YOLO TRANSPORTATION DISTRICT
TECHNICAL ADVISORY COMMITTEE AGENDA
SPECIAL MEETING

This meeting will take place on Zoom.

ZOOM MEETING LOCATION:
https://us06web.zoom.us/j/81212745571?pwd=zzbCZwGphtw0r0vSgq6T2Jd8iiAgmx.1

Meeting ID: 812 1274 5571
Passcode: 383214

All participants will be entered into the webinar as attendees.

MEETING DATE: Monday, December 16, 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 December 16, 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		_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._	Informational	Action Item
1:30 PM	1.	Call to order and Determination of Quorum YoloTD		X
1:40 PM	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	
1:45 PM	3.	Approve November 18, 2024, Meeting Minutes (Marte, pp 5-6)		X
1:45 PM	4	Updated 2025 TAC Meeting Dates (Marte p 7)		X
1:45 PM	5.	2025 SACOG Regional Funding STIP coordination Framework (Abbanat, pp 8-53)	X	

Estimated Time			Informational	Action Item
		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.		

2:50 PM	5.	Long Range Calendar
		
		• January 13: Administrative report to YoloTD Board on STIP Coordination
		• January 21: Continued STIP Coordination
		• February 18:
		    o Continued STIP Coordination
		    o Transit 101
		    o Short Range Transit Plan Update
		• March 17: Continued STIP Coordination (if needed)
		• April 21: Continued STIP Coordination (if needed)
			X	

3:00 PM	6.	Adjournment		**X**

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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 December 16, 2024 will be provided to the YoloTD Technical Advisory Committee in advance.

Americans With Disabilities Act Notice

If requested, this agenda can be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 and the Federal Rules and Regulations adopted in implementation thereof. Persons seeking an alternative format should contact the office for further information. In addition, a person with a disability who requires a modification or accommodation, including auxiliary aids or services, to participate in a public meeting should telephone or otherwise contact Yolo Transportation District as soon as possible and preferably at least 24 hours prior to the meeting. We may be reached at telephone number (530) 402-2819, via email at custserv@yctd.org or at the following address: 350 Industrial Way, Woodland, CA 95776.

YoloTD
Yolo Transportation District

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.

Updated November 2022

Topic: Approve TAC Minutes for Regular Meeting of November 18, 2024	**Agenda Item#:**	**3** Action
	Agenda Type:	Attachments: Yes (No)
Prepared By: J.Marte		**Meeting Date: December 16, 2024**

RECOMMENDATION:

Staff recommends that the Technical Advisory Committee approve the Minutes for the Regular Meeting of November 18, 2024

November 18, 2024 TAC MEETING MINUTES:

Technical Advisory Committee to the
Yolo County Transportation District
Meeting Minutes
350 Industrial Way, Woodland, CA 95776
November 18, 2024

1) **Call to Order** – Brian Abbanat Director of Planning welcomed the participants at 1:30 pm and provided information on participation via Zoom.

Committee Member	Jurisdiction	In Attendance	Absent
Ryan Chapman	Davis	X	
Stephanie Chhan	West Sacramento	X	
Jason McCoy	West Sacramento	X	
Brent Meyer	Woodland	X	
Paul Hensleigh	Yolo-Solano Air Quality Management District	X	
Todd Riddiough	Yolo County	X	
Manpreet Ark	Caltrans	X	
Jeff Flynn	UCDavis	X	

YCTD staff in attendance were Brian Abbanat, Director of Planning; Janeene Marte, Clerk to the Board

2) **Comments from members of the public regarding matters NOT on the Agenda, but within the purview of YCTD (Comments will be limited to two (2) minutes per person—please identify yourself and in which community you live before providing your comments)**

3) **Approve TAC Meeting Dates for 2025**

All were in Favor, Meeting dates approved   5

4) 2025 SACOG Regional Funding STIP Coordination Framework

Director Abbanat provided a presentation and fielded inquiries from the Board

Discussion regarding combination of population and road-miles based allocation for local agencies without replacement metrics

Discussion regarding inclusion of multi-use paths and/or restricting road-miles to federally eligible road classification

Request SACOG input regarding financial changes

5) Updates and Reports

YoloTD TAC Special Meeting to facilitate discussion regarding the SACOG regional funding STIP program is set for December 16, 2024 at 1:30pm

6) Adjournment
The meeting was adjourned by consensus at 2:00pm.

Respectfully submitted,

Janeene Marte
Clerk to the Board

Topic: Updated TAC Meeting Dates for 2025	**Agenda Item#:**	**4** **Deliberation/Action**
	Agenda Type:	Attachments: Yes (No)
Prepared By: J.Marte		**Meeting Date: December 16, 2024**

RECOMMENDATION:

Staff recommends that the Technical Advisory Committee discuss and approve the following dates for its meetings in the 2025 calendar year. Historically, the TAC met every three months per calendar year. Monthly meetings through May are proposed (and if needed) to facilitate discussion regarding the SACOG Regional Funding STIP program.

BACKGROUND:

Proposed 2025 TAC Meeting Dates:

Tuesday, January 21, 1:30-2:30pm

Tuesday, February 18, 1:30pm-2:30pm

Monday, March 17, 1:30-2:30pm (if needed)

Monday, April 21, 1:30-2:30pm (if needed)

Monday, May 5, 1:30-2:30pm

Tuesday, September 16, 1:30pm-2:30pm

Monday, December 1, 1:30pm-2:30pm

Topic: 2025 SACOG Regional Funding STIP Coordination Framework	Agenda Item#:	**5** **Information**
	Agenda Type:	Attachments: (Yes) No
Prepared By: Brian Abbanat		**Meeting Date: December 16, 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:

For brevity, this staff report continues from the November 18, 2024 TAC meeting discussion on this item. TAC members are referred to Attachment 3 for the November staff report.

Overview of STIP Program Alternatives Considered by TAC

Discussions over the past two TAC meetings resulted in the following general agreement on a path for countywide coordination for the 2025 SACOG Regional Funding Four-County STIP formula funding program:

Option #	Description	TAC Discussion
0	"Free for All"	**Not Supported.** Option was discarded based on TAC feedback at the July TAC meeting.
1	Proportional Allocation	**Supported.** TAC members expressed conceptual support for Yolo county agencies to be "assigned" a "fair share" proportion of funding and to be made "whole" within this funding cycle
2	Coordinated Approach	**Not Supported.** The scenarios presented to the TAC… - STIP funding to 1-2 agencies each cycle via random selection, or volunteer with Cycle 1 recipients "assigned" less funding than subsequent cycles - Funding competitively allocated to projects with equitable funding to agencies over several cycles …were not favorably received. No alternatives were proposed by TAC members.

Overview of November 18, 2024 TAC Meeting

Following the November 18 TAC Meeting, YoloTD staff summarized the conversation and sent to all TAC members with a request for any comments in case they remembered the conversation differently:

1. *It appeared that everyone supported the idea of every eligible local agency being made "whole" for this next round of Yolo County formula allocation of STIP funds. This means either each agency applying for funding within their allocated amounts or having one or two agencies reimburse the remaining agencies their allocated amounts with local funds. This requires a willingness (potentially with reasonable administrative fee) and financial capacity of one or two agencies to make this work.*

2. *I observed support for some combination of a population and road-miles based allocation for local agencies without replacement metrics. We also discussed inclusion of multi-use paths and/or restricting road-miles to federally-eligible road classifications. After thinking about this and the regional push for these STIP funds to be used for road rehabilitation - including local roads, which are STIP-eligible - my suggestion is to continue using road-miles and provide different population v. road-miles weighting scenarios at the next meeting for discussion.*

3. *The TAC had additional questions which YoloTD staff could not answer which could affect the TAC's preferences for moving forward for example:*

   a. *Whether local agencies can "bank" their STIP allocation over multiple cycles and whether they need to identify a specific project during this cycle to which the funding would be banked.*

   b. *Whether SACOG could serve as the "reimbursement" agency, potentially with more flexible money colors, relieving the one or two local agencies in Item #1 above, from that obligation.*

4. *YoloTD staff agreed to invite SACOG to the next TAC meeting scheduled for 12/16 to answer questions from Item #3*

No comments were received in response to the meeting summary.

December 16, 2024 TAC Meeting

For this meeting, staff has included for TAC reference both the SACOG Draft 2025 Regional Funding Guidelines and the Four-County STIP Draft Guidelines. Lead SACOG Regional Funding Program staff Kristina Svensk (Transportation Director) has committed to participating in this meeting to help answer questions from the TAC.

Additional Analysis

Some questions were raised during November 18 TAC whether all Yolo county agencies should be included in the countywide fair share "assignment" analysis assumptions since some did not historically receive formula STIP funding prior to SACOG bundling it into the broader Regional Funding program approximately 20 years ago.

YoloTD's staff position on this is that if the Yolo county agencies are eligible to receive STIP funding and *could* have received or been programmed STIP funding in the broader Regional Funding program prior cycles, then they should be included in the fair share funding "assignment" for the Four-County STIP Funding Program. YoloTD staff acknowledge as unresolved the issue of "fair share" for agencies that do not have a population assignment or maintain public roads. Continued discussion of this topic is expected and TAC positions will carry forward through the process even if it differs from YoloTD staff's position and/or recommendations.

The below tables illustrate an equal weight scenario between population and road miles (as presented at the November TAC meeting) and a 60/40 split scenario that weights population slightly higher than road miles. Additionally, as SACOG staff proposes to set aside a percentage of the total Four-County STIP Funding Program for regionally significant projects, their proposed set aside percentage assumptions are included as presented to the SACOG Transportation Committee on December 5.

