Sacramento Area Council of Governments

SACOG Board of Directors

Thursday, June 21, 2018 at 9:30 a.m.
SACOG Board Room, 1415 L Street, Suite 300, Sacramento, CA 95814

The Board may take up any agenda item at any time, regardless of the order listed. Public comment will be taken on the item at the time that it is taken up by the Board. We ask that members of the public complete a request to speak form, submit it to the Clerk of the Board, and keep their remarks brief. If several persons wish to address the board on a single item, the chair may impose a time limit on individual remarks at the beginning of the discussion. Action may be taken on any item on this agenda.

Note: Time durations are estimates only.

Pledge of Allegiance

Roll Call: Directors Banks, Buckland, Cabaldon, Clerici, Crews, Douglass, Duran, Flores, Frerichs, Frost, Janda, Jankovitz, Joiner, Kennedy, Miklos, Neu, Onderko, Peters, Rohan, Samayoa, Saylor, Slowey, Spokely, Stallard, Steinberg, Suen, Vasquez, Veerkamp, West, Vice-Chair Sander, Chair Schenirer, and Ex-Officio Member Benipal

Civic Lab Graduation Ceremony

Closed Session:
1. Public Employee Performance Evaluation: [Government Code Section 54957]
   Title: Chief Executive Officer

2. Conference with Labor Negotiators: [Government Code Section 54954.5]
   Title: Chief Executive Officer
   Lead Labor Negotiator: Jay Schenirer, Chair

Reconvene Open Session

Action:
3. Contract Amendment for Chief Executive Officer (Kirk Trost) (Est. time: 5 minutes)

Public Communications: Any person wishing to address the Board on any item not on the agenda may do so at this time. After 10 minutes of testimony, any additional testimony will be heard following the action items.

Adjourn as SACOG, convene as Capitol Valley Regional Service Authority for Freeways and Expressways (separate agenda attached)
Adjourn as Capitol Valley Regional Service Authority for Freeways and Expressways, reconvene as SACOG
Consent:
4. Approve Minutes of the May 17, 2018, Board Meeting (Est. time: 0 minutes)
5. Approve Transportation Development Act Claims for the City of Davis, Sacramento Regional Transit District, and Paratransit, Inc. (Est. time: 0 minutes)
6. Approve Resolution for Reporting and Paying the Value of Employer Paid Member Contributions for Fiscal Year 2018-2019 (Est. time: 0 minutes)
7. Approve Release of Solicitation for Joint Purchase of Fuel & Lubricants (Est. time: 0 minutes)
8. Elect Workers’ Compensation Coverage for Unpaid Volunteers (Est. time: 0 minutes)
9. Approve Fiscal Year 2017-2018 Overall Work Program Amendment (Est. time: 0 minutes)
10. Approve Fiscal Year 2018-2019 Overall Work Program Amendment #1 (Est. time: 0 minutes)
11. Support Senate Bill 3 (Chapter 365, Statutes of 2017), Beall, Veterans and Affordable Housing Bond Act of 2018 (Est. time: 0 minutes)
12. Approve Release of Request for Qualifications for California Environmental Quality Act Consultant Support for 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy Update (Est. time: 0 minutes)
13. Approve Green Region Policy Framework (Est. time: 0 minutes)
14. Approve 2018 Federal Better Utilizing Investments to Leverage Development Program (Est. time: 0 minutes)
15. Approve Guidelines and Release Request for Grant Applications for Transportation Demand Management Grant Programs (Est. time: 0 minutes)
16. Approve Release of Request for Proposals for Developing Business Plans for Transportation Management Associations (Est. time: 0 minutes)
17. Approve Regional Active Transportation Program Policy Framework (Est. time: 0 minutes)
18. Approve Loan to City of Placerville (Est. time: 0 minutes)
19. Approve Fiscal Year 2018-2019 Regional Program of Projects for the Federal Transit Administration’s Section 5311 Funds (Est. time: 0 minutes)

Action:
21. Release of Request for Proposals for SACOG’s Climate Adaptation Planning Activities (Amy Lee) (Est. time: 3 minutes)
22. SACOG Youth Leadership Academy Proposal (Monica Hernandez) (Est. time: 3 minutes)
23. Civic Lab Year Two (Raef Porter) (Est. time: 5 minutes)

Workshop:
24. Sacramento Region Blueprint (Kacey Lizon) (Est. time: 60 minutes)

Reports:
25. Chair’s Report (Est. time: 2 minutes)
26. Board Members’ Reports (Est. time: 10 minutes)
27. Chief Executive Officer’s Report (Est. time: 5 minutes)

Receive and File:
28. Blueprint Implementation Activities (Est. time: 0 minutes)
29. State Advocacy Update (Est. time: 0 minutes)
30. Federal Advocacy Update (Est. time: 0 minutes)
31. Programming Federal Transit Administration Fiscal Year 2018 Apportionments for Sections 5307 and 5399 (Est. time: 0 minutes)
32. Sustainable Communities Strategy Implementation Pilot Program (Est. time: 0 minutes)
33. Follow-up Activities for Overcoming Housing Production Obstacles (Est. time: 0 minutes)

Adjournment: The next meeting of the SACOG Board will be held on Thursday, August 16, 2018, at 9:30 a.m. in the SACOG Board Room, 1415 L Street, Suite 300, Sacramento, CA.

Prepared by: James Corless
Chief Executive Officer

Approved by: Jay Schenirer
Chair

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SACOG Board of Directors

**Subject:** Public Employee Performance Evaluation: Chief Executive Officer

Closed Session

**Prepared by:** Lanette Espinoza **Approved by:** Kirk Trost

**Attachments:** No

1. **Issue:**
The board will meet in Closed Session for the CEO's performance evaluation.

2. **Recommendation:**

3. **Background/Analysis:**

4. **Discussion/Analysis:**

5. **Fiscal Impact/Grant Information:**
Subject: Conference with Labor Negotiators

Closed Session
Prepared by: Lanette Espinoza  Approved by: Kirk Trost
Attachments: No

1. Issue:
The board will meet in Closed Session with labor negotiators.

2. Recommendation:

3. Background/Analysis:

4. Discussion/Analysis:

5. Fiscal Impact/Grant Information:
SACOG Board of Directors

Subject: Contract Amendment for Chief Executive Officer (Est. time: 5 minutes)

Action
Prepared by: Kirk Trost
Attachments: Yes

Approved by: Chair Schenirer

1. Issue:
Should the board Amend the Employment Agreement with the Chief Executive Officer?

2. Recommendation:
The ad hoc committee appointed to negotiate on behalf of the Agency recommends that the employment contract with the Chief Executive Officer be amended to increase salary by 10 percent.

3. Background/Analysis:
After a nationwide search, the SACOG Board of Directors selected James Corless as the Agency’s Chief Executive Officer, effective April 2017.

In early 2018, Mr. Corless prepared a self-evaluation of his performance, board members were surveyed to evaluate Mr. Corless’ performance, and on April 27, 2018, and May 17, 2018, the board met in closed session to discuss Mr. Corless’ first-year performance and to make a determination regarding potential changes to Mr. Corless’ compensation.

The Board Chair appointed the Chair and Vice Chair, and the Chairs of each standing committee to serve as the Agency’s negotiators to negotiate a compensation change within the parameters established by the Board.

4. Discussion/Analysis:
Mr. Corless’ initial salary was $216,000. In July 2017, Mr. Corless received a 2.49% cost of living increase along with all other SACOG employees. In July 2018, Mr. Corless will receive a 3.39% cost of living increase along with all other SACOG employees.

The board conducted a salary survey of comparable positions. A copy of the survey is attached hereto as Attachment A.
Based on comparable salaries, the board’s high level of satisfaction, and Mr. Corless’ exemplary performance during his first year of employment, the ad hoc committee has negotiated and recommends to the board a 10 percent raise in Mr. Corless’ salary. This change is within the parameters established by the board at its meeting on May 17, 2018.

Among other things, Mr. Corless has excelled in the following areas:

- **Board and Member Engagement** – Has provided leadership and assistance to the 31-member SACOG board; has engaged board members and member staff, and is open and responsive to board member comments, concerns, and issues.
- **Leadership and Vision** – Has provided effective and visionary leadership for the region.
- **Innovation** – Has promoted work and a workplace culture that embraces innovation and risk-taking.
- **Development and Execution of Work Plan** – Has provided leadership in the development and execution of an annual work plan for the agency that is based on clear and transparent goals shaped with board member input; has effectively communicated both successes and challenges in implementation of the work plan.
- **Intergovernmental Relations** – Has worked effectively with local governments, Joint Powers Authorities, and state and federal elected officials and agency staff; has represented SACOG in meetings and presentations with these entities.
- **Non-Governmental Partners and Media** – Has worked effectively with private and non-profit organizations that participate in regional planning issues and deals effectively with the media.
- **Budget Management** – Has effectively managed costs and revenues to keep the organization financially stable.

5. **Fiscal Impact/Grant Information**:
The proposed amendment will add approximately $22,888 in salary and approximately $8,200 in benefit costs for Fiscal Year 2019. Adequate Fiscal Year 2019 revenues exist for this modification and staff can bring forward an amendment to the OWP/Budget to reflect this change in August.

**ATTACHMENTS:**

Description
- Salary Comp - 1
- Salary Comp - 2
- Salary Comp - 3
- Salary Comp - 4
# Sacramento Area Council of Governments
## Top Monthly Salary Data
### May 2018

<table>
<thead>
<tr>
<th>Rank</th>
<th>Comparator Agency</th>
<th>Class Title</th>
<th>Monthly Salary</th>
<th>Actual Annual Salary</th>
<th>Effective Date</th>
<th>Next Salary Increase</th>
<th>Next Percentage Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Sacramento Area Council of Governments</td>
<td>CEO (Corless)</td>
<td>$18,448</td>
<td>$221,378</td>
<td>04/03/17</td>
<td>07/01/18</td>
<td>Unknown</td>
</tr>
<tr>
<td>2</td>
<td>Metropolitan Transportation Commission</td>
<td>Executive Director</td>
<td>$22,411</td>
<td>$269,292</td>
<td>07/01/17</td>
<td>07/01/18</td>
<td>Unknown</td>
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<td>3</td>
<td>City of Sacramento</td>
<td>City Manager</td>
<td>$25,082</td>
<td>$300,984</td>
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<td>Unknown</td>
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<td>4</td>
<td>Southern California Association of Governments</td>
<td>Executive Director</td>
<td>$24,927</td>
<td>$299,124</td>
<td>06/24/17</td>
<td>06/23/18</td>
<td>3%</td>
</tr>
<tr>
<td>5</td>
<td>County of Sacramento</td>
<td>County Executive</td>
<td>$22,458</td>
<td>$269,496</td>
<td>01/06/18</td>
<td>Unknown</td>
<td>Unknown</td>
</tr>
<tr>
<td>6</td>
<td>San Bernardino County Transportation Authority/ San Bernardino Council of Governments</td>
<td>Executive Director</td>
<td>$22,458</td>
<td>$269,496</td>
<td>01/06/18</td>
<td>Unknown</td>
<td>Unknown</td>
</tr>
<tr>
<td>7</td>
<td>City of Roseville</td>
<td>City Manager</td>
<td>$22,458</td>
<td>$269,496</td>
<td>01/06/18</td>
<td>Unknown</td>
<td>Unknown</td>
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<tr>
<td>8</td>
<td>City of Davis</td>
<td>City Manager</td>
<td>$18,100</td>
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<td>07/01/16</td>
<td>Unknown</td>
<td>Unknown</td>
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<tr>
<td>9</td>
<td>Sacramento Regional Transit District</td>
<td>General Manager</td>
<td>$23,417</td>
<td>$281,004</td>
<td>01/01/18</td>
<td>07/01/18</td>
<td>3%</td>
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<tr>
<td>10</td>
<td>Sacramento Metropolitan Air Quality Management District</td>
<td>Air Pollution Control Officer/Executive Director</td>
<td>$16,707</td>
<td>$200,484</td>
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<tr>
<td>11</td>
<td>Fresno Council of Governments</td>
<td>Executive Director</td>
<td>$14,997</td>
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<td>12</td>
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<td>Executive Director</td>
<td>$13,750</td>
<td>$165,000</td>
<td>05/14/18</td>
<td>Unknown</td>
<td>Unknown</td>
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</table>

**Average of Comparators**: $22,597

**% SACOG Above/Below**: -22.5%

**Median of Comparators**: $23,969

**% SACOG Above/Below**: -29.9%

**Number of Matches**: 12
<table>
<thead>
<tr>
<th>Agency</th>
<th>SACOG</th>
<th>City of Davis</th>
<th>City of Roseville</th>
<th>City of Sacramento</th>
<th>Fresno COG</th>
<th>MTC</th>
<th>PCTPA</th>
<th>Sacramento Metro AQMD</th>
<th>SRTD</th>
<th>SBCTA/ SBCOG</th>
<th>SANDAG</th>
<th>SCAG</th>
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</thead>
<tbody>
<tr>
<td>Top Monthly Salary</td>
<td>$18,448</td>
<td>$18,100</td>
<td>$22,458</td>
<td>$25,082</td>
<td>$24,927</td>
<td>$14,997</td>
<td>$29,411</td>
<td>$13,750</td>
<td>$16,707</td>
<td>$23,417</td>
<td>$24,521</td>
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<td>Employee Retirement</td>
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<td>ER Paid Member Cont</td>
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<td>$910</td>
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<td>Retirement Formula</td>
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<td>$2,246</td>
<td>$1,957</td>
<td>$2,749</td>
<td>$2,983</td>
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<td>ER Cont - Normal Cost</td>
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<td>Social Security</td>
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<td>$663</td>
<td>$663</td>
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<td>Other</td>
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<tr>
<td>Top Monthly Comp.</td>
<td>$26,955</td>
<td>$8,507</td>
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<td></td>
<td>$6,960</td>
<td>$9,442</td>
<td>$10,779</td>
<td>$34,716</td>
<td>$36,601</td>
<td>$47,173</td>
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</tbody>
</table>

Note: Total Monthly Compensation number may vary slightly from the sum of its components due to cell formulas & rounding.

1- City of Sacramento offers the City Manager additional 3% of base salary to apply to optional benefits.
2- SCAG offers $6,000 per year for Wellness Physical Exam.
3- SACOG offers a PTO leave benefit; whereas the other comparator agencies with a comparable position offers vacation leave only.
4- SACOG offers the CEO a supplemental life insurance benefit.
5- County of Sacramento contributes 3.35% of salary as a supplemental benefit contribution and provides the County Executive with a $700 per year allowance to cover expenses while performing assigned duties.
6- City of Davis, Fresno COG, SANBAG, and SANDAG offers a cell phone allowance.
# Sacramento Area Council of Governments
**Total Monthly Compensation Data**

**May 2018**

<table>
<thead>
<tr>
<th>Rank</th>
<th>Comparator Agency</th>
<th>Class Title</th>
<th>Total Monthly Comp</th>
<th>Total Annual Comp</th>
<th>Effective Date</th>
<th>Increase</th>
<th>Next Salary</th>
<th>Next Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Southern California Association of Governments</td>
<td>Executive Director</td>
<td>$47,173</td>
<td>$566,076</td>
<td>11/07/13</td>
<td>Varies</td>
<td>Varies</td>
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<td>2</td>
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<td>Executive Director</td>
<td>$40,324</td>
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<td>3</td>
<td>Sacramento Regional Transit District</td>
<td>General Manager</td>
<td>$40,281</td>
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<td>07/01/18</td>
<td>3%</td>
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<td>4</td>
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<td>Executive Director</td>
<td>$38,601</td>
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<td>5</td>
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<td>Executive Director</td>
<td>$36,410</td>
<td>$436,920</td>
<td>06/24/17</td>
<td>06/23/18</td>
<td>3%</td>
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<td>6</td>
<td>City of Sacramento</td>
<td>City Manager</td>
<td>$35,861</td>
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<td>County of Sacramento</td>
<td>County Executive</td>
<td>$34,716</td>
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<td>8</td>
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<td>City Manager</td>
<td>$31,900</td>
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<td>City of Davis</td>
<td>City Manager</td>
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<td>$300,720</td>
<td>07/01/16</td>
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<td>$22,500</td>
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<td>07/17/17</td>
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<td>12</td>
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<td>$255,948</td>
<td>12/17/16</td>
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</table>

Average of Comparators | $32,824
% SACOG Above/Below | -21.6%

Median of Comparators | $35,289
% SACOG Above/Below | -30.7%

Number of Matches | 12

**NOTE:** All calculations exclude SACOG

N/C - Non Comparator
<table>
<thead>
<tr>
<th>Agency</th>
<th>Operating Budget</th>
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<td>Sacramento Area Council of Governments</td>
<td>$15,000,000</td>
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<td>City of Davis</td>
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<td>City of Sacramento</td>
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<tr>
<td>Southern California Association of Governments</td>
<td>$50,307,576</td>
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</tbody>
</table>
Subject: Approve Minutes of the May 17, 2018, Board Meeting (Est. time: 0 minutes)

Consent

Prepared by: Lanette Espinoza
Approved by: James Corless
Attachments: Yes

1. Issue:
Should the board approve the minutes of the May 17, 2018, meeting?

2. Recommendation:
Staff recommends approval of the May 17, 2018, board meeting minutes.

3. Background/Analysis:
The Board of Directors met on May 17, 2018.

4. Discussion/Analysis:
Each month, the board is asked to approve the minutes from the previous board meeting.

5. Fiscal Impact/Grant Information:
There is no fiscal impact.

ATTACHMENTS:
Description
Attachment A - Minutes
The SACOG Board of Directors met in regular session on May 17, 2018 in the SACOG Board Chambers located at 1415 L Street, Sacramento, CA 95814 at 9:30 a.m.

**Call to Order:** Chair Schenirer called the meeting to order at 9:37 a.m.

Present: Directors Banks, Cabaldon, Borelli (for Clerici), Conant (for Flores), Crews, Duran, Frerichs, Frost, Gaylord (for Miklos), Joiner, Kennedy, Neu, Onderko, Peters, Samayoa, Saylor, Slowey, Stallard, Veerkamp, Chair Schenirer, and Ex-Officio Member Benipal

Absent: Buckland, Douglass, Janda, Jankovitz, Rohan, Spokely, Steinberg, Suen, Vasquez, West, and Vice Chair Sander

**Closed Session:**

1. Public Employee Performance Evaluation: [Government Code Section 54957]  
   Title: Chief Executive Officer
2. Conference with Labor Negotiators: [Government Code Section 54954.5]  
   Title: Chief Executive Officer  
   Lead Labor Negotiator: Jay Schenirer, Chair

The board adjourned to Closed Session at 9:40 a.m. The board reconvened in open session at 10:10 a.m. There was no reportable action taken during Closed Session.

**Public Communications:** David Schwegel, Precision Civil Engineering, spoke in support of high speed rail.

**Consent:** It was moved, seconded (Joiner, Duran) and passed by unanimous vote that the following Consent items be approved:

3. Minutes of the April 19, 2018, Board Meeting*
4. Transportation Development Act Claims for the County of Yuba and City of Davis
5. Oppose, Unless Amended, Assembly Bill 1771: Planning and Zoning – Regional Housing Needs Assessment
6. Support Assembly Bill 1952: Social Services – Access to Food
7. Support Assembly Bill 2596: Economic Development Strategic Plan
8. Support Senate Bill 1184: Sacramento Shared Autonomous Vehicle Pilot Project
9. Support Senate Bill 1162: Capitol Area Planning – Height Limits
10. Release of Request for Proposals for Senate Bill 743 Technical Assistance
11. Request to Extend Memorandum of Understanding for Galt Second Street Infill Project
12. SACOG Title VI Program Report and Limited English Proficiency Plan
13. Release of a Request for Proposals for Commuter Club and 511 Website Development, Maintenance, and Hosting
14. Regional Funding Round Policy Framework
15. Next Generation Transit Strategies Request for Qualifications

*Director Onderko abstained from voting on the minutes.

Action:
16. Approve Draft Regional Funding Round Programming Targets
   Matt Carpenter, SACOG staff, presented the report. It was moved, seconded (Stallard/Veerkamp) and passed by majority vote (Frost, Gaylord, and Slowey opposed) that:

   THE BOARD APPROVE THE SCENARIO A PROGRAMMING TARGET OF $126,177,300 FOR A 2018 REGIONAL FUNDING PROGRAM, WITH $65,822,700 SAVED FOR ADDITIONAL PROGRAMMING IN 2019.

17. Approve Final Budget and Overall Work Program for Fiscal Year 2018-2019
   Kirk Trost, SACOG staff, presented the report. It was moved, seconded (Joiner/Veerkamp) and passed by unanimous vote that:

   THE BOARD APPROVE THE FISCAL YEAR 2018-2019 OVERALL WORK PROGRAM AND BUDGET.

18. Approve Resolution Thanking and Congratulating Penny McNamer Upon Her Retirement
   James Corless, SACOG CEO, presented the report. It was moved, seconded (Stallard/Veerkamp) and passed by unanimous vote that:

   THE BOARD APPROVE THE RESOLUTION.

Adjourned as SACOG, convened as Capitol Valley SAFE at 10:46 a.m.
Adjourned as Capitol Valley SAFE, reconvened as SACOG at 10:47 a.m.

Workshop:
   David Ungemah, WSP Advisory Services, provided the first presentation.
   Ray Traynor, SANDAG, provided the second presentation.

Information:
22. Financial Management Oversight Review by the Federal Transit Administration
   Kirk Trost, SACOG COO, presented the report.

Reports:
24. Chair’s Report: Chair Schenirer had nothing to report.
25. **Board Members:** Board members reported on local items.
26. **Chief Executive Officer's Report:** James Corless, CEO, gave his report to the Board.

Adjournment: The meeting was adjourned at 11:53 a.m.

Approved by: 

James Corless 
Chief Executive Officer

Approved by: 

Jay Schenirer 
Chair
Subject: Approve Transportation Development Act Claims for the City of Davis, Sacramento Regional Transit District, and Paratransit, Inc. (Est. time: 0 minutes)

Consent
Prepared by: Caroline Payne
Approved by: James Corless
Attachments: Yes

1. Issue:
The Transportation Development Act (TDA) authorizes eligible cities, counties, and transit operators to receive TDA funds for transportation purposes and street and road projects. The TDA funds are made available from sales tax receipts.

2. Recommendation:
Staff recommends that the board approve this summary resolution of the TDA claim listed below:

   1. City of Davis - $3,452,653 Resolution No. 54-2018
   2. Sac Reg. Transit Dist. - $12,603,841 Resolution No. 55-2018
   3. Sac Reg. Transit Dist. - $54,116,888 Resolution No. 56-2018
   4. Paratransit, Inc. - $2,281,436 Resolution No. 57-2018

3. Background/Analysis:
Current board policy calls for routine TDA allocations to cities, counties, and transit operators to come directly to the Board without review by a committee. These funds will be used as authorized by law for various purposes and in the amounts shown on the attached resolutions.

4. Discussion/Analysis:
The claims have been reviewed by staff and found to be in compliance with the TDA and are consistent with the Metropolitan Transportation Plan/Sustainable Communities Strategy and the Short-Range Transit Plans.
5. Fiscal Impact/Grant Information:
There is no fiscal impact to SACOG’s operating budget from a local TDA claim. TDA funding is derived from sales tax receipts and allocated by formula to local agencies.

ATTACHMENTS:
Description
Attachment A - Davis Resolution
Attachment B - SRTD 2017-18 Resolution
Attachment C - SRTD 2018-19 Resolution
Attachment D - Paratransit Resolution

This staff report aligns with the following SACOG Work Plan Goals:
#7 - Deliver Key High-Profile Transportation Projects
RESOLUTION NO. 54 – 2018

APPROVING THE CITY OF DAVIS’ TRANSPORTATION DEVELOPMENT ACT CLAIM FOR FY 2017-18 FOR $3,452,653

WHEREAS, the City of Davis has submitted its claim for FY 2017-18 Local Transportation Funds for a total of $2,904,071 and State Transit Assistance Funds of $548,582 for a total claim of $3,452,653 under the provisions of the Transportation Development Act for the amounts and purposes as follows:

### Local Transportation Fund

<table>
<thead>
<tr>
<th>Public Utility Code</th>
<th>Purpose</th>
<th>Year of Funds</th>
<th>Previous Award</th>
<th>Total Award</th>
</tr>
</thead>
<tbody>
<tr>
<td>Article 8 - Section 99400(c)</td>
<td>FY17-18 Yolobus Operations</td>
<td>FY 2017/18</td>
<td>$0</td>
<td>$1,263,296</td>
</tr>
<tr>
<td>Article 4 - Section 99260(a)</td>
<td>FY17-18 Unitrans Operations</td>
<td>FY 2017/18</td>
<td>$0</td>
<td>$775,000</td>
</tr>
<tr>
<td>Article 8 - Section 99400(d)</td>
<td>FY17-18 Transit Administration</td>
<td>FY 2017/18</td>
<td>$0</td>
<td>$43,659</td>
</tr>
<tr>
<td>Article 4 - Section 99275.5</td>
<td>FY17-18 DCT Operations</td>
<td>FY 2017/18</td>
<td>$0</td>
<td>$629,985</td>
</tr>
<tr>
<td>Article 8 - Section 99400 (a)</td>
<td>FY17-18 Street &amp; Bike Lane &amp; Path Maintenance</td>
<td>FY 2017/18</td>
<td>$0</td>
<td>$105,009</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td></td>
<td></td>
<td>$0</td>
<td>$2,816,949</td>
</tr>
<tr>
<td>Article 4 - Section 99262</td>
<td>FY17-18 SACOG Planning</td>
<td>FY 2017/18</td>
<td>$0</td>
<td>$87,122</td>
</tr>
<tr>
<td><strong>Subtotal Incl. SACOG</strong></td>
<td></td>
<td></td>
<td>$0</td>
<td>$2,904,071</td>
</tr>
</tbody>
</table>

### State Transit Assistance Fund

<table>
<thead>
<tr>
<th>Public Utility Code</th>
<th>Purpose</th>
<th>Year of Funds</th>
<th>Previous Award</th>
<th>Total Award</th>
</tr>
</thead>
<tbody>
<tr>
<td>Article 4 - Section 6731(b)</td>
<td>FY17-18 Yolobus Operations</td>
<td>FY 2017/18</td>
<td>$0</td>
<td>$548,582</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td></td>
<td></td>
<td>$0</td>
<td>$548,582</td>
</tr>
<tr>
<td><strong>Total Claim</strong></td>
<td></td>
<td></td>
<td>$0</td>
<td>$3,452,653</td>
</tr>
</tbody>
</table>

WHEREAS, such claim is consistent with State Law, with Guidelines adopted by the Board, and with approved apportionments for FY 2017-18; and

WHEREAS, the Board Resolution No. 05-2017 on February 16, 2017, found that there are no unmet transit needs that are reasonable to meet in the City of Davis,

NOW THEREFORE, BE IT RESOLVED, that the Board hereby makes the following findings in accordance with Subchapter 2.5, Article 5, Section 6754 of the Transportation Development Act:
1. The City of Davis’s proposed expenditures are in conformity with the Metropolitan Transportation Plan/Sustainable Communities Strategy.

2. The level of passenger fares and charges is sufficient to enable the City of Davis to meet the fare revenue requirements of the Public Utilities Code.

3. The City of Davis is making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended.

4. The sum of the City of Davis’ allocations from the state transit assistance fund and from the local transportation fund does not exceed the amount the claimant is eligible to receive during the fiscal year.

5. Priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority area wide public transportation needs.

6. The City of Davis has made a reasonable effort to implement the productivity improvements recommended pursuant to Public Utilities Code Section 99244.

7. The City of Davis is not precluded by any contract entered into on or after June 28, 1979 from employing part-time drivers or from contracting with common carriers of persons operating under a franchise or license.

8. The City of Davis has submitted the certification required by the Department of the California Highway Patrol verifying that the operator is in compliance with Section 1801.1 of the Vehicle Code.

9. The City of Davis is in compliance with the eligibility requirements of Public Utilities Code Section 99314.6.

BE IT FURTHER RESOLVED, that the Board hereby approves the request for Local Transportation Funds for FY 2017-18 in the amount of $2,904,071 and State Transit Assistance Funds in the amount of $548,582 for a total claim amount of $3,452,653 and authorizes the forwarding of funds to the City of Davis in proportion to funds received from the State.

PASSED AND ADOPTED, this 21st day of June 2018 by the following vote of the Board of Directors:

AYES:

NOES:

ABSTAIN:

ABSENT:

Jay Schenirer  
Chair  
James Corless  
Chief Executive Officer
WHEREAS, the Sacramento Regional Transit District has submitted a new claim for Fiscal Year 2017-2018 Senate Bill 1-State of Good Repair for $2,306,188 and a revised claim for Fiscal Year 2017-2018 State Transit Assistance (STA) for $10,297,653 for a total claim of $12,603,841 under the provisions of the Transportation Development Act for the amounts and purposes as follows:

<table>
<thead>
<tr>
<th>State Transit Assistance-SB1-State of Good Repair</th>
<th>Approved: 6/21/2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Utility Code</td>
<td>Purpose</td>
</tr>
<tr>
<td>Article 6.5 – Section 99312.2</td>
<td>FY17-18 SRTD-Light Rail maintenance</td>
</tr>
<tr>
<td>Total</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>State Transit Assistance Fund</th>
<th>Approved: 6/21/2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Utility Code</td>
<td>Purpose</td>
</tr>
<tr>
<td>Article 4 – Section 6730(a)</td>
<td>FY17-18 SRTD Operations</td>
</tr>
<tr>
<td>Article 4 – Section 6730(b)</td>
<td>FY17-18 SRTD Capital</td>
</tr>
<tr>
<td>Total</td>
<td></td>
</tr>
</tbody>
</table>

Total Claim | $10,297,653 | $12,603,841 |

WHEREAS, such claim is consistent with State Law, with Guidelines adopted by the Board and with approved apportionments for Fiscal Year 2017-2018; and

WHEREAS, the Board Resolution No. 13-2017 on February 16, 2017 found that there are unmet transit needs that are reasonable to meet in the Sacramento Regional Transit District.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby makes the following findings in accordance with Subchapter 2.5, Article 5, Section 6754 of the Transportation Development Act:

1. The Sacramento Regional Transit District’s proposed expenditures are in conformity with the Metropolitan Transportation Plan.
2. The level of passenger fares and charges is sufficient to enable the Sacramento Regional Transit District to meet the fare revenue requirements of the Public Utilities Code.

3. The Sacramento Regional Transit District is making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended.

4. The sum of the Sacramento Regional Transit District’s allocations from the state transit assistance fund and from the local transportation fund does not exceed the amount the claimant is eligible to receive during the fiscal year.

5. Priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority area wide public transportation needs.

6. The Sacramento Regional Transit District has made a reasonable effort to implement the productivity improvements recommended pursuant to Public Utilities Code Section 99244.

7. The Sacramento Regional Transit District is not precluded by any contract entered into on or after June 28, 1979 from employing part-time drivers or from contracting with common carriers of persons operating under a franchise or license.

8. The Sacramento Regional Transit District has submitted the certification required by the Department of the California Highway Patrol verifying that the operator is in compliance with Section 1801.1 of the Vehicle Code.

9. The Sacramento Regional Transit District is in compliance with the eligibility requirements of Public Utilities Code Section 99314.6.

BE IT FURTHER RESOLVED that the Board hereby approves the request for State Transit Assistance Funds for Fiscal Year 2017-2018 in the amount of $10,297,653 and State Transit Assistance-SB1- SGR Funds for Fiscal Year 2017-2018 in the amount of $2,306,188 for a total claim amount of $12,603,841 and authorizes the forwarding of funds to the Sacramento Regional Transit District in proportion to funds received from the State.

PASSED AND ADOPTED, this 21\textsuperscript{th} day of June 2018 by the following vote of the Board of Directors:

AYES:

NOES:

ABSTAIN:

ABSENT:
SACRAMENTO AREA COUNCIL OF GOVERNMENTS
RESOLUTION NO. 56 – 2018

APPROVING THE SACRAMENTO REGIONAL TRANSIT DISTRICT’S TRANSPORTATION DEVELOPMENT ACT CLAIM FOR FISCAL YEAR 2017-2018 IN THE AMOUNT OF $54,116,888

WHEREAS, the Sacramento Regional Transit District has submitted a claim for Fiscal Year 2018-2019 Local Transportation Funds of $43,347,281 and State Transit Assistance Funds of $12,166,404 for a total claim of $54,116,888 under the provisions of the Transportation Development Act for the amounts and purposes as follows:

<table>
<thead>
<tr>
<th>Local Transportation Fund</th>
<th>Approved: 6/21/2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Utility Code</td>
<td>Purpose</td>
</tr>
<tr>
<td>Article 4 – Section 99260(a)</td>
<td>FY17-18 SRTD-Operations</td>
</tr>
<tr>
<td>Subtotal</td>
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<tr>
<td>Article 4, Section 99262</td>
<td>FY17-18 SACOG Planning</td>
</tr>
<tr>
<td>Total include. SACOG</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>State Transit Assistance Fund</th>
<th>Approved: 6/21/2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Utility Code</td>
<td>Purpose</td>
</tr>
<tr>
<td>Article 4 – Section 6730(a)</td>
<td>FY17-18 SRTD Operations</td>
</tr>
<tr>
<td>Article 4 – Section 6730(b)</td>
<td>FY17-18 SRTD Capital</td>
</tr>
<tr>
<td>Total STA</td>
<td></td>
</tr>
</tbody>
</table>

Total Claim | $0 | $54,116,888 |

WHEREAS, such claim is consistent with State Law, with Guidelines adopted by the Board and with approved apportionments for Fiscal Year 2018-2019; and

WHEREAS, the Board Resolution No. 17-2018 on February 15, 2018 found that there are unmet transit needs that are reasonable to meet in the Sacramento Regional Transit District.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby makes the following findings in accordance with Subchapter 2.5, Article 5, Section 6754 of the Transportation Development Act:

1. The Sacramento Regional Transit District’s proposed expenditures are in conformity with the Metropolitan Transportation Plan.
2. The level of passenger fares and charges is sufficient to enable the Sacramento Regional Transit District to meet the fare revenue requirements of the Public Utilities Code.

3. The Sacramento Regional Transit District is making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended.

4. The sum of the Sacramento Regional Transit District’s allocations from the state transit assistance fund and from the local transportation fund does not exceed the amount the claimant is eligible to receive during the fiscal year.

5. Priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority area wide public transportation needs.

6. The Sacramento Regional Transit District has made a reasonable effort to implement the productivity improvements recommended pursuant to Public Utilities Code Section 99244.

7. The Sacramento Regional Transit District is not precluded by any contract entered into on or after June 28, 1979 from employing part-time drivers or from contracting with common carriers of persons operating under a franchise or license.

8. The Sacramento Regional Transit District has submitted the certification required by the Department of the California Highway Patrol verifying that the operator is in compliance with Section 1801.1 of the Vehicle Code.

9. The Sacramento Regional Transit District is in compliance with the eligibility requirements of Public Utilities Code Section 99314.6.

BE IT FURTHER RESOLVED that the Board hereby approves the request for Local Transportation Funds for Fiscal Year 2018-2019 in the amount of $43,347,281 and State Transit Assistance Funds for FY 2018-19 in the amount of $12,166,404 for a total claim amount of $54,116,888 and authorizes the forwarding of funds to the Sacramento Regional Transit District in proportion to funds received from the State

PASSED AND ADOPTED, this 21st day of June 2018 by the following vote of the Board of Directors:

AYES:

NOES:

ABSTAIN:

ABSENT:
Resolution 56-2018

Jay Schenirer
Chair

James Corless
Chief Executive Officer
SACRAMENTO AREA COUNCIL OF GOVERNMENTS

RESOLUTION NO. 57 - 2018

APPROVING PARATRANSIT, INC.’S TRANSPORTATION DEVELOPMENT ACT CLAIM FOR FISCAL YEAR 2018-2019 FOR THE AMOUNT OF $2,281,436

WHEREAS, Paratransit, Inc., has submitted a claim for Fiscal Year 2018-2019 Local Transportation Funds for $2,281,436 under the provisions of the Transportation Development Act and such funds will be used to provide community transit service, including such services as those for the elderly and persons with disabilities who cannot use conventional transit services; and

WHEREAS, Resolution No. 36-1981 adopted by the Sacramento Area Council of Governments (SACOG) on July 16, 1981 designated Paratransit, Inc., as the Consolidated Transportation Service Agency and subsequent actions have extended that designation indefinitely and such claim is consistent with the Transportation Development Act, with rules and regulations adopted by the SACOG Board of Directors; and

WHEREAS, this claim by Paratransit, Inc., is consistent with State Law, with Guidelines adopted by the Board, and with approved apportionments for Fiscal Year 2018-2019;

<table>
<thead>
<tr>
<th>Public Utility Code</th>
<th>Purpose</th>
<th>Year of funds</th>
<th>Previous Award</th>
<th>Total Award</th>
</tr>
</thead>
<tbody>
<tr>
<td>Article 4.5 – Section 99275.5</td>
<td>FY 2018-19 transportation Operations</td>
<td>FY2018-19</td>
<td>$0</td>
<td>$2,281,436</td>
</tr>
<tr>
<td>Total Claim</td>
<td></td>
<td></td>
<td>$0</td>
<td>$2,281,436</td>
</tr>
</tbody>
</table>

NOW, THEREFORE, BE IT RESOLVED, that the Board hereby makes the following findings in accordance with Article 4.5, Section 99275.5(c) of the Transportation Development Act:

1. That Paratransit, Inc., is responding to a transportation need not currently being met in the community.

2. That the service shall be integrated with existing transit services, if appropriate.
3. That Paratransit, Inc., has prepared an estimate of revenues, operating costs, and patronage.

4. That Paratransit, Inc., is in compliance with Section 99268.3, 99268.4, 99268.5 or 99268.9, whichever is applicable, regarding farebox recovery.

5. That Paratransit, Inc., is in compliance with Sections 99155 and 99155.5.

BE IT FURTHER RESOLVED, that the Board hereby approves continuation of Paratransit, Inc.’s farebox recovery ratio at five percent.

BE IT FURTHER RESOLVED, that the Board hereby approves Paratransit, Inc.’s claims for FY2018-19 Local Transportation Funds for the amount of $2,281,436 subject to the conditions set forth in the Four-Party Agreement, and authorizes the transmittal of allocation instructions to the Sacramento County auditor consistent with the approved claim.

PASSED AND ADOPTED, this 21st day of June 2018, by the following vote of the Board of Directors:

AYES:

NOES:

ABSTAIN:

ABSENT:

______________________________________________  _______________________________________
Jay Schenirer                                             James Corless
Chair                                                   Chief Executive Officer
SACOG Board of Directors

**Subject:** Approve Resolution for Reporting and Paying the Value of Employer Paid Member Contributions for Fiscal Year 2018-2019 (Est. time: 0 minutes)

**Consent**

**Prepared by:** Erik Johnson **Approved by:** James Corless

**Attachments:** Yes

1. **Issue:**
   Should the board approve a resolution for reporting and paying the value of CalPERS employer-paid member contributions (EPMC) for fiscal year 2018-2019?

2. **Recommendation:**
   The Government Relations & Public Affairs Committee recommends that the board approve the resolution for reporting and paying the value of EPMC for fiscal year 2018-2019, for retirement tiers I and II.

3. **Background/Analysis:**
   In January 2007, SACOG began a new contract with CalPERS that stipulated that SACOG would pay 7 percent EPMC and employees would pay 1 percent. In July 2008, SACOG began reducing the EPMC. Effective July 1, 2018, per the Memorandum of Understanding (MOU) with the SACOG Employees Association approved by the board in February 2017, SACOG’s EPMC will be reduced to 0.1 percent for Tier I and Tier II employees. PEPRA Tier employees already receive no EPMC. Effective July 1, 2019, SACOG will no longer pay EPMC for any employees.

   In April 2018, the board approved a resolution modifying the EPMC for fiscal year 2018-2019. Due to a typographical error, the rate for Tier II employees reported in April was misstated as 0 percent, but should be 0.1 percent, based on the previously approved Memorandum of Understanding between the SACOG Employees Association and SACOG.

