1 Trade Corridor Enhancement Program (TCEP); and (3) Nominate the Sacramento Placer Gateway Project to submit an application for state funding through the Senate Bill 1 Solutions for Congested Corridors Program (SCCP) and authorize SACOG to be a co-applicant.

Recommendation for Committee:

That the Transportation Committee recommend that the board: (1) Approve the staff recommended list of projects for the Regional Project Prioritization Program; (2) Nominate the Grant Line Road Project to submit an application for state funding through the Senate Bill 1 Trade Corridor Enhancement Program (TCEP); and (3) Nominate the Sacramento Placer Gateway Project to submit an application for state funding through the Senate Bill 1 Solutions for Congested Corridors Program (SCCP) and authorize SACOG to be a co-applicant.

Background:

Since the passing of the Bipartisan Infrastructure Bill (BIL) in 2021, which authorized \$1.2 trillion in new transportation funding, the Sacramento region has continued to compete for funding across multiple major programs such as RAISE, INFRA, and Mega, among others. While the region has seen some success with this funding, SACOG and our partners recognized the need to increase the competitiveness of applications. Based on feedback received from representatives in Washington, DC, one key issue in our region has been a lack of regional coordination for funding requests at the federal level.

To address this, in February of this year staff proposed a strategy to prioritize a limited number of regional projects that would garner SACOG support to better compete for the federal grant programs. SACOG, in

partnership with local agencies, developed this short list of projects for a regional endorsement for identified funding programs. A methodology was adopted by the SACOG board in February 2024, and a list of projects was adopted at the March board meeting. The prioritized list was used as the transportation advocacy platform for the annual Capitol to Capitol advocacy trip in April and was recognized by agencies and elected officials. Since the development and adoption of this list, the Sacramento region saw success in the RAISE program, with the Grant Line Road project receiving \$25 million.

Discussion/Analysis:

The Regional Project Prioritization Program will serve as a regional endorsement to communicate the transportation funding priorities of the Sacramento region for state and federal programs. To ensure a balanced approach for this program, the process focuses on advancing the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), funding program competitiveness, and minimizing intraregional competition.

The program seeks to prioritize projects from the following federal funding programs: RAISE, INFRA/MEGA/Rural, Congestion Relief Program, Safe Streets for All, PROTECT, CRISI, and the Active Transportation Infrastructure Investment Program (ATIIP). Additionally, the program will prioritize projects for the upcoming round of State Senate Bill 1 funding programs, Solutions for Congested Corridors (SCCP) and Trade Corridor Enhancement Program (TCEP) and will serve as the SACOG Board-adopted nomination process for the TCEP program. In order to minimize competition between projects, the program will identify one project per funding/grant program. Note that it was not mandatory to have a project for each funding program, but rather to endorse the region's most impactful and competitive projects.

A new category was created for this cycle of the program that focuses on garnering support for projects in the project development phases and not ready for construction funding. These projects are expected to be in the Project Approval and Environmental Document (PA&ED), Plans Specifications and Estimates (PS&E), or Right of Way (ROW) phases of the project. Projects are expected to have an anticipated funding plan that lists the secured or potential funding sources for each phase of the project as well as a project timeline.

The Regional Project Prioritization Program will run annually and will identify projects for the next calendar year of funding programs using the following concepts as a guide:

- Each year, the list will build upon the previous year's list of projects, as needed.
- Projects that have not yet received award results from a program by the time of the new process will remain on the list. The proposed 2025 priority list includes one project that has not yet received a decision, the Regional Transit Downtown Riverfront Streetcar project for the FTA's Small Starts CIG Program. If this project receives a funding award prior to the next program call for projects, it will be removed from the list and SACOG can elect to release a call for new projects to be prioritized for the program, at the board's direction.
- Projects that were unsuccessful in securing funding will be re-evaluated during the next cycle (if submitted again by the agency). The proposed 2025 priority list includes two projects that were not successful but resubmitted to the process – EDCTC's Trip to Green (PROTECT) and the I Street Bridge (Bridge Improvement Program).
- Projects that are unsuccessful for multiple grant cycles may be removed from the prioritized list to ensure that the region is prioritizing the most competitive projects.

Staff built upon the methodology that was presented to the SACOG board in February and March and expanded the program to include state funding programs from the state Senate Bill 1 funding program. A call for projects was released on July 26, with applications due on August 23. A total of 29 applications were submitted to the program for evaluation. Applicants were asked to submit a project application form that includes a detailed description of the project; a simplified Caltrans PPR form; a map of the project location; and a program evaluation narrative (maximum 2 pages).

Eligibility of applications was reviewed against the following:

- Projects must be listed in the current MTP/SCS or fit in a lump sum category.
- Projects must be federal-aid eligible for federal funding programs or state transportation funding eligible.
- All SACOG member agencies in the six-county region, Caltrans District 3, and transit districts are eligible to apply. Other special districts and other public organizations (e.g., air districts, joint powers agencies (JPAs), transportation management organizations, business improvement districts (BIDs) are also eligible to apply, if they are eligible under the identified federal or state funding program.
- The project sponsor must identify a specific state or federal grant funding program in the project application; the project must meet the eligibility requirements of the grant funding program.