Figure 1: 60/40 Split Scenario

Fair Share "Assignment": Road Miles & Population (60/40 Population/Road Miles Weighting)	Road Miles %	Population %	Regional Set Aside Scenarios			
			10%	12%	25%	50%
Starting Amount: Yolo County			$ 5,558,000	$ 5,435,000	$ 4,632,000	$ 3,088,000
YoloTD (10%)			$ 556,000	$ 544,000	$ 463,000	$ 309,000
Remaining Amount			$ 5,002,000	$ 4,891,000	$ 4,169,000	$ 2,779,000
Remaining Amount (Population)			*$ 3,001,000*	*$ 2,935,000*	*$ 2,501,000*	*$ 1,667,000*
Remaining Amount (Road Miles)			*$ 2,001,000*	*$ 1,956,000*	*$ 1,668,000*	*$ 1,112,000*
Place	**Road Miles %**	**Population %**	10%	12%	25%	50%
Davis	12%	30%	$ 1,144,000	$ 1,119,000	$ 954,000	$ 635,000
		Population	$ 906,000	$ 886,000	$ 755,000	$ 503,000
		Road Miles	$ 238,000	$ 233,000	$ 199,000	$ 132,000
Woodland	15%	28%	$ 1,127,000	$ 1,102,000	$ 939,000	$ 627,000
		Population	$ 827,000	$ 809,000	$ 689,000	$ 460,000
		Road Miles	$ 300,000	$ 293,000	$ 250,000	$ 167,000
West Sacramento	14%	24%	$ 1,011,000	$ 989,000	$ 843,000	$ 561,000
		Population	$ 732,000	$ 716,000	$ 610,000	$ 406,000
		Road Miles	$ 279,000	$ 273,000	$ 233,000	$ 155,000
Winters	2%	3%	$ 147,000	$ 143,000	$ 122,000	$ 82,000
		Population	$ 98,000	$ 96,000	$ 82,000	$ 55,000
		Road Miles	$ 49,000	$ 47,000	$ 40,000	$ 27,000
UC Davis / Unitrans	1%	4%	$ 140,000	$ 138,000	$ 118,000	$ 78,000
		Population	$ 111,000	$ 109,000	$ 93,000	$ 62,000
		Road Miles	$ 29,000	$ 29,000	$ 25,000	$ 16,000
Yolo County	55%	11%	$ 1,433,000	$ 1,400,000	$ 1,194,000	$ 795,000
		Population	$ 327,000	$ 319,000	$ 272,000	$ 181,000
		Road Miles	$ 1,106,000	$ 1,081,000	$ 922,000	$ 614,000
Total			$ 5,558,000	$ 5,435,000	$ 4,633,000	$ 3,087,000

Figure 2: Equal Weight Alternative

Fair Share "Assignment": Road Miles & Population (Equal Weight Scenario)				Regional Set Aside Scenarios			
Place	Road Miles %	Population %	% Average	10%	12%	25%	50%
Starting Amount				$ 5,558,000	$ 5,435,000	$ 4,632,000	$ 3,088,000
YoloTD (10%)				$ 556,000	$ 544,000	$ 463,000	$ 309,000
Remaining Amount				$ 5,002,000	$ 4,891,000	$ 4,169,000	$ 2,779,000
Davis	12%	30%	21%	$ 1,053,000	$ 1,029,000	$ 877,000	$ 585,000
Woodland	15%	28%	21%	$ 1,064,000	$ 1,041,000	$ 887,000	$ 591,000
West Sacramento	14%	24%	19%	$ 959,000	$ 938,000	$ 799,000	$ 533,000
Winters	2%	3%	3%	$ 143,000	$ 139,000	$ 119,000	$ 79,000
UC Davis / Unitrans	1%	4%	3%	$ 129,000	$ 127,000	$ 108,000	$ 72,000
Yolo County	55%	11%	33%	$ 1,654,000	$ 1,617,000	$ 1,379,000	$ 919,000
Total	100%	100%	100%	$ 5,558,000	$ 5,435,000	$ 4,632,000	$ 3,088,000

December 16 Meeting Objectives

The objectives of the December meeting TAC meeting follow:

1. Provide an opportunity for TAC members to ask any questions of SACOG staff that could potentially change how this countywide coordination effort advances over the next few months.

2. Establish concurrence that:
   a. All eligible Yolo county local agencies would receive a fair share "assignment" of STIP funding for the purposes of the 2025 cycle.
   b. A form of population and road miles are the preferred metrics for determining "fair share"

Future Meeting Objectives

Future meeting objectives are to:
1. Make any refinements to the fair share funding "assignment" formulas, including YoloTD's assumed share.
2. Identify local agencies capable of and willing to reimburse for fair share funding "assignment"
3. Determine local agencies' internal approval process

Attachments:
1. SACOG Four-County STIP Draft Guidelines
2. SACOG Regional Funding Draft Guidelines
3. 11/18/2024 YoloTD TAC Meeting Staff Report

SACOG FOUR-COUNTY STATE FUNDING PROGRAM

DRAFT GUIDELINES

APPLICATION AND GUIDELINES RELEASE
DATE:
XX XX,XXXX

APPLICATIONS DUE:
4:00 p.m., Friday, XX XX,XXXX

This document contains the guidelines for the Four-County State Funding Program of the Sacramento Area Council of Governments Regional Program. The program grants funding from the State Transportation Improvement Program (STIP) to local government agencies and their partners to projects that meet performance outcomes, overall policy, and selection considerations identified by the SACOG Board.

Please note: This Funding Program applies to the counties of Sacramento, Sutter, Yolo, and Yuba only. Projects must be located within the four-county portion of the Sacramento region.

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REFERENCE INFORMATION

Schedule

Please note all dates are subject to change. To view the most recent information please go to: https://www.sacog.org/regional-program.

XX XX,XXXX   Advance Agency Consultations

XX XX,XXXX   Call for Projects begins with release of program guidelines and application

XX XX,XXXX   Project applications due by 4:00 p.m.

During the review period that follows, the applications will be evaluated and programming recommendations for the various funding programs, including the Regional Program, will be made.

XX XX,XXXX   Staff releases project award recommendations

XX XX,XXXX   Transportation Committee recommends project awards to
              the SACOG board for final approval

XX XX,XXXX   SACOG board takes final action on recommended projects
              and determines final program funding amount

XX XX,XXXX   Initiate programming and federal authorization request process,
              depending on fund type received.

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SECTION 1: INTRODUCTION

In 2023 the SACOG Board directed staff to convene a board working group to guide the creation of the next Regional Funding Round. To complement the board group, SACOG staff also organized a staff working group to facilitate more in-depth conversation to inform guideline development. The board working group is comprised of six SACOG board members, one from each county, and the staff working group is comprised of representatives from local agencies from the across the region, including public works, planning, and transit agency staff. This Regional Funding Round Framework was created through an eighteen month process that was guided by the two working groups.

The framework balances the requirements and eligibility of SACOG's funding sources, SACOG's regulatory requirements, and the needs of SACOG's member jurisdictions. The Regional Funding program includes a state funded program with goals and objectives that are aligned with the state's Climate Action Plan for Transportation Infrastructure (CAPTI), focusing state dollars on fix-it-first projects and large regional projects that move forward policies and goals related to climate, modal choice, and equity.

Program Goals and Commitments

- **Meet state performance objectives and policy goals.** Regional funding rounds have successfully helped the region align with state policy, 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 2020 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 affirming equity as an 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

- Greenhouse gas (GHG)/Vehicle miles traveled (VMT) 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

Program Goal and Objectives

The Four-County State Funding Program includes both competitive and pooled funding elements. This structure provides for known funding amounts and consistency, leverages the newly established regional prioritization program, and provides opportunity to meaningfully support regional prioritized projects.

Under the pooled portion of the funding program, the number of projects supported or funded is dependent upon two main factors: 1) the funding available and 2) whether the region's partners and SACOG board elect to coalesce around a single regionally significant project or multiple projects that each help the region meet the established goals and targets associated with the MTP/SCS.

The intra-county competitive program focuses on fix-it-first projects that also provide additional performance outcomes and/or modernize roadways, mirroring the goals of CAPTI to align with state policy goals for state of good repair, modal choice, climate, and equity. Addressing several of the needs of the local agencies with consistent county-wide funding. In this program, local agencies only compete against other agencies within their county.

More specifically, this program seeks to fund projects in the following categories:

- Rehabilitation and operational improvements for regional roadways that:
  - Include additional improvements necessary to accommodate other modes of transportation, such as bicycles, NEVs, micromobility, pedestrians, and/or high-capacity transit infrastructure that
    - Fill in existing network gaps; and/or
    - Connect to key destination centers and/or mobility hubs
  - Resolve significant safety issues (such as projects related to intersections with disproportionately high crash rates and/or high levels of congestion)
  - Support regional goods movement
  - Provide traffic calming strategies or other complete streets elements
- Projects that improve traffic flow, including signal systemization, streamlining intersections, improving transportation systems management and operations, traffic signal optimization plans, and traffic signal interconnection
- Projects that include project elements that address resiliency and adaptation including (but not limited to):
  - Cooling elements such as trees, shade, cool pavement treatments, etc.
  - Support of evacuation routes and/or emergency response routes
- Implementation and maintenance of trails projects or other active transportation projects
- Transit projects that increase the frequency or service improvements for public transit, including capital improvements

As part of SACOG's commitment to work toward a just and equitable region that addresses the historic wrongs and where health and economic outcomes for all groups are improved, the Four-

County State Funding Program incorporates socio-economic and racial equity as a cross cutting objective. Sponsors can draw on data and analysis, either from SACOG or local sources, to support how the project provides benefit to these communities. Equity will be addressed through three evaluation elements that will be integrated into the application: Community Engagement, Project Benefit and Impacts, and Project Location and Existing Conditions. Applicants will be asked to describe their community engagement process including engagement methods, identified community, and how the project was impacted by the engagement process. Performance outcome questions will focus on how the project benefits the identified community and if there are potential negative impacts. Project Location and Existing Conditions questions will ask applicants to describe the community and why the project was prioritized for that community.