4. **Discussion/Analysis:**
   This resolution is an administrative implementation of the MOU to pay EPMC for Tier I and Tier II employees. SACOG is required to adopt a resolution or ordinance when the EPMC rate changes pursuant to California Code of Regulations Section 571(a)(1). The attached resolution fulfills the regulatory requirement.
5. Fiscal Impact/Grant Information:
This action implements additional cost-sharing on the part of SACOG employees. All employees not covered by PEPRA will pay an additional 1 percent in CalPERS contributions.

This is estimated to save SACOG $42,000 in fiscal year 2018-2019. When combined with prior reductions in EPMC and future realized savings, this will help contribute to SACOG's ability to weather future CalPERS rate increases.

Starting in fiscal year 2019-2020, SACOG Tier I and Tier II employees will split any normal increase of the employer rate, with employees paying up to 1 percent annually.

ATTACHMENTS:
Description
Attachment A - Resolution

This staff report aligns with the following SACOG Work Plan Goals:
#10 - Strengthen Internal Functions & Protocols
SACRAMENTO AREA COUNCIL OF GOVERNMENTS

RESOLUTION NO. 58 - 2018

RESOLUTION FOR PAYING AND REPORTING THE VALUE OF EMPLOYER PAID MEMBER CONTRIBUTIONS

WHEREAS, the governing body of the Sacramento Area Council of Governments (SACOG) has the authority to implement Government Code Section 20636(c)(4) pursuant to Section 20691; and

WHEREAS, the governing body of SACOG has a written labor policy of agreement which specifically provides for the normal member contributions to be paid by the employer and reported as additional compensation; and

WHEREAS, one of the steps in the procedures to implement Section 20691 is the adoption of the governing body of SACOG of a Resolution to continue paying and reporting the value of said Employer Paid Member Contributions (EPMC); and

WHEREAS, the governing body of SACOG has identified the following conditions for the purpose of its election to pay EPMC:

TIER I:
- This benefit shall apply to all employees hired prior to November 1, 2011.
- This benefit shall consist of paying 0.1 percent of the normal contributions as EPMC, and reporting the same percent of compensation earnable (excluding Government Code Section 20636(c)(4)) as additional compensation.

TIER II:
- This benefit shall apply to all employees hired on or after November 1, 2011.
- This benefit shall consist of paying 0.1 percent of the normal contributions as EPMC, and reporting the same percent of compensation earnable (excluding Government Code Section 20636(c)(4)) as additional compensation.
NOW, THEREFORE, BE IT RESOLVED, that the governing body of SACOG elects to pay and report the value of EPMC, as set forth above effective July 1, 2018.

PASSED AND ADOPTED, this 21st day of June 2018, by the following vote of the Board of Directors:

AYES:

NOES:

ABSTAIN:

ABSENT:

__________________________________________  ________________________________________
Jay Schenirer                           James Corless
Chair                                  Chief Executive Officer
Subject: Approve Release of Solicitation for Joint Purchase of Fuel & Lubricants (Est. time: 0 minutes)

Consent
Prepared by: Conor Peterson Approved by: James Corless
Attachments: Yes

1. Issue:
Should SACOG release a Request for Proposals (RFP) for a pooled procurement of fuel and lubricants on behalf of local governments in the Sacramento region?

2. Recommendation:
The Government Relations & Public Affairs Committee recommends the Board of Directors release the RFP for joint fuel and lubricants procurement.

3. Background/Analysis:
This item maintains our current available services focused on building out our council of governments role by performing a re-solicitation of our joint purchase of fuel and lubricant contract. In 2014, SACOG established a master agreement for fuels and lubricants on behalf of cities, counties and special districts. This solicitation will mirror the 2014 approach by pooling together each local government agency’s fuel purchasing data into a comprehensive proposal, where it will be released as a single procurement. The agreement will be available to local governments on an on-demand or as-needed basis structured as an indefinite quantity-indefinite delivery solicitation, requiring no formal commitment from participating agencies. The RFP will be structured to allow for multiple vendor awards under one agreement.

4. Discussion/Analysis:
Staff distributed a data gathering and interest survey in March, resulting in nearly thirty agencies expressing participation interest in the solicitation (shown in Attachment A). Our current joint fuel & lubricant contract runs through September 30, 2018, with a final one-year option available into 2019. Based on feedback from jurisdictions, especially in regards to the changing vendor market for renewable diesel use, we have forgone the final year option and plan to release a new solicitation. A timeline is shown in Attachment A,
which includes bringing this item to the Government Relations & Public Affairs Committee and board in August 2018, to review vendor recommendations and contract terms.

The term of the new contract would be three years with two one-year options to extend.

5. Fiscal Impact/Grant Information:
The pooled purchasing approach offers cost savings through bulk purchase and also saves a substantial amount of time by reducing soft services required to complete a competitive solicitation process by each agency. Soft savings resulting from a pooled procurement are estimated to save each agency nearly $3,200 per procurement in staffing cost (66 hours per procurement), and nearly $3,200 (15 hours per year) for ongoing contract administration over the life of a five-year contract. With an estimated 15 agencies participating, this would result in nearly $100,000 of cost savings just for staffing costs to complete a procurement. Hard cost savings from the bulk discount are estimated to save $10,000-$40,000 per year for each agency, resulting in overall savings equal to $250,000-$600,000 for the region. These cost savings go up as more agencies participate throughout the entire solicitation process.

SACOG receives an administrative fee based on the gallons of fuel purchased in order to support regional and cooperative efforts under SACOG’s Shared Services.

ATTACHMENTS:
Description
Attachment A - Joint Fuel and Lubricants Solicitation Detail

This staff report aligns with the following SACOG Work Plan Goals:
#8 - Build out our Council of Governments Functions
Joint Fuel and Lubricants Solicitation Detail

SACOG shall be the lead agency for an eventual master agreement. Services will be provided on a scheduled or on-demand basis. Fuels and lubricants include:

1. Unleaded
2. ULS Diesel
3. Renewable Diesel
4. Red-Dyed Diesel
5. CNG
6. LNG
7. Ethanol (E-85)
8. Propane
9. Cardlock
10. Various Lubricants

Participating Agencies will purchase directly from the selected vendor under a SACOG’s established master agreement by using the sub-agreement process. Participating Agencies shall be directly billed by the selected vendors for any purchase made under the agreement.

Project Timetable

<table>
<thead>
<tr>
<th>Date Range</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>June 2018</td>
<td>Release Joint Fuel &amp; Lubricants IFB</td>
</tr>
<tr>
<td>July/August 2018</td>
<td>Select vendor(s)</td>
</tr>
<tr>
<td>August 2018</td>
<td>Come to SACOG Board with vendor suggestions and contract execution terms</td>
</tr>
<tr>
<td>August/September</td>
<td>Execute master agreement</td>
</tr>
</tbody>
</table>

Agencies Expressing Interest

| City of Davis       | County of Nevada                    | North Tahoe Public Utility District |
| City of Elk Grove   | County of Placer                    | San Juan Unified School District   |
| City of Folsom      | County of Sacramento                | Sierra College                     |
| City of Galt        | County of San Joaquin               | South Sutter Water District        |
| City of Lincoln     | County of Sutter                    | Sacramento Regional                |
| City of Rocklin     | County of Yuba                      | Sanitation District                |
| City of Roseville   | Elk Grove Unified School            | UC Davis                           |
| City of Sacramento  | District                             | Town of Truckee                    |
| City of Vacaville   | Los Rios Community College          | Yuba-Sutter Transit Authority      |
| City of Yuba City   |                                     |                                    |
| County of Amador    |                                     |                                    |
| County of El Dorado |                                     |                                    |
Subject: Elect Workers’ Compensation Coverage for Unpaid Volunteers (Est. time: 0 minutes)

Consent
Prepared by: Erik Johnson
Approved by: James Corless
Attachments: Yes

1. Issue:
Should SACOG provide Workers’ Compensation coverage for unpaid volunteers?

2. Recommendation:
The Government Relations and Public Affairs Committee recommends that the board approve the attached resolution.

3. Background/Analysis:
The California Labor Code requires that all employees be covered under a workers’ compensation insurance policy. California Labor Code Section 3352 excludes from the definition of an employee any person who performs service for a public agency who receives no compensation for such service, i.e., a volunteer. Therefore, those who volunteer their time with SACOG are not considered employees and are excluded from coverage under workers’ compensation insurance. This includes board members who do not receive a stipend from SACOG.

The Labor Code does allow for these individuals to be covered by an organization's workers’ compensation insurance if the governing body adopts a resolution specifically electing such coverage.

4. Discussion/Analysis:
SACOG receives all of its insurance, including workers' compensation through the Golden State Risk Management Authority (GSRMA). GSRMA has advised SACOG to consider adopting this resolution to ensure that workers' compensation insurance can be provided to all volunteers, including uncompensated board members.

SACOG does not regularly allow for volunteers. All of our regular interns are paid. Most members of the Board of Directors accept stipends from SACOG, which qualifies as compensation. However, this resolution would allow SACOG to reduce its liability.
exposure by ensuring that anyone who may qualify as a volunteer is covered under SACOG's existing policy.

5. Fiscal Impact/Grant Information:
The fiscal impact is expected to be minimal.

ATTACHMENTS:
Description
Attachment A - Resolution

This staff report aligns with the following SACOG Work Plan Goals:
#10 - Strengthen Internal Functions & Protocols
SACRAMENTO AREA COUNCIL OF GOVERNMENTS

RESOLUTION NO. 53 – 2018

ELECTING WORKERS’ COMPENSATION COVERAGE FOR UNPAID VOLUNTEERS

WHEREAS, the California Labor Code provides, with certain exceptions, that volunteers providing services to government agencies are not covered under California Workers’ Compensation insurance; and

WHEREAS, Labor Code Section 3363.5 authorizes public agencies, through action by resolution, to provide such volunteers with workers’ compensation coverage while they are acting for or on behalf of the agency; and

WHEREAS, the Board of Directors finds that the services provided by such volunteers benefit the Sacramento Area Council of Governments and its member cities and counties; and

WHEREAS, the Board of Directors has considered the desirability of providing workers’ compensation coverage to those volunteers designated below.

NOW THEREFORE BE IT RESOLVED, that:

1. pursuant to California Labor Code Section 3363.5, only those volunteers who have received prior written approval from the Sacramento Area Council of Governments to provide services to the agency are deemed employees of the agency for purposes of workers’ compensation coverage and only while performing services for or on behalf of the agency, effective as of the date of this Resolution; and

2. pursuant to California Labor Code Section 3363.5, the unpaid members of the Board of [Trustees/Directors] of the Sacramento Area Council of Governments are deemed employees of the agency for purposes of workers’ compensation coverage while performing services for or on behalf of the agency, effective as of the date of this Resolution.

PASSED AND ADOPTED, this 21st day of June 2018, at Sacramento, California by the following vote of the Board of Directors:

AYES:
Resolution No. 53-2018

June 21, 2018

NOES:

ABSTAIN:

ABSENT:

Jay Schenirer
Chair

James Corless
Chief Executive Officer
SACOG Board of Directors

**Subject:** Approve Amendment to Ultimate Staffing Agreement (Est. time: 0 minutes)

**Consent**

*Prepared by:* Lanette Espinoza  
*Approved by:* James Corless

*Attachments:* No

1. **Issue:**
   Should the board approve an amendment to the Agreement with Ultimate Staffing?

2. **Recommendation:**
   The Government Relations & Public Affairs Committee recommends that the board approve an amendment to the Agreement with Ultimate Staffing.

3. **Background/Analysis:**
   Staff entered into an Agreement for temporary staffing with Ultimate Staffing Services in June 2017, using the authority granted to the CEO by the board to approve contracts under $60,000. Prior to executing the Agreement, SACOG received competitive quotes from several vendors. Ultimate Staffing was selected because they offered the lowest hourly rate.

4. **Discussion/Analysis:**
   The temporary staffing services provided by this vendor were critical to bridging the gap created by departing employees between June 2017 and May 2018. Unfortunately, staff was unable to keep costs under the $60,000 authority granted to the CEO by the board. As such, staff is seeking approval to enter into an amendment with Ultimate Staffing for a total amount not to exceed $62,412.67.

   SACOG has hired new permanent staff in administrative support, finance, procurement, and contracts. This contract provided temporary staffing to assist in all of those areas. With the hiring of those new staff, there is no additional need for temporary staffing, and so this contract will be complete once this amendment is approved.

5. **Fiscal Impact/Grant Information:**
This amendment will add $2,412.67 to the existing Agreement. These services are within the budget for indirect services for the current fiscal year.

This staff report aligns with the following SACOG Work Plan Goals:
#10 - Strengthen Internal Functions & Protocols
Subject: Approve Fiscal Year 2017-2018 Overall Work Program Amendment #6 (Est. time: 0 minutes)

Consent

Prepared by: Bruce Griesenbeck
Approved by: James Corless
Attachments: Yes

1. Issue:
Should the Board of Directors approve an amendment to the 2017-2018 Overall Work Program (OWP) to add the Big Data Transportation Planning Pilot Project?

2. Recommendation:
The Government Relations & Public Affairs Committee recommends that the board approve this amendment to the Overall Work Program.

3. Background/Analysis:
In February, the board approved SACOG’s entry into a partnership with the California Air Resources Board (CARB) and the California Department of Transportation (Caltrans) for pilot testing a transportation planning application of big data, and authorized the Chief Executive Officer to negotiate and sign necessary agreements to carry out the pilot effort. For background information, the February staff report to the board is attached hereto (Attachment A).

In pursuit of this effort, as noted in the February staff report, staff has been working to develop agreements with the CARB and Caltrans to deliver this project. Staff recently learned from Caltrans staff that while it will not be possible to execute agreements for the project, Caltrans has the available funds to commit to the project in Fiscal Year (FY) 2017-2018, if SACOG can amend the funds into its FY 2017-2018 OWP before the end of the fiscal year.

4. Discussion/Analysis:
In order to secure the available Caltrans’ funding for this project, staff recommends that the board adopt a resolution approving Amendment #6 to the Fiscal Year 2017-2018 OWP, adding $510,000 for the Big Data for Transportation Planning Pilot Project, with $400,000 coming from Caltrans. (Attachment B.) The project description for the OWP is included in...
Attachment C; this description already is included in the proposed FY 2018-2019 OWP/Budget. Staff will follow up to document the funding and SACOG responsibilities through appropriate agreements.

5. Fiscal Impact/Grant Information:
This action adds $510,000 in revenues to the FY 2017-2018 OWP.

ATTACHMENTS:
Description
Attachment A - February Board Item
Attachment B - Resolution
Attachment C - OWP Description

This staff report aligns with the following SACOG Work Plan Goals:
#9 - Better Connect & Communicate with Members & Regional Electeds
SACOG Board of Directors

Subject: Approve Big Data Pilot Project

Consent
Prepared by: Shengyi Gao

Approved by: James Corless

Attachments: No

1. Issue:
Should SACOG partner on pilot testing the use of big data for transportation planning?

2. Recommendation:
The Transportation Committee unanimously recommends that the Board approve
SACOG’s entry into a partnership with the California Air Resources Board (CARB), and California
Department of Transportation (Caltrans) for pilot testing a transportation planning application of
big data, and authorize the chief executive officer to negotiate and sign necessary agreements to
carry out the pilot effort.

3. Background/Analysis:
"Big data" refers to extremely large data sets that may be analyzed to reveal patterns,
trends, and associations, especially relating to human behavior and interactions. Of
particular interest for transportation planning is big data such as cell signals, GPS, and
location data collected through smart phones and other electronic devices such as in-
vehicle navigation systems. Several vendors have begun offering big data products and
services targeted to transportation planning agencies. Although the offerings of each
vendor vary significantly, the common elements are: estimates of volumes of person or
vehicle trips from origin to destination, tabulated by time of day, day of week, etc.; the
ability to query trip data for specific information (e.g., all trips using a particular roadway
segment at a particular time); and options for mapping the data. Vendor offerings vary in
how the confidentiality and privacy of the underlying raw data is protected, and the level
of detail for mode of travel and trip purpose. The market for these big data products and
services is evolving quickly, with changes occurring frequently in the type of data offered,
user interfaces, pricing of data, and services, etc.

4. Discussion/Analysis:
Over the last six months, SACOG organized a review of some of the available big-data-
for-transportation offerings, in collaboration with several local and state agencies, and UC Davis. At the conclusion of this review, Caltrans, the California Air Resource Board, and UC Davis indicated a strong interest in pooling resources to pilot test an application of big data for transportation planning. This group of agencies foresees that big data will be a major tool in understanding and tracking transportation in our region; the question is when public agencies will elect to participate more actively in on-boarding of data and services. This group also believes that though the marketplace is evolving quickly, the products and services currently available are developed enough to merit a serious pilot test.

In order to activate this partnership, a Memorandum of Agreement (MOA) will need to be signed by the participating agencies for purposes of the pilot project. The MOA will include the following components: 1) a statement of goals of the pilot test; 2) definition of roles of each participant in the pilot; and 3) the funding each partner is willing to commit. SACOG would serve as manager of the pilot.

The total cost for the pilot will be based on proposals from vendors. The goal is to acquire an up-to-two-year license providing full access to data and services from the selected vendor to all partners. Based on current discussions with the other partners, the funding commitments from each partner are: SACOG—up to $200,000 (local funds); Caltrans—up to $400,000 (federal and state funds); ARB—up to $110,000 (state funds). UC Davis indicated strong interest but has not committed any funding to join the partnership at this time.

SACOG’s funding commitment will come from funds awarded for the Household Travel Survey Project through the Regional/Local funding round by the SACOG Board of Directors in 2015 and from the SAFE Board of Directors in 2016. Staff has reserved $200,000 of those funds for this Big Data Pilot Project. The big data acquired through the Pilot will augment the detailed, person- and household-level data collected through the Household Travel Survey, and provide a “universe” of travel activity data that will be useful for weighting and expanding the survey data, as well as for independently analyzing current travel patterns in the region.

To minimize the cost and meet the requirements of federally funded projects, SACOG will conduct a competitive procurement through a request for proposal (RFP) process to enter into a contract with the selected consultant.

At the Transportation Committee meeting, staff received direction to take steps to consider and include Sacramento State and other universities as potential partners for funding and implementing projects like this. Staff will contact Sacramento State to inform them of this specific effort, and will do more targeted outreach, such as a formal request for information, for future efforts similar to this project. Additionally, the Transportation Committee requested that the RFP for this project be structured and distributed to encourage responses from local tech companies and start-ups. Staff will work to structure the RFP to achieve this.

5. Fiscal Impact/Grant Information:
The project is a proposed new project in SACOG’s 2018 work plan. Existing SACOG
funding from the budget for the household travel survey will be used towards this project.
SACRAMENTO AREA COUNCIL OF GOVERNMENTS

RESOLUTION NO. 49 – 2018

APPROVING OVERALL WORK PROGRAM AND BUDGET AMENDMENT #6
FOR FISCAL YEAR 2017-18

WHEREAS, the Sacramento Area Council of Governments (SACOG) is the Metropolitan Planning Organization (MPO) for the Sacramento Metropolitan area and the Yuba City/Marysville Urbanized area, the Regional Transportation Planning Agency (RTPA) for Sacramento, Yolo, Yuba and Sutter counties, the Areawide Clearinghouse for the cities and counties that are signatories of the SACOG Joint Powers Agreement, the Airport Land Use Commission for the counties of Sacramento, Sutter, Yolo and Yuba and a Joint Powers Agency with the purposes and functions defined in the Joint Powers Agreement; and

WHEREAS, annually each MPO/RTPA in California is required to develop and submit for state and federal approval an Overall Work Program (OWP) adopted by its Governing Board; and

WHEREAS, SACOG’s OWP describes the continuing, comprehensive, and coordinated metropolitan planning process for the six-county Sacramento region, including annual agency revenues and expenditures; and

WHEREAS, SACOG’s OWP is used by Caltrans, federal agencies, and others to track activities of SACOG, Caltrans, the El Dorado County Transportation Commission (EDCTC), and the Placer County Transportation Planning Agency (PCTPA); and

WHEREAS, amendments to the OWP are typical throughout the year to modify or add projects or revenues, change project descriptions, and adjust staff and expenditures between OWP activities; and

WHEREAS, approval is requested for Amendment #6 to the OWP and Budget for FY 2017-18 to add $510,000 with $400,000 coming from a Caltrans Grant and $110,000 coming from the California Air Resources Board for the Big Data for Transportation Planning Pilot Project;

NOW THEREFORE, BE IT RESOLVED, that the SACOG Board of Directors hereby approves Amendment # to the OWP and Budget for FY 2017/18 including total expenditures of $40,815,069 and authorizes its submission to Caltrans for review and approval.
PASSED AND ADOPTED, this 21st day of June 2018, by the following vote of the Board of Directors:

AYES:

NOES:

ABSTAIN:

ABSENT:

_____________________________ _____________________________
Jay Schenirer            James Corless
Chair                    Chief Executive Officer
SACOG BIG DATA FOR TRANSPORTATION PLANNING PILOT PROJECT  Project #200-002-15

(Board Policy)

To answer some questions with high priority in transportation planning, SACOG is partnering with Caltrans and California Air Resources Board (CARB) to seek a contractor to provide data services on personal travel, personal vehicle activities, and freight flows. The contractor will develop an Internet based platform and authorize the partners to access the platform for more than eighteen months. SACOG staff will make use of the data to conduct in depth analysis on some topics of high priority. Work completed in FY 2017-18: exploration of vendors offering big data products and services; formation of the SACOG Big Data Pilot Project partnership; and procurement processes. Work to be completed in FY 2018-19: completion of procurement process and on-boarding of big data products and services; applications using the products and services for the 2020 MTP/SCS update, and on behalf of member agencies for selected projects and analysis requests. Additionally, the partners in this pilot will document usage of the products and services and the outcomes of that usage.

This work will be performed by SACOG and its consultant.

Tasks and End Products:
a. Internet based platform (December 2018)
b. Licensed access to the platform for eighteen months or more (December 2018 to June 2020)
c. Quarterly data updates (December 2018 to June 2020)
d. Data analysis report and invoices quarterly (December 2018 to June 2020)

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<td>Air Resources Board Grant</td>
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<tr>
<td>Other State or Local</td>
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* Total Revenues do not include Toll Credit Match
Subject: Approve Fiscal Year 2018-2019 Overall Work Program Amendment #1 (Est. time: 0 minutes)

1. Issue:
Should the SACOG Board of Directors approve Amendment #1 to the fiscal year (FY) 2018-2019 Overall Work Program (OWP) to add a new grant project?

2. Recommendation:
The Government Relations and Public Affairs Committee unanimously recommends that the board approve an amendment to the Fiscal Year 2018-2019 OWP to add a new project titled Rural Downtown/Main Street Planning in the Sacramento Region.

3. Background/Analysis:
In May 2018, the board approved SACOG’s Fiscal Year 2018-2019 OWP. SACOG recently learned that we were awarded a Caltrans Sustainable Communities Grant for a two-year program of rural community technical assistance, in partnership with Portland State University (PSU) and the Local Government Commission (LGC). Planning assistance will be provided to up to 12 jurisdictions to help bolster the vitality of their rural Main Street, downtown core, or town center. Staff will be able to begin work in July if SACOG can amend the project description and funds (Attachment A) into the Fiscal Year 2018-2019 OWP by the end of June.

4. Discussion/Analysis:
Staff recommends that the board adopt a resolution (Attachment B) approving Amendment #1 to the Fiscal Year 2018-2019 OWP, adding $274,939 in grant funds for the project, with a match of $35,6211 from SACOG. Staff will follow up with partners PSU and LGC to develop the appropriate agreements.

5. Fiscal Impact/Grant Information:
This action adds $274,939 in revenues to the Fiscal Year 2018-2019 OWP.

**ATTACHMENTS:**

Description
Attachment A - Rural TA Project Description
Attachment B - Resolution

This staff report aligns with the following SACOG Work Plan Goals:
#5 - Establish the Sacramento Region as an Innovator & Test-Bed for New Ideas
Rural Downtown/Main Street Planning in the Sacramento Region

(Caltrans Planning Grant)

This project will provide a two-year planning assistance program focused on rural town centers. Through a partnership with Portland State University and the Local Government Commission, SACOG will help two cohorts of jurisdictions in the region, up to a total of 12, to plan for streetscape and active transportation improvements and infill/land uses to bolster the vitality of their rural Main Street, downtown core, or town center.

This work will be performed by SACOG staff and its partners.

Tasks and End Products:

a. Develop agreements (July 2018)
b. Confirm jurisdiction partners for both Cohorts 1 and 2 (July 2019)
c. Confirm planning assistance for jurisdictions in Cohort 1 and 2 (September 2019)
d. Carry out planning assistance for both Cohorts (December 2020)
e. Draft guidance memo for each jurisdiction (January 2021)
f. Provide updates and presentations on project and results (February 2021)
g. Compile Guidance Memos for Caltrans (February 2021)
h. Quarterly Reports/Invoices (Quarterly)

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<td>Consulting Assistance from Partners</td>
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</table>

| Total Revenues (includes deferred) | $310,560 |
| SB 1 - Caltrans Planning Grant | $274,939 |
| 4-County TDA - Match | $35,621 |

* Total Revenues do not include Toll Credit Match
SACRAMENTO AREA COUNCIL OF GOVERNMENTS

RESOLUTION NO. 51 – 2018

APPROVING OVERALL WORK PROGRAM AND BUDGET AMENDMENT #1
FOR FISCAL YEAR 2018-2019

WHEREAS, the Sacramento Area Council of Governments (SACOG) is the Metropolitan Planning Organization (MPO) for the Sacramento Metropolitan area and the Yuba City/Marysville Urbanized area, the Regional Transportation Planning Agency (RTPA) for Sacramento, Yolo, Yuba and Sutter counties, the Areawide Clearinghouse for the cities and counties that are signatories of the SACOG Joint Powers Agreement, the Airport Land Use Commission for the counties of Sacramento, Sutter, Yolo and Yuba and a Joint Powers Agency with the purposes and functions defined in the Joint Powers Agreement; and

WHEREAS, annually each MPO/RTPA in California is required to develop and submit for state and federal approval an Overall Work Program (OWP) adopted by its Governing Board; and

WHEREAS, SACOG’s OWP describes the continuing, comprehensive, and coordinated metropolitan planning process for the six-county Sacramento region, including annual agency revenues and expenditures; and

WHEREAS, SACOG’s OWP is used by Caltrans, federal agencies, and others to track activities of SACOG, Caltrans, the El Dorado County Transportation Commission (EDCTC), and the Placer County Transportation Planning Agency (PCTPA); and

WHEREAS, amendments to the OWP are typical throughout the year to modify or add projects or revenues, change project descriptions, and adjust staff and expenditures between OWP activities; and

WHEREAS, approval is requested for Amendment #1 to the OWP and Budget for FY 2018-19 to add $310,560, with $274,939 coming from a Caltrans Sustainable Communities Grant and $35,621 in local match coming from SACOG, for the Rural Downtown/Main Street Planning in the Sacramento Region Project;
NOW THEREFORE, BE IT RESOLVED, that the SACOG Board of Directors hereby approves Amendment #1 to the OWP and Budget for Fiscal Year 2018-2019, including total expenditures of $310,560, and authorizes its submission to Caltrans for review and approval.

PASSED AND ADOPTED, this 21st day of June 2018, by the following vote of the Board of Directors:

AYES:

NOES:

ABSTAIN:

ABSENT:

_____________________________ _____________________________
Jay Schenirer James Corless
Chair Chief Executive Officer
Subject: Support Senate Bill 3 (Chapter 365, Statutes of 2017), Beall. Veterans and Affordable Housing Bond Act of 2018 (Est. time: 0 minutes)

Consent
Prepared by: Christina Lokke
Approved by: James Corless
Attachments: Yes

1. Issue:
Should SACOG take a position on the proposition placed on the November 2018, statewide ballot by Senate Bill (SB) 3 (Chapter 365, Statutes of 2017), Beall. Veterans and Affordable Housing Bond Act of 2018?

2. Recommendation:
The Government Relations & Public Affairs Committee recommends that the Board of Directors take a position to support the proposition placed on the November 2018, statewide ballot by SB 3 (Chapter 365, Statutes of 2017), Beall. Veterans and Affordable Housing Bond Act of 2018.

3. Background/Analysis:
SB 3, signed by the Governor last fall, places a housing bond on the November 2018, statewide ballot. The SACOG Board of Directors took a support position on SB 3 as the Legislature negotiated the specific details of the bond. The final version of the bond, as it will appear on the November ballot, authorizes the issuance of $4 billion in general obligation (GO) bonds for affordable housing programs and a veterans’ home ownership program. Specifically, it allocates the bond proceeds to the following existing housing related programs:

- $1.5 billion for the Multifamily Housing Program to assist in the new construction, rehabilitation, and preservation of permanent and transitional rental housing for persons with incomes of up to 60 percent of the area median income.
- $1.0 billion for the CalVet Home Loan Program to assist veterans in purchasing homes and farms.
- $300 million for the Infill Incentive Grant Program for infill incentive grants to assist in the new construction and rehabilitation of infrastructure that supports high-density affordable and mixed-income housing in locations designated as infill.
- $300 million for the Joe Serna, Jr. Farmworker Housing Grant Fund for housing for
agricultural employees and their families.

- $300 million for the Local Housing Trust Fund Matching Grant Program for affordable housing related grants and loans.
- $300 million to the CalHome Program for loans to assist development projects involving multiple home ownership units, including single-family subdivisions, for self-help mortgage assistance programs, and for manufactured homes.
- $150 million to the Transit-Oriented Development Implementation Program to provide local assistance to cities, counties, transit agencies, and developers for the development, or facilitation of development, of higher density uses within close proximity to transit stations that will increase public transit ridership.
- $150 million to the Self-Help Housing Fund for the home purchase assistance program.

The measure also allows the state Department of Housing and Community Development (HCD) to provide up to $30,000 annually in technical assistance (per jurisdiction) to counties or cities with a population of 150,000 or less, or developers of affordable housing in those cities and counties, to facilitate the construction of housing for programs funded by the Multifamily Housing Program, Joe Serna Jr. Farmworker Housing Program, and the CalHome Program. HCD may not spend more than $360,000 in total. Technical assistance includes engineering assistance and environmental review related to an affordable housing project and reimbursement of administrative costs related to developing a grant proposal.

4. Discussion/Analysis:

SACOG previously took a support position on SB 3 as it will provide much-needed funding for cities and counties in the SACOG region and help implement the region’s Sustainable Communities Strategy. Furthermore, it is consistent with SACOG’s adopted strategy to provide new funding for affordable housing. Since taking a support position, SB 3 was amended to include an additional $1 billion in authorized bonding authority for the CalVet Home Loan Program and shift the funding allocations among some of the programs. By bonding upfront on capital projects, SB 3 is anticipated to have a statewide economic impact of $23.4 billion and create 137,000 jobs.

The bond measure has a broad range of support from entities such as the League of California Cities, many individual cities, the Southern California Association of Governments, and numerous housing organizations. While there is currently no formal opposition campaign, SB 3 was opposed by the Howard Jarvis Taxpayers Association, the National Federation of Independent Business, and the Valley Industry and Commerce Association.

Attachment A is the text of the Veterans and Affordable Housing Bond Act of 2018.

5. Fiscal Impact/Grant Information:

This item has no direct fiscal impact.

ATTACHMENTS:
Description
Veterans and Affordable Housing Bond Act of 2018

This staff report aligns with the following SACOG Work Plan Goals:
#3 - Assist Local Economic Development Strategies
FILED
in the office of the Secretary of State
of the State of California

SEP 29 2017
At 12:40 O'Clock P.M.

By Nick Perla
Deputy Secretary of State

Senate Bill No. 3

Passed the Senate September 15, 2017

Secretary of the Senate

Passed the Assembly September 14, 2017

Chief Clerk of the Assembly

Approved SEP 29, 2017

Governor

This bill was received by the Governor this 21st day of September, 2017, at 5:30 o'clock P.M.

Daniel T. Herron
Private Secretary of the Governor
CHAPTER __________

An act to add Part 16 (commencing with Section 54000) to Division 31 of the Health and Safety Code, and to add Article 5z (commencing with Section 998.600) to Chapter 6 of Division 4 of the Military and Veterans Code, relating to housing, by providing the funds necessary therefor through an election for the issuance and sale of bonds of the State of California and for the handling and disposition of those funds, and declaring the urgency thereof, to take effect immediately.

LEGISLATIVE COUNSEL’S DIGEST

SB 3, Beall. Veterans and Affordable Housing Bond Act of 2018.

Under existing law, there are programs providing assistance for, among other things, emergency housing, multifamily housing, farmworker housing, home ownership for very low and low-income households, and downpayment assistance for first-time home buyers. Existing law also authorizes the issuance of bonds in specified amounts pursuant to the State General Obligation Bond Law and requires that proceeds from the sale of these bonds be used to finance various existing housing programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks. Existing law, the Veterans' Bond Act of 2008, authorized, for purposes of financing a specified program for farm, home, and mobilehome purchase assistance for veterans, the issuance, pursuant to the State General Obligation Bond Law, of bonds in the amount of $900,000,000.

This bill would enact the Veterans and Affordable Housing Bond Act of 2018, which, if adopted, would authorize the issuance of bonds in the amount of $4,000,000,000 pursuant to the State General Obligation Bond Law. Of the proceeds from the sale of these bonds, $3,000,000,000 would be used to finance various existing housing programs, as well as infill infrastructure financing and affordable housing matching grant programs, as provided, and $1,000,000,000 would be used to provide additional funding for the above-described program for farm, home, and mobilehome purchase assistance for veterans, as provided.

This bill would provide for submission of the bond act to the voters at the November 6, 2018, statewide general election in accordance with specified law.

This bill would declare that it is to take effect immediately as an urgency statute.

The people of the State of California do enact as follows:

SECTION 1. This act shall be known, and may be cited, as the Veterans and Affordable Housing Bond Act of 2018.

SEC. 2. The Legislature finds and declares all of the following:

(a) California is experiencing an extreme housing shortage with 2.2 million extremely low income and very low income renter households competing for only 664,000 affordable rental homes. This leaves more than 1.54 million of California’s lowest income households without access to affordable housing.

(b) While homelessness across the United States is in an overall decline, homelessness in California is rising. In 2015, California had 115,738 homeless people, which accounted for 21 percent of the nation’s homeless population. This is an increase of 1.6 percent from the prior year. California also had the highest rate of unsheltered people, at 64 percent or 73,699 people; the largest numbers of unaccompanied homeless children and youth, at 10,416 people or 28 percent of the national total; the largest number of veterans experiencing homelessness, at 11,311 or 24 percent of the national homeless veteran population; and the second largest number of people in families with chronic patterns of homelessness, at 22,582 or 11 percent of the state’s homeless family population.

(c) It is essential to continue funding, which is soon to expire, for housing programs that are necessary to address the housing needs of the large number of veterans and their families living in California.

(d) California is home to 21 of the 30 most expensive rental housing markets in the country, which has had a disproportionate impact on the middle class and the working poor. California requires the third highest wage in the country to afford housing, behind Hawaii and Washington, D.C. The fair market rent, which indicates the amount of money that a given property would require if it were open for leasing, for a two-bedroom apartment is $1,386. To afford this level of rent and utilities, without paying more than
tribes and residents in the United States. Due to historic dislocation and lack of housing choices, most do not live on tribal lands and those who do live in severely substandard, overcrowded homes lacking quality water and sewer services at rates greater than the general population.

SEC. 3. Part 16 (commencing with Section 54000) is added to Division 31 of the Health and Safety Code, to read:

PART 16. VETERANS AND AFFORDABLE HOUSING BOND ACT OF 2018

Chapter 1. General Provisions

54000. Together with Article 5z (commencing with Section 998.600) of Chapter 6 of Division 4 of the Military and Veterans Code, this part shall be known, and may be cited, as the Veterans and Affordable Housing Bond Act of 2018.

54002. As used in this part, the following terms have the following meanings:

(a) "Board" means the Department of Housing and Community Development for programs administered by the department, and the California Housing Finance Agency for programs administered by the agency.

(b) "Committee" means the Housing Finance Committee created pursuant to Section 53524 and continued in existence pursuant to Sections 53548 and 54014.

(c) "Fund" means the Affordable Housing Bond Act Trust Fund of 2018 created pursuant to Section 54006.

54004. This part shall only become operative upon adoption by the voters at the November 6, 2018, statewide general election.

Chapter 2. Affordable Housing Bond Act Trust Fund of 2018 and Program

54006. The Affordable Housing Bond Act Trust Fund of 2018 is hereby created within the State Treasury. It is the intent of the Legislature that the proceeds of the bonds (exclusive of refunding bonds issued pursuant to Section 54026) be deposited in the fund and used to fund the housing-related programs described in this chapter. The proceeds of bonds issued and sold pursuant to this
part for the purposes specified in this chapter shall be allocated in the following manner:

(a) One billion five hundred million dollars ($1,500,000,000) to be deposited in the Housing Rehabilitation Loan Fund established pursuant to Section 50661. The moneys in the fund shall be used for the Multifamily Housing Program authorized by Chapter 6.7 (commencing with Section 50675) of Part 2, to be expended to assist in the new construction, rehabilitation, and preservation of permanent and transitional rental housing for persons with incomes of up to 60 percent of the area median income (AMI). These funds may also be used to provide technical assistance pursuant to Section 54007.

(b) One hundred fifty million dollars ($150,000,000) to be deposited into the Transit-Oriented Development Implementation Fund, established pursuant to Section 53561, for expenditure, upon appropriation by the Legislature, pursuant to the Transit-Oriented Development Implementation Program authorized by Part 13 (commencing with Section 53560) to provide local assistance to cities, counties, cities and counties, transit agencies, and developers for the purpose of developing or facilitating the development of higher density uses within close proximity to transit stations that will increase public transit ridership. These funds may also be expended for any authorized purpose of this program and for state incentive programs, including loans and grants, within the department. Any funds not encumbered for the purposes of this subdivision by November 6, 2028, shall revert for general use in the Multifamily Housing Program authorized by Chapter 6.7 (commencing with Section 50675) of Part 2, unless the Department of Housing and Community Development determines that funds should revert sooner due to diminished demand.

(c) Three hundred million dollars ($300,000,000) to be deposited in the Regional Planning, Housing, and Infill Incentive Account, which is hereby created within the fund. Moneys in the account shall be available, upon appropriation by the Legislature, pursuant to the Infill Incentive Grant Program of 2007 established by Section 53545.13 for infill incentive grants to assist in the new construction and rehabilitation of infrastructure that supports high-density affordable and mixed-income housing in locations designated as infill, including, but not limited to, any of the following:

(1) Park creation, development, or rehabilitation to encourage infill development.

(2) Water, sewer, or other public infrastructure costs associated with infill development.

(3) Transportation improvements related to infill development projects.

(4) Traffic mitigation.

These funds may also be expended for any authorized purpose of this program. Any funds not encumbered for the purposes of this subdivision by November 6, 2028, shall revert for general use in the Multifamily Housing Program authorized by Chapter 6.7 (commencing with Section 50675) of Part 2, unless the Department of Housing and Community Development determines that funds should revert sooner due to diminished demand.

(d) One hundred fifty million dollars ($150,000,000) to be transferred to the Self-Help Housing Fund established pursuant to Section 50697.1. Notwithstanding Section 13340 of the Government Code and Section 50697.1, these funds are hereby continuously appropriated to the Department of Housing and Community Development without regard to fiscal years, which funds shall be transferred by the department to the California Housing Finance Agency for purposes of the home purchase assistance program established pursuant to Chapter 6.8 (commencing with Section 51341) of Part 3.

(e) Three hundred million dollars ($300,000,000) to be deposited in the Joe Serna, Jr. Farmworker Housing Grant Fund, established pursuant to Section 50517.5, to fund grants or loans, or both, for local public entities, nonprofit corporations, limited liability companies, and limited partnerships, for the construction or rehabilitation of housing for agricultural employees and their families or for the acquisition of manufactured housing as part of a program to address and remedy the impacts of current and potential displacement of farmworker families from existing labor camps, mobilehome parks, or other housing. These funds may also be expended for any authorized purpose of this program. These funds may also be used to provide technical assistance pursuant to Section 54007. Any funds not encumbered for the purposes of this subdivision by November 6, 2028, shall revert for general use in the Multifamily Housing Program authorized by Chapter 6.7 (commencing with Section 50675) of Part 2, unless the Department
of Housing and Community Development determines that funds should revert sooner due to diminished demand.

