



YOLO TRANSPORTATION DISTRICT TECHNICAL ADVISORY COMMITTEE AGENDA

This meeting will take place on Zoom.

ZOOM MEETING LOCATION:

<https://us06web.zoom.us/j/5306662877?pwd=b1VWMmhnOW43Mng2QS83Y3RUSHR6Zz09&omn=84912854757>

Meeting ID: 530 666 2877

Passcode: 736557

All participants will be entered into the webinar as attendees.

MEETING DATE: Tuesday, July 22, 2024

MEETING TIME: 1:30 PM -3:00 PM

Instructions on how to electronically participate and submit your public comments can be found in the Public Participation Instructions note at the end of this agenda.

To submit a comment in writing, please email to public-comment@YCTD.org and write “For TAC Public Comment” in the subject line. In the body of the email, include the item number and/or title of the item (if applicable) with your comments. All comments received by 10:00 AM on Monday July 22, 2024 will be provided to the YoloTD Technical Advisory Committee. Comments submitted during the meeting shall made part of the record of the meeting, but will not be read aloud or otherwise distributed during the meeting.

Estimated Time			Informational	Action Item
		<u>The Executive Director reserves the right to limit speakers to a reasonable length of time on any agenda item, depending upon the number of people wishing to speak and the time available.</u>		
1:30 PM	1.	Call to order and Determination of Quorum, Autumn Bernstein, Executive Director, YoloTD		X
	2.	Comments from members of the public regarding matters NOT on the Agenda, but within the purview of YoloTD (Comments will be limited to two (2) minutes per person—please identify yourself and in which community you live before providing your comments)	X	
1:40 PM	3.	2025 SACOG Regional Funding STIP Coordination (Abbanat, pp 4-36)	X	
2:20 PM	4.	Budget Special Meeting(s) for YoloTD Board of Directors (Bernstein/Fadrigio, pp 37-38)	X	
2:45 PM	5.	Updates and Reports <ul style="list-style-type: none"> • Executive Director’s Report • Technical Advisory Committee Members’ Reports 	X	
3:00 PM	6.	<ul style="list-style-type: none"> • Adjournment 		X

Public Participation Instructions

Members of the public shall be provided with an opportunity to directly address the TAC on items of interest to the public that are within the subject matter jurisdiction of the Technical Advisory Committee. Depending on the length of the agenda and number of speakers, the TAC reserves the right to limit the time each member of the public is allowed to speak to three minutes or less.

ON ZOOM:

If you are joining the meeting via Zoom and wish to make a comment on an item, click the "raise hand" button. If you are joining the webinar by phone only, press *9 to raise your hand. Please wait for the host to announce the comment period has opened and indicate that you wish to make a comment at that time. The Clerk of the Board will notify the TAC, who will call you by name or phone number when it is your turn to comment.

YTD offers teleconference participation in the meeting via Zoom as a courtesy to the public. If no voting members of the YTD Board are attending the meeting via Zoom, and a technical error or outage occurs with the Zoom feed or Zoom is otherwise disrupted for any reason, the Technical Advisory Committee reserves the right to continue the meeting without remote access.

IN ADVANCE OF THE MEETING:

To submit a comment in writing, please email public-comment@YCTD.org. In the body of the email, include the agenda item number and title with your comments. Comments submitted via email during the meeting shall be made part of the record of the meeting but will not be read aloud or otherwise distributed during the meeting. To submit a comment by phone in advance of the meeting, please call 530-402-2819 and leave a voicemail. Please note the agenda item number and title with your comments. All comments received by 10:00 AM on Monday July 22, 2024 will be provided to the YoloTD Technical Advisory Committee in advance.

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VISION, VALUES AND PRIORITIES



Vision Statement

The vision statement tells us what we intend to become or achieve.

Provide seamless, sustainable mobility solutions to help Yolo communities thrive.



Core Values

A core value describes our individual and organizational behaviors and helps us to live out our vision.

- We are transparent, inclusive and accountable to the public, stakeholders and partner agencies
- We are committed to addressing inequities and improving outcomes for our most vulnerable communities
- We prioritize environmental sustainability and climate resilience
- We value efficiency, innovation and responsible stewardship of public funds



District-Wide Priorities

Priorities align our vision and values with our implementation strategies.

1. Provide transit service that is faster, more reliable and convenient.
2. Partner with member jurisdictions, community-based organizations and local, regional, state and federal agencies to identify and address the current and evolving mobility needs of Yolo County.
3. Coordinate, plan and fundraise to deliver a full suite of transportation projects and programs.

**Technical Advisory Committee (TAC)
Yolo County Transportation District**
350 Industrial Way, Woodland, CA 95776----(530) 661-0816

Topic: 2025 SACOG Regional Funding STIP Coordination	Agenda Item#: Agenda Type:	<h1>3</h1> Information	
		Attachments:	<input checked="" type="radio"/> Yes <input type="radio"/> No
Prepared By: Brian Abbanat		Meeting Date: July 22, 2024	

RECOMMENDATION:

Provide feedback on a potential framework for Yolo County interagency coordination leading to SACOG’s expected Regional Funding STIP Program formula funding allocation by county.

BACKGROUND:

SACOG Regional Funding Changes

The Sacramento Area Council of Governments (SACOG) has engaged regional agencies over the past 10 months in conversations around potential changes to their biennial Regional Funding Program. Many Yolo County local agencies are familiar with this process and/or participated in SACOG’s Regional Funding Working Group to help shape that program’s direction.

