



2022 Trade Corridor Enhancement Program Project Nominations

Consent

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Attachments: Yes

Approved by: James Corless

Referring Committee: Transportation

1. Issue:

The 2017 Senate Bill 1 (SB 1) legislation created a new competitive transportation funding program that provides a funding opportunity for freight projects. For local projects to compete in the program they require a nomination from SACOG.

2. Recommendation:

The Transportation Committee unanimously recommends that the board nominate five projects identified in the staff report to submit applications for state funding through the Senate Bill 1 Trade Corridor Enhancement Program (TCEP).

3. Background/Analysis:

The California Transportation Commission (CTC) has released the final guidelines for the 2022 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 to the program. Funding for the TCEP program is divided between approximately a 40 percent share for Caltrans and a 60 percent share for projects nominated by MPOs in regional corridors across the state. SACOG is in a regional corridor that also includes MPOs in the Bay Area and Central Valley. This regional corridor has a TCEP funding target of \$183 million for freight projects for this cycle of the program.

This program is intended to fund freight projects that significantly contribute to the freight system's economic activity or vitality; relieve congestion on the freight system; improve the safety, security, or resilience of the freight system; improve or preserve the freight system infrastructure; implement technology or innovation to improve the freight system or reduce or avoid its negative impacts; freight infrastructure (excluding vehicles) that enables zero-emission or near-zero emission goods movement; or reduce or avoid adverse community and/or environmental impacts of the freight system.

Projects must also be located on the Primary Highway Freight System or a designated critical freight corridor serving the primary system and consistent with the region's current Metropolitan Transportation Plan and Sustainable Communities Strategy. The program requires a minimum match of 30 percent, but higher match will greatly improve the competitiveness of projects.

4. Discussion/Analysis:

Five projects (listed below) were submitted to SACOG for review for concurrence with the 2020 MTP/SCS and competitiveness. As mentioned earlier, a key criteria for this program is whether or not a corridor has been designated as a critical freight corridor. Caltrans is tasked with designating rural freight miles, while it is SACOG's responsibility to designate urban freight miles. Freight miles are portioned out by the state for each MPO region, and as of 2022, SACOG has roughly 18 miles of critical urban freight miles to designate throughout our entire region. This is an important consideration with TCEP; if a project is nominated and awarded funds but is not already designated as a critical corridor, it is required that the designation be made. With limited miles available to give, SACOG has been cautious and thoughtful about which projects would best utilize those miles available, as major highways and arterial roadways in our region may have significant truck traffic but are not yet designated.

Other important factors that guide nomination decisions, outside of the concepts that define the program goals directly, include phase or stage in which the project is in (i.e., will the funds go towards design or construction) and project readiness.

After review, SACOG recommends all submitted TCEP projects receive a nomination to apply for TCEP funding if they are confirmed to be eligible. In addition to a nomination, staff recommends that the Yolo 80 Managed Lanes Project be identified as the regional priority due to the large scale and notable benefits of the project. The Yolo 80 Managed Lanes Project will add new managed lanes on I-80 from the Solano/Yolo County line to the I-80/US 50 separation, supporting a national freight corridor. The managed lanes help implement the 2020 MTP/SCS and the project is a Mega Region priority project. Furthermore, the Yolo 80 Managed Lanes Project is one of only a handful of projects that Caltrans HQ have identified as a priority state investment that they will sponsor as a co-applicant.

SACOG staff is currently working with project partners to combine the Yolo 80 Managed Lanes and the Yolo County Road 32A projects into one application, which can increase competitiveness for the program. Both projects are recommended for nominations separately if the project partners do not combine the projects into one application. The projects are listed below and more detailed project information is provided in Attachment A: (note: projects not identified as priority are not listed in any ranked order)

- **Yolo 80 Managed Lanes (SACOG Regional Priority)**

The Project will construct managed lanes on I-80 from the Solano/Yolo County line to the I-80/US 50 separation for a total of approximately 10 miles. I-80 is already a designated freight corridor and would thus preserve the 18 miles SACOG has available.

- **Yolo County Road 32A Crossing Relocation and Grade Separation Project**

The project replaces the existing crossing across the Union Pacific Railroad with a grade separation overhead structure.

- **Sacramento County WattEV Truck Charging Facility**

The project aims to construct a major electric vehicle charging facility immediately south of Sacramento International Airport and will provide electric charging for light-duty passenger vehicles, transit buses, and heavy-duty freight trucks. This project is located along I-5, which has already been designated a critical freight corridor and would preserve available miles.

- **Capital SouthEast Connector Project segment D2A Project**

The Project will construct a 2.6-mile four-lane divided multimodal corridor with a Class 1 bike path

from Douglas Road to White Rock Road. This segment (and corridor as a whole) has not been designated as a critical freight corridor, and therefore would require designation if awarded funds.

- **I-5 Managed Lanes Project**

The project would advance planned managed lanes in both directions on Interstate 5 in Sacramento County from I-5/US 50 Interchange to Sacramento River Bridge. This project funding request is for design only. I-5 is a designated freight corridor and would not require any new corridor designation.

Applications for the program are due November 18, 2022. The California Transportation Commission requires project nominations to be submitted by MPOs. Staff will continue to coordinate with project sponsors and provide technical assistance in order to ensure that competitive project applications are submitted by the deadline.

5. Fiscal Impact/Grant Information:

There is no fiscal impact to SACOG's operating budget from this recommended action. SACOG is not directly contributing to any of the nominated projects. Any future project funding contributions would be subject to board review and approval.

6. This staff report aligns with the following SACOG Work Plan Objectives:

Goal 1 : Advance Economic Prosperity

Objective 1: Invest in and protect the transportation infrastructure needed to implement the region's economic prosperity plan.

Objective 3: Improve people's ability to get to jobs, schools, and other economic opportunities.

Goal 2 : Connected Communities

Objective 1: Develop more sustainable sources of future transportation funding while winning new competitive state and federal transportation grants.

Objective 3: Prioritize cost-effective transportation investments that enhance mobility while improving safety, air quality, and the condition of transportation infrastructure and assets.