



Funding Risk by not Meeting State Greenhouse Gas Reduction Target

As established by SB 375, the California Air Resources Board sets greenhouse gas reduction targets for regions across the state. As part of developing their long-range plans, regions must show their ability to meet these targets through the integration of a Sustainable Communities Strategy that relies on land use and transportation strategies to reduce emissions from passenger vehicles primarily through reductions in vehicle miles traveled. If a region finds that it is not feasible to meet their target with a SCS they are required to develop an Alternative Planning Scenario (APS) that demonstrates what additional actions would need to occur to allow the region to achieve its target.

Since the passage of SB 375 in 2008, several state funding programs have emerged that require regions to have an adopted SCS (and not an APS) to apply and compete for funding (i.e., regions must achieve their greenhouse gas target in order to maintain eligibility for funding; an APS does not satisfy these requirements). The funding sources at risk if the SACOG region does not develop a plan that achieve the region's 19% greenhouse gas reduction target include competitive and formula transportation funding programs created under Senate Bill 1 (SB1) in 2017 and others funded by California's cap and trade program. Some of these requirements are spelled out in state statute while others have specific requirements written into their application guidelines. The specific funding programs for which an adopted SCS that meets the regional GHG reduction targets are detailed in the following pages.



At Risk by Statute

Solutions for Congested Corridors Program (SCCP) Program under SB 1

The SCCP makes \$250 million available annually to projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan, by providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement.

State Statute - [Streets and Highways Code](#):

Streets and Highway Code Section 2393. A project nomination shall include documentation regarding the quantitative and qualitative measures validating the project's consistency with the policy objectives of the program as set forth in this chapter. In addition to being included in a corridor plan, a nominated project shall also be included in the region's regional transportation plan. Projects within the boundaries of a metropolitan planning organization must be included in an adopted regional transportation plan that includes a sustainable communities strategy determined by the State Air Resources Board to achieve the region's greenhouse gas emissions reduction targets.

Trade Corridor Enhancement Program (TCEP) under SB 1

The purpose of the Trade Corridor Enhancement Program is to provide funding for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on California's portion of the National Highway Freight Network, as identified in California Freight Mobility Plan, and along other corridors that have a high volume of freight movement. This statewide, competitive program will provide approximately \$300 million per year in state funding and approximately \$515 million in National Highway Freight Program funds, if the federal program continues under the next federal transportation act.

State Statute - [Streets and Highway Code](#):

Streets and Highway Code Section 2192. ... (b) The funding described in subdivision (a) shall be available upon appropriation for allocation by the California Transportation Commission for infrastructure improvements in this state on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network, and along other corridors that have a high volume of freight movement, as determined by the commission and as identified in the state freight plan developed pursuant to Section 13978.8 of the Government Code. Projects eligible for funding shall be included in an adopted regional transportation plan. Projects within the boundaries of a metropolitan planning organization shall be included in an adopted regional transportation plan that includes a sustainable communities strategy determined by the State Air Resources Board to achieve the region's greenhouse gas emissions reduction targets. In developing guidelines for implementing this section, the commission shall (1) apply the guiding principles, to the maximum extent practicable, in the California Sustainable Freight Action Plan released in July 2016 pursuant to Executive Order No. B-32-15, and (2) consult the state freight plan and the applicable port master plan.

At Risk by Guidelines

Affordable Housing and Sustainable Communities (AHSC)

Managed by Strategic Growth Council

AHSC provides funding for affordable housing developments (new construction or renovation) and transportation infrastructure. This may include sustainable transportation infrastructure, such as new transit vehicles, sidewalks, and bikeways; transportation-related amenities, such as bus shelters, benches, or shade trees; and other programs that encourage residents to walk, bike, and use public transit. The AHSC program funded under California's Cap and Trade program. [Source](#)

State Statute - [Public Resources Code](#):

Public Resources Code Section 75211. To be eligible for funding pursuant to the program, a project shall do all of the following:

- (a) Demonstrate that it will achieve a reduction in greenhouse gas emissions.
- (b) Support implementation of an adopted or draft sustainable communities strategy or, if a sustainable communities strategy is not required for a region by law, a regional plan that includes policies and programs to reduce greenhouse gas emissions.
- (c) Demonstrate consistency with the state planning priorities established pursuant to Section 65041.1 of the Government Code.