Recall, historically SACOG has combined the major Regional Funding Program state and federal funding sources (CMAQ, RSTP/STBG, STIP) and allocated all funding through competitive programs such as Transformative, Maintenance & Modernization, and Community Design. SACOG staff’s proposal resulting from the Regional Funding Working Group sessions and approved by the SACOG Board is to separate allocation of federal (CMAQ, RSTP/STBG) and state (STIP) funds. In this arrangement, federal funding allocation would continue competitively across the region. In contrast, state funding allocation would occur via formula by county population. Local agencies within each county are presumed by SACOG to then compete for the amount allocated to their respective county. The below figures helps illustrate the new format:

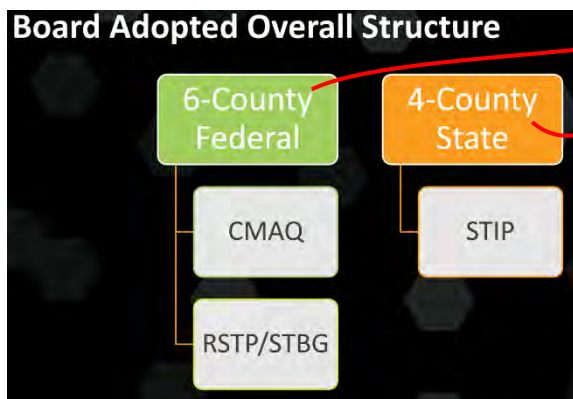


Figure 1: SACOG Regional Funding Structure

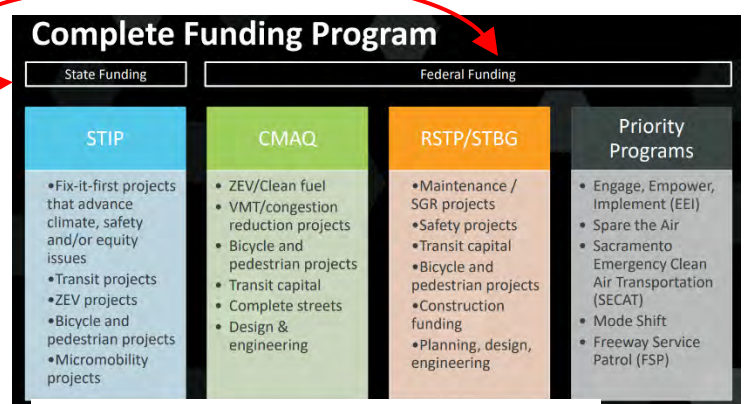


Figure 2: SACOG Regional Funding Program Objectives by Funding Source

The STIP funding objectives include the below bullet points:

- Fix-it first projects that advance climate, safety, and/or equity issues
- Transit projects
- ZEV projects
- Bicycle and pedestrian projects
- Micromobility projects

SACOG estimates the historical STIP formula allocation for Yolo County has been approximately \$6 million per programming cycle. Thus, Yolo County local agencies can assume a figure of around this amount of STIP funding will be allocated in the 2025 Regional Funding Program cycle. Several courses of action can be taken by Yolo County local agencies (including none at all), however, with a relatively small amount of funding available across six eligible agencies, a coordinated, strategic approach among Yolo County local agencies to this limited funding source may be worth exploring. The purpose of this staff report is to facilitate a dialogue and solicit input among YoloTD members on preferences for approaching the 2025 Regional Funding Program. The below section briefly describes the primary options and then introduces a range of issues for discussion among TAC members.

Options for Yolo County

Option #1, “Free for All”: In this option, eligible Yolo County local agencies would continue to approach the STIP funding portion of the cycle as in the past. That is, submitting as many (or as few) applications as desired and allowing the SACOG evaluation process to play out for each application.

Option #2, “Spread Like Peanut Butter”: In this option, each agency would assume to have a predetermined “suballocation.” The local agency would submit an application(s) consistent with the STIP program objectives noted above, up to a predetermined amount. This approach would be closer to the 2000s when local agencies directly received formula funding prior to SACOG consolidating funding into the Regional Funding program. However, in this case, individual grant applications would need to be submitted to SACOG. Unknown whether funding could be “banked” over time to fund larger projects. YoloTD could play a coordinating role and/or take Board action supporting the list.

Option #3, Coordinated Approach: In this option, Yolo County local agencies initiate a process to coordinate a strategic approach toward the 2025 SACOG Regional STIP Funding program and beyond. While the details would develop collaboratively over time, presumably YoloTD would coordinate the process developing with the TAC criteria for prioritizing projects and, ultimately, bringing to the YoloTD Board for approval the prioritized list/strategy. Local agencies would keep their Boards/Councils updated during the process and, if appropriate, bring for action prior to YoloTD Board (with YoloTD assistance, if desired). A prioritized projects list resulting from this process would resemble local agency prioritized capital improvement programs but tailored specifically to this funding source and at a broader geographic scale. Note: If the process in Option #3 breaks down at any point, Options #1 and #2 could remain viable alternatives.

Analysis

The below table illustrates YoloTD’s opinion on the relative merits of each option (By ranking 1-3):

Criterion	Option #1: “Free for All”	Option #2: “Peanut Butter”	Option #3: Coordinated Approach
Opportunity for each agency to maximize funding	1	3	2
Certainty in receiving funding	3	1	2
Highest priority projects more likely to be funded	3	2	1
Ability to plan for future projects	3	2	1
Ability to get large projects funded	2	3	1
Staff / costs required for preparing applications	3	1	1
Average Score	2.5	2	1.3
Option Rank	3	2	1

More criteria may exist which are valued by TAC members and can be integrated into the above evaluation. However, as a starting point for discussion, advantages appear to exist for a coordinated approach to this funding source.

Summarizing the options, Option #1 has the advantage of enabling all agencies to apply for and potentially receive funding for more projects and, potentially larger projects, but at higher risk of not receiving any funding and expending cost/staff bandwidth in submitting multiple applications without funding certainty, increasing difficulty in planning for projects with this funding source. Additionally, disproportionate “windfall” awards come at the expense of other local agencies in the county.

Option #2 would ensure that all eligible Yolo County local agencies receive *some* funding in each SACOG cycle. Due to the comparatively small funding amounts, this approach most likely provides an advantage for local agencies prioritizing road rehabilitation with these funds (consistent with grant guidelines), where they can be bundled with local funds to expand coverage of their existing road rehab program. The disadvantage is larger projects would be nearly impossible to fund and/or represent a small contribution to a larger project, unless each cycle’s funding could be “banked” toward a project with a longer delivery time horizon.