(f) Three hundred million dollars ($300,000,000) to be deposited in the Affordable Housing Innovation Fund established pursuant to subparagraph (F) of paragraph (1) of subdivision (a) of Section 53545. Moneys in the fund shall be available, upon appropriation by the Legislature, pursuant to the Local Housing Trust Fund Matching Grant Program established by Section 50842.2 to fund competitive grants or loans to local housing trust funds that develop, own, lend, or invest in affordable housing and used to create pilot programs to demonstrate innovative, cost-saving approaches to creating or preserving affordable housing. Local housing trust funds shall be derived on an ongoing basis from private contribution or governmental sources that are not otherwise restricted in use for housing programs. These funds may also be expended for any authorized purpose of this program. Any funds not encumbered for the purposes of this subdivision by November 6, 2028, shall revert for general use in the Multifamily Housing Program authorized by Chapter 6.7 (commencing with Section 50675) of Part 2, unless the Department of Housing and Community Development determines that funds should revert sooner due to diminished demand.

(g) Three hundred million dollars ($300,000,000) to be deposited in the Self-Help Housing Fund established pursuant to Section 50697.1. The moneys in the fund shall be available for the CalHome Program authorized by Chapter 6 (commencing with Section 50650) of Part 2, to provide direct, forgivable loans to assist development projects involving multiple home ownership units, including single-family subdivisions, for self-help mortgage assistance programs, and for manufactured homes. These funds may also be expended for any authorized purpose of this program. At least thirty million dollars ($30,000,000) of the amount deposited in the Self-Help Housing Fund shall be used to provide grants or forgivable loans to assist in the rehabilitation or replacement, or both, of existing mobilehomes located in a mobilehome or manufactured home community. These funds may also be used to provide technical assistance pursuant to Section 54007. Any funds not encumbered for the purposes of this subdivision by November 6, 2028, shall revert for general use in the Multifamily Housing Program authorized by Chapter 6.7 (commencing with Section 50675) of Part 2, unless the Department of Housing and Community Development determines that funds should revert sooner due to diminished demand.

54007. (a) (1) Notwithstanding any other provision of this part, the Department of Housing and Community Development may provide technical assistance to eligible counties and eligible cities, or developers of affordable housing within eligible counties and eligible cities, to facilitate the construction of housing for the target populations for the following programs funded pursuant to this part:

(A) The Multifamily Housing Program (Chapter 6.7 (commencing with Section 50675) of Part 2).

(B) The Joe Serna, Jr. Farmworker Housing Grant Program (Chapter 3.2 (commencing with Section 50515.2) of Part 2).

(C) The CalHome Program (Chapter 6 (commencing with Section 50650) of Part 2).

(2) Technical assistance pursuant to this section shall be provided using the bond proceeds allocated pursuant to Section 54006 to the program for which the technical assistance is provided.

(3) The Department of Housing and Community Development shall not provide more than three hundred sixty thousand dollars ($360,000) in technical assistance pursuant to this section, and an eligible county or eligible city shall not receive more than thirty thousand dollars ($30,000) in technical assistance annually.

(b) For purposes of this section, the following definitions shall apply:

(1) “Eligible city” means a city that is located within a county with a population of 150,000 residents or fewer.

(2) “Eligible county” means a county with a population of 150,000 residents or fewer.

(3) “Technical assistance” includes engineering assistance and environmental review related to an affordable housing project and reimbursement of administrative costs related to developing a grant proposal.

54008. (a) The Legislature may, from time to time, amend any law related to programs to which funds are, or have been, allocated pursuant to this chapter for the purposes of improving the efficiency and effectiveness of those programs or to further the goals of those programs.
(b) The Legislature may amend this chapter to reallocate the proceeds of bonds issued and sold pursuant to this part among the programs to which funds are to be allocated pursuant to this chapter as necessary to effectively promote the development of affordable housing in this state.

54009. Programs funded with bond proceeds shall, when allocating financial support, give preference to projects that are "public works" for purposes of Chapter 1 (commencing with Section 1720) of Part 7 of Division 2 of the Labor Code and other projects on which all construction workers will be paid at least the general prevailing rate of per diem wages as determined by the Director of Industrial Relations.

CHAPTER 3. FISCAL PROVISIONS

54010. Bonds in the total amount of three billion dollars ($3,000,000,000), exclusive of refunding bonds issued pursuant to Section 54026, or so much thereof as is necessary as determined by the committee, are hereby authorized to be issued and sold for carrying out the purposes expressed in this part and to reimburse the General Obligation Bond Expense Revolving Fund pursuant to Section 16724.5 of the Government Code. All bonds herein authorized which have been duly issued, sold, and delivered as provided herein shall constitute valid and binding general obligations of the state, and the full faith and credit of the state is hereby pledged for the punctual payment of both principal and interest on those bonds when due.

54012. The bonds authorized by this part shall be prepared, executed, issued, sold, paid, and redeemed as provided in the State General Obligation Bond Law (Chapter 4 (commencing with Section 16720) of Part 3 of Division 4 of Title 2 of the Government Code), except subdivisions (a) and (b) of Section 16727 of the Government Code, and all of the provisions of that law as amended from time to time apply to the bonds and to this part, except as provided in Section 54028, and are hereby incorporated in this part as though set forth in full in this part.

54014. (a) Solely for the purpose of authorizing the issuance and sale, pursuant to the State General Obligation Bond Law, of the bonds authorized by this part, the committee is continued in existence. For the purposes of this part, the Housing Finance Committee is "the committee" as that term is used in the State General Obligation Bond Law.

(b) The Department of Housing and Community Development may adopt guidelines establishing requirements for administration of its financing programs. The guidelines shall not constitute rules, regulations, orders, or standards of general application and are not subject to Chapter 3.5 (commencing with Section 11340) of Part 1 of Division 3 of Title 2 of the Government Code.

(c) For the purposes of the State General Obligation Bond Law, the Department of Housing and Community Development is designated the "board" for programs administered by the department, and the California Housing Finance Agency is the "board" for programs administered by the agency.

54016. Upon request of the board stating that funds are needed for purposes of this part, the committee shall determine whether or not it is necessary or desirable to issue bonds, and, if so, the amount of bonds to be issued and sold. Successive issues of bonds may be authorized and sold to carry out those actions progressively, and are not required to be sold at any one time. Bonds may bear interest subject to federal income tax.

54018. There shall be collected annually, in the same manner and at the same time as other state revenue is collected, a sum of money in addition to the ordinary revenues of the state, sufficient to pay the principal of, and interest on, the bonds each year. It is the duty of all officers charged by law with any duty in regard to the collections of state revenues to do or perform each and every act which is necessary to collect that additional sum.

54020. Notwithstanding Section 13340 of the Government Code, there is hereby appropriated from the General Fund in the State Treasury, for the purposes of this part, an amount that will equal the total of both of the following:

(a) The sum annually necessary to pay the principal of, and interest on, bonds issued and sold pursuant to this part, as the principal and interest become due and payable.

(b) The sum which is necessary to carry out Section 54024, appropriated without regard to fiscal years.

54022. The board may request the Pooled Money Investment Board to make a loan from the Pooled Money Investment Account, in accordance with Section 16312 of the Government Code, for purposes of this part. The amount of the request shall not exceed
the amount of the unsold bonds that the committee has, by resolution, authorized to be sold, excluding any refunding bonds authorized pursuant to Section 54026, for purposes of this part, less any amount loaned pursuant to this section and not yet repaid and any amount withdrawn from the General Fund pursuant to Section 54024 and not yet returned to the General Fund. The board shall execute any documents as required by the Pooled Money Investment Board to obtain and repay the loan. Any amount loaned shall be deposited in the fund to be allocated in accordance with this part.

54024. For purposes of carrying out this part, the Director of Finance may, by executive order, authorize the withdrawal from the General Fund of any amount or amounts not to exceed the amount of the unsold bonds that the committee has, by resolution, authorized to be sold, excluding any refunding bonds authorized pursuant to Section 54026, for purposes of this part, less any amount loaned pursuant to Section 54022 and not yet repaid and any amount withdrawn from the General Fund pursuant to this section and not yet returned to the General Fund. Any amounts withdrawn shall be deposited in the fund to be allocated in accordance with this part. Any moneys made available under this section shall be returned to the General Fund, plus the interest that the amounts would have earned in the Pooled Money Investment Account, from moneys received from the sale of bonds which would otherwise be deposited in that fund.

54026. The bonds may be refunded in accordance with Article 6 (commencing with Section 16780) of Chapter 4 of Part 3 of Division 4 of Title 2 of the Government Code. Approval by the electors of this act shall constitute approval of any refunding bonds issued to refund bonds issued pursuant to this part, including any prior issued refunding bonds. Any bond refunded with the proceeds of a refunding bond as authorized by this section may be legally defeased to the extent permitted by law in the manner and to the extent set forth in the resolution, as amended from time to time, authorizing that refunded bond.

54028. Notwithstanding any provisions in the State General Obligation Bond Law, the maturity date of any bonds authorized by this part shall not be later than 35 years from the date of each such bond. The maturity of each series shall be calculated from the date of issuance of each bond.

54030. The Legislature hereby finds and declares that, inasmuch as the proceeds from the sale of bonds authorized by this part are not "proceeds of taxes" as that term is used in Article XIII B of the California Constitution, the disbursement of these proceeds is not subject to the limitations imposed by that article.

54032. Notwithstanding any provision of the State General Obligation Bond Law with regard to the proceeds from the sale of bonds authorized by this part that are subject to investment under Article 4 (commencing with Section 16470) of Chapter 3 of Part 2 of Division 4 of Title 2 of the Government Code, the Treasurer may maintain a separate account for investment earnings, may order the payment of those earnings to comply with any rebate requirement applicable under federal law, and may otherwise direct the use and investment of those proceeds so as to maintain the tax-exempt status of tax-exempt bonds and to obtain any other advantage under federal law on behalf of the funds of this state.

54034. All moneys derived from premiums and accrued interest on bonds sold pursuant to this part shall be transferred to the General Fund as a credit to expenditures for bond interest; provided, however, that amounts derived from premiums may be reserved and used to pay the costs of bond issuance prior to transfer to the General Fund.

SEC. 4. Article 5z (commencing with Section 998.600) is added to Chapter 6 of Division 4 of the Military and Veterans Code, to read:

Article 5z. The Veterans and Affordable Housing Bond Act of 2018

998.600. Together with Part 16 (commencing with Section 54000) of Division 31 of the Health and Safety Code, this article shall be known and may be cited as the Veterans and Affordable Housing Bond Act of 2018.

998.601. (a) The State General Obligation Bond Law (Chapter 4 (commencing with Section 16720) of Part 3 of Division 4 of Title 2 of the Government Code), as amended from time to time, except as otherwise provided herein, is adopted for the purpose of the issuance, sale, and repayment of, and otherwise providing with respect to, the bonds authorized to be issued by this article, and the provisions of that law are included in this article as though set
out in full in this article. All references in this article to “herein” refer both to this article and that law.

(b) For purposes of the State General Obligation Bond Law, the Department of Veterans Affairs is designated the board.

998.602. As used herein, the following terms have the following meanings:

(a) “Board” means the Department of Veterans Affairs.

(b) “Bond” means a veterans' bond, a state general obligation bond, issued pursuant to this article adopting the provisions of the State General Obligation Bond Law.

(c) “Bond act” means this article authorizing the issuance of state general obligation bonds and adopting the State General Obligation Bond Law by reference.

(d) “Committee” means the Veterans Finance Committee of 1943, established by Section 991.

(e) “Fund” means the Veterans' Farm and Home Building Fund of 1943, established by Section 988.

(f) “Payment Fund” means the Veterans’ Bonds Payment Fund established by Section 988.6.

998.603. For the purpose of creating a fund to provide farm and home aid for veterans in accordance with the Veterans' Farm and Home Purchase Act of 1974 (Article 3.1 (commencing with Section 987.50)), and of all acts amendatory thereof and supplemental thereto, the committee may create a debt or debts, liability or liabilities, of the State of California, in the aggregate amount of not more than one billion dollars ($1,000,000,000), exclusive of refunding bonds, in the manner provided herein.

998.604. (a) All bonds authorized by this article, when duly sold and delivered as provided herein, constitute valid and legally binding general obligations of the State of California, and the full faith and credit of the State of California is hereby pledged for the punctual payment of both principal and interest thereof.

(b) There shall be collected annually, in the same manner and at the same time as other state revenue is collected, a sum of money, in addition to the ordinary revenues of the state, sufficient to pay the principal of, and interest on, these bonds as provided herein, and all officers required by law to perform any duty in regard to the collection of state revenues shall collect this additional sum.

(c) On the dates on which funds are to be remitted pursuant to Section 16676 of the Government Code for the payment of debt service on the bonds in each fiscal year, there shall be transferred to the Payment Fund to pay the debt service all of the money in the fund, not in excess of the amount of debt service then due and payable. If the money transferred on the remittance dates is less than debt service then due and payable, the balance remaining unpaid shall be transferred to the General Fund out of the fund as soon as it shall become available, together with interest thereon from the remittance date until paid, at the same rate of interest as borne by the bonds, compounded semiannually. Notwithstanding any other provision of law to the contrary, this subdivision shall apply to all veterans’ farm and home purchase bond acts pursuant to this chapter. This subdivision does not grant any lien on the fund, the Payment Fund, or the moneys therein to the holders of any bonds issued under this article. For the purposes of this subdivision, “debt service” means the principal (whether due at maturity, by redemption, or acceleration), premium, if any, or interest payable on any date with respect to any series of bonds. This subdivision shall not apply, however, in the case of any debt service that is payable from the proceeds of any refunding bonds.

998.605. There is hereby appropriated from the General Fund, for purposes of this article, a sum of money that will equal both of the following:

(a) That sum annually necessary to pay the principal of, and the interest on, the bonds issued and sold as provided herein, as that principal and interest become due and payable.

(b) That sum necessary to carry out Section 998.606, appropriated without regard to fiscal years.

998.606. For the purposes of this article, the Director of Finance may, by executive order, authorize the withdrawal from the General Fund of a sum of money not to exceed the amount of the unsold bonds which have been authorized by the committee to be sold pursuant to this article. Any sums withdrawn shall be deposited in the fund. All moneys made available under this section to the board shall be returned by the board to the General Fund, plus the interest that the amounts would have earned in the Pooled Money Investment Account, from the sale of bonds for the purpose of carrying out this article.
998.607. The board may request the Pooled Money Investment Board to make a loan from the Pooled Money Investment Account, in accordance with Section 16312 of the Government Code, for the purposes of carrying out this article. The amount of the request shall not exceed the amount of unsold bonds which the committee has, by resolution, authorized to be sold for the purpose of carrying out this article. The board shall execute whatever documents are required by the Pooled Money Investment Board to obtain and repay the loan. Any amounts loaned shall be deposited in the fund to be allocated by the board in accordance with this article.

998.608. Upon request of the board, supported by a statement of its plans and projects approved by the Governor, the committee shall determine whether to issue any bonds authorized under this article in order to carry out the board’s plans and projects, and, if so, the amount of bonds to be issued and sold. Successive issues of bonds may be authorized and sold to carry out these plans and projects progressively, and it is not necessary that all of the bonds be issued or sold at any one time.

998.609. (a) As long as any bonds authorized under this article are outstanding, the Secretary of Veterans Affairs shall, at the close of each fiscal year, require a survey of the financial condition of the Division of Farm and Home Purchases, together with a projection of the division’s operations, to be made by an independent public accountant of recognized standing. The results of each survey and projection shall be reported in writing by the public accountant to the Secretary of Veterans Affairs, the California Veterans Board, the appropriate policy committees dealing with veterans affairs in the Senate and the Assembly, and the committee.

(b) The Division of Farm and Home Purchases shall reimburse the public accountant for these services out of any money that the division may have available on deposit with the Treasurer.

998.610. (a) The committee may authorize the Treasurer to sell all or any part of the bonds authorized by this article at the time or times established by the Treasurer.

(b) Whenever the committee deems it necessary for an effective sale of the bonds, the committee may authorize the Treasurer to sell any issue of bonds at less than their par value, notwithstanding Section 16754 of the Government Code. However, the discount on the bonds shall not exceed 3 percent of the par value thereof.

998.611. Out of the first money realized from the sale of bonds as provided herein, there shall be redeposited in the General Obligation Bond Expense Revolving Fund, established by Section 16724.5 of the Government Code, the amount of all expenditures made for the purposes specified in that section, and this money may be used for the same purpose and repaid in the same manner whenever additional bond sales are made.

998.612. Any bonds issued and sold pursuant to this article may be refunded in accordance with Article 6 (commencing with Section 16780) of Chapter 4 of Part 3 of Division 4 of Title 2 of the Government Code. The approval of the voters for the issuance of bonds under this article includes approval for the issuance of bonds issued to refund bonds originally issued or any previously issued refunding bonds.

998.613. Notwithstanding any provision of the bond act, if the Treasurer sells bonds under this article for which bond counsel has issued an opinion to the effect that the interest on the bonds is excludable from gross income for purposes of federal income tax, subject to any conditions which may be designated, the Treasurer may establish separate accounts for the investment of bond proceeds and for the earnings on those proceeds, and may use those proceeds or earnings to pay any rebate, penalty, or other payment required by federal law or take any other action with respect to the investment and use of bond proceeds required or permitted under federal law necessary to maintain the tax-exempt status of the bonds or to obtain any other advantage under federal law on behalf of the funds of this state.

998.614. The Legislature hereby finds and declares that, inasmuch as the proceeds from the sale of bonds authorized by this article are not “proceeds of taxes” as that term is used in Article XIII B of the California Constitution, the disbursement of these proceeds is not subject to the limitations imposed by Article XIII B.

SEC. 5. Sections 3 and 4 of this act shall become operative upon the adoption by the voters of the Veterans and Affordable Housing Bond Act of 2018.

SEC. 6. Sections 3 and 4 of this act shall be submitted by the Secretary of State to the voters as a single measure, the Veterans and Affordable Housing Bond Act of 2018, at the November 6, 2018, statewide general election.
SEC. 7. This act is an urgency statute necessary for the immediate preservation of the public peace, health, or safety within the meaning of Article IV of the Constitution and shall go into immediate effect. The facts constituting the necessity are:

In order to maximize the time available for the analysis and preparation of the proposed issuance of bonds pursuant to Sections 3 and 4 of this act, it is necessary that this act take effect immediately.
**Subject:** Approve Release of Request for Qualifications for California Environmental Quality Act Consultant Support for the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy Update (Est. time: 0 minutes)

**Consent**
- **Prepared by:** Kacey Lizon
- **Approved by:** James Corless
- **Attachments:** No

**1. Issue:**
Should SACOG issue a Request for Qualifications (RFQ) for a California Environmental Quality Act (CEQA) consultant support for the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) update?

**2. Recommendation:**
The Land Use & Natural Resources Committee recommends that: 1) the SACOG Board of Directors authorize the SACOG Chief Executive Officer to release an RFQ for CEQA consultant support for the 2020 MTP/SCS update; and 2) the SACOG Board of Directors authorize the SACOG Chief Executive Officer to negotiate and execute a contract with the selected contractor.

**3. Background/Analysis:**
Under state law, SACOG’s update of the MTP/SCS is subject to the California Environmental Quality Act. To comply with this law, SACOG prepares a programmatic environmental impact report (PEIR). The purpose of the PEIR is to enable SACOG to examine and disclose the overall effects of the MTP/SCS. Under Senate Bill (SB) 375, the PEIR can also enable CEQA streamlining review for subsequent land development projects that are consistent with the MTP/SCS, if the SCS achieves its SB 375 GHG target. SACOG has enabled this SB 375 streamlining with the 2012 and 2016 MTP/SCS, and land use projects have used the streamlining enabled by both plans.

In past plan updates, much of the environmental analysis was done by SACOG staff, including production of the PEIR. SACOG hired consultants to advise and work on aspects of the PEIR for which SACOG does not have sufficient in-house staff resources or CEQA expertise. That consultant work has included advising on the scope and structure of the PEIR, peer review of specific sections, technical analysis, advice on CEQA streamlining
measures, and preparation of related CEQA compliance documents.

4. Discussion/Analysis:
For the 2020 MTP/SCS update, staff seeks approval to release an RFQ for a CEQA compliance expert to support SACOG in developing the PEIR for the 2020 MTP/SCS Update. The purpose of this RFQ is to efficiently and effectively comply with CEQA, continue to activate CEQA streamlining as directed by MTP/SCS policies, and efficiently use staff resources.

The consultant selected will have deep experience with CEQA compliance and streamlining, deep knowledge of the metropolitan transportation plan/sustainable communities strategy planning process, and familiarity with growth and transportation issues in the SACOG region. The scope of services for the selected consultant will include some combination of the following:

**CEQA Compliance Advice:** Advise SACOG management and legal team on scope and schedule of the programmatic environmental analysis for the MTP/SCS. The EIR will provide the same SB 375 and SB 226 streamlining opportunities provided in the current 2016 MTP/SCS EIR (SCH # 2014062060) for land development projects consistent with the MTP/SCS. The consultant will advise on compliance with CEQA requirements and any pertinent CEQA streamlining opportunities.

**Draft Environmental Impact Analysis and Oversight:** Advise, provide oversight, or prepare the environmental assessment of the proposed project. This may involve advising on environmental settings that describes the existing conditions before project implementation, regulatory settings, appropriate thresholds of significance, impacts (including direct impacts, indirect/cumulative impacts), and useful and effective mitigation measure(s) for each identified impact. The consultant may also be asked to identify significant impacts that can be mitigated and their level of significance after mitigation as well as identify unavoidable significant impacts. The consultant may be asked to assess the impacts of the MTP/SCS in several subject areas specifically required by CEQA, including significant irreversible, growth inducing, and cumulative impacts.

**Final Environmental Impact Report Preparation and Oversight:** Consultant may be asked to prepare or provide oversight on written responses to agency and public comments made during the public review of the draft CEQA document (written comments and oral testimony). The consultant will recommend technical corrections and specific revisions to the draft environmental document. Consultant may be asked to prepare Findings of Fact, Statement of Overriding Consideration, and/or Mitigation Monitoring Program as part of the Final EIR certification.

**Quality Control and Technical Oversight:** Provide quality control and technical oversight of EIR sections drafted by SACOG staff or other technical consultants hired through separate contracts.

The final scope of work will be negotiated with the selected consultant.
5. **Fiscal Impact/Grant Information:**
This project activity is budgeted for up to $125,000 over two fiscal years: $69,000 has been allocated in SACOG’s adopted Fiscal Year 2018-2019 Overall Work Program (OWP) and Budget; the remaining $55,000 will be allocated in the Fiscal Year 2019-2020 OWP and Budget.

This staff report aligns with the following SACOG Work Plan Goals:
#1 - Advance Economic Prosperity
Subject: Approve Green Region Policy Framework (Est. time: 0 minutes)

Consent
Prepared by: Raef Porter
Approved by: James Corless
Attachments: Yes

1. Issue:
How should SACOG solicit for and evaluate funding proposals submitted under the Green Region funding program?

2. Recommendation:
The Land Use and Natural Resource Committee recommends that the SACOG Board of Directors approve the Green Region Policy Framework.

3. Background/Analysis:
The SACOG Board of Directors approved the Green Region Plan in April 2018. The plan outlines strategies to move our region toward a zero emission future. Strategies include electrification of vehicles, purchase and installation of electric vehicle charging infrastructure, and focused funding in disadvantaged communities.

In May 2018, the board allocated $11,760,000 of the total funding round budget to Green Region. This allocation will act as a cap for the projects seeking funds under the program. If not all funds are requested, any remaining funds will be rolled into the Regional Funding Program. Any requests for funding above the allocated amount will not be funded under Green Region.

4. Discussion/Analysis:
The Green Region Policy Framework outlines how projects will be solicited and evaluated for funding under the Green Region Funding Program. Under the draft policy framework, project solicitation would begin on June 25, with final applications due by 4:00 p.m. on August 24, 2018. Program proposals would be evaluated beginning in September, with final Board action in December. If approved, funds would be available beginning February 2019.
Projects submitted under Green Region must meet the following criteria to be eligible for funding:

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

2. The project must be eligible for CMAQ, RSTP, or STIP funds.

3. The project must be scheduled to begin construction or operation no later than April 2021, with preliminary engineering and, if applicable, environmental analysis scheduled within one year.

4. A request for construction funding must demonstrate that environmental, engineering, and right-of-way will be ready by the time funds are requested, and that the agency has the financial capacity for ongoing operations and maintenance.

All projects that are eligible for funding will be evaluated by a working group based on the following criteria:

1. Is the project within at least one of the Green Region Plan program areas;

2. Will the project reduce regional vehicle miles traveled (VMT) per capita;

3. Will the project increase multi-modal travel/ alternative travel/ choice of transportation options; and

4. Does the project advance the use of electric and other zero-emission vehicles.

Projects will be ranked using the above criteria to set a funding priority order. Projects will be funded until either all projects have been funded, or all Green Region Program funds have been allocated.

5. Fiscal Impact/Grant Information:
The total funding allocated to Green Region is $11,760,000.

ATTACHMENTS:
Description
Green Region Framework
Green Region Application

This staff report aligns with the following SACOG Work Plan Goals:
#5 - Establish the Sacramento Region as an Innovator & Test-Bed for New Ideas
This document contains the guidelines for the Sacramento Area Council of Governments (SACOG) Green Region Program. The program grants funding from a variety of sources to local government agencies and their partners to projects that meet performance outcomes, overall policy, and selection considerations identified by the SACOG Board.

Section 1 contains the 2018 Guidelines for the Green Region Program. Page 3 provides the schedule for this funding round.

Section 2 contains application instructions for the 2018 Green Region Program. Please note the Green Region Program application itself is a separate document.

Section 3 contains the 2018 Green Region Program guidance on addressing performance outcomes.
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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/green-region.

June 21, 2018 Call for projects approved by the SACOG Board
June 25, 2018 Applications available
         Process begins

August 24, 2018 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 Green Region, will be made.

November 1, 2018 Staff presents recommended projects to SACOG Transportation Committee
November 15, 2018 SACOG Board publicly releases draft of funding recommendations
December 20, 2018 SACOG Board takes final action on recommended projects and determines final program funding amount

January 2019 Initiate programming and federal authorization request process; depending on fund type received. The earliest opportunity to receive funds is February 1, 2019

Program Contact
Please direct any questions regarding the Green Region Program to the SACOG Climate and Energy Team Manager.

Raef Porter, Senior Planner
Phone: (916) 340-6261
E-mail: rporter@sacog.org
Section 1: Program Guidelines
This section addresses the policy and processes to be utilized for the competitive Green Region Program.

Overview of Program
The Green Region Program is SACOG’s newest competitive program. The program is intended to help our region’s transportation system emit fewer emissions while continuing to function effectively and efficiently. It works in conjunction with other programs at SACOG in relation to the Metropolitan Transportation Plan / Sustainable Communities Strategy (MTP/SCS). While there are many efforts underway in the region to influence the choices people make about transportation and adopt lower emitting vehicles, Green Region is an attempt to bring together the various partners, both public and private, that are working toward this same goal.

The Plan focuses on five groups of projects: personal vehicles, shared rides and vehicles, public and private microtransit and shuttles, medium and heavy duty fleets, and disadvantaged communities.

There are many productive efforts at moving the region toward a more sustainable and cleaner form of transportation. SACOG will work with its partner agencies on these efforts to implement the Green Region Program. The Green Region plan, which outlines the programs and policy framework, was adopted by the SACOG Board on May 17, 2018. It provides the policy foundation for this program.

Goals of Program
The Green Region Plan is a collection of projects that work together to help make our region the region with the most robust system of clean transportation options in America. The Plan has three main goals:

1. Concentrated investment in electrification of the region’s transportation fleet to demonstrate technologies and our region’s interest in a zero emission transportation future.

2. Showcase the region’s ability to coalesce around clean transportation technology and signal to the State of California that we know how to effectively invest in clean transportation, and we should receive additional funds to further this goal.

3. Work with other programs around land use, transportation demand management, smart cities and infrastructure, and equitable access for all in a cohesive and comprehensive way that helps our region achieve its air quality and greenhouse gas emission goals.

Funding
Financial support for this and other SACOG programs will come primarily from federal funding sources expected to be available to the region. The SACOG Board of Directors will approve the amounts allocated to each program before the start of the project selection process, according to the 2016 MTP/SCS and the agency’s more immediate priorities. The fund estimate for the 2018 Green Region Program is $11,760,000. The overall selection of projects, across programs, is dependent on the funding and fund sources available.

Most of the projects selected for this and other SACOG programs must qualify for the federal/state
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 fund 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.

**Project Eligibility**
Projects must be eligible for CMAQ, RSTP, or STIP funds.

**Screening Projects Out**
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. Projects must provide a minimum of 11.47% match in non-federal funds towards the project cost, as is required for all federal aid funding projects. In other words, 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.
2. The project must be eligible for CMAQ funds.
3. The project must be scheduled to begin construction or operation no later than April 2021, and if applicable, preliminary engineering and environmental analysis scheduled within one year.
4. A request for construction funding must demonstrate that environmental, engineering, and right-of-way will be ready by the time funds are requested, and that the agency has the financial capacity for ongoing operations and maintenance.

SACOG staff will forward applications meeting all screening criteria to the Green Region Program’s project selection process.

**Project Selection Process**
The Green Region Program evaluates applications across a series of related performance assessments. First, a group of SACOG staff reviews projects for eligibility. SACOG then convenes a working group comprised of both SACOG and outside agency staff. After individually reviewing and evaluating applications, the working group meets to rank and prioritize submitted projects.

**Working Group prioritizes and ranks the projects**
The Working Group prioritizes and ranks the projects, according to an iterative process that uses both quantitative and qualitative methods. The Working Group will meet over several sessions and evaluate the projects both against the criteria listed in these guidelines and the pool of candidate projects. To establish project performance, the Working Group will consider the project’s cost effectiveness, deliverability, context sensitivity, narrative responses, and application as a whole. Project costs and schedule estimates for environmental, engineering, right-of-way (ROW) and start-up construction must be believable, based on standards for similar projects. The project applicant must have a track record that demonstrates technical capacity and reliability for similar projects. Further, the applicant must
demonstrate how the project is appropriate for the surrounding community’s current and expected land uses and transportation needs, and considers the range of current and future users.

The four general evaluation criteria, defined below, will be used by the Working Group. Applicants should use this section to understand the approach that the Working Group will take when considering the proposed project against the performance outcomes. Applicants should also consider this when selecting competitive projects. The four criteria are:

1. Within at least one of the Green Region Plan program areas (See Section 3 for description);
2. Reduce regional vehicle miles travelled (VMT) per capita;
3. Increase multi-modal travel/alternative travel/choice of transportation options;
4. Advances the use of electric and other zero-emission vehicles;

The Working Group will be looking for applications with supporting evidence of performance and need through the application. The compilation of projects recommended by the Working Group must meet the intentions of the Board approved goals and priorities for the Green Region Program. The Working Group recommendation, upon completion, will be provided to SACOG management staff for use in the development of the final draft recommendation to the SACOG Board of projects across the various funding programs. Selection and funding of projects is limited to the available state and federal funding available at the time of programming action.

Implementation

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

- 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 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 most 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, with a few exceptions. 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 SACOG’s delivery guidelines at the time of the award. SACOG makes SMF, RSTP, and CMAQ available on a first-come, first-serve basis. STIP funds may not be as available. Some STIP may not be available until SFY 2024/25. The earliest opportunity to obligate/delivery awarded funding is February 1, 2019.

When a project receives funding, the MTIP and is ready for implementation, the lead agency requests a federal authorization (E-76) from Caltrans. Only after the project is authorized, can the sponsor incur expenses that will then be reimbursed from the grant. A project sponsor submits invoices for the entire cost incurred, and is reimbursed at the authorized reimbursement rate.
Section 2: Application Instructions

This section outlines the requirements for applying for a 2018 Green Region Program grant. Please read the instructions in this section with the information in Section 1 when preparing your grant request. Check for any program updates under the 2018 Green Region Program link at the SACOG website: https://www.sacog.org/green-region

Application Contents Description

Applicants must use the templates provided on the SACOG website when provided. In the electronic submission, submit these application pieces as separate attachments, not as a single file. File names for application contents should include the reference number, the applicant name, the project name, and the description of the item, e.g. “2. City of Paradise – Main Street Improvements - project app”.

<table>
<thead>
<tr>
<th>Ref. #</th>
<th>Application Content</th>
<th>Template provided by SACOG?</th>
<th>Applies to</th>
<th>Submitted as</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Cover letter</td>
<td>No</td>
<td>All projects</td>
<td>PDF</td>
</tr>
<tr>
<td>2</td>
<td>SACOG Project Application</td>
<td>Yes</td>
<td>All projects</td>
<td>PDF</td>
</tr>
<tr>
<td>3</td>
<td>SACOG Engineer Cost Estimate</td>
<td>Yes</td>
<td>All projects</td>
<td>Excel</td>
</tr>
<tr>
<td>4</td>
<td>CMAQ Emissions Benefit Calculation</td>
<td>No</td>
<td>All projects</td>
<td>Excel</td>
</tr>
<tr>
<td>5</td>
<td>Optional letters of support and/or additional graphics</td>
<td>No</td>
<td>All projects, but is optional</td>
<td>PDF</td>
</tr>
</tbody>
</table>

All SACOG-provided templates are available on the Green Region Program website: https://www.sacog.org/green-region

1. Cover letter

The cover letter must be on letterhead of lead applicant and signed by the chief elected official of governing body, chief executive officer, or designated official who has managerial authority over the application. Electronic signature is acceptable. The cover letter should acknowledge that the application is authorized by the jurisdiction or agency, provide the official name of the project, and identify a project manager. Any other content is optional. Please address the cover letter to the 2018 SACOG Green Region Manager: Raef Porter, Senior Planner.

2. Project Application

Complete the Project Background section of the application. Answer the narrative section for the outcomes. The application provides suggested lengths for question responses, but does not identify a required maximum or minimum length.

3. Engineer’s Cost Estimate

Fill out the Engineer’s Cost Estimate with your project information. Please use the Excel version available online. Attach completed excel sheet to project application.
4. Emissions Benefit Calculations for CMAQ Funding

Applicants are required to complete and attach a Congestion Mitigation and Air Quality (CMAQ) emissions benefits calculations on projects that include new bicycle and pedestrian facilities, carpool lanes, bus replacements and expansion, light rail replacement and expansion, and Park & Ride lots. CMAQ funds are intended to support projects that improve air quality and relieve congestion, and are more than one-third of the funding distributed through the Green Region Program. A project may receive a mix of fund types (e.g. part CMAQ, part RSTP) if only part of the scope is CMAQ-eligible. SACOG reserves the right to ask applicants to complete the CMAQ emissions calculation at further stages of the evaluation.

For assistance with the CMAQ emissions benefit calculations, please contact:
José Luis Cáceres, Transportation Planner, SACOG
(916) 340-6218
JCaceres@sacog.org

5. Optional Content

Project applicants may attach additional information to help the working group 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. Do not send the letters of support directly to SACOG; instead, include any letters as part of the overall application. Do not attach completed local planning documents.

Applicant Reminders

1. Coordinate early: for non-city/county public agencies that are considering applying as the lead applicant, please coordinate early with the city or county in which the project area lies to establish a partnership/sponsorship.

2. Use the right template: All SACOG-provided templates are available on the Regional Funding Program website: https://www.sacog.org/green-region.

3. Submittal Deadline: Applications can be submitted at https://www.sacog.org/green-region beginning June 25, 2018, and are due 4:00 p.m. on Friday, August 24, 2018.

Application checklist

Your application must include:

☐ A submittal letter (scanned or electronic signature acceptable)
☐ Complete project application
☐ SACOG Engineer's Cost Estimate
☐ CMAQ Emissions Benefit Calculation (required for projects with the identified scope elements, optional for all others)

Optional additional attachments

☐ Letters of support, partnership, or commitment
☐ Pictures of the project area or other relevant exhibits
Section 3: Green Region Plan Guidance

The Green Region Plan helps our region’s transportation system emit fewer emissions while continuing to function effectively and efficiently. While there are many efforts underway in the region to influence the choices people make about transportation and adopt lower emitting vehicles, the Green Region Plan is an attempt to bring together the various partners, both public and private, that are working toward this same goal.

The Green Region Plan is a collection of projects that work together to help make our region the region with the most robust system of clean transportation options in America. The Plan has three main goals:

1. Concentrated investment in electrification of the region’s transportation fleet to demonstrate technologies and our region’s interest in a zero emission transportation future.
2. Showcase the region’s ability to coalesce around clean transportation technology and signal to the State of California that we know how to effectively invest in clean transportation, and we should receive additional funds to further this goal.
3. Work with other programs around land use, transportation demand management, smart cities and infrastructure, and equitable access for all in a cohesive and comprehensive way that helps our region achieve its air quality and greenhouse gas emission goals.

The Plan focuses on personal vehicles, shared rides and vehicles, public and private microtransit and shuttles, medium and heavy duty fleets, and disadvantaged communities. Each of these groups contains multiple projects, explained in more detail below.

Program Descriptions

EV charging program for public charging

Program Summary

Fund publically available DC Fast Charging stations.

Fund a regional EV car share program, Provide assistance for EVs in regional car rental companies, and Place EVs in TNC fleets and analyze use of TNCs in the region

Program Summary

Acquire a fleet of EVs as demonstration vehicles for car share, rental companies, and TNCs on a three year basis

Provide incentives for EV shuttles in public fleets, and Bring private microtransit providers using EVs into the region

Program Summary

This program will focus on 12 passenger microtransit service and cutaway buses, where EV technology currently exists.
Plan and provide funding for zero emission buses and required fueling infrastructure

Program Summary
This is an extension of the SECAT program, with a specific focus on public transit operators.

Light, medium, and heavy duty ZEV fleets

Program Summary
This is an extension of the SECAT program for non-transit fleets.

Mobility Hubs in disadvantaged communities

Program Summary
Provide targeted incentives, education, and outreach to populations that have been underserved will insure equity in the Green Region plan. This project will pilot an all EV mobility hub in a selected community.
## Project Background

### Project Identification

<table>
<thead>
<tr>
<th>Project Title</th>
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<tbody>
<tr>
<td>SACOG ID number (if available)</td>
<td></td>
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<tr>
<td>PPNO and/or EA number (if applicable)</td>
<td></td>
</tr>
<tr>
<td>Federal ID number (if applicable)</td>
<td></td>
</tr>
<tr>
<td>Completion date of Project Study Report or equivalent (If applicable; Estimated completion date, if pending)</td>
<td></td>
</tr>
<tr>
<td>Is this a phase of a larger project? If so, which project?</td>
<td></td>
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</tbody>
</table>

### Lead Agency Contact Information

<table>
<thead>
<tr>
<th>Name</th>
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<tbody>
<tr>
<td>Position</td>
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</tr>
<tr>
<td>Agency</td>
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<tr>
<td>Address</td>
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<tr>
<td>Phone</td>
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<tr>
<td>E-mail</td>
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</tbody>
</table>

### Partner Agency Contact Information (if applicable)

<table>
<thead>
<tr>
<th>Name</th>
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<tbody>
<tr>
<td>Position</td>
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<td>Agency</td>
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<tr>
<td>Address</td>
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<tr>
<td>Phone</td>
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<td>E-mail</td>
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</tbody>
</table>

### Project Funding Request (*round costs to the nearest thousand dollars*)

| Total funding request |  |
| Total project cost |  |

*If only part of project is eligible for SACOG funding, what is the total eligible project cost?*
**Project Screening Criteria**

<table>
<thead>
<tr>
<th>Project Screening Criteria</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Does your funding request include a minimum of 11.47% match in non-federal funds?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Is your project eligible for CMAQ funding? For questions about fund eligibility, contact Caltrans D3 Local Assistance: <a href="http://www.dot.ca.gov/dist3/departments/planning/localassist.html">http://www.dot.ca.gov/dist3/departments/planning/localassist.html</a></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Will you be able to begin construction no later than April 2021, and if applicable, preliminary engineering and environmental analysis scheduled within one year?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>If you are requesting construction funding, can you demonstrate that the environmental, engineering, and right-of-way phases will be complete by the time construction funds are requested?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>If you are requesting construction funding, can you demonstrate financial ability for ongoing operations and maintenance?</td>
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<td></td>
</tr>
</tbody>
</table>

**Project Need**

1. Why is this project a priority for your agency? (suggested length: 1 paragraph)

**Project Scope**

1. Provide a 1-2 sentence description of your project.
2. Describe your project's context-sensitive design features (i.e., features appropriate for surrounding land uses, transportation needs, and community vision). Consider in your response:
   - Surrounding land uses
   - Active transportation facilities (e.g., bulb-outs, bike boxes, types of bikeways, bike share etc.)
   - Presence of utility infrastructure

(suggested length: 1 paragraph)

3. How did you determine that the proposed project is the preferred alternative for the project area? (suggested length: 1 paragraph)
4. What risks have you identified for the project? Describe:

a. Risks that would change scope or schedule (e.g., community involvement, approvals, etc.)

b. Cost overrun risks. What efforts have you made to ensure the cost estimates contained in this application are current, justifiable, and defensible, especially given the existing bid environment? Selected projects will be held to SACOG delivery policies at time of the funding award.

c. Risks previously identified by outside agencies involved in permitting or clearance approvals

(suggested length: 1-2 paragraphs. Answer each sub-element in the question)

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5. Provide a description that demonstrates the ability to absorb any cost overruns and deliver the proposed project with no additional funding from the Regional Program. For Caltrans implemented projects, Caltrans must demonstrate the plan to secure alternate source(s) to fund potential cost overruns. (suggested length: 1 paragraph)
6. If SACOG could only partially fund your project, is there a reduced scope/usable partial stage of your project? Please describe the reduced or partial scope and cost(s). (suggested length: 1 paragraph)

Project Impacts

1. How will your project address the needs of disadvantaged communities and/or vulnerable populations? (e.g., as identified by LIHM, CalEnviroScreen 3.0, the Health Disadvantage Index, and/or other local assessments/studies/definitions of disadvantaged communities). Consider addressing:
   a. If the project was requested by and/or is supported by disadvantaged community residents
   b. If the project directly benefits disadvantaged residents in the project area, or extends benefits to disadvantaged residents beyond the project area (suggested length: 1 paragraph)

2. How might the project have negative impacts (e.g., increased truck travel, traffic, etc.) for the project area or residents? How will those negative impacts be addressed or mitigated? (suggested length: 1 paragraph)
3. How will this project build upon/interact with planned transportation, land use, or other projects that will change or impact the project area in the next five to ten years? (suggested length: 1 paragraph)
Performance Outcomes & Selection Considerations

Projects are evaluated on the outcome criteria. Complete the following performance outcomes narrative section for each outcome.

