Regional Planning Partnership

Wednesday, July 22, 2020, 2:00 to 3:30 p.m.

Meeting Information:
https://zoom.us/j/98379592657

You can also dial in using your phone:
Dial-in #: 877-853-5257
Webinar ID: 983 7959 2659

Upon entry into the meeting please type your name for attendance.

The purpose of the Partnership is to assist SACOG with its transportation and air quality planning and programming processes, with an emphasis on technical issues, by providing consultation with a broad range of public and private constituencies. It also provides a forum for local agencies in the region’s transportation and land use industry to contribute to the policy-making and fund programming activities of SACOG, and to improve coordination within the region.

The Regional Planning Partnership (RPP) consists of the five local air districts, representatives of the U.S. Environmental Protection Agency (EPA), California Air Resources Board (ARB), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and state and local transportation agencies. The RPP meets bimonthly. Each RPP meeting is open to the public and is currently being held virtually.

1. Introductions (Renée DeVere-Oki, 3 minutes)
   o Welcome
   o What is the RPP?
   o Please enter your name upon logging in.

2. The SACOG Regional Agencies Partnership Update
   o Updates from Staff (27 minutes)
     ▪ Legislative Update/Green Means Go Advocacy – (Christina Lokke, 3 minutes) Update on state activities and Green Means Go advocacy. See staff report from June 18 Board of Directors meeting.
     ▪ Green Means Go Green Zones (Jennifer Hargrove, 3 minutes). A draft framework for establishing Green Zones in our region was presented to the Land Use and Natural Resources Committee in June. Staff will provide an update on next steps.
- SCS Update- (Bruce Griesenbeck, 3 minutes) Staff will provide an update on the SCS submittal process.
- Topics in Transit – (Barbara VaughanBechtold, 3 minutes) Update on any current topics in transit and SACOG’s Transit Coordinating Committee.
- Telework Pilot Update- (Adrienne Moretz, 3 minutes). Update on pilot design and development for the Regional Telework Pilot Program.
- Sacramento Region Parks and Trails Strategic Development Plan – (Victoria Cacciatore, 3 minutes) Update on the status of this project to develop a dynamic system of interconnected trails and parks across El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties.
- 2021 Regional ATP Update – (Victoria Cacciatore, 3 minutes) See Attachment A: Final 2021 Regional ATP Policy Framework and Attachment C: Statewide and Regional ATP Milestones.
- Regional Bicycle and Pedestrian Counting Equipment Loan Program and Purchasing Agreement - (Victoria Cacciatore, 3 minutes) An update will be provided on the status of this program and agreement.
- Grant opportunities and award announcements for non-SACOG programs- (Chris Dougherty, 3 minutes). Update from staff on where to view current opportunities and recent grant awards in the six county region; RPP members please share updates in the following section.
  - Updates from Membership (25 minutes)
    - Please feel free to share updates relevant to the region during this time. Limit yourself to two minutes. (Raise your hand to be un-muted or type an update to be read in the chat box)
    - Presentation on Capital Region Heat Island (Shelley Jiang from Sacramento Metropolitan Air Quality Management District, 20 minutes) The Sacramento Metropolitan AQMD led an effort to model the urban heat island effect in the Sacramento region and to identify cost effective changes to the built environment. Shelley Jiang will discuss actions jurisdictions can take to support a cooler Sacramento with air quality advantages (less ozone formation), economic benefits (higher productivity and longer-life for infrastructure) and health benefits (action today would significantly reduce high hazard heat events).

3. CONSENSUS Item: Conformity Assumptions for the 2021 MTIP (Renee DeVere-Oki; 7 minutes) SACOG is preparing to amend the 2020 MTP/SCS and adopt the 2021/24 MTIP in February 2021. A new conformity determination is required as part of this action. To initiate preparation for a future conformity determination, a set of Assumptions needs to be approved by the Partnership. Assumptions and background information can be found on the RPP homepage.
  - MTIP Call for Projects (Dustin Foster) Staff will provide an overview of the adoption schedule.
4. **SB 743 Update** (Maricela Salazar, 5 minutes) SACOG staff has been monitoring ongoing implementation efforts and will provide an update of current activities.

5. **Regional Funding Round Draft Policy Framework** (Garett Ballard-Rosa, 20 minutes).
   SACOG’s regional funding round provides funding for transportation infrastructure projects and programs in the four-county region. The SACOG board will act on a policy framework in August that sets the objectives and programs of the 2020 SACOG funding cycle.

6. **Other Matters**

7. **Adjournment**

The next meeting is scheduled for Wednesday, September 23, 2020, 2:00 to 3:30 p.m.

*Indicates Action*

This agenda and attachments are available on SACOG’s website at www.sacog.org. SACOG is accessible to the disabled. As required by Section 202 of the Americans with Disabilities Act of 1990 and the Federal Rules and Regulations adopted in implementation thereof, a person who requires a modification or accommodation, auxiliary aids or services in order to participate in a public meeting, including receiving this agenda and attachments in an alternative format, should contact SACOG by phone at 916-321-9000, e-mail (contact@sacog.org) as soon as possible and preferably at least 72 hours prior to the meeting.
Advocacy Update

Information

**Prepared by:** Christina Lokke  
**Approved by:** James Corless

**Attachments:** Yes

1. **Issue:**
An update on advocacy issues by KP Public Affairs and SACOG staff.

