

## 2025 Regional Funding Round Program Framework

Due to a corrective action issued by FHWA to Caltrans that was resolved in March of 2023, SACOG's two main federal funding sources, Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) programs, are now required to be administered through a six-county competitive process. State funding from the State Transportation Improvement Program (STIP) will remain a four-county program. Because of this change, the board directed staff to convene a board working group comprised of six SACOG board members, one from each county, and a staff working group comprised of representatives from local agencies from the across the region. The two working groups were charged with developing the next regional funding round.

CMAQ funding is required to be spent on projects with air quality benefits while STBG has a wide range of eligibility. The framework envisions three programs that aligned with their funding source: a Next Generation Solutions and Clean Air program to align with CMAQ funds, and the System Performance and System Preservation programs to align with STBG funds that provides more flexibility for fix it first projects.

The four-county STIP funding program will be aligned with the state's Climate Action Plan for Transportation Infrastructure (CAPTI), focusing state dollars on fix-it-first projects and large regional projects while moving forward policies and goals related to climate and equity.

### Regional Program Goals and Commitments

- **Meet federal and state performance objectives and policy goals.** Prior funding rounds have successfully helped the region meet federal and state performance targets, including safety, state of good repair, goods movement, and greenhouse gas emission reductions. These are critical requirements that the region must show progress on to remain competitive for state and federal funding.
- **Position region for competitive state and federal funding.** SACOG's technical assistance and strategic funding has supported successful federal and state grant applications. The Regional Funding Round will continue leveraging funding and support to advance large regional capital investments and regionally identified priority projects through board action.
- **Implement policies from the 2025 Blueprint (MTP/SCS).** Focusing on the triple bottom line framework of equity, economy and environment, the Regional Funding Program will align with priorities that shape the long-range transportation landscape.
- **Integrate equity considerations more fully into regional investment priorities.** The Regional Funding Program will incorporate equity into the funding process, while also prioritizing equity as part of partner project development. Elements include the new Engage, Empower, and Implement program; affirming equity as a performance outcome in the core funding programs; and building a richer dataset through the Project Performance Assessment toolkit for use by applicants and the evaluation review groups.
- **Prioritize state of good repair and fix-it-first.** Recognizing the growing maintenance needs of the region, the Regional Funding Program seeks to reinvest in existing infrastructure to maintain facilities in a state of good repair, allowing for safe and efficient travel for all modes.
- **Advance regionally identified programs.** The SACOG board has recently adopted plans and prioritized agency programs for the Regional Trail Network, Green Means Go, and regional high-capacity transit investments, among others. The Regional Funding Round will provide opportunity to continue implementation of these key projects.

## Regional Funding Programs Guiding Themes

- Green House Gas/Vehicle Miles Traveled Reduction
- State of Good Repair
- Urban and rural needs balance
- More certainty of funding
- Partnerships and regional support of projects
- Agency Strategic Plan and MTP/ SCS Policy Framework – Equity, Economy, and Environment

## Regional Funding Round Advances these Investment Priorities through following programs:

### Six-County Federal Funding Program

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#### Next Generation Solutions and Clean Air Program

*SACOG Strategic Plan Goal #2: Foster the next generation of mobility solutions.*

The Next Generation Solutions and Clean Air Program is funded with federal Congestion Mitigation and Air Quality Improvement (CMAQ) funds, which must be spent on transportation projects or programs that contribute to attainment or maintenance of the national ambient air quality standards. Based on our regional program goals and commitments, the Next Generation Solutions and Clean Air Program is designed to foster the next generation of mobility solutions., including implementation of SACOG initiatives such as the Regional Transit Network Study and Regional Trails Network as well as funding active transportation projects, ZEV implementation, Complete Streets projects, high capacity transit (generally 15 minute service at peak and better), streetscape corridors, and other projects that have air quality or multi-modal benefits. More specifically, this program seeks to fund projects in the following categories:

- Transit Capital Improvements
  - New transit facilities, if they are associated with new or enhanced transit service.
  - Acquisition of new transit vehicles (bus, rail, van) to expand the fleet to support high-capacity transit services.
  - Replacement of existing fleet vehicles to zero emission vehicles
  - Preferential bus treatment on existing roads to support speed and reliability improvements along key corridors
  - New park-and-ride facilities adjacent to high-capacity transit stops and stations
  - Mobility hubs that increase access to transit service
- Clean Fuel and Zero Emission
  - Establishment of fueling and charging facilities, and other infrastructure needed to support alternative fuel vehicles
  - Zero emission vehicle purchase
  - Development of zero emission vehicle programs, such as car sharing
- Active Transportation
  - Complete streets projects that include active transportation components