Local Partnership Program (LPP)

Managed by California Transportation Commission

The Road Repair and Accountability Act of 2017 (Senate Bill 1) created the Local Partnership Program and continuously appropriates \$200 million annually from the Road Maintenance and Rehabilitation Account to local and regional transportation agencies that have sought and received voter approval of taxes or that have imposed fees, which taxes or fees are dedicated solely for transportation improvements. [Source](#)

[2022 Guidelines](#)

Transportation, Land Use, and Housing Goals

Regional - The project nomination should explain how the project will advance transportation, land use, and housing goals within the region as identified in the region's Regional Transportation Plan, Sustainable Communities Strategy (where applicable), and Regional Housing Needs Allocation. This may also include demonstrating how the project will support or align with the region's Regional Early Action Planning (REAP) grant investments or other regional planning or implementation efforts.

Local Transportation Climate Adaptation Program (LTCAP)

Managed by California Transportation Commission

The LTCAP Program received \$148 million of General Fund in Fiscal Year 2021-22 supported by the federal Infrastructure Investment and Jobs Act of 2021 (IIJA) (Public Law 117-58) which created a new resilience formula program, the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT). The PROTECT Program provides California with approximately \$252.5 million dollars over five years through 2026 with funds for resilience improvements that protect surface transportation assets. The PROTECT funds will be administered through the LTCAP Program.

The primary objective of this program is to provide competitive grants to local agencies for the development and implementation of capital projects adapting local transportation infrastructure to climate changes. [Source](#)

[2023 Guidelines](#)

Confirmation that the proposed project is consistent with the current approved Regional Transportation Plan, and if within the boundaries of a Metropolitan Planning Organization, consistent with the Sustainable Communities Strategy.

Include a link to the current and approved Regional Transportation Plan and Sustainable Communities Strategy. Indicate page numbers where the project nomination is identified.

Transformative Climate Communities

Managed by Strategic Growth Council

The Transformative Climate Communities (TCC) Program funds community-led development and infrastructure projects that achieve major environmental, health, and economic benefits in California's most disadvantaged communities. TCC empowers the communities most impacted by pollution to choose the strategies and projects best suited to achieve their community vision and enact transformational change. All with data-driven milestones and measurable outcomes. Since 2018, the California Strategic Growth Council (SGC) has awarded over \$424 million in TCC grants to 37 of the most disadvantaged communities in California through a competitive process. TCC is funded through the State General Fund and cap-and-trade dollars at work through California Climate Investments. [Source](#)

[Round 5 Guidelines](#)

Other Readiness Documentation

Supports the implementation of the applicable Sustainable Community Strategy (SCS), as confirmed by the Metropolitan Planning Organization (MPO), or equivalent sustainable planning document in non-MPO regions, demonstrating a per capita reduction in VMT and GHG

Transit and Intercity Rail Capital Program (TIRCP)

Managed by California State Transportation Agency

The Transit and Intercity Rail Capital Program (TIRCP) was created by Senate Bill (SB) 862 () and modified by SB 9, to provide grants from the Greenhouse Gas Reduction Fund (GGRF) to fund capital improvements that will modernize California's intercity rail, commuter rail, and urban rail systems, and bus and ferry transit systems to reduce emissions of greenhouse gases, vehicle miles traveled, and congestion.

SB 125 (Chapter 54 of the Statutes of 2023) guides the distribution of \$4 billion in General Fund through TIRCP on a population-based formula to regional transportation planning agencies, which will have the flexibility to use the money to fund transit operations or capital improvements.

[Source](#)

[2022 Guidelines](#)

10.2 Secondary Evaluation Criteria Projects will also be evaluated based on the following criteria:

5. Consistency with a plan or strategy contained in an adopted Sustainable Communities Strategy, as confirmed by the Metropolitan Planning Organization (MPO), or, in non-MPO regions, a regional plan that includes policies and programs to reduce greenhouse gas emissions. Especially in the case of large capital projects, inclusion in an applicable financially constrained SCS will be noted as evidence of regional funding commitment and enhanced likelihood of successful project delivery. Consistency with the 2018 State Rail Plan service and connectivity goals, if applicable. Projects that are part of a regional network and are considered regionally significant should be noted as such. All referenced documents should be included as an attachment.