2. **Recommendation:**
None, this item is for information only.

3. **Background/Analysis:**
Both Congress and the State Legislature have returned to regular business, although process and content have changed in response to COVID-19.

4. **Discussion/Analysis:**
In Congress, the House released its transportation reauthorization proposal, the Investing in a New Vision for the Environment and Surface Transportation in America Act (INVEST in America Act). The current surface transportation authorization, the FAST Act, expires in September 2020. Attachment A is a memo from Transportation for America providing an overview of the proposal. At the board meeting SACOG staff will provide a verbal update on the efforts to ready the region for potential federal stimulus dollars.

In Sacramento, advocacy for Green Means Go continues. KP Public Affairs will provide a verbal update to the board, including our efforts related to the Governor's Task Force on Business and Jobs Recovery. Attachment B is a list of the Task Force’s subcommittee membership.

The State Legislature was busy the last month working through a condensed committee hearing process for policy bills, although the number of bills moving forward is significantly less than in early March. The focus remains responding to the pandemic, however, a number of non-COVID-19 related bills continue to move through. The SACOG Executive Director authorized a position on the following three bills, in accordance with the SACOG Board adopted Advocacy Procedures.

**AB 3116 (Irwin and Wicks): Mobility Devices: Personal Information – Oppose**
This bill is no longer moving forward; it did not move off of the Assembly Appropriations Committee Suspense File.
- This bill limits the data public agencies can require from mobility device operators, which is broadly defined to include bikeshare, e-scooters, Transportation Network Companies (TNCs), and automated vehicles. This presents a number of concerns both from a local city perspective and a regional planning agency perspective:
  - The bill sets vague parameters for the frequency in which local agencies could obtain data from operators and an aggregation level that would make the data useless for local agencies to address mode shift, equity, climate, and environmental objectives and manage local safety, parking, and public right of way issues.
  - The bill also removes all flexibility for public agencies to receive disaggregated and/or real-time data, which would undermine years of work that public agencies have put into designing data sharing agreements to meet their local needs, as well as undo years of deliberation and regulatory design at the California Public Utilities Commission (CPUC) relating to TNC data sharing.
  - Finally, the bill defines mobility device data as electronic device information, which would fall under California Electronic Communications Privacy Act. However, these are shared mobility devices, available to all members of the public, not a personal mobile phone that we carry everywhere we go. SACOG believes there is a way to protect personally identifiable information, while still obtaining information about the devices themselves such as whether they are available to rent, trip origin and destination, and number of devices re-deployed in specific geographies for equity and transportation purposes.

- An oppose position on AB 3116 aligns with the following SACOG Board adopted Advocacy Principles:
  - Transportation 4. Promote the Sacramento region as a test bed for new technologies and innovation.
    a. Support pilot projects aimed at making microtransit and micromobility work for urban, suburban, rural, and low-income areas of the Sacramento region.
    c. Support innovative education and transportation demand management strategies and programs covering all parts of the Sacramento region, to offer a variety of alternatives to driving alone.
  - Transportation 5. Support data-driven decision-making and performance measures.
    b. Support measures that provide for sharing of anonymized data from ridesharing services and other sources that will allow for more informed planning and decisionmaking.

**AB 3205 (Salas): Regions Rise Grant Program – Support**

- This bill creates the Regions Rise Grant Program in the Governor’s Office of Business and Economic Development (GO-Biz), a significant tool for sustainable and equitable economic rebuilding. The Regions Rise Grant Program would be a competitive grant program to support regional collaboration among public and private sector stakeholders to address and resolve significant community development issues which currently impede inclusive economic growth and upward mobility for historically marginalized groups. The program aligns strongly with SACOG Prosperity Strategy work and the funding proposal for Green Means Go.
- We joined a coalition led by CA Forward, which includes Valley Vision, local and statewide chambers of commerce, and regional community foundations.
- A support position on AB 3205 aligns with the following SACOG Board adopted Advocacy Principles:
Sustainable Development and Infrastructure 3. Support new tools and funding to grow regional jobs and housing, including infrastructure improvements needed to enable new housing and employment opportunities in existing urban, suburban, and rural communities.

Sustainable Development and Infrastructure 4. Support additional financing options and other tools for local and regional community revitalization and economic development. Encourage multijurisdictional coordination without restrictions or other conditions on tax-increment benefits. Reduce regulatory barriers to community revitalization projects.

SB 1291 (Committee on Transportation): Federal Statewide Transportation Improvement Program Submittal – Support

- This bill suspends the 2020 requirement that a Metropolitan Planning Organization (MPO) submit a Federal Transportation Improvement Program (FTIP) to the Department of Transportation (Caltrans). Federal law requires Caltrans to update the Federal Statewide Transportation Improvement Program (FSTIP) transportation planning document every four years, while state law requires an update every two-years. Part of this process includes a state requirement for MPOs and transportation planning agencies to submit its FTIP to Caltrans every two years. SB 1291 waives this year’s state requirement, recognizing the current uncertainty facing the state and local agencies in light of both the COVID-19 pandemic and recent federal actions. Federal law does not require submittal this year and therefore the bill simply suspends a more stringent state requirement during this period of great uncertainty.