Funding

County specific funding amounts will be developed and will align with state driven funding allotments from the STIP program. SACOG will reserve a portion of funding to be pooled across all four counties to support larger regional projects. The funding estimate for the Four-County State Funding Program will be adopted by the SACOG Board of Directors prior to the release of the call for projects. The funding estimate for the state STIP will be determined by the state published STIP five-year estimates. The state determines the funding for each county by a calculation of population and lane miles. That estimate will include the specific budget for each county and the percentage of pooled funds. The overall selection of projects is dependent on the funding available. The available funding for the STIP program will be from FY 2027-2028 and FY 2028-2029.

Projects selected for this program must qualify for state funding sources available to SACOG. For capital projects, funds may be used for the preliminary engineering phase, which includes environmental work and design, as well as for right-of-way and construction phases.

SACOG reserves the right to award less than the amount reserved for each funding program in a given funding cycle. Additionally, SACOG encourages project applicants to seek other sources of funding that may be available, and to demonstrate the ability to absorb any cost overruns and deliver the approved project with no additional funding from the Regional Program.

Projects selected for this funding will be included in the SACOG Regional Transportation Improvement Program (RTIP) that is submitted to the California Transportation Commission for approval. As such these projects will require supplemental information to be included prior to the grant award.

Project Eligibility

A full application must be submitted to SACOG staff to be considered for funding. All of the following conditions must be met for a project to proceed in the evaluation process. Failure to meet each screening consideration will eliminate the project from further consideration.

1. Public agencies in the four-county region, Caltrans District 3, and special districts (e.g., air districts, JPAs, transit agencies) are eligible to apply if they have a master agreement with Caltrans to manage federal-aid funds or with the Federal Transit Administration to manage FTA funds as an FTA Grantee. Member agencies, Caltrans District 3, and transit districts can independently submit their application. Other special districts and public agencies (e.g., air

districts, JPAs, transportation management associations) are eligible to apply directly, but they must have a member agency co-applicant with whom they coordinate during the consultation process to receive a funding request priority ranking from the member agency in addition to their application prioritization.

2. Projects must be listed in the 2020 MTP/SCS or fit within a lump-sum project category. Lump sum project categories include road maintenance and reconstruction, transit vehicle replacements, operational improvements, Intelligent Transportation Systems, and bicycle and pedestrian investments. In other words, if your project is a road maintenance or operations, transit vehicle replacement, and/or bicycle/pedestrian project it meets the MTP lump sum eligibility requirement.

3. The project must be identified as an "exempt" project on the application to help determine eligibility related to air quality considerations. "Exempt" refers to any project listed by the U.S. Environmental Protection Agency (USEPA) as an approved exemption from a regional air quality analysis, per 40 CFR Subpart A § 93.126 and 93.127. "Exempt" projects are typically considered non-expansion projects, while "non-exempt" projects are typically considered expansion projects.

4. Project scopes must be eligible for State Transportation Improvement Program (STIP) funding. Eligible projects are those that significantly contain transportation infrastructure in public right-of-way. Activities or tasks within the project must be either categorized as "construction," "environmental," "design" or "right-of-way."

5. Sponsors must provide a minimum of 11.47 percent match funds towards the project cost.
   Example: For every $100,000 of total project cost (grant and match combined), the program will pay up to $88,530 for every $11,470 of match provided by the project applicant. State program funds that are supported by federal revenues (e.g., HSIP, HBR) may also be used to meet the matching requirements.

6. In addition to funding for capital projects, project development funding scope activities is also available for projects listed for implementation within the next 10 years of the 2020 MTP/SCS. The application must be for a non-expansion capital project that will support a phase of technical work that will lead to construction.

7. The project must be scheduled to begin construction no later than June 2029, with preliminary engineering and environmental analysis scheduled within three years.

8. A request for construction funding must demonstrate that environmental, engineering, and right-of-way are reasonably estimated in the application materials and the agency has the financial capacity for ongoing operations and maintenance.

SACOG staff will advance any applications meeting all screening criteria into the project selection phase.

Project Selection Process

Advance Consultation & Sponsor Project Application Priorities

- All potential applicants requesting a pre-application consultation are required to complete a short "pre-application form" (which will be provided as part of the pre-application consultation).

The form provides background so that SACOG can offer input on project eligibility by program category and will be a helpful reference for the advance consultation meeting.

- SACOG staff will meet individually with any potential applicant who requests an advance consultation. Through these optional meetings, a sponsor's transportation investment needs for a two to five-year period will be discussed and SACOG staff will offer information and advice about the various funding round programs. Technical assistance (e.g., data, mapping) from SACOG will also be offered during the consultation.

- Consultation will focus on the sponsor's planning documents (e.g., capital improvement program, pavement management system, transit asset management plan, active modes plans) in the context of the funding round guidelines.), in the context of the funding round guidelines.

- SACOG will ask project sponsors to share and discuss local engagement efforts, including activities to engage underserved communities, that shape the discussion of the project and performance outcomes in the context of the funding round guidelines.

- SACOG seeks to engage with potential new project sponsors, including disinvested communities, who have been underrepresented in previous funding rounds. SACOG will ask sponsors to describe any need for technical assistance that offers capacity-building benefits towards application development.

- Performance benefits and competitiveness of potential applications will be discussed, and technical assistance offered during this phase of work.

- The consultation phase ends when the project sponsor submits their application and prioritizes their funding requests.

Interagency Consultations & Application Submittal

- Applicants are encouraged to coordinate their application preparation work with relevant agencies and involve them in the consultation process (e.g., Caltrans, air quality management districts, adjacent cities and counties, transit districts, or Sacramento Transportation Authority (STA) for Sacramento County project sponsors).
- Project sponsors must provide a priority ranking for all submitted applications in the this program, as shown in Section 2.
- Eligible project sponsors must complete and submit all required application materials by the XX XX,XXXX deadline.

Project Evaluation and Selection Process

- Work during this phase is completed by two review committees, the Technical Project Delivery Committee and the Performance Outcome Review Committee, comprised of SACOG staff, external experts, and project sponsors. All involved individuals will sign an agreement that ensures conflict of interest requirements are met.
- The process begins with the technical project delivery committee comprised of experienced project engineers reviewing the project applications to confirm eligibility and completing a programming risk assessment. The focus is on the sponsor's project delivery track- record and the feasibility of the scope, schedule, and budget elements from the project

application. The technical review group review also looks at the cost-effectiveness measure.

- The performance outcome review committee considers each application as an integrated whole, drawing on input from the technical project delivery review committee and the performance outcomes-based working groups to complete the final evaluation. All application components (engineering cost/feasibility analysis, cost-effectiveness, PPA outcomes, narrative responses, project sponsor rankings) are reviewed individually by experts and at the group level. The project review committee will evaluate projects by the selection criteria adopted by the SACOG board.

- As a final step, SACOG staff and management review all review committee recommendations across the selection criteria and various SACOG funding programs categories to recommend a full project list to the SACOG board for funding awards.

Implementation

Successful applicants who are awarded a grant will be asked to:

- Amend their project into the Metropolitan Transportation Improvement Program (MTIP) via SACTrak, the online MTIP project database.

- Meet any required conditions placed on the project during the award process.

- Follow SACOG's delivery policy at the time of the award for obligating and spending the grant funds. The policy requires that project applicants honor the MTIP schedule and/or delivery commitment schedules for obtaining funds and implementing the phases of the project.

- The required match for most funding is 11.47 percent of the participating phase cost and/or the total participating project cost required for projects receiving funding in the Sacramento region. This does not include "in kind" match but must be funding that is dedicated to eligible features within the project and included in its overall cost.

- Comply with the California Transportation Commission's State Transportation Improvement Program Guidelines; the Caltrans' Local Assistance Procedures Manual; and Caltrans' Local Assistance Program Guidelines.

- Comply with SACOG's delivery guidelines at the time of the award. STIP funds do not deliver on a first-come, first-served basis, and so may not be as available for advancement. Some STIP funds may not be available until State FY 2027/28. The earliest opportunity to receive awarded funding is July 1, 2027.

- When a project is programmed in the MTIP and is ready for implementation, the lead agency requests a STIP Allocation Request from Caltrans District 3 Local Assistance. Only after the project is authorized and/or allocated, can the sponsor incur expenses that will then be reimbursed from the grant.

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SECTION 2: APPLICATION CONTENT DESCRIPTION

The Four-County State Funding Program application includes the following required components: (1) Project Application, (2) Project Programming Request, (3) Engineer's Cost Estimate, (4) either PPA or TAM data table, (5) and Cost Effectiveness calculation. Sponsors need to include their Priority Ranking Table (6) once, either as part of the submission for their highest priority project or separately to the SACOG program manager (i.e., no need to include the table in every submission). Finally, sponsors may include additional graphics, visuals, or support letters (7), though these elements are optional. Applications must use the templates provided on the SACOG website for the required elements.