BLUEPRINT

SCCP Funding in the Region		
2018	Sac I5 Corridor Enhancements Ph1	\$15,000,000
2018	US50 Multimodal Corridor Enhancements	\$110,300,000
2020	Placer Sacramento Gateway Ph1	\$67,075,000
2020	Sacramento Valley Station	\$50,000,000
2022	Third Track/ Sac Valley Station	\$50,000,000
Total SCCP		\$292,375,000
TCEP Funding in the Region		
2020	Capitol Region Freight Project	\$63,000,000
2022	I-5 Managed Lanes	\$10,000,000
2022	WattEV	\$33,668,000
2022	Grant Line Connector D2A	\$3,000,000
Total TCEP		\$109,668,000
By Statute Funds Total		\$402,043,000
AHSC Funding in the Region		
Round 1	Delta Lane/Gateway, West Sacramento	\$6,730,888
Round 2	Creekside, Davis	\$11,881,748
Round 3	Meadow View Place, Placer County	\$16,255,000
Round 4	Railyards, Sacramento	\$15,211,698
Round 4	Twin Rivers, Sacramento	\$18,793,015
Round 6	On Broadway Apartments, Sacramento	\$29,000,000
Round 7	440 Arden Way, Sacramento	\$42,970,729
AHSC Total		\$140,843,078
LPP Funding in the Region		
2018	Formula	\$6,739,000
2018	Placerville Interchanges	\$1,070,000
2018	Southeast Connector	\$20,000,000
2018	Sac Grid 3.0	\$5,000,000
2018	Woodland West Main St Bike Ped	\$2,000,000
2020	Formula	\$8,934,000
2020	Diamond Springs Parkway	\$5,320,000
2020	I Street Bridge Replacement	\$15,000,000
2020	Bridge St Widening	\$2,810,000
2022	Formula	\$6,502,000
2022	Hazel US50	\$25,000,000
2022	N. Beal Rd PhIII	\$3,000,000

2022	El Dorado Pioneer Trail/ Hwy 50	\$3,055,000
LPP Total		\$104,430,000
LTCAP Funding in the Region		
Round 1	Olivehurst Roadway Climate Resiliency Project	\$48,477,000
Round 1	Floodgate Modernization & Resilient Project	\$7,737,000
Round 1	EDCTC US 50 Trip to Green	\$3,000,000
LTCAP Total		\$59,214,000
TCC Funding in the Region		
2018	SIMPL: Sacramento Integrated MultiModal Place Based Living	\$23,000,000
TCC Total		\$23,000,000
TIRCP Funding in the Region		
Cycle 1	SacRT LRT Vehicles	\$6,427,000
Cycle 1	CCJPA Travel Time Reduction	\$4,620,000
Cycle 2	CCJPA Third Track	\$8,999,000
Cycle 2	SacRT Streetcar	\$30,000,000
Cycle 3	LTR Vehicles and Gold Line Track	\$40,535,000
Cycle 4	Sac Valley Station	\$3,914,000
Cycle 4	SacRT LRT Vehicles	\$23,600,000
Cycle 5	Sac Valley Station	\$49,865,000
Cycle 5	SacRT LRT Vehicles	\$23,600,000
Cycle 6	CCJPA Third Track	\$30,000,000
Cycle 6	Sac Valley Station	\$30,871,000
Cycle 6	SacRT System Enhancement	\$8,553,000
Cycle 6	Yuba-Sutter Transit Facility	\$13,725,000
TIRCP Total		\$274,709,000
SB 125 Funding in the Region		
SB 125	Sacramento, Sutter, Yolo, Yuba	\$200,896,191
SB 125	Placer	\$32,754,414
SB 125	El Dorado	\$18,193,898
SB 125 Total		\$251,844,503
By Guidelines Total		\$854,040,581
All SCS Reliant Funds		\$1,256,083,581