



## 2022/23 REGIONAL PROGRAM **Revolving Match Fund**

APPLICATIONS DUE:  
**4:00 p.m., Friday, December 16, 2022**

This document contains the guidelines and applications for the **Revolving Match Fund** of the Sacramento Area Council of Governments (SACOG) 2022/23 Regional Program. Please note: This Funding Program applies to the counties of Sacramento, Sutter, Yolo, and Yuba only. Placer and El Dorado Counties have their own programming process through a Memorandum of Understanding with SACOG. Projects must be located within the four-county portion of the region.

### **Schedule**

Please note all dates are subject to change. To view the most recent information please go to:  
<https://www.sacog.org/regional-program>.

<b>December 16, 2022</b>	Project applications due by 4:00 p.m.
<b>January 27, 2023</b>	Staff releases project award recommendations
<b>February 2, 2023</b>	Transportation Committee reviews staff recommendations and provides a recommendation on project awards to the SACOG board for final approval
<b>February 23, 2023</b>	SACOG board takes final action on recommended projects and determines final program funding amount

### **Program Contact**

Please direct any questions regarding the Regional Program or the application process to the Regional Program coordinator:

**Chris Dougherty**, Funding and Grants Program Manager  
E-mail: [cdougherty@sacog.org](mailto:cdougherty@sacog.org)

### **Objectives**

The policy framework adopted by the SACOG Board in September 2020 provides the foundation for the Regional Program that includes the Revolving Match Program. The program is intended to help project sponsors with additional funding to help pursue major federal or state grants and to support the delivery of their maintenance and capital programs. A budget of \$19-31 million will be made available from the 2022/23 Funding Round budget to support this program. A sponsor can request up to a maximum of \$4 million per project. ***If a selected project does not receive funding from the identified State or Federal funding program in that cycle, funds will not be programmed to the project and will be returned to the program for future rounds.*** Two rounds of the Revolving Local Match Fund program will be held each year, to provide opportunities as various federal and state programs are released.

Most of the projects selected for this and other SACOG programs must qualify for the federal/state funding sources available to SACOG. Federal funding requirements are applicable. For capital projects, federal funds may be used for the preliminary engineering phase, which includes environmental work and design, as well as for right-of-way and construction phases.

### 2022 Revolving Local Match Fund Proposed Program Guidelines

By adding a strategic amount of funding to a project to increase competitiveness for both federal and state grant programs, the Revolving Local Match Fund aims to better leverage the SACOG funding round to position projects that align with SACOG initiatives for larger programs.

#### Project Eligibility

A complete application must be submitted to SACOG staff to be considered for funding. All of the following conditions must be met for a project to proceed in the evaluation process. Failure to meet each screening consideration will eliminate the project from further consideration.

- Projects must fall within the four-county (Sacramento, Sutter, Yolo, Yuba) region, and be listed in the 2020 MTP/SCS or fit within a lump-sum project category. Lump sum project categories (road maintenance and reconstruction, transit vehicle replacements, operational improvements, Intelligent Transportation Systems, bicycle and pedestrian investments).
- Projects must be federal-aid eligible for Congestion Mitigation & Air Quality (CMAQ), Regional Surface Transportation Program (RSTP) or State Transportation Improvement Program (STIP) funding. Federal-aid eligible projects are those that significantly contain transportation infrastructure in public right-of-way.
- All SACOG member agencies in the four-county region, Caltrans District 3, and transit districts are eligible to apply. Other special districts and other public organizations (e.g., air districts, JPAs, transportation management organizations, BIDs) are also eligible to apply, if they are eligible under the identified federal or state funding program. All primary applicants must have a current Master Agreement with Caltrans in place to be eligible for the funding in this program.
- The project sponsor must identify a specific State or Federal grant funding program in the project application; the project must meet the eligibility requirements of the grant funding program.

- The project sponsor must submit and receive the Revolving Match program fund award prior to the submittal deadline for the related grant program they are seeking match for.
- Projects are required to have an approved funding/financial plan and be listed in an adopted prioritized planning document. A draft planning document may be acceptable depending on the phase of the document.
- Projects that are designed to add general purpose unmanaged road or highway capacity will not be considered for this funding program.

SACOG staff will advance any applications meeting all screening criteria into the project prioritization phase.

### Application Instructions

This section outlines the requirements for applying for a 2022/23 Regional Program grant in the Project Revolving Match Fund program category.

### Application Submittal

Applications are due by 4:00 p.m. PST on Friday, December 16, 2022.

All submittals will receive a confirmation of receipt email within one business day.

Project applications should include the following:

- A detailed description of the project and the project scope
- An identified funding program for the requested match funding and how the project meets the criteria for the program
- A funding/financing plan
- MTP/SCS project number

The following items should be included as attachments and will not be counted in the overall page limit.

- Link(s) to adopted local planning documents
- A map of project location.
- Additional narrative that supports the project prioritization outcomes listed below. (please limit to two pages total)

### Project Prioritization Process

Evaluation of applications is completed by SACOG staff. Applicants should choose between two to four of the policies below that align with the identified federal or state grant program and develop a project narrative on how the project addresses the selected policies. That project narrative is intended serve as an executive summary or Introduction to their primary grant application and should not exceed two pages in length. As a final step, SACOG staff and management will review the recommendations across

the selection criteria to recommend a full project list to the SACOG board for funding awards. Projects will be prioritized by the policy goals below:

<b>Project Prioritization Policy Goals</b>
How does the project reduce the growing system maintenance funding gap by prioritizing spending flexible revenues on state-of-good repair improvements before investing in system expansion?
How does the project support system expansion investments that are not directly paid for by new development should be focused on fixing major bottlenecks that exist today, and/or incentivize development opportunities in infill areas?
How does the project support transit expansion, particularly light rail and other fixed infrastructure transit options should be targeted at communities with supportive land use policies and development patterns that will generate transit ridership and improve the cost recovery rates for transit service?
How does the project support prioritize cost effective safety improvements that will help the region eliminate fatal transportation related accidents?
How does the project prioritize and incentivize transportation investments that benefit environmental justice communities?
How does the project improve transportation infrastructure investments to be planned and built in a way that makes the system more resilient to extreme weather events and natural disasters?
Does the project invest in bicycle and pedestrian infrastructure to encourage healthy, active transportation trips and provide recreational opportunities for residents and visitors?
How does the project invest in transportation improvements that improve access to major economic assets and job centers?
How does the project prioritize investments in transportation improvements that reduce greenhouse gas emissions and vehicle miles traveled?