

MEMORANDUM OF UNDERSTANDING

This Memorandum of Understanding (“MOU”) is entered into between the Placer County Transportation Planning Agency (“PCTPA”) and the Sacramento Area Council of Governments (“SACOG”).

This MOU is only intended to apply within the areas under the jurisdiction of PCTPA and SACOG. References herein to the “Region” or the “area,” or to “Placer County,” shall be interpreted as excluding the Lake Tahoe Basin that is within the jurisdiction of Tahoe Regional Planning Agency.

RECITALS

- A. PCTPA is a Regional Transportation Planning Agency (“RTPA”) formed by Government Code Section 67910 to serve Placer County. PCTPA’s governing board is comprised of representatives from the Placer County Board of Supervisors; the city councils of Auburn, Colfax, Lincoln, Rocklin, and Roseville; and the town council of Loomis.
- B. SACOG is a joint powers authority whose members are the counties and cities within the six-county greater Sacramento Region. SACOG’s membership includes the County of Placer, as well as the cities of Auburn, Colfax, Lincoln, Rocklin, Roseville, and the Town of Loomis.
- C. SACOG is the Metropolitan Planning Organization (“MPO”) for the Region. Among other responsibilities, SACOG prepares transportation plans for federal purposes, prepares the Metropolitan Transportation Improvement Program (“MTIP”) to program federal transportation funds, and prepares the Sustainable Communities Strategy (“SCS”) as required by state law.
- D. As the RTPA, PCTPA updates and adopts a Regional Transportation Plan (RTP) and develops a Regional Transportation Improvement Program (“RTIP”) to program state transportation funding.
- E. Government Code Section 65080 requires consistency between the SCS and RTP. Because SACOG and PCTPA have overlapping jurisdictions with differing but connected responsibilities, SACOG and PCTPA have entered into prior MOUs in order to define their relationship and ensure federal and state transportation planning and programming, and related requirements such as Clean Air Act conformance, are consistent with current federal and state law, regulations and guidance and performed through a collaborative and inclusive approach.
- F. In spring of 2021, the Federal Highway Administration (“FHWA”) and Federal Transportation Administration (“FTA”) issued a Corrective Action to the California Department of Transportation, which in turn required SACOG as the MPO to update and modify its process for programming federal funds. To respond to the Corrective Action, SACOG’s Board in February, 2023, approved a new process to select projects to fund with federal transportation funds after July 1, 2023.

G. PCTPA and SACOG therefore desire to enter into this MOU in order to:

- a. Coordinate transportation planning and programming for the purposes of the Infrastructure Investment and Jobs Act (IIJA), or any successor act, and the federal Clean Air Act, which is the responsibility of SACOG, with the transportation planning and programming for the purposes of state law, which is the responsibility of PCTPA in Placer County.
- b. Achieve governmental efficiency by, where possible, avoiding duplication of efforts and working toward the mutual benefit of each party.
- c. Implement SACOG's adopted procedure that is necessary under the Corrective Action for allocation of federal transportation funds within the Region, including within Placer County.
- d. Establish areas where SACOG can provide technical support to PCTPA and develop means for mutual collaboration between the two agencies.
- e. Ensure PCTPA continues to serve as the RTPA representing Placer County through development of the SACOG MTP/SCS and other transportation planning activities administered by SACOG.
- f. Identify and implement measures for cooperation and coordination amongst SACOG, PCTPA, and their respective member agencies.
- g. Establish a binding mechanism for PCTPA to compensate SACOG for work that SACOG performs for the benefit of PCTPA.
- h. Nothing in this MOU prejudices the negotiations for, or right to receive funds in the amount apportioned by the Department of Transportation in exchange for Placer County jurisdiction's entitlement to federal regional surface transportation block grant funds pursuant to subdivision (g) of Section 182.6 of the Streets and Highway Code.