Ref. No.	Application Content	Template provided by SACOG?	Applies to	Submitted as
1	Project Application	Yes	All projects	PDF
	Project Background *			
	Community Engagement *			
	Performance Outcomes *			
	Leverage & Cost Effectiveness			
2	Simplified Project Programming Request	Yes	All projects	Excel
3	Engineer Cost Estimate	Yes	All projects	Excel
4	Project Performance Assessment: Data Output / Transit Asset Management Data	Yes	All projects	PDF/Excel (report output)
5	Cost Effectiveness calculation	Yes	All projects	Excel
6	Adopted Agency Resolution	Yes	All projects	PDF
7	Sponsor priority ranking table	Yes	Only need to include once, not in every app	PDF
8	Optional additional graphics, maps, visuals	No	All projects, but optional	PDF

* Includes equity evaluation element

Project Application

Complete the narrative-based questions and prompts contained in the application. The application provides suggested lengths but does not require a minimum or maximum length for question responses. If necessary, you may expand any of the application text boxes to fully answer the question, including carrying the response or formatting over to the next page, or creating a new page.

Below are more detailed instructions for several of the questions.

Project Background Section

For the **project description**, be concise. Provide a one-to two-sentence description of your project. Do not include purpose, benefits, or anything beyond a concise description of the work to be done. SACOG will use the description to program the project in the MTIP and STIP via SACTrak (if it's new). Therefore, ensure that the description includes all relevant scope necessary for federal approvals. Do not include any additional scope that won't be delivered by this particular project. Use the following structure:

> **Location, facility, limits: Scope of Improvements** (Repeat for multiple locations or limits).

Example Project Descriptions

Ex 1   In Rancho Cordova, on Folsom Blvd., from Bradshaw Rd. to Horn Rd.: Streetscape improvements, including sidewalk gap closure, new bifurcated sidewalks (on south side of Folsom Blvd.), new Class II bike lanes, and landscaped medians.

Ex 2   In Elk Grove, along the south side of Elk Grove Creek from Laguna Springs Drive to Oneto Park: Construct a separate Class I (off-street) bicycle/pedestrian trail. Along Laguna Springs Drive, from Elk Grove Boulevard to Laguna Palms Way: Construct Class II (on-street) bike lanes.

For projects that are in or benefiting a racial or socio-economic equity communities, agencies should utilize 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

For projects that benefit a locally defined equity area that may not be located in a predefined geography list above, the agency can use the narrative section to support the benefits of that project to underserved communities. These locally defined areas should be supported by using similar indicators. 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
- 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

Community Engagement

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. The narrative section for community engagement should address the following questions:

- Why was the project concept developed? How were the project's purpose and need identified?
- How was the community engaged as the project was developed and designed?
  - How did you identify specific communities and populations likely to be directly impacted by the project?
  - How did community members become involved in project plan development?
  - What engagement methods and tools were used?
  - What techniques did you use to reach populations traditionally not involved in community engagement related to transportation projects?

- Who participated in the project engagement process? (Race/ethnicity, age, education, socioeconomic status, disability status, etc.)

- 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?

Performance Outcomes

The Four-County State Funding Program asks sponsors to demonstrate the performance outcomes that complement the project's goals. The PPA data table will give quantitative indicators across performance outcomes. In the narrative section the sponsor should respond to up to two of the following outcomes:

1. Demonstrate state of good repair benefits that maintain and improve the existing transportation system.
2. Increase multi-modal travel/ alternative travel/ choice of transportation options.
3. Support climate adaptation and resilience of the regional transportion system

4. Improve goods movement in and through the region.

5. Significantly improve safety and security.

Project performance outcomes draw on quantitative and qualitative measures:

- Performance outcomes are measured through the Project Performance Assessment (PPA)/TAM and application narrative response. Any sponsor can also bring forward its own data in the application material as part of the project evaluation.

- Performance outcomes are assessed relative to project size and within similar place types. The sponsor provides evidence that the project is appropriate for the surrounding community's current and expected land uses and the application considers transportation needs for current and future users. The performance outcome criteria support project evaluation across a breadth of size, scope, location, and context.

- Performance outcomes are also assessed relative to submitted applications for similar projects. This is a secondary consideration but still important in the overall evaluation of the benefit.

Qualitative content

In the performance outcomes section of the application, sponsors will select two of the program performance outcomes listed above. Answer the narrative questions only for the selected outcomes. Projects will only be evaluated on the applicant-selected two outcomes.The sponsor will answer the narrative question on how the project supports the selected performance outcomes. The applicant can choose to include any additional data, studies, or documentation to support the relevant performance outcome, especially data the applicant feels is essential to describe the project conditions and purpose beyond data from the PPA tool.

Applicants will identify the overall project benefits anticipated for the community in relation to the selected performance outcomes. Included in this section will be how the project addresses racial and socio-economic equity, specifically what are the 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.

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?

Project Delivery and Readiness

All applications will complete this section following the application prompts.

Simplified Project Programming Request (PPR)

The second required component of the program application is the Project Programming Request (PPR). All projects need to complete a PPR that includes an estimated full project cost, even if the project is for project development only. SACOG has simplified the standard PPR used by the state for the STIP. Projects that are recommended for funding and programmed with STIP funds will be asked to update the PPR with additional information as required by the California Transportation Commission.

Engineer's Cost Estimate

Fill out the Engineer's Cost Estimate with your project information. Please use the Excel version available on the program website. Project development requests do need to include a cost estimate but can use planning level estimates.

Project Performance Data

This program continues the tradition of using both quantitative and qualitative analysis as part of project evaluation. As in prior cycles, each sponsor in the program is required to include a project performance data table as part of the application package. Most projects will use the Project Performance Assessment tool (4a) to create the required data table. Projects applying for transit vehicle replacements or equipment are the one exception to using the PPA; these projects instead use the TAM Data Table (4b).

The required data metrics are a uniform piece of information for each project's evaluation but can only provide part of the story of a project's potential. As such, sponsors are encouraged to add any additional data/analysis/evidence of project benefits in their application narrative response.

Project Performance Assessment Data Table / TAM Data Table

Applicants to the program are required to attach a Project Performance Assessment (PPA) data table as part of the application. The data table for must be submitted as an Excel file.

Transit agencies applying for transit vehicle replacements or equipment are required to submit Transit Asset Management (TAM) data instead of using the PPA tool. Note that transit agencies submitting requests for other types of projects (e.g., new service, new station, station improvements) are required to attach the PPA data table. Transit agencies should consult with SACOG staff in advance if unsure whether they are required to provide TAM data or the PPA data table as part of their project application.

Sponsors submitting TAM data will use the data table template on the Regional Program website. The sponsor should use the most current data available and reference the data year in the table. Note that sponsors using the TAM data will not have PPA indicators. Instead, the sponsor will provide evidence for these performance outcomes through the narrative section and with any additional data or analysis provided in the application.

Cost-Effective Calculation

Applications will be evaluated by a simplified methodology that divides the project's expected users by its expected costs. See Section 3 for details on the methodology and directions for completing this simple calculation as part of the application.

Sponsor Priority Ranking Table

Project priority rankings are a selection criterion in the Four-County State Funding Program. As such, each sponsor needs to complete a table of priorities within the program category (Sample Table, below).

The sponsor should include these tables either in the application of their highest ranked project, or directly to the SACOG program coordinator separate from the application (i.e., it does not need to be provided in every application submission), using the template provided on the program website.

Optional Content

Project applicants may attach additional information to help the working groups understand the significance of your project. This may include pictures of the project area, letters of support, and/or other exhibits related to your project. Address any support letter to James Corless, SACOG's Executive Director and submit them with the application. Do not send the letters of support directly to SACOG's Executive Director. Do not attach completed local planning documents.

SACOG encourages complete street and active transportation projects to include a cross section visual as part of the application material. (StreetMix is available if you do not already have these documents.)

Application checklist

Your application must include:
Required content:
- [ ] **1.** Complete project application.
- [ ] **2.** SACOG Project Programming Request
- [ ] **3.** SACOG Engineer's Cost Estimate
- [ ] **4.** Project Performance Assessment Data Table or
- [ ] **4.** Transit Asset Management Data Table (for transit vehicle replacement and equipment projects)
- [ ] **5.** Cost-Effectiveness Calculation
- [ ] **6.** Resolution stating agency commitment to delivering awarded project

Additional content:
- [ ] **7.** Sponsor priority ranking tables (only needed once per sponsor, not in every application)
- [ ] **8.** Additional graphics, maps, visuals, letters of support (optional)

SACOG REGIONAL FEDERAL FUNDING PROGRAM
DRAFT GUIDELINES

APPLICATION AND GUIDELINES RELEASE
DATE:
XX XX,XXXX

APPLICATIONS DUE:
4:00 p.m., Friday, XX XX,XXXX

This document contains the guidelines for the Next Generation Solutions and Clean Air Program, the System Performance Program, and the System Preservation Program of the Sacramento Area Council of Governments (SACOG) Regional Federal Funding Program. The program grants funding from the federal Congestion Mitigation and Air Quality (CMAQ) Program and the Surface Transportation Block Grant (STBG) Program to local government agencies and their partners for projects that meet performance outcomes, overall policy, and selection considerations identified by the SACOG Board of Directors.

Contents

Reference Information

Schedule

Please note all dates are subject to change. To view the most recent information please go to: https://www.sacog.org/regional-program.

XX XX,XXXX   Advance agency consultations

XX XX,XXXX   Call for Projects begins with release of program guidelines and application

XX XX,XXXX   Project applications due by 4:00 p.m.

During the review period that follows, the applications will be evaluated and programming recommendations for the various funding programs, including the Regional Program, will be made.

