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TRANSPORTATION

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CALIFORNIA CAPITAL REGION TRANSPORTATION REQUESTS

Requested Actions

Through the Capital Region's transportation Metropolitan Planning Organization (MPO), Sacramento Area Council of Governments (SACOG), and their local Regional Transportation Planning Agency partners, regional planning efforts provide a roadmap for the community's infrastructure needs and implementation. However, SACOG's regional funding program (including state and federal funding allocations) can only accommodate approximately seven percent of the total transportation infrastructure needs identified in its long-range Metropolitan Transportation Plan. This has compelled the region to look at long-term goal-driven funding to implement federal policies and priorities.

Permanently Extend and Support New Funding Programs that Reduce Barriers to Climate-Friendly Communities

- Expand the Carbon Reduction Program past its sunset in 2026 to maintain a reliable source of annual funding for clean transportation and sustainable multimodal mobility.
- Fund the 'Yes in My Backyard' (YIMBY) program at no less than \$150 million (or the President's request if higher) and award no less than half the funding to infrastructure and development projects.

Maintain and Grow Flexibility in the Use of Federal Transportation Funding

- Flexible transportation funds are utilized in the Capital Region to address "fix-it-first" needs, critical to maintaining mobility pathways for commuters, transit, and goods movement.
- Continue innovative mobility funding programs that support building partnerships and leverage technology to increase equitable access to reliable and safe mobility options.
- Increase transit operating and capital funding to address growing operating funding constraints; accelerate equipment, facility, and vehicle modernization; and facilitate new service models.

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Provide funding support for regionally designated priority projects:

- California Capital Region projects include:
 - **I-Street Bridge Replacement Project:** Regional infrastructure project to construct a new bridge upstream of the existing I Street Bridge with auto, bike, transit, and pedestrian infrastructure. The cities of Sacramento and West Sacramento seek \$75.4 million in funds through the Bridge Improvement Program. The total project cost is estimated at \$310.8 million with approximately \$235.4 million committed.
 - **Grant Line Road Safety and Mobility Project:** Multi-agency supported roadway safety and active transportation project on Grant Line Road in Sacramento County, including reconstruction of a two-lane facility to meet current design standards, raise the road out of the floodplain, and construct a separated Class I path. The Capital SouthEast Connector Joint Powers Authority is seeking \$25 million from the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program. The total project cost is estimated at \$45.5 million and has approximately \$20.5 million committed.
 - **El Dorado County Trip to Green Infrastructure:** Rural climate adaptation project to facilitate control of signal operations that provide a safer approach to address peak congestion periods from regional travel and emergency response during natural disasters, including wildfire. The El Dorado County Transportation Commission is seeking \$21.5 million in funds through the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program. The total project cost is estimated at \$25.25 million and has approximately \$3.75 million committed.
 - **Downtown Riverfront Streetcar Project:** Partnership between Sacramento Regional Transit and the City of West Sacramento to construct 1.2 miles of light rail over the Sacramento River to connect West Sacramento to Sacramento Valley Station in downtown Sacramento, as well as three new stations, pedestrian safety improvements, signal technology upgrades, and procurement of two light rail vehicles. Sacramento Regional Transit is seeking \$29.26 million in funds through the Small Starts CIG program. The total project cost is estimated at \$160 million and has \$113.7 million committed.
 - **Capital Region Climate Priorities Plan:** Seven county effort to develop a coordinated regional climate implementation strategy in Sacramento, Yolo, Yuba, Sutter, Placer, El Dorado, and Nevada counties for three priority categories: transportation, built environment, and natural working lands. The Sacramento Metropolitan Air Quality Management District is seeking \$80 million in funds through the Climate Pollution Reduction Grant (CPRG) program.
- Megaregion projects:
 - **ACE Valley Rail:** Extension of Valley Rail, connecting Sacramento and the Northern San Joaquin Valley to High-Speed Rail, and providing new rail service from downtown Stockton to key destinations in Sacramento – Sacramento City College, Midtown, Old North Sacramento (an adjacent neighborhood southeast of Del Paso Heights), and North Natomas (including service

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connection to Sacramento International Airport).

- **Capitol Corridor Sacramento – Roseville Third Track:** Increase the frequency of Capitol Corridor passenger rail service between Sacramento and Roseville by adding a third mainline track, building a new bridge, and improving 11 existing bridges, reconfiguring Roseville station, and building a layover facility.
- **I-5 Sacramento Express Lanes:** Reduce congestion, encourage carpooling, and improve freight movement by accommodating Express Lanes along both directions of I-5 from Sutterville Road south of Sacramento to the Yolo County line north of Sacramento.