MUTUAL UNDERSTANDINGS

1. INTRODUCTORY TERMS

1.1 Prior Memoranda of Understanding. This MOU is intended to repeal and replace the prior MOU between the Parties.

1.2 Legal Citations. Legal citations and other references to laws contained within in this MOU are intended for clarity and convenience and not for limitation. To the extent referenced laws are re-codified or re-adopted or otherwise modified, the meaning and intent of this MOU shall remain the same. To the extent that new programs are adopted to which procedures set forth in this MOU would be applicable, the Parties understand that the same

procedures would apply. (For example, if new federal funding sources are established by law which must follow the same selection procedures as STBG and CMAQ as set forth herein.)

1.3 Definitions. For purposes of this MOU, the capitalized terms and abbreviations used herein shall have the meanings set forth in Addendum #1. The Parties acknowledge that terms used under laws relevant to this MOU, or in common practice in the transportation planning industry, may have overlapping or interchangeable meanings. For clarity, the Parties in this MOU are using particular terms in order to clarify their respective responsibilities and obligations.

2. FEDERAL AIR QUALITY STANDARDS

2.1 Conformity. Pursuant to Section 176(c) of the Clean Air Act (42 U.S.C. § 7506(c)), federal agencies, including FHWA and FTA cannot provide financial assistance for activities that do not conform to the State Implementation Plan (“SIP”), and SACOG as the Region’s MPO cannot give its approval to any project, program, or plan which does not conform to the SIP. More specifically, SACOG cannot approve activities that will: (i) cause or contribute to any new violation of any air quality standard; (ii) increase the frequency or severity of any existing violation of any air quality standard; or (iii) delay timely attainment of any air quality standard or any required interim emission reductions or other milestones in the Region. As further set forth in this MOU, SACOG prepares its MTP and MTIP to conform to the air quality standards set forth in the SIP.

2.2 Collaborative Efforts. The Parties recognize that a failure to conform to federal Clean Air Act standards could negatively impact the Region’s ability to qualify for, or compete for, federal funding, which could result in less funding within both Placer County and the greater SACOG Region. The Parties intend for this MOU to ensure that the Parties will not approve non-exempt projects that would negatively impact the Region or the ability of SACOG to meet conformity requirements. The Parties will therefore collaborate to submit non-exempt projects to SACOG for the purpose of analyzing air quality impacts and protecting conformity with Clean Air Act standards.

3. DEVELOPMENT OF SACOG’S MTP/SCS

3.1 Responsibility. Preparation of the MTP/SCS is the sole and exclusive responsibility of SACOG. SACOG and PCTPA will coordinate and cooperate in developing the MTP/SCS as set forth in this MOU.

3.2 Collaborative Efforts Related to the MTP/SCS

3.2.1 At the commencement of each plan revision, SACOG will consult with PCTPA on the schedule SACOG plans to use during the planning cycle. To the extent possible, the schedule shall specify the dates at which the different draft components (policies, financial, etc.) of the draft MTP/SCS will be first developed and considered. SACOG and PCTPA shall agree to a schedule which shall specify when PCTPA plan and program documents are to be submitted to SACOG in order to be considered pursuant to this Section.

3.2.2 According to a schedule established by SACOG, PCTPA shall submit Plan and Program Documents for consideration by SACOG for inclusion within the draft MTP/SCS. At a minimum, project data submitted shall include project location, project description, completion year, total cost, and funding totals for local and non-local sources. If SACOG needs information directly from local agencies within Placer County pertaining to the MTP/SCS, SACOG will make reasonable efforts to coordinate with PCTPA on these communications. SACOG shall review and accept this information in developing its draft MTP/SCS unless there are reasons why it does not meet federal and state standards or contribute positively to regional performance-based planning objectives. To the extent possible, these submissions shall be presented in a format which is consistent with a database used by SACOG. These submissions shall include all regionally significant projects which are included in the list of funding constrained projects in PCTPA's RTP.