- A support position on SB 1291 aligns with the following SACOG Board adopted Advocacy Principles: Transportation 3. Support the streamlining and expansion of innovative financing and project delivery tools to facilitate creative solutions for financing projects, including efforts to reduce state and federal silos and reduce existing regulatory barriers.

5. Fiscal Impact/Grant Information:
SACOG's advocacy activities and lobbying contract are paid for through member dues.

6. This staff report aligns with the following SACOG Work Plan Objectives:
Goal 1: Advance Economic Prosperity
Goal 2: Connected Communities
Goal 3: Vibrant Places
2021 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 ineligible for ATP funds include: 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.

Project Selection
Roles in Project Selection
Applicants are the sponsoring agencies for any project competing for Regional ATP funding. To compete in the regional
program, applicants are responsible for submitting a regional application to address Regional ATP criteria and emphases, using information derived from their State ATP application whenever possible. Applicants are strongly encouraged to submit an application for each competing project to the State ATP prior to competing in the Regional ATP. 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.

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 from across the region.

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. 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 7.0% of non-ATP funding as leverage. Leveraged funds may be from previously completed project phases.
   a. Infrastructure project minimum is $268,817 ($250,000 funding request + $18,817 leverage).
   b. Non-Infrastructure project minimum is $53,763 ($50,000 funding request + $3,763 leverage).

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.

Evaluation Process
Following the Project Screening process, the Regional ATP Team will forward all eligible projects to the Working Group for evaluation. The Regional ATP Team will also remove any projects recommended for funds through the statewide competition from further consideration for the Regional ATP once recommendations for statewide ATP awards are released.
The Working Group will prioritize and rank projects using the scoring outlined in the Project Scoring section, with the exception of criteria scored by the Regional ATP Team. 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.

The Regional ATP Team will identify high-ranking projects to nominate to the Working Group for full funding from the draft ranked list and develop a recommendation of the next tier of high-ranking projects for further discussion and evaluation. The Working Group will develop the final funding recommendation, and the Regional ATP Team will confirm that a minimum 25% of available ATP funds required by the state 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 definition used in the 2020 MTP/SCS environmental justice analysis. SACOG has identified a regional target investment level of 35% of investment in projects providing a meaningful benefit in disadvantaged communities, which will be monitored by the Regional ATP Team and shared with the Working Group during the development of the final funding recommendation.

**Evaluating Project Performance**

Projects will be scored 0 to 100 points by the Active Transportation Working group (unless otherwise noted) based on the criteria described below using quantitative and qualitative project information.

1. Project increases walking and bicycling by connecting people to destinations and strengthening the active transportation network with solutions designed for the intended users. **0-45 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 cost effectiveness while bringing value to the active transportation network. **0-10 points**
4. Project advances active transportation efforts to achieve greenhouse gas reduction goals through reducing vehicle trips today and over time, as established pursuant to SB 375 and SB 391, with special consideration given for projects demonstrating consistency with Green Means Go. **0-10 points**
5. Project supports economic prosperity goals and strategies in the project area. **0-10 points**
6. Project provides meaningful benefit for a disadvantaged community. **0-10 points will be applied in the event the state-identified 25 percent minimum is not met.** (Please refer to the Evaluation Process section.)
7. Applicant 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**
8. Applicant demonstrates good performance on past grants and/or federal aid projects or programs. **0 or -3 points**

**Funding Recipient Requirements**

Recipients must adhere to statewide ATP reporting requirements for documenting project progress, final delivery, and performance metrics.

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1 Criterion scored by the Regional ATP Team.
### Statewide and Regional Active Transportation Program Milestones*