Option #3: Coordinated Approach could have advantages for moving forward. While no predetermined criteria for identifying and prioritizing projects are presumed, conceivably an advantage to this approach is each local agency has a clear sense of when their priority projects (consistent with grant guidelines) will be funded, facilitating planning for longer range capital projects while reducing unnecessary resources preparing grant applications. A prioritized projects list, even if limited to this funding source, could also leverage other grant opportunities as a recognized countywide priority. A potential risk is if SACOG makes future revisions to the STIP portion of the Regional Funding program affecting STIP programming and potentially, Yolo local agencies with projects assumed funded in future cycles.

If Option #3: Coordinated Approach is Desired...

If a coordinated approach to the 2025 SACOG Regional Funding STIP Program is desired, it does raise many questions for future discussion including:

1. Should Yolo county focus on using these funds to leverage larger grant funding opportunities?

2. How should projects in the county be prioritized?
3. Should different project types and/or project phases be prioritized differently?
4. How should program funding objectives be weighed against local needs and priorities?
5. What role should local agency Councils/Boards have in this process? What role should YoloTD Board of Directors play?
6. Should this process extend to prioritizing projects for the federal Regional Funding Program as well as the STIP funding program?

The above reflect only a few of many questions that need to be addressed in a coordinated process. The objective of this agenda item is not to resolve these at this meeting but to initiate the dialogue and return to the following TAC meeting with a process framework that could lead to an equitable outcome for approach the 2025 Regional STIP Funding Program and subsequent cycles.

Attachments

1. 6/12/2024 SACOG Regional Funding Working Group Workshop
 - a. Slide Deck
 - b. Program Creation Framework
 - c. Equity Program Framework

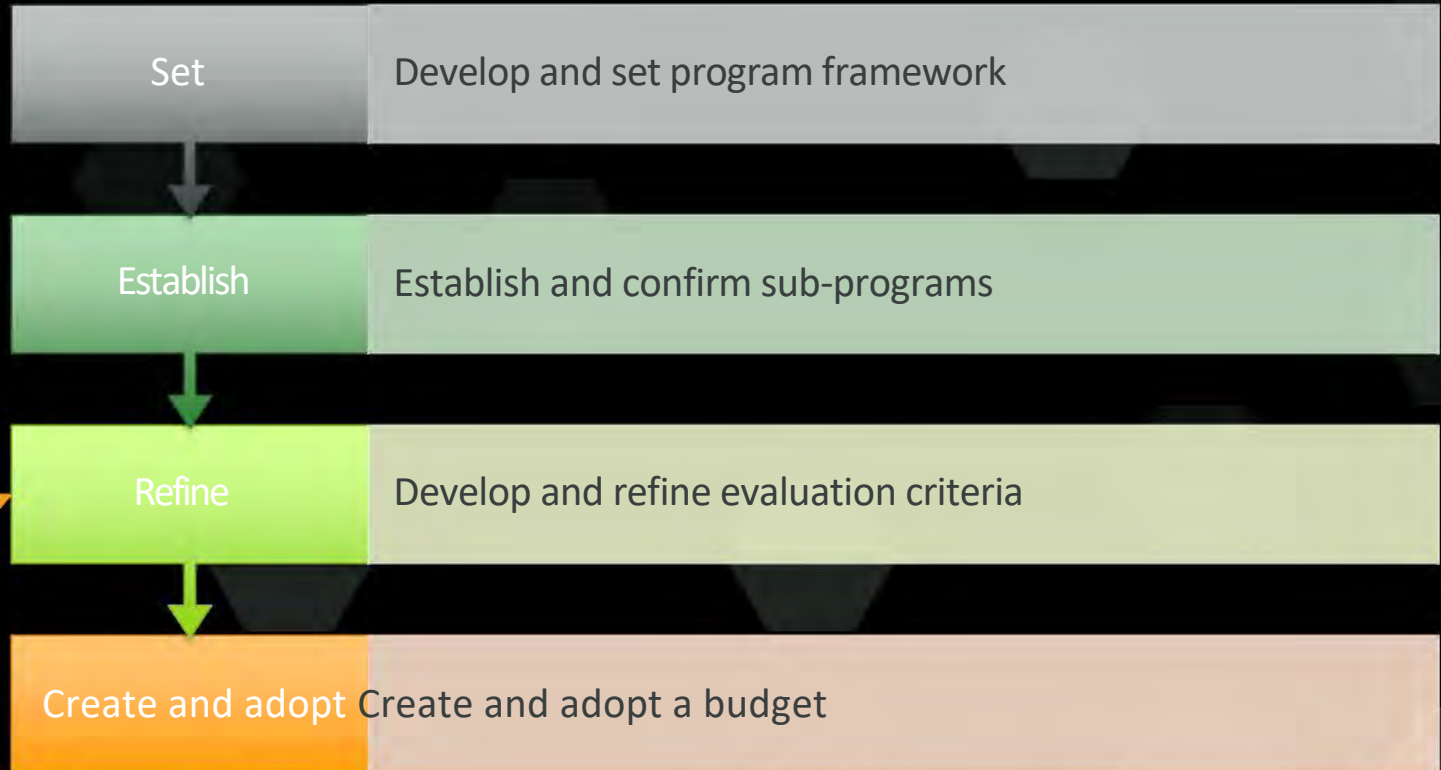
Attachment A: Slide Deck

(see next page)