1. Within at least one of the Green Region Plan program areas;
2. Reduce regional vehicle miles travelled (VMT) per capita;
3. Increase multi-modal travel/ alternative travel/ choice of transportation options;
4. Advances the use of electric and other zero-emission vehicles;

<table>
<thead>
<tr>
<th>Outcome #1: Within at least one of the Green Region Plan program areas</th>
</tr>
</thead>
<tbody>
<tr>
<td>Specify how proposed project addresses a program area – 1 sentence (each project only needs to address one area, but may cover multiple)</td>
</tr>
<tr>
<td><strong>Program Area</strong></td>
</tr>
<tr>
<td>EV charging program for public charging</td>
</tr>
<tr>
<td>Fund a regional EV car share program, Provide assistance for EVs in regional car rental companies, and Place EVs in TNC fleets and analyze use of TNCs in the region</td>
</tr>
<tr>
<td>Provide incentives for EV shuttles in public fleets, and Bring private microtransit providers using EVs into the region</td>
</tr>
<tr>
<td>Mobility Hubs in disadvantaged communities</td>
</tr>
</tbody>
</table>
### Outcome #2: Reduce regional VMT/capita

**Narrative Response Provided by Applicant (suggested length: 1 to 2 paragraphs)**

1. What are the features of your project and/or project area that will help to realize the projected VMT reductions? How will these features reduce VMT per capita? Consider addressing how your project:
   a. Improves, contributes to, and/or fills in a gap in the transportation network
   b. Eliminates a physical barrier in to different modes in the transportation network
   c. Promotes, preserves, provides, or encourages a shift from low occupancy to higher occupancy vehicles (carpooling, transit, etc.)
   d. Provides new or improved transportation options in an area with a mix of residential, employment, education, and service uses
   e. Enables more direct travel to local or regionally-serving employment, housing, and/or amenities
**Outcome #3: Increase multimodal travel options**

<table>
<thead>
<tr>
<th>Narrative Response Provided by Applicant (suggested length: 1 to 2 paragraphs)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Narrative Response Provided by Applicant</strong> (suggested length: 1 to 2 pages)</td>
</tr>
<tr>
<td>1. How does the project contribute to increased biking, walking, and/or transit use? Consider addressing:</td>
</tr>
<tr>
<td>a. Design or scope elements focused on improving the user experience for people biking, walking, and/or taking transit</td>
</tr>
<tr>
<td>b. How your project connects origins and destinations that would encourage mode shifts for trips</td>
</tr>
</tbody>
</table>
Outcome #4 Advances the use of electric and other zero-emission vehicles

Narrative Response Provided by Applicant (suggested length: 1 to 2 paragraphs)

Narrative Response Provided by Applicant (suggested length: 1 to 2 pages)

1. How will this project support the advancement of zero-emission vehicles? Consider addressing the project’s role in:
   a. Providing opportunities to use a zero emission vehicle
   b. Advance new and emerging zero emission technologies
   c. Demonstrates the viability of zero emission technologies
Subject: Approve 2018 Federal Better Utilizing Investments to Leverage Development Program (Est. time: 0 minutes)

Consent
Prepared by: Matt Carpenter
Approved by: James Corless
Attachments: Yes

1. Issue:
Should the board endorse a list of projects applying for federal funding through the new Better Utilizing Investments to Leverage Development (BUILD) program?

2. Recommendation:
The Transportation Committee unanimously recommends that the board authorize SACOG staff support to project sponsors seeking federal BUILD funding as long as the projects are consistent with the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS).

3. Background/Analysis:
The U.S. Department of Transportation (DOT) recently released the Notice of Funding Opportunity (NOFO) for the first round of the BUILD program. The BUILD program will award a total of $1.5 billion to fund roads, bridges, transit, rail, ports or intermodal transportation projects. Applications are due by July 19, 2018.

The SACOG region has been successful in the previous nine funding rounds of the program when it was known as the Transportation Investment Generating Economic Recovery (TIGER) program. Funding has been awarded to Highway 99 improvements in Live Oak, Port of West Sacramento improvements, the Sacramento Intermodal station, and project development efforts for the Broadway Bridge that will connect the cities of Sacramento and West Sacramento.

4. Discussion/Analysis:
BUILD funding is eligible for roads, bridges, transit, rail, ports, or intermodal transportation. Applications will be evaluated and selected by criteria that include safety, economic competitiveness, quality of life, environmental protection, state of good repair, innovation, partnership, and non-federal revenue leverage for future transportation
infrastructure investments. For this round of the BUILD funding program, the maximum grant award is $25 million, and no more than $150 million can be awarded to a single State. At least 30 percent of funds must be awarded to projects located in rural areas.

SACOG identified a list of anticipated BUILD project applicants in Attachment A through coordination with agency partners across the region. A few of the likely applicants are still working to confirm the projects they will submit for BUILD funding.

With board approval, staff will provide letters of support to projects consistent with the MTP/SCS and offer technical assistance to agencies requesting additional support with their BUILD applications.

5. Fiscal Impact/Grant Information:
The BUILD program is a federal transportation grant program. There is no fiscal impact to SACOG's operating budget from endorsing projects to submit applications for the BUILD program.

ATTACHMENTS:
Description
Attachment: Potential Applicants for BUILD Program

This staff report aligns with the following SACOG Work Plan Goals:
#7 - Delivery Key High-Profile Transportation Projects
## Potential Applicants for BUILD Program

<table>
<thead>
<tr>
<th>Agency</th>
<th>Implementation</th>
<th>Description/Project Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Citrus Heights</td>
<td>TBD</td>
<td>Near Placerville and Camino, from 0.2 mile west of Still Meadows Road to 0.4 mile east of Upper Carson Road (PM 21.9/24.5) - Install median barrier, widen shoulders, construct acceleration/deceleration lane, construct an undercrossing and construct access to the undercrossing from local roads.</td>
</tr>
<tr>
<td>EDCTC, El Dorado County, and Caltrans D3</td>
<td>US 50 - Camino Operational / Safety Improvements</td>
<td>Both of these are segments of the SouthEast Connector. The City will decide on which it will apply.</td>
</tr>
<tr>
<td>Elk Grove</td>
<td>TBD</td>
<td>One of the following projects: • A2 Kammerer Road (Bruceville to Collector 1 or Big Horn) • B2 Grant line (Waterman to Bradshaw)</td>
</tr>
<tr>
<td>Isleton</td>
<td>TBD</td>
<td>In Placer County: Between SR 65 and Foothills Boulevard; Construct phase 1 of Placer Parkway, including upgrading the SR 65/Whitney Ranch Parkway interchange to include a southbound slip off-ramp, southbound loop on-ramp, northbound loop on-ramp, six-lane bridge over SR 65, and four-lane roadway extension from SR 65 (Whitney Ranch Parkway) to Foothills Boulevard. Total Project Cost is $70 million.</td>
</tr>
<tr>
<td>Placer County</td>
<td>Placer Parkway Phase 1</td>
<td>In Roseville, widen Washington Blvd from 2 to 4 lanes, including widening the Andora Underpass under the UPRR tracks, between Sawtell Rd and just south of Pleasant Grove Blvd. and construct bicycle and pedestrian improvements adjacent to roadway. Total Project Cost is $33 million.</td>
</tr>
<tr>
<td>Port of Sacramento</td>
<td>Planning Grant</td>
<td>Luyung to Granitline Road is in MTP. Depending on the matching requirements and availability of funds our project improvements. Limits for BUILD may end at City/County Boundary. It will be a 4 lane facility improvement with ITS elements and pedestrian and bike improvements. Estimated requested amount: $25 million. Total Project Cost is $45 million.</td>
</tr>
<tr>
<td>Rancho Cordova</td>
<td>White Rock Road improvements Project</td>
<td>In Sacramento County: South Watt Avenue from Florin Road to Jackson Road (Route 16); widen from 2 to 4 lanes.</td>
</tr>
<tr>
<td>Roseville</td>
<td>Washington Blvd/Andora Undercrossing Improvement Project</td>
<td>Light Rail Vehicle Replacement and Station Conversion RT will apply for low-floor light rail vehicles and the conversion of some stations to low-floor to accommodate these vehicles. Estimated requested amount: $25 Million.</td>
</tr>
<tr>
<td>Sacramento County</td>
<td>South Watt Avenue Widening</td>
<td>Light Rail Vehicle Replacement and Station Conversion</td>
</tr>
<tr>
<td>SacRT</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td>SE Connector JPA</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td>West Sacramento and Sacramento</td>
<td>I-Street Bridge Replacement Project</td>
<td>I-Street Bridge, over Sacramento River and complex of bridge approach structures. Replace existing 2 lane bridge with a 2 lane bridge on a new alignment. Project includes bridge approaches. Total Project Cost is $87 million.</td>
</tr>
<tr>
<td>Winters</td>
<td>I-505 Pedestrian Overpass Improvement</td>
<td>The 1992 Winters General Plan identifies interchange improvements at the SR 128/I-505 junction that include widening the overcrossing for bicycle and pedestrian uses. A recent pedestrian fatality here underscores the need for this project.</td>
</tr>
<tr>
<td>YCTD and Caltrans D3</td>
<td>I-80 Zipper Lane</td>
<td>The project seeks funding to implement a &quot;road zipper&quot; lane (from Davis to West Sacramento), effectively adding a lane for traffic during peak periods.</td>
</tr>
<tr>
<td>Yolo County</td>
<td>TBD</td>
<td>TBD</td>
</tr>
</tbody>
</table>
Subject: Approve Guidelines and Release Request for Grant Applications for Transportation Demand Management Grant Programs (Est. time: 0 minutes)

Consent
Prepared by: Sabrina Bradbury

Attachments: Yes

Approved by: James Corless

1. Issue:
Should the board approve the guidelines for three Transportation Demand Management (TDM) grant programs?

2. Recommendation:
The Transportation Committee unanimously recommends that the board approve the guidelines and authorize the release of the Request for Grant Applications for three TDM grant programs.

3. Background/Analysis:
In April 2018, the SACOG Board of Directors approved the Next Generation TDM program budget for Fiscal Year (FY) 2018-2019. This budget included funding for two grant programs – TDM Innovations and TDM Traditional grants. In December 2017, the board approved a new TDM mini-grant program that allocated $60,000 to be spent over the 2018 calendar year.

This item is bringing all three grant programs forward for FY 2018-2019 with revised guidelines and modestly increased budgets based on anticipated savings from FY 2017-2018.

4. Discussion/Analysis:
After launching the two new TDM grant programs in the last year (Innovations and Mini Grants), staff is recommending revisions to the grant programs to streamline the application, review, and award process. The guidelines in the attachments to this item are similar in format, but each has a slightly different emphasis to attract different types of projects. The three grant programs would have the same five evaluation criteria: (1) potential to reduce vehicle miles and trips; (2) innovation and uniqueness of project; (3)
plan for measuring performance; (4) target market/audience; and (5) budget and cost per participant. However, these would be weighted differently based on the goals of the specific grant program.

The TDM Innovations Grant Program Guidelines (Attachment A) are focused on attracting projects and pilots that test new and unique approaches to changing travel behavior. Competitive applications could include a project that has been tested in another region but is new to this region, or something that is unique and has never been tested.

The TDM Traditional Grant Program Guidelines (Attachment B) are weighted to favor projects that make a strong case for reducing miles and trips because they have been tried and tested in other parts of the region or country. For these grants, there should be evidence of the effectiveness of the project or program. Thus, the criterion of Potential to Reduce Vehicle Trips and Miles is worth more than any of the other criteria, with innovation worth the least.

The TDM Mini Grant Program Guidelines (Attachment C) are structured to provide a flexible, ongoing source of small grants for projects, whether new or already tested. The criteria of Innovation and Trip/Mile Reductions are weighted the same in these guidelines because we want to fund a mix of projects with this grant program.

**Funding Levels**

Staff anticipates closing out FY 2017-2018 with slightly over $200,000 in program savings, above and beyond the $3 million budget for Next Generation TDM Program. Staff therefore recommends the following changes to funding levels for these three grant programs:

<table>
<thead>
<tr>
<th>Grant Program</th>
<th>Existing Allocation</th>
<th>Additional Allocation</th>
<th>New Total Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Innovations Grants</td>
<td>$680,000</td>
<td>$70,000</td>
<td>$750,000</td>
</tr>
<tr>
<td>Traditional Grants</td>
<td>$225,000</td>
<td>$25,000</td>
<td>$25,000</td>
</tr>
<tr>
<td>Mini Grants</td>
<td>$30,000</td>
<td>$130,000</td>
<td>$100,000</td>
</tr>
</tbody>
</table>

Since the committee meeting was held, staff has changed the application release date of the mini grant program to June 22, from July 16. This change aligns with the release date of the other two programs.

5. **Fiscal Impact/Grant Information:**

There is no fiscal impact to the agency. These grant programs are within the Next Generation TDM budget and do not affect the staff time allocations previously approved in the Overall Work Program.

**ATTACHMENTS:**
Description
Attachment A: TDM Innovations Guidelines
Attachment B: TDM Traditional Guidelines
Attachment C: Mini-Grant Guidelines

This staff report aligns with the following SACOG Work Plan Goals:
#5 - Establish the Sacramento Region as an Innovator & Test-Bed for New Ideas
Request for Grant Applications for Transportation Demand Management Innovations Grant Program

Application Deadline:

July 27, 2018 at 5:00 p.m.
REQUEST FOR GRANT APPLICATIONS FOR TRANSPORTATION DEMAND MANAGEMENT INNOVATIONS GRANT PROGRAM

I. INTRODUCTION

The Sacramento Area Council of Governments (SACOG) is soliciting applications for the Transportation Demand Management (TDM) Innovations Grant Program. This Request for Grant Applications (RGA) describes the eligibility requirements for the program, the project schedule, the grant application evaluation process, and the minimum information that must be included in the application.

II. PROGRAM PURPOSE & OVERVIEW

The purpose of SACOG’s Transportation Demand Management (TDM) program is to encourage people to drive alone less often by developing and implementing TDM programs, policies, services and/or information that promote bicycling, walking, riding transit, carpooling, vanpooling, and/or teleworking. The TDM Innovations Grants provide funding for testing new ideas and/or expanding into new markets, populations, and geographies with regards to TDM program goals. If a proposed project is an expansion of a previous project, the applicant must demonstrate how the proposal is distinctly different from the existing project/program (e.g., new targeted geographic area, new testing/performance measurement, population, etc.).

A total of $750,000 in funding is available beginning June 25, 2018 through the TDM Innovations Grant program. SACOG will award Innovations Grants of no less than $25,000 per grant and no more than $150,000 per grant in support of small non-infrastructure programs, events, or projects to reduce single occupancy vehicle trips and miles by encouraging biking, walking, riding transit, carpooling, vanpooling, teleworking, and/or other means as options for reducing car trips. Projects that focus on testing a new strategy or tactic for changing travel behavior will be prioritized.

III. ELIGIBLE APPLICANTS

SACOG will serve as the direct recipient of Congestion Mitigation and Air Quality (CMAQ) funds and develop and oversee the contracts for the applicants that are awarded funding. SACOG serves as the steward of these federal funds. Project applicants must be able to sign an agreement with SACOG in order to receive funding.

For-profit companies (e.g., contractors, suppliers, or consultants) may be partners in an application, but the lead applicant must be one of the eligible entities listed below. Partnerships are strongly encouraged. Awarded applicants will be responsible for subcontracts with project partners.

Eligible applicants are:

- Local governments and special districts

- Nonprofit organizations (e.g., Transportation Management Organizations, community-based organizations, business improvement districts, main street associations, neighborhood associations, chambers of commerce, etc.)
• Community colleges, colleges, and universities
• K-12 public education institutions

IV. ELIGIBLE PROGRAMS/PROJECTS

The proposed scope of work should adhere to the federal CMAQ Interim Program Guidance under MAP-21 (2013); however, applicants are encouraged to bring their most innovative ideas. If the budget items proposed for a high-scoring project are not allowable under CMAQ Guidance, SACOG may seek to identify other funding streams that could be exchanged with CMAQ funds to allow for these expenditures.

SACOG staff will develop a toolkit to assist applicants with eligibility questions and ideas, which could include: launching apps or technology services that help people use alternative modes of travel; testing automated vehicle services for sharing rides; carpooling partnerships with ride-hailing companies; testing parking pricing or other traditional activities in a new geography or market; launching new residential programs that offer subsidies or passes for alternative transportation; or any number of other ideas that we haven’t thought of yet! Applicants are encouraged to be innovative, creative, and not to consider this list to be exhaustive or a guarantee of funding if one of these ideas is submitted by an applicant.

V. ELIGIBILITY CRITERIA

Applicants that fail to meet the following eligibility criteria will be considered ineligible for award. This shall be at the sole discretion of SACOG.

1. Projects must take place in El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties.
2. Applicants must be one of the eligible grantee types listed in Section III of this RGA.
3. Applicants must provide a local match of at least 11.47% of the total project cost (SACOG’s federal TDM Grant allows a reimbursement of 88.53% of the total cost of the project). The local match may be cash or an approved in-kind match contribution (e.g., thoroughly documented staff time or other CMAQ eligible expenses). If a sponsor wants to overmatch the project above the required 11.47%, they may do so on their own, but will not receive additional points.
4. Only one grant application may be submitted per project.
5. The project, program, event, or activity must be held within 2 years of an agreement being signed, and support the regional TDM program to reduce vehicle miles and trips.
6. The application must include a detailed project budget and a clear description of how this grant funding will be used.
7. The application must demonstrate a connection between the proposed activities and the grant program’s goal to reduce single occupancy (SOV) trips and miles.
8. The application must include a clear plan for measuring outcomes (i.e., trip/miles reductions and any other outcomes identified by the applicant) in order to receive funding.

9. The project activities must illustrate their reach to the entire project area and describe the effort that will be made to reach low-income, disabled, and minority communities within the project area. If the project area is a school, describe how you plan to reach all students at the school(s).

10. The project should demonstrate creativity and appeal to a broad audience - particularly audiences that might not have experience using the various modes of transportation.

VI. REPORTING REQUIREMENTS

As work is completed, grantees shall submit quarterly status reports to SACOG. SACOG will provide a template for quarterly status reports. SACOG may request an interim progress report at any time during the grant period, with 30-day notice to the grantee. Upon the project’s completion, the grant recipient will provide SACOG with a final report that summarizes the project and includes:

A. A summary of results of the project that clearly articulate the estimated vehicle trips and miles reduced due to the project. Final reimbursements are contingent upon receiving final project results.

B. A summary of major lessons learned or recommendations for future project leads to improve the next iteration or version of the project.

Projects must be completed no later than 2 years after the grant agreement execution. Final reports are due one month after the Innovations Grant project, program, or event’s completion.

VII. PAYMENT OF GRANT FUNDS

All work performed under the grant agreement will be on a reimbursement basis. Work done prior to the date of a fully executed grant agreement will not be funded. Funds will not be disbursed until a grant agreement has been approved and fully executed by SACOG and the grant recipient. To receive reimbursement, each selected grantee must submit invoices with status reports no less than quarterly and no more than monthly. All invoices shall include status reports of work completed to date, itemized expenses, and copies of all receipts. SACOG will provide a sample to all selected grantees.

VIII. APPLICATION SUBMITTAL INSTRUCTIONS

A. Applicants must use the online application provided by SACOG. The application shall not exceed word limits set in the online application.

B. The responses to application questions shall address the evaluation criteria and how the proposed program/project achieves the TDM program objectives. Each applicant should demonstrate how effectively its application meets the evaluation criteria and program goals.

C. The complete application must be submitted to SACOG by the deadline of 5:00 pm Pacific Standard Time (PST) on July 27, 2018. No applications received after the
D. All questions relating to this request for applications may be directed to:

Adrienne Moretz
Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, CA 95814
Email: amoretz@sacog.org
Phone: (916) 319-5189

IX. EVALUATION AND SELECTION PROCESS

A grant review committee of SACOG staff will evaluate all information submitted in the application package for completeness and eligibility of the application. A Project Review Panel will then assist with evaluating, scoring, and recommending projects for award. Participants may include representatives of:

- SACOG Teams: Transportation and Land Use Planning; Communications and Marketing; Project Delivery; Active Transportation; and Transit
- Caltrans
- FHWA
- CalEPA
- An Air District, University, Transit District, Public Works Department, Planning Department, and/or Transportation Management Association/Organization that does not submit an application.
- Technology and/or innovation fields
- Other neutral TDM subject matter experts

Each member of the panel will review the applications and assign points based on the funding program criteria and information contained in the project application forms. The panel will convene to discuss the applications and reach consensus on the final criteria points and total score for each project. The panel will recommend a group of projects to be funded by the TDM Innovations Grant Program. Partial awards may be recommended and/or negotiated with applicants as part of developing the recommendation list. SACOG staff will take into consideration such factors as geographic diversity and equitable distribution of funds. The recommendation will be considered by SACOG staff and subsequently prepared for the SACOG Transportation Committee, for a recommendation to the SACOG Board of Directors. The board will have final approval of the awards.
Eligible applications will be scored on the following criteria:

<table>
<thead>
<tr>
<th>Evaluation Criteria</th>
<th>Max Pts</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Innovative and Uniqueness of Project:</strong></td>
<td>40</td>
</tr>
<tr>
<td>Applicant will score higher if they provide a clear and concise description of the project that shows how they are testing something new or different that has not been done before in this region or testing something in a new geography/market population in a different part of the region (the project could have been done in other regions or in a different area of the same region and still be considered innovative/unique). Applicant could also score higher on this criterion if the project is targeting a new geographic area, market population/demographics, project type (i.e., uses a new methodology, is more targeted to an underserved area or demographic, etc.).</td>
<td></td>
</tr>
<tr>
<td><strong>Potential of Project to Reduce Motor Vehicle Trips and Miles:</strong></td>
<td>15</td>
</tr>
<tr>
<td>Based on evidence and research presented in the application, applicants will score higher if the project is more likely to reduce car trips and miles.</td>
<td></td>
</tr>
<tr>
<td><strong>Performance Measurement:</strong></td>
<td>25</td>
</tr>
<tr>
<td>Higher points awarded for describing:</td>
<td></td>
</tr>
<tr>
<td>-Plan for measuring car trip/mile reductions resulting from project or future iterations of the project</td>
<td></td>
</tr>
<tr>
<td>-Clear plan for data collection, measurement, and analysis (e.g. cost savings compared to current service, influence of program on travel behavior, co-benefits related to public health or equity).</td>
<td></td>
</tr>
<tr>
<td>-Plans to modify program/project if it is not performing as applicant intended.</td>
<td></td>
</tr>
<tr>
<td><strong>Target Market/Audience:</strong></td>
<td>15</td>
</tr>
<tr>
<td>Describe potential users to be reached directly through this project in the specific project area. Could be specific employees, residents, students or other groups, but this number would be inclusive of people that would be contacted via some form of communication by the applicant.</td>
<td></td>
</tr>
<tr>
<td><strong>Budget &amp; Project Cost/Participant:</strong></td>
<td>5</td>
</tr>
<tr>
<td>Description of the project costs and why they are necessary for a successful project. Total project cost divided by number of estimated participants or number of people that will be reached by the project.</td>
<td></td>
</tr>
</tbody>
</table>
X. GRANT PROGRAM TIMELINE

<table>
<thead>
<tr>
<th>Grant Process</th>
<th>Timetable</th>
</tr>
</thead>
<tbody>
<tr>
<td>Start date for applications</td>
<td>June 22, 2018</td>
</tr>
<tr>
<td>Application deadline</td>
<td>July 27, 2018</td>
</tr>
<tr>
<td>Grant application review</td>
<td>July 30, 2018 to August 17, 2018</td>
</tr>
<tr>
<td>Transportation Committee considers staff</td>
<td>September 6, 2018</td>
</tr>
<tr>
<td>recommendation</td>
<td></td>
</tr>
<tr>
<td>Board considers Transportation Committee</td>
<td>September 20, 2018</td>
</tr>
<tr>
<td>Recommendation</td>
<td></td>
</tr>
<tr>
<td>Agreement negotiation and execution</td>
<td>Between September 20 and October 15, 2018</td>
</tr>
</tbody>
</table>

XI. SPECIAL CONDITIONS

A. Reservations

This RGA does not commit SACOG to award an Innovations Grant, defray any costs incurred in the preparation of an application pursuant to this RGA, or to procure or contract for work. SACOG may decline to fund applications without providing the reason(s) underlying the declination. Failure to award a grant agreement to the applicants with the lowest project costs will not result in a cause of action against SACOG.

B. Public Records

All applications submitted in response to this RGA become the property of SACOG and are considered public record. As such, applications may be subject to public review.

C. Right to Cancel

SACOG reserves the right to cancel or revise, for any or no reason, in part or in its entirety, this RGA. If SACOG revises and/or cancels the RGA prior to the deadline for applications, applicants will be notified by email.

D. Contingency List

In the event all funds are allocated and an organization cancels or decides not to use the funds allotted, SACOG may choose to offer those available funds to the organization with the next highest score that did not receive full funding. This offer will be made to each organization on the ranked list until all funds have been exhausted.
E. Additional Information

SACOG reserves the right to request additional information and/or clarification from any or all applicants to this RGA, but is under no obligation to do so.

F. Grant Agreement

The selected grant recipients will be required to sign the “TDM Innovations Grant Program Agreement,” and to provide insurance certificates and all other required documentation prior to contract execution. Successful applicants who are offered an Innovations Grant award will be given no more than 45 days to execute the agreement for the TDM Innovations Grant Program. Applicants failing to execute the agreement within 45 days shall forfeit their award and SACOG may award the funding to another applicant at its discretion.

SACOG intends to hold grantees accountable to the project schedules they have proposed to ensure fairness in the competitive process and encourage grantees to implement their projects quickly so that the public can benefit from the project as soon as possible.

SACOG will not be held accountable for any harm caused during and/or from projects or events funded by SACOG.

G. Insurance Requirements

Applicants will be required to provide proof of insurance. The required insurance certificates (or proof of self-insurance for public entities) must comply with all requirements shown in the Grant Agreement and must be provided prior to contract execution.

Minimum Policy Limits Required

<table>
<thead>
<tr>
<th>Insurance Type</th>
<th>Minimum Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial General Liability (per occurrence)</td>
<td>$100,000</td>
</tr>
<tr>
<td>Commercial General Liability (aggregate)</td>
<td>$100,000</td>
</tr>
<tr>
<td>Workers’ Compensation Employer’s Liability</td>
<td>As required by the State of California’s</td>
</tr>
</tbody>
</table>

XII. OWNERSHIP OF WORK PRODUCT

All documents and other information developed or received by the selected applicants shall be the property of SACOG. Grantee shall provide SACOG with all original work products arising from the Agreement. This provision is meant to include SACOG ownership of the five photos provided as a deliverable by applicants.
Request for Grant Applications

for

Transportation Demand Management
Traditional Grant Program

Application Deadline:

July 27, 2018 at 5:00 p.m.
REQUEST FOR GRANT APPLICATIONS FOR
TRANSPORTATION DEMAND MANAGEMENT TRADITIONAL GRANT PROGRAM

I. INTRODUCTION

The Sacramento Area Council of Governments (SACOG) is soliciting applications for the Transportation Demand Management (TDM) Traditional Grant Program. This Request for Grant Applications (RGA) describes the eligibility requirements for the program, the project schedule, the grant application evaluation process, and the minimum information that must be included in the application.

II. PROGRAM PURPOSE & OVERVIEW

The purpose of SACOG’s Transportation Demand Management (TDM) program is to encourage people to drive alone less often by developing and implementing TDM programs, policies, services and/or information that promote bicycling, walking, riding transit, carpooling, vanpooling, and/or teleworking. The Traditional Grants are intended to provide funding for projects, programs, and events that have been tried, tested, and proven to be effective in changing travel behavior.

A total of $250,000 in funding is available beginning June 25, 2018 through the TDM Traditional Grant program. SACOG will award TDM Traditional Grants of no less than $20,000 per grant and no more than $100,000 per grant in support of small non-infrastructure projects, programs, or events to reduce single occupancy vehicle trips and miles by encouraging biking, walking, riding transit, carpooling, vanpooling and teleworking as options for reducing car trips. Projects that focus on testing a new strategy or tactic for changing travel behavior will receive a small number of additional points, however, the majority of the weighting is on showing the potential of the project to reduce trips and/or miles, and having a plan for measuring the behavior change resulting from the project.

III. ELIGIBLE APPLICANTS

SACOG will serve as the direct recipient of Congestion Mitigation and Air Quality (CMAQ) funds and develop and oversee the contracts for the applicants that are awarded funding. SACOG serves as the steward of these federal funds. Project applicants must be able to sign an agreement with SACOG in order to receive funding.

For-profit companies (e.g., contractors, suppliers, or consultants) may be partners in an application, but the lead applicant must be one of the eligible entities listed below. Partnerships are strongly encouraged. Awarded applicants will be responsible for subcontracts with project partners.

Eligible applicants are:

- Local governments and special districts
- Nonprofit organizations (e.g., Transportation Management Organizations, community-based organizations, business improvement districts, main street associations, neighborhood associations, chambers of commerce, etc.)
Community colleges, colleges, and universities

K-12 public education institutions

IV. ELIGIBLE PROGRAMS/PROJECTS

The proposed scope of work should adhere to the federal CMAQ Interim Program Guidance under MAP-21 (2013). However, if there is a strong vehicle trip or vehicle miles traveled (VMT) reduction argument made in an application but expenses fall outside of CMAQ guidelines, SACOG may seek to identify other funding streams that could be exchanged with CMAQ funds to allow for these expenditures.

SACOG staff will develop a toolkit to assist applicants with eligibility questions and ideas, which could include: subsidies to people using alternative modes of transportation, employer or residential outreach and education programs, promotional events that encourage alternative modes of transportation, wayfinding or informational campaigns, bicycle safety courses, employer shuttle services, fare free transit services, and many other traditional TDM activities that have proven to be effective in our region and others. Applicants are encouraged to be creative and not consider this list to be exhaustive or a guarantee to be funded if one of these ideas is submitted by an applicant.

V. ELIGIBILITY CRITERIA

Applicants that fail to meet the following eligibility criteria will be considered ineligible for award. This shall be at the sole discretion of SACOG.

1. Projects must take place in El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties.

2. Applicants must be one of the eligible grantee types listed in Section III of this RGA.

3. Applicants must provide a local match of at least 11.47% of the total project cost (SACOG’s federal TDM Grant allows a reimbursement of 88.53% of the total cost of the project). The local match may be cash or an approved in-kind match contribution (e.g., thoroughly documented staff time or other CMAQ eligible expenses). If a sponsor wants to overmatch the project above the required 11.47%, they may do so on their own, but will not receive additional points.

4. Only one grant application may be submitted per project.

5. The project, program, event, or activity must be held within 2 years of an agreement being signed, and support the regional TDM program to reduce vehicle miles and trips.

6. The application must include a detailed project budget and a clear description of how this grant funding will be used.

7. The application must demonstrate a connection between the proposed activities and the grant program’s goal to reduce single occupancy (SOV) trips and miles.
8. The applications must include a clear plan for measuring outcomes (i.e., trip/miles reductions and any other outcomes identified by the applicant) in order to receive funding.

9. The project activities must illustrate their reach to the entire project area and describe the effort that will be made to reach low-income, disabled, and minority communities within the project area. If the project area is a school, describe how you plan to reach all students at the school(s).

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VI. REPORTING REQUIREMENTS

As work is completed, grantees shall submit quarterly status reports to SACOG. SACOG will provide a template for quarterly status reports. SACOG may request an interim progress report at any time during the grant period, with 30-day notice to the grantee. Upon the project’s completion, the grant recipient will provide SACOG with a final report that summarizes the project and includes:

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Projects must be completed no later than 2 years after the grant agreement execution. Final reports are due one month after the grant project, program, or event’s completion.

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deadline will be considered.

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Sacramento Area Council of Governments  
1415 L Street, Suite 300  
Sacramento, CA 95814  
Email: amoretz@sacog.org  
Phone: (916) 319-5189

IX. EVALUATION AND SELECTION PROCESS

A grant review committee of SACOG staff will evaluate all information submitted in the application package for completeness and eligibility of the application. A Project Review Panel will then assist with evaluating, scoring, and recommending projects for award. Participants may include representatives of:

- SACOG Teams: Transportation and Land Use Planning; Communications and Marketing; Project Delivery; Active Transportation; and Transit
- Caltrans
- FHWA
- CalEPA
- An Air District, University, Transit District, Public Works Department, Planning Department, and/or Transportation Management Association/Organization that does not submit an application.
- Technology and/or innovation fields
- Other neutral TDM subject matter experts

Each member of the panel will review the applications and assign points based on the funding program criteria and information contained in the project application forms. The panel will convene to discuss the applications and reach consensus on the final criteria points and total score for each project. The panel will recommend a group of projects to be funded by the TDM Innovations Grant Program. Partial awards may be recommended and/or negotiated with applicants as part of developing the recommendation list. SACOG staff will take into consideration such factors as geographic diversity and equitable distribution of funds. The recommendation will be considered by SACOG staff and subsequently prepared for the SACOG Transportation Committee, for a recommendation to the SACOG Board of Directors. The board will have final approval of the awards.
Eligible applications will be scored on the following criteria:

<table>
<thead>
<tr>
<th>Evaluation Criteria</th>
<th>Max Pts</th>
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<tbody>
<tr>
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<td><strong>Performance Measurement:</strong> Higher points awarded for describing:</td>
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<td><strong>Budget &amp; Project Cost/Participant:</strong> Description of the project costs and why they are necessary for a successful project. Total project cost divided by number of estimated participants or number of people that will be reached by the project.</td>
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<td>Start date for applications</td>
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</tr>
<tr>
<td>Application deadline</td>
<td>July 27, 2018</td>
</tr>
<tr>
<td>Grant application review</td>
<td>July 30, 2018 to August 17, 2018</td>
</tr>
<tr>
<td>Transportation Committee considers staff recommendation</td>
<td>September 6, 2018</td>
</tr>
<tr>
<td>Board considers Transportation Committee Recommendation</td>
<td>September 20, 2018</td>
</tr>
<tr>
<td>Agreement negotiation and execution</td>
<td>Between September 20 and October 15, 2018</td>
</tr>
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XI. SPECIAL CONDITIONS

A. Reservations

This RGA does not commit SACOG to award a Traditional Grant, defray any costs incurred in the preparation of an application pursuant to this RGA, or to procure or contract for work. SACOG may decline to fund applications without providing the reason(s) underlying the declination. Failure to award a grant agreement to the applicants with the lowest project costs will not result in a cause of action against SACOG.

B. Public Records

All applications submitted in response to this RGA become the property of SACOG and are considered public record. As such, applications may be subject to public review.

C. Right to Cancel

SACOG reserves the right to cancel or revise, for any or no reason, in part or in its entirety, this RGA. If SACOG revises and/or cancels the RGA prior to the deadline for applications, applicants will be notified by email.

D. Contingency List

In the event all funds are allocated and then an organization cancels or decides not to use the funds allotted, SACOG may choose to offer those available funds to the organization with the next highest score that did not receive full funding. This offer will be made to each organization on the ranked list until all funds have been exhausted.
E. Additional Information

SACOG reserves the right to request additional information and/or clarification from any or all applicants to this RGA, but is under no obligation to do so.

F. Grant Agreement

The selected grant recipients will be required to sign the “TDM Innovations Grant Program Agreement,” and to provide insurance certificates and all other required documentation prior to contract execution. Successful applicants who are offered an Innovations Grant award will be given no more than 45 days to execute the agreement for the TDM Innovations Grant Program. Applicants failing to execute the agreement within 45 days shall forfeit their award and SACOG may award the funding to another applicant at its discretion.

SACOG intends to hold grantees accountable to the project schedules they have proposed to ensure fairness in the competitive process and encourage grantees to implement their projects quickly so that the public can benefit from the project as soon as possible.

SACOG will not be held accountable for any harm caused during and/or from projects or events funded by SACOG.

G. Insurance Requirements

Applicants will be required to provide proof of insurance. The required insurance certificates (or proof of self-insurance for public entities) must comply with all requirements shown in the Grant Agreement and must be provided prior to contract execution.

Minimum Policy Limits Required

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XII. OWNERSHIP OF WORK PRODUCT

All documents and other information developed or received by the selected applicants shall be the property of SACOG. Grantee shall provide SACOG with all original work products arising from the Agreement. This provision is meant to include SACOG ownership of the five photos provided as a deliverable by applicants.
Request for Grant Applications

for

Transportation Demand Management Mini-Grant Program

Application Deadline:

Phase 1:
Ongoing from June 22, 2018 to December 31, 2018 at 5:00 p.m.

Phase 2:
Ongoing from January 15 to June 30, 2019 at 5:00 p.m.

Apply electronically at:
SACOG.org/post/tdm-mini-grant-program

Applications will be accepted and funded on an ongoing basis for each phase until funds are expended.
REQUEST FOR GRANT APPLICATIONS FOR TRANSPORTATION DEMAND MANAGEMENT MINI-GRANT PROGRAM

I. INTRODUCTION

The Sacramento Area Council of Governments (SACOG) is soliciting applications for the Transportation Demand Management (TDM) Mini-Grant Program. This Request for Grant Applications (RGA) describes the eligibility requirements for the program, the project schedule, the grant application evaluation process, and the minimum information that must be included in the application.

II. PROGRAM PURPOSE & OVERVIEW

The purpose of SACOG’s Transportation Demand Management (TDM) program is to encourage people to drive alone less often by developing and implementing TDM programs, policies, services and/or information that promote bicycling, walking, riding transit, carpooling, vanpooling, and/or teleworking. The TDM Mini-Grants are intended to provide a nimble funding source for innovative programs, events, and/or projects that encourage travel behavior change.

A total of $130,000 in funding is available beginning July 16, 2018 to June 30, 2019 through the TDM mini-grant program in two phases ($60,000 for each phase) with applications considered on a rolling basis until all funds for that phase have been awarded. SACOG will award mini-grants of up to $10,000 per grant in support of small non-infrastructure programs, events, 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. Projects that focus on testing a new strategy or tactic for changing travel behavior will be prioritized.