<table>
<thead>
<tr>
<th>Month</th>
<th>Regional Active Transportation Program</th>
<th>State Active Transportation Program*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mar</td>
<td>Board of Directors’ Committees provide input on the Draft Regional ATP Policy Framework</td>
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<tr>
<td>Apr</td>
<td>Board of Directors reviews final Regional ATP Policy Framework</td>
<td>State ATP call for projects on March 26</td>
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<tr>
<td>May</td>
<td>Transportation Committee approves final Regional ATP Policy Framework (delegated authority from Board)</td>
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<tr>
<td>Jun</td>
<td>CTC adopts SACOG Regional ATP Policy Framework</td>
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<tr>
<td>Jul</td>
<td></td>
<td>State ATP quick-build applications** due July 15</td>
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<td></td>
<td>All quick-build applicants are encouraged to apply to the State ATP</td>
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<tr>
<td>Aug</td>
<td></td>
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<tr>
<td>Sep</td>
<td>Supplemental Regional ATP call for projects on September 1</td>
<td>State ATP applications due September 15</td>
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<td></td>
<td>All applicants are encouraged to apply to the State ATP</td>
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<tr>
<td>Oct</td>
<td></td>
<td>State ATP evaluators review and score State ATP applications</td>
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<tr>
<td>Nov</td>
<td>Regional ATP applications due December 3</td>
<td>CTC releases draft staff quick-build ATP funding recommendation by November 16</td>
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<tr>
<td>Dec</td>
<td>Regional Active Transportation Program working group evaluates Regional ATP projects; develops draft funding recommendation after successful State ATP projects are removed from Regional ATP competition</td>
<td>CTC adopts State ATP quick-build funding recommendation December 2</td>
</tr>
<tr>
<td>Jan</td>
<td>Regional Active Transportation Program working group evaluates Regional ATP projects; develops draft funding recommendation after successful State ATP projects are removed from Regional ATP competition</td>
<td>State ATP evaluators complete review and scoring process of State ATP applications</td>
</tr>
<tr>
<td>Feb</td>
<td>CTC releases draft staff State ATP funding recommendation by February 15</td>
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<tr>
<td>Mar</td>
<td>CTC adopts State ATP funding recommendation</td>
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<tr>
<td>Apr</td>
<td>SACOG releases Draft Regional ATP funding recommendation for public comment</td>
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<tr>
<td>May</td>
<td>Transportation Committee recommends, Board of Directors approves Final Regional ATP funding recommendation</td>
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<tr>
<td>Jun</td>
<td>CTC adopts SACOG Regional ATP funding recommendation</td>
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*Statewide ATP milestone dates are updated based on Active Transportation Program schedule revisions from the April 29, 2020 CTC meeting agenda.

**The State Active Transportation Program Guidelines identified a maximum of $7,000,000 to be set aside for interim capital improvement projects that further the goals of the ATP. These projects are being evaluated separately from longer-term ATP projects.
### 2020 State Funding Opportunities and Milestones
(Updated May 1, 2020)

<table>
<thead>
<tr>
<th>Program</th>
<th>Total Funding Available</th>
<th>Max Award Amount</th>
<th>Current Round Deadline</th>
<th>Eligible Activities</th>
<th>Staff Contact</th>
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<tbody>
<tr>
<td><strong>Housing Planning Grants</strong></td>
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<tr>
<td>SB 2 Planning Grants</td>
<td>$5,625,000 (one time to SACOG jurisdictions)</td>
<td>$125k-$500k, (formula based on pop)</td>
<td>12/20/2020</td>
<td>Housing planning activities that have a nexus to accelerating housing production</td>
<td>Dov Kadin <a href="mailto:DKadin@sacog.org">DKadin@sacog.org</a></td>
</tr>
<tr>
<td>Local Early Action Planning (LEAP)</td>
<td>$7,235,000 (one time to SACOG jurisdictions)</td>
<td>$65k-$750k, (formula based on population)</td>
<td>NOFA is live Due: July 2020</td>
<td>Housing planning activities that have a nexus to accelerating housing production</td>
<td>Dov Kadin <a href="mailto:DKadin@sacog.org">DKadin@sacog.org</a></td>
</tr>
<tr>
<td>Regional Early Action Planning (REAP)</td>
<td>$6,883,045 (one time to SACOG)</td>
<td>SACOG board to Determine</td>
<td>SACOG to submit plan to HCD in Summer 2020</td>
<td>Technical Assistance, sub-allocation to member agencies</td>
<td>Jenn Hargrove <a href="mailto:JHargrove@sacog.org">JHargrove@sacog.org</a></td>
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<td><strong>Affordable Housing/Housing Related Infrastructure</strong></td>
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<tr>
<td>SB 2 Permanent Local Housing Allocation (PLHA)</td>
<td>$140-$175 Million (ongoing, amount based on transaction fee)</td>
<td>Funds administered yearly using CDBG formula</td>
<td>NOFA expected in Summer 2020</td>
<td>Affordable housing construction, affordable ADU construction, homelessness services</td>
<td>Dov Kadin <a href="mailto:DKadin@sacog.org">DKadin@sacog.org</a></td>
</tr>
<tr>
<td>Affordable Housing Sustainable Communities (AHSC Round 5)</td>
<td>$550 Million (ongoing based on State auction proceeds)</td>
<td>$30 Million</td>
<td>2/11/2020 (Round 6 in 2021)</td>
<td>Affordable Housing, Bike/Ped, and Transit Infrastructure</td>
<td>Dov Kadin <a href="mailto:DKadin@sacog.org">DKadin@sacog.org</a></td>
</tr>
<tr>
<td>Transformative Climate Communities (TCC Round 3)</td>
<td>$60 Million (Statewide, future uncertain)</td>
<td>$28 million for implementation grants $200k for planning grants</td>
<td>2/28/2020</td>
<td>Same as AHSC, plus emphasis on narrative and “transformative” nature of project</td>
<td>Dov Kadin <a href="mailto:DKadin@sacog.org">DKadin@sacog.org</a></td>
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<tr>
<td>Infill Infrastructure Grant (IIG) for Large Jurisdictions (project in Sacramento or Placer Counties)</td>
<td>$194 Million (one-time Statewide)</td>
<td>$7.5 Million (depends on size of affordable housing project)</td>
<td>3/3/2020 Future Rounds TBD</td>
<td>-Development or rehabilitation of parks or open space - Water, sewer, or other utility service improvements -Streets, roads, parking structures, transit linkages, transit shelters, traffic mitigation features, sidewalks, and streetscape improvements</td>
<td>Dov Kadin <a href="mailto:DKadin@sacog.org">DKadin@sacog.org</a></td>
</tr>
<tr>
<td>Program</td>
<td>Total Funding Available</td>
<td>Max Award Amount</td>
<td>Application Deadline</td>
<td>Eligible Activities</td>
<td>Staff Contact</td>
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<tr>
<td>Infill Infrastructure Grant (IIG) for Small Jurisdictions (project in Yolo, Sutter, Yuba, El Dorado Counties)</td>
<td>$85 Million (one time Statewide)</td>
<td>$7.5 Million (depends on size of affordable housing project)</td>
<td>Ongoing, first come first serve Accepting Apps starting 3/3/2020</td>
<td>-Development or rehabilitation of parks or open space - Water, sewer, or other utility service improvements - Streets, roads, parking structures, transit linkages, transit shelters, traffic mitigation features, sidewalks, and streetscape improvements</td>
<td>Dov Kadin <a href="mailto:DKadin@sacog.org">DKadin@sacog.org</a></td>
</tr>
<tr>
<td>TOD Program</td>
<td>$75 Million (estimated)</td>
<td>Will be announced in upcoming NOFA</td>
<td>Expected to be Summer 2020, will be announced in NOFA</td>
<td>Based on Draft Guidelines, eligible activities include gap financing loans for affordable housing near transit as well as grants for infrastructure improvements or to facilitate connections between the housing and transit.</td>
<td>Jenn Hargrove <a href="mailto:JHargrove@sacog.org">JHargrove@sacog.org</a></td>
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**Transportation Competitive Funding Grants**