- Construction of active transportation infrastructure that:
  - Fill in existing network gaps;
  - Connect to key destination centers and/or mobility hubs; and/or;
  - Are included in the SACOG Regional Trails Network
- Non-construction projects that increase bicycle and pedestrian safety
- Congestion Management
  - Projects that improve traffic flow, including signal systemization, streamlining intersections, improving transportation systems management and operations, traffic signal optimization plans, ramp metering, and traffic signal interconnection
  - Intelligent Transportation System improvements, such as cameras, dynamic messaging signs, speed detection, and other efforts to improve incident and emergency response; or real time traffic, transit and multimodal traveler information (or similar) to improve mobility
- Travel Demand Management
  - Activities designed for mode shift, ranging from carpool and vanpool programs to parking management and road pricing measures.
  - Shared micromobility, such as bikeshare and shared scooter systems
  - Carpool and vanpool programs include computer matching of individuals seeking to carpool and employer outreach to establish rideshare programs.
  - New or expanded rideshare programs, such as new locations for matching services, upgrades for computer matching software, etc.
- Miscellaneous
  - Project development activities that lead to construction of facilities or new services and programs with air quality benefits, such as preliminary engineering or project planning studies.

Key performance objectives:

- Reducing VMT/GHG
- Increasing modal choice
- Reducing congestion
- Climate adaptation and resilience
- Economic development

### **System Performance Program**

*SACOG Strategic Plan Goal #4: Build and maintain a safe, equitable, and resilient transportation system*

The System Performance program would advance projects that increase the performance of the existing regional transportation network. The flexible nature of the STBG program allows for a wide range of eligibility for roadway improvement and other transportation network infrastructure projects, with funding focused on the following:

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

- Include additional improvements necessary to accommodate other modes of transportation, such as bicycles, NEVs, micromobility, pedestrians, and/or high-capacity transit infrastructure;
- Resolve significant safety issues (such as projects related to intersections with disproportionately high crash rates and/or high levels of congestions)
- Provide necessary infrastructure to support existing development or Green Zone developments, such as underlying utility infrastructure;
- Provide traffic calming strategies or other complete streets elements;
- Include creation of, expansion of, or substantial improvements to an evacuation route or emergency response route; and/or
- Include climate resiliency or adaptation elements.
- Capital costs for transit projects, including vehicle replacement, station/facility upgrades, etc.
- Transportation infrastructure projects that advance managed lanes and other pricing strategies.
- Roadway projects such as new roadway capacity that is managed or improvements to existing interchanges that address other underlying issues (such as evacuation needs, emergency response, or safety issues). New interchanges or new unmanaged capacity are not eligible for funding in this program.
- Projects and programs to support and advance electric vehicle (EV) charging infrastructure programs and strategies.
- Construction or enhancement of multi-use paths and/or grade separated bicycle/pedestrian crossings of major barriers.
- Development of mobility hubs that includes access and infrastructure for multiple transportation modes.
- Infrastructure-based intelligent transportation systems (ITS) capital improvements
- Enhancing the competitiveness of large infrastructure programs or projects that have been prioritized in the region for federal and state grants.

Key performance objectives:

- Safety
- Economic development
- Goods movement
- Increasing modal choice
- Reducing Congestion
- Climate adaptation and resilience

## System Preservation Program

*SACOG Strategic Plan Goal #4: Build and maintain a safe, equitable, and resilient transportation system*

The System Preservation Program will address the need for road preventative maintenance to reduce the local agency backlog of road maintenance needs and focus funding on major roadways that heavily contribute to the movement of people and goods in the region.

Under this program, funding will be focused on preservation and resurfacing of roadways functionally classified as major arterials or collectors that:

- Include existing transit routes;
- Are designated as freight or truck routes;
- Are located in a locally-defined equity priority area;
- Are located within areas that have (or have planned) transit-oriented development, mixed use, or are along major commercial corridors;
- Include existing active transportation or trail networks; and/or
- Are listed as evacuation routes and/or emergency response routes.

Key performance objectives:

- State of good repair
- Economic development
- Goods movement

## Priority Programs

Priority programs are sub-programs that are designed to achieve one specific regional priority. These focused programs traditionally have smaller budgets and are not focused on capital investments. These programs are funded with either STBG or CMAQ funding depending on their eligibility for each program.