III. ELIGIBLE APPLICANTS

SACOG will serve as the direct recipient of Congestion Mitigation and Air Quality (CMAQ) funds and develop and oversee the contracts for the applicants that are awarded funding. SACOG serves as the steward of these federal funds. Project applicants must be able to sign an agreement with SACOG in order to receive funding.

For-profit companies (e.g., contractors, suppliers, or consultants) may be partners in an application, but the lead applicant must be one of the eligible entities listed below. Partnerships are strongly encouraged. Awarded applicants will be responsible for subcontracts with project partners.

Eligible applicants are:

- Local governments and special districts
- Nonprofit organizations (e.g. Transportation Management Organizations, community-based organizations business improvement districts, main street associations, neighborhood associations, chambers of commerce, etc.)
- Community colleges, colleges, and universities
- K-12 public education institutions
IV. ELIGIBLE PROGRAMS/PROJECTS

The proposed scope of work should adhere to the federal CMAQ Interim Program Guidance under MAP-21 (2013), however, applicants are encouraged to think outside the box and bring their most innovative ideas. If the budget items proposed are not allowable under CMAQ Guidance, SACOG may seek to identify other funding streams that could be exchanged with CMAQ funds to allow for these expenditures.

SACOG staff will develop a toolkit to assist applicants with eligibility questions and ideas, which could include: pop-up bikeway/walkways, open streets events that have an educational component, pop-up events or parks that encourage alternative modes of travel, apps or websites that encourage behavior change, automated vehicles uses for sharing rides, and other ideas that we haven’t even thought of! Applicants are encouraged to be creative and not consider this list to be exhaustive or a guarantee to be funded if one of these ideas is submitted by an applicant.

V. ELIGIBILITY CRITERIA

Applicants that fail to meet the following eligibility criteria will be considered ineligible for award. This shall be at the sole discretion of SACOG.

1. Projects must take place in El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties.

2. Applicants must be one of the eligible grantee types listed in Section III of this RGA.

3. Only one grant application may be submitted per project. Applications that were not awarded in phase one may be resubmitted in phase two.

4. The project, program, event, or activity must be held within 12 months after the end of the grant phase from which the project was awarded, and support the regional TDM program to reduce vehicle miles and trips.

5. The application must include a detailed project budget and a clear description of how this mini-grant funding will be used.

6. The application must demonstrate a connection between the proposed activities and the grant program’s goal to reduce single occupancy (SOV) trips and miles.

7. The applications must include a clear plan for measuring outcomes (i.e., trip/miles reductions and any other outcomes identified by the applicant) in order to receive funding.

8. The project activities must illustrate their reach to the entire project area and describe the effort that will be made to reach low-income, disabled, and minority communities within the project area. If the project area is a school, describe how you plan to reach all students at the school(s).

9. The project should demonstrate creativity and appeal to a broad audience - particularly audiences that might not have experience using the various modes of
transportation.

VI. REPORTING REQUIREMENTS
As work is completed, grantees shall submit quarterly status reports to SACOG. SACOG will provide a template for quarterly status reports. SACOG may request an interim progress report at any time during the grant period, with 30-day notice to the grantee. Upon the project’s completion, the grant recipient will provide SACOG with a final report that summarizes the project and includes:

A. A one- to five-page description of the project’s activities, challenges, successes, and participation rates. It should not exceed 5 pages.

B. At least 5 digital photos that represent each of the activities of the funded project. Upon notification of award, grant recipients will be provided with a SACOG ‘Photo Release’ form to be completed by all featured photo subjects.

Projects must be completed no later than 12 months after the end date of the phase in which the mini-grant was awarded. Final reports are due one month after the mini-grant project, program, or event’s completion.

VII. PAYMENT OF GRANT FUNDS
All work performed under the grant agreement will be on a reimbursement basis. Work done prior to the date of a fully executed grant agreement will not be funded. Funds will not be disbursed until a grant agreement has been approved and fully executed by SACOG and the grant recipient. To receive reimbursement, each selected grantee must submit invoices with status reports no less than quarterly and no more than monthly. All invoices shall include status reports of work completed to date, itemized expenses, and copies of all receipts. SACOG will provide a sample to all selected grantees.

VIII. APPLICATION SUBMITTAL INSTRUCTIONS

A. Applicants must use the online application provided by SACOG. The application shall not exceed word limits set in the online application.

B. The responses to application questions shall address the evaluation criteria and how the proposed program/project achieves the TDM program objectives. Each applicant should demonstrate how effectively its application meets the evaluation criteria and program goals.

C. The complete application shall be submitted to SACOG between July 16, 2018 and December 31, 2018 by 5 p.m. Pacific Standard Time (PST) for the first phase and between January 15, 2019 and June 30, 2019 by 5 p.m. for the second phase, online at https://www.sacog.org/post/tdm-mini-grant-program. Confirm available funding before completing an application.

D. All questions relating to this request for applications may be directed to:

Adrienne Moretz
Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, CA 95814

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IX. EVALUATION AND SELECTION PROCESS

Applications submitted after 5 p.m. PST on each phase’s end date (December 31, 2018 and June 30, 2019) will not be considered. A grant review panel of SACOG staff will evaluate, score, and recommend projects for award to the TDM Program Manager. Partial awards may be recommended and/or negotiated with applicants as part of determining which projects to award grant funding. SACOG staff will take into consideration such factors as geographic diversity and equitable distribution of funds. SACOG staff will award grants on an ongoing basis and update the SACOG Board of Directors on projects funded at the end of each phase.

Each applicant should demonstrate how effectively its application meets the evaluation criteria and program goals. Eligible applications receiving between 75 and 100 points will be considered for funding. Projects in this range will receive funding in the order of submission and their respective rankings until all funding has been allocated.
Eligible applications will be scored on the following criteria:

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<td>10</td>
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**TOTAL AVAILABLE POINTS**

100
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<th>Grant Process</th>
<th>Phase 1</th>
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</thead>
<tbody>
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</tr>
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<td>Grant application review</td>
<td>June 22, 2018 to January 15, 2019</td>
<td>January 15 to July 15, 2019</td>
</tr>
<tr>
<td>First grant awards and</td>
<td>July 1, 2018</td>
<td>February 1, 2019</td>
</tr>
<tr>
<td>Approval of grant</td>
<td>July 1, 2018 to January 15, 2019</td>
<td>February 1 to July 15, 2019</td>
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<tr>
<td>Project start date</td>
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<tr>
<td>Project completion date</td>
<td>By/before December, 2019</td>
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<tr>
<td>Final report due date</td>
<td>Four weeks after activities are completed</td>
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XI. SPECIAL CONDITIONS

A. Reservations

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E. Additional Information

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F. Grant Agreement

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XII. OWNERSHIP OF WORK PRODUCT

All documents and other information developed or received by the selected applicants shall be the property of SACOG. Grantee shall provide SACOG with all original work products arising from the Agreement. This provision is meant to include SACOG ownership of the 5 photos provided as a deliverable by applicants.
SACOG Board of Directors

Subject: Approve Release of Request for Proposals for Developing Business Plans for Transportation Management Associations (Est. time: 0 minutes)

Consent
Prepared by: Sabrina Bradbury
Approved by: James Corless
Attachments: No

1. Issue:
Should the board release a Request for Proposals (RFP) to initiate a consultant-led effort to develop business plans to help Transportation Management Associations (TMA) transition from guaranteed SACOG funding?

2. Recommendation:
The Transportation Committee unanimously recommends that the Board of Directors: (1) approve the release of an RFP for a consultant to develop business plans for TMAs; and (2) authorize the chief executive officer to negotiate and execute a contract with the selected consultant.

3. Background/Analysis:
TMAs provide local outreach, encouragement, and incentive programs to encourage employees and residents in the Sacramento region to walk, bike, ride transit, telework, and share rides to reduce car trips. SACOG currently provides non-competitive contracts for an outreach scope of work to TMAs in order to capitalize on their connections with local organizations and employers. TMAs receive funding from other sources, so SACOG is able to leverage those funds and the efficiencies of these outreach partners through additional support. Funding sources and structures of the TMAs in the region vary, with different TMAs funded through one-time grant funding, employer member dues, and/or other organizations, such as property business improvement districts, transit districts, developers, and/or cities.

4. Discussion/Analysis:
As SACOG transitions away from guaranteed funding for TMAs over the next 12 months, staff recommends hiring a consultant to develop business plans for TMAs that explore other funding partnerships that would allow TMAs to continue to provide outreach and
support to commuters, employers, and other agencies in the region. The consultant selected would collaborate with SACOG staff, TMAs, and stakeholders to assess opportunities and challenges with existing TMA structures and funding streams, while examining new partnerships, models, and structures to help TMAs maximize their efforts in promoting travel behavior change.

A selection committee will review the proposals and make a recommendation for which consultant to hire. The final work scope and contract will be negotiated as an agreement between the selected consultant and SACOG as the contract administrator, with input over the course of the project from TMAs, local agency staff, and other stakeholders.

5. Fiscal Impact/Grant Information:
There is no fiscal impact. This contract would not exceed $75,000, and is part of the Next Generation Transportation Demand Management Program approved by the board in April 2018.

This staff report aligns with the following SACOG Work Plan Goals:
#5 - Establish the Sacramento Region as an Innovator & Test-Bed for New Ideas
Subject: Approve Regional Active Transportation Program Policy Framework
(Est. time: 0 minutes)

Consent
Prepared by: Victoria S. Cacciatore
Approved by: James Corless
Attachments: Yes

1. Issue:
Should the board approve the policy framework for the 2019 Regional Active Transportation Program?

2. Recommendation:
The Transportation Committee recommends that the SACOG Board of Directors: (1) approve the 2019 policy framework for the six-county Regional Active Transportation Program (ATP); (2) authorize staff to submit the Regional ATP policy framework to the California Transportation Commission (CTC) for approval; (3) upon action of the CTC on the Regional ATP policy framework, delegate authority to the Chief Executive Officer (CEO) to issue the final Regional ATP Guidelines and Call for Projects; and (4) in the event that substantive or controversial changes are requested by the CTC, delegate authority to the CEO, after consultation with the Chairs and Vice Chairs of the SACOG board and Transportation Committee, to address the CTC requests and issue the final Regional ATP Guidelines and Call for Projects.

3. Background/Analysis:
The ATP was created from Senate Bill (SB) 99 in 2013 and is jointly managed by the California Department of Transportation (Caltrans) and the California Transportation Commission (CTC). The primary goal of the ATP is to encourage increased use of active transportation modes. ATP funds are distributed competitively across the state through three programs: a statewide program distributes 50 percent of the funds; a small urban/rural program operated by Caltrans distributes 10 percent of the funds; and the final 40 percent of funds are distributed by metropolitan planning organizations (MPOs) in urban areas with populations greater than 200,000. A minimum of 25 percent of ATP funds must benefit disadvantaged communities.

ATP projects must compete in the statewide program in order to compete for SACOG’s regional program. If a project in the SACOG region is not selected for funding through
the statewide program it may then compete in the Regional ATP. Staff works with El Dorado County Transportation Commission and Placer County Transportation Planning Agency to develop and implement the Regional ATP.

The CTC announced the 2019 ATP call for projects on May 24, 2018. The CTC-approved fund estimate identifies $439,560,000 for the statewide competition and $11,664,000 for the SACOG six-county Regional ATP. This is nearly double what was available in past ATP cycles due to new funding from the Road Repair and Accountability Act of 2017 (SB 1). The statewide and regional programs have funds available across four years: state fiscal years 2019-2020, 2020-2021, 2021-2022, and 2022-2023.

SACOG provides technical assistance to applicants for the State ATP to increase competitiveness of applications. The technical assistance also helps agencies compete for the six-county Regional ATP funding.

4. Discussion/Analysis:
As an MPO, SACOG may propose changes to how we prioritize competing projects for regionally-controlled ATP funds in these areas:

- Evaluation criteria
- Scores/weighting for evaluation criteria
- Match requirement
- Definition of disadvantaged community

**Regional ATP Customization**
Staff provided a report outlining the new elements of the draft 2019 Regional ATP policy framework (Attachment A) during the May board cycle. Staff also conducted outreach to stakeholders and potential project sponsors about the draft policy framework in May.

The 2019 Regional ATP policy framework maintains the following elements from the 2017 Regional ATP policy framework:

- Adding evaluation criteria for a project’s potential for supporting greenhouse gas emission reduction goals through reducing or shortening vehicle trips;
- Using the low-income and high minority communities definition from the 2016 Metropolitan Transportation Plan and Sustainable Communities Strategy (MTP/SCS) environmental justice analysis as the region-specific definition of disadvantaged community (Attachment B);
- Requiring a local match for the project in place of awarding points for leveraging non-ATP funds; and
- Adding the Disadvantaged Community Benefit criterion points to all competing projects if the draft recommendation does not award a minimum of 25 percent of the available funding ($2,916,000) to benefit residents of disadvantaged communities.

The 2019 Regional ATP policy framework also includes these changes from the 2017 Regional ATP policy framework:

- Removing the evaluation criterion for rating the project’s contribution to public health (consistent with the recommended state approach); and
- Adding an evaluation criterion for how the project complements local economic prosperity strategies and goals.
Staff revised the proposed scoring system to integrate these evaluation criteria changes and emphasize the importance of each project’s potential to increase active transportation. SACOG works to use the information provided by project applicants in the state application whenever possible. For information that is not addressed in the State ATP application, SACOG uses a regional supplemental application for all regionally competing projects.

**CTC Framework Approval**
The CTC determines the timing for the Regional ATP (Attachment C). Following board action on the six-county Regional ATP policy framework in June, the CTC will identify any potential requested changes in July, and adopt or deny the policy framework in August. Staff coordinates with the CTC staff to minimize the likelihood of the CTC denying the Regional ATP policy framework. With this short timeline, the board will need to delegate the authority to SACOG’s CEO—in coordination with the Chairs and Vice Chairs of the board and Transportation Committee—to respond to any CTC changes and to release the Regional ATP call for projects.

5. **Fiscal Impact/Grant Information:**
This item has no fiscal impact to the agency’s operating budget, other than already budgeted staff time.

**ATTACHMENTS:**
Description
Attachment A: 2019 Regional ATP Policy Framework
Attachment B: Low-Income High-Minority Areas from 2016 MTP/SCS
Attachment C: ATP Milestones Calendar

This staff report aligns with the following SACOG Work Plan Goals:
#7 - Deliver Key High-Profile Transportation Projects
2019 REGIONAL ACTIVE TRANSPORTATION PROGRAM: EL DORADO, PLACER, SACRAMENTO, SUTTER, YOLO, AND YUBA COUNTIES

The purpose of this funding program is to increase and attract active transportation users and provide facilities for walking and biking in urban, suburban, and rural portions of the region and to provide connections between them. Projects and programs funded through this program are consistent with the vision of the Blueprint and support the implementation of the long-range transportation plans for the El Dorado County Transportation Commission (EDCTC), the Placer County Transportation Planning Agency (PCTPA), and the Sacramento Area Council of Governments (SACOG).

EDCTC, PCTPA, and SACOG invest regional funds in infrastructure and non-infrastructure projects benefitting active transportation. ATP funds from the State of California provide an important additional funding source for active transportation projects.

PROGRAM GOALS

California Senate Bill (SB) 99 establishes six program goals that provide a foundation for the state and regional programs:

- Increase the proportion of trips accomplished by biking and walking;
- Increase the safety and mobility of non-motorized users;
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to SB 375 (C728, §2008) and SB 391 (C585, §2009);
- Enhance public health, including reduction of childhood obesity, through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding;
- Ensure that disadvantaged communities fully share in the benefits of the program; and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

ELIGIBLE PROJECT TYPES

Eligible projects must demonstrate consistency with the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) that is amended every four years. Specific bicycle and pedestrian projects included in the Regional Transportation Plans (RTPs) for EDCTC or PCTPA are also eligible. Eligible projects must meet the requirements established in the State ATP Guidelines.

Regional ATP funds may be used for construction, preliminary engineering, environmental work and design, and/or right-of-way. Funds may also be used for non-infrastructure programs or projects, and community-serving plans. Selected projects must support the performance outcomes identified in the sections below.

The ATP is a competitive State of California program implemented by the California Transportation Commission to distribute state and federal funding. Projects likely to receive federal funding will need to meet the requirements of the federal Fixing America’s Surface Transportation Act (FAST Act).

INELIGIBLE PROJECT TYPES

Projects in new developments that are considered “good practices” according to FHWA guidelines, long-term staff positions, transit operations, law enforcement, and bicycle racks for carpools, vanpools, or private vehicles are ineligible for ATP funds.

PROJECT SELECTION

ROLES IN PROJECT SELECTION

The Regional ATP Team is responsible for ensuring the final Regional ATP funding recommendation to the SACOG Board of Directors and CTC addresses all funding source requirements. Representatives from the three regional transportation planning agencies (RTPAs) in the region (EDCTC, PCTPA, and SACOG) form the Regional ATP Team.
The Active Transportation Working Group is responsible for reviewing, evaluating, and scoring the applications submitted to the Regional ATP. It is comprised of seven members with expertise in the areas of land use planning, bike/ped planning, project engineering, first-mile/last-mile access to transit, health and equity, and the impact of transportation infrastructure on greenhouse gas emissions. The multidisciplinary Working Group will be recruited from partner organizations and stakeholder groups, and represent a diverse geography across the region.

Applicants are the sponsoring agencies for any project competing for Regional ATP funding. Applicants will submit an application for each competing project to the State ATP prior to competing in the Regional ATP, per the 2019 State ATP Guidelines. To compete in the regional program, applicants will also submit a regional supplemental application. Applicants are encouraged to discuss potential ATP projects with RTPA staff, and may elect to identify a reduced scope version of their state-submitted project for the Regional ATP competition.

PROJECT SCREENING

A Regional ATP Team will screen applications for eligibility. Applications will be removed from the competitive process if they fail to meet these criteria:

1. Project is one of the eligible types of non-infrastructure, infrastructure, or a combination of infrastructure and non-infrastructure as identified under “Eligible Project Types”.

2. Infrastructure Project is consistent with the MTP/SCS or the Regional Transportation Plan of EDCTC or PCTPA.

3. Project must be ready for inclusion in the Metropolitan Transportation Improvement Program, with project scope and cost. The project application may include the cost of preparing environmental documents. When project design, right-of-way, or construction are programmed before the implementing agency completes the environmental process, updated cost estimates, updated analysis of the project’s cost effectiveness, and updated analysis of the project’s ability to further the goals of the program must be submitted to the appropriate RTPA (EDCTC, PCTPA, or SACOG) for re-evaluation following completion of the environmental process.

4. Project is eligible for ATP funding.

5. Project meets the minimum dollar amount for an infrastructure or non-infrastructure project and includes at least an 11.47% local match; application is to all project categories.
   a. Infrastructure project minimum is $282,390 ($250,000 funding request + $32,390 local match).
   b. Non-Infrastructure project minimum is $56,478 ($50,000 funding request + $6,478 local match).
   c. Public agencies applying for funding for smaller projects may want to consider combining projects to meet the project minimum thresholds, or consider a larger, multi-year program or project.

6. Public Participation & Planning. The applicant must demonstrate stakeholder support and how a community-based public participation process resulted in the identification and prioritization of the proposed project.

7. Partnering with Community Conservation Corps. The applicant must demonstrate that the California Conservation Corps, or a qualified community conservation corps, was sought out to participate as a partner to undertake the project; or provide demonstration of the cost-effectiveness clause 23 CFR 635.204 and provide the relevant documentation.

8. Project is not part of developer-funded basic good practices. The applicant must demonstrate the project complies with the policy statement and design guidance adopted by FHWA to accommodate bicycle and pedestrian travel.

EVALUATION PROCESS

Following the Project Screening process, the Regional ATP Team will forward all eligible projects to the
Working Group for evaluation. The Working Group will prioritize and rank projects using the scoring outlined in the Project Scoring section. Working Group members will not vote or comment on applications from their own organizations or organizations with which they are affiliated.

The Working Group and/or SACOG staff reserves the right to contact applicants by phone, email, or during a meeting during the evaluation process for additional information to address questions related to the scope of work, budget, timeline, and performance considerations. The Working Group will use all information available to develop a draft ranked list.

Following the announcement of the statewide ATP awards, the Regional ATP Team will remove any projects recommended for funds through the statewide competition from further consideration for the Regional ATP. The Regional ATP Team will also identify which high-ranking projects could be fully funded from the draft ranked list. The Working Group will develop the final funding recommendation, and the Regional ATP Team will confirm that a minimum 25% of available ATP funds are dedicated to projects and programs benefiting disadvantaged community residents. In the event the minimum investment threshold is not met, the disadvantaged community benefit points (0-10) will be applied to the entire project list and the projects will be re-ranked. Discretion will be placed on the Working Group and Regional ATP Team to select a complete package of projects.

An applicant may claim any definition of a disadvantaged community cited in the State ATP Guidelines. The region-specific definition of disadvantaged community is the low-income and minority communities definition used in the 2016 MTP/SCS environmental justice analysis.

PROJECT SCORING
Projects will be scored based on the criteria described below, using information from the State ATP application when possible. Project performance outcomes are evaluated using quantitative and qualitative project information.

Project Performance Outcomes (0-95 points)

1. Project has potential to increase walking and bicycling through targeted strategies: increasing access to transit services; increasing access to schools; or eliminating gaps or removing barriers in the bicycle/pedestrian network. **0-40 points**

2. Project has the potential to reduce the number and/or rate of pedestrian and bicyclist fatalities and injuries. **0-20 points**

3. Project demonstrates a balance of cost effectiveness and context-sensitive design to demonstrate high performance potential. **0-20 points**

4. Project advances active transportation efforts to achieve greenhouse gas reduction goals through reducing or shortening vehicle trips today and over time, as established pursuant to SB 375 and SB 391. **0-8 points**

5. Project supports economic prosperity goals and strategies in the project area. **0-7 points**

Other Considerations (up to 15 points)

1. Project sponsor demonstrates good performance on past grants and/or federal aid projects or programs. **0 or -3 points**

2. Project sponsor demonstrates readiness to move forward with the project on a timely schedule (i.e., application includes clear schedule, cost, and partnerships to deliver the project). **0-5 points**

3. Project provides meaningful benefit for a disadvantaged community. **0-10 points will be applied in the event the 25 percent minimum is not met.** (Please reference the project selection process section.)

FUNDING RECIPIENT REQUIREMENTS
Recipients must adhere to statewide ATP reporting requirements for documenting project progress and final delivery.
Map of LIHM Areas Showing Block Groups Meeting Single or Multiple Thresholds

- **200% of U.S. Poverty**
  - Areas where 40% or more of people are living at 200% or less of the federal poverty level
- **70% Minority**
  - Areas where 70% or more of people are Non-White and/or Hispanic

*Source:*
- * 2010 Census/2005-2009 ACS
- ** 2010 Census
## Active Transportation Program Milestones

<table>
<thead>
<tr>
<th>Regional Active Transportation Program</th>
<th>State Active Transportation Program</th>
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<tbody>
<tr>
<td><strong>May</strong></td>
<td>Board of Directors’ Committees provide input on the Draft Regional ATP Policy Framework</td>
</tr>
<tr>
<td><strong>Jun</strong></td>
<td>Board of Directors approves final Regional ATP Policy Framework</td>
</tr>
<tr>
<td><strong>Jul</strong></td>
<td>CTC adopts SACOG Regional ATP Policy Framework, formalizes Regional ATP call for projects on August 16 Regional ATP Supplemental Applications due August 31</td>
</tr>
<tr>
<td><strong>Aug</strong></td>
<td>Active Transportation Working Group reviews and ranks Regional ATP projects; develops draft funding recommendation after successful State ATP projects are removed from Regional ATP competition</td>
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<tr>
<td><strong>Sep</strong></td>
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<td><strong>Oct</strong></td>
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<td><strong>Nov</strong></td>
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<td><strong>Dec</strong></td>
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<tr>
<td><strong>Jan</strong></td>
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<tr>
<td><strong>Feb</strong></td>
<td>SACOG releases Draft Regional ATP Funding Recommendation</td>
</tr>
<tr>
<td><strong>Mar</strong></td>
<td>Transportation Committee recommends, Board of Directors approves Final Regional ATP Funding Recommendation</td>
</tr>
<tr>
<td><strong>Apr</strong></td>
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<tr>
<td><strong>May</strong></td>
<td>CTC adopts SACOG Regional ATP Funding Recommendation</td>
</tr>
</tbody>
</table>
Subject: Approve Loan to City of Placerville (Est. time: 0 minutes)

Consent
Prepared by: Jose Luis Caceres
Approved by: James Corless
Attachments: No

1. Issue:
Should SACOG provide a loan to the City of Placerville for the Western Placerville Interchange project?

2. Recommendation:
The Transportation Committee recommends that the board approve a loan of $1,000,000 of SACOG Managed Funds to the City of Placerville, with the principal and interest to be repaid by August 1, 2019.

3. Background/Analysis:
SACOG has local funds that it controls called SACOG Managed Funds (SMF), that it uses for funding projects and providing loans. As part of the approved Delivery Plan Process, SACOG may loan Congestion Mitigation and Air Quality (CMAQ) or Surface Transportation Block Grant Program (STBG, formerly RSTP) to sponsors in order to help with delivery or with project funding needs. Sponsors sometimes pay back loans with local funds into the SMF account. SACOG has traditionally used SMF funds as a more flexible version of CMAQ or RSTP, funding projects as part of the regional funding round. Usually SACOG uses SMF to fund projects that would not be a good fit for federal funding, such as Community Design projects and small requests that are typically between $100,000 and $200,000. SACOG has a current and forecasted SMF balance sufficient to cover this proposed short-term loan.

Over the coming year, staff intends to provide a recommendation to the board on policies for the ongoing use of SMF funds. These proposed policies will include additional guidelines for providing short-term loans to member agencies. The timing of the proposed SMF policies may coincide with the 2019 delivery plan coming forward for board consideration later this year.
4. Discussion/Analysis:
El Dorado County Transportation Commission (EDCTC) staff approached SACOG about the City of Placerville (City) request. The City needs help floating the cost of paying its contractor for the Western Placerville Interchange Project (ELD19347). The project is already out to construction and has a construction cost of $11.65 million. The first of several anticipated invoices (estimated at $500,000 to $1,000,000 each) will come in as early as June. The City needs to be able to float $500,000 to $1,000,000 at a time to pay those larger invoices. State and federal funds pay for the cost of construction on a reimbursement basis. However, reimbursement can lag up to 60 days. Unfortunately, the City does not have enough transportation fund liquidity to cash flow the project. The City, therefore, seeks to borrow $1,000,000 of local funds in order to cover the cash flow. Once most of the construction costs are completed this winter, the City could pay back the loan, along with the interest that would have otherwise accrued if the funds remained in the SMF account.

EDCTC does not have local funds to loan the City. El Dorado County cannot loan the funds to the City based on public utilities code. The City receives a form of local funds, STBG Exchange, from Caltrans, but only about $200,000 a year, and cannot hope to get a five-year advance on or loan of such funds.

This is an opportunity for SACOG to help a partner agency and one of the smallest member agencies with a shared focus on delivering a needed and regionally significant transportation project at no cost to SACOG. The Western Placerville Interchange project is the largest project the City has ever delivered, and without SACOG’s support it is unclear how the project can be completed within the targeted timeframe.

5. Fiscal Impact/Grant Information:
The proposed recommendation is revenue neutral. The funds would be paid back within one year. SACOG has sufficient funds to loan the City and cover all forecasted disbursements.

This staff report aligns with the following SACOG Work Plan Goals:
#7 - Deliver Key High-Profile Transportation Projects
Subject: Approve Fiscal Year 2018-2019 Regional Program of Projects for the Federal Transit Administration’s Section 5311 Funds (Est. time: 0 minutes)

Consent
Prepared by: Barbara VaughanBechtold Approved by: James Corless
Attachments: Yes

1. Issue:
SACOG, working with the three eligible rural transit operators, has prepared the Fiscal Year (FY) 2018-2019 Regional Program of Projects (POP) for Federal Transit Administration (FTA) 5311 rural transit funding.

2. Recommendation:
The Transportation Committee unanimously recommends that the board approve by resolution the FY 2018-2019 FTA Section 5311 Program of Projects.

3. Background/Analysis:
The FTA Section 5311 program provides funding for public transportation in non-urbanized areas. The FTA apportions funds to the states according to a statutory formula based on each state’s population in non-urbanized areas (those under 50,000 population). The funds are available to the state for obligation for the year of apportionment plus two additional years.

In California, ten percent of the funds are set aside in a state reserve, 15 percent are allocated for intercity bus transportation, and 75 percent are apportioned to the Regional Transportation Planning Agencies (RTPAs) for the support of non-urbanized public transportation. The Program of Projects (POP) adopted by each RTPA for its apportioned funds must be included in the State POP submitted by Caltrans to the FTA.

4. Discussion/Analysis:
In the SACOG region, three public transportation providers are currently eligible to apply for FTA Section 5311 funds: Sacramento County's South County Transit (SCT/LINK), Yolo County Transportation District (YCTD), and Yuba-Sutter Transit. The Placer County Transportation Planning Agency and the El Dorado County Transportation Commission
complete FTA Section 5311 POPs for the respective counties they serve as RTPAs.

5. Fiscal Impact/Grant Information:
The FTA Section 5311 programmed apportionment for the SACOG region is $767,610 for FY 2018-2019. Per board policy, these funds are apportioned to the three eligible providers based on their share of the rural population in the decennial census (2010 Census). The regional POP (Attachment A) provides a total of $634,414 for rural transit operations of SCT/LINK, YCTD and Yuba-Sutter Transit, and $132,196 for two replacement buses for Yuba-Sutter Transit demand-response services. Upon board approval, SACOG will submit the POP to Caltrans for submission to the FTA, enabling the agencies to apply for the 5311 funds for these purposes.

ATTACHMENTS:
Description
Attachment A - FTA 5311 Program of Projects
Attachment B - Resolution

This staff report aligns with the following SACOG Work Plan Goals:
#4 - Connect Low-Income & Disadvantaged Populations to Jobs & Opportunity
FEDERAL FISCAL YEAR 2019

Section 5311 Program of Projects (POP)

(A) Available Funding:

| Carryover: (+) | 0 |
| Estimated Apportionment [FFY 2019]: (+) | $767,610 |
| (A) TOTAL FUNDS AVAILABLE: | $767,610 |

(B) Programming (POP): Complete Parts I and II

| Part I. Operating Assistance - Total: (+) | $634,414 |
| Part II. Capital - Total: (+) | $132,196 |
| (B) Total [Programmed]: (=) | $767,610 |

(C) Balance

| (A) Total Funds Available: (+) | $767,610 |
| (B) Total [Programmed]: (-) | $767,610 |
| * Balance: (=) | $0 |

*BALANCE – Regional Apportionment Funds ONLY:

- Please Note -
  - funds must be programmed in subsequent year
  - final approval to be determined by the Department
- Request/Letter to carryover funds should include -
  - justification for programming postponement
  - purpose and project plan
  - letter of support from local Transportation Planning Agency

(D) Flexible Funds (CMAQ, STP or Federalized STIP): Complete Part III (For reference only).

(D) Part III. Flex Fund - Total:

<table>
<thead>
<tr>
<th>Federal Share</th>
</tr>
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<tbody>
<tr>
<td>(+) $0</td>
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</tbody>
</table>

FUNDING SUMMARY

<table>
<thead>
<tr>
<th>Federal Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>(B) Regional Apportioned - Total [Programmed]: (+) $767,610</td>
</tr>
<tr>
<td>(D) Flex Fund - Total: (+) $0</td>
</tr>
<tr>
<td>GRAND TOTAL [Programmed]: (=) $767,610</td>
</tr>
</tbody>
</table>

Contact Person/Title: Barbara VaughanBechtold, Associate Planner
Phone Number: 916-321-9000
Date: June 21, 2018
Statewide Transportation Improvement Program (STIP) –

All federal funds to be used for transit projects must be included in a federally approved STIP. A Transportation Planning Agency (TPA) must ensure that Section 5311 projects are included in the Department of Transportation’s (Department) Statewide Transportation Federal Improvement Program (FSTIP), which is jointly approved by the Federal Highway Administration (FHWA) and FTA.

A copy of the federally approved STIP Page must be attached for all projects to be programmed through the Section 5311 program. The project description and associated dollar amounts must be consistent with the federally approved STIP information.

Metropolitan Planning Organizations (MPOs) are responsible for programming projects within their jurisdiction. Upon receiving the POPs from the Districts, Rural Transit & Procurement staff will submit Non-MPO / Rural Transportation organizations projects directly to the Department’s Division of Transportation Programming for inclusion into the FSTIP.

For further guidance see the Department’s Division of Transportation Programming website: [http://www.dot.ca.gov/drmt/fed5311.html](http://www.dot.ca.gov/drmt/fed5311.html)

PART I. Regional Apportionment - Operating Assistance

For all Operating Projects - a complete application MUST be submitted with this POP.

<table>
<thead>
<tr>
<th>Subrecipient</th>
<th>Project Description</th>
<th>Federal Share (2017 Funds)</th>
<th>Carryover Funds Utilized</th>
<th>Local Share (Excluding Toll Credit)</th>
<th>Toll Credit Amount</th>
<th>Net Project Cost</th>
<th>PROGRAM OF PROJECTS DOC YR</th>
<th>PROGRAMMED DATE OR AMENDMENT #</th>
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</thead>
<tbody>
<tr>
<td>Sacramento County (SCT/Link)</td>
<td>Operating Assistance</td>
<td>$295,053</td>
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<td>$833,591</td>
<td></td>
<td>$1,128,644</td>
<td>FY 18-19</td>
<td>MTIP 17-00 12-16-16; carried over to MTIP 19-00</td>
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<tr>
<td>Yolo County (YCTD)</td>
<td>Operating Assistance</td>
<td>$140,361</td>
<td></td>
<td>$247,185</td>
<td></td>
<td>$387,546</td>
<td>FY 18-19</td>
<td>MTIP 17-00 12-16-16 (programmed) Admin Mod #21 4/13/2018; carried over to MTIP 19-00</td>
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<tr>
<td>Yuba-Sutter Transit (Yuba &amp; Sutter counties)</td>
<td>Operating Assistance</td>
<td>$200,000</td>
<td></td>
<td>$161,475</td>
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<td>$361,475</td>
<td>FY 18-19</td>
<td>MTIP 17-00 12-16-16; carried over to MTIP 19-00</td>
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<tr>
<td>Operating Assistance Funds Total</td>
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<td>$634,414</td>
<td></td>
<td>$1,242,251</td>
<td></td>
<td>$1,877,665</td>
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</table>

Total $634,414 $1,242,251 $1,877,665
PART II. Regional Apportionment – Capital

For all Capital Projects - a complete application MUST be submitted with this POP.

<table>
<thead>
<tr>
<th>Subrecipient</th>
<th>Project Description</th>
<th>Federal Share</th>
<th>Carryover Funds Utilized</th>
<th>Local Share (Excluding Toll Credit)</th>
<th>Toll Credit Amount</th>
<th>Net Project Cost</th>
<th>PROGRAM OF PROJECTS DOC YR</th>
<th>PROGRAMMED DATE OR AMENDMENT #</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yuba-Sutter Transit (Yuba &amp; Sutter counties)</td>
<td>Capital Assistance</td>
<td>$132,196</td>
<td>$</td>
<td>$17,804</td>
<td></td>
<td>$150,000</td>
<td>FY 18-19</td>
<td>MTIP 17-00 12-16-16; carried over to MTIP 19-00</td>
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<tr>
<td></td>
<td>Capital Total</td>
<td>$132,196</td>
<td>$</td>
<td>$17,804</td>
<td></td>
<td>$150,000</td>
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PART III. FLEX FUNDS (i.e. CMAQ, STP, or Federalized STIP*) if applicable

For Flex Fund Projects - a complete application MUST be submitted with this POP. *Federalized STIP projects must complete CTC allocation process.
PART IV. Vehicle Replacement Information

☐ State Contract  ☐ Local Purchase  ☐ Piggyback  ☑ Other  Explain: See below  Joint Procurement

<table>
<thead>
<tr>
<th>Vehicle Description</th>
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</thead>
<tbody>
<tr>
<td>Type</td>
</tr>
<tr>
<td>---------</td>
</tr>
<tr>
<td>Bus</td>
</tr>
<tr>
<td>Bus</td>
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</tbody>
</table>

Purchase two 16-18 passenger, gasoline powered, 25’-30’ demand response buses to replace three 16 passenger, diesel, 25’ buses.

**INSTRUCTIONS**

**PART I – Operating Assistance**

- Do not list previously approved projects (i.e. projects listed in a prior grant).
- Funding split: 44.67% Local Share and 55.33% Federal Share.
- Third Party Contract Requirement – all third party contracts must contain federal clauses required under FTA Circular 4220.1F and approved by the State prior to bid release.
- Net project cost does not include ineligible cost (i.e. farebox, other revenues, etc.).

**PART II – Capital (Vehicles, Construction, Preventive Maintenance and Planning)**

- **All** vehicles procured with Section 5311 program funds must be ADA accessible regardless of service type (fixed route or demand-response service).
- Capital projects must contain a full description of project: A PRELIMINARY ENVIRONMENTAL SURVEY (PES) is required for Capital projects other than vehicle procurement (i.e. facility or shelter - include specifics, planning studies, preventative maintenance). The PES does not satisfy the requirements for environmental review and approval. When the agency prepares the documentation for a categorical exclusion, the Environmental Justice Analysis must be included.
- Funding split: 11.47% Local Share and 88.53% Federal Share.
- Procurement Contract Requirement – all documents used for procuring capital projects must contain federal clauses required under FTA Circular 4220.1F and approved by DRMT prior to bid release.
PART III. Section 5311 FLEXIBLE FUNDS [i.e. CMAQ, STP, or Federalized STIP*] if applicable:

- Request for transfer will be applied for directly through the District - Local Assistance District Engineer, and Headquarters’ Division of Local Assistance. Division of Rail & Mass Transportation (DRMT) will receive a confirmation once the transfer is completed.

- Funding split: 11.47% Local Share and 88.53% Federal Share. CMAQ may be funded up to 100% at the discretion of the Regional Planning Agency/MPO.

PART IV. Vehicle Replacement

- For each vehicle identified as replacement and/or expansion of fleet in sections II and/or III the following information is required: type (van, bus, trolley, type 1, 2, 3, 4, etc), vehicle identification number (VIN #), vehicle length (i.e. 35 ft.), passenger capacity, fuel type, in service date, current/end mileage, disposition date, and procurement type (i.e. State contract, local procurement, piggyback, etc).

**FEDERAL FISCAL YEAR 2019: All Flexible (CMAQ) CAPITAL funded projects** - a complete 5311 application is required at the time a POP is submitted. Part II of the application (Regional Certifications and Assurances) must be complete (i.e. signature, specific project programming information).
SACRAMENTO AREA COUNCIL OF GOVERNMENTS

RESOLUTION NO. 52 – 2018

APPROVING THE SUBMISSION OF THE
FEDERAL TRANSIT ADMINISTRATION 5311 RURAL
TRANSIT OPERATORS PROGRAM OF PROJECTS

WHEREAS, the Sacramento Area Council of Governments (SACOG) is the designated Regional Transportation Planning Agency (RTPA) for the Counties of Sacramento, Sutter, Yolo and Yuba; and

WHEREAS, this designation requires that SACOG complete a Program of Projects allocating funds for FTA Section 5311 for fiscal year (FY) 2018/19 to the eligible operators of rural transit services in the SACOG RTPA area; and

NOW THEREFORE, BE IT RESOLVED, that the Council hereby approves the SACOG Federal Transit Administration 5311 Program of Projects for FY 2018/19: Sacramento County Transit/Link, Yolo County Transportation District and Yuba-Sutter Transit rural transit operations; and Yuba-Sutter Transit rural transit capital purchase of two demand response buses.

BE IT FURTHER RESOLVED, that the SACOG FTA 5311 Program of Projects for FY 2018/19 be submitted to the California Department of Transportation.

PASSED AND ADOPTED, this 21st day of June 2018, by the following vote of the Board of Directors:

AYES:

NOES:

ABSTAIN:

ABSENT:

____________________________ _____________________________
Jay Schenirer James Corless
Chair Chief Executive Officer
Subject: Release of Request for Proposals for SACOG’s Climate Adaptation Planning Activities (Est. time: 3 minutes)

Action

Prepared by: Amy Lee

Attachments: Yes

Approved by: James Corless

1. Issue:
SACOG is looking for consultant services for the Climate Adaptation Plan.

2. Recommendation:
That the Board (1) authorize staff to release a Request for Proposals (RFP) for consultant services to assist with the regional climate adaptation plan, and (2) authorize the Chief Executive Officer to negotiate and sign a contract with the selected consultant.