<table>
<thead>
<tr>
<th>Program</th>
<th>Total Funding Available</th>
<th>Max Award Amount</th>
<th>Application Deadline</th>
<th>Eligible Activities</th>
<th>Staff Contact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sustainable Transportation Planning Grants</td>
<td>$25 Million</td>
<td>$1 Million</td>
<td>October 2020</td>
<td>Planning that furthers state transportation goals</td>
<td>Victoria Cacciatore <a href="mailto:VCacciatore@sacog.org">VCacciatore@sacog.org</a></td>
</tr>
<tr>
<td>Transit Intercity Rail Capital Program</td>
<td>$493 Million</td>
<td>N/A</td>
<td>1/16/2020</td>
<td>Transit and Rail Capital Projects that expand and/or improve existing or new services to increase ridership.</td>
<td>Chris Dougherty <a href="mailto:CDougherty@sacog.org">CDougherty@sacog.org</a></td>
</tr>
<tr>
<td>Trade Corridor Enhancement Program*</td>
<td>$300 Million</td>
<td>TBA – Draft Program Guidelines Expected Jan 2020</td>
<td>8/3/2020</td>
<td>Infrastructure improvements on federally designated Trade Corridors of National and Regional significance.</td>
<td>Chris Dougherty <a href="mailto:CDougherty@sacog.org">CDougherty@sacog.org</a></td>
</tr>
<tr>
<td>Solutions for Congested Corridors Program</td>
<td>$500 Million</td>
<td>None</td>
<td>7/17/2020</td>
<td>Infrastructure improvements that reduce congestion on highly traveled congested corridors.</td>
<td>Chris Dougherty <a href="mailto:CDougherty@sacog.org">CDougherty@sacog.org</a></td>
</tr>
<tr>
<td>State Active Transportation Program (Cycle 5)</td>
<td>$220 Million</td>
<td>Minimum of $250,000</td>
<td>7/15/2020 (quick-build only) 9/15/20 (all other ATP)</td>
<td>Active transportation infrastructure projects and programs</td>
<td>Victoria Cacciatore <a href="mailto:VCacciatore@sacog.org">VCacciatore@sacog.org</a></td>
</tr>
<tr>
<td>Local Partnership Program</td>
<td>$200 million</td>
<td>None</td>
<td>6/30/2020</td>
<td>Capital Infrastructure Transportation Projects</td>
<td>Jose Luis Caceres <a href="mailto:JCaceres@sacog.org">JCaceres@sacog.org</a></td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>$19 Million</td>
<td></td>
<td></td>
<td>Eligibility limited to intercity and commuter rail operators SACOG Contact can answer questions and provide technical assistance</td>
<td>Mike Rosson <a href="mailto:MRosson@sacog.org">MRosson@sacog.org</a></td>
</tr>
<tr>
<td>Program</td>
<td>Total Funding Amount</td>
<td>Max Award Amount</td>
<td>Application Deadline</td>
<td>Eligible Activities</td>
<td>Staff Contact</td>
</tr>
<tr>
<td>----------------------------------------------</td>
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<tr>
<td>Urban Greening Grant Program</td>
<td>$19 Million</td>
<td>None</td>
<td>TBA - delayed from 5/1/2020</td>
<td>Sequester and store carbon by tree planting, reduce building energy use by tree planting, and reduce commute VMT by building bike trails, bike lanes, or pedestrian facilities.</td>
<td>Victoria Cacciatore</td>
</tr>
</tbody>
</table>
| Sustainable Transportation Equity Project    | $22 Million          | Not yet specified| NOFA expected Late Spring 2020, Due Date Expected Late Summer 2020 | Planning and Capacity Building Grants: community engagement for transportation/land use planning, plan development, capacity building to implement existing plan  
implementation Grants: active transportation subsidies or capital costs, transit subsidies or improvements, shared mobility strategies, land use plans to support TOD, pricing and/or TDM incentives, space conversion projects (like road diets) | Jenn Hargrove                 |
## FY 2020-21 Sustainable Transportation Planning Grant Awards in the SACOG Region