3.2.3 After taking into account the Plan and Program Documents received from PCTPA, SACOG shall submit a proposed draft of the MTP/SCS to PCTPA for review and comment. Prior to excluding or revising any project, SACOG shall consult with PCTPA and attempt to develop mitigation actions or to find another project to substitute, if applicable. SACOG will not substitute or revise projects in Placer County into the Metropolitan Transportation Plan without first consulting with PCTPA.

3.2.4 The procedure for adopting a MTP/SCS shall include:

(a) Collaborating between SACOG and PCPTA staff on the development of the Policy Element of the plan.

(b) Collaborating between SACOG and PCPTA staff on the development of a growth forecast for the six-county region.

(c) PCTPA staff participation in the review of the MTP/SCS by any staff committee which has a role in resolving conflicts between projects or recommending amendments or revisions to an existing or draft MTP/SCS. PCTPA shall be a member of any appropriate technical committee.

(d) Making reasonable efforts to send any draft MTP/SCS to PCTPA in advance of any formal review by SACOG or any committee, to identify or resolve potential conflicts between the PCTPA RTP and SACOG MTP/SCS.

(e) That if a draft MTP/SCS is amended or revised, the amendment or revision shall be sent to PCTPA for review and comment, unless the amendment or revision has no effect upon PCTPA or any jurisdictions which are members of PCTPA.

4. DEVELOPMENT OF PCTPA's RTP

4.1 Responsibility. Preparation of the RTP for Placer County is the sole and exclusive responsibility of PCTPA. In preparing the RTP, SACOG and PCTPA will coordinate and cooperate in developing the MTP/SCS as set forth in this MOU. The RTP shall be consistent

with the state and federal planning and performance standards required of the current and any subsequent MTP/SCS.

4.2 Collaborative Efforts Related to the RTP.

4.2.1 PCTPA will involve SACOG in the development of the RTP to ensure that the RTP does not impede SACOG's ability to meet federal and state requirements including but not limited to (i) greenhouse gas targets as set forth in the SIP, and (ii) the ability of SACOG to adopt an SCS and achieve the California Air Resources Board's acceptance of the adopted SCS.

4.2.2 SACOG will develop financial forecasts in consultation with PCTPA.

4.2.3 PCTPA will include SACOG in county-level discussions for new revenue sources and expenditure plans (such as sales taxes or roadway pricing) to inform SACOG forecasts.

4.2.4 Whenever feasible, SACOG and PCTPA shall collaborate on the collection and development of demographic and land use data required to support the planning process. Each agency shall make available to the other any such data not constrained by proprietary agreement or other legal device. When paying for data or tools, SACOG and PCTPA shall consider in the scope of any agreement access for the other agency. If not feasible to include at the outset, any expense associated with providing such data shall be borne by the requesting agency.

4.2.5 Transportation project/program investments, costs, and completion years will be consistent between the MTP/SCS and RTP.

4.2.6 SACOG and PCTPA shall use data and methodologies which are consistent and compatible in the development of the MTP/SCS, RTP and RTIP.

4.2.7 In developing the RTP, PCTPA shall consider the factors specified in Title 23 of the United States Code.

5. CONFLICT RESOLUTION PROCESS

5.1 The process for planning and adoption of the MTP/SCS, MTIP, RTP, and RTIP includes procedures for the exchange of information, consultation and standards for consideration and inclusion of programs and projects. SACOG and PCTPA agree that it is appropriate to include a conflict resolution process which offers both parties representation in the resolution of a dispute which results from the planning process established by this MOU and cannot be resolved through these procedures.

5.2 Prior to consideration by SACOG of the adoption of the MTP or the MTIP, and at a time which will not delay approval of MTP or MTIP, or jeopardize any funding for the region, either SACOG or PCTPA may request the formation of a conflict resolution committee which shall consist of two members of SACOG's governing board and two members of PCTPA's governing board. If requested by either SACOG or PCTPA, the conflict resolution committee shall meet in an attempt to resolve a disputed issue and, with

the consent of the members of both entities, may designate one or more additional persons, not affiliated with either entity, to assist in the resolution of the issue.