Business Nexus

Like many jurisdictions throughout the state, California’s Capital Region seeks to implement alternative mobility methods to provide its citizenry with competitive transportation choices. The Sacramento Metropolitan Chamber of Commerce has long advocated for balanced transportation options that facilitate mobility, regional connectivity, goods movement, and capacity-building projects that decrease congestion thus improving air quality where urban solutions are not viable, while also supporting equitable surface transportation policies that reward innovation in transportation and land use planning and funding mechanisms.

The California Capital Region encompasses six counties – El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba – and is home to 2.3M citizens across urban, rural, and suburban environments. This diverse landscape, combined with a high influx of growth from the San Francisco Bay Area since 2020, evolving demographics, and general geographic complexities, presents inherent connectivity challenges. In consultation with business members, elected officials, and our regional transportation planning partners, the Metro Chamber’s federal transportation requests for 2024 herein advance transportation alternatives, help us grow smartly for our future, and respond to environmental challenges facing our region.

The creation of a regional high-capacity transit network will connect people to jobs and educational opportunities while supporting critical local transit services; a comprehensive regional trail system will increase access to thriving community centers, resources, and open spaces while creating the recreational potential to stimulate a growing bicycle-tourism market; and the development of mobility hubs will expand mobility options and connectivity while creating a sense of place by encouraging broader community investments throughout the six-county region. Implementing innovative transit programs and partnerships can leverage new technologies and service models to streamline mobility and expand opportunities for all residents, particularly vulnerable populations. These infrastructure and program investments require long-term dedicated funding for equitable and inventive mobility projects that leverage the growing sectors of the area’s economy and expand our residents’ and visitors’ ability to move throughout the region.

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Background

The Capital Region continues to advance sizeable project and program investments in regional mobility solutions that connect our urban, suburban, and rural but seeks to implement additional and sustainable mobility options – biking, walking, transit, shared vehicles, and transportation technology, where feasible and appropriate – to provide safe, equitable, and balanced transportation options where they make the most sense, freeing up system capacity to allow commerce to move easily throughout the region.

The recent Areas of Persistent Poverty grant award received by Paratransit, Inc., which increases access to vital healthcare and food resources, will reduce demand on strained medical services and strengthen the local agricultural economy by connecting residents in food deserts to the region's farmers markets.

Mobility Zones projects will complement and leverage the region's Green Means Go program, which has demonstrated success in catalyzing infill investment. Programs like "Yes in My Backyard" (YIMBY) can support further programmatic investments; ensuring substantial funding dedicated to these types of projects can accelerate urban infill infrastructure, creating sustainable communities where more residents

A historic U.S. Department of Transportation \$5 million 2022 RAISE award to the Mobility Zones project is helping our region create an actionable project list, but long-term reliable federal investment is necessary to achieve clean air, climate, and mobility goals in areas with the highest needs and opportunities, including investment to support infill housing that will activate this sustainable transportation network. Mobility Zones create a prioritized bench of nearly shovel-ready projects that will create the region's near-, mid-, and long-term strategy for low-carbon, low VMT, equity-centered

strategies for targeted communities across the six counties. The resulting projects will improve transportation inequities, benefit public health, and reduce the impacts of climate change across the Capital Region's diverse communities.

The Sacramento Area Council of Governments is dedicating its five-year Carbon Reduction Program funds from the Infrastructure Investment and Jobs Act to adopted regional priorities, including implementation of the 1,000-mile regional trails network, projects that encourage and incentivize mode shift, zero-emission supporting infrastructure, and Mobility Zone projects, but more funds are needed over a longer period. The reliability of CRP's apportionment structure is critical to ensuring the Capital Region can make progress on 'nuts and bolts' clean transportation projects that are too small to be competitive for discretionary grants.

Regarding "Fix it First," the California Capital Region spends anywhere from \$350 to \$400 million each year on maintenance of the existing system which is inadequate to meet the region's diverse needs. Continued flexible transportation funds that support "fix-it-first" needs are critical to maintaining access to jobs, education, and other opportunities within the region. This flexible funding supports the transportation network needs in our community, including the expansive "fix-it-first", safety, and resiliency upgrades. Flexible funding will also support the continued implementation of congestion management projects on key regional corridors, including the managed lane network and intelligent transportation system infrastructure that will facilitate improved movement of people and goods throughout the region.

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