<table>
<thead>
<tr>
<th>Grant Category</th>
<th>Applicant</th>
<th>Sub-applicant(s)</th>
<th>Project Title</th>
<th>Project Description</th>
<th>Grant Award</th>
<th>Disadvantaged Community Benefit (defined by project sponsor)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sustainable Communities</td>
<td>City of Elk Grove</td>
<td>N/A</td>
<td>Laguna Creek Inter-Regional Trail Master Plan</td>
<td>This grant will fund a corridor specific master plan for the multi-use Laguna Creek Inter-Regional Trail. The City of Elk Grove will be the Lead Agency, with input from the City and County of Sacramento, Sacramento Regional Transit District, Caltrans, and the San Joaquin Joint Powers Authority. The master plan will identify gaps, needed trail improvements, access to existing and future transit, a connection to Sacramento Regional Transit light rail, connections into the City of Sacramento’s trail network, and access for disadvantaged communities to create a continuous, equitable, and safe corridor. This trail is currently identified in each of the local agencies’ master plans; however, the connection to transit is an additional feature, which will create better connections to local bus stops, with multiple stops within 1/2 mile of the project, and the proposed Altamont Corridor Express and Amtrak stations, with service to San Joaquin County and the Bay Area.</td>
<td>$200,000</td>
<td>Yes</td>
</tr>
<tr>
<td>Sustainable Communities</td>
<td>City of Sacramento</td>
<td>N/A</td>
<td>Sacramento Commercial Corridor Safety and Mobility Plans</td>
<td>The City of Sacramento with the support of community stakeholders will develop Commercial Corridor Safety and Mobility Plans for two of the City’s corridors most in need. Both fall within the City’s Vision Zero High Injury Network, the streets where the highest number of people were severely injured or killed. The corridors also have struggling commercial sites and are in need of housing and equitable public investment. The City’s Community Development Department has identified these corridors as high priority for land use studies via area plans. Coordinated transportation and land use planning creates more sustainable communities. Pairing increased housing supply to complete streets has the potential to reduce greenhouse emissions and vehicle miles traveled, lower travel times, and save lives. The plans for each commercial corridor will be developed with help from the neighboring residents and business communities, and focus on safety, mobility, and access.</td>
<td>$509,048</td>
<td>Yes</td>
</tr>
<tr>
<td>Sustainable Communities</td>
<td>City of Yuba City</td>
<td>N/A</td>
<td>Feasibility Study for Abandoned Railroad Corridor</td>
<td>The City of Yuba City will develop a Feasibility Study for an abandoned Union Pacific Railroad Corridor (UPRR) (2.8 miles long and approximately 80 feet wide) through the City of Yuba City (east to west). Major deliverables include a walking audit, significant community engagement, benefit cost analysis for alternatives, preliminary design plans, and funding recommendations for construction. Parties include the City of Yuba City, UPRR, and residents and businesses, including several disadvantaged communities. The project aligns with the Yuba City Bicycle Master Plan, the region’s Sustainable Communities Strategy for 2035, and Regional Pedestrian, Bicycle, and Trails Master Plan. The project is necessary to inform cost-effective, safe, and logical construction methods (e.g. above-grade, below-grade, at-grade designs for nine street crossings), based on input from the City’s most disadvantaged and vulnerable residents. Ultimately, the Study will enable the City to move forward with final design, environmental, and implementation of multiple funding mechanisms.</td>
<td>$200,000</td>
<td>Yes</td>
</tr>
<tr>
<td>Sustainable Communities</td>
<td>Placer County Community Development Resource Agency, Planning Services Division</td>
<td>N/A</td>
<td>Placer County Mobility and Infill Acceleration Study</td>
<td>The Placer County Mobility and Infill Acceleration Study includes a study of three high-leverage infill opportunity areas and lays the groundwork for a General Plan policy update. The General Plan Policy Update will focus on the Land Use and Circulation Elements and county-wide infill opportunities that highlight the potential for development along key transportation corridors and nodes. The project is divided into two parts. Part I includes case studies for three infill opportunities in Placer County and identifies ways to reduce barriers to promote shorter and fewer trips through infill development. Part II develops General Plan policy that will support infill development and mobility options throughout the County. Placer County Community Development Resource Agency has partnered with the Department of Public Works to develop this project, which implements local plans and ordinances such as the draft Placer County Sustainability Plan (2020) and Trip Reduction Ordinance.</td>
<td>$365,009</td>
<td>Yes</td>
</tr>
</tbody>
</table>