5.3 Whether or not the conflict resolution committee reaches agreement on a particular dispute, a report of the conflict resolution committee shall be presented to the boards of both SACOG and PCTPA; however, nothing in this section shall be deemed to require either SACOG or PCTPA to adopt a recommendation of the conflict resolution committee.

6. FEDERAL FUNDING PROGRAM

6.1 MTIP. SACOG is responsible for preparing and adopting the MTIP every two years, or as otherwise necessary, which will program funds for transportation projects in the Region. The MTIP will list the projects in the MTP that are programmed for funding and intend to begin work. SACOG will initiate public outreach for the MTIP, perform the financial analysis required by law, and perform the air quality conformity analysis. SACOG shall include approved STIP and RTP projects applicable from PCTPA in developing its MTIP unless there are reasons why these projects may not meet federal standards. Prior to excluding any PCTPA project, SACOG staff shall consult with PCTPA staff, attempt to develop mitigation actions, and resolve any conflicts via the Conflict Resolution Process outlined in Section 5. PCTPA will acknowledge the process set forth in this agreement for federal funding allocations and work collaboratively with SACOG through that process.

6.2 Acknowledgment of Corrective Action. SACOG and PCTPA acknowledge and understand that, as a result of the Corrective Action, (i) SACOG cannot suballocate funds by mode or population to cities or counties, (ii) SACOG must be directly involved in the eligibility screening prior to project selection, and (iii) the SACOG Board must approve projects for funding. SACOG intends to continue to coordinate and collaborate with PCTPA in the manner and to the extent allowed by FHWA, FTA and the relevant federal transportation funding programs and implementing regulations. The procedures within this section are as adopted by SACOG in order to comply with the Corrective Action and continue receiving and programming CMAQ and STBG funds within the Region, including within Placer County.

6.3 Procedure For Highway Funding Allocations. SACOG's board has adopted the procedure set forth in Addendum #2 to this MOU, which FHWA has confirmed is in compliance with FHWA's requirements. PCTPA acknowledges this procedure and agrees to coordinate with SACOG for programming of federal funds in the Region, including Placer County, through utilization of this procedure.

6.4 SACOG has programmed federal highway funding (CMAQ or STBG) to PCTPA to fund a portion of Placer County's Freeway Service Patrol (FSP) program. It is the intent of SACOG to establish a set-aside program in its federal funding programs to augment FSP programs within the six-county region no later than December 31, 2025, with annual allocations beginning in fiscal year 2027-2028. So long as PCTPA operates a FSP program, it shall be a recipient of funds for the FSP augmentation program. SACOG staff shall consult with PCTPA

and other FSP providers in the six-county region on the needs for FSP augmentation in developing its recommendations to the SACOG Board of Directors. Once established, the intent is to set a baseline amount that is increased annually at no less than the lesser of the increase in CMAQ or STBG funds received by SACOG.

6.5 Federal Transit Funding Under Title 49. As the MPO, SACOG receives federal transit funds by formula for urbanized areas. This includes areas within Placer County. SACOG provides grants to eligible recipients consistent with the requirements of each program. These funds are awarded by SACOG on a six-county basis, except that some funds have a specific purpose (i.e., fixed guideway transportation or rural transportation) that may limit the geographic areas eligible to receive these funds.

7. STATE/LOCAL FUNDING PROGRAM

7.1 RTIP. PCTPA is responsible for preparing the RTIP and for programming STIP funding in Placer County. PCTPA will submit all Non-Exempt Projects to SACOG for air quality conformity analysis before being funded through the RTIP.

8. SACOG TECHNICAL SUPPORT

8.1 Technical Support to RTPA. PCTPA's use of SACOG's travel demand model, related analytical software tools and parametric data shall remain subject to existing agreements or such future agreements as may be negotiated between SACOG and PCTPA.