Regional Funding Strategy



Funding Program Development Process

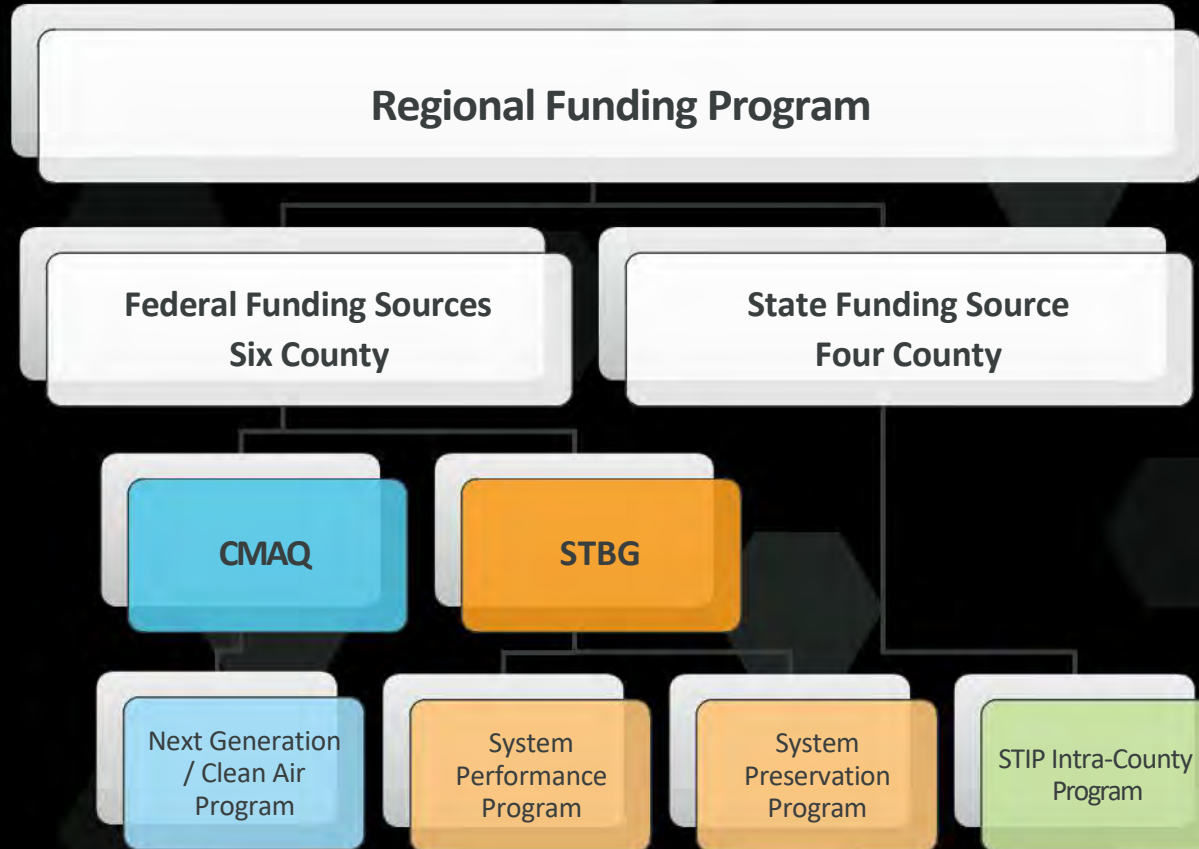


We're
Here

Funding Round Working Group - Update

- In February, the SACOG Board approved the Regional Funding Round Framework.
 - Federal funding sources (CMAQ & RSTP/STBG) will move to six-county competitive programs.
 - State funding source (STIP) will continue as four-county but will be an intra-county competitive model.
- June 6– SACOG Transportation Committee approved Regional Funding Program Framework
- June 20 – SACOG Board action Regional Funding Program Framework

Regional Funding Programs Overview



Program Evaluation Criteria

Cross Program Criteria

- Project need and context*
- Community engagement*
- Project benefits and impacts*
- Project funding leverage and cost effectiveness
- Past delivery record
- Project delivery risk

*Equity-focused criteria

Performance Measures

- Reduce regional VMT & GHG per capita
- Increase multimodal travel options
- Climate adaptation and resilience
- Provide long-term economic benefit
- ~~Congestion management~~
- Improve goods movement
- Improve safety and security
- Demonstrate state of good repair benefits

Funding Programs

Next Generation Solutions and Clean Air Program

Key objective:

To implement new mobility solutions including the Regional Transit Network Study and Regional Trails Network as well as funding projects that address air quality.

Project categories:

- Transit Capital Improvements
- Clean Fuel and Zero Emission
- Active Transportation
- Congestion Management
- Travel Demand Management

Funding Programs

Next Generation Solutions and Clean Air Program

Performance Evaluation Measures

- Reducing VMT/GHG
- Increasing modal choice
- Managing congestion
- Climate adaptation and resilience
- Economic development

Project categories:

- Transit Capital Improvements
- Clean Fuel and Zero Emission
- Active Transportation
- Congestion Management
- Travel Demand Management

Funding Programs

System Performance Program

Key objective:

To advance projects that increase the performance of the existing regional transportation network

Project categories:

- Operational improvements for roadways
- Safety
- Capital costs for transit project
- Advance EV Infrastructure
- Trails
- Mobility Hubs

Funding Programs

System Performance Program

Performance Evaluation Measures

- Safety
- Economic development
- Goods movement
- Increasing modal choice
- Reducing Congestion
- State of good repair
- Climate adaptation and resilience

Project categories:

- Operational improvements for roadways
- Capital costs for transit projects
- Advance EV Infrastructure
- Trails
- Mobility Hubs

Funding Programs

System Preservation Program

Key objective:

To address the regional need for road preventative maintenance.

Project categories:

Pavement maintenance projects on roads that include:

- Transit routes
- Truck routes
- Locally defined equity area
- Existing TOD, commercial corridors, and mixed-use development areas
- Existing active transportation facility
- Listed evacuation / emergency response routes

Funding Programs

System Preservation Program

Performance Evaluation Measures

- State of good repair
- Economic development
- Goods movement
- Climate adaptation and resilience

Project categories:

Pavement maintenance projects on roads that include:

- Transit routes
- Truck routes
- Locally defined equity area
- Existing TOD, commercial corridors, and mixed-use development areas
- Existing active transportation facility
- Listed evacuation / emergency response routes

Funding Programs

Four-County State Funding Program

Key objective:

To fund fix-it-first projects that align with state policy goals for state of good repair, climate, and equity.