3. Background/Analysis:
SACOG was awarded a Caltrans Adaptation Planning Grant in Fall 2017 to advance transportation-related climate adaptation planning in the region. Work on this grant started in January 2018, and will include an in-depth vulnerability assessment of the transportation network and assets, analysis of planning- and asset-level adaptation and resiliency strategies, development of an adaptation guidance, and piloting the adaptation guidance on planned transportation projects.

4. Discussion/Analysis:
Staff is seeking consultant services for analysis of planning- and asset-level adaptation and resiliency strategies. This analysis will build upon state and federal climate adaptation guidance, include cost-benefit analyses of adaptation strategies, and be used to develop guidance documents and policy recommendations for SACOG’s Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and funding programs. Consultants will use this guidance for pilot tests on at least two projects in the MTP/SCS project list, and will revise the guidance based on lessons learned from the pilot tests.

If approved, staff will release an RFP for these services in Summer 2018 and work will start in the late fall or early winter. A draft of the full scope of work for the consultant services is included as Attachment A.
5. Fiscal Impact/Grant Information:
The SACOG board approved the scope of this project when it authorized staff to submit an application to the Caltrans Adaptation Planning Grant program. This project, including the consultant services provided by this RFP, are included in the both the 2017-2018 and 2018-2019 Overall Work Program. This phase of consultant services has a budget not to exceed of $80,000.

ATTACHMENTS:
Description
Attachment A - Draft Scope of Work

This staff report aligns with the following SACOG Work Plan Goals:
#1 - Advance Economic Prosperity
#4 - Connect Low-Income & Disadvantaged Populations to Jobs & Opportunity
#5 - Establish the Sacramento Region as an Innovator & Test-Bed for New Ideas
#7 - Deliver Key High-Profile Transportation Projects
DRAFT SCOPE OF WORK

1. Transportation Project Analysis & Incorporating State Guidance at the Project Level

Task 1.1. Review federal and state guidance (e.g. California Executive Order B-30-15) for climate impact analyses for a selection of representative transportation projects (e.g. bridge impacted by flood risk) that are existing and planned in the SACOG region. The selection of representative projects will be provided by SACOG.

Task 2.2. Identify planning- and engineering-level adaptation strategies to avoid potential climate impacts for the selection of representative transportation projects.

Task 2.3. Conduct climate impact project analyses on the selection of representative projects. Analysis will include analysis of benefits and cost estimates of climate impacts and relevant adaptation strategies for each representative project.

Task 2.4. Develop recommendations for planning- and engineering-level adaptation strategies for the representative projects based upon cost, as well as other prioritizing factors in the Executive Order. These include but are not limited to:
- Prioritize natural infrastructure solutions
- Protect vulnerable populations
- Apply flexible, adaptive approaches
- Prioritize actions that increase resiliency while reducing greenhouse gas emissions.

2. Develop Draft Guidance

Task 2.1. Compile guidance for similar climate adaptation efforts. Document and compare methodologies for each type of transportation project and identify differences. Indicate how to utilize state guidance in planning and engineering local projects. Provide a framework for identifying suitable adaptation strategies. Design a process for future reference in future analyses of projects similar to the representative projects.

3. Implementation of Guidance

Task 3.1. Use the guidance document created in Task 2 to pilot the full assessment methodology on one project from SACOG’s Metropolitan Transportation Plan/Sustainable Communities Strategy. Identify how existing designs and capital improvement projects can be altered to incorporate climate resiliency strategies.
Task 3.2. Use cost-benefit analyses and comparisons to determine which adaptation methods are most beneficial economically and fiscally.

Task 3.3. Refine the guidance documents from Task 2.1 with findings from this pilot test.


Task 4.1. Circulate the final draft guidance documents from Task 3.3 to Caltrans and stakeholders for review. Incorporate feedback as needed and complete the guidance document.

Task 4.2. Prepare a final report summarizing the policy and funding context, data used, methodology, and findings of the transportation project analysis. Develop and include in the final report recommendations about how to incorporate guidance, policies, and scoring criteria into SACOG’s future MTP/SCS and transportation funding programs.

DElIVERABLES

(1.1) Summary of climate impact analysis methods from state and federal guidance documents, including Executive Orders.

(1.2) Report of climate adaptation strategies for each representative project, including recommendations based on costs, benefits, and prioritization factors.

(1.3) Report of estimated costs (economic, physical, and social) incurred on representative projects from climate related impacts and associated adaptation strategies, with a summary of benefit-cost analyses and recommended adaptation strategies for sample projects.

(2.1) Draft guidance document for state, MPOs, counties, and cities to incorporate climate analysis, climate adaptation planning and Executive Order B-30-15 guidance into project-level work.

(3.1) Results of pilot test, including results of cost-benefit analyses.

(4.1) Final draft of guidance documents.

(4.2) Final report.
Board of Directors Regular Meeting
Meeting Date: 6/21/2018
Agenda Item No.: 2018-June-22.

SACOG Board of Directors

Subject: SACOG Youth Leadership Academy Proposal (Est. time: 3 minutes)

Action
Prepared by: Monica Hernandez
Approved by: James Corless
Attachments: Yes

1. Issue:
Should SACOG pilot a Youth Leadership Academy?

2. Recommendation:
The Government Relations & Public Affairs Committee unanimously recommends that the SACOG board approve the continued development and implementation of a pilot SACOG Youth Leadership Academy project.

3. Background/Analysis:
At its March 2018, meeting, the SACOG Board of Directors explored issues of youth development in the Sacramento region though local and statewide programs that bring youth involvement and input into government processes.

In April, the Government Relations & Public Affairs committee directed staff to prepare a more comprehensive plan for a SACOG Leadership Academy.

At the June Government Relations & Public Affairs committee, staff reported back with a draft implementation plan (see Attachment A).

4. Discussion/Analysis:
Youth engagement is a proven strategy for developing an engaged and informed current and future citizenry. Youth development programs have the potential to reduce crime, increase academic and social competency, and create a network of informed youth, to provide feedback on issues and projects that local and regional governments are deliberating.

There are a many successful youth and government engagement programs, and the proposal before you is built on best practices, with customization to align with the structure and projects of SACOG.
5. Fiscal Impact/Grant Information:
Funding for staff and hard costs associated with implementation of the Youth Leadership Academy will be funded through regional non-profit organizations. The start-up planning staff time for this program will be supported by existing staff resources.

ATTACHMENTS:
Description
Youth Leadership Academy

This staff report aligns with the following SACOG Work Plan Goals:
#1 - Advance Economic Prosperity
#4 - Connect Low-Income & Disadvantaged Populations to Jobs & Opportunity
#5 - Establish the Sacramento Region as an Innovator & Test-Bed for New Ideas
Proposed Implementation Plan for SACOG Youth Leadership Academy

At its April 19th meeting, the SACOG Board of Directors reviewed a proposal for the SACOG Youth Leadership Academy. This document represents a more detailed proposal that incorporates feedback from board members for consideration.

Goals for SACOG Youth Leadership Academy:

The goals of this initiative are to:
- Better engage youth in the decisions of SACOG;
- Provide professional development and local government experiential learning opportunities to youth across the six county SACOG region;
- Launch a year-long pilot project using philanthropic funds to test the proposed approach to a SACOG Youth Leadership Academy.

Why SACOG Youth Leadership Academy?
Regional and local planning are future oriented, and those who are most impacted by decision-making, the youth of today, do not have an entry way or venue to inform policymakers and elected bodies like SACOG. The SACOG Youth Leadership Academy will create pathways for young people to understand local and regional planning processes, and inform policymakers through various processes.

This document outlines the components that must be in place to successfully launch the SACOG Youth Leadership Academy. This document includes:
- Selection process for Youth including:
  - recruitment guidelines;
  - application for Youth;
  - parent/guardian permission form; and
  - SACOG Youth Leadership Academy participant roles and responsibilities;
- Board members’ responsibilities;
- Training content for Youth and Board members;
- Role of college students;
- Evaluation;
- Long-term institutionalization strategies;
- Project Coordinator job description;
- Timelines for project logistics, Youth, and Board members (adults);
- Project budget; and
- Youth Leadership Academy Application.
**SACOG Youth Leadership Academy – Selection Process**

SACOG Board members will each identify two (2) high school students – one junior and one senior. The junior will serve a two-year term, and the senior will serve a one-year term. Moving forward, the Board member will annually identify a junior who will serve a two-year term.

When considering potential youth for the SACOG Youth Leadership Academy, Board members are encouraged to seek out individuals who are not the “usual suspects,” meaning youth who are already highly engaged in their schools and community and are likely to have multiple demands on their time outside of academics. To connect with potential applicants, it is suggested that outreach and recruitment focus on the following:

- Title I schools;
- School-based programs targeting low-income students such as AVID;
- Local Summer at City Hall program or local youth council (if already in place);
- Community-based organizations providing expanded learning programs at schools and/or neighborhood-based programs; and/or
- Faith-based institutions providing youth programs in underrepresented communities.

A Board member should use the “job description” as a tool to help potential applicants understand the nature of the project and the expectations of their participation. In addition, all youth will be required to complete an application form and parent/guardian permission form.
SACOG Youth Leadership Academy: Roles and Responsibilities

What is SACOG?
SACOG is an association of local governments in the six-county Sacramento region. Its members include the counties of El Dorado, Placer, Sacramento, Sutter, Yolo, Yuba and the 22 cities within. SACOG provides transportation planning and funding for the region, and serves as a forum for the study and resolution of regional issues. In addition to preparing the region’s long-range transportation plan, SACOG approves the distribution of affordable housing in the region and assists in planning for transit, bicycle networks, clean air and airport land uses.

What is the SACOG Youth Leadership Academy?
SACOG Youth Leadership Academy is a cohort of young people who are charged with advising the SACOG Board of Directors on the effects of policies, needs, programs, and budgets impacting the children and youth of the region as it relates to transportation, air quality/environmental and land use/planning issues. Specifically, the Youth Leadership Academy will provide input to their corresponding SACOG Board members regarding SACOG initiatives and issue areas. SACOG Youth Leadership Academy members will, through a variety of methods, solicit input from other peers in their community to better inform the SACOG Board member of children’s and youth’s needs, perspectives, and requests. Youth will serve as an ambassador to SACOG, educating community members about what SACOG does and the issues it is tackling.

What’s in it for me?
SACOG Youth Leadership Academy members will have a chance to develop their leadership and advocacy skills. Youth will receive training on public speaking, critical thinking, public policy analysis, community organizing, power and oppression, social justice history, and government structures at the city, county, and regional levels. SACOG Youth Leadership Academy will provide participants with an opportunity to serve their communities, learn about policy and politics, grow as a leader, better understand how their local government operates and better understand career opportunities in local government.

What am I committing to?
SACOG Youth will be asked to fulfill the following responsibilities:
- A minimum time commitment of four (4) hours per month;
- Attendance at four (4) mandatory Saturday trainings in Sacramento;
- Attendance to at least one SACOG Board meeting;
- Bi-monthly in-person meetings with respective SACOG Board member;
- Monthly phone check-ins with Project Coordinator; and
- Explain what SACOG does and engage in dialogue with peers and other community youth to solicit input on SACOG issues.

How do I apply?
Complete the application form and have a parent or guardian sign the permission form. You will also have an interview with the Project Coordinator.

**SACOG Youth Leadership Academy – SACOG Board Members’ Responsibilities**

As active participants in the project, SACOG Board members will be asked to fulfill the following responsibilities:

- Attend one training session following a SACOG Board meeting;
- Recruit two youth from their jurisdiction, one junior and one senior in the initial year, and one junior annually afterwards;
- Meet bi-monthly in person with the two SACOG youth to review upcoming Board meeting agenda items and solicit input from youth;
- Bring youth to one Board meeting per year and prepare youth for that meeting; and
- Complete annual survey as part of project’s evaluation.

**DRAFT: SACOG Youth - Training Content for Youth and Board Members**

<table>
<thead>
<tr>
<th>YOUTH</th>
<th>Skills</th>
</tr>
</thead>
<tbody>
<tr>
<td>SACOG history &amp; background</td>
<td>Public speaking</td>
</tr>
<tr>
<td>Governmental structures &amp; relationships</td>
<td>Policy analysis</td>
</tr>
<tr>
<td>Public policy – use Project Citizen curriculum</td>
<td>Community organizing/advocacy steps</td>
</tr>
<tr>
<td>Social justice history/consciousness-raising</td>
<td>Research methods and tools</td>
</tr>
<tr>
<td>SACOG-specific issue areas</td>
<td>Active listening</td>
</tr>
<tr>
<td>Field trips: RT, Capitol</td>
<td>Team work</td>
</tr>
<tr>
<td></td>
<td>Critical thinking</td>
</tr>
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<td></td>
<td>Workforce readiness development</td>
</tr>
</tbody>
</table>

(USING: Youth Engaged in Leadership and Learning (YELL) curriculum and/or Summer at City Hall curriculum)

**ADULTS**

- Youth development theory and practice
- How to work with teens
- Raising youth voice (honoring “Nothing about us without us.”)
- Suggested activities with youth
- Responsibilities as an advisor/mentor
- What to do if...Scenario training
SACOG Youth Leadership Academy - Role of College Students

The Project Coordinator should have two (2) college-age interns to assist with the design and implementation of the program. These college interns would work over the summer and receive a stipend. If possible local, college interns could support the continued implementation of the project over the school year potentially with a stipend.

SACOG Youth Leadership Academy – Evaluation

The project should conduct an evaluation to determine the success of the pilot. The evaluation should use tools that measure the progress towards the project’s objectives as outlined in the draft proposal:

- Objective 1: Create a cohort of youth with the skills, capacities and training to meaningfully engage in SACOG’s ongoing decision-making processes as well as appropriate SACOG infrastructure to implement the initiative.
- Objective 2: Build policy analysis skills.
- Objective 2: Develop understanding of government processes and how to engage in and influence processes, and potential careers in local government
- Objective 3: Improve organizational skills
- Objective 4: Improve or develop critical thinking, debate, and evaluation skills

In addition, the evaluation should measure the quality of the participants’ youth development experience as well as the skills they have mastered. The evaluation tools to capture this information are pre- and post-surveys (tests).

SACOG Youth - Long-Term Institutionalization Strategies

To ensure the long-term sustainability of the project, the following should begin during the pilot phase:

- Review SACOG Board of Directors governing documents and incorporate language that institutionalizes the importance of youth voice and input, through the SACOG Youth Leadership Academy as an advisory group to the full Board;
- Build a line item into appropriate projects across the organization; and
- Urge SACOG’s Chief Executive Officer and Board President to provide leadership around the value added by and need for the SACOG Youth Leadership Academy.
SACOG Youth Leadership Academy - Project Coordinator Job Description

The SACOG Youth Leadership Academy Project Coordinator is responsible for the implementation of SACOG Youth Leadership Academy operations and the development of SACOG Youth participants into actively engaged young people who provide meaningful input into the policymaking of their corresponding SACOG Board member. This includes supporting the recruitment and selection process of youth; coordination with training partners, and the day-to-day support and management of the project.

Responsibilities
- Support recruitment and selection of SACOG Youth Leadership Academy participants;
- Coordinate quarterly trainings for SACOG Youth Leadership Academy participants, working with training partner(s);
- Coordinate annual training for SACOG Board members, working with training partner(s);
- Provide ongoing support to SACOG Youth Leadership Academy participants to keep them engaged and on track with their responsibilities for SACOG;
- Maintain ongoing communication with SACOG Youth Leadership Academy participants between trainings and meetings;
- Create opportunities for SACOG Youth Leadership Academy participants to understand policymaking;
- Support SACOG Youth Leadership Academy participants in information gathering from other youth in their community;
- Ensure that SACOG Youth Leadership Academy participants meet monthly with corresponding SACOG Board members;
- Manage project budget;
- Prepare reports and fulfill other requests for materials pertinent to the project;
- Maintain ongoing communication with SACOG Board members and staff; and
- Implement project evaluation.

Qualifications
- Strong understanding of youth development theory and practice with experience in youth engagement/leadership programming preferred;
- Knowledge of implementation of teen-focused programs;
- Experience with government and policymaking process;
- Ability to provide strong facilitation to groups of teens;
- Strong project management skills;
- Excellent communication skills both verbal and written;
- Bilingual abilities preferred, but not required;
- Ability to establish and maintain strong working relationships with SACOG board member, staff and others; and
- Computer applications including spreadsheet, database, word processing, and presentation software.
### SACOG Youth Leadership Academy - Timelines for Project Logistics, SACOG Youth Participants, and SACOG Board Members

<table>
<thead>
<tr>
<th>Project Logistics</th>
<th>SACOG Youth Participants</th>
<th>SACOG Board Members</th>
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</thead>
<tbody>
<tr>
<td><strong>June 2018</strong></td>
<td>Project planning</td>
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<tr>
<td><strong>July</strong></td>
<td>Project planning</td>
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<td></td>
<td>Preparation for Board</td>
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<tr>
<td></td>
<td>meeting</td>
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<tr>
<td><strong>August</strong></td>
<td>Presentation to SACOG</td>
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<td></td>
<td>Board</td>
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<tr>
<td><strong>September</strong></td>
<td>Recruit and hire</td>
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<td></td>
<td>Project Coordinator</td>
<td></td>
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<tr>
<td><strong>October</strong></td>
<td>Onboard Project</td>
<td>SACOG Board member</td>
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<td></td>
<td>Coordinator</td>
<td>training</td>
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<tr>
<td><strong>November</strong></td>
<td>Recruitment of SACOG</td>
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<td></td>
<td>Youth Participants</td>
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<tr>
<td><strong>December</strong></td>
<td>Recruitment of SACOG</td>
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<td></td>
<td>Youth Participants</td>
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<tr>
<td><strong>January 2019</strong></td>
<td>Coordinate with</td>
<td>Training #1</td>
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<tr>
<td></td>
<td>trainer</td>
<td>Pre-test for evaluation</td>
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<tr>
<td></td>
<td>Check in with SACOG</td>
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<td></td>
<td>Youth Participants</td>
<td></td>
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<tr>
<td><strong>February</strong></td>
<td>Coordinate with</td>
<td>SACOG Youth</td>
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<td></td>
<td>trainer</td>
<td>Participant &amp; SACOG</td>
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<td></td>
<td>Check in with SACOG</td>
<td>Board meeting</td>
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<td>Youth Participants</td>
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<td></td>
<td></td>
<td>Training #2</td>
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<tr>
<td><strong>March</strong></td>
<td>Coordinate with</td>
<td>SACOG Youth</td>
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<tr>
<td></td>
<td>trainer</td>
<td>Participant &amp; SACOG</td>
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<td></td>
<td>Check in with SACOG</td>
<td>Board meeting</td>
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<td>Youth Participants</td>
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<td></td>
<td>Training #3</td>
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<tr>
<td><strong>April</strong></td>
<td>Coordinate with</td>
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<td>Check in with SACOG</td>
<td>Board meeting</td>
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<td>Youth Participants</td>
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<td></td>
<td>Training #4</td>
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<tr>
<td><strong>May</strong></td>
<td>Check in with SACOG</td>
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<td></td>
<td>Youth Participants</td>
<td>Participant &amp; SACOG</td>
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<td>Board meeting</td>
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<td></td>
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<td>Post-test of departing</td>
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<td></td>
<td></td>
<td>members (seniors)</td>
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<tr>
<td><strong>Year Two Funding</strong></td>
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<tr>
<td><strong>to be finalized by 5/30/19</strong></td>
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<tr>
<td>June</td>
<td>Check in with SACOG Youth Participants</td>
<td>SACOG Youth Participant &amp; SACOG Board member meeting Students present advocacy projects to SACOG board? Celebration of departing SACOG Youth Participants</td>
</tr>
</tbody>
</table>
SACOG Youth Budget

This staffing for the SACOG Youth Leadership academy is funded by non-profits in the Sacramento region. Funding in the amount of $100,000 has already been secured. Upon Board approval, a detailed budget will be developed.
SACOG Youth Leadership Academy Application

Name ________________________________________________________________

Address ______________________________________________________________________

City __________________________ Zip Code ________________________________

Email __________________________________________________________________________

Cell Phone _______________________________________________________________________

Birthday ___________________ Age ____________________________

Name of SACOG Board Member ________________________________________________

Additional optional information

Ethnicity and/or Race

☐ White ☐ Asian
☐ Black, African Am. ☐ Native Hawaiian or Other Pacific Islander
☐ Hispanic, Latino or Spanish Origin ☐ Other
☐ Native American or Alaska Native

Gender identity

☐ Female ☐ Non-binary/ third gender
☐ Male ☐ Self-describe: __________________________

Languages spoken ____________________________________________________________

If you are/will be in school, what school will you attend in Fall 2018? ______________________

What communities do you feel connected to? ________________________________________________
(Examples: LGBTQ, Disabled, homeless, teen parent, low-income, particular religion, particular race, particular ethnicity, geographic, school level)

Can you provide your own transportation to the four convenings per year in Sacramento?

I, ____________________________________________, certify that:

(initial next to statement(s) you agree with)

_____ the information provided in this application is accurate.

_____ I understand that this position requires Four (4) hours per month, including work outside of meetings.
I understand that I must attend four (4) required trainings.

Signature

Date

Statement of why you want to serve on this board:

PERMISSION FORM

Name of Parent/Guardian #1

Address

City Zip Code

Email

Cell Phone

(if applicable)
Name of Parent/Guardian #2

Address

City Zip Code

Email

Cell Phone

I give permission for my child, ____________________________, to participate on the SACOG Youth . ENTER ALL NECESSARY LEGALESE HERE.

Parent/Guardian Printed Name

Parent/Guardian Signature

Date
Subject: Civic Lab Year Two (Est. time: 5 minutes)

1. Issue:
Should SACOG focus the second year of Civic Lab on the issues and challenges surrounding the region's struggling commercial corridors?

2. Recommendation:
The Land Use and Natural Resources Committee recommends that the Board of Directors direct SACOG staff to pursue commercial corridors as the topic for Civic Lab year two.

3. Background/Analysis:
The Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) combines a robust transportation system with an efficient land use pattern to model the goals of economic prosperity, reduced vehicle miles traveled (VMT), and lower greenhouse gas (GHG) emissions. One way for this to occur is to make places that are accessible to everyone---places where people want to live, work, shop, and play.

Commercial corridors throughout the region have the basic components necessary to accommodate the goals of the MTP/SCS. However, due to disruptions to local planning efforts, some commercial corridors struggle to be the vibrant places that contribute to the region's goals. Disruptions like the changing nature of retail, and the economics of infill and redevelopment have made it difficult for some of these areas to thrive.

The MTP/SCS relies on vibrant commercial corridors in order to meet its goals of economic prosperity, cleaner air, lower VMT, and lower GHG emissions. The plan adopted in 2016 had 30% of the growth in housing units, and 35% of the growth in employees by 2035 in centers and corridors. These corridors exist in all cities and counties in the region. Urban, suburban, and rural areas alike are trying to figure out how to revitalize commercial corridors.

4. Discussion/Analysis:
The overarching goal of Civic Lab is to provide technical assistance to local jurisdictions on an issue of regional importance that is best addressed at the local level. This is done by testing new and innovative solutions to the challenges associated with the topic of choice. Teams are formed to work on specific projects to define an issue and come up with its solution. SACOG will work to identify funds to test the solutions these teams develop.

The first year of Civic Lab focused on the issues surrounding disruptions in mobility. Teams worked on projects ranging from microtransit to autonomous vehicles to ridesharing. These mobility solutions work best if they have good land use underpinning them. SACOG has been asked how it can help envision and test new ways to revitalize commercial corridors, given the challenges many of them face. Are there viable financial and political models that can help the region meet the infill and redevelopment goals set forth in MTP/SCS?

Based on input from SACOG member jurisdictions and partner agencies, as well as conversations at the Regional Futures Forum, SACOG staff have been exploring issues for a second year of Civic Lab. The challenge of commercial corridors align the goals of SACOG and Civic Lab with the needs of members and partners. Issues for exploration could include (but are not limited to): vacant parcels, absentee ownership, aging infrastructure, market analysis, cohesive visioning, displacement and gentrification, and economic feasibility. While outcomes for Civic Lab are not predefined, solutions to these and other challenges could include (but not limited to): replacements for redevelopment funds, market and economic analyses, permit streamlining, and tactical design and marketing.

5. Fiscal Impact/Grant Information:
The cost to conduct Civic Lab includes staff time, workshop logistics, speakers, consultants, and vendors. This work is budgeted through fiscal year 2018-2019. Depending on the outcomes of the projects, additional funds to implement the projects may be needed. As we did in Civic Lab Year One, staff will work with the project teams and the board on securing funds for the pilots, as needed.

This staff report aligns with the following SACOG Work Plan Goals:
#3 - Assist Local Economic Development Strategies
#5 - Establish the Sacramento Region as an Innovator & Test-Bed for New Ideas
SACOG Board of Directors

**Subject:** Sacramento Region Blueprint (Est. time: 60 minutes)

**Workshop**

**Prepared by:** Kacey Lizon

**Approved by:** James Corless

**Attachments:** No

---

**1. Issue:**

Workshop on Sacramento Region Blueprint

**2. Recommendation:**

None, this is for information only.

**3. Background/Analysis:**

None

**4. Discussion/Analysis:**

A presentation will be provided at the board meeting.

**5. Fiscal Impact/Grant Information:**

There is no fiscal impact.

This staff report aligns with the following SACOG Work Plan Goals:

#3 - Assist Local Economic Development Strategies
Subject: Chair's Report (Est. time: 2 minutes)

Reports
Prepared by: Lanette Espinoza          Approved by: James Corless
Attachments: No

1. Issue:
Board Chair's Report

2. Recommendation:
None

3. Background/Analysis:
None

4. Discussion/Analysis:
Chair Schenirer will provide his report at the meeting.

5. Fiscal Impact/Grant Information:
There is no fiscal impact.
SACOG Board of Directors

Subject: Board Members' Reports (Est. time: 10 minutes)

Reports
Prepared by: Lanette Espinoza
Approved by: James Corless
Attachments: No

1. Issue:
Board Members' Reports

2. Recommendation:
None

3. Background/Analysis:
None

4. Discussion/Analysis:
Board members will provide their reports at the meeting.

5. Fiscal Impact/Grant Information:
There is no fiscal impact.
Subject: Chief Executive Officer's Report (Est. time: 5 minutes)

Reports
Prepared by: James Corless
Approved by: James Corless
Attachments: No

1. Issue:
Chief Executive Officer's Report

2. Recommendation:
None, this is for information only.

3. Background/Analysis:
Each month, the CEO provides a report to the board.

4. Discussion/Analysis:
Updates
We're pleased to announce the hiring of a new Finance Director. Loretta Su joined SACOG on June 11, having previously served as the Fiscal Chief for the Sacramento Employment and Training Agency. We're looking forward to her contributions to the agency and her leadership of the finance and accounting team.

A brief graduation ceremony will take place at the board meeting on June 21, to recognize the year one Civic Lab teams and participants. Board members and the civic lab graduates are invited to breakfast at 8:30 a.m. on June 21, prior to the board meeting.

I appreciate the leadership of Director Buckland in helping put together a SACOG “Open House” designed for local staff and elected officials in Sutter and Yuba counties on June 21, at 4:00 p.m. For our Yuba/Sutter board members, please contact Sabrina Bradbury (sbradbury@sacog.org) for more information about the open house.

Thanks to those of you who attended the luncheon between the Transportation Committee and the Land Use and Natural Resources Committee on June 7, regarding transportation pricing and user fees. Please mark your calendars for the next luncheon between those two committees (and open to all board members) on Thursday, August 2. We’ll be bringing in speakers who have expertise in overcoming barriers to infill development and multifamily housing, particularly along retail and commercial corridors.
I’m honored to be participating in a special US-EU summit on autonomous vehicles being held in Brussels on June 26-27. I will be part of a U.S. delegation of 25 practitioners and transportation researchers led by Professor Susan Shaheen from UC Berkeley. I’ll be sure to report back lessons learned from both abroad and our own domestic delegation.

Please note that the board of directors will be in recess during the month of July.

Consent items:
All of the items on the consent calendar received unanimous support at their respective committee meetings.

Land Use Activities:
Please see agenda item #24 for the Blueprint Implementation Land Use Activities.

Calendar:

August 2 10:00 a.m. Transportation Committee Mtg.
August 2 1:00 p.m. Land Use & Natural Resources Committee Mtg.
August 6 10:00 a.m. Govt. Relations & Public Affairs Committee Mtg.
August 6 1:00 p.m. Strategic Planning Committee Mtg.
August 16 9:30 a.m. Board Meeting
August 27 10:00 a.m. Govt. Relations & Public Affairs Committee Mtg.

5. Fiscal Impact/Grant Information:
There is no fiscal impact.
Subject: Blueprint Implementation Activities (Est. time: 0 minutes)

Receive and File

Prepared by: Jennifer Hargrove

Approved by: James Corless

Attachments: No

1. Issue:
Update on SACOG’s Blueprint implementation land use activities.

2. Recommendation:
None, this item is for information only.

3. Background/Analysis:
The purpose of this item is to regularly inform the board of SACOG land use related activities in support of local implementation of the Blueprint principles. SACOG conducts the following Blueprint Implementation Land Use Activities in response to requests from member agencies and/or developers or non-governmental organizations: (1) provision of data and/or technical support to member agencies implementing the Blueprint; (2) review and comment on development proposals regarding their consistency with the Blueprint principles or the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS); and (3) educational presentations on the Blueprint.

4. Discussion/Analysis:
In April and May, SACOG staff conducted the following Blueprint Implementation land use activities:

- Following submission of a comment letter in March, provided testimony at City of Sacramento’s Planning and Design Commission to support city staff’s recommendation to deny an application for a car wash on West Stockton Boulevard, near the Cosumnes River College Light Rail Station.
- Coordinated with Urban Land Institute (ULI) Sacramento for a June 22, 2018 Urban Plan for Public Officials workshop. This workshop will convene elected and appointed officials from around the region for an interactive dialogue about the fundamental forces that affect the built environment and the important leadership role they play in that process. ULI has invited elected officials from all of the cities and counties in the six-county SACOG region.
• Began planning for an August 1, 2018, "Transforming our Commercial Corridors" event that SACOG will co-host with the Sacramento Asian Pacific Chamber of Commerce. This inaugural event will bring together small business owners, elected leaders, community and non-profit leaders to identify strategies for revitalizing commercial corridors.

• Recomenced planning for a ULI national Advisory Services Panel, which will be focused on how to catalyze equitable transit-oriented development around the Florin and Meadowview light rail stations. This panel is being planned by SACOG in partnership with ULI Sacramento, Sacramento Regional Transit District, the City of Sacramento, Congresswoman Matsui's office, and a steering committee of partner organizations in the study area. The panel was rescheduled from June 2018, to September 2018.

5. Fiscal Impact/Grant Information:
This program is budgeted in SACOG's adopted Fiscal Year 2017-2018 Overall Work Plan (OWP) and budget.

This staff report aligns with the following SACOG Work Plan Goals:
#3 - Assist Local Economic Development Strategies
Subject: State Advocacy Update (Est. time: 0 minutes)

1. Issue:
State Advocacy Update

2. Recommendation:
None, this item is for information only.

3. Background/Analysis:
On May 11, 2018, the Governor released his May Revise of his January Budget proposal. The Legislature has until June 15, 2018, to pass the state budget for fiscal year 2018-2019. Additionally, June 1, 2018, was the deadline for each house to pass bills introduced in that house. Attachment A is SACOG's updated legislative tracking report. Attachment B is an overview of three bills that will not be moving forward this year, but that we should expect to see back in some form next year.

4. Discussion/Analysis:
State Budget
The Legislature has until June 15, 2018, to pass the state budget for fiscal year 2018-2019. On May 11, 2018, the Governor released his May Revise of his January Budget proposal. The May Revise assumes a $7.6 billion increase in revenue over three years above January’s predictions. This provides the Governor with approximately $4 billion in discretionary funds, after satisfying certain funding requirements. In addition to limited new on-going funding, the Governor proposes allocating this increase primarily to:

- States reserve accounts
- One-time spending focused on:
  - State infrastructure investments
  - Funding for immediate efforts to address homelessness as jurisdictions await new housing related funding (from Senate Bill (SB) 2 (Atkins, 2017), which increases real estate transaction fees, and SB 3 (Beall, 2017), which places a housing bond on the November 2018 statewide ballot)
  - Mental health resources
Items of note included in the May Revise are outlined below.

**Climate Resiliency and Adaptation**
The May Revise provides additional funding for climate resiliency, primarily related to the risks of wildfires and floods and the preservation of the state's biodiversity. The proposal includes $96 million to implement the key recommendations of the state’s Forest Carbon Plan:

- Prescribed Fire and Fuel Reduction - $26.8 million from the Greenhouse Gas Reduction Fund (GGRF) for CAL FIRE to complete additional fuel reduction projects
- Sierra Regional Forest Health Projects - $30 million from the California Drought, Water, Parks, Climate, Coastal Protection and Outdoor Access for All Fund (Proposition 68), assuming voter approval in June 2018, for the Sierra Nevada Conservancy to expand the Watershed Improvement Program and fund Forest Carbon Plan recommended activities
- Northern, Coastal, and Southern California Regional Forest Health Projects - $20 million from GGRF to provide block grants to support regional implementation of landscape-level forest restoration projects that leverage non-state funding
- Legacy Forests at State Parks - $15 million of assumed Proposition 68 funds to protect forests in state parks
- Watershed Coordinator Grants - $1.9 million from the Environmental License Plate fund to provide grants to local entities to develop and implement watershed improvement plans
- Markets for Wood Products – $2.3 million from the Timber Regulation and Forest Restoration Fund for multiple programs to encourage markets for wood products, including: (1) establishment of a Joint Institute for Wood Products Innovation, (2) financial support for mass timber and wood product manufacturing, and (3) grants for local jurisdictions to showcase the architectural design of mass timber buildings

**Flood Control**
The May Revise also includes an additional $295 million in General Fund support for flood control infrastructure, including:

- Urban Flood Control Projects - $170 million one-time funding support for the state cost-share of U.S. Army Corps of Engineers’ urban flood control projects that will contribute to a 200-year level of flood protection in urban areas of the Central Valley
- Deferred Maintenance - $100 million on a one-time basis to address deferred maintenance projects on levees
- Operations and Maintenance - $25 million to support ongoing levee maintenance

**Climate Smart Agriculture**
Governor Brown proposes an increased one-time investment in multiple Climate Smart Agriculture programs, including:

- Agricultural Diesel Engine Replacement and Upgrades - $30 million in one-time funding from the General Fund to replace existing diesel agricultural vehicles and equipment with the cleanest available diesel or advanced technologies
- Agricultural Energy Efficiency Program - $30 million from the General Fund on a one-time basis for the Energy Commission to fund innovative projects that reduce energy costs, increase efficiency, and reduce greenhouse gas emissions in the food processing sector
The deadline to pass the budget is June 15, 2018.

Legislation
June 1, 2018, was the deadline for each house to pass bills introduced in that house.