9. COOPERATION

9.1 Additional Efforts. SACOG and PCTPA will:

9.1.1 Meet at least quarterly to coordinate on the issues covered in this MOU and any other work between the Parties;

9.1.2 Cooperate on establishment of regional priorities;

9.1.3 Coordinate annually on the development of the Parties' respective Overall Work Plans;

9.1.4 Participate on committees/technical advisory committees/stakeholder groups/steering committees as necessary or convenient to carry out the Parties' missions; and

9.1.5 Engage in such other cooperative efforts to further effective and efficient transportation planning, seek and program transportation funding, achievement of air quality conformity, and other planning and programming tasks.

10. COMPENSATION TO SACOG

10.1 Purpose. The Parties acknowledge that all jurisdictions within the Region should share equitably in the costs of the development of the Metropolitan Transportation Plan and the Metropolitan TIP and air quality conformity; therefore, jurisdictions which are members of

SACOG should not be required to pay for the work performed by SACOG for jurisdictions within the Region that are not members of SACOG.

10.2 Method. To compensate SACOG for performing the transportation planning and programming responsibilities required under Title 23 and Title 49 and the Clean Air Act, PCTPA shall make payments to SACOG in accordance with the following:

10.2.1 PCTPA shall annually contribute to SACOG from PCTPA's annual work program, in consideration for SACOG's federal planning and programming effort in the amount of \$330,000 starting July 1, 2024, and increasing annually based on the California Consumer Price Index (CA CPI). The CA CPI is defined as the "California CPI for all Urban Consumers" as measured by the California Department of Industrial Relations for the 12-month period ending in the December immediately preceding the fiscal year. For example, CA CPI for July 1, 2025, will be the CA CPI for the period from December 2023 – December 2024. This information is typically published mid-February which should provide sufficient time to confirm the amount before either PCTPA or SACOG adopts its final budget.

10.2.2 SACOG shall invoice PCTPA quarterly, providing sufficient details in the invoice to meet Rural Planning Assistance fund reimbursement requirements.

10.2.3 Funds paid to SACOG shall be Rural Planning Assistance funds unless mutually agreed to by SACOG and PCTPA.

10.2.4 The contribution to SACOG may be modified through mutual written agreement, including arrangements for one-time costs for special plans or projects identified by SACOG and PCTPA as part of developing their annual OWPs. Any ongoing modifications will be based upon an analysis of both (1) the SACOG planning work program excluding activities which are primarily due to SACOG's role as an RTPA, ALUC, or COG, and (2) the cost savings to SACOG for PCTPA products provided to SACOG as part of its state-designated RTPA activities.

11. MISCELLANEOUS

11.1 Addenda. This MOU is inclusive of Addendum # 1, Definitions, and Addendum #2, Federal Highways Funding Process.

11.2 Amendments. This MOU shall only be amended in writing.

11.3 Term. This MOU shall become effective upon its approval by all Parties. It shall remain in effect until terminated by one of the Parties after 60 days' written notice to the other Party.

11.4 Counterparts. This MOU may be executed in counterparts, any of which may be used as the original.

11.5 Member Jurisdictions. Nothing herein is intended to limit either Party from working directly with its respective member jurisdictions.

The governing board of each Party has approved this MOU and authorized its execution by the undersigned officers.

PLACER COUNTY
TRANSPORTATION PLANNING AGENCY

SACRAMENTO AREA
COUNCIL OF GOVERNMENTS

Matt Click
Executive Director

James Corless
Executive Director

ADDENDUM #1

DEFINITIONS

ALUC. Airport Land Use Commission, which is another function of both SACOG and PCTPA separate from their responsibilities addressed in this MOU.

COG. Council of Governments, which is another function of SACOG separate from its responsibilities addressed in this MOU.

Clean Air Act. Chapter 85 of Title 42 of the United States Code.

Corrective Action. The corrective action issued by the FHWA and FTA to the California Department of Transportation as part of the certification of the 2021 Federal Statewide Transportation Improvement Program regarding suballocation and administration of STBG and CMAQ funds, which is applicable to SACOG as the MPO for programming these funds.