Projects deemed eligible were reviewed and scored by a review committee consisting of SACOG staff against the following evaluation criteria:

- **Regional Serving:** Projects should be regional in nature. Some examples of how this can be done are large projects that improve regional mobility, accelerate projects that reduce vehicle miles traveled and/or greenhouse gas, advance regional goals, and initiatives (including SACOG's MTP/SCS and Strategic Plan), involve partnerships with multiple agencies, and/or cross agency boundaries.
- **Competitiveness:** Projects will be evaluated based on the specified funding program or program area, and projects must clearly illustrate how the project is consistent with the funding program's goals and stated requirements.
- **Readiness:** Project readiness is an important factor in competitiveness when seeking state or federal funding for final construction. Traditionally, when a project seeks federal funding, it is for the last amount of funding to complete the project. For large projects, clearing the environmental phase means that the project has minimized most of the risk of major scope revision or failure. **Note that projects in the Project Development category were not evaluated under this criterion.*

Proposed Prioritized Projects

PROJECT	Agency	County	Funding Program	Score
<u>CONSTRUCTION PROJECTS</u>				0-70
WINTERS CR32 BIKE TRAIL	Caltrans	Yolo	Active Transportation Infrastructure Investment Program	59
I STREET BRIDGE REPLACEMENT *#	City of Sacramento	Sacramento/Yolo	Bridge Investment Program	62
STOCKTON BLVD COMPLETE STREETS	County of Sacramento	Sacramento	Safe Streets for All 2025	57
TRIP TO GREEN IMPLEMENTATION *#	EDCTC	El Dorado	PROTECT	56
KAMMERER RD EXTENSION	Elk Grove	Sacramento	Rural 2025	52
SR 65 IMPROVEMENT PH1	PCTPA	Placer	RAISE 2025	52
US 50 GOLD LINE ENHANCEMENTS	Sacramento County	Sacramento	MEGA 2025	57
DOWNTOWN RIVERFRONT STREETCAR*	Sacramento Regional Transit	Sacramento / Yolo	Small Starts CIG	-
<u>PROJECT DEVELOPMENT PROJECTS</u>				0-60
SACRAMENTO VALLEY STATION	City of Sacramento	Sacramento	MEGA 2026	47
STOCKTON BLVD MULTIMODAL BRT CORRIDOR	City of Sacramento	Sacramento	Small Starts CIG 2025	51
TRUXEL BRIDGE	City of Sacramento	Sacramento	RAISE (Planning) 2025	49
FARM TO FORK ROUTES	Sacramento County	Sacramento	Rural 2026	43
YOLO COUNTY RD32A SEPARATED CROSSING	Yolo County	Yolo	Rail Crossing Enhancement Program	43
MARYSVILLE BLVD VISION ZERO	City of Sacramento	Sacramento	Safe Streets for All	48
<u>SENATE BILL 1 PROGRAMS</u>				0-70
PLACER SACRAMENTO GATEWAY	PCTPA (multiple)	Placer/Sacramento	SCCP	61
GRANT LINE RD	Connector JPA	Sacramento	TCEP	52
*PROJECT PRIORITIZED IN MARCH # PROJECTS REAPPLIED DUE TO UNSUCCESSFUL FUNDING REQUEST				

Staff is recommending the projects listed above be adopted as the 2025 SACOG regional priority projects. As noted above, the goal of this program is to prioritize the most competitive projects in the region for state and federal funding programs. Prior to the Transportation Committee meeting, SACOG was informed that the Marysville Blvd Vision Zero project was not pursuing Safe Streets for All funding in 2025 due to a readiness issue – they need to update their Vision Zero Plan to be eligible for the funding. As a result, that project was

moved to the Project Development category, and the Stockton Blvd Complete Streets project was moved to be the priority project for funding in the 2025 Safe Streets for All cycle. This was noted and discussed at the Transportation Committee, who moved unanimously to advance the project list with that revision.

Only one project each applied to the TCEP and SCCP programs. Staff is recommending that the TCEP project be nominated for the program and be SACOG's priority project for the program. Similarly, staff is recommending that SACOG prioritize the SCCP project, as well as serve as co-applicant for the project's application.

Projects selected for the Regional Project Prioritization Program will have access to technical assistance and support from SACOG. Because of the diverse nature of the prioritized projects, SACOG will use a broad set of support elements to increase the competitiveness of these projects such as data support, grant application review and assistance, and access to federal and state lobbying services. The extent of these services will fluctuate depending on the project needs, local agency capacity, and SACOG staff capacity. SACOG staff will work collaboratively with the agencies through the application process and will require that applications be reviewed by SACOG prior to final program submission to ensure consistency with the project originally prioritized during this process.

Fiscal Impact/Grant Information:

There is no fiscal impact. Staff time is accounted for within the Overall Work Program (OWP) and adopted budget.

List of Attachments:

Attachment A: Recommended Priority Projects

Attachment B: Regional Project Prioritization Scoring Sheet