5. Fiscal Impact/Grant Information:
This item has no direct fiscal impact.

ATTACHMENTS:
Description
Attachment A State Legislative Tracking June
Attachment B State Advocacy PowerPoint

This staff report aligns with the following SACOG Work Plan Goals:
#3 - Assist Local Economic Development Strategies
#6 - Help the Region Advance a Vision for "Next Generation Transit"
#9 - Better Connect & Communicate with Members & Regional Electeds
### Bills With a Position

<table>
<thead>
<tr>
<th>Bill</th>
<th>Author</th>
<th>Title</th>
<th>Location/Status</th>
<th>Summary</th>
<th>SACOG’s Position</th>
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<tbody>
<tr>
<td>AB 686</td>
<td>Santiago (D)</td>
<td>Housing Discrimination: Further Fair Housing</td>
<td>Senate Transportation and Housing Committee</td>
<td>Requires a public agency to administer its programs and activities relating to housing and community development in a manner to affirmatively further fair housing. Authorize the Director of Fair Employment and Housing to exercise his or her discretion to investigate, or to bring a civil action, based on a verified complaint that alleges a violation of these provisions. Requires an agency that completes an assessment of fair housing to submit it and post it on its Web site.</td>
<td>Oppose Unless Amended</td>
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<tr>
<td>AB 1771</td>
<td>Bloom (D)</td>
<td>Planning and Zoning: Regional Housing Needs Assessment</td>
<td>Assembly Floor</td>
<td>Revises the objectives required to be addressed in the regional housing needs allocation plan and additionally require the plan to include an objective to increase access to areas of high opportunity for lower-income residents, while avoiding displacement and affirmatively furthering fair housing. Requires public hearings and comment.</td>
<td>Oppose Unless Amended</td>
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<tr>
<td>AB 1952</td>
<td>Mayes (R)</td>
<td>Social Services: Access to Food</td>
<td>Assembly Floor</td>
<td>Requires the State Department of Social Services, the State Department of Public Health, the State Department of Education, and the Department of Food and Agriculture, to develop a plan to end hunger. Establishes criteria for the plan, including establishing a budget to support local food hub efforts. Requires the Board of Regents and Board of Governors of CCC to develop systems that allow EBT cards to be used on their respective campuses.</td>
<td>Support</td>
</tr>
<tr>
<td>AB 2596</td>
<td>Cooley (D)</td>
<td>Economic Development Strategic Action Plan</td>
<td>Assembly Floor</td>
<td>Requires the office to lead the preparation of a California Economic Development Strategic Action Plan, as specified, to commission a study to identify and evaluate economic development issues, and to create a comprehensive agenda and framework for inclusive statewide and regional economic growth. Authorizes the office to accept nonstate moneys for the purposes of commissioning the study and developing the action plan.</td>
<td>Support</td>
</tr>
<tr>
<td>SB 1162</td>
<td>Pan (D)</td>
<td>Capitol Area Planning: Height Limits</td>
<td>Assembly</td>
<td>Designates Matsui Alley as the southern boundary of an area with a height limit in the central city of the City of Sacramento.</td>
<td>Support</td>
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### SACOG State Legislative Tracking

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<td>SB 1184</td>
<td>Pan (D)</td>
<td>Sacramento Shared Autonomous Vehicle Pilot Project</td>
<td>Assembly</td>
<td>Authorizes the City of Sacramento to conduct a shared autonomous vehicle pilot project within a specified location and radius to test autonomous vehicles without drivers, steering wheels, breaks, or accelerators. Requires certification that local law enforcement approves of the testing area and conditions. Exempts specified Department of Motor Vehicles regulations. Allows a manufacturer to receive compensation, but prohibits directly charging a fee to a member of the public to ride in an autonomous vehicle.</td>
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<tr>
<td>AB 18</td>
<td>Garcia E (D)</td>
<td>Clean Water, Climate, and Coastal Protection Act</td>
<td>Senate Appropriations Committee</td>
<td>Enacts the California Clean Water, Climate, Coastal Protection and Outdoor Access For All Act, which would authorize the issuance of bonds to finance a clean water, climate, and coastal protection and outdoor access for all program. Provides for the submission of these provisions to the voters at the statewide direct primary election.</td>
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<tr>
<td>AB 33</td>
<td>Quirk (D)</td>
<td>Transportation Electrification</td>
<td>Senate Energy, Utilities and Communications Committee</td>
<td>Requires the Public Utilities Corporation to consider authorizing electrical corporations to offer programs and investments that support customers who purchase a used electric vehicle. Requires that the programs and investments be designed to accelerate widespread transportation electrification, achieve ratepayer benefits, reduce dependence on petroleum, meet air quality standards, and reduce emissions of greenhouse gases.</td>
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<tr>
<td>AB 87</td>
<td>Ting (D)</td>
<td>Autonomous Vehicles</td>
<td>Senate Transportation and Housing Committee</td>
<td>Requires the Department of Motor Vehicles to adopt application requirements for the testing of autonomous vehicles on public roads without the presence of a driver inside. Requires that the manufacturer certify that the local authorities within the jurisdiction where the autonomous vehicle will be tested have been provided with a written notification. Requires that the manufacturer provide certain law enforcement agencies with a copy of a law enforcement interaction plan.</td>
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<tr>
<td>AB 161</td>
<td>Levine (D)</td>
<td>Department of Finance: Infrastructure Investment</td>
<td>Senate Appropriations Committee</td>
<td>Authorizes the Department of Finance to identify infrastructure projects in the state for which the department will guarantee a rate of return on investment for an investment made in that infrastructure project by the Public Employees’ Retirement System.</td>
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<tr>
<td>AB 558</td>
<td>Quirk-Silva (D)</td>
<td>Alternative Fuel Vehicles: Flexible Fuel Vehicles</td>
<td>Senate Transportation and Housing Committee</td>
<td>Provides that the Joint Legislative Committee may recommend that the State Air Resources Board provide education and support to local governments regarding specific components of local government climate action plans, such as ensuring the use of E85 in flexible fuel vehicles, expanding infrastructure for zero-emission vehicles, and enabling active transportation. Requires the Board to develop a summary on E85 sales and flexible fuel vehicle registrations.</td>
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<td>AB 829</td>
<td>Chiu (D)</td>
<td>Planning and Zoning: Annual Report</td>
<td>Senate Rules Committee</td>
<td>Amends the Planning and Zoning Law. Requires a certain annual report by planning agencies to include the relationship between jobs and housing, including any imbalance between jobs and housing. Require that this portion of the report include an assessment of any significant increases or decreases in employment since the date of the last annual report.</td>
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<tr>
<td>AB 943</td>
<td>Santiago (D)</td>
<td>Land Use Regulations: Local Initiatives: Voter Approval</td>
<td>Senate Appropriations Committee</td>
<td>Excludes requirement the proposal and submission to the voters of an ordinance or amendment of an ordinance by the legislative body and the adoption or amendment of a city or county charter. Excludes ordinances to certain lands specified in such general plan. Increases the vote threshold for approval of local ordinances or amendments of ordinances intended to reduce density or stop development or construction of any parcels located less than one mile from a major transit stop within a municipality.</td>
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<tr>
<td>AB 1156</td>
<td>Ting (D)</td>
<td>Planning and Zoning: Housing Element</td>
<td>Senate Transportation and Housing Committee</td>
<td>Requires the analysis of a housing element to include documentation on the percentage of residents who pay more than 30% and more than 50% of their income towards the cost of housing.</td>
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<tr>
<td>AB 1160</td>
<td>Bonta (D)</td>
<td>Autonomous Vehicles</td>
<td>Senate Transportation and Housing Committee</td>
<td>Changes the definition of autonomous vehicle to mean any vehicle equipped with autonomous technology that has been integrated into that vehicle or a vehicle that meets specified levels of driving automation.</td>
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<tr>
<td>AB 1250</td>
<td>Jones-Sawyer (D)</td>
<td>Counties: Contracts for Personal Services</td>
<td>Senate Rules Committee</td>
<td>Establishes specific standards for the use of personal services contracts by counties. Requires the county to demonstrate that the proposed contract will result in costs savings to the county and to show that the contract does not cause displacement of county or city workers. Establishes liability provisions for employment law violations and torts committed in the course of providing services under contract. Imposes disclosure requirements on contracts.</td>
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<tr>
<td>AB 1404</td>
<td>Berman (D)</td>
<td>Environmental Quality Act: Categorical Exemption</td>
<td>Senate Appropriations Committee</td>
<td>Revises exemptions from the California Environmental Quality Act to include proposed residential and mixed-use housing projects occurring within an unincorporated area of a county. Requires the Office of Planning and Research to recommend proposed regulatory amendments for the implementation of these provisions. Requires the secretary to certify and adopt the changes.</td>
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<td>AB 1423</td>
<td>Chiu (D)</td>
<td>San Francisco: Seawall Lots: Affordable Housing</td>
<td>Senate Natural Resources and Water Committee</td>
<td>Amends existing law relating to seawall lots. Revises the definition of affordable housing to mean a structure that provides housing for very low, low, or moderate income households, and for a specific seawall lot, to include housing for persons and families of low or moderate income, and persons from very low or extremely low income households. Specifies that affordable housing may include other uses in the structure if those uses are incidental to the primary purpose of providing affordable housing.</td>
</tr>
<tr>
<td>AB 1683</td>
<td>Burke (D)</td>
<td>Transformative Climate Communities Program: Report</td>
<td>Senate Rules Committee</td>
<td>Requires the Strategic Growth Council to submit a specified report on the Transformative Climate Communities Program to the Governor and specified committees of the Legislature.</td>
</tr>
<tr>
<td>AB 1745</td>
<td>Ting (D)</td>
<td>Vehicles: Clean Cars 2040 Act</td>
<td>Assembly Transportation Committee/Failed Deadline</td>
<td>Requires all new passenger vehicles to be zero emissions vehicles after a specified date. States that zero emissions vehicles cannot produce exhaust emissions of any criteria pollutant or greenhouse gas under any operational mode or condition. Exempts large commercial vehicles (larger than a specified number of pounds) and does not apply to vehicles owned by people moving into California from other states.</td>
</tr>
<tr>
<td>AB 1755</td>
<td>Steinorth (R)</td>
<td>Bicycle Operation</td>
<td>Senate Transportation and Housing Committee</td>
<td>Subjects a person riding a bicycle on a Class I bikeway to those rights and requirements of the Vehicle Code that apply if a person is involved in an accident resulting in injury or death of a person other than himself or herself. Provides that violation constitutes a crime.</td>
</tr>
<tr>
<td>AB 1756</td>
<td>Brough (R)</td>
<td>Transportation Funding</td>
<td>Assembly Transportation Committee/Failed Deadline</td>
<td>Repeals the Road Repair and Accountability Act of 2017 which establishes, among other things, a comprehensive transportation funding program by increasing the motor vehicle fuel (gasoline) tax.</td>
</tr>
<tr>
<td>AB 1778</td>
<td>Holden (D)</td>
<td>Transit-Oriented Redevelopment Law</td>
<td>Assembly Local Government Committee/Failed Deadline</td>
<td>Creates the Transit-Oriented Redevelopment Law. Authorizes a city or county to propose the formation of a redevelopment agency by adopting a resolution of intention that meets specified requirements, and submitting that resolution to each affected taxing entity and to each owner of land within the district. Authorizes a redevelopment project plan to provide for the division of taxes levied upon taxable property, if any, between an affected taxing entity and the agency.</td>
</tr>
<tr>
<td>AB 1792</td>
<td>Frazier (D)</td>
<td>Affordable Housing Authorities: Infrastructure</td>
<td>Assembly Floor</td>
<td>Authorizes an affordable housing authority to provide for water, sewer, or other public infrastructure necessary to support the development of affordable housing.</td>
</tr>
<tr>
<td>AB 1804</td>
<td>Berman (D)</td>
<td>Environmental Quality Act: Exemption: Infill</td>
<td>Assembly Floor</td>
<td>Revises the categorical exemption from the California Environmental Quality Act (CEQA) concerning infill development to include proposed residential and mixed-use housing projects occurring within an unincorporated area of a county.</td>
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<tr>
<td>AB 1866</td>
<td>Fong (R)</td>
<td>Transportation funding</td>
<td>Assembly Transportation Committee</td>
<td>Creates the Traffic Relief and Road Improvement Program to address traffic congestion and deferred maintenance on the state highway system and the local street and road system. Provides for the deposit of various existing sources of revenue in the Traffic Relief and Road Improvement Account as created by this bill in the State Transportation Fund, including specified revenues attributable to sales and use tax on vehicles, from motor vehicle insurance policies, diesel fuel and registration fees.</td>
</tr>
<tr>
<td>AB 1901</td>
<td>Obernolte (R)</td>
<td>California Environmental Quality Act: Roadway Projects</td>
<td>Senate Environmental Quality Committee</td>
<td>Extends indefinitely the California Environmental Quality Act (CEQA) exemption for a project or an activity to repair, maintain, or make minor alterations to an existing roadway if the project or activity is carried out by a city or county with a population of less than a specified number of persons to improve public safety and meets other specified requirements, including a requirement that the project involves negligible or no expansion of an existing use.</td>
</tr>
<tr>
<td>AB 1905</td>
<td>Grayson (D)</td>
<td>Environmental Quality: Judicial Review: Transportation</td>
<td>Assembly Natural Resources Committee/Failed Deadline</td>
<td>Prohibits a court, in an action or proceeding seeking judicial review under the State Environmental Quality Act, from staying or enjoining a transportation project that would reduce total vehicle miles traveled, that is included in a sustainable communities strategy, and for which an environmental impact report has been certified, unless the court makes specified findings.</td>
</tr>
<tr>
<td>AB 1912</td>
<td>Rodriguez (D)</td>
<td>Public Employees' Retirement: Joint Powers Agreements</td>
<td>Assembly Floor</td>
<td>Specifies that if an agency to a joint powers agreement participates in a public retirement system, all parties are jointly and severally liable for all obligations to the retirement system. Prohibits the PERS Board of Administration from contracting with an agency formed under the Joint Exercise of Powers Act unless all the parties to that agreement are jointly and severally liable for all of the public agency’s obligation to the system.</td>
</tr>
<tr>
<td>AB 1945</td>
<td>García E (D)</td>
<td>Greenhouse Gas Reduction Fund: Investment Plan</td>
<td>Assembly Floor</td>
<td>Require the state board to work with state agencies administering grant programs that allocate moneys from the Greenhouse Gas Reduction Fund to give specified communities preferential points during grant application scoring, to include a specified application timeline for programs with competitive application processes, and to allow applicants from specified counties to include daytime population numbers in applications. Requires moneys to be used to achieve certain goals.</td>
</tr>
<tr>
<td>AB 1954</td>
<td>Patterson (R)</td>
<td>Timber Harvest Plans: Exemption: Flammable Materials</td>
<td>Senate Natural Resources and Water Committee</td>
<td>Deletes the inoperative date of an exemption from some or all provisions of the Forest Practices Act of 1973 concerning a person engaged in specified forest management activities.</td>
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<td>AB 1956</td>
<td>Limon (D)</td>
<td>Fire Prevention Activities</td>
<td>Assembly Floor</td>
<td>Revises the membership and duties of a working group established to identify incentives for landowners to implement prefire activities in state responsibility areas and urban wildland communities. Requires the Department of Forestry and Fire Protection to establish a local assistance grant program, funded upon appropriation by the Legislature, for fire prevention activities.</td>
</tr>
<tr>
<td>AB 1969</td>
<td>Salas (D)</td>
<td>Transportation Funds: Transportation Planning Agencies</td>
<td>Assembly Transportation Committee/Failed Deadline</td>
<td>Authorizes a transportation planning agency to grant an exemption, for up to 5 years, to an operator that fails to maintain the applicable fare-revenue-to-cost ratio if, based on that agency's determination, an exemption is appropriate. Requires the agency to consider specified factors in determining whether to grant the exemption.</td>
</tr>
<tr>
<td>AB 1999</td>
<td>Chau (D)</td>
<td>Local Government: Public Broadband Services</td>
<td>Senate</td>
<td>Authorizes a county service area to acquire, construct, improve, maintain, and operate broadband Internet access services. Requires a county service area that does so to take certain actions regarding the accessing of content on the Internet by end users of that service. Prohibits a local agency that is authorized to engage in the provision of broadband Internet access service in the state from taking certain actions regarding the accessing of content on the Internet by end users.</td>
</tr>
<tr>
<td>AB 2006</td>
<td>Eggman (D)</td>
<td>Agricultural Worker Clean Transportation Program</td>
<td>Assembly Floor</td>
<td>Establishes the Agricultural Worker Clean Transportation Investment Program, to be administered by the State Air Resources Board, to fund the deployment of near zero emission and zero emission vehicles used for agricultural vanpools serving disadvantaged or low income communities to reduce greenhouse gas emissions.</td>
</tr>
<tr>
<td>AB 2035</td>
<td>Mullin (D)</td>
<td>Affordable Housing Authorities</td>
<td>Assembly Floor</td>
<td>Defines authorizing resolution and property tax increment for provisions relating to financing of affordable housing projects. Establishes certain requirements for property tax increment resolutions. Authorizes the repeal of local entities adopting a resolution allocating other tax revenues to an Authority. Authorizes an Authority to issue bonds in conformity with the Housing Authorities Law.</td>
</tr>
<tr>
<td>AB 2061</td>
<td>Frazier (D)</td>
<td>Near-Zero Emission and Zero-Emission Vehicles</td>
<td>Assembly Floor</td>
<td>Authorizes a near-zero-emission vehicle or a zero-emission vehicle to exceed axle, tandem, gross, or bridge formula weight limits, up to a specified pound maximum, by an amount equal to the difference between the weight of the vehicle attributable to the fueling and propulsion system carried by that vehicle and the weight of a comparable diesel tank and fueling and propulsion system.</td>
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<td>AB 2065</td>
<td>Ting (D)</td>
<td>Local Agencies: Surplus Land</td>
<td>Assembly Appropriations Committee/Failed Deadline</td>
<td>Expands the definition of local agency to include sewer, water, utility, local and regional park districts, joint powers authorities, successor agencies to former redevelopment agencies, housing authorities, and other political subdivisions of this state that is empowered to acquire and hold real property, thereby requiring these entities to comply with the requirements for the disposal of surplus land. Defines surplus land, dispose of, and priority for purposes of these provisions.</td>
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<tr>
<td>AB 2120</td>
<td>Quirk (D)</td>
<td>Wildfires</td>
<td>Assembly Appropriations Committee/Failed Deadline</td>
<td>Requires the State Air Resources Board to annually report on the air pollutant emissions following an unplanned wildfire that has burned a specified number of acres or more. Requires the state board to post the annual report on its Internet Web site in a publicly accessible format.</td>
</tr>
<tr>
<td>AB 2127</td>
<td>Ting (D)</td>
<td>Electric Vehicle Charging Infrastructure: Assessment</td>
<td>Assembly Floor</td>
<td>Requires the Energy Commission, working with the State Air Resources Board and the PUC, to prepare and biennially update a statewide assessment of the electric vehicle charging infrastructure needed to support the levels of electric vehicles adoption required for the state to meet its goals of putting a certain number of zero emission vehicles on state roads by a specified year and of reducing greenhouse gas emissions to a certain level. Requires input from stakeholders.</td>
</tr>
<tr>
<td>AB 2145</td>
<td>Reyes (D)</td>
<td>Vehicular Air Pollution</td>
<td>Assembly Floor</td>
<td>Adds, as eligible projects for the Clean Truck, Bus, and Off Road Vehicle and Equipment Technology Program, those projects that support grid integration and integrated storage solutions and charging management demonstration and analytics.</td>
</tr>
<tr>
<td>AB 2162</td>
<td>Chiu (D)</td>
<td>Planning and Zoning: Housing Development</td>
<td>Assembly Floor</td>
<td>Requires that supportive housing be a use by right in zones where multifamily and mixed uses are permitted, including commercial zones permitting multifamily uses, if the proposed housing development meets specified criteria. Requires a local government to approve a supportive housing development that complies with these requirements. Prohibits the local government from imposing any minimum parking requirement for units occupied by supportive housing residents under certain circumstances.</td>
</tr>
<tr>
<td>AB 2238</td>
<td>Aguiar-Curry (D)</td>
<td>Local Agency Formation: Fire Hazards: Medical Waste</td>
<td>Senate Governance and Finance Committee</td>
<td>Amends the Cortese Knox Hertzberg Local Government Reorganization Act. Requires a local agency formation commission to consider information contained in a local hazard mitigation plan, a safety element of a general plan, and any maps that identify land as a very high fire hazard zone or that identify land determined to be in a state responsibility area if it is determined that such information is relevant to the area that is the subject of the proposal. Provides for the reporting of loss of units.</td>
</tr>
<tr>
<td>AB 2263</td>
<td>Friedman (D)</td>
<td>Designated Historical Resource</td>
<td>Assembly Floor</td>
<td>Requires a local agency to provide specified reductions in required parking for certain development projects in which a designated historical resource, as defined in the bill, is being converted or adapted, unless otherwise required by local ordinance.</td>
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</tbody>
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May 29, 2018
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<thead>
<tr>
<th>Bill</th>
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<tbody>
<tr>
<td>AB 2267</td>
<td>Wood (D)</td>
<td>California Environmental Quality Act: Exemption</td>
<td>Senate Environmental Quality Committee</td>
<td>Exempts from the requirements of CEQA a proposed residential housing project to replace or reconstruct wildfire-damaged housing that may increase the density of residential units by up to 50% and that is located in an area in which a wildfire-related state of emergency has been proclaimed by the Governor, provided the proposed project meets specified requirements.</td>
</tr>
<tr>
<td>AB 2279</td>
<td>Fong (R)</td>
<td>Environmental Quality: Judicial Review: Housing Project</td>
<td>Assembly Natural Resources Committee/Failed Deadline</td>
<td>Amends the Environmental Quality Act. Prohibits a court from staying or enjoining a housing project for which an environmental impact report has been certified, unless the court makes specified findings in an action or proceeding seeking judicial review under the Act.</td>
</tr>
<tr>
<td>AB 2304</td>
<td>Holden (D)</td>
<td>Reduced Fare Transit Pass Programs: Report</td>
<td>Assembly Floor</td>
<td>Requests the University of California Institute of Transportation Studies to prepare and submit a report to the Governor. Specifies committees of the Legislature on or before a specified date, that details the reduced fare transit pass programs in California that are administered by a public transit operator, California college or university, or any other entity.</td>
</tr>
<tr>
<td>AB 2341</td>
<td>Mathis (R)</td>
<td>California Environmental Quality Act</td>
<td>Senate Environmental Quality Committee</td>
<td>Specifies that, except as provided, the aesthetic effects of projects meeting certain requirements are not significant effects on the environment for the purposes of the California Environmental Quality Act and that the lead agency is not required to evaluate the aesthetic of those projects.</td>
</tr>
<tr>
<td>AB 2363</td>
<td>Friedman (D)</td>
<td>Vision Zero Task Force</td>
<td>Assembly Floor</td>
<td>Requires the Secretary of Transportation to establish and convene the Vision Zero Task Force. Requires the task force to develop a structured, coordinated process for early engagement of all parties to develop policies to reduce traffic fatalities to zero. Requires the Secretary to prepare and submit a report that includes a detailed analysis of specified issues, including the existing process for establishing speed limits and a recommendation as to whether an alternative method should be considered.</td>
</tr>
<tr>
<td>AB 2364</td>
<td>Bloom (D)</td>
<td>Rental Control: Withdraw from Accommodation</td>
<td>Assembly Floor</td>
<td>Revises the circumstances under which an owner may be required to offer accommodations to displaced tenants and lessees to eliminate the requirement that the request be made in writing within a certain number of days of notification. Permits an owner to return less than all of the accommodations to the rental market within the items these provisions are not intended to allow.</td>
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<tr>
<td>AB 2372</td>
<td>Gloria (D)</td>
<td>Planning and Zoning: Density Bonus: Floor Area</td>
<td>Senate</td>
<td>Authorizes a City Council or county Board of Supervisors to establish a procedure by ordinance to grant a developer of an eligible housing development, upon request by the developer, a floor area ratio bonus in lieu of a density bonus awarded on the basis of dwelling units per acre. Defines eligible housing development as a development that meets specified criteria relating to residential use, location, zoning, replacement of units, and affordability.</td>
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<tr>
<td>AB 2418</td>
<td>Mullin (D)</td>
<td>Transportation: Emerging Technologies: Grant Program</td>
<td>Assembly Appropriations Committee/Failed Deadline</td>
<td>Establishes the Smart City Challenge Grant Program. Enables municipalities to compete for grant funding for emerging transportation technologies to serve their transportation system needs. Specifies certain program goals. Requires the Transportation Commission to form the Smart City Challenge Workgroup on or before a specified date. Requires the Commission to develop guidelines, before a certain date, for the program not subjected to the Administrative Procedure Act.</td>
</tr>
<tr>
<td>AB 2433</td>
<td>Salas (D)</td>
<td>Department of Transportation: Voluntary Inspection</td>
<td>Assembly Floor</td>
<td>Authorizes the Department of Transportation to establish a subaccount of the State Highway Account to accommodate deposits and expenditures of moneys relative to voluntary inspection and testing services.</td>
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<tr>
<td>AB 2447</td>
<td>Reyes (D)</td>
<td>California Environmental Quality Act: Land Use</td>
<td>Assembly Floor</td>
<td>Requires the Office of Environmental Health Hazard Assessment to publish a list of subject land uses and a map that identifies disadvantaged communities and areas within a 1/2 mile radius of the disadvantaged communities. Requires a lead agency to provide certain notices to owners and occupants of property located within one-half mile of any parcel or parcels, and to any schools located within one mile of any parcel or parcels, involving a subject land use.</td>
</tr>
<tr>
<td>AB 2473</td>
<td>Bonta (D)</td>
<td>State Highway Route 185: Relinquishment: San Leandro</td>
<td>Assembly Floor</td>
<td>Authorizes the State Transportation Commission to relinquish all or a portion of Route 185 in the City of San Leandro to that city.</td>
</tr>
<tr>
<td>AB 2518</td>
<td>Aguiar-Curry (D)</td>
<td>Innovative Forest Products and Mass Timber</td>
<td>Senate</td>
<td>Requires the Department of Forestry and Fire Protection, in collaboration with the State Board of Forestry and Fire Protection, to identify barriers to in-state production of mass timber, and other innovative forest products and develop solutions that are consistent with the state’s climate objectives on forest lands. Requires the Department of Forestry and Fire Protection to collaborate on innovative forest products and mass timber workforce training and job creation.</td>
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<td>AB 2551</td>
<td>Wood (D)</td>
<td>Forest and Wildland Health Improvement</td>
<td>Assembly Floor</td>
<td>Requires the Department of Forestry and Fire Prevention to establish, implement, and administer the Forest and Wildland Health Improvement and Fire Prevention Program. Implements and administers programs that are intended to promote forest and wildland health, restoration, and resilience, and improve fire outcomes, prevention, and preparedness throughout the state. Authorizes the Department to enter into an agreement with a person to conduct joint prescribed burning operations, as specified.</td>
</tr>
<tr>
<td>AB 2553</td>
<td>Friedman (D)</td>
<td>Vertical Housing Districts</td>
<td>Assembly Housing and Community Development Committee/Failed Deadline</td>
<td>Authorizes a city or county to designate a high-transit area as a vertical housing zone by adopting a resolution to that effect that contains specified information. Authorizes a taxing entity to agree to participate in an existing vertical housing zone by adopting a resolution to that effect. Authorizes the developer of a multifamily housing project that meets specified requirements located within that zone to submit an application for a housing zone project designation to the city or county.</td>
</tr>
<tr>
<td>AB 2562</td>
<td>Mullin (D)</td>
<td>Department Housing and Community Development Loans</td>
<td>Assembly Floor</td>
<td>Authorizes the Department of Housing and Community Development to reduce the interest rate on any loan issued by the department to a rental housing development to only a rate determined by the department that is sufficient to cover the costs of project monitoring. Revises the requirements for the reduction to instead require that the rate change increase the feasibility of the proposed project and further the goals and purpose of the department and the appropriate loan program.</td>
</tr>
<tr>
<td>AB 2615</td>
<td>Carrillo (D)</td>
<td>State Highway System: Accessibility for Bicycles</td>
<td>Assembly Floor</td>
<td>Requires the Department of Transportation to partner with appropriate public agencies, including, but not limited to, the Department of Parks and Recreation, any federal department or agency, and any regional or local public entity, to develop strategies and plans to maximize safe and convenient access for bicycles and pedestrians to federal, state, regional, and local parks adjacent to or connected to the state highway system.</td>
</tr>
<tr>
<td>AB 2631</td>
<td>Allen T (R)</td>
<td>Planning and Zoning: Affordable Housing</td>
<td>Assembly Local Government Committee/Failed Deadline</td>
<td>Authorizes a development property to submit an application for a development to be subject to a streamlined, ministerial approval process provided that development meet specified objective planning standards, such as that the development contains fewer than 25 residential units and provides housing for persons and families of low or moderate income.</td>
</tr>
<tr>
<td>AB 2645</td>
<td>Patterson (R)</td>
<td>Greenhouse Gas Reduction Fund: Forestry and Fire</td>
<td>Assembly Natural Resources Committee/Failed Deadline</td>
<td>Appropriates a specified amount from the Greenhouse Gas Reduction Fund annually to the Department of Forestry and Fire Protection for purposes of fire prevention activities that reduce greenhouse gas emissions. Appropriates a specified amount from the fund annually to the Department of Forestry and Fire Protection for state and local healthy forest and fire prevention programs and projects that improve forest health and reduce greenhouse gas emissions.</td>
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<td>AB 2672</td>
<td>Patterson (R)</td>
<td>California Global Warming Solutions Act</td>
<td>Assembly Appropriations Committee/Failed Deadline</td>
<td>Requires the State Board in consultation with the Department of Forestry and Fire Protection to annually submit a specified report to the legislature that includes among other things, an estimate of the annual emissions of greenhouse gases associated with wildfires in the state that have burned 10,000 acres or more and a direct comparison of that estimate to the emissions of greenhouse gases offset by the state board’s applicable regulatory programs.</td>
</tr>
<tr>
<td>AB 2734</td>
<td>Frazier (D)</td>
<td>California Transportation Commission</td>
<td>Senate</td>
<td>Excludes the California Transportation Commission from the Transportation Agency. Establishes it as an entity in state government, and requires it to act in an independent oversight role.</td>
</tr>
<tr>
<td>AB 2753</td>
<td>Friedman (D)</td>
<td>Density Bonuses: Density Bonus Application</td>
<td>Senate</td>
<td>Requires a city or county to provide the applicant with a determination as to the amount of density bonus and any parking ratios requested by the applicant for which the development is eligible and whether the applicant has provided adequate information to make a determination as to any incentives, concessions, or waivers or reductions development standards requested by the applicant.</td>
</tr>
<tr>
<td>AB 2797</td>
<td>Bloom (D)</td>
<td>Planning and Zoning: Density Bonus</td>
<td>Assembly Floor</td>
<td>Requires that any density bonus, concessions, incentives, waivers, or reductions of the development standards, and parking ratios to which an applicant is entitled under the Density Bonus Law be permitted in a manner that is consistent with that law and the Coastal Act.</td>
</tr>
<tr>
<td>AB 2806</td>
<td>Obernolte (R)</td>
<td>Vehicles and Disabled Parking</td>
<td>Senate Transportation and Housing Committee</td>
<td>Relates to an offense for parking or leaving a standing vehicle in a stall or space designated for electric vehicle charging. Makes an exception to that prohibition by authorizing a vehicle identified with a specified disability license plate or distinguishing placard and equipped with a lift, ramp, or other assistive device used for loading or unloading a person with a disability to park in a stall or space designated for electric vehicle charging.</td>
</tr>
<tr>
<td>AB 2842</td>
<td>Bigelow (R)</td>
<td>Wood Products</td>
<td>Assembly Appropriations Committee/Failed Deadline</td>
<td>Provides that up to a specified amount may be available, upon appropriation, to GO-Biz for providing grants, loans, and loan guarantees for projects, approved by the department and the State Air Resources Board, that add capacity for the in-state processing and production of wood products from forest and vegetation management activities that are intended to reduce the risk and intensity of wildfires.</td>
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<td>AB 2849</td>
<td>Stone (D)</td>
<td>Sierra Nevada Conservancy: Watershed Improvement</td>
<td>Senate</td>
<td>Establishes the Sierra Nevada Watershed Improvement Program, to be administered by the Conservancy, to protect, conserve, and restore the health and resilience of the watersheds and communities of the region, as prescribed. Defines tribal organization as an Indian tribe, band, nation, or other organized group or community, or a tribal agency authorized by a tribe and identified within the most current Federal Register, or listed on the Native American Heritage Commission contact list, or both.</td>
</tr>
<tr>
<td>AB 2851</td>
<td>Grayson (D)</td>
<td>Regional Traffic Signal Optimization Plans</td>
<td>Assembly Floor</td>
<td>Requires each city located within the jurisdiction of the Metropolitan Transportation Commission to develop and implement a traffic signal optimization plan. Requires MTC to consider and reference plans so developed into its next regional transportation plan. Creates the Traffic Signal Optimization Fund. Requires the Department of Transportation to award grants from the Fund to assist cities in implementing their traffic signal optimization plans.</td>
</tr>
<tr>
<td>AB 2856</td>
<td>Melendez (R)</td>
<td>California Environment Quality Act: Housing</td>
<td>Assembly Natural Resources Committee/Failed Deadline</td>
<td>Prohibits the court, in an action or proceeding brought alleging a violation of the State Environmental Quality Act, from staying or enjoining the siting, construction, or operation of housing development projects, as defined.</td>
</tr>
<tr>
<td>AB 2889</td>
<td>Caballero (D)</td>
<td>Timber Harvesting Plans: Guidance and Assistance</td>
<td>Assembly Floor</td>
<td>Requires the Department of Forestry and Fire Protection to provide guidance and assistance to ensure the uniform and efficient implementation of processes and procedures regulating the filing, review, approval, required modification, completion, and appeal of decisions relating to timber harvesting plans. Requires the department to issue guidance.</td>
</tr>
<tr>
<td>AB 2890</td>
<td>Ting (D)</td>
<td>Land Use: Accessory Dwelling Units</td>
<td>Assembly Floor</td>
<td>Authorizes a local agency to provide by ordinance for the creation of accessory dwelling units in single-family and multifamily residential zones. Prohibits the imposition of lot coverage standards or requirements on minimum lot size, lot coverage, or floor area ratio. Prohibits an ordinance from establishing size requirements for accessory dwelling units that do not permit a certain minimum square foot unit to be constructed.</td>
</tr>
<tr>
<td>AB 2896</td>
<td>Kiley (R)</td>
<td>Fire Prevention: State Parks: Fire Hazard Reduction</td>
<td>Assembly Appropriations Committee/Failed Deadline</td>
<td>Requires the department, upon request by a private property owner or by an agency of local government or a local official, to reduce surface fuels or other fire hazards on the department’s property that are within a certain distance of a structure on the land of the property owner or local government. Requires the department, in consultation with the Department of Forestry and Fire Protection, to determine the necessary amount of surface fuel or fire hazard reduction work.</td>
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<td>AB 2903</td>
<td>Irwin (D)</td>
<td>Housing Programs: Definitions: Workforce Housing</td>
<td>Assembly Housing and Community Development Committee/Failed Deadline</td>
<td>Defines the terms affordable workforce housing and affordable owner-occupied workforce housing for purposes of governing housing and home finance programs, as housing that is affordable to persons and families of low or moderate income.</td>
</tr>
<tr>
<td>AB 2919</td>
<td>Frazier (D)</td>
<td>Transportation: Permits</td>
<td>Assembly Environmental Safety and Toxic Materials Committee/Failed Deadline</td>
<td>Requires the Department of Fish and Wildlife, the State Water Resources Control Board, and the California Coastal Commission, upon receipt of a completed request from the Department of Transportation for a permit for a project, to complete its review of the request no later than two years after receipt.</td>
</tr>
<tr>
<td>AB 2922</td>
<td>Gipson (D)</td>
<td>Income Tax Credits: Developer: Affordable Housing</td>
<td>Assembly Appropriations Committee/Failed Deadline</td>
<td>Allows a credit against the personal income tax and the corporation tax to a taxpayer in an amount equal to a specified percent of the amount paid or incurred by a taxpayer to a qualified developer for the development of a qualified project but that does not exceed a specified amount per taxpayer per qualified project. Limits the aggregate amount of the credit.</td>
</tr>
<tr>
<td>AB 2939</td>
<td>Ting (D)</td>
<td>Accessory Dwelling Units</td>
<td>Assembly Housing and Community Development Committee/Failed Deadline</td>
<td>Requires the local agency to ministerially approve an application for a building permit to create within a multifamily zone at least one accessory dwelling unit within an existing multifamily structure with at least 5 residential units if specified conditions are met. Prohibits an application ministerially approved pursuant to this provision from having a limit on the number of accessory dwelling units created within the existing residential units or accessory structures or both.</td>
</tr>
<tr>
<td>AB 2999</td>
<td>Bonta (D)</td>
<td>Income Taxes: Credits: Affordable Housing</td>
<td>Assembly Appropriations Committee/Failed Deadline</td>
<td>Allows a credit against those taxes for each taxable year beginning on or after January 1, 2019, and before January 1, 2024, in an amount equal to 25% of the value of qualified land or property donated to a nonprofit organization by a taxpayer during the taxable year for the construction of affordable housing. Limits the aggregate amount of these credits to be allocated in any fiscal year to up to $10,000,000 and would require these credits to be allocated on a first-come-first-served basis.</td>
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<tr>
<td>AB 3000</td>
<td>Friedman (D)</td>
<td>Sales and Use Taxes: Retail Hydrogen Vehicle Fuel</td>
<td>Assembly Appropriations Committee/Failed Deadline</td>
<td>Exempts from sales and use taxes the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, retail hydrogen vehicle fuel during a specified time frame.</td>
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<td>AB 3020</td>
<td>Flora (R)</td>
<td>California Environmental Quality Act: Exemption</td>
<td>Assembly Natural Resources Committee/Failed Deadline</td>
<td>Exempts from CEQA projects undertaken, carried out, or approved by a public agency to maintain, repair, restore, demolish, or replace properties or facilities damaged or destroyed as a result of fire or flood in a disaster-stricken area and would eliminate the requirement that a state of emergency has been declared for that area.</td>
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<tr>
<td>AB 3023</td>
<td>Medina (D)</td>
<td>California Environmental Quality Act</td>
<td>Assembly Natural Resources Committee/Failed Deadline</td>
<td>Amends the California Environmental Quality Act which requires a lead agency to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposed to carry out or approve that may have significant effect on the environmental or to adopt a negative declaration if it finds that the project will not have that effect. Required lead agencies to post the notices required by CEQA and any environmental review document for a project on their Web site.</td>
</tr>
<tr>
<td>AB 3030</td>
<td>Caballero (D)</td>
<td>California Environmental Quality Act: Exemption</td>
<td>Assembly Floor</td>
<td>Exempts a project that is financed by a qualified opportunity fund, meeting certain requirements, from CEQA. Requires a lead agency to hold a noticed public hearing on the project before making a determination of exemption. Requires a lead agency, upon exempting and approving a project, to file a specified notice with the Office of Planning and Research.</td>
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<tr>
<td>AB 3037</td>
<td>Chiu (D)</td>
<td>Community Redevelopment Law</td>
<td>Assembly Appropriations Committee/Failed Deadline</td>
<td>Amends the Community Redevelopment Law. Authorizes a city or county to propose the formation of a redevelopment housing and infrastructure agency by adoption of a resolution of intention that meets specified requirements, including a passthrough provision and an override passthrough provision. Requires the city or county to submit that resolution to each affected taxing entity. Requires the Strategic Growth Council to provide technical assistance to a city or county desiring to form an agency.</td>
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<tr>
<td>AB 3059</td>
<td>Bloom (D)</td>
<td>Go Zone Demonstration Programs</td>
<td>Assembly Transportation Committee/Failed Deadline</td>
<td>Authorizes a certain number of Go Zone Demonstration Programs in the northern and southern regions of the state. Defines Go Zone Demonstration Program to mean a transportation program that reduces vehicle congestion by targeting highly congested areas with additional transportation choices and decongestion fees that encourage people to take transit, carpool, bike, walk, or adjust trip times at congested times of day.</td>
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<tr>
<td>AB 3079</td>
<td>O'Donnell (D)</td>
<td>Transportation Corridors Enhancement Account: Projects</td>
<td>Assembly Appropriations Committee/Failed Deadline</td>
<td>Creates the California Port Efficiency Program to fund projects that improve velocity, throughput, and reliability of port operations. Requires the Department of Transportation to select projects proposed by port authorities and regional transportation agencies that most effectively improve velocity, throughput, and reliability of port operations.</td>
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<td>AB 3124</td>
<td>Bloom (D)</td>
<td>Vehicles: Length Limitations: Buses: Bicycles</td>
<td>Governor's Desk</td>
<td>Authorizes an articulated bus or articulated trolley coach that does not exceed a certain length to be equipped with a folding device attached to the front designed and used exclusively for transporting bicycles as long as the device does not extend more than a certain distance from the front of the vehicle. Requires a public agency to establish a route review committee to operate such bus or trolley coach. Requires the committee to make a determination of safe routes for such bus or trolley coach.</td>
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<tr>
<td>AB 3147</td>
<td>Caballero (D)</td>
<td>Fee Mitigation Act: Housing Developments</td>
<td>Assembly Appropriations Committee/Failed Deadline</td>
<td>Amends the Mitigation Fee Act. Requires, at the time that an application for a housing development project is deemed complete, a city, county, and city and county to provide a good faith statement disclosing the amount of impact and development fees applicable to the housing development. Prohibits these disclosed impact and development fees from being increased for a certain number of years following issuance of the good faith statement.</td>
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<tr>
<td>AB 3194</td>
<td>Daly (D)</td>
<td>Housing Accountability Act: Project Approval</td>
<td>Assembly Floor</td>
<td>Amends the Housing Accountability Act. Prohibits a local government from requiring a rezoning of a project site, if the existing zoning ordinance does not allow the maximum residential use, density, and intensity allocable on the site by the housing element or by the land use element of the general plan. Declares the Legislature’s intent regarding these provisions to establish a high threshold for a local agency to justify denying or conditioning a housing development project for health or safety reasons.</td>
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<tr>
<td>ACA 4</td>
<td>Aguiar-Curry (D)</td>
<td>Local Government Financing: Affordable Housing</td>
<td>Assembly Local Government Committee</td>
<td>Authorizes a local government to impose, extend, or increase a special tax for the purposes of funding the construction, rehabilitation or replacement of public infrastructure or affordable housing, if the proposition proposing that tax is approved by a certain percent of voters. Lowers the voter-approval threshold for the incurrence of bonded indebtedness in certain cases.</td>
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<tr>
<td>ACA 11</td>
<td>Caballero (D)</td>
<td>Middle Class Affordable Housing and Shelter: Funding</td>
<td>Assembly Housing and Community Development Committee</td>
<td>Creates the California Middle Class Affordable Housing and Homeless Shelter Account in the General Fund for the support of local and state programs that assist in the development or acquisition of housing. Requires revenues within the account to be allocated for various existing housing programs, as well as infill infrastructure financing, affordable housing matching grant programs, and affordable senior housing and supportive care campuses, as provided.</td>
</tr>
<tr>
<td>ACA 21</td>
<td>Mayes (R)</td>
<td>State Infrastructure: Funding: Investment Fund</td>
<td>Assembly Budget Committee</td>
<td>Amends the state Constitution to create the Infrastructure Investment Fund. Requires the Controller to transfer from the General Fund to the California Infrastructure Investment Fund in each fiscal year an amount equal to up to a certain percentage of the estimated General Fund revenues for that fiscal year. Requires the amounts in the fund to be allocated for specified infrastructure investments.</td>
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<tr>
<td>SB 49</td>
<td>de Leon (D)</td>
<td>Environmental and Workers' Defense Act</td>
<td>Assembly Rules Committee</td>
<td>Relates to the California Environmental, Public Health, and Workers Defense Act of 2017. Relates to clean air, drinking water, discharge of pollutants into the atmosphere and waters, and endangered species. Requires specified agencies to take prescribed actions to maintain and enforce standards pertaining to air, water, and protected species. Prohibits a state agency from amending rules to be less stringent in protection of workers' rights and workers' safety than established by federal law.</td>
</tr>
<tr>
<td>SB 262</td>
<td>Wieckowski (D)</td>
<td>Climate Change: Climate Adaptation: Advisory Council</td>
<td>Assembly Natural Resources Committee</td>
<td>Amends an existing law which requires the Office of Planning and Research to establish an advisory council. Specifies that members on the council shall serve staggered terms. Recasts the advisory council as the California Council for Adaptation and Resiliency. Transfers the office’s functions, regarding the program and the clearinghouse, to the council. Requires the council to take certain actions related to climate adaptation.</td>
</tr>
<tr>
<td>SB 277</td>
<td>Bradford (D)</td>
<td>Land Use: Zoning Regulations</td>
<td>Assembly Inactive File</td>
<td>Authorizes the legislative body of any city or county to adopt ordinances to require, as a condition of development of residential rental units, that the development include a certain percentage of residential rental units affordable to, and occupied by, moderate-income, lower income, very low income, or extremely low income households. Requires the ordinance to provide alternative means of compliance.</td>
</tr>
<tr>
<td>SB 414</td>
<td>Vidak (R)</td>
<td>Transportation Bonds: Highway, Street, and Road Project</td>
<td>Senate/Failed Deadline</td>
<td>Provides that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation. Requires the net proceed of the bonds to be made available to the California Transportation Commission for allocation for repair and new construction projects on state highways and freeways.</td>
</tr>
<tr>
<td>SB 606</td>
<td>Hertzberg (D)</td>
<td>Water Management Planning</td>
<td>Governor's Desk</td>
<td>Requires an urban retail water supplier to calculate an urban water use objective and its actual urban water use by specified dates and requires a report. Authorizes the Department of Water Resources to waive these requirements for a maximum number of years. Imposes a civil liability for a violation of an order or regulation. Amends the Urban Water Management Planning Act. Provides certain requirements imposed on urban water suppliers.</td>
</tr>
<tr>
<td>SB 760</td>
<td>Wiener (D)</td>
<td>Bikeways: Design Guides</td>
<td>Assembly Transportation Committee</td>
<td>Authorizes a city, county, regional, other local agency, when using alternative minimum safety design criteria for the planning and construction of bikeways, to consider additional design guides, including the Urban Street Design Guide of the National Association of City Transportation Officials. Authorizes a state entity that is responsible for the planning and construction of roadways to consider additional design guides.</td>
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May 29, 2018
## SACOG State Legislative Tracking