### Existing Programs

#### **Engage, Empower, and Implement**

*SACOG Strategic Plan Goals #1 & #4: Build vibrant and inclusive places & build and maintain a safe, equitable, and resilient transportation system*

The Engage, Empower, and Implement (EEI) Program will fund partnerships between local government entities and community-based organizations (CBOs) for community-based planning and pre-construction project development activities in the six-county greater Sacramento region, with a specific focus on meaningful community engagement in disinvested communities.

#### **Sustainable Mobility Program (Formerly Mode Shift) – Non-Capital infrastructure projects**

*SACOG Strategic Plan Goals #2 & #4: Foster the next generation of mobility solutions & build and maintain a safe, equitable, and resilient transportation system*

This program partners with local agencies to invest in, test, and expand programs that reduce car trips and provide new mobility solutions. This program funds small non-infrastructure programs, events, quick-build projects, tactical urbanism, or projects to reduce single occupancy vehicle trips and miles by encouraging biking, walking, riding transit, carpooling, vanpooling, and teleworking as options for reducing car trips.

## **SECAT**

*SACOG Strategic Plan Goal #2: Foster the next generation of mobility solutions*

The Sacramento Emergency Clean Air Transportation (SECAT) Program is a partnership between the Sacramento Metropolitan Air Quality Management District (District or Sac Metro Air District) and the Sacramento Area Council of Governments (SACOG). The program's goal is to promote zero and near-zero emission on-road heavy-duty vehicles operating in the SACOG region.

## **Spare the Air**

*SACOG Strategic Plan Goal #4: Build and maintain a safe, equitable, and resilient transportation system*

The Spare the Air program is a partnership of the region's air districts dedicated to measurably improve the region's air quality and helping residents protect themselves from air pollution by providing air quality forecasts, real-time readings, air pollution alerts, and educational materials for schools, businesses, residents, and community organizations.

## *Proposed New Programs*

### **Regional Pavement Management Program**

*SACOG Strategic Plan Goal #4: Build and maintain a safe, equitable, and resilient transportation system*

The Regional Pavement Management Program would collect pavement data regionwide to inform future policy decisions regarding funding. This program would address several needs from our local partners as well as standardize the pavement data region wide. SACOG's smaller and rural member jurisdictions would significantly benefit from a regional program, especially the data collection and analysis, where a process may not currently exist. The goal for this program is to create a regional pavement management program approach when it comes to funding maintenance projects, providing a level playing field across the 6 counties and provide a comprehensive database with pavement condition information utilizing SACOG's existing access to StreetSaver. Note that this would require a program to be set up and would be operational to inform decision making for the following funding round. Subsequent aspects of the program would include ongoing updates and maintenance of the dataset, among other similar activities.

### **Freeway Service Patrol**

*SACOG Strategic Plan Goal #4: Build and maintain a safe, equitable, and resilient transportation system*

The Sacramento Metropolitan Freeway Service Patrol (FSP) program is designed to reduce freeway congestion by quickly finding and removing minor incidents from our freeways. This long-standing program has been funded by the CVR-SAFE program in El Dorado, Sacramento and Yolo counties, while Placer County Transportation Planning Agency has previously used federal funding in its county. This proposal will augment the existing CVR-SAFE funding in El Dorado, Sacramento and Yolo counties with federal funding, and continue funding for Placer County, which is not a part of CVR-SAFE.

## Four- County State Funding Program

*SACOG Strategic Plan Goal #4: Build and maintain a safe, equitable, and resilient transportation system*

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State Transportation Improvement Program (STIP) – A hybrid intra-county competitive program that focuses on road maintenance and improving safety, access to mobility, and economic development and would address several of the needs of the local agencies with consistent county-wide funding while supporting regionally prioritized projects. In the new STIP program, local agencies only compete against other agencies within their county. This program will focus on fix-it-first projects that also provide additional benefits and/or modernize roadways, mirroring the goals of CAPTI to align with state policy goals for state of good repair, climate, and equity.

County specific funding amounts will align with state driven funding allotments but will reserve a portion of funding to be pooled across all four counties to support larger regional projects. The regional pooled funding will enhance the competitiveness of regional projects for federal and state grants, an approach that is further bolstered by the strategic use of the System Performance Program’s STBG funds. The percentage of STIP funding dedicated to the intra-county competitive program versus the amount dedicated to a pooled fund for regional projects will be a policy decision made by the board in advance of releasing the call for projects, once an accurate and up to date fund estimate is available.

Key performance objectives:

- State of good repair
- Safety
- Increasing modal choice
- Goods movement
- Climate adaptation and resilience