



JANUARY 11, 2018

AGENDA ITEM # 8

SENATE BILL (SB) 1 LOCAL PARTNERSHIP PROGRAM
COMPETITIVE GRANT PROGRAM – PROJECT PRIORITIZATION

Action Requested: Prioritize Nominated Project Applications

Key Staff: Norman Hom, Executive Director

Recommendation

- 1. Conduct an informal poll (straw poll) to help guide discussion;
2. Prioritize the project applications from one through six;
3. Authorize the Executive Director to enter into any agreements with the implementing agencies and/or the California Transportation Commission (CTC) necessary to complete and submit the applications to the CTC.

Background Information

On December 14, your Board received presentations on the six transportation projects nominated for the initial programming cycle of the SB1 Local Partnership Program (LPP) Competitive Grant Program through the STA. The projects are:

Table 1: LPP Competitive Grant Program Nominations Through the STA

Table with 3 columns: Implementing Agency, Project(s), and Requested Amount. Rows include City of Sacramento (Downtown Grid 3.0), County of Sacramento (Hazel Avenue, Elverta Road, South Watt Avenue), City of Rancho Cordova (White Rock Road), and ConnectorJPA/City of Elk Grove/City of Folsom/County of Sacramento (Capital SouthEast Connector).

Since more than one project is being nominated through the STA, applications must be prioritized prior to submittal to the CTC. STA priorities and project applications are due to the CTC no later than January 30.

Table 2 contains condensed responses by the implementing agencies to the CTC's published evaluation criteria as requested at the December 14 Board meeting. Complete responses and additional information may be found in the attachments. Table 3 contains comments from SACOG staff regarding each project's furtherance of the Metropolitan Transportation Plan & Sustainable Communities Strategy (MTP/SCS).

The initial programming cycle includes three fiscal years: 2017/18 through 2019/20. Assuming no changes to SB1, the Competitive Grant program will revert to a two-year program after the first cycle is complete. **STA will have another opportunity to prioritize the next cycle of Competitive Grant nominations in the fall of 2019 for Fiscal Years 2020/21 and 2021/22.**

Discussion

CTC staff has indicated that the STA Governing Board should rank applications **according to local priorities**. CTC staff will evaluate every nominated project against their published evaluation criteria and local priorities will be considered in the selection process.

The sponsoring agency staffs have been asked to revise their project nomination forms as necessary to include any additional information requested at the December 14 Board meeting. Local agency staffs are also available to answer any other questions you may have. If desired, staff can conduct a straw poll of the Board to help guide Board discussion.

Attachments

Table 3: LPP Competitive Grant Program Nominations – SACOG Comments of SCS

Project	SACOG Comments Regarding Implementation of Sustainable Communities Strategy
Downtown Grid 3.0 Implementation	<p>This project supports the implementation of the MTP/SCS through supporting the plan’s principles, especially the Environmental Quality and Sustainability, Financial Stewardship, and Access & Mobility principles. Key project benefits include reducing VMT, supporting a “state of good repair” approach to the existing transportation facilities, and promoting multi-modal travel options. The project will develop a safer and more convenient bicycle, pedestrian, and transit network in the urban core promoting regional goals of complete streets, multi-modal connectivity, and increased density, all of which are supportive of regional goals. Specifically, scope elements that achieve these goals include installing protected bike lanes, transit-only lanes, enhanced transit stations, and pedestrian connections and wayfinding.</p>
Hazel Avenue Improvement, Phase III	<p>This project supports the implementation of the MTP/SCS through supporting the plan’s principles, especially the Financial Stewardship, and Access & Mobility principles. Project benefits include reducing congested VMT, supporting a “state of good repair” approach to the existing transportation facilities, and creating more transportation options. The project will specifically create new facilities for pedestrians and bicycles, improve system linkages for bicycles and transit services, enhance transit stop facilities, and improve safety and accessibility via landscaping and ADA upgrades. By creating a more complete street, eliminating gaps in the transit and bicycle/pedestrian networks, and increasing multi-modal connectivity, the Hazel Avenue improvement project supports the region’s goals.</p>
Elverta Road Improvement	<p>This project supports the implementation of the MTP/SCS through supporting the plan’s principles, especially the Financial Stewardship, and Access & Mobility principles. Project benefits include reducing congested VMT, supporting a “state of good repair” approach to the existing transportation facilities, and creating more transportation options. The project will specifically improve safety for all users, including for vehicle traffic, pedestrians, bicyclists, and pedestrians by way of raised landscaped center medians, ADA upgrades, and buffered bike lanes; and reduce existing and projected traffic. By rehabilitating the road for safety, accessibility, and functionality, the Elverta Road improvement project supports the region’s goals.</p>

South Watt Avenue Improvement	This project supports the implementation of the MTP/SCS through supporting the plan’s principles, especially the Financial Stewardship, and Access & Mobility principles. Project benefits include reducing congested VMT, supporting a “state of good repair” approach to the existing transportation facilities, and creating more transportation options. The project will specifically create new facilities for bus stops, pedestrians, bicycles (including buffered bike lanes and improved system linkages), and improve safety for all travel modes by way of raised landscaped center medians and ADA upgrades. By rehabilitating the road for safety, accessibility, and functionality, the South Watt Avenue improvement project supports the region’s goals.
White Rock Road Transportation Improvement Project	This project supports the implementation of the MTP/SCS through supporting the plan’s principles, especially the Economic Vitality, and Access & Mobility principles. Project benefits include reducing congested VMT, supporting a “state of good repair” approach to the existing transportation facilities, creating more transportation options, and linking housing and job centers. This project will alleviate congestion, particularly on the US50 corridor, improve safety by installing street medians, link routes for bicycles and pedestrians as well as add bike lanes, and increase access to planned housing developments and current and oncoming job centers. By reducing congestion, improving roadway safety, supporting economic prosperity, and promoting alternative modes of transportation, the White Rock Road transportation improvement project supports the region’s goals.
Capital SouthEast Connector	This project supports the implementation of the MTP/SCS through supporting the plan’s principles, especially the Economic Vitality, and Access & Mobility principles. Project benefits include improved safety and reducing congested VMT along US 50. Specific scope elements that help support the region’s goals include creating job access – directly serving the existing Rancho Cordova and El Dorado Hills employment centers south of US50 and providing access to planned developments in Elk Grove and Folsom. promoting safer active transportation travel by installing a dedicated Class 1 multi-use path along the entire corridor; enhancing access to job centers; and helping to ease congestion on US50.