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<tr>
<th>Bill</th>
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<tbody>
<tr>
<td>SB 802</td>
<td>Skinner (D)</td>
<td>Emerging Vehicle Technology: Advisory Taskforce</td>
<td>Assembly Appropriations Committee</td>
<td>Directs the Office of Planning and Research to convene an Emerging Vehicle Advisory Study Group to review policies regarding new types of motor vehicles, including, but not limited to, autonomous vehicles and shared-use vehicles, and provide recommendations to the Legislature.</td>
</tr>
<tr>
<td>SB 827</td>
<td>Wiener (D)</td>
<td>Planning and Zoning: Transit Rich Housing Bonus</td>
<td>Senate Transportation and Housing Committee/Failed Deadline</td>
<td>Requires a local government to grant a development proponent of a transit rich housing project a transit rich housing bonus, if that development, at the time of submittal, meets specified planning standards complying with any local ordinance or agreeing to provide a specified percentage of onsite affordable housing units. Requires an eligible applicant to provide each resident of the development with an applicable recurring monthly transit pass at no cost.</td>
</tr>
<tr>
<td>SB 828</td>
<td>Wiener (D)</td>
<td>Land Use: Housing Element</td>
<td>Senate Floor</td>
<td>Amends the Planning and Zoning Law which requires a city or county to adopt a general plan for its jurisdiction that contains a housing element and contains an inventory of land suitable and available for residential development. Requires the housing element program to identify actions that will be taken to accommodate a specified percentage of the city’s or county’s share of the regional housing need under certain conditions. Requires the actions to make portions available for multifamily housing.</td>
</tr>
<tr>
<td>SB 831</td>
<td>Wieckowski (D)</td>
<td>Land Use: Accessory Dwelling Units</td>
<td>Senate Floor</td>
<td>Amends existing law requiring an application for an accessory building unit permit to be considered within a specified number of days of receiving it. Requires the ordinance for the creation of accessory dwelling units to designate areas where accessory dwelling units may be excluded for health and safety purposes.</td>
</tr>
<tr>
<td>SB 893</td>
<td>Nguyen (R)</td>
<td>Planning and Zoning: Density Bonus: Vehicular Parking</td>
<td>Senate Transportation and Housing Committee/Failed Deadline</td>
<td>Deletes the limitation to maximum vehicular parking ratios. Authorizes a city, county, or city and county to impose a higher vehicle parking ratio based on substantial evidence found in an areawide or jurisdictionwide parking study with no limitation.</td>
</tr>
<tr>
<td>SB 912</td>
<td>Beall (D)</td>
<td>Housing: Homelessness Programs and Affordable Housing</td>
<td>Senate Floor</td>
<td>Allocates a specified sum to the Department of Housing and Community Development. Requires a portion of that sum to be used to address homelessness, particularly among members of vulnerable populations. Provides for the allocation of that money for grants under the State Emergency Solutions Grants Program for the purpose of addressing the specific needs of homeless youth, as provided.</td>
</tr>
<tr>
<td>SB 922</td>
<td>Nguyen (R)</td>
<td>Surplus State Property: Affordable Student Housing</td>
<td>Senate Governmental Organization Committee/Failed Deadline</td>
<td>Authorizes the Department of General Services, until a certain date, to dispose of surplus state real property located within 2 miles of a campus of the University of California, California State University, or California Community Colleges by first offering the property to a local agency or nonprofit organization for the development of affordable student housing.</td>
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<tr>
<td>SB 936</td>
<td>Allen (D)</td>
<td>Automated Vehicles Smart Planning Task Force</td>
<td>Senate Appropriations Committee</td>
<td>Requires the Office of Planning and Research to convene an Automated Vehicles Smart Planning Task Force, consisting of representatives from the University of California, local government, and specified others. Requires the Task Force to submit recommendations before a certain date to ensure that deployment of automated light-duty vehicles, promotes and does not hinder specified state policies and objectives.</td>
</tr>
<tr>
<td>SB 948</td>
<td>Allen (D)</td>
<td>Environmental Quality Act Community Plans</td>
<td>Senate Judiciary Committee</td>
<td>Authorizes the Governor to certify updates to a community plan, and the accompanying ordinances meeting specified requirements, as being eligible for the CEQA streamlining benefits provided by the Jobs and Economic Improvement Through Environmental Leadership Act.</td>
</tr>
<tr>
<td>SB 957</td>
<td>Lara (D)</td>
<td>Vehicles: High-Occupancy Vehicle Lanes</td>
<td>Senate Floor</td>
<td>Authorizes an identifier for use of HOV lanes to be issued to super-low emissions vehicles (SULEV’s), enhanced advanced technology partial zero-emission vehicles (AT PEZEV’s) and transitional zero emission vehicles (TZEV’s) for a vehicle that had previously been issued an identifier. Makes that identifier valid until a specified date if the applicant for the identifier has a household income at or below a specified percentage of the statewide median income.</td>
</tr>
<tr>
<td>SB 961</td>
<td>Allen (D)</td>
<td>Enhanced Infrastructure Financing Districts</td>
<td>Senate Floor</td>
<td>Amends the Planning and Zoning Law. Requires the Office of Planning and Research to complete a study on the effectiveness of tax increment financing tools for increasing housing production, including a comparison of the relative advantages and disadvantages of infrastructure financing districts, enhanced infrastructure financing districts, affordable housing authorities, use of the Neighborhood and Second Neighborhood Infill Finance and Transit Improvements Acts.</td>
</tr>
<tr>
<td>SB 993</td>
<td>Hertzberg (D)</td>
<td>Sales and Use Taxes: Service Tax: Qualified Business</td>
<td>Senate Governance and Finance</td>
<td>Reduces the rate of tax imposed by the Sales and Use Tax Law incrementally every calendar year beginning on January 1, 2020, until January 1, 2022, at which time the rate would be reduced by a total of 2%. Imposes a tax on the receipt of a benefit in this state of a service that is purchased by a qualified business from any retailer, as measured by a percentage of the sales price for the service.</td>
</tr>
<tr>
<td>SB 1000</td>
<td>Lara (D)</td>
<td>Electric Vehicle Charging Infrastructure</td>
<td>Senate Floor</td>
<td>Requires the Energy Commission and State Air Resources Board to develop minimum charging speed recommendations for direct current fast charging stations and for electric vehicle batteries, and to assess disproportionate charging station infrastructure. Authorizes the Commission to use moneys from the Alternative and Renewable Fuel and Vehicle Technology Fund, as well as other mechanisms, including incentives, to more proportionately deploy new charging station infrastructure.</td>
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<td>SB 1014</td>
<td>Skinner (D)</td>
<td>Zero Emission Vehicles</td>
<td>Senate Floor</td>
<td>Requires the Public Utilities Commission to establish the California Clean Miles Standard and Incentive Program for zero emission vehicles used by participating drivers to provide prearranged transportation services for compensation for a transportation network company, with the goal to increase the percentage of passenger miles provided by zero emission vehicles used on behalf of transportation network companies. Requires the Commission to set quarterly targets.</td>
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<tr>
<td>SB 1015</td>
<td>Allen (D)</td>
<td>State Climate Resiliency Program</td>
<td>Senate Floor</td>
<td>Establishes the Climate Resiliency Program to increase resiliency to climate change impacts in urban and rural communities, and to fund the planning and implementation of projects that improve and enhance developed areas. Requires that the Program be developed and implemented by the Wildlife Conservation Board. Establishes the Climate Change Resiliency Fund. Requires a specified schedule for the allocation of monies. Requires the Board to develop criteria to implement the Program.</td>
</tr>
<tr>
<td>SB 1027</td>
<td>Pan (D)</td>
<td>State Employee Survey</td>
<td>Senate Appropriations Committee/Failed Deadline</td>
<td>Amends existing law relating to state agency greenhouse gas emission reduction target goals. Requires an update to a specified voluntary survey on state employee commutes by a certain date and at specified time periods thereafter. Requires calculations for associated greenhouse gas emissions, as specified. Requires the Department of General Services and State Air Resources Board to develop incentives to increase state employee’s voluntary participation in the survey.</td>
</tr>
<tr>
<td>SB 1035</td>
<td>Jackson (D)</td>
<td>General Plans</td>
<td>Assembly Local Government Committee</td>
<td>Requires the safety element of the Planning and Zoning Law to be reviewed and revised as necessary to address climate adaptation and resiliency strategies. Requires, after these revisions, the planning agency to review and revise the safety element upon each revision of the local hazard mitigation plan at a certain time interval for specified purposes.</td>
</tr>
<tr>
<td>SB 1072</td>
<td>Leyva (D)</td>
<td>Regional Climate Collaborative Program: Assistance</td>
<td>Senate Floor</td>
<td>Establishes a regional climate collaborative program, to be administered by the Strategic Growth Council to assist under-resourced communities, in a region to access statewide public and other grant moneys. Authorizes the council to award specified grants to collaboratives for specified activities.</td>
</tr>
<tr>
<td>SB 1079</td>
<td>Monning (D)</td>
<td>Forest Resources: Fire Prevention Grants</td>
<td>Assembly Natural Resources Committee</td>
<td>Relates to existing laws to provide grants to entities, including, but not limited to, private or nongovernmental entities, Native American tribes, or local, state, and federal public agencies, for the implementation and administration of projects and programs to improve forest health and reduce greenhouse gas emissions. Authorizes the Director to authorize advance payments to a nonprofit organization, a local agency, a special district, or a Native American tribe from the grant awards.</td>
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<tr>
<td>SB 1088</td>
<td>Dodd (D)</td>
<td>Safety, Reliability, and Resiliency Planning</td>
<td>Senate Floor</td>
<td>Requires the Office of Emergency Services to adopt standards for reducing risks from a major event. Requires those standards to include model policies that may be undertaken by local governments regarding defensible space and actions that may be undertaken by an electrical or gas corporation, publicly owned electric or gas utility, or a water utility to reduce the risk of fire occurring during such an event. Requires each electrical or gas corporation to prepare a safety, reliability, and resiliency plan.</td>
</tr>
<tr>
<td>SB 1111</td>
<td>Beall (D)</td>
<td>Housing and Emergency Shelter Trust Fund: Eligibility</td>
<td>Senate Transportation and Housing Committee/Failed Deadline</td>
<td>Amends the Housing and Emergency Shelter Trust Fund Act. Authorizes matching grants to cities and counties, and existing charitable nonprofit organizations that have previously received a matching grant as of a specified date. Authorizes matching grants to new local housing trusts that provide low income housing assistance and, as of that same date, have not previously received a matching grant.</td>
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<tr>
<td>SB 1119</td>
<td>Newman (D)</td>
<td>Low Carbon Transit Operations Program</td>
<td>Assembly Transportation Committee</td>
<td>Authorizes a recipient transit agency to satisfy requirements of the Low Carbon Transit Operations Program by expending at least a specified percentage of program funds received on transit fare subsidies, specified transit connections, or technology improvements that reduce emissions of greenhouse gases.</td>
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<tr>
<td>SB 1145</td>
<td>Leyva (D)</td>
<td>Enhanced Infrastructure Financing District: Maintenance</td>
<td>Assembly Local Government Committee</td>
<td>Authorizes an infrastructure financing district to finance the ongoing or capitalized costs to maintain public capital facilities financed in whole or in part by the district. Prohibits the use of proceeds of bonds issued to finance maintenance of any kind.</td>
</tr>
<tr>
<td>SB 1227</td>
<td>Skinner (D)</td>
<td>Density Bonuses</td>
<td>Assembly</td>
<td>Requires a density bonus to be provided to a developer that agrees to construct a housing development in which all units in the development are used for students enrolled full time at an institution of higher education accredited by the proper authority, and that a certain percent of the units are used for lower income students and provided at a specified rent level, and the development provides priority for the applicable affordable units for lower income students experiencing homelessness.</td>
</tr>
<tr>
<td>SB 1260</td>
<td>Jackson (D)</td>
<td>Fire Prevention and Protection: Prescribed Burns</td>
<td>Senate Floor</td>
<td>Requires a local agency to transmit a copy of their adopted ordinance to the State Board of Forestry and Fire Protection within a certain number of days of adoption. Requires a local agency to make a finding that ingress and egress for a subdivision meet regulations regarding road standards for fire equipment access, as provided. Gives the Department the option, if it elects not to purchase insurance, to determine proportionate share of liability, as provided.</td>
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<td>SB 1296</td>
<td>Glazer (D)</td>
<td>Department of Housing and Community Development</td>
<td>Senate Appropriations Committee/Failed Deadline</td>
<td>Requires the Department of Housing and Community Development to collect information from cities, counties, and special districts on the fees imposed for new developments. Requires that a database of the fees charged by those public agencies be published and made available by jurisdiction. Requires the Office of Planning and Research to include these fees in its annual report.</td>
</tr>
<tr>
<td>SB 1328</td>
<td>Beall (D)</td>
<td>Mileage-Based Road Usage Fee</td>
<td>Assembly Transportation Committee</td>
<td>Extends the operation of the California Transportation Commission to create a Road Usage Charge (RUC) technical Advisory Committee until a specified date. Requires the technical advisory committee to assess the potential for mileage-based revenue collection for California’s roads and highways as an alternative to the gas tax system.</td>
</tr>
<tr>
<td>SB 1340</td>
<td>Glazer (D)</td>
<td>California Environmental Quality Act: Housing Projects</td>
<td>Senate Judiciary Committee/Failed Deadline</td>
<td>Requires the Judicial Council to adopt a rule of court establishing procedures applicable to actions or proceedings seeking judicial review pursuant to California Environmental Quality Act (CEQA) of a lead agency’s action, as specified, for a housing project. Prohibits the court, in an action or proceeding brought alleging a violation of CEQA, from staying or enjoining the siting, construction, or operation of a housing project, except as provided.</td>
</tr>
<tr>
<td>SB 1341</td>
<td>Glazer (D)</td>
<td>Environmental Quality: Identification of Contributors</td>
<td>Senate Environmental Quality Committee/Failed Deadline</td>
<td>Amends the Environmental Quality Act. Requires a petitioner to disclose the identity of a person or entity that contributes a certain amount toward the petitioner’s costs of the action brought forth. Requires the petitioner to identify any business interest related to the project of any person or entity that contributes to the costs of the action. Provides that a failure to comply may be grounds for dismissal of the action. Prohibits an action being brought against a public agency for housing projects.</td>
</tr>
<tr>
<td>SB 1376</td>
<td>Hill (D)</td>
<td>Transportation Network Companies: Accessibility Plans</td>
<td>Senate Floor</td>
<td>Requires the Public Utilities Commission to develop regulations relating to accessibility for persons with disabilities, including wheelchair users who need an accessible vehicle, who utilize transportation network company transportation services, and to consider assessing a fee on transportation network companies to fund on-demand accessible transportation services for persons with disabilities to ensure full and equal access to transportation network company services.</td>
</tr>
<tr>
<td>SB 1380</td>
<td>Stern (D)</td>
<td>Climate Adaptation Information Clearinghouse</td>
<td>Senate Appropriations Committee/Failed Deadline</td>
<td>Authorizes the Office of Planning and Research to include in a clearinghouse for climate adaptation information for use by state, regional, and local entities information concerning funding and financing opportunities relating to clean energy projects.</td>
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<tr>
<td>SB 1403</td>
<td>Lara (D)</td>
<td>Clean Truck, Bus, and Off Road Vehicle Technology</td>
<td>Senate Floor</td>
<td>Amends existing law relating to the Clean Truck, Bus, and Off Road Vehicle and Equipment Technology Program. Requires the State Air Resources Board, when funding a specified class of projects, to allocate a certain amount of funding to support deployment of zero-emission heavy-duty truck technology. Includes demonstration projects for integrated storage and charging management and efficient zero-emission funding and charging strategies as eligible projects.</td>
</tr>
<tr>
<td>SB 1463</td>
<td>Moorlach (R)</td>
<td>Global Warming Solutions Act: Scoping Plan</td>
<td>Senate Environmental Quality</td>
<td>Requires the state Air Resources Board to include greenhouse gas emissions from wildlands and forest fires in the scoping plan required under the Global Warming Solutions Act. Appropriates a certain amount of money from the Greenhouse Gas Reduction Fund to counties. Requires counties to develop a specified plan to allocate the moneys and requires the plan to be posted on the Internet.</td>
</tr>
<tr>
<td>SB 1466</td>
<td>Glazer (D)</td>
<td>Local Sales Taxes: Online Sales: Place Of Delivery</td>
<td>Senate Governance and Finance</td>
<td>Provides that, in the case of a sale of tangible personal property by a qualified retailer that is transacted online, the place at which the retail sale of that tangible personal property is consummated for the purpose of a local sales tax imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law is the point of the delivery of that tangible personal property to the purchaser’s address or any other address designated by the purchaser.</td>
</tr>
<tr>
<td>SB 1469</td>
<td>Skinner (D)</td>
<td>Land Use: Accessory Dwelling Units</td>
<td>Senate Appropriations Committee</td>
<td>Revises and recast the above-described provisions regarding accessory dwelling units to authorize the ordinance adopted for the creation of accessory dwelling units to designate areas where accessory dwelling units are excluded for health and safety purposes based on clear findings supported by substantial evidence. Limits the types of standards that a local agency may impose on accessory dwelling units, including parking, height, size, and setback requirements, and would revise certain standards.</td>
</tr>
<tr>
<td>SB 1489</td>
<td>Stern (D)</td>
<td>State Drought: Water Recycling Bond Act</td>
<td>Senate Natural Resources and Water Committee/Failed Deadline</td>
<td>Proposes the Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access for All Act or Proposition 68. Provides that, if approved at the upcoming statewide primary election, this Proposition would authorize the issuance of bonds in a specified amount for the purpose of financing a drought, water, parks, climate, coastal protection, and outdoor access program. Requires a portion of the bonds to be available for purposes relating to water recycling.</td>
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<tr>
<td>SCA 6</td>
<td>Wiener (D)</td>
<td>Local Transportation Measure: Special Taxes: Voter</td>
<td>Senate Appropriations Committee</td>
<td>Requires that the imposition, extension, or increase by a local government of a special tax as may otherwise be authorized by law, whether a sales or transactions and use tax, parcel tax, or other tax for the purpose of providing funding for transportation purposes be submitted to the electorate by ordinance and approved by a certain percentage of the voters voting on the proposition.</td>
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Legislative Highlights

June 11, 2018
AB 3037 (Chiu, et al.): Redevelopment Agencies

Status: Dead - failed fiscal committee deadline

Summary: Allows a city or county to create a Redevelopment Housing and Infrastructure Agency (RHIA) to fund affordable housing and infrastructure projects using tax increment financing. A hybrid of former redevelopment agencies (RDAs) and recently enacted tax increment financing authorities, RHIAAs are the closest iteration of RDAs in a viable legislative proposal since RDA dissolution.

Support: Bay Area Council, BRIDGE Housing, CA Apartment Association, CA Council for Affordable Housing, Fiona Ma, BOE Vice-Chair, Habitat for Humanity CA (based on most recent policy committee analysis)

Opposition: CSAC (unless amended), CA Special Districts Association (unless amended), CA Professional Firefighters, Howard Jarvis Taxpayers Association, SEIU CA, Urban Counties of California (unless amended) (partial list based on most recent policy committee analysis)
AB 3059 (Bloom): Congestion Relief Pilot Program

Status: Dead - failed policy committee deadline

Summary: Authorizes up to four Go Zone pilot programs, conducted by local jurisdictions, to test traffic management solutions that resolve congestion. A Go Zone is a congestion relief program that targets highly congested areas with additional transportation choices and decongestion fees to encourage people to utilize alternative, low-carbon transportation options. Allows up to two Go Zones in Northern California and up to two in Southern California. Provides that a city or county may conduct a Go Zone with other jurisdictions through the formation of a JPA. A transportation planning agency is eligible to participate.

Support: Natural Resources Defense Council, National Association of City Transportation Officials (based on bill author’s fact sheet)

Opposition: Unknown (bill did not receive a policy committee hearing)
SB 827 (Wiener): Transit-Rich Housing Bonus

Status: Dead - failed policy committee deadline

Summary: Requires cities and counties to provide eligible housing projects near transit with a “transit-rich housing bonus” which exempts the project from various local requirements, including residential density and floor area ratio maximums, minimum parking requirements, and design standards that limit density. Restricts the minimum height a city or county can establish for these projects to 45-55 feet. Includes affordability and displacement protections.

Support: CA YIMBY, Bay Area Council, CA Apartment Association, CA Asian Pacific Islander Chamber of Commerce, CA Association of Realtors, CBIA, CA Chamber of Commerce, Council of Infill Builders, Environment California, Habitat for Humanity CA, Natural Resources Defense Council, Silicon Valley Leadership Group (partial list based on most recent policy committee analysis)

Opposition: American Planning Association CA Chapter, CA Housing Consortium, CA Reinvestment Coalition, CA Rural Legal Assistance Foundation, CSAC, Central Valley Division of League of California Cities, Housing California, League of California Cities, Rural County Representatives of California, Sierra Club California, State Building and Construction Trades Council, AFL-CIO (partial list based on most recent policy committee analysis)
Subject: Federal Advocacy Update (Est. time: 0 minutes)

Receive and File
Prepared by: Christina Lokke
Approved by: James Corless
Attachments: No

1. Issue:
Federal Advocacy Update

2. Recommendation:
None, this item is for information only.

3. Background/Analysis:
This month, President Trump sent Congress a budget rescission request. Additionally, Congress is in the process of considering transportation funding for federal fiscal year 2019.

4. Discussion/Analysis:
Rescission
President Trump sent Congress a $15.4 billion rescission request this month, as was rumored in March after the President signed a $1.3 trillion spending bill. However, the requested cuts are not to the recently passed bill, but rather funds previously allocated by Congress that have not yet been spent. Most of the funding is already expired or can no longer be used. Enacting the proposed cuts would remove Congress’ future spending authority for those amounts. The House passed as slightly modified version of the proposal on June 7, 2018.

Transportation Funding Bills for Fiscal Year 2019
The House Appropriations Committee approved the fiscal year 2019 Transportation, Housing and Urban Development (HUD) funding bill on May 23, 2018. The bill provides $27.8 billion in discretionary appropriations for the Department of Transportation, $542 million above the fiscal year 2018 enacted level and $11.7 billion above the President’s request. This includes the following allocations of note:
- Better Utilizing Investments to Leverage Development (BUILD) program - $750 million to fund transportation projects that provide a significant local or regional impact. Funding is evenly distributed between rural areas (areas with a population of less than 200,000), urbanized areas (population above 200,000), and port related...
projects.
- Highways – $46 billion from the Highway Trust Fund to be spent on the Federal-aid Highways Program.
- Rail - $3.2 billion for federal investments in rail infrastructure and safety programs. The bill includes funding prohibitions related to high-speed rail in California.
- Transit – $13.6 billion in total for the Federal Transit Administration (FTA). Within this amount, $2.6 billion is included for Capital Investment Grants (CIG), of which $1 billion is included for current Full Funding Grant Agreements (FFGAs), and $1 billion is dedicated to new projects.

On June 7, 2018, the Senate Appropriations Committee unanimously approved its HUD funding bill for fiscal year 2019. It provides $26.6 billion in discretionary appropriations for the Department of Transportation and focuses priority on programs that improve the safety, reliability, and efficiency of the transportation system. The bill includes the following funding proposals:
- BUILD program - $1 billion to fund transportation projects that provide a significant local or regional impact. Requires 30 percent of the funding to go to projects in rural areas.
- Highways – $46 billion from the Highway Trust Fund to be spent on the Federal-aid Highways Program.
- Rail - $2.8 billion for the Federal Railroad Administration, $255 million for the Consolidated Rail Infrastructure and Safety Improvement grants program, $300 million for Federal-State Partnership for State of Good Repair grants, and $10 million for Restoration and Enhancement grants.
- Transit – $13.5 billion in total for the Federal Transit Administration (FTA). Within this amount, $2.6 billion is included for CIG, including fully funding all FFGAs and providing funding for new projects.

5. Fiscal Impact/Grant Information:
This item has no direct fiscal impact.

This staff report aligns with the following SACOG Work Plan Goals:
#6 - Help the Region Advance a Vision for "Next Generation Transit"
#7 - Deliver Key High-Profile Transportation Projects
Subject: Programming Federal Transit Administration Fiscal Year 2018 Apportionments for Section 5307 and 5339 (Est. time: 0 minutes)

Receive and File
Prepared by: Barbara VaughanBechtold  Approved by: James Corless
Attachments: Yes

1. Issue:
Full Federal Fiscal Year (FFY) 2018 Federal Transit Administration (FTA) allocations of Sacramento Urbanized Area (UZA) Section 5307 and 5339 Earned Share funds are available for programming by transit operators.

2. Recommendation:
None, this is a receive and file item.

3. Background/Analysis:
On May 8, 2018, the Federal Transit Administration (FTA) released full year funding apportionments for Section 5307 and 5339 funds, thereby allowing staff to move forward with programming recommendations. These funds apply to transit operators in the Sacramento Urbanized Area (UZA). Sacramento UZA operators include El Dorado Transit, Placer County Transit, Roseville Transit, Sacramento Regional Transit District, Yolo County Transportation District, e-tran (Elk Grove Transit), Folsom Stage Line, and Yuba-Sutter Transit.

4. Discussion/Analysis:
The methodology for programming these formula funds, and evaluation and selection criteria for a competitive Discretionary program, were approved by the SACOG Board of Directors in March 2014, and later approved by all participating local governments and transit operators in the Sacramento UZA through a Memorandum of Understanding (MOU). Based on this methodology, 88 percent of FTA formula funds for the year will be distributed through a performance-based Earned Share, and 12 percent of the funds will be programmed through a Discretionary competitive process.

The allocation for the federal fiscal year (FFY) 2018 Earned Share is $25,986,253, and the
Discretionary share is $3,543,580. See Attachment A for the calculations and breakdown of the Earned Share that will be allocated to each Sacramento UZA operator.

The Discretionary program is based on a two-year programming cycle. SACOG will hold a Discretionary program call for projects for FFYs 2018 and 2019 in mid-2018. Staff will bring the recommended Discretionary projects to the SACOG board for their review and approval in late 2018.

On May 16, 2018, staff presented this information to the Transit Coordinating Committee (TCC) and received unanimous support for proceeding from participating TCC members.

5. Fiscal Impact/Grant Information:
With the FTA full FFY 2018 allocations of FTA 5307 and 5339 Sacramento UZA funds transit operators can now submit applications to FTA for these funds.

ATTACHMENTS:
Description
Attachment A - FFY 2018 Programming FTA 5307 & 5339 Allocations

This staff report aligns with the following SACOG Work Plan Goals:
#4 - Connect Low-Income & Disadvantaged Populations to Jobs & Opportunity
## Attachment A
Sacramento Urbanized Area FFY 2018 FTA Section 5307 & 5339 Formula Funds Allocation
TCC Funding Recommendation

<table>
<thead>
<tr>
<th></th>
<th>FFY 2018</th>
<th>FY 2019</th>
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<tr>
<td>FFY 2016 Section 5307 Apportionment</td>
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<tr>
<td>FFY 2016 Section 5339 Apportionment</td>
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<tr>
<td>88% Earned Share</td>
<td>$25,986,253</td>
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</tr>
</tbody>
</table>

**Earned Share Allocation**

- El Dorado Transit: $446,253
- Elk Grove: $1,408,791
- Folsom: $321,196
- Lincoln (PCT receives $): $83,682
- PCT: $920,831
- Roseville: $936,195
- SRTD & PI: $20,900,732
- YCTD: $968,573
- **Total**: $25,986,253
Subject: Sustainable Communities Strategy Implementation Pilot Program
(Est. time: 0 minutes)

Receive and File
Prepared by: Christina Lokke
Approved by: James Corless
Attachments: No

1. Issue:
Sustainable Communities Strategy (SCS) Implementation Pilot Program

2. Recommendation:
None, this item is for information only.

3. Background/Analysis:
The California Air Resources Board (CARB) recently established new greenhouse gas (GHG) emission reduction targets for the SACOG region. The region’s target for a 19 percent reduction by 2035 is conditional on the implementation of a new innovative pilot program in the Sustainable Communities Strategy (SCS) that addresses specific conditions and challenges relating to GHG emission reductions. If funding and related policy commitments are not secured to support the programs, SACOG’s target will be at 18 percent.

In providing this scenario, CARB noted some of the differences between the Sacramento region and the other three large Metropolitan Planning Organizations (MPOs) as outlined by SACOG: the Sacramento region did not experience the boom in attached housing seen by other regions, it has a higher expected growth rate than any of the coastal MPOs, its transit systems are smaller and less developed, and transit ridership is lower. In light of this, the pilot is intended to help SACOG meet the 19 percent target.

4. Discussion/Analysis:
According to CARB’s final staff report, the goal of the pilot is to effectively coordinate growth with transportation investments within SACOG’s unique region. The pilot should enhance current SCS implementation efforts and include new programs. It can include a combination of the following possibilities:
Regional and local electric vehicle infrastructure development
Infill development incentives
Transit-oriented development incentives
Innovative TDM and “Next Generation Transit” solutions
Alternatives or substitutes to the gas tax
Agriculture processing
Forest management programs

SACOG is in the very beginning stages of developing the proposed pilot program.

5. Fiscal Impact/Grant Information:
This item has no direct fiscal impact.

This staff report aligns with the following SACOG Work Plan Goals:
#5 - Establish the Sacramento Region as an Innovator & Test-Bed for New Ideas
SACOG Board of Directors

**Subject:** Follow-up Activities for Overcoming Housing Production Obstacles  
(Est. time: 0 minutes)

1. **Issue:**
What is SACOG doing to support member jurisdictions in addressing the challenges to housing production?

2. **Recommendation:**
This item is for information only.

3. **Background/Analysis:**
In prior 2018 meetings, staff and speakers presented the Land Use and Natural Resources Committee and SACOG Board of Directors with background on the challenges for housing production in the region, particularly affordable housing, and the mismatch of housing supply to demand. At its February 15, 2018, meeting, the board heard from market-rate and non-profit developers about obstacles to building housing for a variety of income levels. Challenges cited included impact fee levels, state regulations, labor and materials costs, labor availability, and other factors. At its April meeting, staff presented a proposed scope of work (Attachment A) for how SACOG will provide assistance to member agencies on housing issues through collaboration, convening, and technical support. In May and June, at all three board committee meetings, staff presented the 2018 White Paper on Future Housing Product Type Demand and Preference (aka Housing White Paper), summarizing trends in housing demand and preferences and their implications for the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) Update.

The Land Use & Natural Resources Committee provided feedback to staff on specific challenges that could be a focus for follow-up: financing options for attached housing and mixed use; example zoning that facilitates mixed use and attached housing; role of impact fees—such as for utilities, parks, and schools—in facilitating or hindering attached housing and infill housing production; role of regulatory requirements—such as for fire sprinklers and energy conservation measures—in construction costs for attached and infill housing...
production; the decrease in skilled construction workers in the region; and the rising costs of labor and building materials.

4. Discussion/Analysis:
Staff will kick-off the housing policy assistance program by convening local government planners in the region to update them, and facilitate information sharing, on implementation of the 2017 housing legislative package, status of 2018 state housing bills, the Regional Housing Needs Allocation (RHNA) process, and efforts to remove obstacles to housing production. In the near-term, staff will also undertake these activities to help our members address housing challenges.

In partnership with local jurisdictions and stakeholders, we plan to:

1) Prepare a Housing Policy Toolkit for amending governmental constraints to new housing supply at the local level. While local governments have limited ability to change market conditions, they do control the regulatory framework by which we plan for and approve housing. This toolkit will be developed in collaboration with member jurisdictions to include a menu of potential policy changes that local governments can implement to bring about the housing outcomes called for in the MTP/SCS and the Housing White Paper. Our goal is to identify successful policies and ordinances from communities within the region, or communities of similar size outside of the region. These regulatory best practices will likely be oriented around:

   - Amending zoning, particularly single family districts, to allow for more affordable and “missing middle” housing types in established communities and near transit;
   - Adopting objective and transparent standards for setting and charging fees
   - Encouraging the construction of Accessory Dwelling Units (ADUs); and
   - Streamlining the development review process to facilitate faster approvals and transparent review timelines.

2) Develop case studies of housing development projects that had inflated costs, were stopped, or severely delayed as a result of a policy, practice, or regulation. We will work with member jurisdictions and housing stakeholders to select case studies to illustrate varied challenges and how they were or were not addressed. When completed, the case studies may be utilized not only to highlight obstacles and potential solutions, but also to help illustrate points related to state legislative and regulatory actions that may pose unnecessary obstacles to production.

For both the Housing Policy Toolkit and the case studies, SACOG will share the lessons learned with the SACOG board, local agencies, the development community, housing advocates, and other stakeholders.

5. Fiscal Impact/Grant Information:
This project is budgeted in SACOG’s adopted Fiscal Year (FY) 2018-2019 OWP and budget.
This staff report aligns with the following SACOG Work Plan Goals:
#8 - Build out our Council of Governments Functions
Attachment A:

SACOG Housing Assistance to Local Governments

In 2017, staff presented a Regional Progress Report to the Board. The progress report shows that our most recent development trend is not in line with the housing targets being proposed in the MTP/SCS. The gap between supply and demand is perhaps most profound for more affordable attached housing products, which creates challenges for both affordability and the capacity of our region to meet its climate goals. We recognize that implementation is the most important part of the plan and we believe that we can reverse these trends in the next twenty years. To do this, the MTP/SCS will need much stronger implementation focused policies and strategies and SACOG will need to do more to help jurisdictions to this end.

This outline describes the variety of forms of assistance that SACOG staff is proposing to provide to local governments in an effort to boost housing production for all income levels. While SACOG will be engaging in most of the actions below, some of the specific items are prefaced with “SACOG could” because they are dependent upon local interest, financial assistance from the State, or regional consensus.

Category 1: Local Government Coordination

SACOG will reconvene the periodic meetings with local government planning staffs to discuss issues of common interest, particularly as it pertains to housing-related matters. In the past, the Planners Committee meetings were used to discuss regional planning issues, including the Blueprint and Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), and provide educational forums.

For this upcoming cycle, the focus will be on legislative issues, including but not limited to: (1) implementation of the 2017 State Housing Package, including updated reporting requirements and changes to Housing Element Law; (2) updates on 2018 proposed legislative bills and their potential impact on local governments; and (3) updates on and preparation for Cycle 6 (2021-29) of the Regional Housing Needs Allocation process that will substantively be developed in 2019. These meetings will be scheduled periodically but as needed. The meetings will be held in person but an option would be available for phone-in options. For detailed sessions with guest speakers that are purely educational, a webinar may be hosted instead.

In addition, as an option depending on interest, SACOG could conduct walking tours of built housing projects in the region that best exemplify the intended outcomes of new legislation and the Blueprint principles more generally. Potential tours could include a look at examples of “missing middle” housing for moderate incomes or affordable housing for lower income households.
Category 2: Monitoring Legislative Actions and Implementation

SACOG will continue to monitor legislative changes as they relate to housing and their impacts on local governments, and, following SACOG’s adopted policies, could take advocacy positions and actions as directed by the Board. The 2017 State Housing Package included legislation that is intended to:

- Provide funding for new affordable homes;
- Accelerate development to increase housing supply;
- Increase enforcement of housing element law and the housing accountability act; and
- Create opportunities for new affordable homes and preserve existing affordable homes.

SACOG held a webinar in October 2017 to update planners in the region and has posted a recording on the SACOG website. In 2018, SACOG will continue to monitor how these bills will be implemented. In addition, SACOG is following affordable housing funding opportunities, such as SB 2, the upcoming housing bond(s), and guidelines updates to the Affordable Housing and Sustainable Communities (AHSC) program.

While 2017 was an active year for new housing legislation at the State level, several new housing-related bills have been proposed in 2018. This year, legislation is largely centered around the four areas below:

- State zoning preemption and bills intended to boost housing production
- Regional Housing Needs Allocation (RHNA) reform
- Property tax/Prop 13 reform
- Rent control, tenant protections, and anti-displacement measures

SACOG is coordinating with CALCOG and other MPOs in the state to track these issues. SACOG will keep local jurisdictions informed of past and potential changes to State law related to housing and could, following SACOG adopted policy, engage in advocacy.

Category 3: Toolkit of Potential Policy Changes

While governments have limited ability to change market conditions, they do control the regulatory framework by which we plan for and approve housing. SACOG is committed to working with its member agencies to identify best practices for amending governmental constraints to new housing supply at the local level. This toolkit of potential policy changes will be built into the 2020 MTP/SCS as a menu of options for local governments to help implement the Blueprint principles and the housing outcomes called for in the MTP/SCS. These regulatory best practices will likely be oriented around:

- Amending zoning, particularly single family districts, to allow for more affordable and “missing middle” housing types in established communities and near transit;
- Adopting objective and transparent standards for setting and charging fees;
- Encouraging the construction of Accessory Dwelling Units (ADUs); and
• Streamlining the development review process to facilitate more by-right approvals and transparent review timelines.

Category 4: Educational Materials and Outreach

SACOG staff will work with planners from local jurisdictions to assist with educational materials that may help with providing information to the public, stakeholders, planning commissioners, and elected officials. SACOG staff could provide source materials for local governments to use or create slideshows, FAQ sheets, and graphic materials for broader regional usage, depending on requests from local jurisdictions. For instance, SACOG could provide images of different residential housing densities of built projects that promote the SACOG Blueprint Principles, or provide information about housing statistics in the region.

Category 5: SCS Consistency Review and Technical Assistance

SACOG will continue to provide MTP/SCS consistency reviews of proposed housing projects for SB 375 streamlining. Per SACOG policy, local jurisdictions may request SACOG’s review for project consistency with the MTP/SCS, which under SB 375, may qualify projects for CEQA streamlining.

SACOG will also work with local governments to provide technical assistance on grant applications for projects that have the best chance of securing competitive State-wide housing funds. Technical assistance may come in the form of data analysis and mapping or general application assistance. Strategic assistance may be identifying the potential project sites that are the most competitive for the funding program criteria. SACOG will also continue to provide technical assistance and strategic review of potential projects applying for the AHSC program or any future housing funding programs created by the State. It is SACOG’s ultimate goal to develop a regional strategy and pipeline for California Climate Investment funding opportunities.

In addition, SACOG is studying how a “circuit rider” system of technical assistance could help local governments. This circuit rider would be a pooled planning consultant with a specialty in housing that serves local agencies. SACOG is looking into finding ways to subsidize the cost of a circuit rider (perhaps with the financial assistance of the California Housing and Community Development Department), which would allow local jurisdictions to draw upon this resource. The circuit rider could help with any housing related matter, including assistance with specific housing development proposals, housing element assistance, and potentially helping to implement policies from the policy toolkit described above in Category 3.

Category 6: Regional Housing Needs Allocation - Cycle 6 (2012-29)

SACOG staff will provide local government planners updates to Housing Element Law and RHNA requirements. The year 2019 is the critical year for the Cycle 6 RHNA, and SACOG will develop a participatory process for engagement in the development of the RHNA. In addition, SACOG staff will be available to present all local governments’ planning commissions and governing body meetings.

Sacramento Area Council of Governments