[https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants](https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants)
| Sustainable Communities | Sacramento Regional Transit District | WALKSacramento | Sacramento County Bus Corridor Improvements Plan | In September 2019, as part of the Sacramento Regional Transit (SacRT) Forward initiative, SacRT rolled out a newly redesigned bus network that offers seven-day-a-week service, more late night and weekend service, and more frequent service. During that effort, SacRT identified the need to develop a solid, comprehensive plan for addressing bus stop improvements, particularly in the unincorporated areas of Sacramento County that had been underserved prior to the SacRT Forward route changes. SacRT, with the assistance of a consulting team, will address this need and work jointly with WALKSacramento and our partners at Sacramento County to identify and prioritize projects to complement bus service. Specific tasks will include: High-level identification of bus corridors (including community engagement and input); Bus stop survey/inventory in high need corridors; Walk audits of high need corridors; and, List of capital improvements needed in bus corridors, including conceptual design and conceptual costs. | $221,325 | Yes |
| Sustainable Communities - Technical | County of Yuba | N/A | Updated Traffic Counts and Future Travel Demand Models | Yuba County proposes to conduct traffic (including bicycle/pedestrian) counts on 400 road segments and 57 bridges. Most traffic counts will be in the unincorporated communities of Linda, Olivehurst, Plumas Lake, as well as the Sierra Nevada foothills. Yuba County will also update its traffic forecast models. The County last updated most traffic counts and forecast models in 2008 and last updated its General Plan Update in 2011. The County needs current traffic counts and forecast models to analyze future road, transit, active transportation, bridge safety, public health, and multimodal projects as part of the next General Plan update. Senate Bill 743 (Chapter 386, Statutes of 2013) requires current vehicle miles traveled data for analyzing transportation impacts. The County also needs updated traffic counts and forecast models to evaluate air quality impacts pursuant to Senate Bill 1000 (Chapter 587, Statutes of 2016). The proposed project will help build and maintain a safe, reliable, and multimodal transportation system. | $197,500 | Yes |
| Sustainable Communities - Technical | El Dorado County Transportation Commission | N/A | El Dorado County Transit Authority Zero Emission Bus Fleet Conversion Plan | The project will develop a Zero Emission Bus (ZEB) Fleet Conversion Plan for the El Dorado County Transit Authority's (EDT) transit vehicle fleet. Major deliverables include: Review of EDT's fleet replacement schedule for a 100 percent ZEB fleet by 2040; Assessment of existing and planned EDT facilities' capacity to support charging infrastructure and supply identify potential EDT charging locations; Analysis of Pacific Gas and Electric Company's capacity to service EDT charging locations; Planning level cost estimates for necessary utility infrastructure upgrades; Analysis of ZEB range and performance in EDT's service terrain and route structure; Summary of ZEB maintenance requirements, impacts to staff and facilities; Preliminary budgets and plans; and, ZEB Rollout Plan for submittal to the California Air Resources Board (CARB) by July 1, 2023. Parties involved in the project include EDT, El Dorado County (EDC), City of Placerville, SACOG and EDCTC. Relevant planning documents include EDC Regional Transportation Plan 2020-2040, Sacramento Area Council of Governments' 2020 MTP-SCS, CARB Innovative Clean Transit Program, and EDC Short and Long-Range Transit Plan. | $180,000 | Yes |
| Sustainable Communities - Technical | Sacramento Area Council of Governments; Placer County Transportation Planning Agency | Build Out Inventory Data Collection | This project is a technical data acquisition effort that will provide the technical foundation needed to further the land use and transportation modeling that underpins all of the Sacramento Area Council of Governments' (SACOG) work, including the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) required by Senate Bill 375 (Chapter 728, Statutes of 2008). This project will compile land use and transportation geographic information system data to create an accurate representation of the general plans, specific plans, and capital improvement plans for the six counties, 22 cities, 14 transit operators, Caltrans District 3, and other partners in the Sacramento region. The project will be managed by SACOG staff and will include Placer County Transportation Agency staff, El Dorado County Transportation Commission staff, and a potential consultant team. | $200,000 | None claimed |

https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants
### FY 2020-21 Sustainable Transportation Planning Grant Awards in the SACOG Region