Project categories:

- Safety
- Increasing modal choice
- Goods movement
- Climate adaptation / resilience

Funding Programs

Four-County State Funding Program

Performance Evaluation Measures

- State of good repair
- Safety
- Increasing modal choice
- Goods movement
- Climate adaptation and resilience

State of good repair projects _ that also address the performance evaluation measures.

Priority Programs

Existing Programs:

- Engage, Empower, and Implement
- Sustainable Mobility
- SECAT
- Spare the Air

New Programs:

- Freeway Service Patrol
- Regional Pavement Management

Opportunities for advancing equity

**Project
Development**

**Project
Outcomes**

**Project
Implementation**

**Project
Prioritization**



Equity Considerations in Program Evaluation Criteria



Next Steps

- June 20 – SACOG Board action Regional Funding Program Framework
- Further develop and refine proposed evaluation criteria
- August Board Working Group meeting – discussion on final program policy framework

Attachment B:

2025 Regional Funding Round Program Framework

Due to a corrective action issued by FHWA to Caltrans that was resolved in March of 2023, SACOG's two main federal funding sources, Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) programs, are now required to be administered through a six-county competitive process. State funding from the State Transportation Improvement Program (STIP) will remain a four-county program. Because of this change, the board directed staff to convene a board working group comprised of six SACOG board members, one from each county, and a staff working group comprised of representatives from local agencies from the across the region. The two working groups were charged with developing the next regional funding round.

CMAQ funding is required to be spent on projects with air quality benefits while STBG has a wide range of eligibility. The framework envisions three programs that aligned with their funding source: a Next Generation Solutions and Clean Air program to align with CMAQ funds, and the System Performance and System Preservation programs to align with STBG funds that provides more flexibility for fix it first projects.

The four-county STIP funding program will be aligned with the state's Climate Action Plan for Transportation Infrastructure (CAPTI), focusing state dollars on fix-it-first projects and large regional projects while moving forward policies and goals related to climate and equity.

Regional Program Goals and Commitments

- Meet federal and state performance objectives and policy goals. Prior funding rounds have successfully helped the region meet federal and state performance targets, including safety, state of good repair, goods movement, and greenhouse gas emission reductions. These are critical requirements that the region must show progress on to remain competitive for state and federal funding.
- Position region for competitive state and federal funding. SACOG's technical assistance and strategic funding has supported successful federal and state grant applications. The Regional Funding Round will continue leveraging funding and support to advance large regional capital investments and regionally identified priority projects through board action.
- Implement policies from the 2025 Blueprint (MTP/SCS). Focusing on the triple bottom line framework of equity, economy and environment, the Regional Funding Program will align with priorities that shape the long-range transportation landscape.
- Integrate equity considerations more fully into regional investment priorities. The Regional Funding Program will incorporate equity into the funding process, while also prioritizing equity as part of partner project development. Elements include the new Engage, Empower, and Implement program; affirming equity as a performance outcome in the core funding programs; and building a richer dataset through the Project Performance Assessment toolkit for use by applicants and the evaluation review groups.
- Prioritize state of good repair and fix-it-first. Recognizing the growing maintenance needs of the region, the Regional Funding Program seeks to reinvest in existing infrastructure to maintain facilities in a state of good repair, allowing for safe and efficient travel for all modes.
- Advance regionally identified programs. The SACOG board has recently adopted plans and prioritized agency programs for the Regional Trail Network, Green Means Go, and regional high-capacity transit investments, among others. The Regional Funding Round will provide opportunity to continue implementation of these key projects.

Regional Funding Programs Guiding Themes

- Green House Gas/Vehicle Miles Traveled Reduction
- State of Good Repair
- Urban and rural needs balance
- More certainty of funding
- Partnerships and regional support of projects
- Agency Strategic Plan and MTP/ SCS Policy Framework – Equity, Economy, and Environment

Regional Funding Round Advances these Investment Priorities through following programs:

Six-County Federal Funding Program

Next Generation Solutions and Clean Air Program

SACOG Strategic Plan Goal #2: Foster the next generation of mobility solutions.

The Next Generation Solutions and Clean Air Program is funded with federal Congestion Mitigation and Air Quality Improvement (CMAQ) funds, which must be spent on transportation projects or programs that contribute to attainment or maintenance of the national ambient air quality standards. Based on our regional program goals and commitments, the Next Generation Solutions and Clean Air Program is designed to foster the next generation of mobility solutions., including implementation of SACOG initiatives such as the Regional Transit Network Study and Regional Trails Network as well as funding active transportation projects, ZEV implementation, Complete Streets projects, high capacity transit (generally 15 minute service at peak and better), streetscape corridors, and other projects that have air quality or multi-modal benefits. More specifically, this program seeks to fund projects in the following categories:

- Transit Capital Improvements
 - o New transit facilities, if they are associated with new or enhanced transit service.
 - o Acquisition of new transit vehicles (bus, rail, van) to expand the fleet to support high-capacity transit services.
 - o Replacement of existing fleet vehicles to zero emission vehicles
 - o Preferential bus treatment on existing roads to support speed and reliability improvements along key corridors
 - o New park-and-ride facilities adjacent to high-capacity transit stops and stations
 - o Mobility hubs that increase access to transit service
- Clean Fuel and Zero Emission
 - o Establishment of fueling and charging facilities, and other infrastructure needed to support alternative fuel vehicles
 - o Zero emission vehicle purchase
 - o Development of zero emission vehicle programs, such as car sharing

- Active Transportation
- o Complete streets projects that include active transportation components