XX XX,XXXX   Staff releases project award recommendations

XX XX,XXXX   Transportation Committee recommends project awards to the SACOG board for final approval

XX XX,XXXX   SACOG board takes final action on recommended projects and determines final program funding amount

XX XX,XXXX   Initiate programming and federal authorization request process, depending on fund type received.

Section 1. Introduction

In 2023 the SACOG Board directed staff to convene a board working group to guide the creation of the next Regional Funding Round. To complement the board group, SACOG staff also organized a staff working group to facilitate more in-depth conversation to inform guideline development. The board working group is comprised of six SACOG board members, one from each county, and the staff working group is comprised of representatives from local agencies from the across the region, including public works, planning, and transit agency staff. These Regional Funding Round Programs were created through an eighteen month process that was guided by the two working groups.

The program balances the requirements and eligibility of SACOG's funding sources, SACOG's regulatory requirements, and the needs of SACOG's member jurisdictions. This funding program consists of three federal funded programs: the Next Generation Solutions and Clean Air program to align with Congestion Mitigation and Air Quality (CMAQ) funds, and the System Performance Program and System Preservation Program to align with Surface Transportation Block Grant (STBG) funds.

In addition to the programs above, the Regional Funding Program includes a set of Priority Programs. Priority Programs are sub-programs that are designed to achieve one specific regional priority. These focused programs traditionally have smaller budgets and generally provide funding to projects that are not centered on capital investments as explicitly as the major programs discussed above. SACOG is carrying forward the Priority Programs that have either been administered in years past, and/or that have already been dedicated funding by the SACOG board. These include Engage, Empower, and Implement (EEI), Sustainable Mobility (formerly Mode Shift), Sacramento Emergency Clean Air Transportation Program (SECAT), and Spare the Air. In addition, SACOG has added two new programs for this category – the Regional Pavement Management Program and the Freeway Service Patrol Program (FSP).

As part of SACOG's commitment to work toward a just and equitable region that addresses the historic wrongs and where health and economic outcomes for all groups are improved, the Regional Funding Program incorporates socio-economic and racial equity as an objective across the programs. Sponsors can draw on data and analysis, either from SACOG or local sources, as evidence of how their project benefits these communities. Equity will be address through three elements that will be integrated in to the application: Community Engagement, Project Benefit and Impacts, and Project Location and Existitng Conditions. These elements are labled in each of the Application Contents in Setion 2 below.

Funding

Financial support for these SACOG funding programs will come from the federal funding sources Congestion Mitigation and Air Quality (CMAQ) Program and the Surface Transportation Block Grant (STBG) Program expected to be available to the region. The funding estimate for the federal programs will be adopted by the SACOG Board of Directors prior to the release of the call for projects. That estimate will include the specific budgets for the Next Generation Solutions and Clean Air, System Performance, and System Preservation Programs as well as the Priority Programs.

The overall selection of projects is dependent on the funding available. Projects are anticipated to be programmed into FY 2027-2028 and FY 2028-2029 of the MTIP; projects may receive an earlier funding allocation if there is delivery failure for other projects programmed earlier in the MTIP, consistent with the

SACOG Delivery Plan Process.

Projects selected for this program must qualify for the federal CMAQ and STBG funding sources available to SACOG. Federal funding requirements are applicable. For capital projects, federal funds may be used for the preliminary engineering phase, which includes environmental work and design, as well as for right-of-way and construction phases.

SACOG reserves the right to award less than the amount reserved for each funding program in a given funding cycle. Additionally, SACOG encourages project applicants to seek other sources of funding that may be available, and to demonstrate the ability to absorb any cost overruns and deliver the approved project with no additional funding from the Regional Funding Program.

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

- Greenhouse gas (GHG)/Vehicle miles traveled (VMT) reduction
- State of good repair/fix-it-first
- 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 Programs
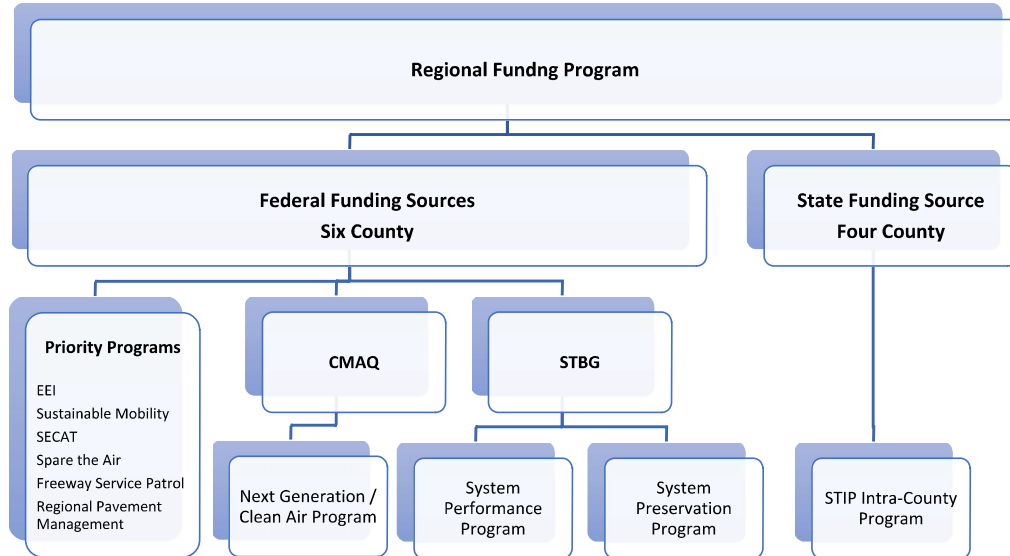
Next Generation Solutions and Clean Air Program

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, other infrastructure for high-capacity transit, streetscape corridors, and other projects that have air quality or multi-modal benefits.

System Performance Program

The System Performance program will 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 improvements and other transportation network infrastructure projects, including transit.

System Preservation Program

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.

Priority Programs

The priority programs are designed to fund smaller budget, non-capital projects that achieve established regional priorities. Given the variety of potential projects, these programs utilize funding from the STBG

or CMAQ programs, depending on the eligibility requirements. Each of the programs described below have individual timelines and are administered independently of the larger Regional Programs.

Existing Programs

Engage, Empower, and Implement

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 named Mode Shift)

This program partners with local agencies to invest in, test, and expand programs that reduce car trips and provide new mobility solutions. Projects funded by Sustainable Mobility include 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.

SECAT

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 SACOG. The program's goal is to promote zero and near-zero emission on-road medium and heavy-duty vehicles operating in the SACOG region.

Spare the Air

The Spare the Air program is a partnership of the region's air districts dedicated to measurably improving 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.

New Programs

Regional Pavement Management Program

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 six counties and provide a comprehensive database with pavement condition information utilizing SACOG's existing access to StreetSaver program. Note that this would require a program to be set up at SACOG and would be operational to inform decision making for the future funding rounds. Subsequent aspects of the program would include ongoing updates and maintenance of the dataset, among other similar activities.

Freeway Service Patrol

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.

Project Eligibility

The following section outlines the project eligibility and application contents for the Next Generation Solutions and Clean Air Program, System Performance Program, and System Preservation Program. A full application must be submitted to SACOG staff to be considered for funding. A maximum of three (3) applications per agency may be submitted under each of the three (3) federal program categories, totaling up to nine (9) applications for an agency.

All of the following conditions must be met for a project to proceed in the evaluation process. Failure to meet each screening consideration will eliminate the project from further consideration.

1. Public agencies in the six-county region, Caltrans District 3, and special districts (e.g., air districts, JPAs, transit agencies) are eligible to apply if they have a master agreement with Caltrans to manage federal-aid funds or with the Federal Transit Administration (FTA) to manage FTA funds as an FTA Grantee.
2. Projects must be listed in the 2025 Blueprint or fit within a lump-sum project category. Lump sum project categories include road maintenance and reconstruction, transit vehicle replacements, operational improvements, Intelligent Transportation Systems, and bicycle and pedestrian investments. In other words, if your project is a road maintenance or operations, transit vehicle replacement, and/or bicycle/pedestrian project it meets the lump sum 2025 Blueprint eligibility requirement.
3. Projects must be identified as either an "exempt" or "non-exempt" project on the application to help determine eligibility related to air quality considerations. "Exempt" refers to any project listed by the U.S. Environmental Protection Agency (USEPA) as an approved exemption from a regional air quality analysis per 40 CFR Subpart A § 93.126 and 93.127. Non-exempt projects are still eligible if they are explicitly listed in the current 2025 Blueprint project list that has undergone an air quality conformity approval process. "Exempt" projects are typically considered "non-expansion" projects, while "Non-exempt" projects are typically considered expansion projects.
4. Project scopes must be federal-aid eligible for Congestion Mitigation & Air Quality (CMAQ) or Surface Transportation Block Grant (STBG) funding. Federal-aid eligible projects are those that significantly contain transportation infrastructure in the public right-of-way. Activities or tasks within the project must be either categorized as "construction," "environmental," "design" or "right-of-way." Projects in the Next Generation and Clean Air Program are required to demonstrate and quantify a reduction in regulated emissions, specifically carbon monoxide, ozone and particulate matter pollution.

5. In addition to funding for capital projects, project development funding for federal-aid eligible scope activities is also available for projects listed for implementation within the next ten years of the 2025 Blueprint.

6. Projects must provide a minimum of 11.47 percent match in non-federal funds towards the project cost, as is required for all federal aid funding projects.

   Example: For every $100,000 of total project cost (grant and match combined), the Regional Program will pay up to $88,530 for every $11,470 of match provided by the project applicant. State program funds that are supported by federal revenues (e.g., HSIP, HBR) may also be used to meet the matching requirements.