CMAQ or Congestion Mitigation and Air Quality Improvement Program. The federal transportation funding program set forth at 23 U.S.C. § 149.

Placer County. For purposes of this MOU, references to Placer County exclude the geographical area in the County that are within the Tahoe Basin and under the jurisdiction of TRPA.

MPA or Metropolitan Planning Area. The geographic area determined by agreement between the metropolitan planning organization for the area and the Governor under 23 U.S.C Section 134.

MPO or Metropolitan Planning Organization. The policy board of an organization established as a result of the designation process as defined in 23 U.S.C Section 134. SACOG is the MPO for the Region, including for Placer County.

MTP/SCS. SACOG's plan that contains both the MTP and SCS, which SACOG also refers to as the "Blueprint".

MTIP or Metropolitan Transportation Improvement Program. A transportation improvement program developed by a metropolitan planning organization under 23 U.S.C Section 134; specifically, the MTIP that SACOG prepares for the purpose of programming federal funds.

MTP or Metropolitan Transportation Plan. The long-range transportation plan that is required under federal law pursuant to 23 U.S.C § 134.

Non-Exempt Project. A capacity-increasing project that is not identified in SACOG's MTP/SCS.

Region. The six-county greater Sacramento region that includes El Dorado, Sacramento, Yolo, Yuba, Sutter and Placer Counties, except for the portions of El Dorado County and Placer County that are in the Tahoe Basin and within the jurisdiction of TRPA.

RTIP or Regional Transportation Improvement Program. PCTPA's programming of county shares of state STIP funds.

RTP or Regional Transportation Plan. The regional transportation plan that is required under state law pursuant to Government Code section 65080, which together with Government Code section 67910 designates PCTPA as the agency to prepare the RTP for Placer County.

RTPA or Regional Transportation Planning Agency. The agency designated under Government Code section 29532 or 29532.1 for regional transportation planning. PCTPA is the RTPA for Placer County; SACOG is the RTPA for Sacramento, Yolo, Yuba and Sutter Counties.

SCS or Sustainable Communities Strategy. The growth strategy that each MPO in California is required to develop as part of an RTP pursuant to California Government Code Section 65080. As the MPO for the Region, SACOG is required to prepare the SCS, including the SCS as it relates to Placer County.

SIP or State Implementation Plan. The plan (or plans, inclusive) that CARB develops pursuant to the federal Clean Air Act to attain national ambient air quality standards by specified dates.

STBG or Surface Transportation Block Grant Program. The federal transportation funding program set forth at 23 U.S.C. § 133.

STIP or State Transportation Improvement Program. The biennial five-year plan adopted by the CTC for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements.

Title 23. Refers to Title 23, "Highways," of the United States Code.

Title 49. Refers to Title 49, "Transportation," of the United State Code.

TRPA or Tahoe Regional Planning Agency. The agency designated by Title 23 as the MPO for the Tahoe region and designated by California Government Code Section 67000 et seq. as the RTPA for the Tahoe region. The boundaries of the TRPA area are defined by Government Code Section 67021.

ADDENDUM #2

FEDERAL HIGHWAYS FUNDING PROCESS

Section 182.6 of the Streets and Highways Code allows the State (Caltrans) to exchange a portion of STBG funds for State funds and allocate these funds to RTPAs for rural areas. These funds are commonly known as “Rural Exchange” funds. These funds are not federal funds and not subject to Federal Highways Funding Process outlined below.