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- o Construction of active transportation infrastructure that:
 - § Fill in existing network gaps;
 - § Connect to key destination centers and/or mobility hubs; and/or;
 - § Are included in the SACOG Regional Trails Network
- o Non-construction projects that increase bicycle and pedestrian safety
- Congestion Management
 - o Projects that improve traffic flow, including signal systemization, streamlining intersections, improving transportation systems management and operations, traffic signal optimization plans, ramp metering, and traffic signal interconnection
 - o Intelligent Transportation System improvements, such as cameras, dynamic messaging signs, speed detection, and other efforts to improve incident and emergency response; or real time traffic, transit and multimodal traveler information (or similar) to improve mobility
- Travel Demand Management
 - o Activities designed for mode shift, ranging from carpool and vanpool programs to parking management and road pricing measures.
 - o Shared micromobility, such as bikeshare and shared scooter systems
 - o Carpool and vanpool programs include computer matching of individuals seeking to carpool and employer outreach to establish rideshare programs.
 - o New or expanded rideshare programs, such as new locations for matching services, upgrades for computer matching software, etc.
- Miscellaneous
 - o Project development activities that lead to construction of facilities or new services and programs with air quality benefits, such as preliminary engineering or project planning studies.

Key performance objectives:

- Reducing VMT/GHG
- Increasing modal choice
- Reducing congestion
- Climate adaptation and resilience
- Economic development

System Performance Program

SACOG Strategic Plan Goal #4: Build and maintain a safe, equitable, and resilient transportation system

The System Performance program would advance projects that increase the performance of the existing regional transportation network. The flexible nature of the STBG program allows for a wide range of eligibility for roadway improvement and other transportation network infrastructure projects, with funding focused on the following:

- Reconstruction, rehabilitation, and operational improvements for roadways functionally classified as arterials or collectors, and bridges on roadways of all functional classifications, that:

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- Include additional improvements necessary to accommodate other modes of transportation, such as bicycles, NEVs, micromobility, pedestrians, and/or high-capacity transit infrastructure;

- Resolve significant safety issues (such as projects related to intersections with disproportionately high crash rates and/or high levels of congestions)

- Provide necessary infrastructure to support existing development or Green Zone developments, such as underlying utility infrastructure;

- Provide traffic calming strategies or other complete streets elements;

- Include creation of, expansion of, or substantial improvements to an evacuation route or emergency response route; and/or

- Include climate resiliency or adaptation elements.

- Capital costs for transit projects, including vehicle replacement, station/facility upgrades, etc.

- Transportation infrastructure projects that advance managed lanes and other pricing strategies.

- Roadway projects such as new roadway capacity that is managed or improvements to existing interchanges that address other underlying issues (such as evacuation needs, emergency response, or safety issues). New interchanges or new unmanaged capacity are not eligible for funding in this program.

- Projects and programs to support and advance electric vehicle (EV) charging infrastructure programs and strategies.

- Construction or enhancement of multi-use paths and/or grade separated bicycle/pedestrian crossings of major barriers.

- Development of mobility hubs that includes access and infrastructure for multiple transportation modes.

- Infrastructure-based intelligent transportation systems (ITS) capital improvements

- Enhancing the competitiveness of large infrastructure programs or projects that have been prioritized in the region for federal and state grants.

Key performance objectives:

- Safety

- Economic development
- Goods movement
- Increasing modal choice
- Reducing Congestion
- Climate adaptation and resilience

System Preservation Program

SACOG Strategic Plan Goal #4: Build and maintain a safe, equitable, and resilient transportation system

The System Preservation Program will address the need for road preventative maintenance to reduce the local agency backlog of road maintenance needs and focus funding on major roadways that heavily contribute to the movement of people and goods in the region.

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Under this program, funding will be focused on preservation and resurfacing of roadways functionally classified as major arterials or collectors that:

- Include existing transit routes;
- Are designated as freight or truck routes;
- Are located in a locally-defined equity priority area;
- Are located within areas that have (or have planned) transit-oriented development, mixed use, or are along major commercial corridors;
- Include existing active transportation or trail networks; and/or
- Are listed as evacuation routes and/or emergency response routes.

Key performance objectives:

- State of good repair
- Economic development
- Goods movement

Priority Programs

Priority programs are sub-programs that are designed to achieve one specific regional priority. These focused programs traditionally have smaller budgets and are not focused on capital investments. These programs are funded with either STBG or CMAQ funding depending on their eligibility for each program.

Existing Programs

Engage, Empower, and Implement

SACOG Strategic Plan Goals #1 & #4: Build vibrant and inclusive places & build and maintain a safe, equitable, and resilient transportation system

The Engage, Empower, and Implement (EEI) Program will fund partnerships between local government entities and community-based organizations (CBOs) for community-based planning and pre-construction project development activities in the six-county greater Sacramento region, with a specific focus on meaningful community engagement in disinvested communities.

Sustainable Mobility Program (Formerly Mode Shift) – Non-Capital infrastructure projects

SACOG Strategic Plan Goals #2 & #4: Foster the next generation of mobility solutions & build and maintain a safe, equitable, and resilient transportation system

This program partners with local agencies to invest in, test, and expand programs that reduce car trips and provide new mobility solutions. This program funds small non-infrastructure programs, events, quick-build projects, tactical urbanism, or projects to reduce single occupancy vehicle trips and miles by encouraging biking, walking, riding transit, carpooling, vanpooling, and teleworking as options for reducing car trips.

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SECAT

SACOG Strategic Plan Goal #2: Foster the next generation of mobility solutions

The Sacramento Emergency Clean Air Transportation (SECAT) Program is a partnership between the Sacramento Metropolitan Air Quality Management District (District or Sac Metro Air District) and the Sacramento Area Council of Governments (SACOG). The program's goal is to promote zero and near-zero emission on-road heavy-duty vehicles operating in the SACOG region.

Spare the Air

SACOG Strategic Plan Goal #4: Build and maintain a safe, equitable, and resilient transportation system

The Spare the Air program is a partnership of the region's air districts dedicated to measurably improve the region's air quality and helping residents protect themselves from air pollution by providing air quality forecasts, real-time readings, air pollution alerts, and educational materials for schools, businesses, residents, and community organizations.