7. The project must be scheduled to begin construction no later than June 2029, with preliminary engineering and environmental analysis scheduled within three years.

8. A request for construction funding must demonstrate that environmental, engineering, and right-of-way are reasonably estimated in the application materials and the agency has the financial capacity for ongoing operations and maintenance.

SACOG staff will advance any applications meeting all screening criteria into the project selection phase.

Project Selection Process

Advance Consultation & Sponsor Project Application Priorities

- All potential applicants requesting a pre-application consultation are required to complete a short "pre-application form" (which will be provided as part of the pre-application consultation). The form provides background so that SACOG can offer input on project eligibility by program category and will be a helpful reference for the advance consultation meeting.
- SACOG staff will meet individually with any potential applicant who requests an advance consultation. Through these optional meetings, a sponsor's transportation investment needs for a two to five-year period will be discussed and SACOG staff will offer information and advice about the various funding round programs. Technical assistance (e.g., data, mapping) from SACOG will also be offered during the consultation.
- Consultation will focus on the sponsor's planning documents (e.g., capital improvement program, pavement management system, transit asset management plan, active modes plans) in the context of the funding round guidelines.), in the context of the program guidelines.
- SACOG will ask project sponsors to share and discuss local engagement efforts, including activities to engage underserved communities, that shape the discussion of the project and performance outcomes in the context of the program guidelines.
- SACOG seeks to engage with potential new project sponsors, including disinvested communities, who have been underrepresented in previous funding rounds. SACOG will ask sponsors to describe any need for technical assistance that offers capacity-building benefits towards application development.
- Performance outcomes and competitiveness of potential applications will be discussed, and technical assistance offered during this phase of work.
- The consultation phase ends when the project sponsor submits their application and prioritizes their funding requests.

Interagency Consultations & Application Submittal

- Applicants are encouraged to coordinate their application preparation work with relevant agencies and involve them in the consultation process (e.g., Caltrans, air quality management districts, adjacent cities and counties, transit districts, Placer County Transportation Planning Agency (PCTPA), El Dorado County Transportation Commission (EDCTC), or Sacramento Transportation Authority (STA) for Sacramento County project sponsors).
- Project sponsors must provide a priority ranking for all submitted applications in the program and an "overall prioritization" for how these applications are ranked in comparison to any applications in other SACOG funding programs.

Project Evaluation and Selection Process

- SACOG will utilize the Project Performance Assessment Tool to generate data about project benefits that can be compared to other projects. At the outset of the process, SACOG may also identify other technical tools and data to be used to evaluate projects.
- Projects sponsors from all six counties would submit applications to SACOG. In El Dorado County, EDCTC would submit a prioritized list to SACOG on behalf of all applicants in the county. In Placer County, PCTPA would submit a prioritized list to SACOG on behalf of all applicants in the county.
- SACOG will review all projects for eligibility and consistency with 2025 Blueprint goals before sending them to the review panel.
- Projects reviewed by a six-county committee consisting of technical experts from SACOG, EDCTC, PCTPA, local transportation departments, and other transportation professionals.
- Projects prioritized across all six counties by review committee using the criteria established by the SACOG Board of Directors at the beginning of the funding round cycle, the technical experts would score and prioritize projects.
- SACOG staff review recommendations and ensure all projects are scored using regional performance criteria. SACOG staff sets final regional list of priorities recommended to the Transportation Committee and SACOG Board.
- SACOG Transportation Committee reviews and recommends: As the policy committee over funding, the Transportation Committee would review the staff recommendation and make a recommendation to the full board.
- SACOG Board Selects Projects: Through its final action on the funding round recommendations, the board may modify the recommendations, and therefore retain the ultimate authority to select all projects that are consistent with board policy and applicable state and federal requirements.

Implementation

Successful applicants who are awarded funding will be asked to:

- Amend their project into the Metropolitan Transportation Improvement Program (MTIP) via SACTrak, the online MTIP project database.
- Meet any required conditions placed on the project during the award process.
- Follow SACOG's delivery policy at the time of the award for obligating and spending the grant

funds. The policy requires that project applicants honor the MTIP schedule and/or delivery commitment schedules for obtaining funds and implementing the phases of the project.

- Provide a local (non-federal) match. The required match for federal funding is 11.47 percent of the participating phase cost and/or the total participating project cost required for projects receiving federal funding in the Sacramento region. This does not include "in kind" match but must be funding that is dedicated to eligible features within the project and included in its overall cost.
- Comply with the Caltrans' Local Assistance Procedures Manual, and Caltrans' Local Assistance Program Guidelines.
- Comply with SACOG's delivery guidelines at the time of the award. SACOG makes CMAQ and STBG available on a first-come, first-served basis. The earliest opportunity to receive awarded funding is July 1, 2026.
- When a project is programmed in the MTIP and is ready for implementation, the lead agency requests a federal authorization (E-76) from Caltrans District 3 Local Assistance. Only after the project is authorized and/or allocated, can the sponsor incur expenses that will then be reimbursed from the grant.

Program Specific Goals and Objectives

Next Generation Solutions and Clean Air Program

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

- Development of zero emission vehicle programs, such as car sharing
- Active Transportation
  - Complete streets projects that include active transportation components
  - 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
  - Non-construction projects that increase bicycle and pedestrian safety
- Congestion Management
  - 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
  - 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
  - Activities designed for mode shift, ranging from carpool and vanpool programs to parking management and road pricing measures.
  - Shared micromobility, such as bikeshare and shared scooter systems
  - Carpool and vanpool programs include computer matching of individuals seeking to carpool and employer outreach to establish rideshare programs.
  - New or expanded rideshare programs, such as new locations for matching services, upgrades for computer matching software, etc.
- Miscellaneous
  - 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.

System Performance Program

The System Performance program advances 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 improvements and other transportation network infrastructure projects. Eligible projects include:

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

- o Include creation of, expansion of, or substantial improvements to an evacuation route or emergency response route; and/or
- o Include climate resiliency or adaptation elements, such as cool pavement treatments.
- 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.

System Preservation Program

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.

Under this program, funding is 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;
- Serve as key evacuation and/or emergency response routes for rural communities;
- Support regional goods movement such as farm to market routes and agritourism; **and/or**
- Provide access to education centers.

Section 2. Application Contents Description

The Regional Funding Round application includes the following components: (1) Project Application, (2) Project Programming Request, (3) Engineer's Cost Estimate, (4) either PPA or Transit Asset Management (TAM) data table, (5) Cost Effectiveness calculation, and (6) CMAQ Calculation. As explained below, each sponsor needs to also include their Priority Ranking Table (7) once, either as part of the submission for their highest priority project or separately to the SACOG program manager (i.e., no need to include the table in every submission). Sponsors may include additional graphics, visuals, or support letters (8), though these elements are optional. Applications must use the templates provided on the SACOG website for the required elements. Not every program requires all components. The table below shows the required component for each specific program.

Ref. No.	Application Content	Next Generation Solutions & Clean Air Program	System Performance Program	System Preservation Program
1	Project Application			
	Project Background *	X	X	X
	Community Engagement *	X	X	
	Performance Outcomes *	X	X	X
	Leverage & Cost Effectiveness	X	X	X
2	Simplified Project Programming Request	X	X	X
3	Engineer Cost Estimate	X	X	X
4	Project Performance Assessment: Data Table / Transit Asset Management Data	X	X	X
5	Cost Effectiveness calculation		X	X
6	CMAQ calculation	X		
7	Adopted Agency Resolution	X	X	X
8	Sponsor priority ranking table	X	X	X
9	Optional additional graphics, maps, visuals, letters	X	X	X

* *Includes equity evaluation element*

Project Application

Complete the narrative-based questions and prompts contained in the application. The application provides suggested lengths but does not require a minimum or maximum length for question responses. If necessary, you may expand any of the application text boxes to fully answer the question, including carrying the response or formatting over to the next page, or creating a new page.

Below are more detailed instructions for several of the questions.

Project Background Section

The **project description** should be concise, and provide a one-to-two-sentence description of your project; do not include purpose, benefits, or anything beyond a short description of the work to be done. SACOG will use the description to program the project in the MTIP via SACTrak (if it's new); therefore, ensure that the description includes all relevant scope necessary for federal approvals. Do not include any additional scope that won't be delivered by this particular project. Use the following structure:

Location, facility, limits: Scope of Improvements (Repeat for multiple locations or limits).

Example Project Descriptions:

Ex. 1   In Rancho Cordova, on Folsom Blvd., from Bradshaw Rd. to Horn Rd.: Streetscape improvements, including sidewalk gap closure, new bifurcated sidewalks (on south side of Folsom Blvd.), new Class II bike lanes, and landscaped medians.

Ex. 2   In Elk Grove, along the south side of Elk Grove Creek from Laguna Springs Drive to Oneto Park: Construct a separate Class I (off-street) bicycle/pedestrian trail. Along Laguna Springs Drive, from Elk Grove Boulevard to Laguna Palms Way: Construct Class II (on-street) bike lanes.

For projects that are in or benefiting a racial or socio-economic equity community, agencies should utilize 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

For projects that benefit a locally defined equity priority area that may not be located in a predefined geography list above, the agency can use the narrative section to support the benefits of that project to underserved communities. These locally defined equity areas should be supported by using similar indicators. 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
- 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

Community Engagement

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. The narrative section for community engagement should address the following questions:

- Why was the project concept developed? How were the project's purpose and need identified?
- How was the community engaged as the project was developed and designed?
    - How did you identify specific communities and populations likely to be directly impacted by the project?
    - How did community members become involved in project plan development?
    - What engagement methods and tools were used?
    - What techniques did you use to reach populations traditionally not involved in community engagement related to transportation projects?