A. Target Setting Process

1. *Federal Funds Available to California by Federal Formula*: States receive a set amount of STBG and CMAQ funds based on formulas established in federal transportation law. The Bipartisan Infrastructure Law, enacted in 2021, set funding levels for five years.
2. *Federal Funds Available to MPOs by State Formula*: Caltrans then sub-allocates a portion to regions and retains a portion for statewide programs or other distributions. Each year, the Caltrans Division of Financial Programming publishes estimated and final amounts for these funds for each federal fiscal year (October 1-September 30).
3. *SACOG Funding Round Federal Funding Estimate*: SACOG will utilize the Caltrans Division of Financial Programming information and its own analysis to estimate the available funding in advance of any given funding round.
4. *SACOG Board Sets Regional Performance Target Criteria and Weighting, Defines Priority Programs*: After the available funds are estimated, SACOG staff will coordinate with PCTPA staff to review available data on performance measurement and make recommendations to the SACOG board on strategic investments to make progress toward these policy goals. Additionally, SACOG staff will recommend priority programs that may be separate from the competitive funding round.
5. *Performance-Based Funding Targets*: With SACOG board direction, staff will calculate targets for all six counties and, if applicable, for the priority programs.
6. *Individual Targets for Six Counties*: SACOG will publish a target for each county. The target will be a range of the amount of federal transportation funding available for that funding round, and will not be tied to a set amount of STBG or CMAQ funds.
7. *Priority Programs (Without County-Level Targets)*: SACOG’s board may establish a set-aside of funds or unique competitive funding programs that would not have county-level targets. SACOG has funded several programs over the last several decades to help achieve regional goals. Key examples are Transportation Demand Management, Sacramento Emergency Clean Air & Transportation Grant Program, and Spare the Air. In recent years, new programs such as Engage, Empower Implement have been funded through a set-aside, or a separate competitive funding program, such as Green Region, that has had different criteria from the primary funding round programs.

B. Project Selection Process

1. *Regional call for projects with approved regional performance criteria:* SACOG will issue a single regional call for projects with unified criteria for all applications for STBG and CMAQ funds.
2. *Project sponsor coordination:* For Placer County, project sponsors will coordinate with PCTPA regarding the potential project scopes and benefits, and PCTPA together with project sponsors will ensure that projects are consistent with the RTP. Because PCTPA is the RTPA for Placer County, PCTPA will assist project sponsors to prepare and submit projects for consideration throughout the process.
3. *Project performance assessment tool:* SACOG will utilize its Project Performance Assessment Tool to generate data about project benefits that can be compared to other projects in the Region. At the outset of the process, SACOG, in cooperation with PCTPA, may also identify other technical tools and data to be used to evaluate projects.
4. *Prioritized lists submitted to SACOG:* Projects sponsors from all six counties will submit applications to SACOG. In Placer County, PCTPA will submit a prioritized list to SACOG on behalf of all applicants in the County.
5. *SACOG reviews eligibility, consistency with MTP goals:* SACOG will work with PCTPA to review all projects for eligibility and consistency with MTP goals before sending them to the review panel. Projects will be reviewed by a six-county committee consisting of technical experts from SACOG, EDCTC, PCTPA, local transportation departments, and other transportation professionals.
6. *Projects prioritized across all six counties by review committee:* Using the criteria established by the SACOG Board of Directors at the beginning of the funding round cycle, the technical experts will score and prioritize projects throughout the Region.
7. *SACOG staff reviews recommendations and ensure all projects are scored using regional performance criteria:* SACOG staff sets final regional list of priorities recommended to the SACOG board.
8. *SACOG Transportation Committee reviews and recommends:* As the policy committee charged with reviewing funding, SACOG's Transportation Committee will review the staff recommendation and make a recommendation to the full SACOG board.
9. *SACOG Board selects projects:* Through its final action on the funding round recommendations, the SACOG board may modify the recommendations and therefore

retain the ultimate authority to select all projects that are consistent with board policy and applicable state and federal requirements.

10. *SACOG staff recommends programming projects with STBG and CMAQ.* After projects are selected through the funding round, projects must be assigned either STBG or CMAQ funds based on their eligibility, the anticipated year of construction, and other factors. SACOG works with project sponsors after they are selected in each funding round to recommend the best fit of projects based on board priorities and project timing.
11. *SACOG Board adopts MTIP:* As the final action in this process, the SACOG board will formally adopt or amend the MTIP, formally assigning federal funding to specific projects or programs.