Proposed New Programs

Regional Pavement Management Program

SACOG Strategic Plan Goal #4: Build and maintain a safe, equitable, and resilient transportation system

The Regional Pavement Management Program would collect pavement data regionwide to inform future policy decisions regarding funding. This program would address several needs from our local partners as well as standardize the pavement data region wide. SACOG's smaller and rural member jurisdictions would significantly benefit from a regional program, especially the data collection and analysis, where a process may not currently exist. The goal for this program is to create a regional pavement management program approach when it comes to funding maintenance projects, providing a level playing field across the 6 counties and provide a comprehensive database with pavement condition information utilizing SACOG's existing access to StreetSaver. Note that this would require a program to be set

up and would be operational to inform decision making for the following funding round. Subsequent aspects of the program would include ongoing updates and maintenance of the dataset, among other similar activities.

Freeway Service Patrol

SACOG Strategic Plan Goal #4: Build and maintain a safe, equitable, and resilient transportation system

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The Sacramento Metropolitan Freeway Service Patrol (FSP) program is designed to reduce freeway congestion by quickly finding and removing minor incidents from our freeways. This long-standing program has been funded by the CVR-SAFE program in El Dorado, Sacramento and Yolo counties, while Placer County Transportation Planning Agency has previously used federal funding in its county. This proposal will augment the existing CVR-SAFE funding in El Dorado, Sacramento and Yolo counties with federal funding, and continue funding for Placer County, which is not a part of CVR-SAFE.

Four- County State Funding Program

SACOG Strategic Plan Goal #4: Build and maintain a safe, equitable, and resilient transportation system

State Transportation Improvement Program (STIP) – A hybrid intra-county competitive program that focuses on road maintenance and improving safety, access to mobility, and economic development and would address several of the needs of the local agencies with consistent county-wide funding while supporting regionally prioritized projects. In the new STIP program, local agencies only compete against other agencies within their county. This program will focus on fix-it-first projects that also provide additional benefits and/or modernize roadways, mirroring the goals of CAPTI to align with state policy goals for state of good repair, climate, and equity.

County specific funding amounts will align with state driven funding allotments but will reserve a portion of funding to be pooled across all four counties to support larger regional projects. The regional pooled funding will enhance the competitiveness of regional projects for federal and state grants, an approach that is further bolstered by the strategic use of the System Performance Program’s STBG funds. The percentage of STIP funding dedicated to the intra-county competitive program versus the amount dedicated to a pooled fund for regional projects will be a policy decision made by the board in advance of releasing the call for projects, once an accurate and up to date fund estimate is available.

Key performance objectives:

- State of good repair
- Safety
- Increasing modal choice
- Goods movement
- Climate adaptation and resilience

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Attachment C: Draft Framework for Equity in the Funding Round

Potential Funding Round Equity Criteria

1. Community Engagement

This criterion addresses process equity, meaning inclusive, open, and fair access by all affected parties to decision processes that impact community outcomes. Process equity relies on affected parties having access to and meaningful experience with public participation and jurisdictional/lead agency listening. The criterion evaluates whether the applicant engaged stakeholders to identify transportation needs and potential solutions, and how the project will address these identified needs.

A successful project is the result of active engagement of impacted community members, particularly of Black, Indigenous, Asian, Pacific Islander, Hispanic/Latino, and other communities of color, along with low-income (rural, suburban, and urban), persons with disabilities, youth, older adults, and other underrepresented communities that have been historically disenfranchised and excluded from planning processes.

Engagement should occur prior to and during project development, with the intent to provide direct benefits or solve an expressed transportation issue, while also limiting and mitigating any negative impacts.

Application questions

Describe why and how the project was developed and the progression of engagement activities. Please note if this project was developed through an existing SACOG program such as EEI or Mobility Zones. A full response should answer these questions:

1. How was the community engaged as the project was developed and designed?
 - a. How did you identify specific communities and populations likely to be directly impacted by the project?
 - b. How did community members become involved in project plan development?
 - c. What engagement methods and tools were used?
 - d. What techniques did you use to reach populations traditionally not involved in community engagement related to transportation projects?
2. Who participated in the project engagement process? (Race/ethnicity, age, education, socioeconomic status, disability status, etc.)
3. How did engagement influence the project plans or recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?

Examples of Technical Assistance Resources for Process Equity

- SACOG Race, Equity, and Inclusion Working Group’s “Principles of Meaningful Community Engagement”

2. Project Benefits & Impacts

This criterion addresses SACOG’s role in advancing racial and social equity by examining how a project directly benefits or impacts (positively and negatively), Black, Indigenous, Asian, Pacific Islander, Hispanic/Latino, and other communities of color, along with low-income (rural, suburban, and urban), persons with disabilities, youth, older adults, and other underrepresented communities.

Applicants should demonstrate the positive changes, if any, the project will make in lives of the communities and population segments identified above, and/or a reduction of disparities between these populations and other segments of the population. Applicants should demonstrate how the project contributes to building a thriving economy and healthy environment for all residents of the Sacramento region, particularly for Black, Indigenous, Asian, Pacific Islander, Hispanic/Latino, and other communities of color that have been historically disenfranchised and excluded.

Example benefits could relate to, but are not limited to the following:

- pedestrian and bicycle safety improvements;
- public health benefits;
- direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other;
- travel time improvements;
- gap closures;
- new transportation services or modal options;
- leveraging of other beneficial projects and investments;
- and/or community connection and cohesion improvements.

Below is a list of potential negative impacts. This is not an exhaustive list.

- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- Increased speed and/or “cut-through” traffic.
- Increased exposure to vehicle and/or freight emissions.
- Removed or diminished safe bicycle and/or pedestrian access.
- Inclusion of some other barrier to access to jobs and other destinations.