- Who participated in the project engagement process? (Race/ethnicity, age, education, socioeconomic status, disability status, etc.)

- 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?

Performance Outcomes Section

In the Performance Outcomes section of the application, select two of the program specific performance outcomes (except the System Preservation Program which only has one). Each program is listed below and includes the program specific performace outcomes to select. Answer the narrative questions only for the selected outcomes. Projects will only be evaluated on the applicant-selected two outcomes.

Next Generation Solutions and Clean Air Program

The Next Generation Solutions and Clean Air Program seeks to promote effective and efficient use of limited federal funding resources to both develop and maintain the regional transportation network and provide regional benefits. This program specifically focuses on increasing mobility options and projects that improve air quality. This is done by evaluating projects through the following SACOG performance outcomes:

- Reduce regional vehicle miles traveled (VMT) and/or greenhouse gases (GHG) per capita.
- Reduce regional congestion.
- Increase multi-modal travel/alternative travel/choice of transportation options.

- Provide long-term economic benefit within the region, recognizing the importance of sustaining urban and rural economies.

- Climate adaptation and resilience.

Applicants will be asked to choose two of the performance objectives above that best represent their projects goals. This will be discussed in the Project Outcomes section of the application and will be supported with both quantitative data from SACOG's Project Performance Assessment (PPA) Tool and a series of narrative questions.

System Performance Program

The System Performance Program seeks to promote effective and efficient use of limited federal funding resources to both develop and maintain the regional transportation network and provide regional benefits. This is done by evaluating projects through the following SACOG performance outcomes:

- Reduce regional vehicle miles traveled (VMT) and/or greenhouse gases (GHG) per capita.
- Reduce regional congestion.
- Increase multi-modal travel/alternative travel/choice of transportation options.

- Provide long-term economic benefit within the region, recognizing the importance of sustaining urban and rural economies.

- Improve goods movement in and through the region.
- Significantly improve safety and security.

- Demonstrate state of good repair benefits that maintain and improve the existing transportation system.

Applicants will be asked to choose two of the performance objectives above that best represent their projects goals. This will be discussed in the Project Outcomes section of the application and will be supported with both quanitiatave data from SACOG's Project Performance Assesment (PPA) Tool and a series of narrative questions.

System Preservation Program

The System Preservation Program seeks to promote effective and efficient use of limited federal funding resources to maintain the regional transportation network and provide regional benefits. The program uses the single performance outcome "demonstrate state of good repair benefits that maintain and improve the existing transportation system". This will be discussed in the Project Outcomes section of the application and will be supported with both quanitiatave data from SACOG's Project Performance Assesment (PPA) Tool and a series of narrative questions. Applicants will be asked to support why they are prioritizing the project and have the opportunity to provide additional details like safety, modal chaice, and ecomonic development.

Project performance outcomes review draws on quantitative and qualitative measures

- Performance outcomes are measured through the Project Performance Assessment (PPA)/Transit Asset Management (TAM) tool and application narrative response. Any sponsor can also bring forward its own data in the application material as part of the project evaluation.
- Performance outcomes are assessed relative to project size and within similar place types. The sponsor provides evidence that the project is appropriate for the surrounding community's current and expected land uses and the application considers transportation needs for current and future users. The project benefit criteria support project evaluation across a breadth of size, scope, location, and context.
- Performance outcomes are also assessed relative to submitted applications for similar projects. This is a secondary consideration but still important in the overall evaluation of the benefit.

Qualitative content

In the performance outcomes section of the application, sponsors will select two of the program performance outcomes. The sponsor will answer the narrative question on how the project supports the selected performance outcomes. The applicant can choose to include any additional data, studies, or documentation to support the relevant performance outcome, especially data the applicant feels is essential to describe the project conditions and purpose beyond data from the PPA tool.

Applicants will identify the overall project benefits anticipated for the community in relation to the selected performance outcomes. Included in this section will be how the project addresses racial and socio-economic equity, specifically what are the 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.

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?

In the narrative component of the performance outcomes section the applicant can choose to include any additional data, studies, or documentation to support the relevant performance outcome, especially data the applicant feels is essential to describe the project conditions and purpose beyond data from the PPA tool.

Leverage and Cost Effectiveness Section

Sponsors are asked to provide a simple cost effectiveness calculation. Section 2.5 gives more detail on how to complete the simple calculation.

Simplified Project Programming Request (PPR)

The second required component of the program application is the Project Programming Request (PPR). All projects need to complete a PPR that includes an estimated full project cost, even if the project is for project development only (i.e., those seeking funds for environmental, design or right- of-way work). SACOG has simplified the standard PPR used by the state.

Engineer's Cost Estimate

Fill out the Engineer's Cost Estimate with your project information. Please use the Excel version available on the program website. Project development requests do need to include a cost estimate but can use planning level estimates.

Project Performance Data

This program uses both quantitative and qualitative analysis as part of project evaluation. Each sponsor is required to include a project performance data table as part of the application package. Most projects will use the Project Performance Assessment (PPA) tool to create the required data table. Projects applying for transit vehicle replacements or equipment are the one exception to using the PPA; these projects instead use the TAM Data Table.

The required data metrics are a uniform piece of information for each project's evaluation but can only provide part of the story of a project's potential. As such, sponsors are encouraged to add any additional data/analysis/evidence of project benefit in their application narrative response.

Project Performance Assessment Data Table

With the exception of transit vehicle projects, applicants to the program are required to attach a Project Performance Assessment (PPA) data table as part of the application. The data table must be submitted as an Excel file.

TAM Data Table

Transit agencies applying for transit vehicle replacements or equipment are required to submit Transit Asset Management (TAM) data instead of using the PPA tool. Note that transit agencies submitting requests for other types of projects (e.g., new service, new station, station improvements) are required to attach the PPA data table. Transit agencies should consult with SACOG staff in advance if unsure whether they are required to provide TAM data or the PPA data table as part of their project application.

Sponsors submitting TAM data will use the data table template on the program website. The sponsor should use the most current data available and reference the data year in the table. Note that sponsors using the TAM data will not have PPA indicators. Instead, the sponsor will provide evidence for the program's performance outcomes through the narrative section and with any additional data or analysis provided in the application.

Cost-Effectiveness Calculation

(System Performance and System Preservation Programs Only)

Applications will be evaluated by a simplified methodology that divides the project's expected users by its expected costs. See Section 3 for details on the methodology and directions for completing this simple calculation as part of the application.

CMAQ Calculation

(Next Generation Solutions and Clean Air Program Only)

Through the Regional Funding Program, SACOG awards CMAQ funds to projects that will help our region meet the requirements of the Clean Air Act. Sponsors are asked to calculate the potential emissions benefits of their project. Sponsors should consult with SACOG staff in advance of the application due date if they need assistance identifying the emissions reductions attributable to the project.

Sponsor Priority Ranking Table

Project priority rankings are not a weighted selection criterion in the program but are a consideration in the evaluation and project selection efforts completed by review group.

Each sponsor needs to complete a single table that ranks all their submissions to the specific funding program in terms of local agency priority (Sample Table 2, below). The table should include the sponsor's submissions to the SACOG Regional Funding Program.

The sponsor should include these tables either in the application of their highest ranked project, or directly to the SACOG program manager separate of the application (i.e., the table does not need to be provided in every application submission) using the template provided on the program website.

Optional Content

Project applicants may attach additional information to help the review groups understand the significance of your project. This may include pictures of the project area, letters of support, and/or

other exhibits related to your project. Address any support letter to James Corless, SACOG's Executive Director and submit them with the application. Do not send the letters of support directly to SACOG's Executive Director. Do not attach completed local planning documents.

SACOG encourages complete street and active transportation projects to include a cross section visual as part of the application material. (StreetMix is available if you do not already have these documents.)

Application checklist

Required content:

- ☐ **1.** Complete project application. This includes selecting of the program's performance outcomes, and answering the associated questions for the selected two outcomes
- ☐ **2.** SACOG Project Programming Request
- ☐ **3.** SACOG Engineer's Cost Estimate
- ☐ **4.** Project Performance Assessment Data Table or
- ☐ **4.** Transit Asset Management Data Table (for transit vehicle replacement and equipment projects)
- ☐ **5.** Cost-Effectiveness Calculation
- ☐ **6.** CMAQ Calculation (Next Generation Solutions & Clean Air Program only)
- ☐ **7.** Resolution stating agency commitment to delivering awarded project

Additional content:

- ☐ **8.** Sponsor priority ranking tables (only needed once per sponsor, not in every application)
- ☐ **9.** Additional graphics, maps, letters of support, visuals (optional)

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

Topic: 2025 SACOG Regional Funding STIP Coordination Framework	**Agenda Item#:**	**4**
	Agenda Type:	**Information**
		Attachments: Yes No
Prepared By: Brian Abbanat		**Meeting Date: November 18, 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 SACOG Transportation Committee and Board approved the below framework in June and August, respectively.