<table>
<thead>
<tr>
<th>Strategic Partnerships</th>
<th>El Dorado County Transportation Commission</th>
<th>N/A</th>
<th>50 Corridor System User Analysis, Investment Strategy and Access Control Action Plan</th>
<th>$185,040</th>
<th>None claimed</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>The El Dorado County Transportation Commission, in partnership with local and regional partners and Caltrans District 3, will conduct system user analysis, identify and assess innovative pricing and investment strategies for the U.S. 50 Corridor. The project will also perform data collection and develop traffic management strategies to prepare an access control action plan for pilot project deployment along U.S. 50 within the City of Placerville. System user analysis will include comprehensive circulation and traffic data along U.S. 50 to update and fill existing data gaps. Innovative pricing and investment strategies will include tolling, pricing, and others to advance the efforts of Caltrans' U.S. 50 Managed Lanes Feasibility Study. The access control action plan within the City of Placerville will determine the circulation impacts and procedures for an innovative pilot to close off local access to U.S. 50 at the three signalized intersections during highly congested periods to identify potential lower cost congestion improvements.</td>
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<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Strategic Partnerships - Transit</th>
<th>Sacramento Area Council of Governments</th>
<th>N/A</th>
<th>Sacramento Regional Emergency Preparedness Plan</th>
<th>$265,590</th>
<th>None claimed</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>The Sacramento Area Council of Governments will create a Regional Emergency Preparedness Plan for the six-county region to coordinate the various county emergency plans and perform a gap analysis to correct any deficiency in the current system. The plan will also integrate the regions transit operators into the plan to coordinate in the event of a mass evacuation event. The plan will also analyze the regions roadway system for vulnerabilities and draft new policies and procedures for the next generation of zero emission transit vehicles and their use in emergency situations.</td>
<td>$265,590</td>
<td>None claimed</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

[https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants](https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants)
July 22, 2020

Draft Air Quality Conformity Assumptions for Amendment #2 to the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy and Adoption of the 2021-24 Metropolitan Transportation Improvement Program

**Issue:** Should the Air Quality Conformity Assumptions (Assumptions) be adopted for use in the air quality conformity analysis and determination on Amendment #2 to the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and adoption of the 2021-24 Metropolitan Transportation Improvement Program (MTIP)?

**Recommendation:** That the Partnership approve the attached list of assumptions for use in the air quality conformity analysis and determination on Amendment #2 to the 2020 MTP/SCS and concurrent adoption of the 2021-24 MTIP.

**Discussion:** SACOG is preparing to amend the 2020 MTP/SCS and adopt the 2021/24 MTIP in February 2021. A new conformity determination is required as part of this action. To initiate preparation for a future conformity determination, a set of Assumptions needs to be approved by the Partnership.

The purpose of the set of Assumptions (Attachment A) is to outline and document the variables and factors that will be used in preparation of the air quality analysis on Amendment #2 to the 2020 MTP/SCS and 2021-24 MTIP. With the adoption of the MTIP, SACOG must make a determination that the proposed plan and program do not impede the ability of the region to meet and attain air quality standards. The draft Assumptions align with socio-economic data that was used for both the development of the 2020 MTP/SCS and its associated environmental impact report. The Assumptions also account for modeling technique, testing mechanisms, and data sharing.

Key Staff: Renée DeVere-Oki, Regional Air Quality Team Manager, (916) 340-6219
**Attachment A**

**Table 8**

**Air Quality Conformity Assumptions**

**Assumption 1:** The SACOG Board adopted population, households, housing, and employment projections for the years 2035 and 2040 at its November 2019 meeting concurrent with the adoption of the 2020 Metropolitan Transportation Plan / Sustainable Communities Strategy (MTP/SCS). These land use projections will be used for this conformity determinations. Land use projections for all other milestone years will be interpolated using the 2016 and 2027 numbers. These projections meet the current definition of “latest planning assumptions.”

**Assumption 2:** Emissions Factor (EMFAC) 2014 will be used to develop emission estimates for the conformity determinations associated with Amendment #2 to the 2020 MTP/SCS and the adoption of the 2021 Metropolitan Transportation Improvement Program (MTIP). The emission budgets used in the conformity determinations are the 8-Hour Ozone emission budgets which were found adequate by EPA on August 8, 2014, and became effective August 25, 2014, or adjusted budgets based upon plan approval. Particulate Matter (PM$_{10}$) will use budgets which were found adequate by EPA on November 23, 2011, and became effective December 8, 2011. Fine Particulate Matter (PM$_{2.5}$) will use the Yuba City-Marysville Area budgets found adequate August 25, 2014, effective September 9, 2014; the Sacramento Area will follow interim test criteria because there is currently no approved SIP or adequate emission budget for this pollutant.

**Assumption 3:** SACOG will use the most recent emission control factors supplied by the California Air Resources Board (CARB) for use in any future conformity determinations. The EMFAC 2014 model is used to determine emission control factors; it uses vehicle fleet assumptions that meet the current definition of “latest planning assumptions.”

**Assumption 4:** SACOG will continue to incorporate emission estimates for the part of Solano County within the Sacramento federal ozone nonattainment area and federal PM$_{2.5}$ nonattainment area in all future conformity determinations as agreed to under SACOG’s existing Memorandum of Understanding (MOU) with the Metropolitan Transportation Commission (MTC).

**Assumption 5:** On-road control measures from the Ozone SIP that are not reflected in the EMFAC 2014 baseline will be documented.

**Assumption 6:** SACOG will use the assumptions on transit fares, auto operating costs, and parking costs consistent with the 2020 MTP/SCS analysis in the conformity analysis. The transit fares projections are derived from the financing portion of the 2020 MTP/SCS development. The auto operating costs projections were developed in coordination with other California MPOs for the third round of Sustainable Community Strategies. The parking costs are market-based projections using employment development patterns and densities as the main explanatory variables.