Application questions

A full response will identify the overall project benefits anticipated, identify benefits specific to Black, Indigenous, Asian, Pacific Islander, Hispanic/Latino, and other communities of color, along with low-income (rural, suburban, and urban), persons with disabilities, youth, older adults, and other underrepresented communities residing or engaged in activities near the project area, and substantiate benefits with data. Unidentified or unmitigated negative impacts may result in a reduction in points.

1. Describe the project’s specific benefits and who will benefit most.
 - a. How does the project relate to the needs of people who live, work and play in that area? Who does the project serve and how (immediate residents, workers, children, the elderly, etc.)?
 - b. What are the potential barriers to accessing project benefits?

2. Acknowledge and describe any negative project impacts and/or specific transportation burdens, and who will be burdened. Describe measures to mitigate these impacts.

a. What are the potential unintended impacts or consequences of the proposed project?

Examples of Technical Assistance for Project Benefits & Impacts

- SACOG PPA Tool – Indicators under Promote Economic Prosperity (accessibility to jobs, services; safety) and Promote Socioeconomic (Population within 0.5mi of project living in designated Environmental Justice (EJ) community); Share of population living in EJ community)

3. Project Development & Context

This criterion addresses distributional and structural equity, meaning the fair and diverse distribution of services and resources, and the underlying structural factors and policies that perpetuate inequities. A successful project will describe the context in which projects are located, and provide and substantiate the proposed investment with data to demonstrate degree of need.

Agencies should consider appropriate data, indices, and screening tools to determine whether a specific community is disadvantaged based on a combination of variables that may include, but are not limited to, the following:

- Low income, high and/or persistent poverty
- High unemployment and underemployment
- Racial and ethnic residential segregation, particularly where the segregation stems from discrimination by government entities
- Linguistic isolation
- High housing cost burden and substandard housing
- Distressed neighborhoods
- High transportation cost burden and/or low transportation access
- Disproportionate environmental stressor burden and high cumulative impacts
- Limited water and sanitation access and affordability
- Disproportionate impacts from climate vulnerability
- High energy cost burden and low energy access
- Access to healthcare

Agencies should consider using, as appropriate, the following indicators of disadvantaged communities and utilizing existing data sources and indices that are currently used by programs serving low income, vulnerable, and underserved communities:

- SACOG Environmental Justice Areas
- Federally-recognized tribal lands
- CalEnviroScreen 4.0
- Disadvantaged Census Tract Areas
- Free or Reduced Priced School Meals
- Healthy Places Index
- Climate and Economic Justice Screening Tool (CEJST)
- Equitable Transportation Community (ETC) Explorer
- Areas of Persistent Poverty

- Environmental Protection Agency (EPA) Justice Screening (EJScreen)
- Caltrans Equity Index (EQI)
- Environmental Justice Block Groups
- Sacramento Promise Zones
- Opportunity Zones

Application questions

1. Why was the project concept developed? How were the project's purpose and need identified?
2. Describe the location of the project and community-level context for the current investment.
 - a. What are the demographics of the community? (Race/ethnicity, age, education, socioeconomic status, disability status, etc.)
 - b. Describe any Black, Indigenous, Asian, Pacific Islander, Hispanic/Latino, and other communities of color, along with low-income rural, urban, persons with disabilities, youth, older adults, and other underrepresented communities within a $\frac{1}{2}$ mile of the proposed project. Describe how these populations relate to regional context.
 - c. Does the area project include or touch areas that are identified as "disadvantaged communities," or historically disinvested, by existing tools such as those listed above?
 - d. What specific plans/infrastructure/investments has the surrounding area and/or communities received in the past 10, 20, or 30 years?
 - e. What policies and systems have been the most influential in creating inequities in the project area?
3. Why is this project location a priority for investment?

Examples of Technical Assistance for Project Location & Existing Conditions Context

- SACOG PPA Tool
- SACOG Data & Analysis team support for spatial analysis

Technical Advisory Committee (TAC)
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Topic: Budget Special Meeting(s) for YoloTD Board of Directors	Agenda Item#: Agenda Type:	<div style="font-size: 2em; font-weight: bold; margin-bottom: 10px;">4</div> <div style="font-weight: bold; margin-bottom: 10px;">Information</div> <div style="display: flex; justify-content: space-between; align-items: center;"> Attachments: Yes No </div>
Prepared By: Autumn Bernstein		Meeting Date: July 22, 2024

RECOMMENDATION:

Provide input to YoloTD staff on topics and desired outcomes for future special meeting(s) of YoloTD Board of Directors on YoloTD budget.

BACKGROUND:

On July 8, 2024, the YoloTD Board of Directors approved the Final Budget for Fiscal Year 2024-25. During the preceding two months of Board discussion and deliberation on the budget, as well as input received from the Technical and Citizens Advisory Committees, staff identified a need for additional Board education and discussion about YoloTD’s funding sources and the historic, informal agreements around funding and cost allocation among YoloTD and its member jurisdictions.

As part of the budget action, the Board directed staff to organize a special meeting or series of meetings on the budget. The specific language in Resolution 2024-12, which was unanimously approved by the Board, reads as follows:

RESOLVED, (k) That the Executive Director or their designee shall organize a special meeting, or series of meetings, of the Board of Directors to discuss the allocation of Transportation Development Act (TDA) funding among YoloTD and its member jurisdictions, and any other matters related to the YoloTD budget. This meeting or meetings shall be held in accordance with Brown Act.

The Board did not provide formal direction on the scale, scope, timeline or desired outcomes of this special meeting or meetings. Staff will bring a proposal for Board discussion at an upcoming regularly-scheduled Board meeting in Fall of 2024.

The purpose of this TAC agenda item is to solicit input from the TAC members about the future special meeting or meetings.

Recommendation:

Provide input to staff on topics and desired outcomes for future special meeting(s) on the YoloTD budget.

Key questions for TAC to consider include:

- What are the desired outcomes for the budget meeting(s)?
- What topics should be covered?
- What information should be provided?
- What are the appropriate roles for TAC and CAC members, state, federal and regional funding agencies, and affected constituencies in these workshops?