Figure 1: SACOG Regional Funding

1
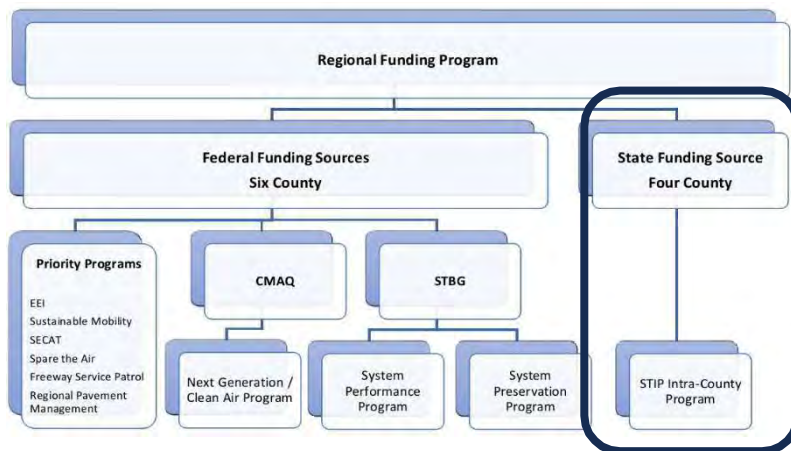
The STIP funding objectives include the below bullet points:

- 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.

July 22, YoloTD TAC Meeting Discussion

At the July 22, 2024 YoloTD TAC Meeting, there was general interest in continuing discussing the possibilities of countywide coordination but that more specifics were desired.

STIP Cycle Options for Yolo County

Option #0, "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. **This option was discarded based on TAC feedback at the July meeting.**

Option #1, Proportional Allocation: In this option, each agency is assigned a predetermined "suballocation." The local agency would submit an application(s) consistent with the STIP program objectives noted above, up to their predetermined, proportional allocation. This approach would more closely resemble the early 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 is 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.

Baseline Assumptions:

- $3.1 million to Yolo County annually
- Cycle 1 Programming for ~$6.2 million

Funding Allocation Scenarios:

1. Distribute by Population
2. Distribute by Road Miles
3. Use combination of Population & Road Miles

2

The below tables show how STIP funding would be distributed among Yolo County agencies based on the options above. Note, these are preliminary figures based on easily located data and YoloTD is assumed a 10% allocation in-lieu of population or road mile metrics. Additional refinement is needed to improve accuracy

Population Calculation

Place	Population (2022)	%	Amount
Starting Amount			$ 6,200,000
YoloTD (10%)			$ 620,000
Remaining Amount			$ 5,580,000
Davis	67,057	30%	$ 1,685,000
Woodland	61,227	28%	$ 1,538,000
West Sacramento	54,163	24%	$ 1,361,000
Winters	7,270	3%	$ 183,000
UC Davis	8,229	4%	$ 207,000
Yolo County	24,169	11%	$ 607,000
Total	222,115	100%	$ 6,201,000

Road Miles Calculation

Place	Road Miles	%	Amount
Starting Amount			$ 6,200,000
YoloTD (10%)			$ 620,000
Remaining Amount			$ 5,580,000
Davis	162	12%	$ 664,000
Woodland	204	15%	$ 836,000
West Sacramento	190	14%	$ 779,000
Winters	33	2%	$ 135,000
UC Davis	20	1%	$ 82,000
Yolo County	752	55%	$ 3,083,000
Total	1,361	100%	$ 6,199,000

Road Miles & Population

Place	Road Miles %	Population %	% Average	Amount
Starting Amount				$ 6,200,000
YoloTD (10%)				$ 620,000
Remaining Amount				$ 5,580,000
Davis	12%	30%	21%	$ 1,174,401
Woodland	15%	28%	21%	$ 1,187,269
West Sacramento	14%	24%	19%	$ 1,069,838
Winters	2%	3%	3%	$ 158,968
UC Davis	1%	4%	3%	$ 144,364
Yolo County	55%	11%	33%	$ 1,845,161
Total	100%	100%	100%	$ 6,200,000

3

Option #2, Coordinated Approach:

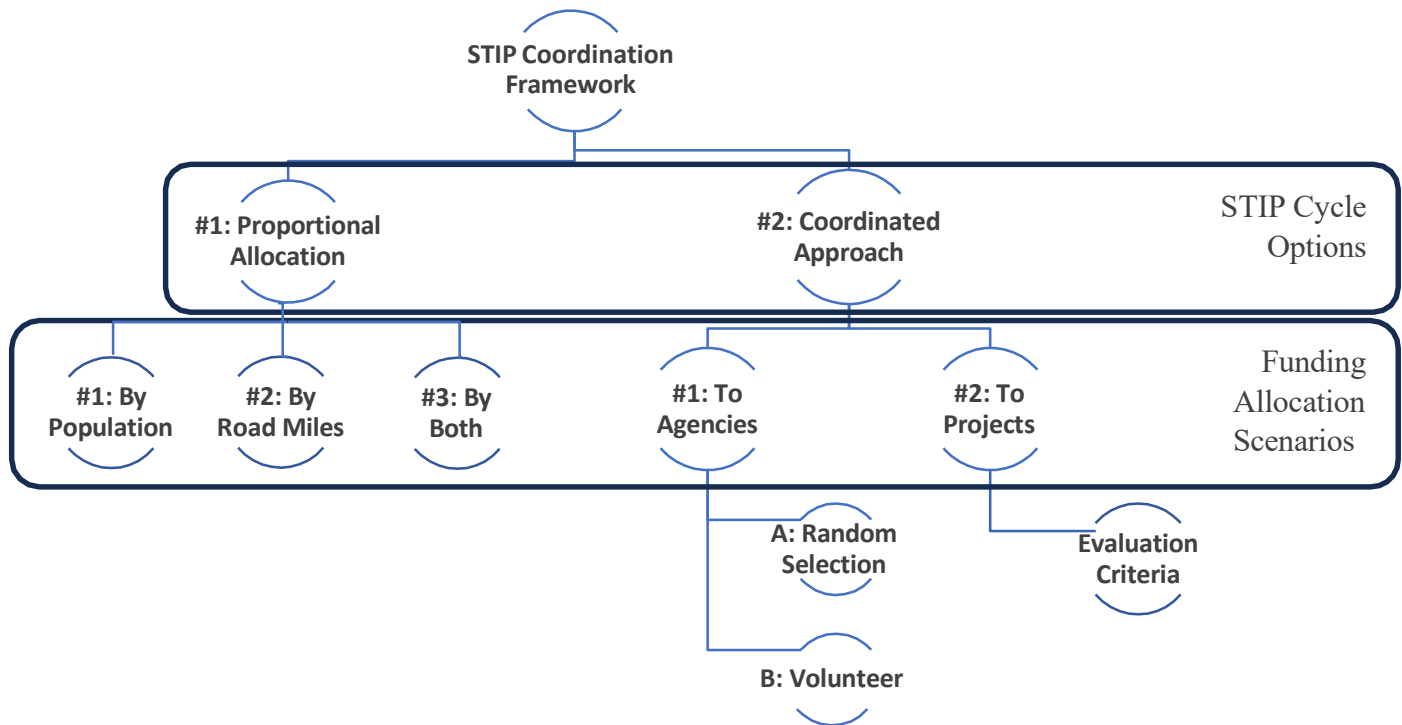| GENERAL FRAMEWORK		
Goals		
Goal	**Description**	
1	Provide meaningful funding for selected agencies in each cycle	
2	No agency must wait more than two cycles before selection to apply	
3	Funding leads to quickly delivered projects	
Assumptions		
Assumption	**Description**	**Justification**
#1: Funding per Cycle	~$6,200,000	Per SACOG staff estimate
#2: # of Applicants	Limit to 2 or 3 each cycle	More than three applicants conflicts with Goal #1
#3: Funding per Agency per Cycle	$2,066,000 - $3,100,000	Consistent with Goals #1 and #2.
#4: # of Projects / Agency	Scenario #1: Local agencies can assign funding allocation to as many projects as desired consistent with Assumption #6. Scenario #2: No more than two projects from any local agency.	Consistent with Goals #1 and #3.
#5: Eligible Project Phase(s)	No restrictions on project phase for funding (i.e. design and/or construction both eligible)	To provide flexibility in meeting local agency funding needs.
#6: Project Readiness	Construction funding requests must be standalone projects ready for construction or the final funding piece to bid the project. Construction must begin prior to next scheduled allocation cycle (i.e. no "banking")	Consistent with Goal #3
FUNDING ALLOCATION SCENARIOS		
Topic	**Description**	
Funding Allocation Scenario	**Scenario #1: To Agencies** Local agencies have discretion over project selection consistent with application guidelines and pre-application consultation with SACOG staff. **Option 1:** Agencies are randomly selected for cycles. **Option 2:** Agencies volunteer based on preference. Cycle 1: 3 agencies ($2m each) Cycle 2: 2 agencies ($3.1m each) Cycle 3: 2 agencies ($3.1m each) Balancing risk and reward, Cycle 1 recipients would receive less funding than future cycles.	**Scenario #2: To Projects** Top projects are selected based on Criteria competitiveness (note, potential conflict with General Framework) No more than two projects from any local agency No more than three local agencies selected. Agencies selected for a given round are not eligible again until all agencies have been selected

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Criterion #1		Project Readiness
		Construction: Priority given to completely designed projects and ready for construction.
		Design: Project can demonstrate community support and/or substantial completion of design concepts
Criterion #2		Local agency's CIP priority
Criterion #3		Project leverages local or external funding
Criterion #4		Demonstrated need and inability to secure local or external funding.
Criterion #5		SACOG pre-application consultations feedback and/or subsequent project scope revisions.

STIP Coordination Framework

STIP Cycle Options
- #1: Proportional Allocation
- #2: Coordinated Approach

Funding Allocation Scenarios
- #1: By Population
- #2: By Road Miles
- #3: By Both
- #1: To Agencies
- #2: To Projects

- A: Random Selection
- B: Volunteer
- Evaluation Criteria

Process:

SACOG Transportation Committee	YoloTD TAC	Member Agency Council/Board	YoloTD Board
• Oct. 2024	• Jan. 2025	• Jan/Feb 2025	• March 2025

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